

Technical Memorandum

December 8, 2021

To: Steven Leash, Cahuilla Band of Indians
Garrett Pewe, Cahuilla Band of Indians

From: Dawn Wilson, Michael Baker International
Jacob Swim, Michael Baker International

CC: Angela Medrano, Cahuilla Band of Indians, Economic Development Corporation
Ronda Metcalf, Cahuilla Band of Indians, Tribal Administrator

Subject: Cahuilla Long-Range Transportation Plan - Existing and Future Conditions Technical Memorandum

Introduction

Michael Baker International (Michael Baker) has prepared this technical memorandum summarizing the Cahuilla Band of Indians (Tribe) existing and future transportation infrastructure and land use conditions as it relates to the transportation network within the Reservation and along State Route 371 (SR-371) through the Reservation. Current socio-economic data, trip characteristics, roadway surface conditions, non-motorized transportation system, transit, and safety are evaluated in the Existing Conditions section of this memorandum. Planned growth areas within the Reservation in coordination with the Cahuilla Economic Development Corporation are assessed in the Future Conditions section.

Existing Conditions

The Tribe's transportation roadway network currently serves tribal members traveling to and from their homes, tribal facilities, casino guests and employees, and hotel guests and employees. School bus stops are located on the Reservation providing a pick-up and drop-off location for students and parents as children are transported to local schools. On Thursday, October 7th, Michael Baker conducted a field visit of the Reservation to take photos and gain a better understanding of the existing transportation facilities and their condition within the Reservation. The following sections provide an overview of the current conditions from both a socio-economic and transportation perspective.

Socio-economic Evaluation

Socio-economic data for the Tribe was obtained from the U.S. Census Bureau (2015-2019)¹. The information provided below is a representation of the Tribe's population, employment, housing, economy, education and trip characteristics.

Population

According to the 2015-2019 U.S. Census Bureau, the population of the Reservation is 82. Of the 82 residents, 20 residents are under the age of 18, 60 residents are between the ages of 18 to 64, and 2 residents are over the age of 65.

Employment

According to the 2015-2019 U.S. Census Bureau, approximately 30 residents are employed. **Table 1** below provides an summary of reported occupations. Census data indicates that the average commute time to work is approximately 30.7 minutes.

Table 1 – Reservation Employment Summary

Occupation	Estimate	ACS Margin of Error
Civilian employed population 16 years and over	30	(+/- 18)
Management, business, science, and arts occupations	6	(+/- 9)
Service occupations	7	(+/- 6)
Sales and office occupations	9	(+/- 9)
Natural resources, construction, and maintenance occupations	5	(+/- 6)
Production, transportation, and material moving occupations	3	(+/- 5)

Source: U.S. Census Bureau (2015-2019), American Community Survey

Housing

Based on information provided by Anza Electric, there are approximately 60 homes on the Reservation. According to the 2015-2019 U.S. Census Bureau, the average household size of owner-occupied units is 2.68 and renter-occupied household size is 4.6. The estimated median value of each home based on 2019 data is \$242,900.

¹ U.S. Census Bureau (2015-2019), American Community Survey, My Tribal Area

Economy

According to the 2015-2019 U.S. Census Bureau, the mean household income is \$42,907 for the 27 households on the Reservation. From the data provided, 71 of the 82 residents have insurance coverage.

Education

An estimated 86.8% of residents on the Reservation are high school graduates and 11.3% have a bachelor's degree or higher according to the census data. There are an estimated 24 students 3 years and older enrolled in school.

Trip characteristics

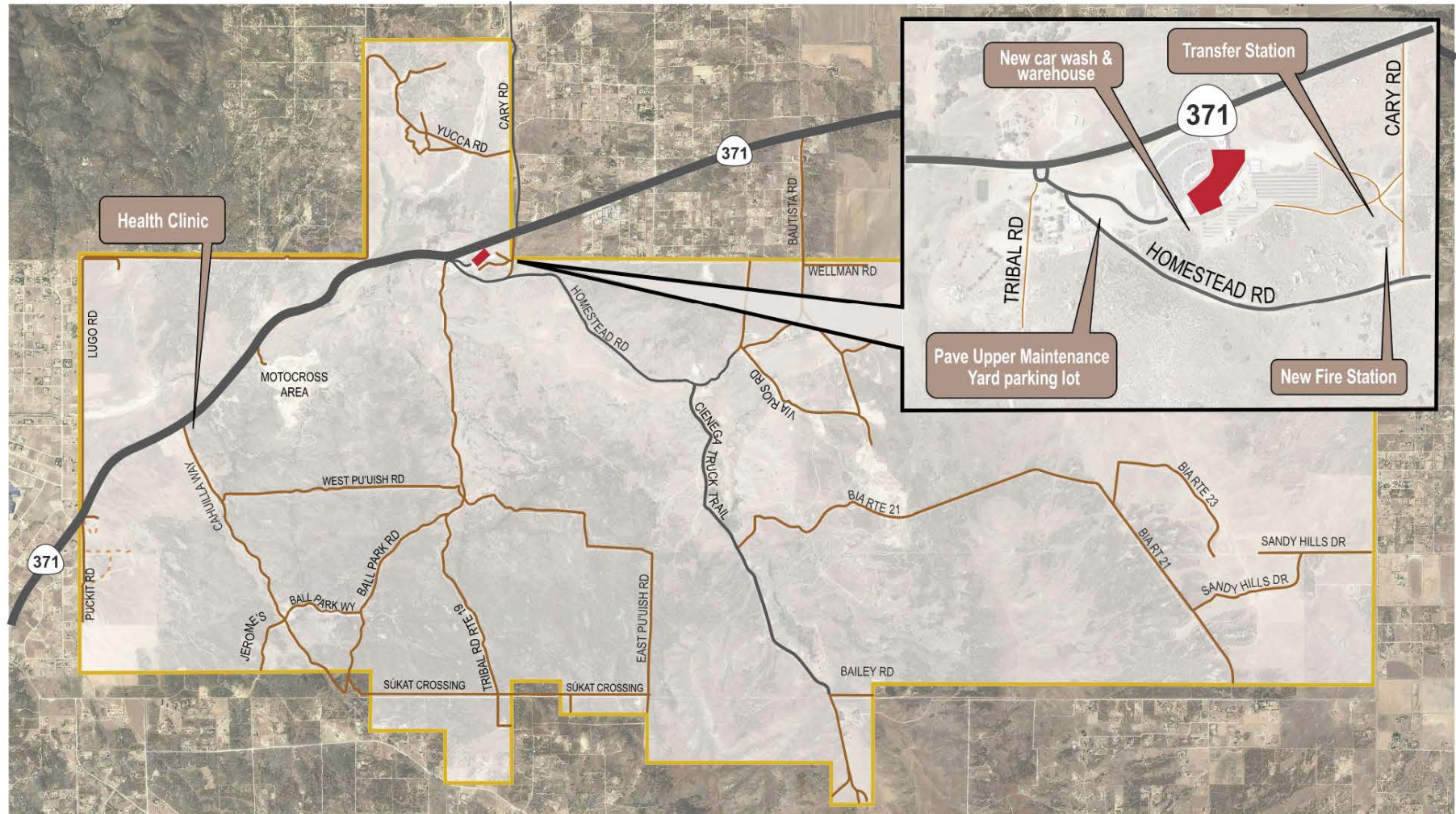
Trip characteristics vary by location throughout the reservation. For tribal residents, the primary mode of transportation. According to the Tribe's Public Works Department, the majority of residents drive alone to work on a daily basis. The average commute time to work is approximately 30.7 minutes to and from the Reservation. There is no public transit system serving the Reservation. The closest transit stop to the Reservation is at the Temecula Valley Hospital along Route 24 served by Riverside Transit Agency (RTA), which is approximately 30 miles west of the Reservation.

Another significant trip mode is walking. Most walking occurs around the Casino and Tribe Administration areas. This would indicate the need for well-defined pathways that allow users to walk comfortably with reduced vehicle conflicts. Bicycling on the Reservation is not very common due to the lack of facilities to accommodate this mode of travel.

Near Term Development

Within the next five (5) years, the Tribe has plans to construct several new facilities and complete pavement projects that could potentially affect the transportation system within the Reservation. **Figure 1** shows the location of these near term development projects. The following list outlines each of the projects that are expected to start construction by 2026:

- Car Wash and Warehouse are planned to be constructed near the Casino and Hotel;
- Transfer Station is planned to be constructed on the west side of Cary Road approximately 200 feet north of Homestead Road;
- Fire Station is planned to be constructed on the northwest corner of Homestead Road and Cary Road;
- Health Clinic at the eastern boundary of the 183-acre site fronting SR-371;
- Pave the Upper Maintenance Yard parking lot with asphalt;
- Pave Tribal members driveways with asphalt; and
- Pave the Public Works Yard, Clinic and RV Parks with asphalt.



Michael Baker
INTERNATIONAL

LEGEND

- Unpaved Road
- Paved Road
- - - Driveway
- Reservation Boundary
- Cahuilla Band of Indians Casino

NEAR TERM DEVELOPMENT

CAHUILLA LONG RANGE TRANSPORTATION PLAN

Figure 1

Vehicle trips were calculated for the near term development projects using the *Institute of Transportation Engineers (ITE) 10th Edition Trip Generation Manual*. As shown in **Table 2**, daily and AM/PM peak hour trips were calculated for the near term development planned within the Reservation over the next 5 years.

Table 2 – Near Term Development Trip Generation

Land Use	Quantity	Unit	Daily Trips ¹	AM Peak Hour Trips ¹			PM Peak Hour Trips ¹		
				Total	In	: Out	Total	In	: Out
Warehouse	3	Employees	15	2	1	: 1	2	1	: 1
Car Wash (Automated)	1	Site	900	36	18	: 18	82	41	: 41
Fire Station	5	Employees	N/A	N/A	N/A		3	1	: 2
Health Clinic	11.6	KSF	404	32	7	: 25	40	11	: 29
Total Near Term Development Trips			1,319	70	26	: 44	127	54	: 73

¹ Trip Generation Rates used in the trip generation estimate is based on *ITE 10th Edition Trip Generation Manual*.

N/A = Not Available; KSF = 1,000 Square Feet

As shown in Table 2, near term development projects are anticipated to generate 1,319 daily trips with 70 AM peak hour trips and 127 PM peak hour trips during a typical weekday. AM and PM peak hour trips from these projects were distributed onto SR-371 and then added to existing peak hour turning movement volumes at specific intersections that provide access to the Reservation such as SR-371/Puck-it Drive, SR-371/Homestead Road and SR-371/Cary Road. It may be noted the pavement projects do not generate new traffic and therefore are not included in this trip generation estimate. A near term operations analysis was conducted at these intersections and the results are provided in the following section of this memorandum.

Existing Traffic Data

Traffic Volumes

Existing traffic volumes were collected by National Data Services (NDS) on SR-371 along the Reservation's frontage and on local roadways within the Reservation. Traffic counts were collected on Saturday (October 9th), Tuesday, (October 12th), Thursday (November 4th) and Saturday (November 6th) in 2021. Weekend counts were obtained from 3:00 PM to 5:00 PM on a Saturday at key locations such as SR-371/Homestead Road due to the higher traffic volumes generated by the Casino and Hotel. **Figure 2** shows the existing daily and peak hour traffic volumes collected on and off the Reservation.

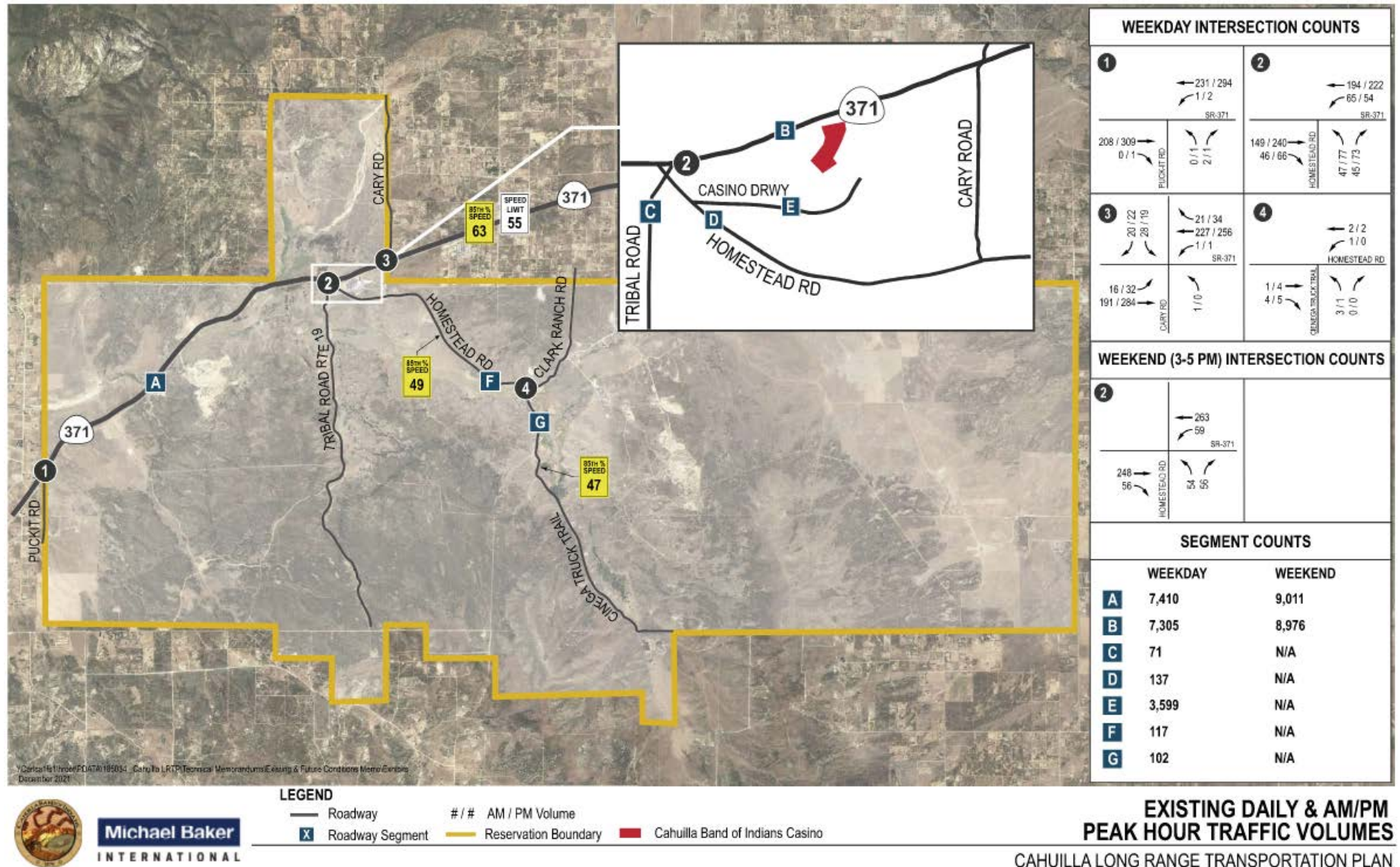


Figure 2

Travel Speeds

In addition to collecting traffic volumes, travel speeds were collected along SR-371 and key segments on the Reservation. On SR-371, the posted speed limit is 55 miles per hour (MPH). The 85th percentile speed is defined as the speed at or below which 85 percent of all vehicles were observed to travel under free-flowing conditions past a monitored point. According to the speed data collected, the 85th percentile speed on SR-371 was 63 MPH which is 13 MPH higher than the posted speed limit. Within the Reservation, the 85th percentile speed on Homestead was 49 MPH and 47 MPH on Cienega Truck Trail. **Figure 2** also shows the 85th percentile speeds collected on and off the Reservation.

Vehicle Classification

Vehicle classification counts were also obtained along SR-371 to determine the amount of truck traffic on the highway. Passenger cars, 2-axle trucks, 3-axle trucks, 4-axle trucks and 5-axle trucks were counted along SR-371. According to the vehicle classification counts, approximately 8% of total vehicles traveling on SR-371 are trucks with 3 or more axels). Trucks tend to have a greater impact on traffic operations when compared to a typical passenger vehicle. Therefore, the intersection operations analysis discussed in the next section takes into consideration the 8% truck traffic along SR-371.

Intersection Operations Analysis

An operational analysis was conducted at four key intersections on the Reservation:

- SR-371/Puck-it Drive
- SR-371/Homestead Road
- SR-371/Cary Road
- Homestead Road/Cienega Truck Trail.

The key intersections along SR-371 provide direct vehicular access into the Reservation and located near planned growth areas. Thus, these intersections were selected to determine if the existing geometric conditions are sufficient to handle existing traffic and the additional traffic associated with the near term development projects. Traffic volumes, lane geometrics, and intersection control were input into an intersection analysis software program known as *Synchro (Version 10)*. The intersection analysis conforms to the operational analysis methodology outlined in the *Highway Capacity Manual (HCM 6th Edition)*. The HCM analysis methodology describes the operations of intersection using a range of level of service (LOS) from LOS A (free-flowing conditions) to LOS F (severely congested conditions). The results of the operations analysis are provided below in **Table 3**.

Caltrans endeavors to maintain a target level of service (LOS) C or better on State Highways such as SR-371. For purposes of this analysis, intersections operating at LOS A through C are considered acceptable operating conditions and LOS E or F are considered poor operating conditions. As shown, all key intersections in the existing conditions are currently operating at LOS C or better which is considered acceptable.

Traffic from near term development was distributed onto SR-371 based on existing travel patterns. According to the count data and recent traffic studies (*Cahuilla Casino Expansion, 2017*), 50% of traffic is assumed to travel east and 50% travels west along SR-371. This same distribution was used for the near term development traffic. Peak hour traffic generated by near term development was then added to existing peak hour traffic volumes and analyzed at the key intersections as illustrated in **Figure 3**. As shown in **Table 3**, all key intersections are expected to operate at LOS C or better during the weekday and weekend.

Table 3 – Existing and Near Term Development Intersection Operations Analysis

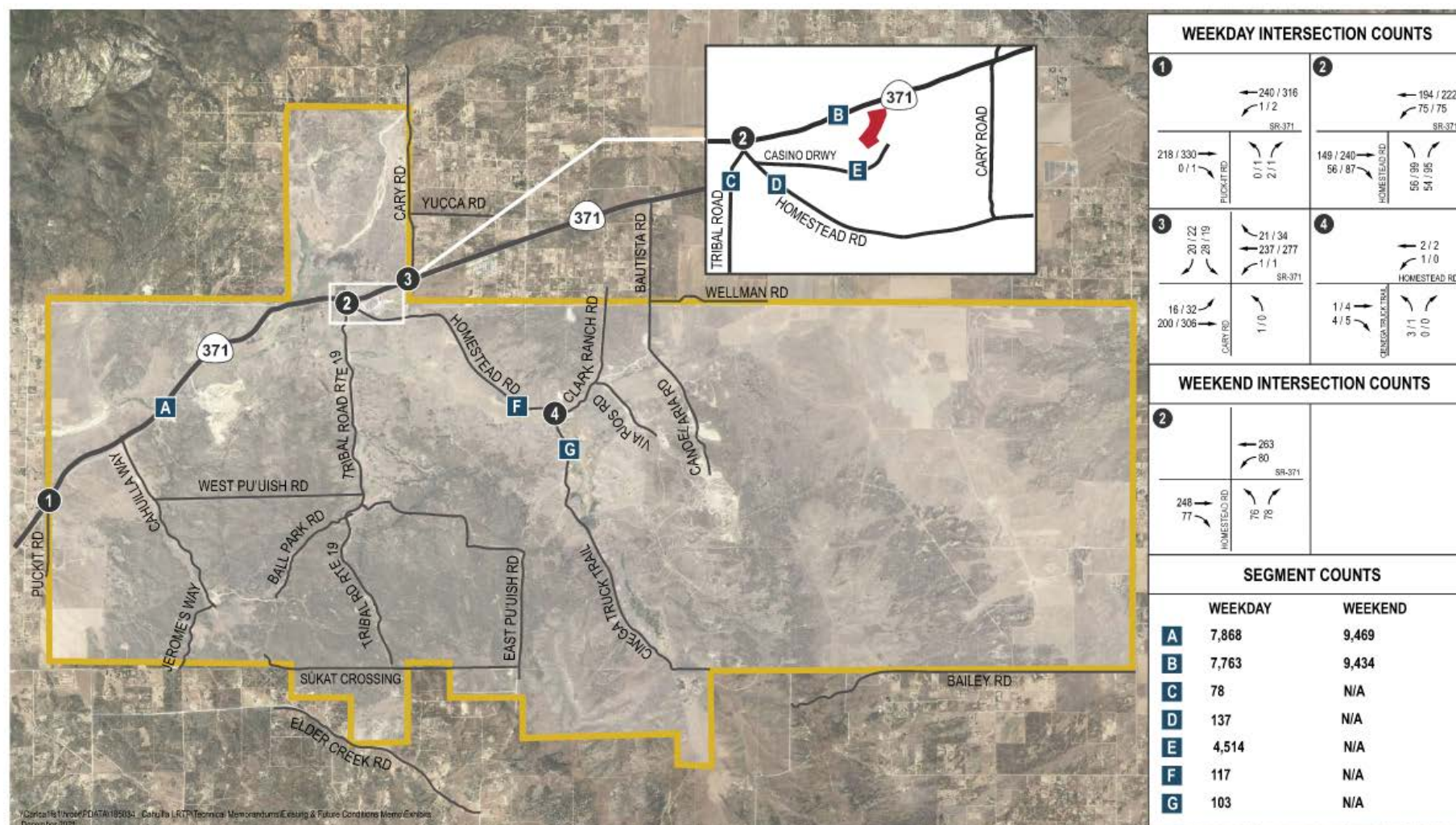
#	Intersection	Traffic Control	Weekday or Weekend	Peak Hour	Existing Conditions		Existing Plus Near Term Development		Improvements Needed?
					Delay (sec)	LOS	Delay (sec)	LOS	
1	SR-371 & Puck-it Drive	SSSC	Weekday	AM	9.4	A	9.4	A	NO
				PM	11.6	B	11.9	B	
2	SR-371 & Homestead Road	SSSC	Weekday	AM	11.9	B	12.5	B	NO
				PM	15.2	C	18.3	C	
			Weekend	PM	14.6	B	17.4	C	NO
3	SR-371 & Cary Road	SSSC	Weekday	AM	13.6	B	14.0	B	NO
				PM	13.3	B	13.8	B	
4	Homestead Road & Cienega Truck Trail	SSSC	Weekday	AM	8.6	A	8.6	A	NO
				PM	8.6	A	8.6	A	

SSSC = Side Street Stop Control

LOS = Level of Service

Delay = Average delay per vehicle in seconds

Weekend PM Peak Hour = Saturday (3 PM to 4 PM)



**EXISTING PLUS NEAR TERM
DAILY & AM/PM PEAK HOUR TRAFFIC VOLUMES**
CAHUILLA LONG RANGE TRANSPORTATION PLAN

Figure 3



**Michael Baker
INTERNATIONAL**

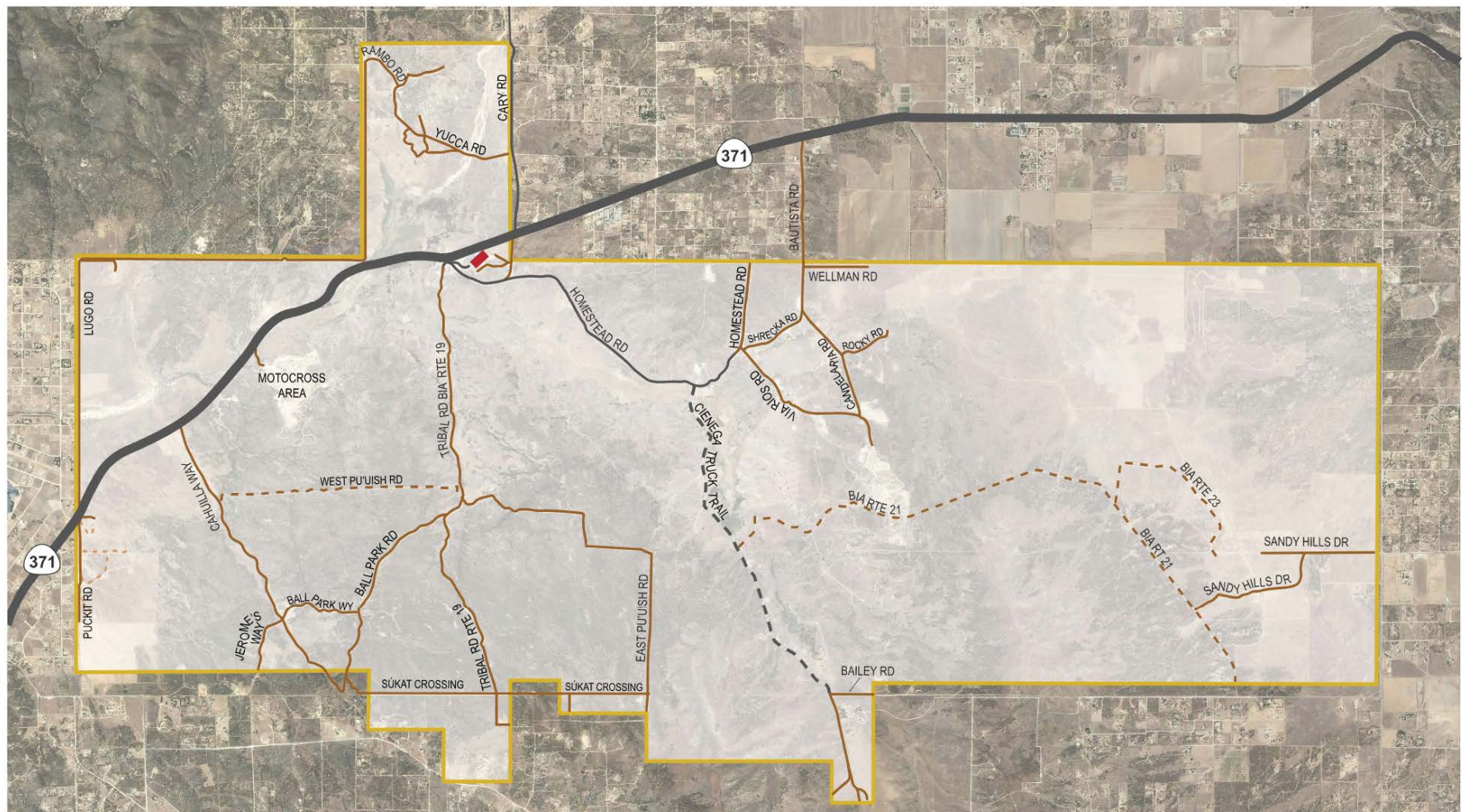
Road Inventory Field Database System (RIFDS) Update

The Reservation is served by a network of state, county, Bureau of Indian Affairs (BIA) and private roads. **Figure 4** shows the Reservations roadway system and existing surface conditions. SR-371 is a state road serving the Reservation providing access to Homestead Road, Cary Road, and Puck-it Road. SR-371 runs between SR-79 to the southwest and SR-74 to the northeast. For most of its length, SR-371 is a two-lane paved road with little to no shoulders. About 2.88 miles of SR-371 are on the Reservation and about 10 miles of SR-371 runs along the northern portion of the Reservation. In general, SR-371 is in fair condition with widespread cracking.

The Riverside County roads serving the Reservation include Bailey Road, Bautista Road, Cary Road, Kirby Road, Terwilliger Road, and Wellman Road. Bailey Road has both paved and earth sections. Bautista is a graded 18 to 24-foot earth road. Cary Road follows a north-south reservation boundary and provides the only access to BIA Route 18 on the north side of SR-371. Kirby Road is a 24-foot paved road with 8-foot earth shoulders. Terwilliger Road is a 24-foot paved road with 6-foot earth shoulders that runs along the eastern boundary of the Reservation. Wellman Road is an earth road that runs along the northern boundary of the Reservation.

Six BIA routes serve the Reservation which include BIA Routes 18, 19, 20, 21, 22, and 23. These roads serve the interior of the Reservation most of which are accessed from the Riverside County roads. The BIA road system on the Reservation comprises 15.70 miles of graded earth roads. Some of the BIA roads have been renamed. For example, BIA Route 18 is referred to as Yucca Road, BIA Route 19 is Tribal Road, and BIA Route 20 is Homestead Road (Section 10 and 20) and Cienega Truck Trail (Sections 30 through 60). Sections 30 and 40 of BIA Route 22 is Homestead Road.

Table 2 provides a summary of Cahuilla's Indian Reservation Roadway System both on and off the Reservation. Functional classification of the roadways listed below are based on the County of Riverside General Plan Circulation Element.



Michael Baker
INTERNATIONAL

LEGEND			
	Unpaved Road (Good - Fair)		Driveway
	Paved Road (Good - Fair)		Unpaved Road (Poor)
	Paved Road (Poor)		Reservation Boundary
			Cahuilla Band of Indians Casino

EXISTING RESERVATION ROADWAY SYSTEM

CAHUILLA LONG RANGE TRANSPORTATION PLAN

Figure 4

Table 2 – Cahuilla’s Indian Reservation Roadway System

Owner	Road Name	Owner Route Name	BIA Route #	Funct. Class.	Surface Type	General Condition	Length (miles)	Width (feet)	ADT	ADT Year
Tribe	Yucca Rd	Route 18 (On Res.)	Route 18	Collector	Paved	Fair	1.2	24	50 est.	2021
Tribe	Yucca Rd	Route 18 (On Res.)	Section 10	Collector	Paved	Fair	0.4	24	50 est.	2021
Tribe	Yucca Rd	Route 18 (On Res.)	Section 20	Collector	Paved	Fair	0.8	24	50 est.	2021
Tribe	Tribal Rd	Route 19 (On Res.)	Route 19	Collector	Earth	Good	3.3	20	100 est.	2021
Tribe	Tribal Rd	Route 19 (On Res.)	Section 10	Collector	Earth	Good	2.9	20	100 est.	2021
Tribe	Tribal Rd	Route 19 (On Res.)	Section 20	Collector	Earth	Good	0.4	20	100 est.	2021
Tribe	Homestead Rd	Route 20 (On Res.)	Route 20	Collector	Paved	Good	2.45	20	117	2021
Tribe	Homestead Rd	Route 20 (On Res.)	Section 10	Collector	Paved	Good	0.1	28	117	2021
Tribe	Homestead Rd	Route 20 (On Res.)	Section 20	Collector	Paved	Good	1.7	20	117	2021
Tribe	Homestead Rd	Route 22 (On Res.)	Section 10	Collector	Earth	Good	0.3	20	50 est.	2021
Tribe	Homestead Rd	Route 22 (Off Res.)	Section 20	Collector	Earth	Good	0.35	20	50 est.	2021
Tribe	Cienega Truck Trail	Route 20 (On Res.)	Section 30	Collector	Paved	Poor	0.4	20	102	2021
Tribe	Cienega Truck Trail	Route 20 (On Res.)	Section 40	Collector	Paved	Poor	0.3	20	102	2021
Tribe	Cienega Truck Trail	Route 20 (On Res.)	Section 50	Collector	Paved	Poor	0.05	20	102	2021
Tribe	Cienega Truck Trail	Route 20 (On Res.)	Section 60	Collector	Paved	Poor	1.6	20	102	2021
Tribe	BIA Route 21	Route 21 (On Res.)	Route 21	Collector	Earth	Poor	4.45	10	20 est.	2021
Tribe	BIA Route 21	Route 21 (On Res.)	Section 10	Collector	Earth	Poor	0.4	10	20 est.	2021
Tribe	BIA Route 21	Route 21 (On Res.)	Section 20	Collector	Earth	Poor	0.9	10	20 est.	2021
Tribe	BIA Route 21	Route 21 (On Res.)	Section 30	Collector	Earth	Poor	0.15	10	20 est.	2021
Tribe	BIA Route 21	Route 21 (On Res.)	Section 40	Collector	Earth	Poor	3.0	10	20 est.	2021
Tribe	Bautista Rd	On Res	-	Collector	Earth	Good	0.5	30	20 est.	2021
Tribe	Bautista Rd	On Res	-	Collector	Earth	Good	0.4	30	20 est.	2021
Tribe	BIA Route 23	Route 23 (On Res)	Route 23	Collector	Earth	Poor	1.6	10	10 est.	2021
Tribe	Via Rios Rd	On Res	-	Collector	Earth	Fair	0.7	20	20 est.	2021
Tribe	Candelareia Rd	On Res	-	Collector	Earth	Fair	2.0	30	20 est.	2021
Tribe	Rocky Road	On Res	-	Collector	Earth	Fair	0.5	20	10 est.	2021
Tribe	Shreka Rd	On Res	-	Collector	Earth	Fair	0.5	20	20 est.	2021

Table 2 – Cahuilla's Indian Reservation Roadway System

Owner	Road Name	Owner Route Name	BIA Route #	Funct. Class.	Surface Type	General Condition	Length (miles)	Width (feet)	ADT	ADT Year
Tribe	Sandy Hills Dr	On Res	-	Collector	Earth	Fair	2.1	20	20 est.	2021
Tribe	Súkat Crossing	On Res	-	Collector	Earth	Fair	2.0	30	20 est.	2021
Tribe	Ball Park Way	On Res	-	Collector	Earth	Fair	0.6	30	50 est.	2021
Tribe	Ball Park Rd	On Res	-	Collector	Earth	Fair	1.6	30	50 est.	2021
Tribe	West Pu'uish Rd	On Res	-	Collector	Earth	Poor	1.0	20	20 est.	2021
Tribe	Jerome's Way	On Res	-	Collector	Earth	Fair	0.6	30	20 est.	2021
Tribe	Cahuilla Way	On Res	-	Collector	Earth	Good	2.2	20	20 est.	2021
Tribe	Puckit Rd	On Res	-	Collector	Earth	Fair	1.0	20	100 est.	2021
Tribe	Pu'uish Rd	On Res	-	Collector	Earth	Fair	2.6	12	10 est.	2021
Tribe	Lugo Rd	On Res	-	Collector	Earth	Fair	2.0	20	20 est.	2021
Tribe	Rambo Rd	On Res	-	Collector	Earth	Fair	0.3	30	20 est.	2021
County	Bailey Rd	On Res	Bailey Road	Collector	Earth	Good	2.0	20	50 est.	2021
County	Bailey Rd	On Res	Section 10	Collector	Earth	Good	0.8	20	50 est.	2021
County	Bailey Rd	On Res	Section 20	Collector	Earth	Good	1.2	20	50 est.	2021
County	Bautista Rd	Route 22 (Off Res)	Bautista Road	Collector	Earth	Good	1.2	24	200 est.	2021
County	Bautista Rd	Route 22 (Off Res)	Section 20	Collector	Earth	Good	0.5	24	200 est.	2021
County	Bautista Rd	Route 22 (Off Res)	Section 30	Collector	Earth	Good	0.7	24	200 est.	2021
County	Cary Rd	On Res	Cary Road	Collector	Earth	Good	1.6	24	1,200 est.	2021
County	Cary Rd	On Res	Section 10	Collector	Earth	Good	0.3	20	200 est.	2021
County	Cary Rd	On Res	Section 20	Collector	Paved	Good	1.3	24	1,000 est.	2021
County	Kirby Rd	Off Res	N/A	Collector	Paved	Good	1.0	24	2,000 est.	2021
County	Terwilliger Rd	Off Res	N/A	Collector	Paved	Good	2.9	24	1,200 est.	2021
County	Wellman Rd	On Res	N/A	Collector	Earth	Fair	1.0	24	1,110 est.	2021
State	SR-371	Off Res	Section 10	Mountain Arterial	Paved	Good	13.8	24	7,410	2021
State	SR-371	Off Res	Section 10	Mountain Arterial	Paved	Good	5.0	24	7,410	2021
State	SR-371	On Res	Section 20	Mountain Arterial	Paved	Good	1.4	24	7,410	2021
State	SR-371	On Res	Section 30	Mountain Arterial	Paved	Good	-	24	7,410	2021
State	SR-371	On Res	Section 40	Mountain Arterial	Paved	Good	2.4	24	7,305	2021
State	SR-371	Off Res	Section 50	Mountain Arterial	Paved	Good	2.2	24	7,305	2021

Table 2 – Cahuilla’s Indian Reservation Roadway System

Owner	Road Name	Owner Route Name	BIA Route #	Funct. Class.	Surface Type	General Condition	Length (miles)	Width (feet)	ADT	ADT Year
State	SR-371	Off Res	Section 60	Mountain Arterial	Paved	Good	0.9	24	7,305	2021
State	SR-371	Off Res	Section 70	Mountain Arterial	Paved	Good	-	24	7,305	2021
State	SR-371	Off Res	Section 80	Mountain Arterial	Paved	Good	0.2	24	7,305	2021
State	SR-371	Off Res	Section 90	Mountain Arterial	Paved	Good	0.8	24	7,305	2021
State	SR-371	Off Res	Section 100	Mountain Arterial	Paved	Good	0.5	24	7,305	2021
State	SR-371	Off Res	Section 110	Mountain Arterial	Paved	Good	0.5	24	7,305	2021

Transportation System Evaluation

In March 2020, Michael Baker performed a pavement study on the gravel roads located within the Reservation. The study identified typical roadway cross sections and gravel road paving/maintenance options to improve the durability and ride quality of the current gravel roadway network. Within the Reservation, there are currently 28.5 miles of gravel roads varying in width and condition. The gravel roads are typically traveled by the Reservation's residents and have very low traffic loads. The Tribe's Public Works Department continuously maintains the gravel roads through reshaping, wetting, and compacting. During storm events, the roads become muddy, stormwater runoff channelizes on the roads, and runoff typically drains into resident's driveways. During these vents, roadways lose a significant amount of fine sand which creates potholes, ruts, and other surface deformations. The Tribe plans to improve many of the gravel roadways within the Reservation as identified in **Table 3**.

Table 3 – Reservation's Roadway Pavement Improvements

Roadway	Recommended Surface Type	Paved / Earth	Expected Construction Date
Ball Park Road	Asphalt Millings	Earth	Year 2024
Cahuilla Way	Asphalt Millings	Earth	Year 2024
Cienega Truck Trail	Cement Treat/Stabalize Road	Paved	Completed
Clark Ranch Road - BIA Route 22	Cement Treat/Stabalize Road	Paved	Completed
Candelaria Road	Asphalt Millings	Earth	Year 2025
Elder Creek Road	Recycled Base Material	Earth	Year 2025
Homestead/Santos - BIA Route 20	Asphalt Millings	Paved	Completed
Jerome's Way	Recycled Base Material	Earth	Year 2025
Puck-it Drive	Asphalt Millings	Earth	Year 2024
Pu'Uish Road	Recycled Base Material	Earth	Year 2024
South Boundary Road	Recycled Base Material	Earth	Year 2025
Tribal Road – BIA Route 19	Recycled Base Material	Earth	Year 2024
Via Rios Road	Asphalt Millings	Earth	Year 2025
Yucca Road	Cement Treat/Stabalize Road	Paved	Completed
Homestead Road	Asphalt Millings	Paved	Completed
Walker Ranch Road	Asphalt Millings	Paved	Completed
Cary Road	Asphalt Millings	Earth	Year 2025
BIA Route 21	None	Earth	N/A
BIA Route 23	None	Earth	N/A
Batista Road	Asphalt Millings	Earth	Year 2025
Shrecka Road	Asphalt Millings	Earth	Year 2025

Energy Conservation (Clean Mobility Grant)

The Tribe was recently awarded the Clean Mobility Options Mobility Project Voucher to fund Cahuilla's first zero-emission carsharing program, which will provide residents with six electric plug-in vehicles. Cahuilla's geographical area creates challenges to accessing essential goods like medical services, education, and religious and cultural gatherings. This program is a bridge to the resources we need while providing a clean and safe travel option. By servicing the elderly, youth and people with transportation barriers, this program improves quality of life, increases opportunities for tribal members by expanding affordable on-demand travel options while reducing our carbon footprint and protecting the environment.

Multimodal Evaluation

Non-motorized travel

Pedestrian activity is highest in the area surrounding the Casino and the intersection of SR-371 and Homestead. Pedestrian facilities are limited within the Reservation although there are opportunities for trails, multi-use pathways to encourage walking and bicycling within the Reservation.

Transit/School buses

There are two locations where school buses provide transportation services to children who attend schools in Anza, the neighboring community. One school bus stop is located at the intersection of Yucca Road and Cary Road, and the other is located along SR-371 at Puck-it Drive, as depicted in **Photo 1** and **Photo 2**, respectively. A scheduled transit system does not currently exist on the Cahuilla Reservation. There are no transit stations or bus stops on or adjacent to the reservation. On-demand paratransit services that serve the reservation have not been established. Additionally, the casino does not currently participate in or fund private transit (tour buses) to bring patrons to the casino.



Photo 1 – School Bus Stop located at intersection of Yucca Road and Cary Road



Photo 2 – School Bus Stop located at intersection of SR-371 and Puck-it Drive

Crash Analysis

An analysis of crash data obtained from the Statewide Integrated Traffic Record System (SWITRS) between the dates of January 1st, 2016 – December 31st, 2020 was conducted to determine emphasis areas where safety measures could be recommended in the Long-Range Transportation Plan. **Figure 5** shows a crash heat map along SR-371. The following section discusses the crashes that have occurred on the Reservation along SR-371.

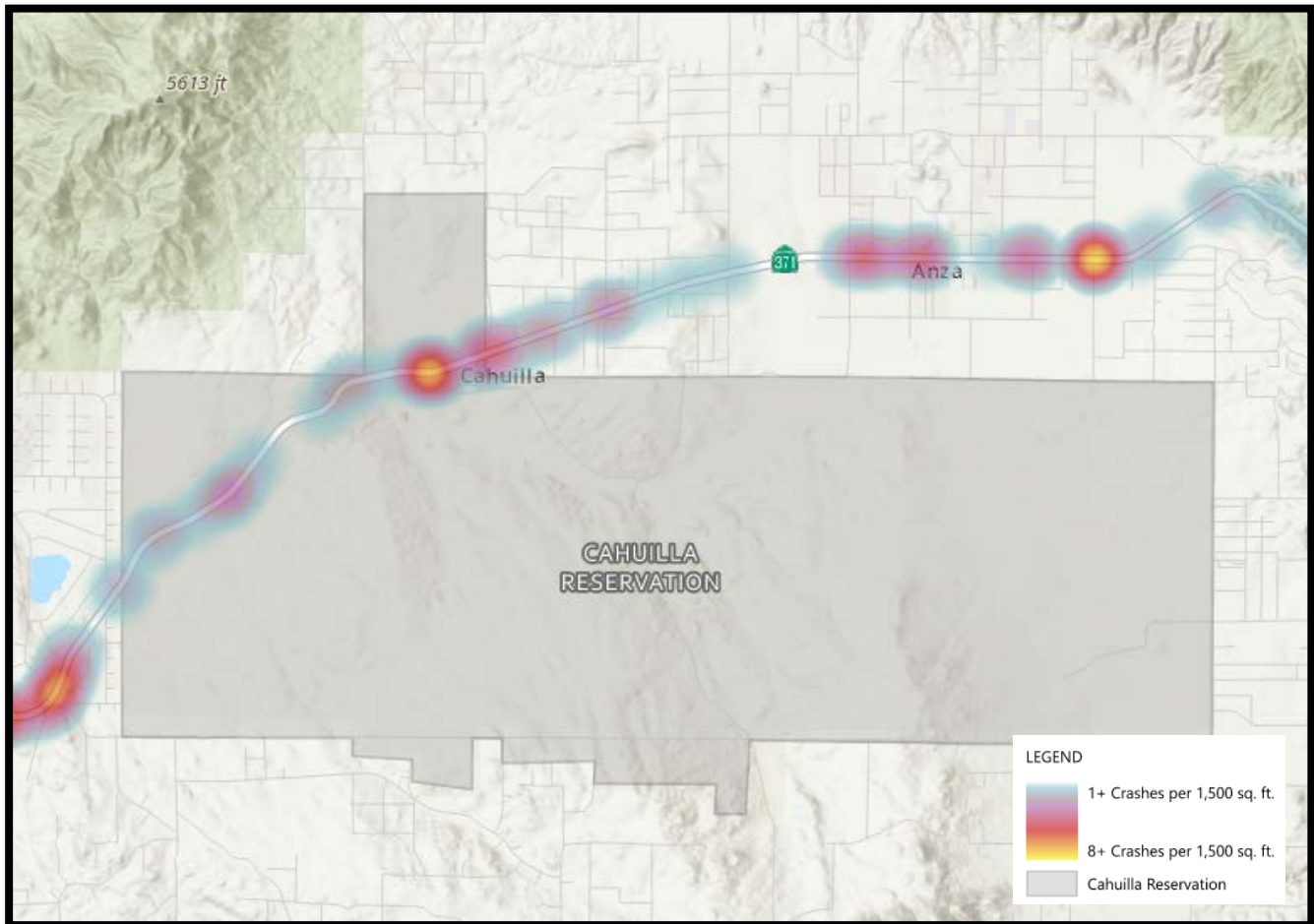


Figure 5 – Crash Heat Map

Crash Trends

Between the years of 2016 and 2020, there have been 27 reported crashes that have occurred on the Reservation along SR-371. Two of the crashes were fatal, eight resulted in severe injuries, nine resulted in visible injuries, and eight resulted in complaint of pain. Two of the crashes involved motorcyclists. None of the crashes along SR-371 involved pedestrians or bicyclists. Broadside crashes occurred most frequently of those recorded along the highway. The types of crashes and cause of crashes are summarized in **Tables 4** and **5** below.

Table 4: State Route 371 Crash Types (2016 – 2020)

Crash Type	Qty
Head-on	3
Rear-end	7
Broadside	8
Hit Object	5
Overtaken	4
Total	27

Table 5: State Route 371 Crash Causes (2016 – 2020)

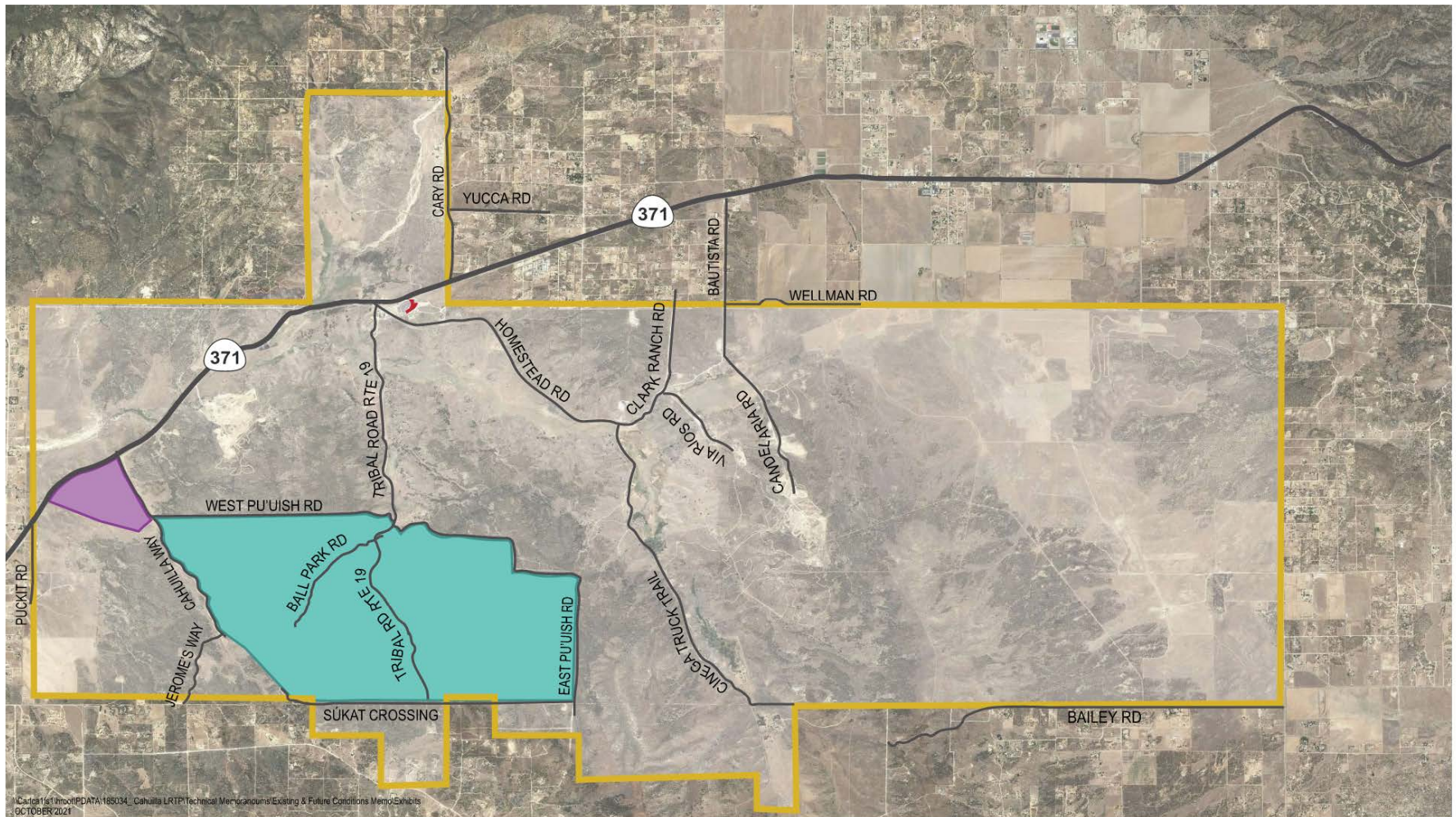
Crash Cause	Qty
Driving Under Influence	5
Unsafe Speed	7
Wrong Side of Road	1
Improper Turning	8
Automobile Right of Way	6
Total	27

On the local roads within the Reservation, two fatalities occurred on Cienega Truck Trail and one severe injury on Yucca Road within the last twenty years. Information related to these fatal and severe injury crashes within the Reservation were provided by Cahuilla's Public Works Department. Additional information regarding recent crashes on the Reservation may become available through the community engagement process which can be included in the draft Long Range Transportation Plan.

Future Conditions

Population & Employment

The Reservation consists of approximately 18,000 acres of land, 2,183 of which has been set aside for economic development and community use. According to the *2020 Economic Development Master Plan*, the 2,000-acre area would consist of a Tribal Administration Building, pre-school, RV park, community park, dude ranch, solar farm and agriculture located in the western part of the Reservation. The 183-acre area is located on the northwestern boundary of the Reservation fronting SR-371 and would consist of multi-family residential, retail, office, industrial, self-storage, K-12 school, pre-school, RV park, community park, Cahuilla Indian Health Center, Health Wellness Elder Center, tribal cultural facilities, tribal offices and agriculture. Over the next 20 years, an additional 20 single family dwelling units for tribal members are expected to be built within the Reservation. The future development of these land uses is expected to increase both population and employment of the Reservation over the next 20 years. **Figure 6** shows the location and land uses of the future growth areas on the Reservation.



Michael Baker
INTERNATIONAL

LEGEND

- Roadway
- 2,000 Acre Growth Area Site
- 183 Acre Growth Area Site
- Reservation Boundary
- Cahuilla Band of Indians Casino

FUTURE DEVELOPMENT GROWTH AREAS

CAHUILLA LONG RANGE TRANSPORTATION PLAN

Figure 6

Future Development Trip Generation & Year 2045 Traffic Volumes

To determine the amount of traffic generated by the future development within the 2,000-acre and 183-acre site, trip generate estimates were prepared for the planned growth areas. In addition, traffic generated by the 20 additional single-family homes are also included. **Table 6** provides a summary of the trips generated by the future development within the Reservation. As shown in **Table 6**, the future development areas within the Reservation are forecast to generate 10,888 daily trips with 606 AM peak hour trips and 1,254 PM peak hour trips

Table 6 – Future Development Trip Generation

Land Use	Quantity	Unit	Daily Trips ¹	AM Peak Hour Trips ¹			PM Peak Hour Trips ¹		
				Total	In	: Out	Total	In	: Out
Economic Development Master Plan – 2,000 Acre Site									
Tribal Administration Bldg.	20	Employees	46	8	7	: 1	3	1	: 2
Pre-School	15	Students	61	11	6	: 5	12	6	: 6
RV Park	230	Acres	N/A	110	46	: 64	225	155	: 70
Park	47	Acres	37	1	1	: 0	5	3	: 2
Dude Ranch	460	Acres	N/A	Nominal			Nominal		
Solar Farm	83	Acres	N/A	Nominal			Nominal		
Agriculture	1,043	Acres	N/A	Nominal			Nominal		
2,000 Acre Site Trips Sub-Total			144	130	60	: 70	245	165	: 80
Economic Development Master Plan – 183 Acre Site									
Multi-Family Residential ²	150	DU	1,098	69	16	: 53	84	53	: 31
Retail Commercial ³	176	KSF	6,644	165	103	: 63	671	322	: 349
Office / Industrial	75	KSF	933	30	18	: 12	32	14	: 17
Self-Storage	2	100 Units	36	2	1	: 1	4	2	: 2
School (K – 12)	90	Students	223	72	44	: 28	16	7	: 9
Pre-School / Day Care	30	Students	123	23	12	: 11	24	11	: 13
RV Park	9.5	Acres	N/A	5	2	: 3	9	6	: 3
Park	10.4	Acres	8	1	1	: 0	1	1	: 0
Cahuilla Indian Heath	11.6	KSF	404	32	25	: 7	40	11	: 29
Health Wellness Elder	10	Employees	93	11	9	: 2	9	3	: 6
Tribal Cultural Facilities	2	Employees	4	2	2	: 0	2	0	: 2
Tribal Offices	5	KSF	81	10	8	: 2	12	4	: 8
Agriculture	11	Acres	N/A	Nominal			Nominal		
183 Acre Site Trips Sub-Total			9,646	423	241	: 182	902	435	: 468
Future Tribal Residential Development									
Single Family Residential	20	DU	183	15	4	: 11	20	12	: 8
TOTAL ESTIMATED TRIPS			10,888	606	324	: 282	1,254	654	: 600

¹ Trip Generation Rates used in the trip generation estimate is based on ITE 10th Edition Trip Generation Manual.

² A density of 10 units per acre on 14.8 acres is assumed for the multi-family dwelling units.

³ Retail Commercial space is based on Cahuilla's Economic Development Master Plan, 2020 Update.

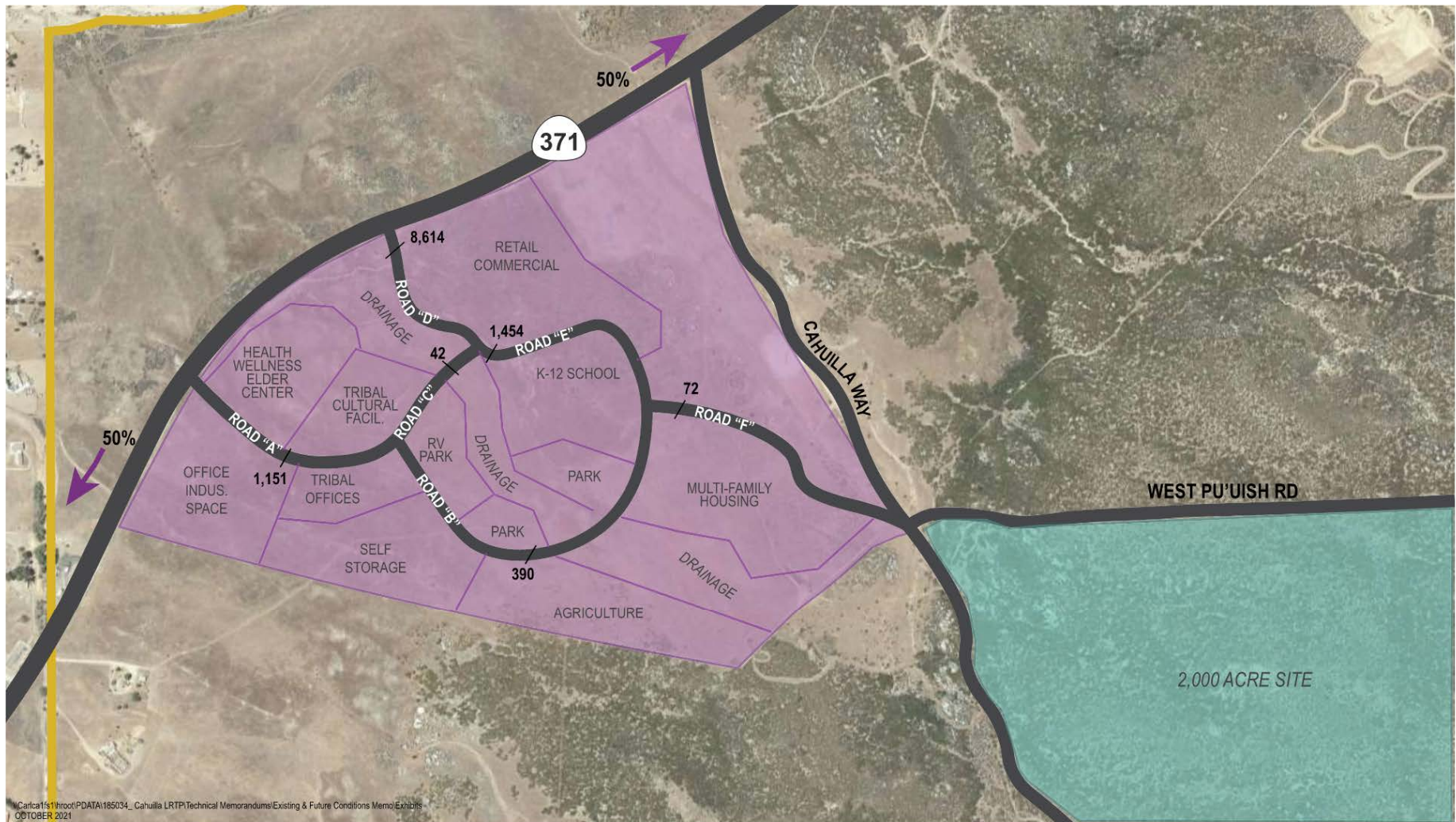
⁴ Land use and building size is based on the Cahuilla Indian Health Center Traffic Impact Study, July 2019.

DU = Dwelling Units; KSF = 1,000 Square Feet; N/A = Not Available

Future Development Trip Distribution and Assignment

Future development trips were distributed on the local roadways on the Reservation and along SR-371. Similar to the near term development distribution, 50 percent of the future development trips were assumed to travel east and 50 percent were assumed to travel west on SR-371. **Figure 7** shows the trip distribution and trip assignment for the 183-acre site. It may be noted that traffic from the 2,000-acre site was split evenly with half of the trips using Tribal Road to access SR-371 and half of the trips using Future Road “D” to access SR-371.

To estimate the Future (Year 2045) traffic volumes on SR-371, the Riverside County Transportation Analysis Model (RIVCOM) was used. A growth rate of 1.6 percent per year was calculated using the base model year 2018 daily traffic volumes and future model year 2045 daily traffic volumes along SR-371. Assuming 24 years of growth (year 2045 minus year 2021), the total growth along SR-371 was determined to be 38 percent (24 years x 1.59%). The Future (Year 2045) daily traffic volumes and peak hour traffic volumes along SR-371 assumed a total growth of 38 percent. **Figure 8** shows the Year 2045 Plus Future Development daily and peak hour traffic volumes on the Reservation.



\\Carla1\fs1\hroot\PDATA\185034_Cahuilla LRTP\Technical Memorandums\Existing & Future Conditions Memo\Exhibits
OCTOBER 2021



Michael Baker
INTERNATIONAL

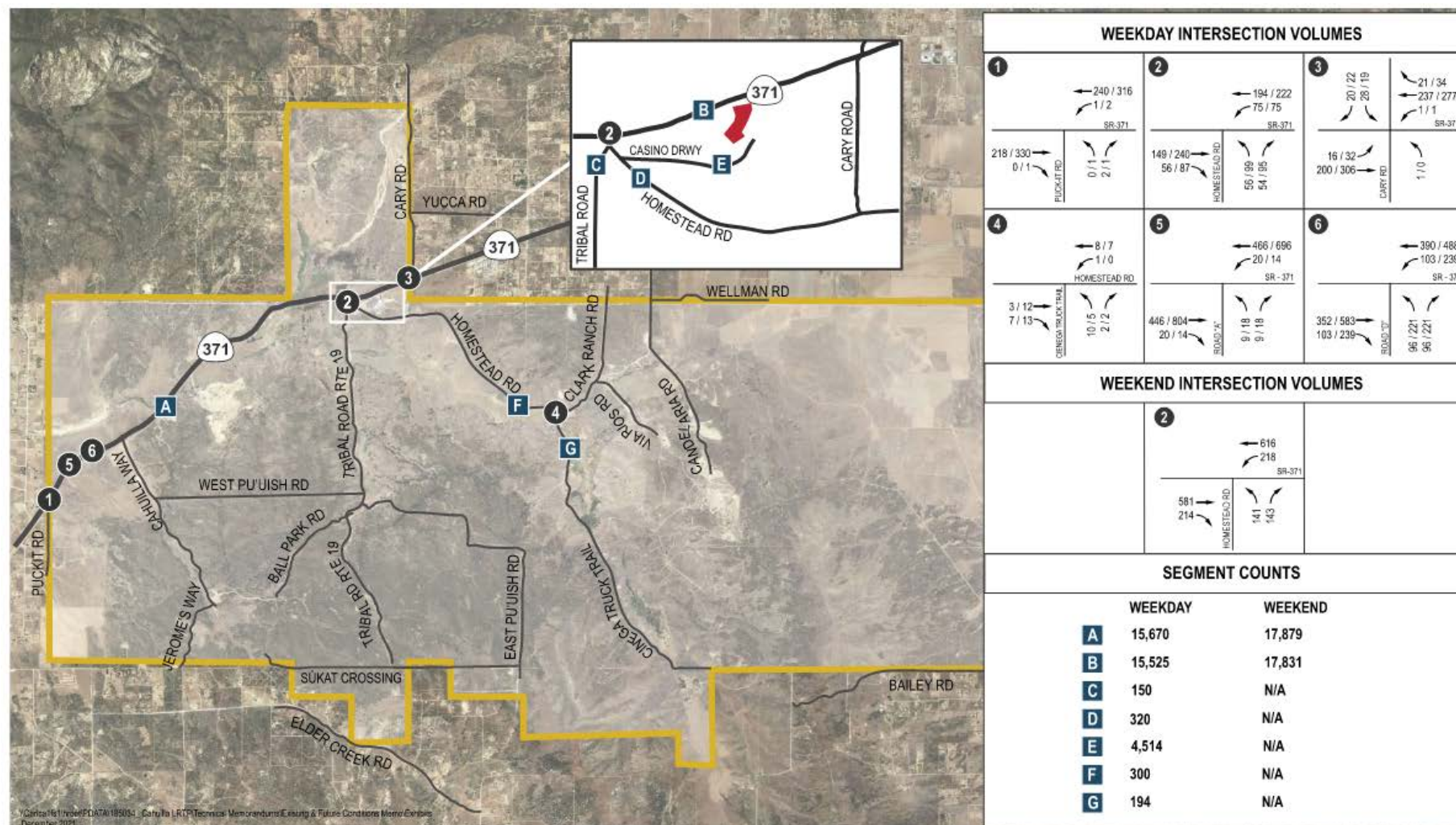
LEGEND

- Roadway
- 2,000 Acre Growth Area Site
- 183 Acre Growth Area Site
- Reservation Boundary
- Trip Distribution
- # Average Daily Trips

TRIP DISTRIBUTION & ASSIGNMENT FOR 183-ACRE SITE

CAHUILLA LONG RANGE TRANSPORTATION PLAN

Figure 7



YEAR 2045 PLUS FUTURE DEVELOPMENT DAILY & AM/PM PEAK HOUR TRAFFIC VOLUMES

CAHUILLA LONG RANGE TRANSPORTATION PLAN

Figure 8



**Michael Baker
INTERNATIONAL**

LEGEND

- Roadway
- Roadway Segment
- # / # AM / PM Volume
- Reservation Boundary
- Cahuilla Band of Indians Casino

Year 2045 Plus Future Development Traffic Analysis

Intersection Operations Analysis

An operational analysis was conducted at key intersections, include two new intersections fronting the 183-acre site. **Table 7** presents the results of the intersection analysis under the Year 2045 Plus Future Development scenario.

Table 7 – Year 2045 Plus Future Development Intersection Operations Analysis

#	Intersection	Existing Traffic Control	Weekday or Weekend	Peak Hour	Year 2045 Plus Future Development Conditions		Improvements Needed?
					Delay (sec)	LOS	
1	SR-371 & Puck-it Drive	SSSC	Weekday	AM	11.1	B	NO
				PM	23.9	C	
2	SR-371 & Homestead Road	SSSC	Weekday	AM	52.7	F	YES
				PM	303.1	F	
			Weekend	PM	> 500.0	F	YES
3	SR-371 & Cary Road	SSSC	Weekday	AM	27.1	D	YES
				PM	59.9	F	
4	Homestead Road & Cienega Truck Trail	SSSC	Weekday	AM	8.6	A	NO
				PM	8.6	A	
5	SR-371 & Future Road "A"	SSSC	Weekday	AM	16.1	C	YES
				PM	35.4	E	
6	SR-371 & Future Road "D"	SSSC	Weekday	AM	22.1	C	YES
				PM	144.3	F	

SSSC = Side Street Stop Control

LOS = Level of Service

Delay = Average delay per vehicle in seconds

Weekend PM Peak Hour = Saturday (3 PM to 4 PM)

As shown in Table 7, SR-371/Homestead Road is forecast to operate at LOS F during the AM and PM peak hours on a weekday and weekend. Therefore, improvements such as the installation of a traffic signal or roundabout would most likely improve the overall operations to a LOS C or better. All proposed highway intersection projects involving the addition, expansion or modification of access to/from the state highway system will require an Intersection Control Evaluation (ICE) in accordance with Traffic Operations Policy Directive (TOPD) 13-02. TOPD 13-02 is a directive by Caltrans that establishes a context and performance-based evaluation process to identify viable and practical access alternatives.

SR-371/Cary Road is also operating poorly during the AM and PM peak hours which would require improvements and be required to follow the ICE process. Access to the 183-acre site via Future Road "A" or "D" would be required to follow the ICE process since these are new full access intersections to the state highway system.

Cultural Preservation

Preserving the cultural heritage of the Cahuilla Indian Reservation and its Tribe is critically important. It is important that the Tribe's culturally significant sites be protected. Although these sites have not been identified in this memorandum, the Tribe may wish to coordinate with Caltrans and the BIA and make available the locations of culturally important locations so that should future transportation projects be of potential impact, the impacts can be recognized, and the Tribe notified of potential impacts.

APPENDIX A – Traffic Count Data

APPENDIX B – Existing Synchro Worksheets

APPENDIX C – Existing Plus Near Term Development Synchro Worksheets

APPENDIX D – Year 2045 Plus Future Development Synchro Worksheets

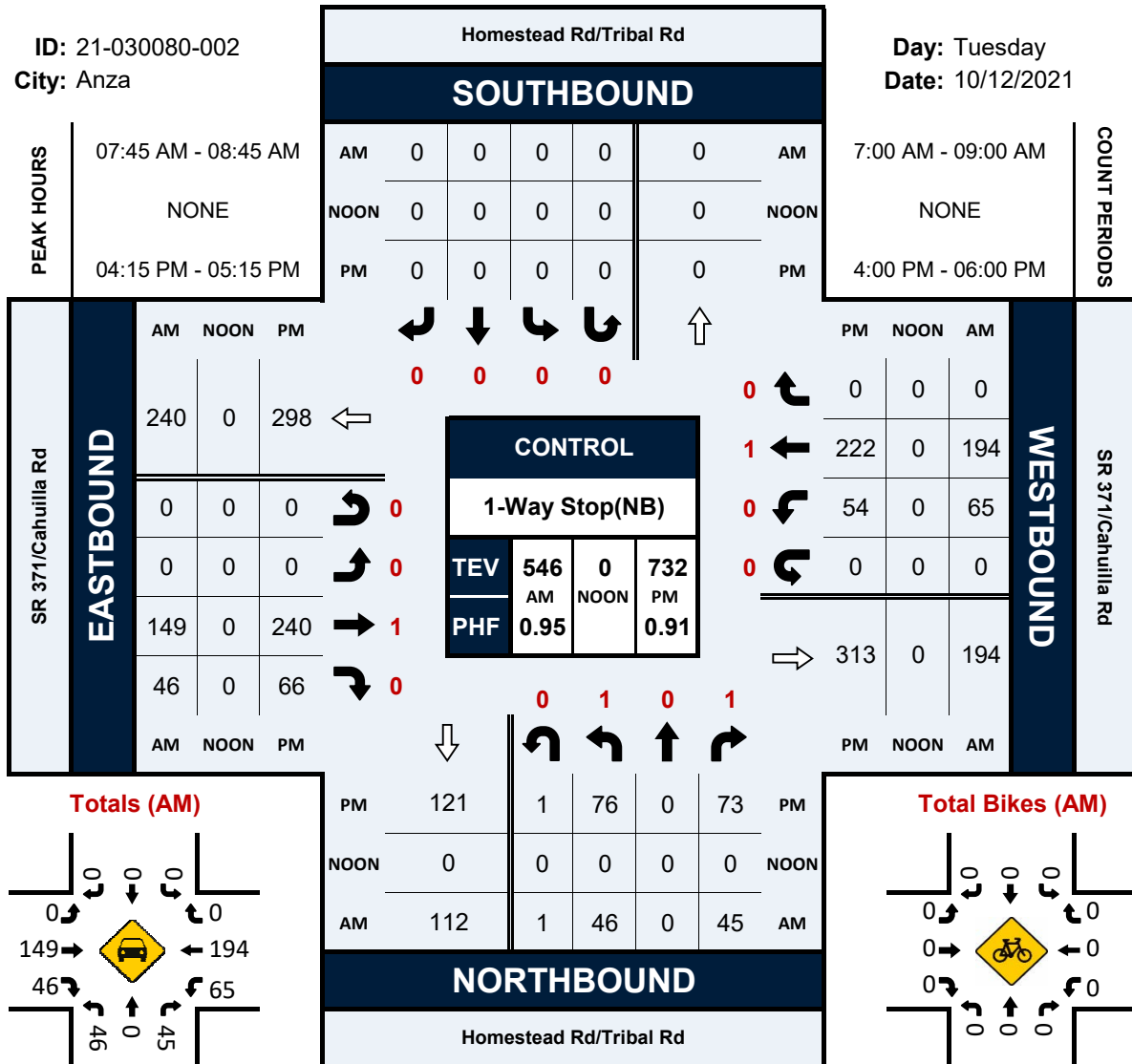
Appendix A - Traffic Count Data

Homestead Rd/Tribal Rd & SR 371/Cahuilla Rd

Peak Hour Turning Movement Count

ID: 21-030080-002
City: Anza

Day: Tuesday
Date: 10/12/2021

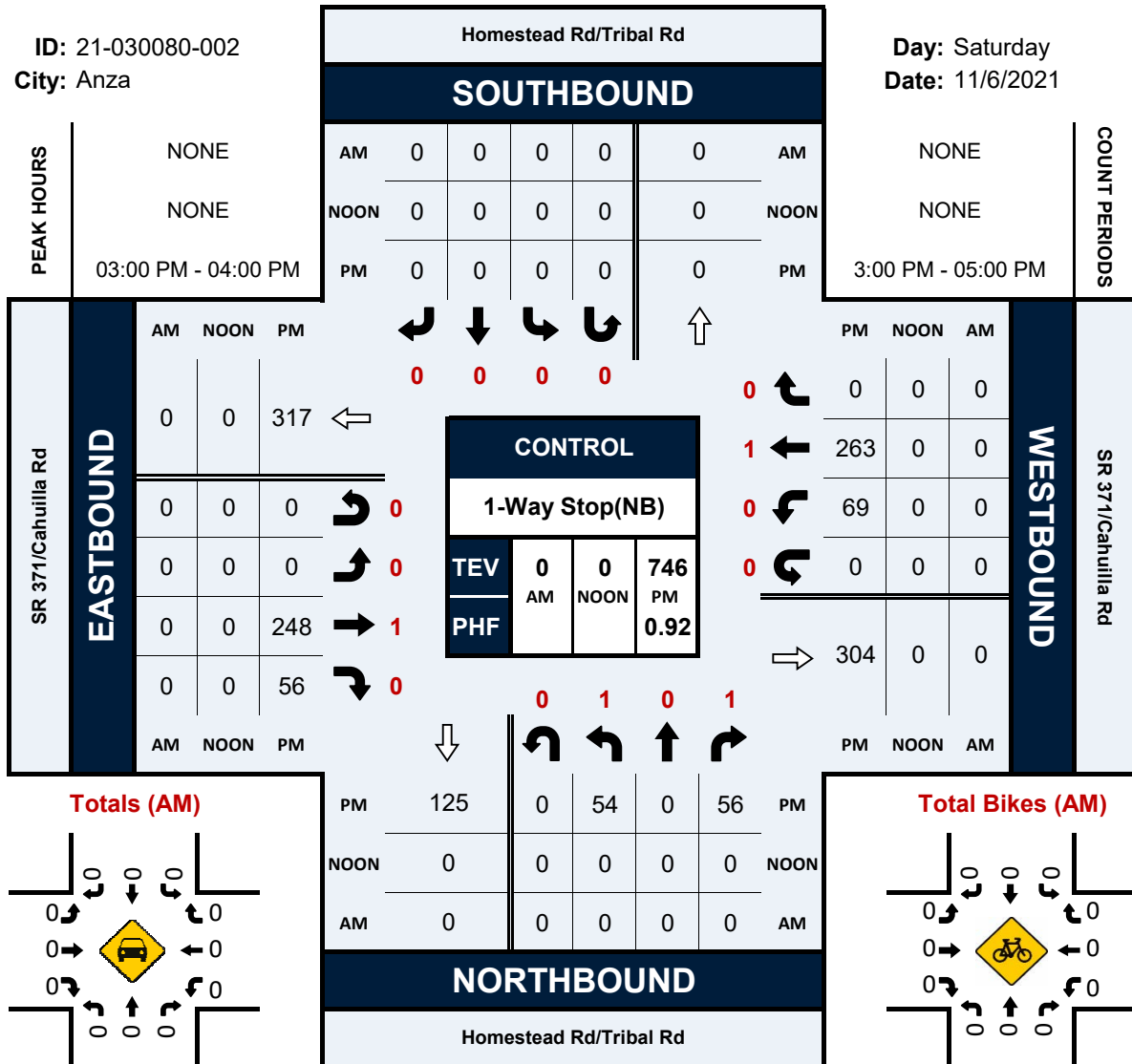


Homestead Rd/Tribal Rd & SR 371/Cahuilla Rd

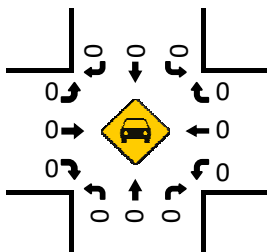
Peak Hour Turning Movement Count

ID: 21-030080-002
City: Anza

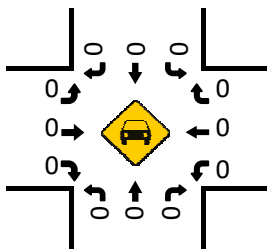
Day: Saturday
Date: 11/6/2021



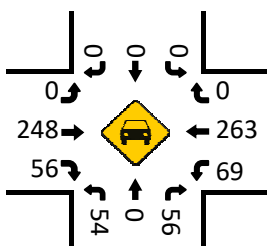
Totals (AM)



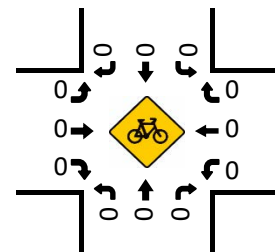
Totals (NOON)



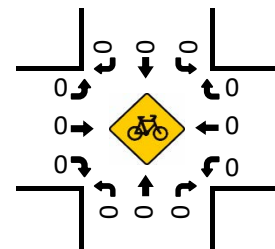
Totals (PM)



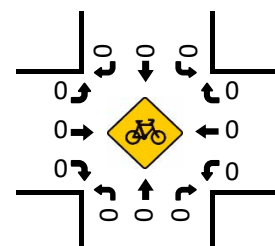
Total Bikes (AM)



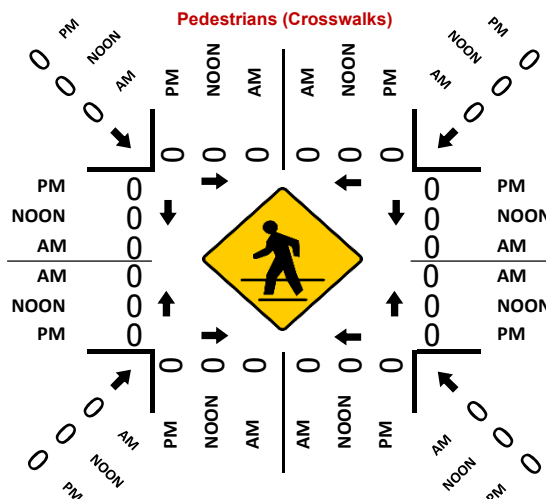
Total Bikes (NOON)



Total Bikes (PM)

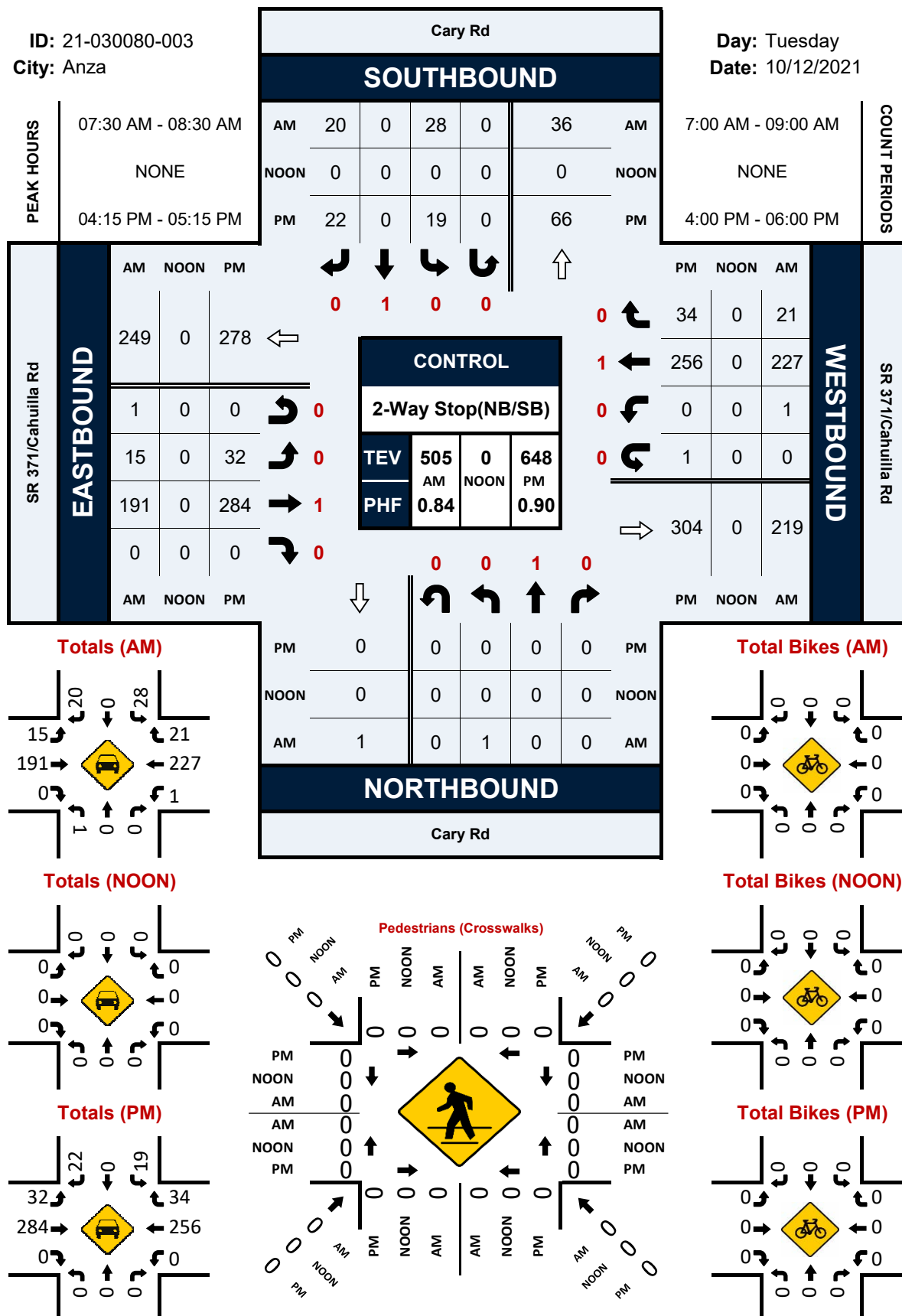


Pedestrians (Crosswalks)



Peak Hour Turning Movement Count

Day: Tuesday
Date: 10/12/2021



Homestead Rd/Cooper Cienega Truck Trail & Homestead Rd

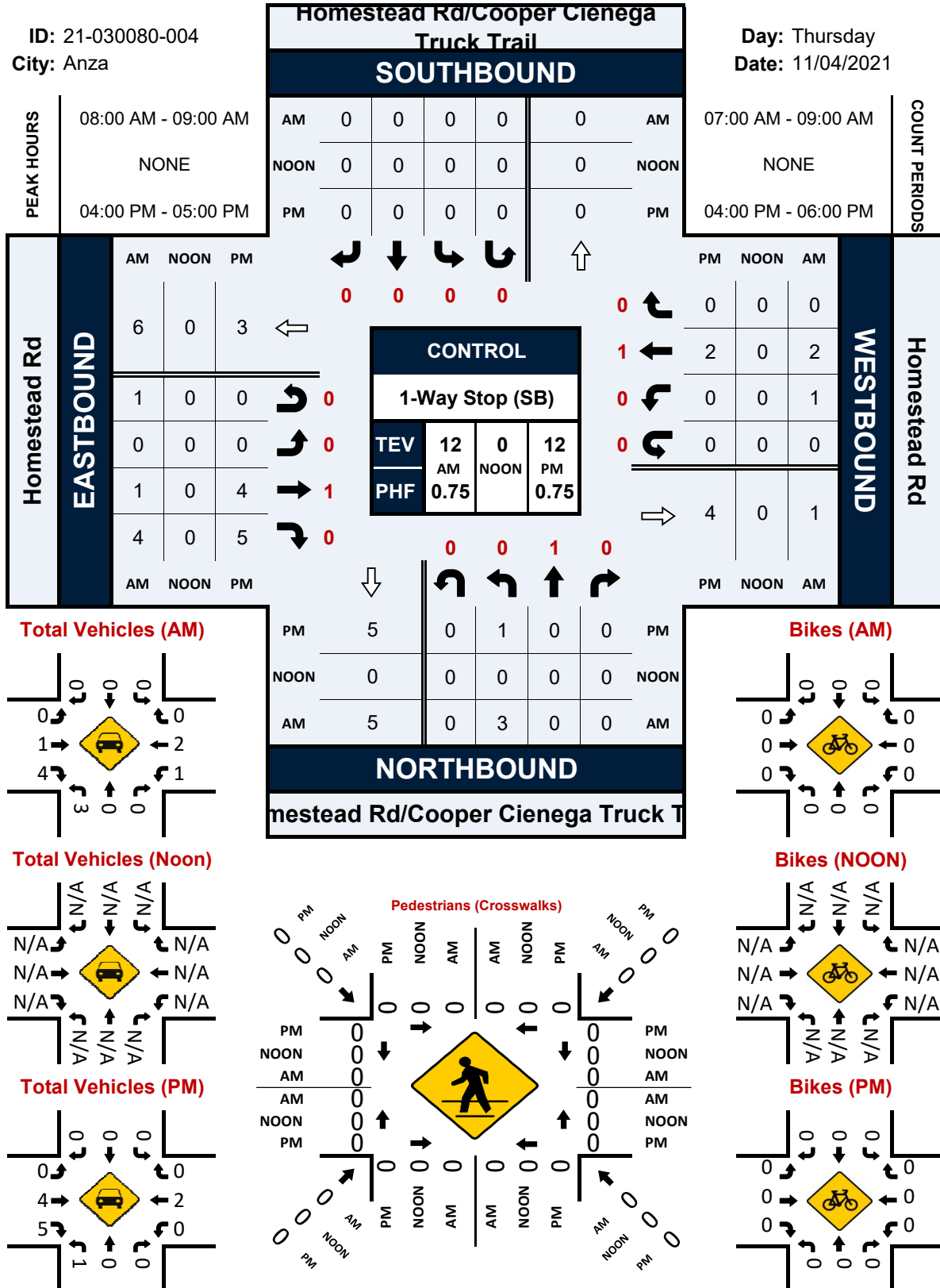
Peak Hour Turning Movement Count

ID: 21-030080-004

City: Anza

Day: Thursday

Date: 11/04/2021



VOLUME
SR 371 W/O Tribal Rd

Day: Saturday
Date: 10/9/2021

City: Anza
Project #: CA21_030081_001

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						4,587	4,424	9,011	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	12	6	18		12:00	0	0	87	83	170			
00:15	0	0	15	7	22		12:15	0	0	91	84	175			
00:30	0	0	11	5	16		12:30	0	0	94	86	180			
00:45	0	0	6	44	9	27	12:45	0	0	74	346	87	340	161	686
01:00	0	0	6	12	18		13:00	0	0	110	83	193			
01:15	0	0	6	4	10		13:15	0	0	83	100	183			
01:30	0	0	3	11	14		13:30	0	0	90	101	191			
01:45	0	0	5	20	9	36	13:45	0	0	99	382	86	370	185	752
02:00	0	0	6	10	16		14:00	0	0	69	92	161			
02:15	0	0	3	5	8		14:15	0	0	89	71	160			
02:30	0	0	7	5	12		14:30	0	0	89	77	166			
02:45	0	0	0	16	6	26	14:45	0	0	83	330	73	313	156	643
03:00	0	0	4	4	8		15:00	0	0	109	88	197			
03:15	0	0	2	10	12		15:15	0	0	91	76	167			
03:30	0	0	3	3	6		15:30	0	0	94	82	176			
03:45	0	0	3	12	7	24	15:45	0	0	67	361	70	316	137	677
04:00	0	0	5	10	15		16:00	0	0	76	91	167			
04:15	0	0	7	7	14		16:15	0	0	82	98	180			
04:30	0	0	5	6	11		16:30	0	0	86	74	160			
04:45	0	0	4	21	8	31	16:45	0	0	59	303	69	332	128	635
05:00	0	0	10	11	21		17:00	0	0	78	61	139			
05:15	0	0	5	8	13		17:15	0	0	83	59	142			
05:30	0	0	14	13	27		17:30	0	0	75	57	132			
05:45	0	0	8	37	15	47	17:45	0	0	79	315	62	239	141	554
06:00	0	0	17	20	37		18:00	0	0	65	83	148			
06:15	0	0	15	14	29		18:15	0	0	65	65	130			
06:30	0	0	20	14	34		18:30	0	0	53	55	108			
06:45	0	0	18	70	30	78	18:45	0	0	53	236	49	252	102	488
07:00	0	0	23	37	60		19:00	0	0	64	57	121			
07:15	0	0	39	24	63		19:15	0	0	54	49	103			
07:30	0	0	50	36	86		19:30	0	0	43	44	87			
07:45	0	0	49	161	43	140	19:45	0	0	30	191	39	189	69	380
08:00	0	0	52	49	101		20:00	0	0	49	30	79			
08:15	0	0	43	65	108		20:15	0	0	46	30	76			
08:30	0	0	47	51	98		20:30	0	0	43	36	79			
08:45	0	0	84	226	53	218	20:45	0	0	27	165	33	129	60	294
09:00	0	0	86	72	158		21:00	0	0	24	35	59			
09:15	0	0	88	69	157		21:15	0	0	12	51	63			
09:30	0	0	85	77	162		21:30	0	0	19	22	41			
09:45	0	0	73	332	83	301	21:45	0	0	47	102	19	127	66	229
10:00	0	0	93	84	177		22:00	0	0	69	20	89			
10:15	0	0	73	97	170		22:15	0	0	41	27	68			
10:30	0	0	71	80	151		22:30	0	0	15	16	31			
10:45	0	0	80	317	92	353	22:45	0	0	19	144	20	83	39	227
11:00	0	0	84	112	196		23:00	0	0	16	17	33			
11:15	0	0	113	95	208		23:15	0	0	10	13	23			
11:30	0	0	100	89	189		23:30	0	0	15	9	24			
11:45	0	0	90	387	106	402	23:45	0	0	28	69	12	51	40	120
TOTALS	1643				1683	3326	TOTALS	2944				2741	5685		
SPLIT %	49.4%				50.6%	36.9%	SPLIT %	51.8%				48.2%	63.1%		

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						4,587	4,424	9,011	
AM Peak Hour					11:15	11:00	11:00	PM Peak Hour					13:00	13:15	13:00
AM Pk Volume					390	402	789	PM Pk Volume					382	379	752
Pk Hr Factor					0.863	0.897	0.948	Pk Hr Factor					0.868	0.938	0.974
7 - 9 Volume					0	0	387	4 - 6 Volume					0	0	618
7 - 9 Peak Hour					08:00	08:00	08:00	4 - 6 Peak Hour					17:00	16:00	16:00
7 - 9 Pk Volume					0	0	226	4 - 6 Pk Volume					0	0	315
Pk Hr Factor					0.000	0.000	0.673	Pk Hr Factor					0.000	0.000	0.949

VOLUME

SR 371 W/O Tribal Rd

Day: Tuesday
Date: 10/12/2021

City: Anza
Project #: CA21_030081_001

DAILY TOTALS						NB	SB	EBWB						Total	
						0	0							7,410	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL				
00:00	0	0	2	3	5	12:00	0	0	56	59	115				
00:15	0	0	5	7	12	12:15	0	0	58	77	135				
00:30	0	0	7	3	10	12:30	0	0	52	69	121				
00:45	0	0	5	19	3	12:45	0	0	56	222	63	268	119	490	
01:00	0	0	2	9	11	13:00	0	0	48	70	118				
01:15	0	0	2	1	3	13:15	0	0	73	62	135				
01:30	0	0	4	5	9	13:30	0	0	58	58	116				
01:45	0	0	5	13	4	13:45	0	0	46	225	67	257	113	482	
02:00	0	0	3	8	11	14:00	0	0	75	70	145				
02:15	0	0	2	9	11	14:15	0	0	51	68	119				
02:30	0	0	4	4	8	14:30	0	0	62	59	121				
02:45	0	0	3	12	9	14:45	0	0	76	264	67	264	143	528	
03:00	0	0	2	6	8	15:00	0	0	65	46	111				
03:15	0	0	1	8	9	15:15	0	0	89	70	159				
03:30	0	0	5	4	9	15:30	0	0	73	67	140				
03:45	0	0	5	13	7	15:45	0	0	81	308	47	230	128	538	
04:00	0	0	4	11	15	16:00	0	0	77	68	145				
04:15	0	0	1	18	19	16:15	0	0	78	81	159				
04:30	0	0	1	10	11	16:30	0	0	75	77	152				
04:45	0	0	10	16	18	16:45	0	0	62	292	65	291	127	583	
05:00	0	0	12	20	32	17:00	0	0	86	78	164				
05:15	0	0	10	19	29	17:15	0	0	84	67	151				
05:30	0	0	10	18	28	17:30	0	0	65	53	118				
05:45	0	0	21	53	25	17:45	0	0	72	307	49	247	121	554	
06:00	0	0	18	41	59	18:00	0	0	70	58	128				
06:15	0	0	14	27	41	18:15	0	0	51	65	116				
06:30	0	0	22	29	51	18:30	0	0	78	50	128				
06:45	0	0	34	88	49	18:45	0	0	70	269	58	231	128	500	
07:00	0	0	41	51	92	19:00	0	0	53	49	102				
07:15	0	0	48	53	101	19:15	0	0	47	49	96				
07:30	0	0	51	45	96	19:30	0	0	54	33	87				
07:45	0	0	58	198	62	19:45	0	0	49	203	34	165	83	368	
08:00	0	0	44	62	106	20:00	0	0	45	30	75				
08:15	0	0	52	61	113	20:15	0	0	34	31	65				
08:30	0	0	42	50	92	20:30	0	0	44	23	67				
08:45	0	0	50	188	50	20:45	0	0	28	151	27	111	55	262	
09:00	0	0	60	54	114	21:00	0	0	26	17	43				
09:15	0	0	53	70	123	21:15	0	0	31	13	44				
09:30	0	0	45	53	98	21:30	0	0	25	16	41				
09:45	0	0	35	193	48	21:45	0	0	24	106	29	75	53	181	
10:00	0	0	58	54	112	22:00	0	0	12	15	27				
10:15	0	0	47	45	92	22:15	0	0	18	12	30				
10:30	0	0	50	52	102	22:30	0	0	18	9	27				
10:45	0	0	51	206	61	22:45	0	0	16	64	12	48	28	112	
11:00	0	0	71	37	108	23:00	0	0	21	12	33				
11:15	0	0	48	63	111	23:15	0	0	19	16	35				
11:30	0	0	56	60	116	23:30	0	0	6	13	19				
11:45	0	0	63	238	65	23:45	0	0	6	52	11	52	17	104	
TOTALS					1237	1471	2708	TOTALS					2463	2239	4702
SPLIT %					45.7%	54.3%	36.5%	SPLIT %					52.4%	47.6%	63.5%

DAILY TOTALS				NB	SB	EB				WB				Total
				0	0									3,700
AM Peak Hour				11:00	11:45	11:45	PM Peak Hour				15:15	16:15	16:15	
AM Pk Volume				238	270	499	PM Pk Volume				320	301	602	
Pk Hr Factor				0.838	0.877	0.924	Pk Hr Factor				0.899	0.929	0.918	
7 - 9 Volume	0	0		386	434	820	4 - 6 Volume	0	0		599	538	1137	
7 - 9 Peak Hour				07:30	07:45	07:30	4 - 6 Peak Hour				16:30	16:15	16:15	
7 - 9 Pk Volume	0	0		205	235	435	4 - 6 Pk Volume	0	0		307	301	602	
Pk Hr Factor	0.000	0.000		0.884	0.948	0.906	Pk Hr Factor	0.000	0.000		0.892	0.929	0.918	

SPEED

SR 371 W/O Tribal Rd

Day: Tuesday

City: Anza

Date: 10/12/2021

Project #: CA21_030081_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	1	1	5	9	13	4	1	1	35
01:00	0	0	0	0	0	0	1	2	6	10	4	5	4	32
02:00	0	0	0	0	0	0	4	7	4	7	11	4	5	42
03:00	0	0	0	0	0	0	0	4	5	9	12	6	2	38
04:00	0	0	0	0	0	0	1	2	5	23	22	9	11	73
05:00	0	0	0	0	0	1	4	3	20	42	28	30	5	133
06:00	0	0	0	0	0	1	2	10	39	105	59	15	3	234
07:00	0	1	0	0	1	3	1	15	69	192	98	24	4	408
08:00	0	0	0	0	0	0	0	18	93	149	124	22	4	410
09:00	0	0	0	0	0	0	1	20	90	166	119	19	2	417
10:00	0	0	0	0	0	1	6	40	93	155	97	24	2	418
11:00	0	0	0	0	0	0	6	17	123	211	88	15	3	463
12:00 PM	0	0	0	0	0	0	2	27	148	208	81	20	3	489
13:00	0	0	0	0	0	0	4	20	119	204	105	27	3	482
14:00	0	0	0	0	0	0	0	34	160	225	85	22	2	528
15:00	0	0	0	0	0	0	6	29	142	240	100	20	1	538
16:00	0	0	0	0	0	0	3	25	137	251	145	18	4	583
17:00	0	0	0	0	1	4	4	20	140	235	129	20	1	554
18:00	0	0	0	0	0	7	31	48	140	193	71	9	0	499
19:00	0	0	0	0	0	6	15	57	108	135	39	6	2	368
20:00	0	0	0	0	0	0	3	19	112	89	30	7	2	262
21:00	0	0	0	0	0	1	3	19	60	61	27	7	3	181
22:00	0	0	0	0	0	0	1	8	34	33	27	8	1	112
23:00	0	0	0	0	0	1	4	12	29	30	19	6	3	104
Totals		1			2	26	103	461	1885	2986	1524	344	71	7403
% of Totals		0%			0%	0%	1%	6%	25%	40%	21%	5%	1%	100%

AM Volumes	0	1	0	0	1	7	27	143	556	1082	666	174	46	2703
% AM		0%			0%	0%	0%	2%	8%	15%	9%	2%	1%	37%
AM Peak Hour		07:00			07:00	07:00	10:00	10:00	11:00	11:00	08:00	05:00	04:00	11:00
Volume		1			1	3	6	40	123	211	124	30	11	463
PM Volumes	0	0	0	0	1	19	76	318	1329	1904	858	170	25	4700
% PM					0%	0%	1%	4%	18%	26%	12%	2%	0%	63%
PM Peak Hour					17:00	18:00	18:00	19:00	14:00	16:00	16:00	13:00	16:00	16:00
Volume					1	7	31	57	160	251	145	27	4	583
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			818	↔	11%	971	↔	13%	1137	↔	15%	4477	↔	60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
SR 371	Summary	51	57	57	63	66	7403

VOLUME

SR 371 E/O Tribal Rd

Day: Saturday
Date: 10/9/2021

City: Anza
Project #: CA21_030081_002

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						4,505	4,471	8,976
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00	0	0	8	7	15		12:00	0	0	75	87	162		
00:15	0	0	16	10	26		12:15	0	0	105	88	193		
00:30	0	0	16	11	27		12:30	0	0	75	96	171		
00:45	0	0	10	50	4	32	12:45	0	0	89	344	91	362	
01:00	0	0	6	11	17		13:00	0	0	102	103	205		
01:15	0	0	8	2	10		13:15	0	0	79	96	175		
01:30	0	0	7	4	11		13:30	0	0	95	100	195		
01:45	0	0	5	26	4	21	13:45	0	0	107	383	86	385	
02:00	0	0	3	5	8		14:00	0	0	78	83	161		
02:15	0	0	3	5	8		14:15	0	0	68	68	136		
02:30	0	0	8	5	13		14:30	0	0	88	76	164		
02:45	0	0	2	16	3	18	14:45	0	0	76	310	82	309	
03:00	0	0	7	2	9		15:00	0	0	99	89	188		
03:15	0	0	1	7	8		15:15	0	0	99	61	160		
03:30	0	0	2	2	4		15:30	0	0	96	91	187		
03:45	0	0	4	14	6	17	15:45	0	0	68	362	60	301	
04:00	0	0	8	6	14		16:00	0	0	75	95	170		
04:15	0	0	7	7	14		16:15	0	0	78	91	169		
04:30	0	0	5	4	9		16:30	0	0	74	73	147		
04:45	0	0	5	25	7	24	16:45	0	0	70	297	66	325	
05:00	0	0	9	9	18		17:00	0	0	72	56	128		
05:15	0	0	6	7	13		17:15	0	0	70	55	125		
05:30	0	0	8	14	22		17:30	0	0	73	65	138		
05:45	0	0	5	28	12	42	17:45	0	0	75	290	69	245	
06:00	0	0	15	18	33		18:00	0	0	66	82	148		
06:15	0	0	16	10	26		18:15	0	0	52	61	113		
06:30	0	0	21	19	40		18:30	0	0	60	66	126		
06:45	0	0	15	67	31	78	18:45	0	0	54	232	61	270	
07:00	0	0	27	39	66		19:00	0	0	63	55	118		
07:15	0	0	37	28	65		19:15	0	0	46	52	98		
07:30	0	0	45	39	84		19:30	0	0	38	55	93		
07:45	0	0	51	160	47	153	19:45	0	0	36	183	40	202	
08:00	0	0	51	50	101		20:00	0	0	47	26	73		
08:15	0	0	42	54	96		20:15	0	0	44	36	80		
08:30	0	0	47	52	99		20:30	0	0	47	35	82		
08:45	0	0	67	207	54	210	20:45	0	0	33	171	34	131	
09:00	0	0	77	83	160		21:00	0	0	27	41	68		
09:15	0	0	90	69	159		21:15	0	0	17	54	71		
09:30	0	0	91	77	168		21:30	0	0	20	21	41		
09:45	0	0	64	322	87	316	21:45	0	0	27	91	24	140	
10:00	0	0	101	86	187		22:00	0	0	72	17	89		
10:15	0	0	81	95	176		22:15	0	0	42	18	60		
10:30	0	0	71	103	174		22:30	0	0	22	12	34		
10:45	0	0	64	317	89	373	22:45	0	0	20	156	17	64	
11:00	0	0	78	101	179		23:00	0	0	19	16	35		
11:15	0	0	97	110	207		23:15	0	0	15	17	32		
11:30	0	0	115	88	203		23:30	0	0	13	10	23		
11:45	0	0	88	378	101	400	23:45	0	0	29	76	10	53	
TOTALS					1610	1684	TOTALS					2895	2787	5682
SPLIT %					48.9%	51.1%	SPLIT %					51.0%	49.0%	63.3%

DAILY TOTALS				NB	SB	EBWB				Total		
				0	0					4,505	4,471	8,976
AM Peak Hour			11:30	10:30	11:00	PM Peak Hour				13:00	12:45	13:00
AM Pk Volume			383	403	778	PM Pk Volume				383	390	768
Pk Hr Factor			0.833	0.916	0.940	Pk Hr Factor				0.895	0.947	0.937
7 - 9 Volume	0	0	367	363	730	4 - 6 Volume		0	0	587	570	1157
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour				16:00	16:00	16:00
7 - 9 Pk Volume	0	0	207	210	417	4 - 6 Pk Volume		0	0	297	325	622
Pk Hr Factor	0.000	0.000	0.772	0.972	0.862	Pk Hr Factor		0.000	0.000	0.952	0.855	0.915

VOLUME

SR 371 E/O Tribal Rd

Day: Tuesday
Date: 10/12/2021

City: Anza
Project #: CA21_030081_002

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						3,715	3,590	7,305	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	8	2	10		12:00	0	0	51	92	143			
00:15	0	0	14	12	26		12:15	0	0	50	52	102			
00:30	0	0	7	8	15		12:30	0	0	56	73	129			
00:45	0	0	11	40	4	26	12:45	0	0	43	200	54	271	97	471
01:00	0	0	4	5	9		13:00	0	0	51	73	124			
01:15	0	0	6	3	9		13:15	0	0	69	53	122			
01:30	0	0	3	2	5		13:30	0	0	52	66	118			
01:45	0	0	5	18	3	13	13:45	0	0	45	217	82	274	127	491
02:00	0	0	5	11	16		14:00	0	0	75	67	142			
02:15	0	0	4	4	8		14:15	0	0	57	62	119			
02:30	0	0	7	2	9		14:30	0	0	63	64	127			
02:45	0	0	6	22	0	17	14:45	0	0	80	275	73	266	153	541
03:00	0	0	4	4	8		15:00	0	0	79	53	132			
03:15	0	0	2	7	9		15:15	0	0	78	73	151			
03:30	0	0	5	3	8		15:30	0	0	71	62	133			
03:45	0	0	5	16	10	24	15:45	0	0	81	309	45	233	126	542
04:00	0	0	1	6	7		16:00	0	0	75	70	145			
04:15	0	0	6	14	20		16:15	0	0	83	71	154			
04:30	0	0	6	16	22		16:30	0	0	75	66	141			
04:45	0	0	7	20	13	49	16:45	0	0	66	299	54	261	120	560
05:00	0	0	11	18	29		17:00	0	0	82	82	164			
05:15	0	0	9	14	23		17:15	0	0	78	62	140			
05:30	0	0	8	12	20		17:30	0	0	74	53	127			
05:45	0	0	19	47	39	83	17:45	0	0	73	307	43	240	116	547
06:00	0	0	23	29	52		18:00	0	0	56	57	113			
06:15	0	0	21	24	45		18:15	0	0	55	64	119			
06:30	0	0	16	39	55		18:30	0	0	70	46	116			
06:45	0	0	34	94	47	139	18:45	0	0	62	243	53	220	115	463
07:00	0	0	35	50	85		19:00	0	0	64	48	112			
07:15	0	0	50	40	90		19:15	0	0	43	40	83			
07:30	0	0	57	48	105		19:30	0	0	44	43	87			
07:45	0	0	57	199	64	202	19:45	0	0	54	205	34	165	88	370
08:00	0	0	42	72	114		20:00	0	0	33	24	57			
08:15	0	0	48	52	100		20:15	0	0	46	24	70			
08:30	0	0	46	58	104		20:30	0	0	42	21	63			
08:45	0	0	50	186	58	240	20:45	0	0	40	161	18	87	58	248
09:00	0	0	54	62	116		21:00	0	0	24	17	41			
09:15	0	0	62	63	125		21:15	0	0	41	10	51			
09:30	0	0	44	48	92		21:30	0	0	30	9	39			
09:45	0	0	33	193	62	235	21:45	0	0	22	117	23	59	45	176
10:00	0	0	57	37	94		22:00	0	0	23	18	41			
10:15	0	0	43	54	97		22:15	0	0	19	6	25			
10:30	0	0	43	44	87		22:30	0	0	18	6	24			
10:45	0	0	50	193	54	189	22:45	0	0	20	80	15	45	35	125
11:00	0	0	63	52	115		23:00	0	0	20	7	27			
11:15	0	0	50	49	99		23:15	0	0	24	7	31			
11:30	0	0	40	55	95		23:30	0	0	16	10	26			
11:45	0	0	54	207	66	222	23:45	0	0	7	67	6	30	13	97
TOTALS					1235	1439	TOTALS					2480	2151	4631	
SPLIT %					46.2%	53.8%	SPLIT %					53.6%	46.4%	63.4%	

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						3,715	3,590	7,305	
AM Peak Hour					08:30	11:45	11:45	PM Peak Hour					15:45	13:30	16:15
AM Pk Volume					212	283	494	PM Pk Volume					314	277	579
Pk Hr Factor					0.855	0.769	0.864	Pk Hr Factor					0.946	0.845	0.883
7 - 9 Volume	0	0	385	442	827			4 - 6 Volume	0	0	606	501	1107		
7 - 9 Peak Hour					07:15	07:45	07:30	4 - 6 Peak Hour					17:00	16:15	16:15
7 - 9 Pk Volume	0	0	206	246	440			4 - 6 Pk Volume	0	0	307	273	579		
Pk Hr Factor	0.000	0.000	0.904	0.854	0.909			Pk Hr Factor	0.000	0.000	0.936	0.832	0.883		

SPEED

SR 371 E/O Tribal Rd

Day: Saturday
Date: 10/9/2021

City: Anza
Project #: CA21_030081_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	1	0	1	2	9	15	13	16	16	6	3	82
01:00	0	0	0	0	0	4	5	1	10	12	5	6	4	47
02:00	0	0	0	0	0	1	0	2	5	5	9	6	6	34
03:00	0	0	0	0	0	0	0	2	7	11	2	6	3	31
04:00	0	0	0	0	1	2	4	1	5	9	10	9	8	49
05:00	0	0	0	0	2	1	1	7	10	14	17	10	8	70
06:00	0	0	0	0	0	0	2	13	31	33	35	17	14	145
07:00	0	0	0	0	0	0	1	16	60	93	73	49	21	313
08:00	0	0	0	0	2	6	3	14	62	113	120	64	33	417
09:00	0	0	0	0	1	4	3	24	99	178	183	97	49	638
10:00	1	1	0	0	0	2	3	26	114	235	155	113	40	690
11:00	0	0	0	0	0	6	7	39	126	254	201	104	41	778
12:00 PM	0	0	0	0	0	0	0	16	115	226	202	107	40	706
13:00	0	0	0	0	1	1	9	37	134	232	207	109	38	768
14:00	0	0	0	0	0	1	4	23	104	186	184	77	40	619
15:00	1	0	0	0	0	0	1	20	113	211	182	87	48	663
16:00	0	0	0	0	0	0	3	18	92	198	180	91	40	622
17:00	0	0	0	0	0	0	2	20	80	165	145	84	39	535
18:00	1	0	0	2	3	4	8	38	115	146	110	54	21	502
19:00	0	0	1	3	9	11	21	42	75	103	80	24	16	385
20:00	0	0	0	0	0	2	8	20	52	91	77	34	18	302
21:00	0	0	0	0	0	0	7	25	58	71	36	19	15	231
22:00	0	0	2	2	0	1	8	16	34	56	50	35	16	220
23:00	0	0	0	0	0	0	6	7	22	33	27	20	14	129
Totals	3	1	4	7	20	48	115	442	1536	2691	2306	1228	575	8976
% of Totals	0%	0%	0%	0%	0%	1%	1%	5%	17%	30%	26%	14%	6%	100%

AM Volumes	1	1	1	0	7	28	38	160	542	973	826	487	230	3294
% AM	0%	0%	0%		0%	0%	0%	2%	6%	11%	9%	5%	3%	37%
AM Peak Hour	10:00	10:00			05:00	08:00		11:00	11:00	11:00	11:00	10:00	09:00	11:00
Volume	1	1	1		2	6	9	39	126	254	201	113	49	778
PM Volumes	2	0	3	7	13	20	77	282	994	1718	1480	741	345	5682
% PM	0%		0%	0%	0%	0%	1%	3%	11%	19%	16%	8%	4%	63%
PM Peak Hour	15:00		22:00	19:00	19:00	19:00	19:00	19:00	13:00	13:00	13:00	13:00	15:00	13:00
Volume	1		2	3	9	11	21	42	134	232	207	109	48	768
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume		%	Volume		%	Volume		%	Volume		%
			730	↔	8%	1474	↔	16%	1157	↔	13%	5615	↔	63%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
SR 371	Summary	52	59	59	67	71	8976

SPEED

SR 371 E/O Tribal Rd

Day: Tuesday

Date: 10/12/2021

City: Anza

Project #: CA21_030081_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	1	0	0	1	5	9	13	19	13	3	2	66
01:00	0	0	0	0	0	1	5	5	4	7	2	4	3	31
02:00	0	0	0	0	0	4	4	5	6	13	2	3	2	39
03:00	0	0	0	0	0	1	1	4	5	17	6	1	5	40
04:00	0	0	0	0	0	0	0	5	7	27	15	8	7	69
05:00	0	0	0	0	0	1	2	13	20	45	31	14	4	130
06:00	0	1	0	0	0	0	4	20	51	87	47	18	5	233
07:00	0	0	0	0	0	2	9	17	74	177	89	30	3	401
08:00	0	0	0	0	0	0	10	38	85	186	77	22	8	426
09:00	0	0	0	0	0	0	5	30	102	166	91	30	4	428
10:00	0	0	0	0	2	1	8	26	95	115	91	33	11	382
11:00	0	0	0	0	1	1	10	34	81	166	101	31	4	429
12:00 PM	0	0	0	0	0	2	9	32	105	212	85	19	7	471
13:00	0	0	0	0	1	3	10	38	110	182	110	30	7	491
14:00	0	0	0	1	0	3	6	54	125	218	99	28	7	541
15:00	0	0	0	1	1	0	4	55	106	224	118	25	8	542
16:00	0	1	0	0	0	2	10	40	125	213	128	32	9	560
17:00	0	0	0	0	0	1	6	50	114	221	119	28	8	547
18:00	0	0	0	1	1	8	19	47	144	158	75	7	3	463
19:00	0	0	0	0	1	8	33	53	116	101	49	7	2	370
20:00	0	0	0	0	0	2	16	37	59	88	29	11	6	248
21:00	0	0	0	0	0	3	13	18	36	65	28	8	5	176
22:00	0	0	0	0	1	3	5	15	33	34	20	8	6	125
23:00	0	0	0	0	1	3	4	12	24	29	20	3	1	97
Totals		2	1	3	9	50	198	657	1640	2770	1445	403	127	7305
% of Totals		0%	0%	0%	0%	1%	3%	9%	22%	38%	20%	6%	2%	100%

AM Volumes	0	1	1	0	3	12	63	206	543	1025	565	197	58	2674
% AM		0%	0%		0%	0%	1%	3%	7%	14%	8%	3%	1%	37%
AM Peak Hour		06:00			10:00	02:00	08:00	08:00	09:00	08:00	11:00	10:00	10:00	11:00
Volume		1	1		2	4	10	38	102	186	101	33	11	429
PM Volumes	0	1	0	3	6	38	135	451	1097	1745	880	206	69	4631
% PM		0%		0%	0%	1%	2%	6%	15%	24%	12%	3%	1%	63%
PM Peak Hour		16:00		14:00	13:00	18:00	19:00	15:00	18:00	15:00	16:00	16:00	16:00	16:00
Volume		1		1	1	8	33	55	144	224	128	32	9	560
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume		%	Volume		%	Volume		%	Volume		%
			827	↔	11%	962	↔	13%	1107	↔	15%	4409	↔	60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
SR 371	Summary	51	57	57	63	67	7305

VOLUME

Tribal Rd S/O Homestead Rd

Day: Tuesday
Date: 10/12/2021City: Anza
Project #: CA21_030081_003

DAILY TOTALS					NB	SB	EB					WB	Total
					36	35	0					0	71
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
0:00	0	0			0	12:00	1	1			2		
0:15	0	0			0	12:15	1	0			1		
0:30	0	0			0	12:30	0	0			0		
0:45	0	0			0	12:45	2	4	0	1	5		
1:00	0	1			1	13:00	0	0			0		
1:15	0	0			0	13:15	2	0			2		
1:30	1	0			1	13:30	0	2			2		
1:45	0	1	0	1	2	13:45	0	2	0	2	4		
2:00	0	0			0	14:00	1	2			3		
2:15	0	1			1	14:15	0	0			0		
2:30	0	0			0	14:30	3	0			3		
2:45	1	1	0	1	2	14:45	1	5	0	2	7		
3:00	0	1			1	15:00	0	0			0		
3:15	0	0			0	15:15	0	2			2		
3:30	0	0			0	15:30	0	0			0		
3:45	0	0	1		1	15:45	0	1	3		3		
4:00	0	0			0	16:00	0	0			0		
4:15	0	0			0	16:15	0	0			0		
4:30	0	0			0	16:30	0	0			0		
4:45	0	0			0	16:45	0	0			0		
5:00	0	0			0	17:00	0	0			0		
5:15	0	0			0	17:15	0	1			1		
5:30	0	0			0	17:30	1	2			3		
5:45	1	1	0		1	17:45	1	2	0	3	5		
6:00	0	1			1	18:00	0	0			0		
6:15	2	1			3	18:15	0	0			0		
6:30	0	1			1	18:30	0	0			0		
6:45	1	3	0	3	6	18:45	0	0			0		
7:00	0	1			1	19:00	0	0			0		
7:15	2	0			2	19:15	0	0			0		
7:30	0	2			2	19:30	0	0			0		
7:45	4	6	2	5	11	19:45	0	1	1		1		
8:00	2	1			3	20:00	1	0			1		
8:15	3	1			4	20:15	0	0			0		
8:30	0	1			1	20:30	0	0			0		
8:45	0	5	1	4	9	20:45	0	1	0		1		
9:00	0	2			2	21:00	0	0			0		
9:15	0	0			0	21:15	0	0			0		
9:30	0	1			1	21:30	0	0			0		
9:45	2	2	1	4	6	21:45	0	0			0		
10:00	1	1			2	22:00	0	0			0		
10:15	0	0			0	22:15	0	0			0		
10:30	0	0			0	22:30	0	0			0		
10:45	0	1	0	1	2	22:45	0	0			0		
11:00	0	1			1	23:00	0	0			0		
11:15	2	1			3	23:15	0	0			0		
11:30	0	1			1	23:30	0	0			0		
11:45	0	2	0	3	5	23:45	0	0			0		
TOTALS	22	23			45	TOTALS	14	12			26		
SPLIT %	48.9%	51.1%			63.4%	SPLIT %	53.8%	46.2%			36.6%		

DAILY TOTALS					NB	SB	EBWB					Total
					36	35						0
AM Peak Hour	7:30	7:30			7:30	PM Peak Hour	14:00	13:15			13:15	
AM Pk Volume	9	6			15	PM Pk Volume	5	4			7	
Pk Hr Factor	0.563	0.750			0.625	Pk Hr Factor	0.417	0.500			0.583	
7 - 9 Volume	11	9	0	0	20	4 - 6 Volume	2	3	0	0	5	
7 - 9 Peak Hour	7:30	7:30			7:30	4 - 6 Peak Hour	17:00	16:45			17:00	
7 - 9 Pk Volume	9	6	0	0	15	4 - 6 Pk Volume	2	3	0	0	5	
Pk Hr Factor	0.563	0.750	0.000	0.000	0.625	Pk Hr Factor	0.500	0.375	0.000	0.000	0.417	

SPEED

Cahuilla Casino Dwy E/O Homestead Rd

Day: Tuesday

Date: 10/12/2021

City: Anza

Project #: CA21_030081_004

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	7	26	15	0	1	0	0	0	0	0	0	0	0	49
01:00	9	17	14	6	0	0	0	0	0	0	0	0	0	46
02:00	5	21	17	3	0	0	0	0	0	0	0	0	0	46
03:00	1	8	12	4	1	0	0	0	0	0	0	0	0	26
04:00	6	13	14	3	1	0	0	0	0	0	0	0	0	37
05:00	9	28	17	2	0	1	0	0	0	0	0	0	0	57
06:00	9	38	44	5	0	0	0	0	0	0	0	0	0	96
07:00	11	74	42	6	1	0	0	0	0	0	0	0	0	134
08:00	23	86	72	10	1	1	0	0	0	0	0	0	0	193
09:00	26	82	53	3	0	0	0	0	0	0	0	0	0	164
10:00	20	61	43	8	1	0	0	0	0	0	0	0	0	133
11:00	18	85	63	13	2	0	0	0	0	0	0	0	0	181
12:00 PM	14	104	91	12	0	0	0	0	0	0	0	0	0	221
13:00	14	112	85	17	0	1	0	0	0	0	0	0	0	229
14:00	11	102	106	18	3	0	0	0	0	0	0	0	0	240
15:00	21	109	99	16	1	0	0	0	0	0	0	0	0	246
16:00	17	123	101	20	3	0	0	0	0	0	0	0	0	264
17:00	28	108	102	16	0	0	0	0	0	0	0	0	0	254
18:00	63	123	72	15	0	0	0	0	0	0	0	0	0	273
19:00	15	89	81	2	0	0	0	0	0	0	0	0	0	187
20:00	26	87	75	12	2	0	0	0	0	0	0	0	0	202
21:00	13	65	49	5	2	0	0	0	0	0	0	0	0	134
22:00	10	45	37	7	0	0	0	0	0	0	0	0	0	99
23:00	9	48	26	5	0	0	0	0	0	0	0	0	0	88
Totals	385	1654	1330	208	19	3								3599
% of Totals	11%	46%	37%	6%	1%	0%								100%

AM Volumes	144	539	406	63	8	2	0	0	0	0	0	0	0	1162
% AM	4%	15%	11%	2%	0%	0%								32%
AM Peak Hour	09:00	08:00	08:00	11:00	11:00	05:00								08:00
Volume	26	86	72	13	2	1								193
PM Volumes	241	1115	924	145	11	1	0	0	0	0	0	0	0	2437
% PM	7%	31%	26%	4%	0%	0%								68%
PM Peak Hour	18:00	16:00	14:00	16:00	14:00	13:00								18:00
Volume	63	123	106	20	3	1								273
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			327	↔	9%	450	↔	13%	518	↔	14%	2304	↔	64%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Cahuilla Casino Dwy	Summary	15	19	19	24	26	3599

VOLUME

Cahuilla Casino Dwy E/O Homestead Rd

Day: Tuesday
Date: 10/12/2021

City: Anza
Project #: CA21_030081_004

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0	1,824					1,775	3,599	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00	0	0	6	7	13		12:00	0	0	36	26	62		
00:15	0	0	1	10	11		12:15	0	0	32	24	56		
00:30	0	0	5	7	12		12:30	0	0	29	30	59		
00:45	0	0	5	17	8	32	12:45	0	0	23	120	21	101	
01:00	0	0	10	9	19		13:00	0	0	28	25	53		
01:15	0	0	2	4	6		13:15	0	0	32	27	59		
01:30	0	0	4	5	9		13:30	0	0	33	25	58		
01:45	0	0	5	21	7	25	13:45	0	0	35	128	24	101	
02:00	0	0	6	9	15		14:00	0	0	37	37	74		
02:15	0	0	3	6	9		14:15	0	0	19	28	47		
02:30	0	0	2	7	9		14:30	0	0	29	27	56		
02:45	0	0	2	13	11	33	14:45	0	0	33	118	30	122	
03:00	0	0	2	2	4		15:00	0	0	25	32	57		
03:15	0	0	1	4	5		15:15	0	0	38	25	63		
03:30	0	0	3	2	5		15:30	0	0	30	33	63		
03:45	0	0	7	13	5	13	15:45	0	0	39	132	24	114	
04:00	0	0	4	4	8		16:00	0	0	28	36	64		
04:15	0	0	3	5	8		16:15	0	0	26	40	66		
04:30	0	0	3	6	9		16:30	0	0	36	35	71		
04:45	0	0	7	17	5	20	16:45	0	0	26	116	37	148	
05:00	0	0	6	5	11		17:00	0	0	33	28	61		
05:15	0	0	4	5	9		17:15	0	0	35	26	61		
05:30	0	0	2	4	6		17:30	0	0	39	33	72		
05:45	0	0	23	35	8	22	17:45	0	0	29	136	31	118	
06:00	0	0	6	13	19		18:00	0	0	41	26	67		
06:15	0	0	10	10	20		18:15	0	0	44	36	80		
06:30	0	0	12	7	19		18:30	0	0	34	31	65		
06:45	0	0	23	51	15	45	18:45	0	0	32	151	29	122	
07:00	0	0	22	20	42		19:00	0	0	16	21	37		
07:15	0	0	16	16	32		19:15	0	0	26	25	51		
07:30	0	0	15	15	30		19:30	0	0	32	26	58		
07:45	0	0	22	75	8	59	19:45	0	0	23	97	18	90	
08:00	0	0	31	19	50		20:00	0	0	22	27	49		
08:15	0	0	29	28	57		20:15	0	0	26	37	63		
08:30	0	0	21	26	47		20:30	0	0	24	18	42		
08:45	0	0	23	104	16	89	20:45	0	0	17	89	31	113	
09:00	0	0	28	19	47		21:00	0	0	19	12	31		
09:15	0	0	18	26	44		21:15	0	0	10	26	36		
09:30	0	0	19	15	34		21:30	0	0	12	20	32		
09:45	0	0	24	89	15	75	21:45	0	0	15	56	20	78	
10:00	0	0	18	12	30		22:00	0	0	17	20	37		
10:15	0	0	14	13	27		22:15	0	0	8	12	20		
10:30	0	0	23	13	36		22:30	0	0	6	10	16		
10:45	0	0	15	70	25	63	22:45	0	0	13	44	13	55	
11:00	0	0	22	15	37		23:00	0	0	8	16	24		
11:15	0	0	26	24	50		23:15	0	0	9	18	27		
11:30	0	0	31	20	51		23:30	0	0	4	21	25		
11:45	0	0	27	106	16	75	23:45	0	0	5	26	7	62	
TOTALS					611	551	TOTALS					1213	1224	2437
SPLIT %					52.6%	47.4%	SPLIT %					49.8%	50.2%	67.7%

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						1,824	1,775						3,599
AM Peak Hour					11:30	11:45	11:45	PM Peak Hour					17:30	16:00	17:30				
AM Pk Volume					126	96	220	PM Pk Volume					153	148	279				
Pk Hr Factor					0.875	0.800	0.887	Pk Hr Factor					0.869	0.925	0.872				
7 - 9 Volume	0	0	179	148	327					4 - 6 Volume	0	0	252	266	518				
7 - 9 Peak Hour					08:00	08:00	08:00	4 - 6 Peak Hour					17:00	16:00	16:00				
7 - 9 Pk Volume	0	0	104	89	193					4 - 6 Pk Volume	0	0	136	148	264				
Pk Hr Factor	0.000	0.000	0.839	0.795	0.846					Pk Hr Factor	0.000	0.000	0.872	0.925	0.930				

VOLUME

Homestead Rd Bet. Cahuilla Casino Dwy & Gate

Day: Thursday
Date: 11/4/2021

City: Anza
Project #: CA21_030081_005

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0	59					78	137
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	0	0	2	2	12:00	0	0	0	1	2	5
00:15	0	0	0	2			12:15	0	0	1	0		
00:30	0	0	0	0			12:30	0	0	0	1		
00:45	0	0	0	0			12:45	0	0	1	2		
01:00	0	0	0	0			13:00	0	0	0	0		
01:15	0	0	0	0			13:15	0	0	0	2		
01:30	0	0	0	0			13:30	0	0	0	1		
01:45	0	0	0	0			13:45	0	0	1	1		
02:00	0	0	0	0			14:00	0	0	2	0		
02:15	0	0	0	0			14:15	0	0	0	1		
02:30	0	0	0	0			14:30	0	0	2	5		
02:45	0	0	0	0			14:45	0	0	1	5		
03:00	0	0	0	0			15:00	0	0	1	3		
03:15	0	0	0	0			15:15	0	0	2	1		
03:30	0	0	0	0			15:30	0	0	1	3		
03:45	0	0	0	0			15:45	0	0	3	7		
04:00	0	0	0	2	1	3	16:00	0	0	6	2		
04:15	0	0	0	0			16:15	0	0	2	4		
04:30	0	0	0	1			16:30	0	0	1	1		
04:45	0	0	0	0			16:45	0	0	1	10		
05:00	0	0	0	0	1	3	17:00	0	0	0	0		
05:15	0	0	0	0			17:15	0	0	3	0		
05:30	0	0	1	0			17:30	0	0	2	1		
05:45	0	0	0	1			2	2	17:45	0	0		
06:00	0	0	0	2	2	6	18:00	0	0	0	0		
06:15	0	0	0	0			18:15	0	0	1	0		
06:30	0	0	0	2			18:30	0	0	0	0		
06:45	0	0	0	2			6	18:45	0	0	2		
07:00	0	0	2	0	2	9	19:00	0	0	0	1		
07:15	0	0	0	2			19:15	0	0	0	0		
07:30	0	0	0	1			19:30	0	0	1	0		
07:45	0	0	0	2			4	7	19:45	0	0		
08:00	0	0	2	2	4	9	20:00	0	0	1	1		
08:15	0	0	0	0			20:15	0	0	1	0		
08:30	0	0	1	0			20:30	0	0	0	0		
08:45	0	0	0	3			4	6	20:45	0	0		
09:00	0	0	2	1	1	5	21:00	0	0	0	0		
09:15	0	0	0	1			21:15	0	0	2	0		
09:30	0	0	1	0			21:30	0	0	0	1		
09:45	0	0	0	3			0	2	21:45	0	0		
10:00	0	0	5	1	1	9	22:00	0	0	0	0		
10:15	0	0	0	1			22:15	0	0	0	0		
10:30	0	0	1	0			22:30	0	0	0	0		
10:45	0	0	1	7			0	2	22:45	0	0		
11:00	0	0	0	9	2	12	23:00	0	0	0	0		
11:15	0	0	0	2			23:15	0	0	1	0		
11:30	0	0	0	0			23:30	0	0	0	1		
11:45	0	0	0	1			12	1	23:45	0	0		
TOTALS	16				42	58	TOTALS	43				36	79
SPLIT %	27.6%				72.4%	42.3%	SPLIT %	54.4%				45.6%	57.7%

DAILY TOTALS				NB	SB	EB				WB				Total			
				0	0									59	78	137	
AM Peak Hour				10:00	11:00	10:30	PM Peak Hour				15:15	14:15	15:30				
AM Pk Volume				7	12	13	PM Pk Volume				12	11	21				
Pk Hr Factor				0.350	0.333	0.361	Pk Hr Factor				0.500	0.550	0.656				
7 - 9 Volume				0	0	5	13	18	4 - 6 Volume				0	0	15	11	26
7 - 9 Peak Hour				07:45	07:15	07:15	4 - 6 Peak Hour				16:00	16:00	16:00				
7 - 9 Pk Volume				0	0	3	9	11	4 - 6 Pk Volume				0	0	10	8	18
Pk Hr Factor				0.000	0.000	0.375	0.563	0.688	Pk Hr Factor				0.000	0.000	0.417	0.500	0.563

SPEED

Homestead Rd Bet. Cahuilla Casino Dwy & Gate

Day: Thursday
Date: 11/4/2021

City: Anza
Project #: CA21_030081_005

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	1	0	0	0	0	0	0	0	0	0	3
05:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
06:00	1	3	2	0	0	0	0	0	0	0	0	0	0	6
07:00	3	2	4	0	0	0	0	0	0	0	0	0	0	9
08:00	0	6	0	1	2	0	0	0	0	0	0	0	0	9
09:00	3	1	1	0	0	0	0	0	0	0	0	0	0	5
10:00	1	4	1	2	1	0	0	0	0	0	0	0	0	9
11:00	7	2	2	1	0	0	0	0	0	0	0	0	0	12
12:00 PM	2	2	0	1	0	0	0	0	0	0	0	0	0	5
13:00	1	2	1	0	0	0	0	0	0	0	0	0	0	4
14:00	6	1	1	5	0	0	0	0	0	0	0	0	0	13
15:00	3	2	5	4	0	0	0	0	0	0	0	0	0	14
16:00	6	5	3	3	1	0	0	0	0	0	0	0	0	18
17:00	0	2	5	0	1	0	0	0	0	0	0	0	0	8
18:00	0	0	2	1	0	0	0	0	0	0	0	0	0	3
19:00	0	1	1	3	0	0	0	0	0	0	0	0	0	5
20:00	0	0	2	0	1	0	0	0	0	0	0	0	0	3
21:00	2	0	0	1	0	0	0	0	0	0	0	0	0	3
22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
23:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
Totals	36	36	33	25	7									137
% of Totals	26%	26%	24%	18%	5%									100%

AM Volumes	16	21	12	5	4	0	0	0	0	0	0	0	0	58
% AM	12%	15%	9%	4%	3%									42%
AM Peak Hour	11:00	08:00	07:00	10:00	08:00									11:00
Volume	7	6	4	2	2									12
PM Volumes	20	15	21	20	3	0	0	0	0	0	0	0	0	79
% PM	15%	11%	15%	15%	2%									58%
PM Peak Hour	14:00	16:00	15:00	14:00	16:00									16:00
Volume	6	5	5	5	1									18
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume		%	Volume		%	Volume		%	Volume		%
			18	↔	13%	9	↔	7%	26	↔	19%	84	↔	61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Homestead Rd	Summary	11	20	19	27	30	137

SPEED

Homestead Rd W/O Homestead Rd

Day: Thursday
Date: 11/4/2021

City: Anza
Project #: CA21_030081_006

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	1	0	1	0	0	2
05:00	0	0	0	0	1	0	1	0	0	0	0	0	0	2
06:00	0	2	0	3	1	0	4	1	0	0	0	0	0	11
07:00	0	0	0	1	0	2	1	1	0	1	0	0	0	6
08:00	0	0	0	1	4	2	2	1	0	0	1	0	0	11
09:00	0	0	0	0	0	0	4	0	0	0	0	0	0	4
10:00	0	1	0	0	0	0	1	2	1	0	0	0	0	5
11:00	0	0	1	1	1	0	1	1	1	0	0	0	0	6
12:00 PM	0	0	0	2	4	0	1	1	0	0	0	0	0	8
13:00	1	0	0	1	0	0	1	2	0	0	0	0	0	5
14:00	2	1	0	4	0	2	2	0	0	1	0	0	0	12
15:00	0	0	0	2	4	2	1	1	0	0	0	0	0	10
16:00	0	0	0	0	2	3	4	1	1	0	1	0	0	12
17:00	0	0	1	0	0	0	4	0	0	0	0	0	0	5
18:00	0	0	0	0	1	0	0	1	0	0	0	0	0	2
19:00	0	0	0	0	0	0	0	1	0	1	1	0	0	3
20:00	0	0	0	0	0	0	1	0	1	0	0	0	0	2
21:00	0	0	0	0	1	0	2	1	0	0	0	0	0	4
22:00	0	0	0	0	1	2	0	0	0	1	0	0	0	4
23:00	0	0	0	2	0	0	0	0	0	0	1	0	0	3
Totals	3	4	2	17	20	13	30	14	5	4	5			117
% of Totals	3%	3%	2%	15%	17%	11%	26%	12%	4%	3%	4%			100%

AM Volumes	0	3	1	6	7	4	14	6	3	1	2	0	0	47
% AM		3%	1%	5%	6%	3%	12%	5%	3%	1%	2%			40%
AM Peak Hour		06:00	11:00	06:00	08:00	07:00	06:00	10:00	04:00	07:00	04:00			06:00
Volume		2	1	3	4	2	4	2	1	1	1			11
PM Volumes	3	1	1	11	13	9	16	8	2	3	3	0	0	70
% PM	3%	1%	1%	9%	11%	8%	14%	7%	2%	3%	3%			60%
PM Peak Hour	14:00	14:00	17:00	14:00	12:00	16:00	16:00	13:00	16:00	14:00	16:00			14:00
Volume	2	1	1	4	4	3	4	2	1	1	1			12
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes
All Speeds		Volume 17 ↔ % 15%				Volume 13 ↔ % 11%				Volume 17 ↔ % 15%				Volume 70 ↔ % 60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Homestead Rd	Summary	28	40	38	49	59	117

VOLUME

Homestead Rd W/O Homestead Rd

Day: Thursday
Date: 11/4/2021

City: Anza
Project #: CA21_030081_006

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0	57					60	117	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00	0	0	0	0			12:00	0	0	2	0	2 2 1 3 8		
00:15	0	0	0	0			12:15	0	0	2	0			
00:30	0	0	0	0			12:30	0	0	0	1			
00:45	0	0	0	0			12:45	0	0	1	5 2 3			
01:00	0	0	0	0			13:00	0	0	0	0	3 2 5		
01:15	0	0	0	0			13:15	0	0	1	2			
01:30	0	0	0	0			13:30	0	0	1	1			
01:45	0	0	0	0			13:45	0	0	0	2 0 3			
02:00	0	0	0	0			14:00	0	0	0	0	4 4 4 12		
02:15	0	0	0	0			14:15	0	0	1	3			
02:30	0	0	0	0			14:30	0	0	3	1			
02:45	0	0	0	0			14:45	0	0	2	6 2 6			
03:00	0	0	0	0			15:00	0	0	1	2	3 1 4 2 10		
03:15	0	0	0	0			15:15	0	0	0	1			
03:30	0	0	0	0			15:30	0	0	2	2			
03:45	0	0	0	0			15:45	0	0	2	5 0 5			
04:00	0	0	0	1	1	2		16:00	0	0	1	1	2 4 3 3 12	
04:15	0	0	0	0	16:15			0	0	4	0			
04:30	0	0	0	1	16:30			0	0	2	1			
04:45	0	0	0	0	2			16:45	0	0	2	9 1 3		
05:00	0	0	0	0			17:00	0	0	0	0	1 2 2 5		
05:15	0	0	0	0			17:15	0	0	1	0			
05:30	0	0	0	0			17:30	0	0	1	1			
05:45	0	0	0	2			2	17:45	0	0	0			2 2 3
06:00	0	0	0	2	2	11		18:00	0	0	1	0	1 1 2	
06:15	0	0	3	0	3			18:15	0	0	1	0		
06:30	0	0	0	2	2			18:30	0	0	0	0		
06:45	0	0	2	5 2 6	4			18:45	0	0	0	2 0		
07:00	0	0	0	2	2	6		19:00	0	0	1	1	2 1 1 3	
07:15	0	0	0	0	2			19:15	0	0	0	0		
07:30	0	0	0	2	2			19:30	0	0	1	0		
07:45	0	0	0	2	6			19:45	0	0	0	2 0 1		
08:00	0	0	2	1	3	11		20:00	0	0	0	1	1 1 2	
08:15	0	0	2	1	3			20:15	0	0	0	0		
08:30	0	0	0	0	5			20:30	0	0	1	0		
08:45	0	0	1	5 4 6	5			20:45	0	0	0	1 0 1		
09:00	0	0	2	1	3	4		21:00	0	0	0	0	2 1 1 4	
09:15	0	0	0	1	1			21:15	0	0	1	1		
09:30	0	0	0	0	2			21:30	0	0	0	1		
09:45	0	0	0	2	0			2	21:45	0	0	1		
10:00	0	0	0	0	5		22:00	0	0	1	0	1 2 1 4		
10:15	0	0	1	1			2	22:15	0	0	0			0
10:30	0	0	1	0			1	22:30	0	0	2			0
10:45	0	0	1	3 1 2			2	22:45	0	0	1			4 0
11:00	0	0	0	4	4	6		23:00	0	0	0	0	1 2 3	
11:15	0	0	0	1	1			23:15	0	0	0	0		
11:30	0	0	0	1	1			23:30	0	0	0	1		
11:45	0	0	0	0	6			23:45	0	0	2	2 0 1		
TOTALS	15				32	47	TOTALS	42				28	70	
SPLIT %	31.9%				68.1%	40.2%	SPLIT %	60.0%				40.0%	59.8%	

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						57	60						117
AM Peak Hour	06:00				06:00		PM Peak Hour	15:30				14:15	14:15						
AM Pk Volume	5				7	11	PM Pk Volume	9				8	15						
Pk Hr Factor	0.417				0.438	0.688	Pk Hr Factor	0.563				0.667	0.938						
7 - 9 Volume	0	0	5	12	17		4 - 6 Volume	0	0	11	6	17							
7 - 9 Peak Hour	08:00				07:00	08:00	4 - 6 Peak Hour	16:00				16:00	16:00						
7 - 9 Pk Volume	0	0	5	6	11		4 - 6 Pk Volume	0	0	9	3	12							
Pk Hr Factor	0.000	0.000	0.625	0.750	0.550		Pk Hr Factor	0.000	0.000	0.563	0.750	0.750							

SPEED

Homestead Rd S/O Cooper Cienga Truck Trail

Day: Thursday
Date: 11/4/2021

City: Anza
Project #: CA21_030081_007

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	1	0	1	0	0	0	2
05:00	0	0	0	0	0	2	1	0	0	0	0	0	0	3
06:00	0	0	0	0	0	3	1	0	0	0	0	0	0	4
07:00	0	0	0	0	0	1	2	1	0	0	0	0	0	4
08:00	0	0	0	0	0	3	3	1	0	1	0	0	0	8
09:00	0	0	0	0	0	2	2	1	0	0	0	0	0	5
10:00	0	0	1	1	0	4	2	2	0	0	0	0	0	10
11:00	0	1	0	0	0	0	3	1	1	0	0	0	0	6
12:00 PM	0	0	1	0	0	2	3	1	0	0	0	0	0	7
13:00	0	0	0	0	0	3	0	0	0	0	0	0	0	3
14:00	0	0	1	0	1	2	6	1	0	0	0	0	0	11
15:00	0	0	0	1	2	4	3	1	1	0	0	0	0	12
16:00	0	0	0	0	0	3	2	1	0	0	0	0	0	6
17:00	0	1	0	0	0	1	3	1	0	0	0	0	0	6
18:00	0	0	0	0	0	0	2	0	0	0	0	0	0	2
19:00	0	0	0	0	0	0	3	0	0	0	0	0	0	3
20:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1
21:00	0	0	0	0	0	1	2	1	0	0	0	0	0	4
22:00	0	0	0	0	0	1	1	1	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Totals		2	3	2	3	32	40	15	3	2				102
% of Totals		2%	3%	2%	3%	31%	39%	15%	3%	2%				100%

AM Volumes	0	1	1	1	0	15	15	7	1	2	0	0	0	43
% AM		1%	1%	1%		15%	15%	7%	1%	2%				42%
AM Peak Hour		11:00	10:00	10:00		10:00	08:00	10:00	11:00	04:00				10:00
Volume		1	1	1		4	3	2	1	1				10
PM Volumes	0	1	2	1	3	17	25	8	2	0	0	0	0	59
% PM		1%	2%	1%	3%	17%	25%	8%	2%					58%
PM Peak Hour		17:00	12:00	15:00	15:00	15:00	14:00	12:00	15:00					15:00
Volume		1	1	1	2	4	6	1	1					12
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume		%	Volume		%	Volume		%	Volume		%
			12	↔	12%	10	↔	10%	12	↔	12%	68	↔	67%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Homestead Rd	Summary	36	41	41	47	50	102

VOLUME

Homestead Rd S/O Cooper Cienga Truck Trail

Day: Thursday
Date: 11/4/2021

City: Anza
Project #: CA21_030081_007

DAILY TOTALS					NB	SB	EB					WB	Total
					51	51	0					0	102
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	0	0			12:00	0	4	0	0	4	
00:15	0	0	0	0			12:15	0	0	0	0		
00:30	0	0	0	0			12:30	0	0	0	0		
00:45	0	0	0	0			12:45	2	2	1	5	0	7
01:00	0	0	0	0			13:00	0	0	0	0		
01:15	0	0	0	0			13:15	2	0	0	0	2	
01:30	0	0	0	0			13:30	0	1	0	0	1	
01:45	0	0	0	0			13:45	0	2	0	1	0	3
02:00	0	0	0	0			14:00	3	0	0	0	3	
02:15	0	0	0	0			14:15	1	1	0	0	2	
02:30	0	0	0	0			14:30	0	4	0	0	4	
02:45	0	0	0	0			14:45	1	5	1	6	0	11
03:00	0	0	0	0			15:00	2	3	0	0	5	
03:15	0	0	0	0			15:15	1	1	0	0	2	
03:30	0	1	0	0	1		15:30	2	2	0	0	4	
03:45	0	0	1	0	1		15:45	0	5	1	7	0	12
04:00	1	0	0	0	1		16:00	0	1	0	0	1	
04:15	0	0	0	0			16:15	0	1	0	0	1	
04:30	1	0	0	0	1		16:30	0	2	0	0	2	
04:45	0	2	0	0	2		16:45	1	1	1	5	0	6
05:00	0	0	0	0			17:00	0	0	0	0		
05:15	0	0	0	0			17:15	0	1	0	0	1	
05:30	0	1	0	0	1		17:30	1	2	0	0	3	
05:45	2	2	0	1	2	3	17:45	2	3	0	3	0	6
06:00	0	0	0	0			18:00	0	1	0	0	1	
06:15	2	1	0	0	3		18:15	0	1	0	0	1	
06:30	0	0	0	0			18:30	0	0	0	0		
06:45	1	3	0	1	1	4	18:45	0	0	2	0	0	2
07:00	0	0	0	0			19:00	1	1	0	0	2	
07:15	0	0	0	0			19:15	0	0	0	0		
07:30	2	1	0	0	3		19:30	0	1	0	0	1	
07:45	1	3	0	1	1	4	19:45	0	1	0	2	0	3
08:00	2	1	0	0	3		20:00	1	0	0	0	1	
08:15	0	3	0	0	3		20:15	0	0	0	0		
08:30	0	1	0	0	1		20:30	0	0	0	0		
08:45	1	3	0	5	1	8	20:45	0	1	0	0	1	
09:00	0	2	0	0	2		21:00	2	0	0	0	2	
09:15	2	0	0	0	2		21:15	0	0	0	0		
09:30	1	0	0	0	1		21:30	1	0	0	0	1	
09:45	0	3	0	2	5		21:45	0	3	1	1	0	4
10:00	0	0	0	0			22:00	0	0	0	0		
10:15	1	2	0	0	3		22:15	0	0	0	0		
10:30	0	0	0	0			22:30	0	0	0	0		
10:45	6	7	1	3	7	10	22:45	0	3	3	0	0	3
11:00	2	1	0	0	3		23:00	0	0	0	0		
11:15	1	0	0	0	1		23:15	0	0	0	0		
11:30	1	1	0	0	2		23:30	1	0	0	0	1	
11:45	0	4	0	2	6		23:45	0	1	0	0	1	
TOTALS	27	16			43		TOTALS	24	35			59	
SPLIT %	62.8%	37.2%			42.2%		SPLIT %	40.7%	59.3%			57.8%	

DAILY TOTALS					NB	SB						EB	WB						Total
					51	51						0	0						102
AM Peak Hour	10:45	08:15			10:15		PM Peak Hour	14:45		14:15									14:15
AM Pk Volume	10	6			13		PM Pk Volume	6		9									13
Pk Hr Factor	0.417	0.500			0.464		Pk Hr Factor	0.750		0.563									0.650
7 - 9 Volume	6	6	0	0	12		4 - 6 Volume	4		8	0	0							12
7 - 9 Peak Hour	07:15	07:30			07:30		4 - 6 Peak Hour	17:00		16:00									16:00
7 - 9 Pk Volume	5	5	0	0	10		4 - 6 Pk Volume	3		5	0	0							6
Pk Hr Factor	0.625	0.417	0.000	0.000	0.833		Pk Hr Factor	0.375		0.625	0.000	0.000							0.750

Appendix B - Existing Synchro Worksheets

Intersection						
Int Delay, s/veh	0					
Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	0	2	208	0	1	231
Future Vol, veh/h	0	2	208	0	1	231
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	0	2	217	0	1	241
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	460	217	0	0	217	0
Stage 1	217	-	-	-	-	-
Stage 2	243	-	-	-	-	-
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	559	823	-	-	1353	-
Stage 1	819	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	558	823	-	-	1353	-
Mov Cap-2 Maneuver	558	-	-	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Approach	NB	NE	SW			
HCM Control Delay, s	9.4	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT	
Capacity (veh/h)	-	-	823	1353	-	
HCM Lane V/C Ratio	-	-	0.003	0.001	-	
HCM Control Delay (s)	-	-	9.4	7.7	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection

Int Delay, s/veh 0.1

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	1	1	309	1	2	294
Future Vol, veh/h	1	1	309	1	2	294
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	1	1	322	1	2	306

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	633	323	0
Stage 1	323	-	-
Stage 2	310	-	-
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	444	718	-
Stage 1	734	-	-
Stage 2	744	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	443	718	-
Mov Cap-2 Maneuver	443	-	-
Stage 1	734	-	-
Stage 2	743	-	-

Approach	NB	NE	SW
HCM Control Delay, s	11.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	548	1237	-
HCM Lane V/C Ratio	-	-	0.004	0.002	-
HCM Control Delay (s)	-	-	11.6	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	149	46	65	194	47	45
Future Vol, veh/h	149	46	65	194	47	45
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	95	95	95	95	95	95
Heavy Vehicles, %	8	2	2	8	2	2
Mvmt Flow	157	48	68	204	49	47
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	205	0	521	181
Stage 1	-	-	-	-	181	-
Stage 2	-	-	-	-	340	-
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	-	516	862
Stage 1	-	-	-	-	850	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1366	-	487	862
Mov Cap-2 Maneuver	-	-	-	-	487	-
Stage 1	-	-	-	-	850	-
Stage 2	-	-	-	-	681	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2		11.9	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	619	-	-	1366	-	
HCM Lane V/C Ratio	0.156	-	-	0.05	-	
HCM Control Delay (s)	11.9	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-	

Intersection						
Int Delay, s/veh	3.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	240	66	54	222	77	73
Future Vol, veh/h	240	66	54	222	77	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	8	2	2	8	2	2
Mvmt Flow	264	73	59	244	85	80
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	337	0	663	301
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	362	-
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	-	-	1222	-	426	739
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	704	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1222	-	402	739
Mov Cap-2 Maneuver	-	-	-	-	402	-
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	665	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.6		15.2	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1		EBT	EBR	WBL	WBT
Capacity (veh/h)	517		-	-	1222	-
HCM Lane V/C Ratio	0.319		-	-	0.049	-
HCM Control Delay (s)	15.2		-	-	8.1	0
HCM Lane LOS	C		-	-	A	A
HCM 95th %tile Q(veh)	1.4		-	-	0.2	-

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	248	56	59	263	54	56
Future Vol, veh/h	248	56	59	263	54	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	8	2	2	8	2	2
Mvmt Flow	273	62	65	289	59	62
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	335	0	723	304
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	419	-
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	-	-	1224	-	393	736
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1224	-	368	736
Mov Cap-2 Maneuver	-	-	-	-	368	-
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	622	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.5		14.6	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	494	-	-	1224	-	
HCM Lane V/C Ratio	0.245	-	-	0.053	-	
HCM Control Delay (s)	14.6	-	-	8.1	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	1	-	-	0.2	-	

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	191	0	1	227	21	1	0	0	28	0	20
Future Vol, veh/h	16	191	0	1	227	21	1	0	0	28	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	8	2	2	8	2	2	2	2	2	2	2
Mvmt Flow	19	227	0	1	270	25	1	0	0	33	0	24
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	295	0	0	227	0	0	562	562	227	550	550	283
Stage 1	-	-	-	-	-	-	265	265	-	285	285	-
Stage 2	-	-	-	-	-	-	297	297	-	265	265	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1266	-	-	1341	-	-	438	436	812	446	443	756
Stage 1	-	-	-	-	-	-	740	689	-	722	676	-
Stage 2	-	-	-	-	-	-	712	668	-	740	689	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1266	-	-	1341	-	-	418	428	812	440	435	756
Mov Cap-2 Maneuver	-	-	-	-	-	-	418	428	-	440	435	-
Stage 1	-	-	-	-	-	-	727	677	-	710	675	-
Stage 2	-	-	-	-	-	-	689	667	-	727	677	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0			13.6			12.6		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	418	1266	-	-	1341	-	-	533				
HCM Lane V/C Ratio	0.003	0.015	-	-	0.001	-	-	0.107				
HCM Control Delay (s)	13.6	7.9	0	-	7.7	0	-	12.6				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4				

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	32	284	0	1	256	34	0	0	0	19	0	22
Future Vol, veh/h	32	284	0	1	256	34	0	0	0	19	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	8	2	2	8	2	2	2	2	2	2	2
Mvmt Flow	36	319	0	1	288	38	0	0	0	21	0	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	326	0	0	319	0	0	713	719	319	700	700	307
Stage 1	-	-	-	-	-	-	391	391	-	309	309	-
Stage 2	-	-	-	-	-	-	322	328	-	391	391	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1234	-	-	1241	-	-	347	354	722	354	363	733
Stage 1	-	-	-	-	-	-	633	607	-	701	660	-
Stage 2	-	-	-	-	-	-	690	647	-	633	607	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1234	-	-	1241	-	-	326	341	722	344	350	733
Mov Cap-2 Maneuver	-	-	-	-	-	-	326	341	-	344	350	-
Stage 1	-	-	-	-	-	-	611	586	-	676	659	-
Stage 2	-	-	-	-	-	-	666	646	-	611	586	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	0	13.3
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1234	-	-	1241	-	-	481
HCM Lane V/C Ratio	-	0.029	-	-	0.001	-	-	0.096
HCM Control Delay (s)	0	8	0	-	7.9	0	-	13.3
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.3

HCM 6th TWSC
4: Cienega Truck Trail & Homestead Rd

Existing AM
12/07/2021

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	1	4	1	2	3	0
Future Vol, veh/h	1	4	1	2	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	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	5	1	3	4	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	6	0	9	4
Stage 1	-	-	-	-	4	-
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	-	-	1615	-	1011	1080
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1018	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1615	-	1010	1080
Mov Cap-2 Maneuver	-	-	-	-	1010	-
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1017	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1010	-	-	1615	-
HCM Lane V/C Ratio	0.004	-	-	0.001	-
HCM Control Delay (s)	8.6	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th TWSC
4: Cienega Truck Trail & Homestead Rd

Existing PM
12/07/2021

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	5	0	2	1	0
Future Vol, veh/h	4	5	0	2	1	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	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	7	0	3	1	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	12	0	12	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	3	-
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	-	-	1607	-	1008	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1020	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1607	-	1008	1073
Mov Cap-2 Maneuver	-	-	-	-	1008	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1020	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		8.6	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1008	-	-	1607	-	
HCM Lane V/C Ratio	0.001	-	-	-	-	
HCM Control Delay (s)	8.6	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Appendix C - Existing Plus Near Term Development Synchro Worksheets

Intersection						
Int Delay, s/veh	0					
Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	2	218	0	1	240
Future Vol, veh/h	0	2	218	0	1	240
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	0	2	227	0	1	250
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	479	227	0	0	227	0
Stage 1	227	-	-	-	-	-
Stage 2	252	-	-	-	-	-
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	545	812	-	-	1341	-
Stage 1	811	-	-	-	-	-
Stage 2	790	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	544	812	-	-	1341	-
Mov Cap-2 Maneuver	544	-	-	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	789	-	-	-	-	-
Approach	NB	NE	SW			
HCM Control Delay, s	9.4	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT	
Capacity (veh/h)	-	-	812	1341	-	
HCM Lane V/C Ratio	-	-	0.003	0.001	-	
HCM Control Delay (s)	-	-	9.4	7.7	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	1	1	330	1	2	316
Future Vol, veh/h	1	1	330	1	2	316
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	1	1	344	1	2	329
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	678	345	0	0	345	0
Stage 1	345	-	-	-	-	-
Stage 2	333	-	-	-	-	-
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	418	698	-	-	1214	-
Stage 1	717	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	417	698	-	-	1214	-
Mov Cap-2 Maneuver	417	-	-	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	725	-	-	-	-	-
Approach	NB	NE	SW			
HCM Control Delay, s	11.9	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT	
Capacity (veh/h)	-	-	522	1214	-	
HCM Lane V/C Ratio	-	-	0.004	0.002	-	
HCM Control Delay (s)	-	-	11.9	8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	3.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	149	56	75	194	56	54
Future Vol, veh/h	149	56	75	194	56	54
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	95	95	95	95	95	95
Heavy Vehicles, %	8	2	2	8	2	2
Mvmt Flow	157	59	79	204	59	57
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	216	0	549	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	362	-
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	-	-	1354	-	497	855
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	704	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1354	-	464	855
Mov Cap-2 Maneuver	-	-	-	-	464	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	658	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.2		12.5	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	598	-	-	1354	-	
HCM Lane V/C Ratio	0.194	-	-	0.058	-	
HCM Control Delay (s)	12.5	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-	

Intersection						
Int Delay, s/veh	5.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱		↰
Traffic Vol, veh/h	240	87	75	222	99	95
Future Vol, veh/h	240	87	75	222	99	95
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	91	91	91	91	91	91
Heavy Vehicles, %	8	2	2	8	2	2
Mvmt Flow	264	96	82	244	109	104
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	360	0	720	312
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	408	-
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	-	-	1199	-	395	728
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	671	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1199	-	364	728
Mov Cap-2 Maneuver	-	-	-	-	364	-
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	618	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.1		18.3	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	482	-	-	1199	-	
HCM Lane V/C Ratio	0.442	-	-	0.069	-	
HCM Control Delay (s)	18.3	-	-	8.2	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	2.2	-	-	0.2	-	

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	248	77	80	263	76	78
Future Vol, veh/h	248	77	80	263	76	78
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	91	91	91	91	91	91
Heavy Vehicles, %	8	2	2	8	2	2
Mvmt Flow	273	85	88	289	84	86
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	358	0	781	316
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	465	-
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	-	-	1201	-	363	724
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	632	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1201	-	331	724
Mov Cap-2 Maneuver	-	-	-	-	331	-
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	577	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.9		17.4	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	457	-	-	1201	-	
HCM Lane V/C Ratio	0.37	-	-	0.073	-	
HCM Control Delay (s)	17.4	-	-	8.2	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	1.7	-	-	0.2	-	

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	200	0	1	237	21	1	0	0	28	0	20
Future Vol, veh/h	16	200	0	1	237	21	1	0	0	28	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	8	2	2	8	2	2	2	2	2	2	2
Mvmt Flow	19	238	0	1	282	25	1	0	0	33	0	24
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	307	0	0	238	0	0	585	585	238	573	573	295
Stage 1	-	-	-	-	-	-	276	276	-	297	297	-
Stage 2	-	-	-	-	-	-	309	309	-	276	276	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1254	-	-	1329	-	-	422	423	801	430	430	744
Stage 1	-	-	-	-	-	-	730	682	-	712	668	-
Stage 2	-	-	-	-	-	-	701	660	-	730	682	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1254	-	-	1329	-	-	403	415	801	424	422	744
Mov Cap-2 Maneuver	-	-	-	-	-	-	403	415	-	424	422	-
Stage 1	-	-	-	-	-	-	718	670	-	700	667	-
Stage 2	-	-	-	-	-	-	678	659	-	718	670	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0			14			12.8		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	403	1254	-	-	1329	-	-	517				
HCM Lane V/C Ratio	0.003	0.015	-	-	0.001	-	-	0.111				
HCM Control Delay (s)	14	7.9	0	-	7.7	0	-	12.8				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4				

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	32	306	0	1	277	34	0	0	0	19	0	22
Future Vol, veh/h	32	306	0	1	277	34	0	0	0	19	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	8	2	2	8	2	2	2	2	2	2	2
Mvmt Flow	36	344	0	1	311	38	0	0	0	21	0	25
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	349	0	0	344	0	0	761	767	344	748	748	330
Stage 1	-	-	-	-	-	-	416	416	-	332	332	-
Stage 2	-	-	-	-	-	-	345	351	-	416	416	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1210	-	-	1215	-	-	322	332	699	329	341	712
Stage 1	-	-	-	-	-	-	614	592	-	681	644	-
Stage 2	-	-	-	-	-	-	671	632	-	614	592	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1210	-	-	1215	-	-	302	319	699	319	328	712
Mov Cap-2 Maneuver	-	-	-	-	-	-	302	319	-	319	328	-
Stage 1	-	-	-	-	-	-	591	570	-	656	643	-
Stage 2	-	-	-	-	-	-	647	631	-	591	570	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0			0			13.8		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1210	-	-	1215	-	-	453				
HCM Lane V/C Ratio	-	0.03	-	-	0.001	-	-	0.102				
HCM Control Delay (s)	0	8.1	0	-	8	0	-	13.8				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.3				

HCM 6th TWSC
4: Cienega Truck Trail & Homestead Rd

Existing + Near Term Development AM

12/07/2021

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	4	1	2	3	0
Future Vol, veh/h	1	4	1	2	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	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	5	1	3	4	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	6	0	9	4
Stage 1	-	-	-	-	4	-
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	-	-	1615	-	1011	1080
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1018	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1615	-	1010	1080
Mov Cap-2 Maneuver	-	-	-	-	1010	-
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1017	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.4		8.6	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1010	-	-	1615	-	
HCM Lane V/C Ratio	0.004	-	-	0.001	-	
HCM Control Delay (s)	8.6	-	-	7.2	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

HCM 6th TWSC
4: Cienega Truck Trail & Homestead Rd

Existing + Near Term Development PM

12/07/2021

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	5	0	2	1	0
Future Vol, veh/h	4	5	0	2	1	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	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	7	0	3	1	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	12	0	12	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	3	-
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	-	-	1607	-	1008	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1020	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1607	-	1008	1073
Mov Cap-2 Maneuver	-	-	-	-	1008	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1020	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		8.6	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1008	-	-	1607	-	
HCM Lane V/C Ratio	0.001	-	-	-	-	
HCM Control Delay (s)	8.6	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Appendix D - Year 2045 Plus Future Development Synchro Worksheets

Intersection						
Int Delay, s/veh	0					
Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	3	449	0	1	460
Future Vol, veh/h	0	3	449	0	1	460
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	0	3	468	0	1	479
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	949	468	0	0	468	0
Stage 1	468	-	-	-	-	-
Stage 2	481	-	-	-	-	-
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	289	595	-	-	1094	-
Stage 1	630	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	289	595	-	-	1094	-
Mov Cap-2 Maneuver	289	-	-	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Approach	NB	NE	SW			
HCM Control Delay, s	11.1	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT	
Capacity (veh/h)	-	-	595	1094	-	
HCM Lane V/C Ratio	-	-	0.005	0.001	-	
HCM Control Delay (s)	-	-	11.1	8.3	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	0					
Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations	↔		↔			↔
Traffic Vol, veh/h	1	1	754	1	3	706
Future Vol, veh/h	1	1	754	1	3	706
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	8	2	2	8
Mvmt Flow	1	1	785	1	3	735
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1527	786	0	0	786	0
Stage 1	786	-	-	-	-	-
Stage 2	741	-	-	-	-	-
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	129	392	-	-	833	-
Stage 1	449	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	128	392	-	-	833	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	449	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Approach	NB	NE	SW			
HCM Control Delay, s	23.9	0	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT	
Capacity (veh/h)	-	-	193	833	-	
HCM Lane V/C Ratio	-	-	0.011	0.004	-	
HCM Control Delay (s)	-	-	23.9	9.3	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	11.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	310	117	143	391	115	112
Future Vol, veh/h	310	117	143	391	115	112
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	95	95	95	95	95	95
Heavy Vehicles, %	8	2	2	8	2	2
Mvmt Flow	326	123	151	412	121	118
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	449	0	1102	388
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	714	-
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	-	-	1111	-	234	660
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	485	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1111	-	193	660
Mov Cap-2 Maneuver	-	-	-	-	193	-
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	400	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.3		52.7	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	297	-	-	1111	-	
HCM Lane V/C Ratio	0.805	-	-	0.135	-	
HCM Control Delay (s)	52.7	-	-	8.7	0	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	6.5	-	-	0.5	-	

Intersection						
Int Delay, s/veh	303.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	570	228	211	559	172	167
Future Vol, veh/h	570	228	211	559	172	167
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	91	91	91	91	91	91
Heavy Vehicles, %	8	2	2	8	2	2
Mvmt Flow	626	251	232	614	189	184
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	877	0	1830	752
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	1078	-
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	-	-	770	-	~ 84	410
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	327	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	770	-	~ 46	410
Mov Cap-2 Maneuver	-	-	-	-	~ 46	-
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	~ 178	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.2		\$ 1697.7	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	82	-	-	770	-	
HCM Lane V/C Ratio	4.543	-	-	0.301	-	
HCM Control Delay (s)	\$ 1697.7	-	-	11.7	0	
HCM Lane LOS	F	-	-	B	A	
HCM 95th %tile Q(veh)	39.8	-	-	1.3	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	250.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	581	214	218	616	141	143
Future Vol, veh/h	581	214	218	616	141	143
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	91	91	91	91	91	91
Heavy Vehicles, %	8	2	2	8	2	2
Mvmt Flow	638	235	240	677	155	157
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	873	0	1913	756
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	1157	-
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	-	-	773	-	~ 75	408
Stage 1	-	-	-	-	464	-
Stage 2	-	-	-	-	299	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	773	-	~ 38	408
Mov Cap-2 Maneuver	-	-	-	-	~ 38	-
Stage 1	-	-	-	-	464	-
Stage 2	-	-	-	-	~ 150	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.1		\$ 1676.4	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	70	-	-	773	-	
HCM Lane V/C Ratio	4.458	-	-	0.31	-	
HCM Control Delay (s)	\$ 1676.4	-	-	11.7	0	
HCM Lane LOS	F	-	-	B	A	
HCM 95th %tile Q(veh)	33.7	-	-	1.3	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	404	0	1	475	29	1	0	0	39	0	28
Future Vol, veh/h	22	404	0	1	475	29	1	0	0	39	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	8	2	2	8	2	2	2	2	2	2	2
Mvmt Flow	26	481	0	1	565	35	1	0	0	46	0	33
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	600	0	0	481	0	0	1134	1135	481	1118	1118	583
Stage 1	-	-	-	-	-	-	533	533	-	585	585	-
Stage 2	-	-	-	-	-	-	601	602	-	533	533	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	977	-	-	1082	-	-	180	202	585	184	207	512
Stage 1	-	-	-	-	-	-	531	525	-	497	498	-
Stage 2	-	-	-	-	-	-	487	489	-	531	525	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	977	-	-	1082	-	-	164	195	585	179	199	512
Mov Cap-2 Maneuver	-	-	-	-	-	-	164	195	-	179	199	-
Stage 1	-	-	-	-	-	-	512	506	-	479	498	-
Stage 2	-	-	-	-	-	-	455	489	-	512	506	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0			27.1			26.5		
HCM LOS							D			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	164	977	-	-	1082	-	-	246				
HCM Lane V/C Ratio	0.007	0.027	-	-	0.001	-	-	0.324				
HCM Control Delay (s)	27.1	8.8	0	-	8.3	0	-	26.5				
HCM Lane LOS	D	A	A	-	A	A	-	D				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	1.4				

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	44	692	0	1	680	47	0	0	0	26	0	30
Future Vol, veh/h	44	692	0	1	680	47	0	0	0	26	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	8	2	2	8	2	2	2	2	2	2	2
Mvmt Flow	49	778	0	1	764	53	0	0	0	29	0	34
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	817	0	0	778	0	0	1686	1695	778	1669	1669	791
Stage 1	-	-	-	-	-	-	876	876	-	793	793	-
Stage 2	-	-	-	-	-	-	810	819	-	876	876	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	811	-	-	839	-	-	74	93	396	76	96	390
Stage 1	-	-	-	-	-	-	344	367	-	382	400	-
Stage 2	-	-	-	-	-	-	374	389	-	344	367	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	811	-	-	839	-	-	62	83	396	70	86	390
Mov Cap-2 Maneuver	-	-	-	-	-	-	62	83	-	70	86	-
Stage 1	-	-	-	-	-	-	308	328	-	342	399	-
Stage 2	-	-	-	-	-	-	341	388	-	308	328	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0			0			59.9		
HCM LOS							A			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	811	-	-	839	-	-	125				
HCM Lane V/C Ratio	-	0.061	-	-	0.001	-	-	0.503				
HCM Control Delay (s)	0	9.7	0	-	9.3	0	-	59.9				
HCM Lane LOS	A	A	A	-	A	A	-	F				
HCM 95th %tile Q(veh)	-	0.2	-	-	0	-	-	2.3				

HCM 6th TWSC
4: Cienega Truck Trail & Homestead Rd

Year 2045 + Future Development AM

12/07/2021

Intersection						
Int Delay, s/veh	3.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	7	1	8	10	2
Future Vol, veh/h	3	7	1	8	10	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	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	9	1	11	13	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	13	0	22	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	13	-
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	-	-	1606	-	995	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1606	-	994	1073
Mov Cap-2 Maneuver	-	-	-	-	994	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1009	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		8.6	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1006	-	-	1606	-	
HCM Lane V/C Ratio	0.016	-	-	0.001	-	
HCM Control Delay (s)	8.6	-	-	7.2	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

HCM 6th TWSC
4: Cienega Truck Trail & Homestead Rd

Year 2045 + Future Development PM

12/07/2021

Intersection

Int Delay, s/veh 1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	13	0	7	5	2
Future Vol, veh/h	12	13	0	7	5	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	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	17	0	9	7	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	33
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	-	-	1579
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1579
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	999	-	-	1579	-
HCM Lane V/C Ratio	0.009	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	446	20	20	466	9	9
Future Vol, veh/h	446	20	20	466	9	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	2	2	8	2	2
Mvmt Flow	485	22	22	507	10	10
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	507	0	1047	496
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	551	-
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	-	-	1058	-	253	574
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	577	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1058	-	246	574
Mov Cap-2 Maneuver	-	-	-	-	246	-
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	560	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		16.1	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	344	-	-	1058	-	
HCM Lane V/C Ratio	0.057	-	-	0.021	-	
HCM Control Delay (s)	16.1	-	-	8.5	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	804	14	14	696	18	18
Future Vol, veh/h	804	14	14	696	18	18
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, %	8	2	2	8	2	2
Mvmt Flow	874	15	15	757	20	20
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	889	0	1669	882
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	787	-
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	-	-	762	-	106	345
Stage 1	-	-	-	-	405	-
Stage 2	-	-	-	-	449	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	762	-	102	345
Mov Cap-2 Maneuver	-	-	-	-	102	-
Stage 1	-	-	-	-	405	-
Stage 2	-	-	-	-	434	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		35.4	
HCM LOS	E					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	157	-	-	762	-	
HCM Lane V/C Ratio	0.249	-	-	0.02	-	
HCM Control Delay (s)	35.4	-	-	9.8	0	
HCM Lane LOS	E	-	-	A	A	
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-	

Intersection								
Int Delay, s/veh	4.5							
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑	↗	↘	↑	↘	↗		
Traffic Vol, veh/h	352	103	103	390	96	96		
Future Vol, veh/h	352	103	103	390	96	96		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-	None	-	None	-	None		
Storage Length	-	250	250	-	0	0		
Veh in Median Storage, #	0	-	-	0	0	-		
Grade, %	0	-	-	0	0	-		
Peak Hour Factor	92	92	92	92	92	92		
Heavy Vehicles, %	8	2	2	8	2	2		
Mvmt Flow	383	112	112	424	104	104		
Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	0	0	495	0	1031	383		
Stage 1	-	-	-	-	383	-		
Stage 2	-	-	-	-	648	-		
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	-	-	1069	-	258	664		
Stage 1	-	-	-	-	689	-		
Stage 2	-	-	-	-	521	-		
Platoon blocked, %	-	-		-				
Mov Cap-1 Maneuver	-	-	1069	-	231	664		
Mov Cap-2 Maneuver	-	-	-	-	231	-		
Stage 1	-	-	-	-	689	-		
Stage 2	-	-	-	-	466	-		
Approach	EB		WB		NB			
HCM Control Delay, s	0		1.8		22.1			
HCM LOS	C							
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	EBR	WBL	WBT
Capacity (veh/h)	231		664		-	-	1069	-
HCM Lane V/C Ratio	0.452		0.157		-	-	0.105	-
HCM Control Delay (s)	32.8		11.4		-	-	8.8	-
HCM Lane LOS	D		B		-	-	A	-
HCM 95th %tile Q(veh)	2.2		0.6		-	-	0.3	-

Intersection						
Int Delay, s/veh	144.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	583	239	239	488	221	221
Future Vol, veh/h	583	239	239	488	221	221
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	250	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	2	2	8	2	2
Mvmt Flow	634	260	260	530	240	240
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	894	0	1684	634
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	1050	-
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	-	-	759	-	~ 104	479
Stage 1	-	-	-	-	529	-
Stage 2	-	-	-	-	337	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	759	-	~ 68	479
Mov Cap-2 Maneuver	-	-	-	-	~ 68	-
Stage 1	-	-	-	-	529	-
Stage 2	-	-	-	-	~ 221	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	4		\$ 643.5		
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	68	479	-	-	759	-
HCM Lane V/C Ratio	3.533	0.501	-	-	0.342	-
HCM Control Delay (s)	\$ 1267.2	19.8	-	-	12.2	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	25.1	2.8	-	-	1.5	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon