

APPENDIX 1.1:
APPROVED SCOPING AGREEMENT

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EXHIBIT B

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the Riverside County Transportation Department requirements for traffic impact analysis of the following project. The analysis must follow the Riverside County Transportation Department Traffic Study Guidelines dated April 2008.

Case No. PAR180057
 Related Cases- _____
 SP No. _____
 EIR No. _____
 GPA No. _____
 CZ No. _____
 Project Name: Milestone MX Ethanac Road Motorcycle Park
 Project Address: 21220 Ethanac Road in the County of Riverside
 Project Description: 5 racetracks on 80 acres

	<u>Consultant</u>	<u>Developer - Representative</u>
Name:	<u>Urban Crossroads Inc. - Pranesh Tarikere</u>	<u>Milestone MX</u>
Address:	<u>260 E. Baker Street, Suite 200</u> <u>Costa Mesa, CA 92626</u>	<u>12685 Holly Street</u> <u>Riverside, CA 92509</u>
Telephone:	<u>(949) 336-5992</u>	<u>(951) 686-4669</u>
Fax:	_____	_____

A. Trip Generation Source: Empirical data

Current GP Land Use	<u>Rural Residential</u>	Proposed Land Use	<u>Raceway</u>
Current Zoning	<u>RR</u>	Proposed Zoning	<u>N/A</u>

	<u>Current Trip Generation</u>			<u>Proposed Trip Generation</u>		
	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
AM Trips	_____	_____	_____	<u>57</u>	<u>7</u>	<u>64</u>
PM Trips	_____	_____	_____	<u>4</u>	<u>14</u>	<u>18</u>
Typical Saturday	_____	_____	_____	<u>78</u>	<u>10</u>	<u>88</u>
Special Event	_____	_____	_____	<u>158</u>	<u>17</u>	<u>175</u>

Internal Trip Allowance Yes No (0 % Trip Discount)
 Pass-By Trip Allowance Yes No (0 % Trip Discount)

A passby trip discount of 25% is allowed for appropriate land uses. The passby trips at adjacent study area intersections and project driveways shall be indicated on a report figure.

B. Trip Geographic Distribution: (See attached Exhibit 2 for detailed assignment)
 N Varies % S Varies % E Varies % W Varies %

C. Background Traffic
 Project Build-out Year: 2020 Annual Ambient Growth Rate: 2 %
 Phase Year(s) n/a

Other area Projects to be analyzed: N/A
 Model/Forecast Methodology: _____

D. **Study Intersections:** (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies). (See Exhibit 1)

- | | |
|---|-----------|
| 1. <u>Read St. / Ethanac Rd.</u> | 11. _____ |
| 2. <u>SR-74 / Theda St.</u> | 12. _____ |
| 3. <u>SR-74 / Ethanac Rd.</u> | 13. _____ |
| 4. <u>SR-74 / River Rd.</u> | 14. _____ |
| 5. <u>SR-74 / Meadowbrook Av./Greenwald Av.</u> | 15. _____ |
| 6. _____ | 16. _____ |
| 7. _____ | 17. _____ |
| 8. _____ | 18. _____ |
| 9. _____ | 19. _____ |
| 10. _____ | 20. _____ |

E. **Study Roadway Segments:** (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies).

1. _____ 2. _____

F. **Other Jurisdictional Impacts**

Is this project within a City's Sphere of influence or one mile radius of City boundaries? Yes No

If so, name of City jurisdiction: _____

G. **Site Plan** (please attach reduced copy)

H. **Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline)** (To be filled out by Transportation Department)

(NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted", or similar statement) at an existing unsignalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.

I. **Existing Conditions**

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts.


Date of counts: Traffic counts will be conducted once scoping agreement has been approved

***NOTE* Traffic Study Submittal Form and appropriate fee must be submitted with, or prior to submittal of this form. Transportation Department staff will not process the Scoping Agreement prior to receipt of the fee.**

Recommended by:


_____ 06/18/2019
Consultant's Representative Date

Approved Scoping Agreement:


_____ 07/05/2019
Riverside County Transportation Department Date

Scoping Agreement Revised on 06/18/2019

The scoping agreement has been approved assuming 100% of the project's traffic utilizes Ethanac Road. In the event Fire Department requires a secondary access, a revised scoping agreement and traffic study will be required.

May 3, 2019 (Revised: June 18, 2019)

Mr. Kevin Tsang
County of Riverside, Transportation Department
4080 Lemon Street, 8th Floor
Riverside, CA 92501

SUBJECT: MILESTONE MX ETHANAC ROAD MOTORCYCLE PARK TRAFFIC IMPACT ANALYSIS SCOPING AGREEMENT

Dear Mr. Kevin Tsang:

The firm of Urban Crossroads, Inc. is pleased to submit this scoping letter regarding the traffic impact analysis for the proposed Milestone MX Ethanac Road Motorcycle Park development (“Project”), which is located at 21220 Ethanac Road in the County of Riverside. The Project is proposed to consist of the development of 5 racetracks for varying ages and expertise levels on approximately 80 acres. This letter describes the proposed Project trip generation, trip distribution, and analysis methodology, which have been used to establish the draft proposed Project study area and analysis locations.

PROJECT DESCRIPTION

A preliminary site plan is shown on Exhibit 1. The Project is anticipated to be developed in a single phase, with a buildout year of 2020. Typical operations for the Project are anticipated to occur 7 days a week from 8:00am to 10:00pm. Access to the Project site will be provided to the SR-74 Freeway via Ethanac Road.

STUDY AREA

The study area limits have been set based on the proximity of the intersection to the Project site. As stated in the County of Riverside traffic study guidelines, the study area includes any intersection of Collector roadway or higher classification street with another Collector roadway or higher classification street, at which the proposed Project will add 50 or more peak hour trips, or as requested by City staff. This methodology is also utilized in other near-by agencies. Study area intersections that fit this criteria are Read Street at Ethanac Road and SR-74 Highway at Ethanac Road. In order to be conservative, the adjacent signals on either side of SR-74 Highway at Ethanac Road have been included even though the Project does not contribute more than 50 peak hour trips to the signalized intersection. The intersection of SR-74 Highway at River Road has been added as requested by the County staff. The proposed intersection analysis locations have been identified on Exhibit 2.

TRIP GENERATION

Due to the unique nature of the proposed land use, trip generation rates in the Institute of Transportation Engineers (ITE) Trip Generation Manual were not readily available for the Project. As such, existing facilities with similar anticipated operations were selected for observation at the direction of County staff. The count data for the two sites are attached to this scoping memo.

MilestoneMX is an existing raceway located in Riverside and sits on approximately 71.43 acres. The peak weekday operations on this site are anticipated to occur on Thursdays and Fridays. As such, Thursday (December 7, 2017) and Friday (December 8, 2017) were counted for this location. The peak weekend operations on this site are anticipated to occur on Saturday. As such, Saturday (April 7, 2018) was counted for this location. There is a single driveway for the MilestoneMX site on Holly Street. The count data for the two typical weekdays and one typical Saturday are provided in Table 1.

Glen Helen Raceway is an existing raceway located in San Bernardino and sits on approximately 256.0 acres. MilestoneMX did not have any large events scheduled for the remainder of the calendar year. As such, Glen Helen Raceway was determined to be another similar raceway to that proposed by the Project and had a scheduled event on Thanksgiving weekend. The peak Saturday operations were counted on Saturday (November 25, 2017). This event surveyed was determined to be representative of the typical special events that would be held on the proposed Project site. The site has a primary entrance to the south on Verdemont Ranch Road and a secondary entrance to the north via Glen Helen Road. However, it was verified during this event that the northern (secondary access) was not utilized for site access. The existing count data for the special event at Glen Helen Raceway is also shown in Table 1.

The existing trip generation for the two sites are reflected in Table 2. The weekday peak hour and weekday daily trips shown in Table 2 for the MilestoneMX site are an average of the two weekdays that traffic counts were conducted. Saturday trip generation shown is for typical and special events.

Based on the event hosted on each respective site, a similar trip generation was developed for the proposed land use. As mentioned previously, the two existing raceways may accurately represent the anticipated trips of the proposed Project. The surveyed weekday and weekend trips of the MilestoneMX raceway represent the typical operations of the proposed Project. Since the proposed Project is of similar use and nearby proximity, the proposed Project will share a portion of the existing MilestoneMX trips. As such, the proposed Project trip generation shown in Table 3 is assumed to overstate the Project trips. The same reasoning would apply to the Glen Helen Raceway and the proposed special event trip generation estimates.

Table 3 shows the proposed Project trip generation based on the trip generation of the two existing raceways. The Project is anticipated to generate 410 weekday trip-ends per day, 63 weekday AM peak hour trips, 18 weekday PM peak hour trips, 86 typical weekend mid-day peak hour trips, and 175 special event weekend peak hour trips. In comparison, the Project is anticipated to generate 419 passenger car

equivalent (PCE) weekday trip-ends per day, 64 weekday PCE AM peak hour trips, 18 weekday PCE PM peak hour trips, 88 typical weekend PCE mid-day peak hour trips, and 175 special event weekend PCE peak hour trips.

TRIP DISTRIBUTION

The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. The Project trip distribution patterns graphically depicted on Exhibit 3 represent the anticipated travel patterns.

ANALYSIS SCENARIOS

Consistent with the County's TIA guidelines, intersection analysis will be provided for the following analysis scenarios:

- Existing (2019) Conditions
- Existing plus Project (E+P) – Typical Conditions
- Existing plus Project (E+P) – Saturday Special Events
- Existing plus Ambient Growth plus Project (EAP) (2020) – Typical Conditions
- Existing plus Ambient Growth plus Project (EAP) (2020) – Saturday Special Events
- Existing plus Ambient Growth plus Project plus Cumulative (EAPC) (2020) – Typical Conditions
- Existing plus Ambient Growth plus Project plus Cumulative (EAPC) (2020) – Saturday Special Events

All study area intersections will be evaluated using the Highway Capacity Manual (HCM) 6th Edition analysis methodology.

SPECIAL ISSUES

The following special issues will also be addressed as part of the traffic study:

1. Truck turning templates will be used to address how Project truck traffic (e.g., large trucks such as a WB-67) would enter and exit the Project site to determine radii at curb returns, radii of streets per Highway Design Manual, and widths/radii required for on-site maneuvering for two-way truck traffic.

Mr. Kevin Tsang
County of Riverside, Transportation Department
June 18, 2019
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2. Provide a queuing analysis at Ethanac Road for EAPC (2020) traffic conditions to determine necessary storage lengths along the SR-74 Highway. Site plan and proposed driveway placement/median openings will need to be reviewed for queuing of trucks/cars.
3. Determine on-site circulation operations regarding access for emergency vehicles. Make recommendations to reduce potential conflicts and ensure compliance with applicable fire codes.

OPEN ITEMS

1. **Cumulative Projects** - It is requested that County staff provide an updated list of cumulative projects for inclusion in the traffic study.

CONCLUSION

Urban Crossroads, Inc. is pleased to submit this letter documenting the Project trip generation, trip distribution, and the recommended intersection analysis locations for the Milestone MX Ethanac Road Motorcycle Park Traffic Impact Study. We will continue to move forward towards completing the traffic study after receiving jurisdiction approval or comments finalizing the study area. If you have any questions, please contact me directly at (949) 336-5992.

Respectfully submitted,

URBAN CROSSROADS, INC.



Pranesh Tarikere, PE
Senior Engineer

EXHIBIT 1: PRELIMINARY SITE PLAN

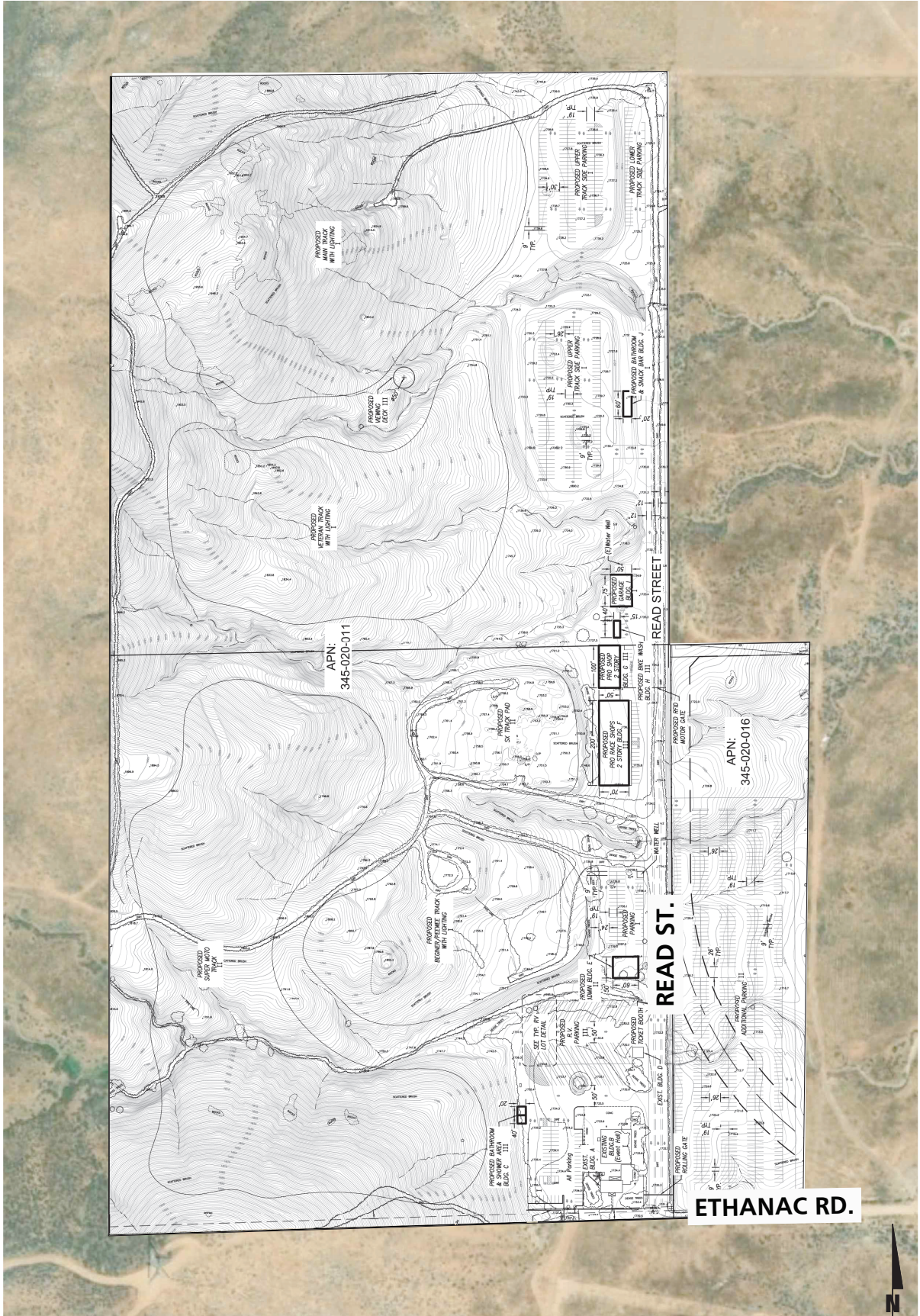
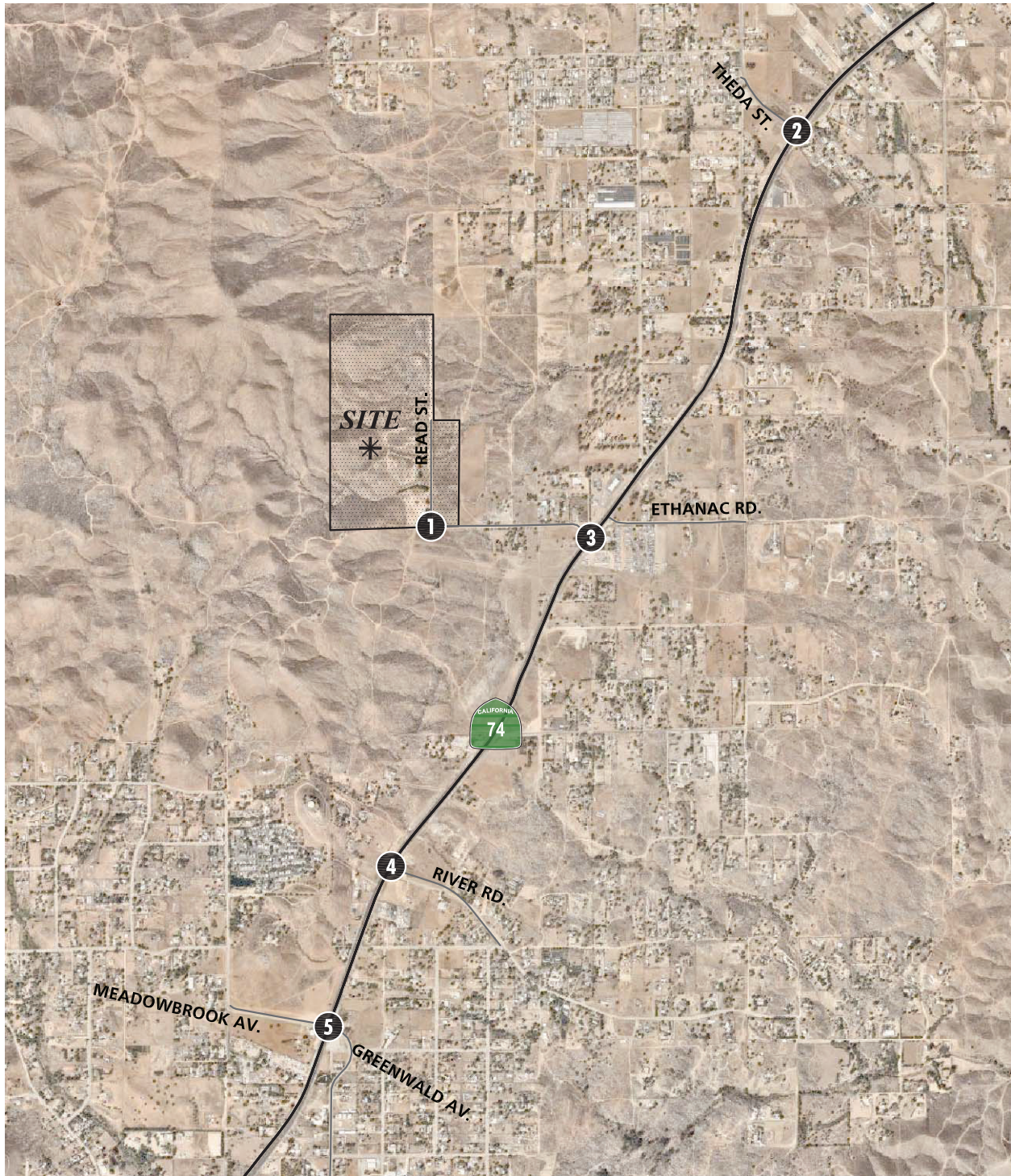


EXHIBIT 2: LOCATION MAP

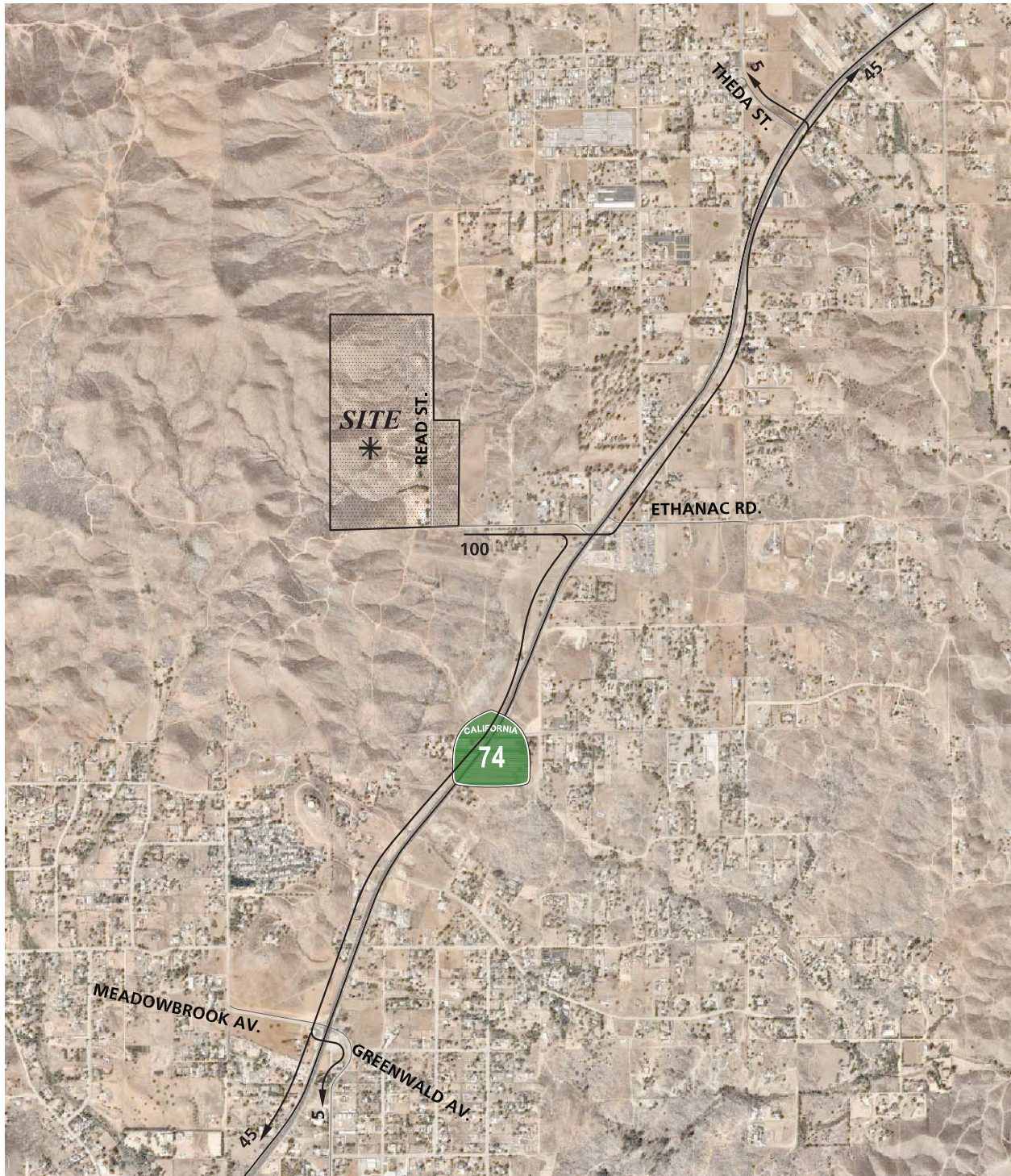


LEGEND:

0 - EXISTING INTERSECTION ANALYSIS LOCATION



EXHIBIT 3: PROJECT TRIP DISTRIBUTION



LEGEND:

10 ■ PERCENT TO/FROM PROJECT



Table 1

Existing Count Data

Land Use	MilestoneMX (Weekday - 12/7/2017)						MilestoneMX (Weekday - 12/8/2017)						MilestoneMX (SAT - 4/7/2018)						Glen Helen (SAT - 11/25/2017)						
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			Saturday Peak Hour			Saturday Peak Hour			Saturday Peak Hour			Daily			
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
	Daily						Daily						Daily						Daily						
Actual Vehicles																									
Existing Raceway	60	4	64	1	6	7	355	49	7	56	7	20	27	438	76	8	84	555	158	17	175	1,927			
Passenger Cars:																									
Truck Trips:																									
2-axle:	2	1	3	0	0	0	11	0	0	0	0	0	0	12	1	1	2	24	0	0	0	0	0	0	53
3-axle:	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
4+-axle:	0	0	0	0	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	1
- Net Truck Trips (Actual)	2	1	3	0	0	0	13	0	0	0	1	1	1	14	1	1	2	28	0	0	0	0	0	0	54
Subtotal:	62	5	67	1	6	7	368	49	7	56	7	21	28	452	77	9	86	583	158	17	175	1,981			
Passenger Car Equivalent (PCE)																									
Existing Raceway	60	4	64	1	6	7	355	49	7	56	7	20	27	438	76	8	84	555	158	17	175	1,927			
Passenger Cars:																									
Truck Trips:																									
2-axle:	3	2	5	0	0	0	17	0	0	0	0	0	0	18	2	2	4	36	0	0	0	0	0	0	80
3-axle:	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0
4+-axle:	0	0	0	0	0	0	0	0	0	0	3	3	3	6	0	0	0	0	0	0	0	0	0	0	3
- Net Truck Trips (PCE)	3	2	5	0	0	0	21	0	0	0	3	3	3	24	2	2	4	44	0	0	0	0	0	0	83
Subtotal:	63	6	69	1	6	7	376	49	7	56	7	23	30	462	78	10	88	599	158	17	175	2,010			

Table 2

Existing Development Trip Generation

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Saturday Peak Hour			Special Event Saturday Peak Hour			Weekday Daily
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Actual Vehicles													
Existing Sites													
Passenger Cars:	55	6	61	4	13	17	76	8	84	158	17	175	397
Truck Trips:													
2-axle:	1	1	2	0	0	0	1	1	2	0	0	0	12
3-axle:	0	0	0	0	0	0	0	0	0	0	0	0	1
4+-axle:	0	0	0	0	1	1	0	0	0	0	0	0	1
- Net Truck Trips (Actual Vehicles)	1	1	2	0	1	1	1	1	2	0	0	0	14
Total (Actual Vehicles):	56	7	63	4	14	18	77	9	86	158	17	175	410
Passenger Car Equivalent (PCE)													
Existing Sites													
Passenger Cars:	55	6	61	4	13	17	76	8	84	158	17	175	397
Truck Trips:													
2-axle (PCE = 1.5):	2	1	3	0	0	0	2	2	4	0	0	0	18
3-axle (PCE = 2.0):	0	0	0	0	0	0	0	0	0	0	0	0	2
4+-axle (PCE = 3.0):	0	0	0	0	1	1	0	0	0	0	0	0	2
- Net Truck Trips (PCE)	2	1	3	0	1	1	2	2	4	0	0	0	22
Total (PCE):	57	7	64	4	14	18	78	10	88	158	17	175	419

Table 3

Project Trip Generation

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday			Typical Saturday Peak Hour			Special Event Saturday Peak Hour			Weekday Daily
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Actual Vehicles																
Ethanac Road Motorcycle Park	55	6	61	4	13	17	76	8	84	158	17	175	397			
Passenger Cars:																
Truck Trips:																
2-axle:	1	1	2	0	0	0	1	1	2	0	0	0	12			
3-axle:	0	0	0	0	0	0	0	0	0	0	0	0	1			
4+-axle:	0	0	0	0	1	1	0	0	0	0	0	0	1			
- Net Truck Trips (Actual Vehicles)	1	1	2	0	1	1	1	1	2	0	0	0	14			
Project Buildout Total (Actual Vehicles):	56	7	63	4	14	18	77	9	86	158	17	175	410			
Passenger Car Equivalent (PCE)																
Ethanac Road Motorcycle Park	55	6	61	4	13	17	76	8	84	158	17	175	397			
Passenger Cars:																
Truck Trips:																
2-axle (PCE = 1.5):	2	1	3	0	0	0	2	2	4	0	0	0	18			
3-axle (PCE = 2.0):	0	0	0	0	0	0	0	0	0	0	0	0	2			
4+-axle (PCE = 3.0):	0	0	0	0	1	1	0	0	0	0	0	0	2			
- Net Truck Trips (PCE)	2	1	3	0	1	1	2	2	4	0	0	0	22			
Project Buildout Total (PCE):	57	7	64	4	14	18	78	10	88	158	17	175	419			



APPENDIX 1.2:
SITE ADJACENT QUEUES

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Intersection: 1: Ethanac Rd. & Read St.

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	29	55	31
Average Queue (ft)	2	29	3
95th Queue (ft)	14	51	18
Link Distance (ft)	473	1932	1223
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: SR-74 & Ethanac Rd.

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	50	53	48	70	67	23	87	128
Average Queue (ft)	7	11	15	21	11	5	24	31
95th Queue (ft)	29	37	35	59	43	20	68	84
Link Distance (ft)	1932	232		1591	1591		1010	1010
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			240			100		
Storage Blk Time (%)							0	
Queuing Penalty (veh)							0	

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 1: Ethanac Rd. & Read St.

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	32	31	31
Average Queue (ft)	10	6	8
95th Queue (ft)	34	25	30
Link Distance (ft)	473	1932	1223
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: SR-74 & Ethanac Rd.

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	54	71	26	133	134	64	105	105
Average Queue (ft)	14	34	1	82	50	14	32	43
95th Queue (ft)	43	61	9	137	105	40	80	102
Link Distance (ft)	1932	232		1591	1591		1010	1010
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			240			100		
Storage Blk Time (%)							0	
Queuing Penalty (veh)							0	

Zone Summary

Zone wide Queuing Penalty: 0

Queuing and Blocking Report
 EAPC 2020 - Saturday Peak Hour (Typical) With Improvements

07/10/2019

Intersection: 1: Ethanac Rd. & Read St.

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	31	56	31
Average Queue (ft)	6	39	4
95th Queue (ft)	26	61	21
Link Distance (ft)	473	1932	1223
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: SR-74 & Ethanac Rd.

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	52	91	69	121	89	60	105	136
Average Queue (ft)	10	32	24	48	23	23	38	50
95th Queue (ft)	35	66	49	100	57	48	90	110
Link Distance (ft)	1932	232		1591	1591		1010	1010
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			240			100		
Storage Blk Time (%)							0	
Queuing Penalty (veh)							0	

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 1: Ethanac Rd. & Read St.

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	31	76	31
Average Queue (ft)	8	48	14
95th Queue (ft)	30	70	39
Link Distance (ft)	473	1932	1223
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: SR-74 & Ethanac Rd.

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	53	95	92	157	138	88	167	191
Average Queue (ft)	19	35	44	68	45	29	53	67
95th Queue (ft)	48	68	82	135	107	67	121	135
Link Distance (ft)	1932	232		1591	1591		1010	1010
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			240			100		
Storage Blk Time (%)						0	1	
Queuing Penalty (veh)						0	1	

Zone Summary

Zone wide Queuing Penalty: 1

APPENDIX 3.1:
EXISTING TRAFFIC COUNTS – JUNE 2019

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County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda AM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 1

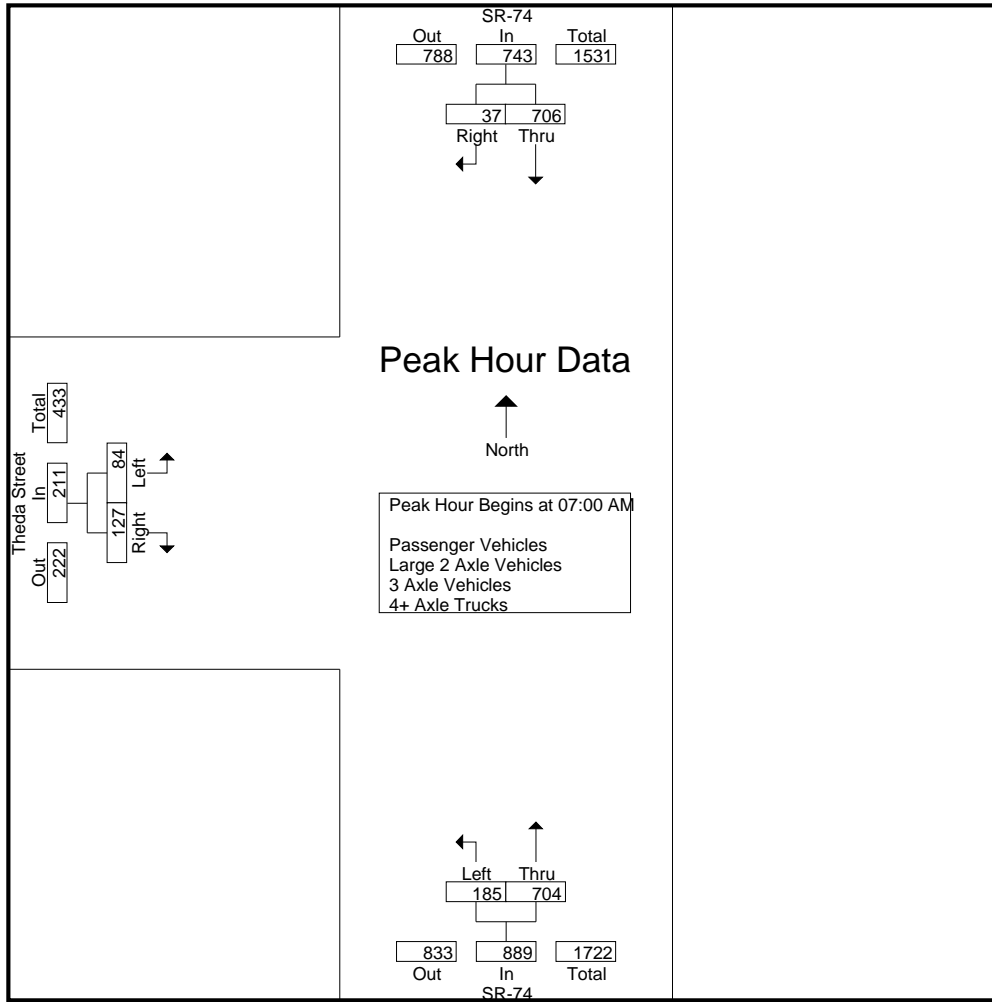
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	SR-74 Southbound				SR-74 Northbound				Theda Street Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total			
07:00 AM	172	4	2	176	56	176	0	232	16	33	26	49	28	457	485
07:15 AM	177	6	1	183	53	180	0	233	21	33	13	54	14	470	484
07:30 AM	196	15	3	211	38	185	0	223	19	28	13	47	16	481	497
07:45 AM	161	12	5	173	38	163	0	201	28	33	14	61	19	435	454
Total	706	37	11	743	185	704	0	889	84	127	66	211	77	1843	1920
08:00 AM	177	20	1	197	25	160	0	185	7	19	14	26	15	408	423
08:15 AM	143	12	1	155	24	128	0	152	10	26	13	36	14	343	357
08:30 AM	184	8	1	192	16	140	0	156	14	24	16	38	17	386	403
08:45 AM	168	8	3	176	13	116	0	129	11	22	10	33	13	338	351
Total	672	48	6	720	78	544	0	622	42	91	53	133	59	1475	1534
Grand Total	1378	85	17	1463	263	1248	0	1511	126	218	119	344	136	3318	3454
Apprch %	94.2	5.8			17.4	82.6			36.6	63.4					
Total %	41.5	2.6		44.1	7.9	37.6		45.5	3.8	6.6		10.4	3.9	96.1	
Passenger Vehicles	1279	84		1379	257	1171		1428	123	204		442	0	0	3249
% Passenger Vehicles	92.8	98.8	94.1	93.2	97.7	93.8	0	94.5	97.6	93.6	96.6	95.5	0	0	94.1
Large 2 Axle Vehicles	54	1		56	5	34		39	2	9		13	0	0	108
% Large 2 Axle Vehicles	3.9	1.2	5.9	3.8	1.9	2.7	0	2.6	1.6	4.1	1.7	2.8	0	0	3.1
3 Axle Vehicles	13	0		13	1	6		7	1	2		5	0	0	25
% 3 Axle Vehicles	0.9	0	0	0.9	0.4	0.5	0	0.5	0.8	0.9	1.7	1.1	0	0	0.7
4+ Axle Trucks	32	0		32	0	37		37	0	3		3	0	0	72
% 4+ Axle Trucks	2.3	0	0	2.2	0	3	0	2.4	0	1.4	0	0.6	0	0	2.1

Start Time	SR-74 Southbound			SR-74 Northbound			Theda Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	172	4	176	56	176	232	16	33	49	457
07:15 AM	177	6	183	53	180	233	21	33	54	470
07:30 AM	196	15	211	38	185	223	19	28	47	481
07:45 AM	161	12	173	38	163	201	28	33	61	435
Total Volume	706	37	743	185	704	889	84	127	211	1843
% App. Total	95	5		20.8	79.2		39.8	60.2		
PHF	.901	.617	.880	.826	.951	.954	.750	.962	.865	.958

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda AM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:00 AM		
+0 mins.	177	6	183	56	176	232	16	33	49
+15 mins.	196	15	211	53	180	233	21	33	54
+30 mins.	161	12	173	38	185	223	19	28	47
+45 mins.	177	20	197	38	163	201	28	33	61
Total Volume	711	53	764	185	704	889	84	127	211
% App. Total	93.1	6.9		20.8	79.2		39.8	60.2	
PHF	.907	.663	.905	.826	.951	.954	.750	.962	.865

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda AM
 Site Code : 05119432
 Start Date : 6/6/2019
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Groups Printed- Passenger Vehicles

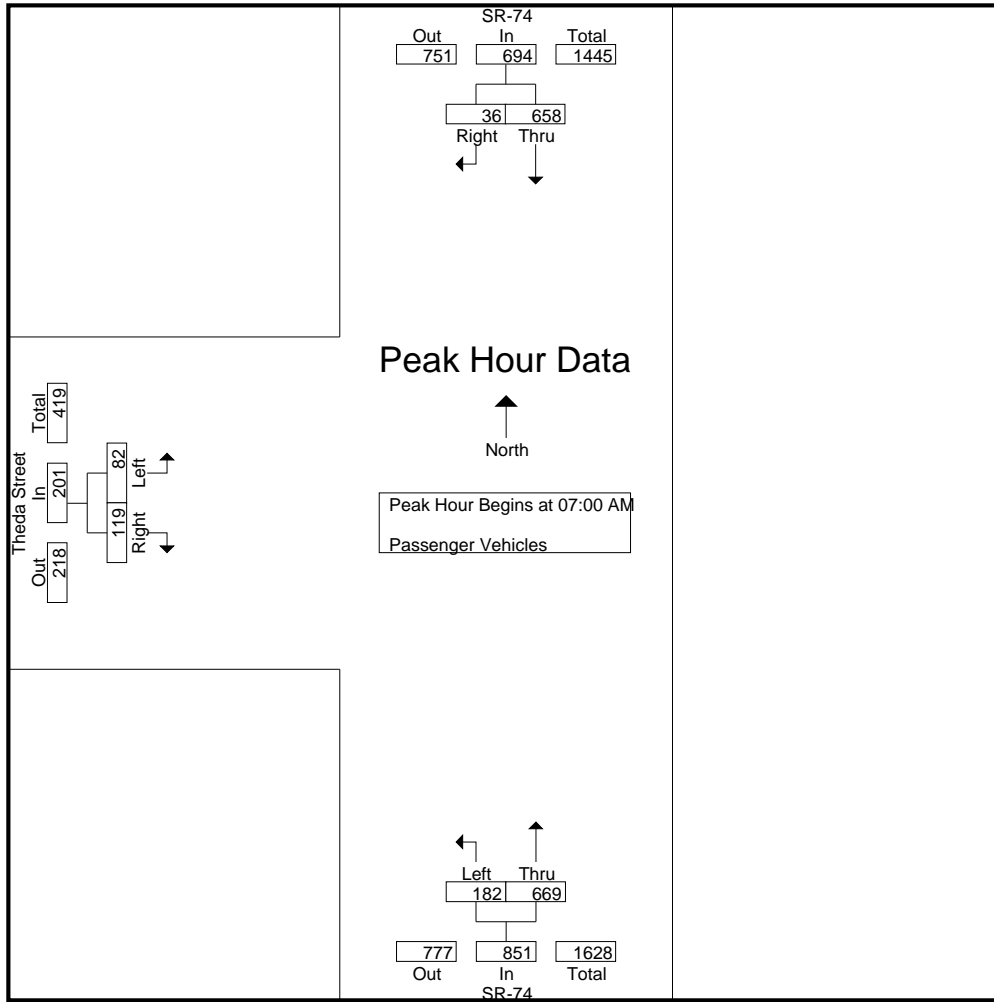
Start Time	SR-74 Southbound				SR-74 Northbound				Theda Street Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total			
07:00 AM	158	3	1	161	56	165	0	221	15	31	25	46	26	428	454
07:15 AM	158	6	1	164	53	172	0	225	21	31	12	52	13	441	454
07:30 AM	190	15	3	205	36	176	0	212	19	27	13	46	16	463	479
07:45 AM	152	12	5	164	37	156	0	193	27	30	13	57	18	414	432
Total	658	36	10	694	182	669	0	851	82	119	63	201	73	1746	1819
08:00 AM	165	20	1	185	24	142	0	166	6	18	14	24	15	375	390
08:15 AM	129	12	1	141	23	118	0	141	10	25	13	35	14	317	331
08:30 AM	176	8	1	184	16	133	0	149	14	22	15	36	16	369	385
08:45 AM	151	8	3	159	12	109	0	121	11	20	10	31	13	311	324
Total	621	48	6	669	75	502	0	577	41	85	52	126	58	1372	1430
Grand Total	1279	84	16	1363	257	1171	0	1428	123	204	115	327	131	3118	3249
Apprch %	93.8	6.2			18	82			37.6	62.4					
Total %	41	2.7		43.7	8.2	37.6		45.8	3.9	6.5		10.5	4	96	

Start Time	SR-74 Southbound			SR-74 Northbound			Theda Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	158	3	161	56	165	221	15	31	46	428
07:15 AM	158	6	164	53	172	225	21	31	52	441
07:30 AM	190	15	205	36	176	212	19	27	46	463
07:45 AM	152	12	164	37	156	193	27	30	57	414
Total Volume	658	36	694	182	669	851	82	119	201	1746
% App. Total	94.8	5.2		21.4	78.6		40.8	59.2		
PHF	.866	.600	.846	.813	.950	.946	.759	.960	.882	.943

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

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda AM
 Site Code : 05119432
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	158	3	161	56	165	221	15	31	46
+15 mins.	158	6	164	53	172	225	21	31	52
+30 mins.	190	15	205	36	176	212	19	27	46
+45 mins.	152	12	164	37	156	193	27	30	57
Total Volume	658	36	694	182	669	851	82	119	201
% App. Total	94.8	5.2		21.4	78.6		40.8	59.2	
PHF	.866	.600	.846	.813	.950	.946	.759	.960	.882

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda AM
 Site Code : 05119432
 Start Date : 6/6/2019
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Groups Printed- Large 2 Axle Vehicles

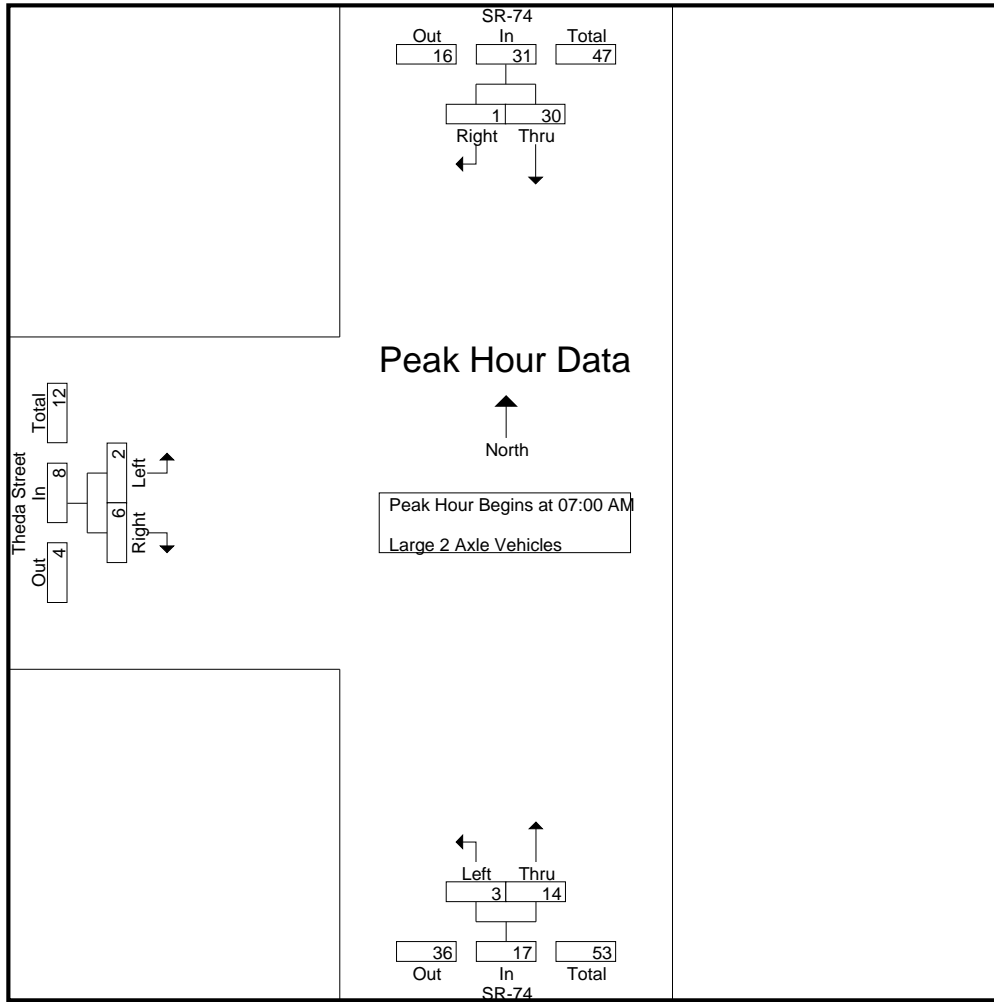
Start Time	SR-74 Southbound				SR-74 Northbound				Theda Street Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total			
07:00 AM	10	1	1	11	0	4	0	4	1	2	1	3	2	18	20
07:15 AM	12	0	0	12	0	4	0	4	0	2	1	2	1	18	19
07:30 AM	5	0	0	5	2	3	0	5	0	0	0	0	0	10	10
07:45 AM	3	0	0	3	1	3	0	4	1	2	0	3	0	10	10
Total	30	1	1	31	3	14	0	17	2	6	2	8	3	56	59
08:00 AM	8	0	0	8	0	8	0	8	0	0	0	0	0	16	16
08:15 AM	6	0	0	6	1	5	0	6	0	1	0	1	0	13	13
08:30 AM	5	0	0	5	0	2	0	2	0	1	0	1	0	8	8
08:45 AM	5	0	0	5	1	5	0	6	0	1	0	1	0	12	12
Total	24	0	0	24	2	20	0	22	0	3	0	3	0	49	49
Grand Total	54	1	1	55	5	34	0	39	2	9	2	11	3	105	108
Apprch %	98.2	1.8			12.8	87.2			18.2	81.8					
Total %	51.4	1		52.4	4.8	32.4		37.1	1.9	8.6		10.5	2.8	97.2	

Start Time	SR-74 Southbound			SR-74 Northbound			Theda Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	10	1	11	0	4	4	1	2	3	18
07:15 AM	12	0	12	0	4	4	0	2	2	18
07:30 AM	5	0	5	2	3	5	0	0	0	10
07:45 AM	3	0	3	1	3	4	1	2	3	10
Total Volume	30	1	31	3	14	17	2	6	8	56
% App. Total	96.8	3.2		17.6	82.4		25	75		
PHF	.625	.250	.646	.375	.875	.850	.500	.750	.667	.778

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

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda AM
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	10	1	11	0	4	4	1	2	3
+15 mins.	12	0	12	0	4	4	0	2	2
+30 mins.	5	0	5	2	3	5	0	0	0
+45 mins.	3	0	3	1	3	4	1	2	3
Total Volume	30	1	31	3	14	17	2	6	8
% App. Total	96.8	3.2		17.6	82.4		25	75	
PHF	.625	.250	.646	.375	.875	.850	.500	.750	.667

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda AM
 Site Code : 05119432
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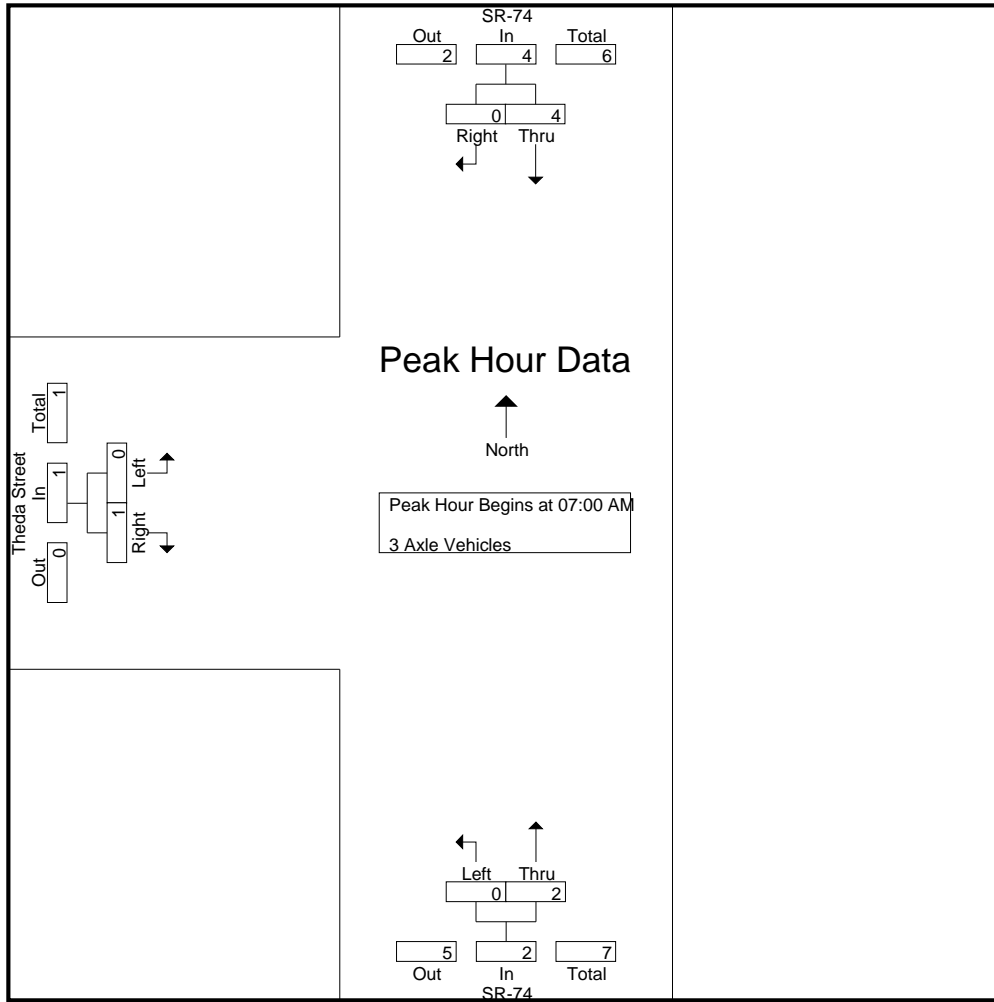
Groups Printed- 3 Axle Vehicles

Start Time	SR-74 Southbound				SR-74 Northbound				Theda Street Eastbound				Exclu. Total	Inclu. Total	Int. Total	
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total				
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
07:15 AM	2	0	0	2	0	1	0	1	0	0	0	0	0	0	3	3
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
07:45 AM	1	0	0	1	0	0	0	0	0	1	1	1	1	1	2	3
Total	4	0	0	4	0	2	0	2	0	1	1	1	1	1	7	8
08:00 AM	2	0	0	2	1	2	0	3	1	0	0	1	0	6	6	
08:15 AM	2	0	0	2	0	2	0	2	0	0	0	0	0	4	4	
08:30 AM	2	0	0	2	0	0	0	0	0	1	1	1	1	3	4	
08:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	3	3	
Total	9	0	0	9	1	4	0	5	1	1	1	2	1	16	17	
Grand Total	13	0	0	13	1	6	0	7	1	2	2	3	2	23	25	
Apprch %	100	0			14.3	85.7			33.3	66.7						
Total %	56.5	0		56.5	4.3	26.1		30.4	4.3	8.7		13	8	92		

Start Time	SR-74 Southbound			SR-74 Northbound			Theda Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	1	1	0	0	0	1
07:15 AM	2	0	2	0	1	1	0	0	0	3
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	1	0	1	0	0	0	0	1	1	2
Total Volume	4	0	4	0	2	2	0	1	1	7
% App. Total	100	0		0	100		0	100		
PHF	.500	.000	.500	.000	.500	.500	.000	.250	.250	.583

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	1	1	0	0	0
+15 mins.	2	0	2	0	1	1	0	0	0
+30 mins.	1	0	1	0	0	0	0	0	0
+45 mins.	1	0	1	0	0	0	0	1	1
Total Volume	4	0	4	0	2	2	0	1	1
% App. Total	100	0		0	100		0	100	
PHF	.500	.000	.500	.000	.500	.500	.000	.250	.250

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda AM
 Site Code : 05119432
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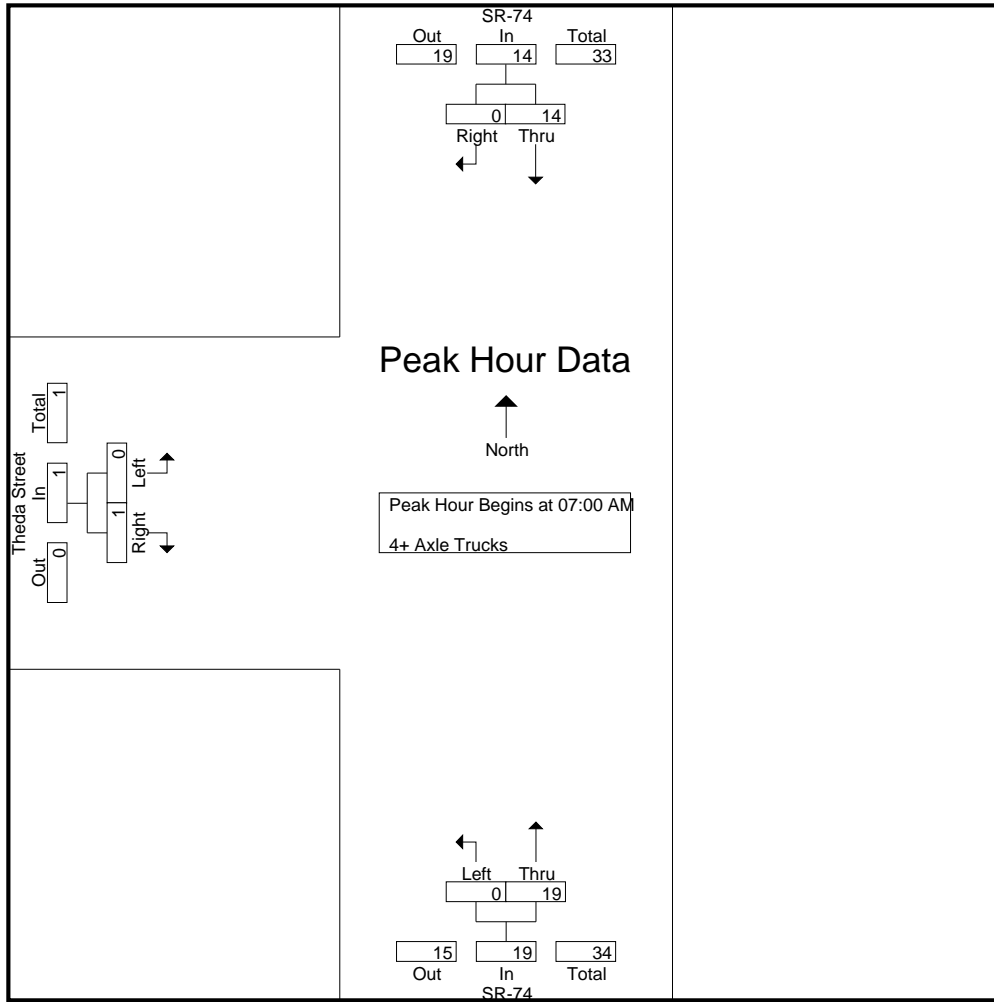
Groups Printed- 4+ Axle Trucks

Start Time	SR-74 Southbound				SR-74 Northbound				Theda Street Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total			
07:00 AM	4	0	0	4	0	6	0	6	0	0	0	0	0	10	10
07:15 AM	5	0	0	5	0	3	0	3	0	0	0	0	0	8	8
07:30 AM	0	0	0	0	0	6	0	6	0	1	0	1	0	7	7
07:45 AM	5	0	0	5	0	4	0	4	0	0	0	0	0	9	9
Total	14	0	0	14	0	19	0	19	0	1	0	1	0	34	34
08:00 AM	2	0	0	2	0	8	0	8	0	1	0	1	0	11	11
08:15 AM	6	0	0	6	0	3	0	3	0	0	0	0	0	9	9
08:30 AM	1	0	0	1	0	5	0	5	0	0	0	0	0	6	6
08:45 AM	9	0	0	9	0	2	0	2	0	1	0	1	0	12	12
Total	18	0	0	18	0	18	0	18	0	2	0	2	0	38	38
Grand Total	32	0	0	32	0	37	0	37	0	3	0	3	0	72	72
Apprch %	100	0			0	100			0	100					
Total %	44.4	0		44.4	0	51.4		51.4	0	4.2		4.2	0	100	

Start Time	SR-74 Southbound			SR-74 Northbound			Theda Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	4	0	4	0	6	6	0	0	0	10
07:15 AM	5	0	5	0	3	3	0	0	0	8
07:30 AM	0	0	0	0	6	6	0	1	1	7
07:45 AM	5	0	5	0	4	4	0	0	0	9
Total Volume	14	0	14	0	19	19	0	1	1	34
% App. Total	100	0		0	100		0	100		
PHF	.700	.000	.700	.000	.792	.792	.000	.250	.250	.850

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	4	0	4	0	6	6	0	0	0
+15 mins.	5	0	5	0	3	3	0	0	0
+30 mins.	0	0	0	0	6	6	0	1	1
+45 mins.	5	0	5	0	4	4	0	0	0
Total Volume	14	0	14	0	19	19	0	1	1
% App. Total	100	0		0	100		0	100	
PHF	.700	.000	.700	.000	.792	.792	.000	.250	.250

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda PM
 Site Code : 05119432
 Start Date : 6/6/2019
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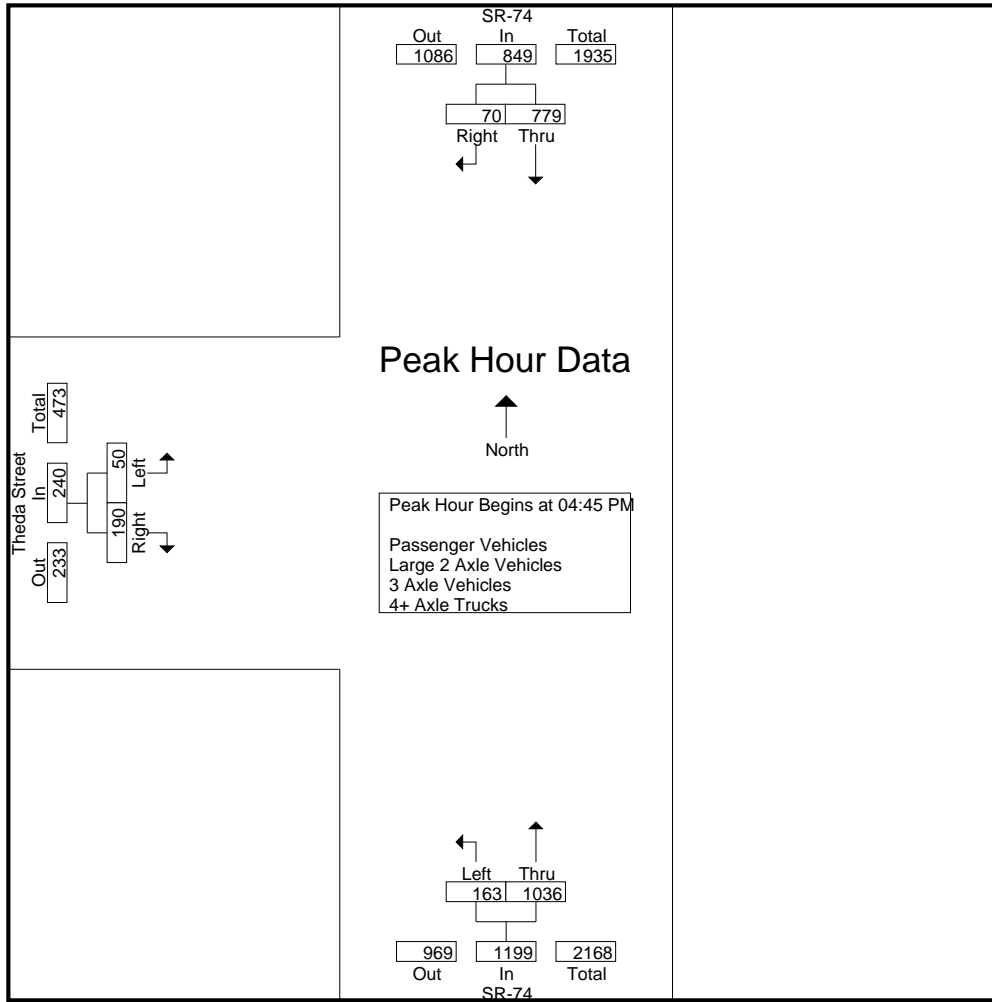
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	SR-74 Southbound				SR-74 Northbound				Theda Street Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total			
04:00 PM	164	14	4	178	43	280	0	323	11	39	18	50	22	551	573
04:15 PM	187	13	0	200	35	248	0	283	11	45	22	56	22	539	561
04:30 PM	188	14	6	202	31	241	0	272	8	48	30	56	36	530	566
04:45 PM	208	15	5	223	44	269	0	313	13	51	33	64	38	600	638
Total	747	56	15	803	153	1038	0	1191	43	183	103	226	118	2220	2338
05:00 PM	182	13	3	195	43	257	0	300	12	37	20	49	23	544	567
05:15 PM	191	24	4	215	35	263	0	298	17	50	34	67	38	580	618
05:30 PM	198	18	6	216	41	247	0	288	8	52	31	60	37	564	601
05:45 PM	171	12	3	183	35	202	0	237	8	49	29	57	32	477	509
Total	742	67	16	809	154	969	0	1123	45	188	114	233	130	2165	2295
Grand Total	1489	123	31	1612	307	2007	0	2314	88	371	217	459	248	4385	4633
Apprch %	92.4	7.6			13.3	86.7			19.2	80.8					
Total %	34	2.8		36.8	7	45.8		52.8	2	8.5		10.5	5.4	94.6	
Passenger Vehicles	1439	122		1592	291	1890		2181	86	357		654	0	0	4427
% Passenger Vehicles	96.6	99.2	100	96.9	94.8	94.2	0	94.3	97.7	96.2	97.2	96.7	0	0	95.6
Large 2 Axle Vehicles	22	1		23	9	61		70	2	8		14	0	0	107
% Large 2 Axle Vehicles	1.5	0.8	0	1.4	2.9	3	0	3	2.3	2.2	1.8	2.1	0	0	2.3
3 Axle Vehicles	4	0		4	2	34		36	0	3		5	0	0	45
% 3 Axle Vehicles	0.3	0	0	0.2	0.7	1.7	0	1.6	0	0.8	0.9	0.7	0	0	1
4+ Axle Trucks	24	0		24	5	22		27	0	3		3	0	0	54
% 4+ Axle Trucks	1.6	0	0	1.5	1.6	1.1	0	1.2	0	0.8	0	0.4	0	0	1.2

Start Time	SR-74 Southbound			SR-74 Northbound			Theda Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	208	15	223	44	269	313	13	51	64	600
05:00 PM	182	13	195	43	257	300	12	37	49	544
05:15 PM	191	24	215	35	263	298	17	50	67	580
05:30 PM	198	18	216	41	247	288	8	52	60	564
Total Volume	779	70	849	163	1036	1199	50	190	240	2288
% App. Total	91.8	8.2		13.6	86.4		20.8	79.2		
PHF	.936	.729	.952	.926	.963	.958	.735	.913	.896	.953

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	208	15	223	44	269	313	13	51	64
+15 mins.	182	13	195	43	257	300	12	37	49
+30 mins.	191	24	215	35	263	298	17	50	67
+45 mins.	198	18	216	41	247	288	8	52	60
Total Volume	779	70	849	163	1036	1199	50	190	240
% App. Total	91.8	8.2		13.6	86.4		20.8	79.2	
PHF	.936	.729	.952	.926	.963	.958	.735	.913	.896

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda PM
 Site Code : 05119432
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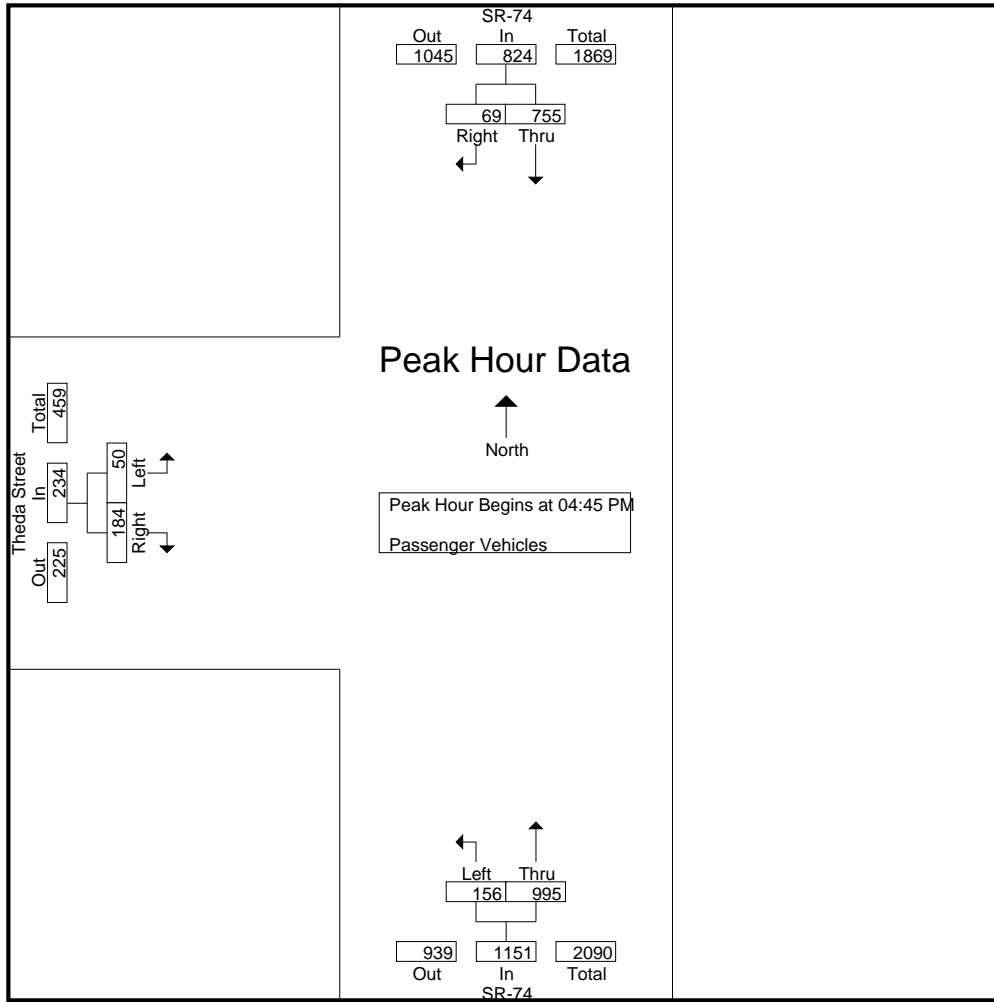
Groups Printed- Passenger Vehicles

Start Time	SR-74 Southbound				SR-74 Northbound				Theda Street Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total			
04:00 PM	156	14	4	170	42	254	0	296	10	37	17	47	21	513	534
04:15 PM	180	13	0	193	33	228	0	261	10	44	22	54	22	508	530
04:30 PM	181	14	6	195	29	218	0	247	8	47	30	55	36	497	533
04:45 PM	201	15	5	216	43	257	0	300	13	49	32	62	37	578	615
Total	718	56	15	774	147	957	0	1104	41	177	101	218	116	2096	2212
05:00 PM	176	13	3	189	42	246	0	288	12	34	19	46	22	523	545
05:15 PM	185	24	4	209	33	252	0	285	17	49	33	66	37	560	597
05:30 PM	193	17	6	210	38	240	0	278	8	52	31	60	37	548	585
05:45 PM	167	12	3	179	31	195	0	226	8	45	27	53	30	458	488
Total	721	66	16	787	144	933	0	1077	45	180	110	225	126	2089	2215
Grand Total	1439	122	31	1561	291	1890	0	2181	86	357	211	443	242	4185	4427
Apprch %	92.2	7.8			13.3	86.7			19.4	80.6					
Total %	34.4	2.9		37.3	7	45.2		52.1	2.1	8.5		10.6	5.5	94.5	

Start Time	SR-74 Southbound			SR-74 Northbound			Theda Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	201	15	216	43	257	300	13	49	62	578
05:00 PM	176	13	189	42	246	288	12	34	46	523
05:15 PM	185	24	209	33	252	285	17	49	66	560
05:30 PM	193	17	210	38	240	278	8	52	60	548
Total Volume	755	69	824	156	995	1151	50	184	234	2209
% App. Total	91.6	8.4		13.6	86.4		21.4	78.6		
PHF	.939	.719	.954	.907	.968	.959	.735	.885	.886	.955

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda PM
 Site Code : 05119432
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	201	15	216	43	257	300	13	49	62
+15 mins.	176	13	189	42	246	288	12	34	46
+30 mins.	185	24	209	33	252	285	17	49	66
+45 mins.	193	17	210	38	240	278	8	52	60
Total Volume	755	69	824	156	995	1151	50	184	234
% App. Total	91.6	8.4		13.6	86.4		21.4	78.6	
PHF	.939	.719	.954	.907	.968	.959	.735	.885	.886

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda PM
 Site Code : 05119432
 Start Date : 6/6/2019
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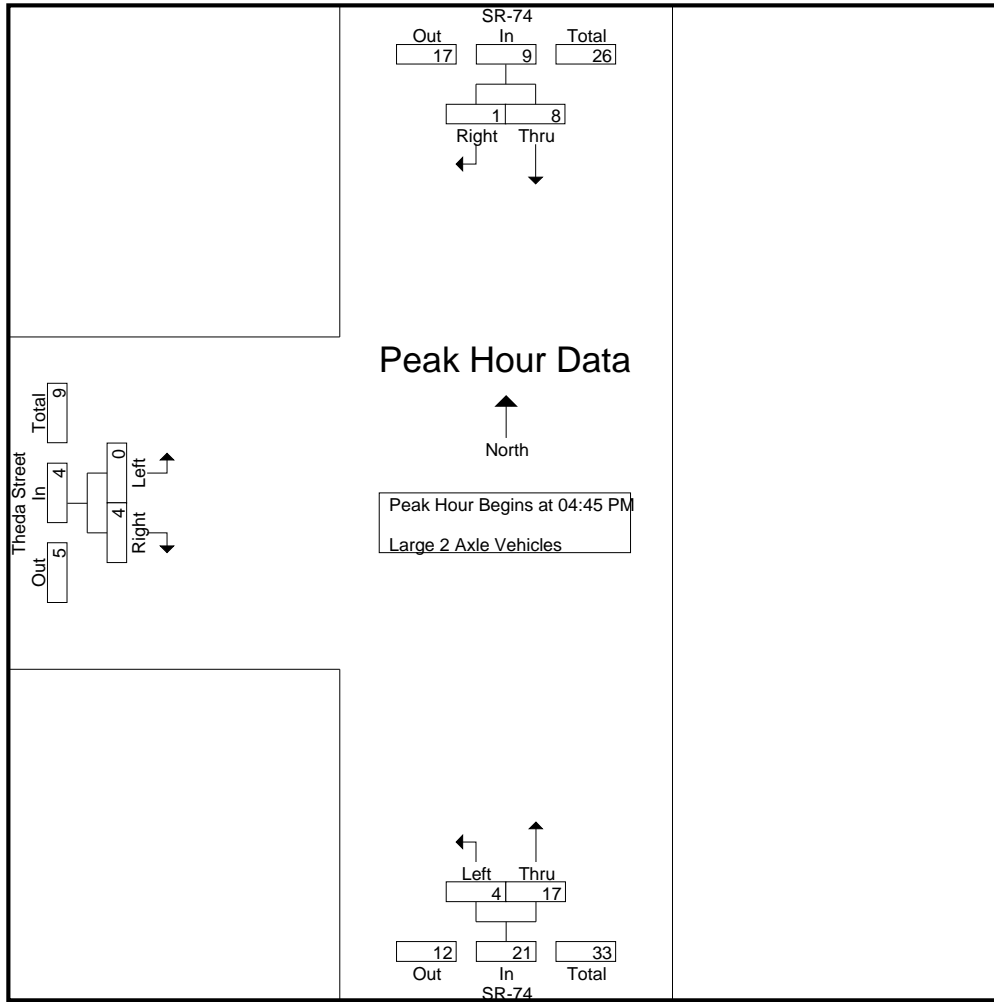
Groups Printed- Large 2 Axle Vehicles

Start Time	SR-74 Southbound				SR-74 Northbound				Theda Street Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total			
04:00 PM	4	0	0	4	0	17	0	17	1	1	1	2	1	23	24
04:15 PM	4	0	0	4	0	13	0	13	1	0	0	1	0	18	18
04:30 PM	5	0	0	5	2	12	0	14	0	0	0	0	0	19	19
04:45 PM	5	0	0	5	1	3	0	4	0	1	0	1	0	10	10
Total	18	0	0	18	3	45	0	48	2	2	1	4	1	70	71
05:00 PM	1	0	0	1	1	4	0	5	0	3	1	3	1	9	10
05:15 PM	0	0	0	0	1	6	0	7	0	0	0	0	0	7	7
05:30 PM	2	1	0	3	1	4	0	5	0	0	0	0	0	8	8
05:45 PM	1	0	0	1	3	2	0	5	0	3	2	3	2	9	11
Total	4	1	0	5	6	16	0	22	0	6	3	6	3	33	36
Grand Total	22	1	0	23	9	61	0	70	2	8	4	10	4	103	107
Apprch %	95.7	4.3			12.9	87.1			20	80					
Total %	21.4	1		22.3	8.7	59.2		68	1.9	7.8		9.7	3.7	96.3	

Start Time	SR-74 Southbound			SR-74 Northbound			Theda Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	5	0	5	1	3	4	0	1	1	10
05:00 PM	1	0	1	1	4	5	0	3	3	9
05:15 PM	0	0	0	1	6	7	0	0	0	7
05:30 PM	2	1	3	1	4	5	0	0	0	8
Total Volume	8	1	9	4	17	21	0	4	4	34
% App. Total	88.9	11.1		19	81		0	100		
PHF	.400	.250	.450	1.00	.708	.750	.000	.333	.333	.850

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	5	0	5	1	3	4	0	1	1
+15 mins.	1	0	1	1	4	5	0	3	3
+30 mins.	0	0	0	1	6	7	0	0	0
+45 mins.	2	1	3	1	4	5	0	0	0
Total Volume	8	1	9	4	17	21	0	4	4
% App. Total	88.9	11.1		19	81		0	100	
PHF	.400	.250	.450	1.000	.708	.750	.000	.333	.333

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda PM
 Site Code : 05119432
 Start Date : 6/6/2019
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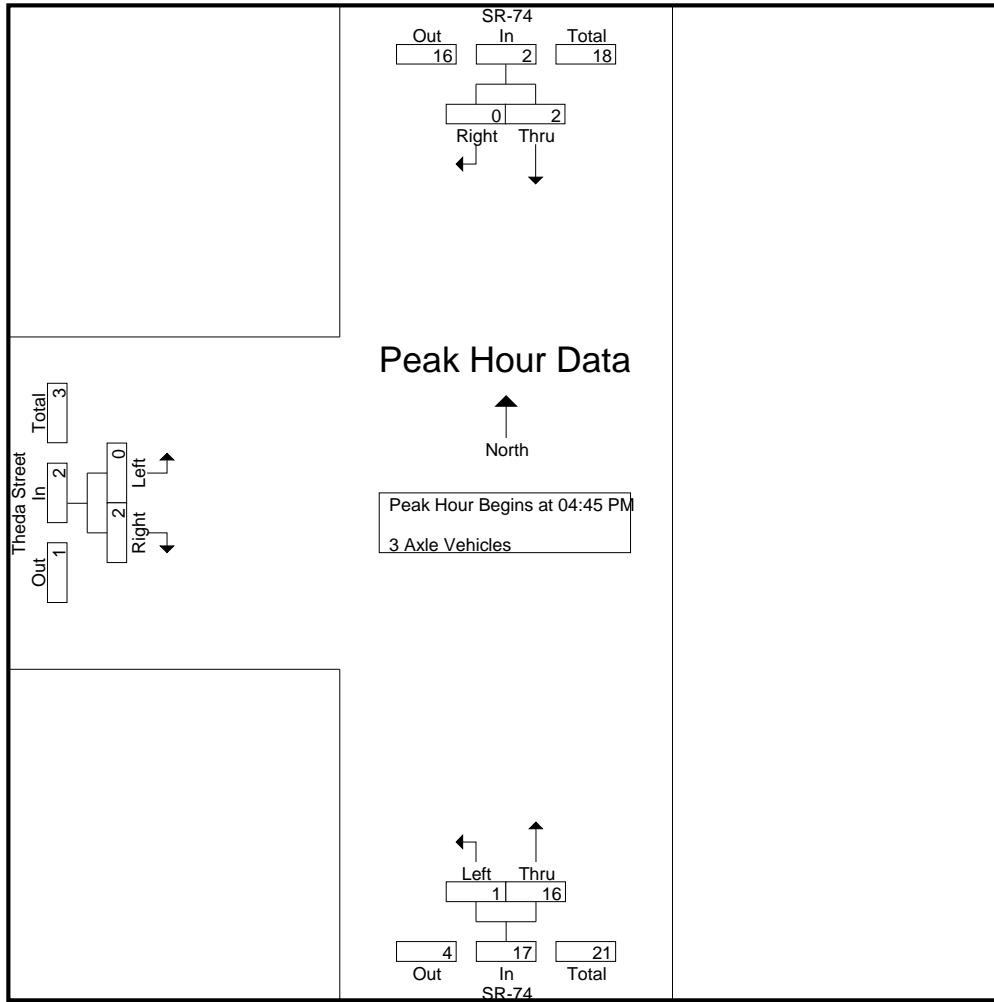
Groups Printed- 3 Axle Vehicles

Start Time	SR-74 Southbound				SR-74 Northbound				Theda Street Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	5
04:15 PM	2	0	0	2	0	5	0	5	0	0	0	0	0	7	7
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	4
04:45 PM	0	0	0	0	0	8	0	8	0	1	1	1	1	9	10
Total	2	0	0	2	0	22	0	22	0	1	1	1	1	25	26
05:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	4
05:15 PM	2	0	0	2	1	3	0	4	0	1	1	1	1	7	8
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	1	4	0	5	0	1	0	1	0	6	6
Total	2	0	0	2	2	12	0	14	0	2	1	2	1	18	19
Grand Total	4	0	0	4	2	34	0	36	0	3	2	3	2	43	45
Apprch %	100	0			5.6	94.4			0	100					
Total %	9.3	0		9.3	4.7	79.1		83.7	0	7		7	4.4	95.6	

Start Time	SR-74 Southbound			SR-74 Northbound			Theda Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	8	8	0	1	1	9
05:00 PM	0	0	0	0	4	4	0	0	0	4
05:15 PM	2	0	2	1	3	4	0	1	1	7
05:30 PM	0	0	0	0	1	1	0	0	0	1
Total Volume	2	0	2	1	16	17	0	2	2	21
% App. Total	100	0		5.9	94.1		0	100		
PHF	.250	.000	.250	.250	.500	.531	.000	.500	.500	.583

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda PM
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	8	8	0	1	1
+15 mins.	0	0	0	0	4	4	0	0	0
+30 mins.	2	0	2	1	3	4	0	1	1
+45 mins.	0	0	0	0	1	1	0	0	0
Total Volume	2	0	2	1	16	17	0	2	2
% App. Total	100	0		5.9	94.1		0	100	
PHF	.250	.000	.250	.250	.500	.531	.000	.500	.500

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda PM
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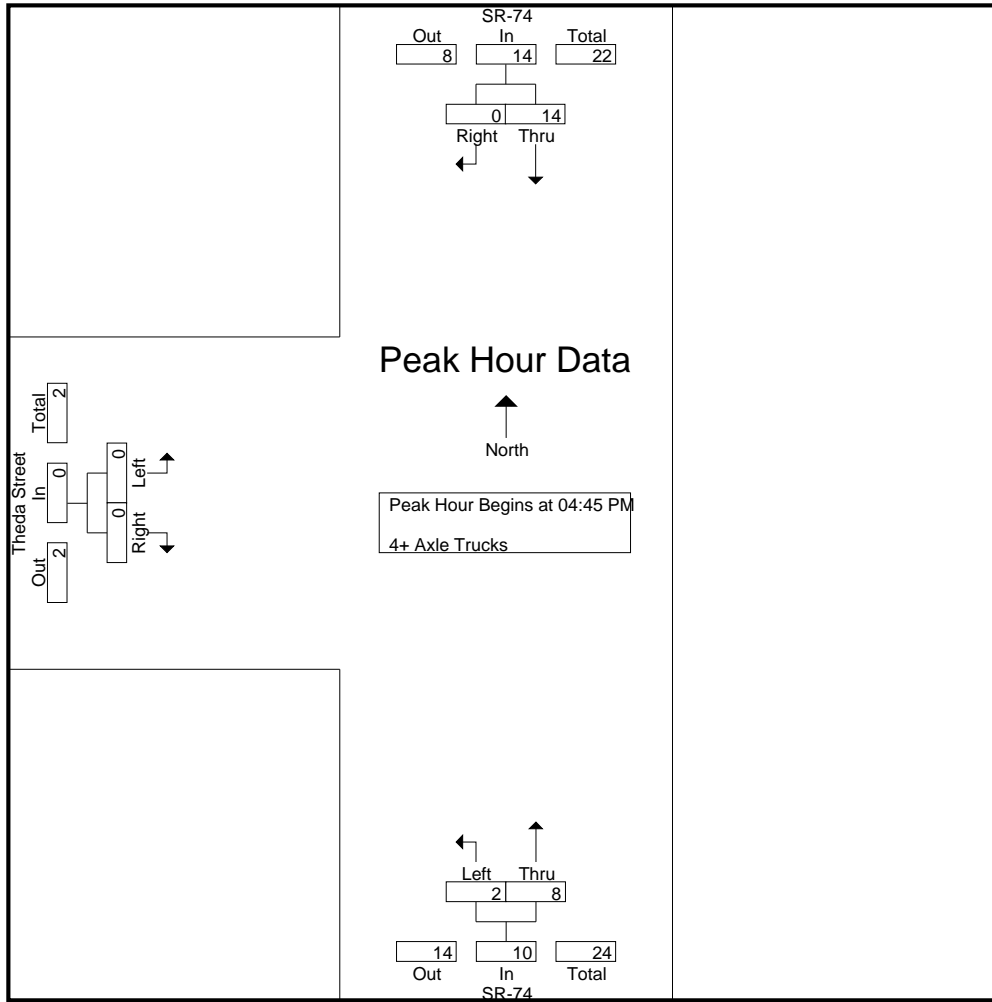
Groups Printed- 4+ Axle Trucks

Start Time	SR-74 Southbound				SR-74 Northbound				Theda Street Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total			
04:00 PM	4	0	0	4	1	4	0	5	0	1	0	1	0	10	10
04:15 PM	1	0	0	1	2	2	0	4	0	1	0	1	0	6	6
04:30 PM	2	0	0	2	0	7	0	7	0	1	0	1	0	10	10
04:45 PM	2	0	0	2	0	1	0	1	0	0	0	0	0	3	3
Total	9	0	0	9	3	14	0	17	0	3	0	3	0	29	29
05:00 PM	5	0	0	5	0	3	0	3	0	0	0	0	0	8	8
05:15 PM	4	0	0	4	0	2	0	2	0	0	0	0	0	6	6
05:30 PM	3	0	0	3	2	2	0	4	0	0	0	0	0	7	7
05:45 PM	3	0	0	3	0	1	0	1	0	0	0	0	0	4	4
Total	15	0	0	15	2	8	0	10	0	0	0	0	0	25	25
Grand Total	24	0	0	24	5	22	0	27	0	3	0	3	0	54	54
Apprch %	100	0			18.5	81.5			0	100					
Total %	44.4	0		44.4	9.3	40.7		50	0	5.6		5.6	0	100	

Start Time	SR-74 Southbound			SR-74 Northbound			Theda Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	2	0	2	0	1	1	0	0	0	3
05:00 PM	5	0	5	0	3	3	0	0	0	8
05:15 PM	4	0	4	0	2	2	0	0	0	6
05:30 PM	3	0	3	2	2	4	0	0	0	7
Total Volume	14	0	14	2	8	10	0	0	0	24
% App. Total	100	0		20	80		0	0		
PHF	.700	.000	.700	.250	.667	.625	.000	.000	.000	.750

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda PM
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	2	0	2	0	1	1	0	0	0
+15 mins.	5	0	5	0	3	3	0	0	0
+30 mins.	4	0	4	0	2	2	0	0	0
+45 mins.	3	0	3	2	2	4	0	0	0
Total Volume	14	0	14	2	8	10	0	0	0
% App. Total	100	0		20	80		0	0	
PHF	.700	.000	.700	.250	.667	.625	.000	.000	.000

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda SAT
 Site Code : 05119432
 Start Date : 6/15/2019
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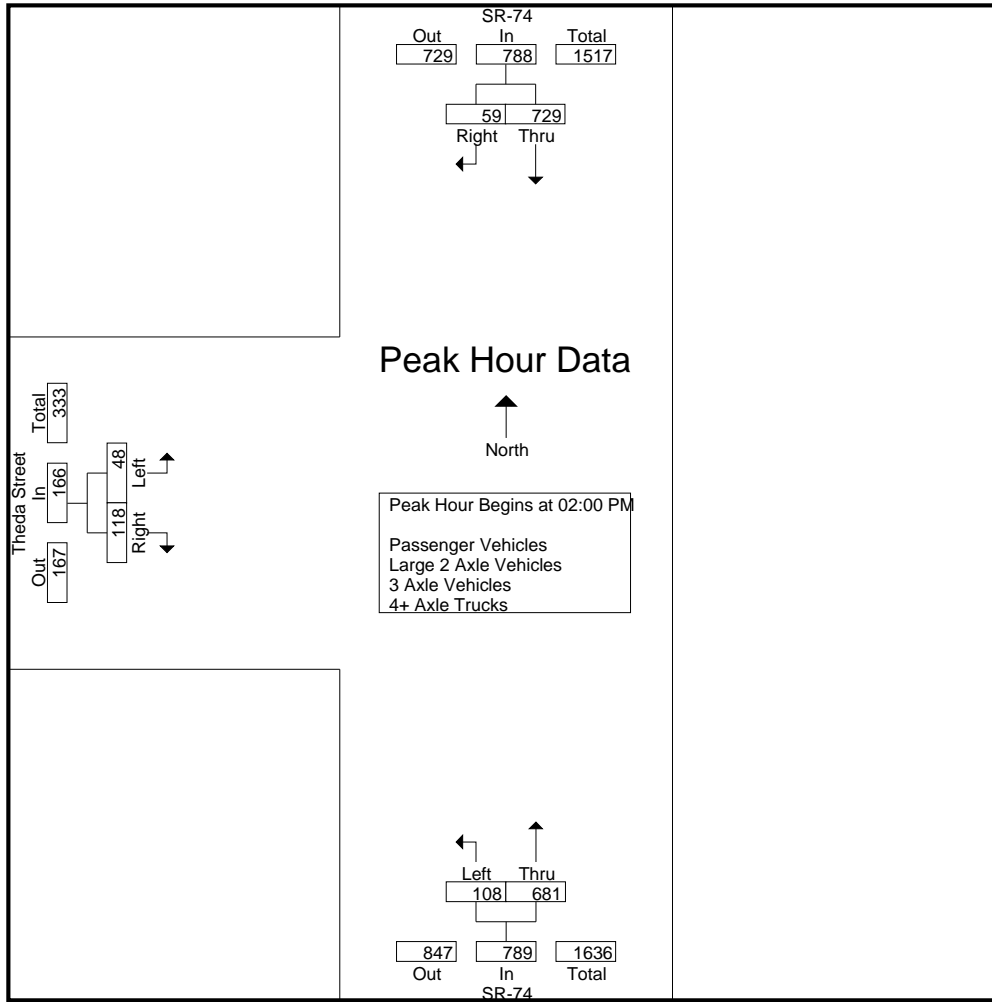
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	SR-74 Southbound				SR-74 Northbound				Theda Street Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total			
02:00 PM	196	15	3	211	29	197	0	226	13	34	19	47	22	484	506
02:15 PM	168	24	3	192	27	174	0	201	14	22	8	36	11	429	440
02:30 PM	196	14	0	210	24	166	0	190	8	31	20	39	20	439	459
02:45 PM	169	6	1	175	28	144	0	172	13	31	26	44	27	391	418
Total	729	59	7	788	108	681	0	789	48	118	73	166	80	1743	1823
03:00 PM	152	23	4	175	25	163	0	188	11	27	20	38	24	401	425
03:15 PM	162	11	3	173	22	178	0	200	22	42	19	64	22	437	459
03:30 PM	163	17	5	180	30	155	0	185	12	19	11	31	16	396	412
03:45 PM	166	16	2	182	25	189	0	214	14	33	27	47	29	443	472
Total	643	67	14	710	102	685	0	787	59	121	77	180	91	1677	1768
Grand Total	1372	126	21	1498	210	1366	0	1576	107	239	150	346	171	3420	3591
Apprch %	91.6	8.4			13.3	86.7			30.9	69.1					
Total %	40.1	3.7		43.8	6.1	39.9		46.1	3.1	7		10.1	4.8	95.2	
Passenger Vehicles	1355	123		1499	193	1343		1536	106	235		491	0	0	3526
% Passenger Vehicles	98.8	97.6	100	98.7	91.9	98.3	0	97.5	99.1	98.3	100	99	0	0	98.2
Large 2 Axle Vehicles	11	2		13	7	16		23	1	2		3	0	0	39
% Large 2 Axle Vehicles	0.8	1.6	0	0.9	3.3	1.2	0	1.5	0.9	0.8	0	0.6	0	0	1.1
3 Axle Vehicles	2	0		2	1	5		6	0	0		0	0	0	8
% 3 Axle Vehicles	0.1	0	0	0.1	0.5	0.4	0	0.4	0	0	0	0	0	0	0.2
4+ Axle Trucks	4	1		5	9	2		11	0	2		2	0	0	18
% 4+ Axle Trucks	0.3	0.8	0	0.3	4.3	0.1	0	0.7	0	0.8	0	0.4	0	0	0.5

Start Time	SR-74 Southbound			SR-74 Northbound			Theda Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	196	15	211	29	197	226	13	34	47	484
02:15 PM	168	24	192	27	174	201	14	22	36	429
02:30 PM	196	14	210	24	166	190	8	31	39	439
02:45 PM	169	6	175	28	144	172	13	31	44	391
Total Volume	729	59	788	108	681	789	48	118	166	1743
% App. Total	92.5	7.5		13.7	86.3		28.9	71.1		
PHF	.930	.615	.934	.931	.864	.873	.857	.868	.883	.900

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

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Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:30 PM		
+0 mins.	196	15	211	29	197	226	8	31	39
+15 mins.	168	24	192	27	174	201	13	31	44
+30 mins.	196	14	210	24	166	190	11	27	38
+45 mins.	169	6	175	28	144	172	22	42	64
Total Volume	729	59	788	108	681	789	54	131	185
% App. Total	92.5	7.5		13.7	86.3		29.2	70.8	
PHF	.930	.615	.934	.931	.864	.873	.614	.780	.723

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda SAT
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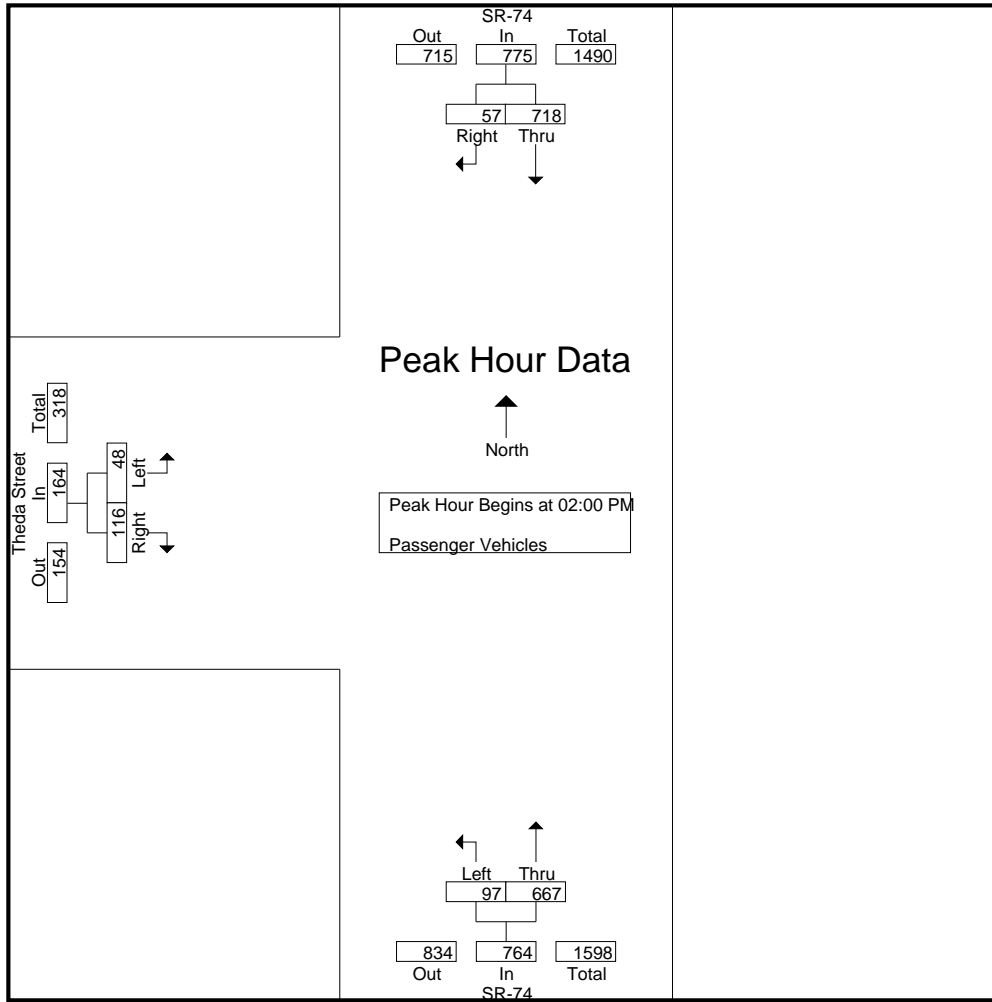
Groups Printed- Passenger Vehicles

Start Time	SR-74 Southbound				SR-74 Northbound				Theda Street Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total			
02:00 PM	191	15	3	206	27	192	0	219	13	34	19	47	22	472	494
02:15 PM	166	23	3	189	23	172	0	195	14	21	8	35	11	419	430
02:30 PM	193	13	0	206	23	162	0	185	8	31	20	39	20	430	450
02:45 PM	168	6	1	174	24	141	0	165	13	30	26	43	27	382	409
Total	718	57	7	775	97	667	0	764	48	116	73	164	80	1703	1783
03:00 PM	152	23	4	175	25	162	0	187	11	27	20	38	24	400	424
03:15 PM	161	11	3	172	22	174	0	196	21	42	19	63	22	431	453
03:30 PM	161	16	5	177	27	153	0	180	12	18	11	30	16	387	403
03:45 PM	163	16	2	179	22	187	0	209	14	32	27	46	29	434	463
Total	637	66	14	703	96	676	0	772	58	119	77	177	91	1652	1743
Grand Total	1355	123	21	1478	193	1343	0	1536	106	235	150	341	171	3355	3526
Apprch %	91.7	8.3			12.6	87.4			31.1	68.9					
Total %	40.4	3.7		44.1	5.8	40		45.8	3.2	7		10.2	4.8	95.2	

Start Time	SR-74 Southbound			SR-74 Northbound			Theda Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
02:00 PM	191	15	206	27	192	219	13	34	47	472
02:15 PM	166	23	189	23	172	195	14	21	35	419
02:30 PM	193	13	206	23	162	185	8	31	39	430
02:45 PM	168	6	174	24	141	165	13	30	43	382
Total Volume	718	57	775	97	667	764	48	116	164	1703
% App. Total	92.6	7.4		12.7	87.3		29.3	70.7		
PHF	.930	.620	.941	.898	.868	.872	.857	.853	.872	.902

County of Riverside
 N/S: SR-74
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 Weather: Clear

File Name : 01_CRV_SR-74_Theda SAT
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	191	15	206	27	192	219	13	34	47
+15 mins.	166	23	189	23	172	195	14	21	35
+30 mins.	193	13	206	23	162	185	8	31	39
+45 mins.	168	6	174	24	141	165	13	30	43
Total Volume	718	57	775	97	667	764	48	116	164
% App. Total	92.6	7.4		12.7	87.3		29.3	70.7	
PHF	.930	.620	.941	.898	.868	.872	.857	.853	.872

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda SAT
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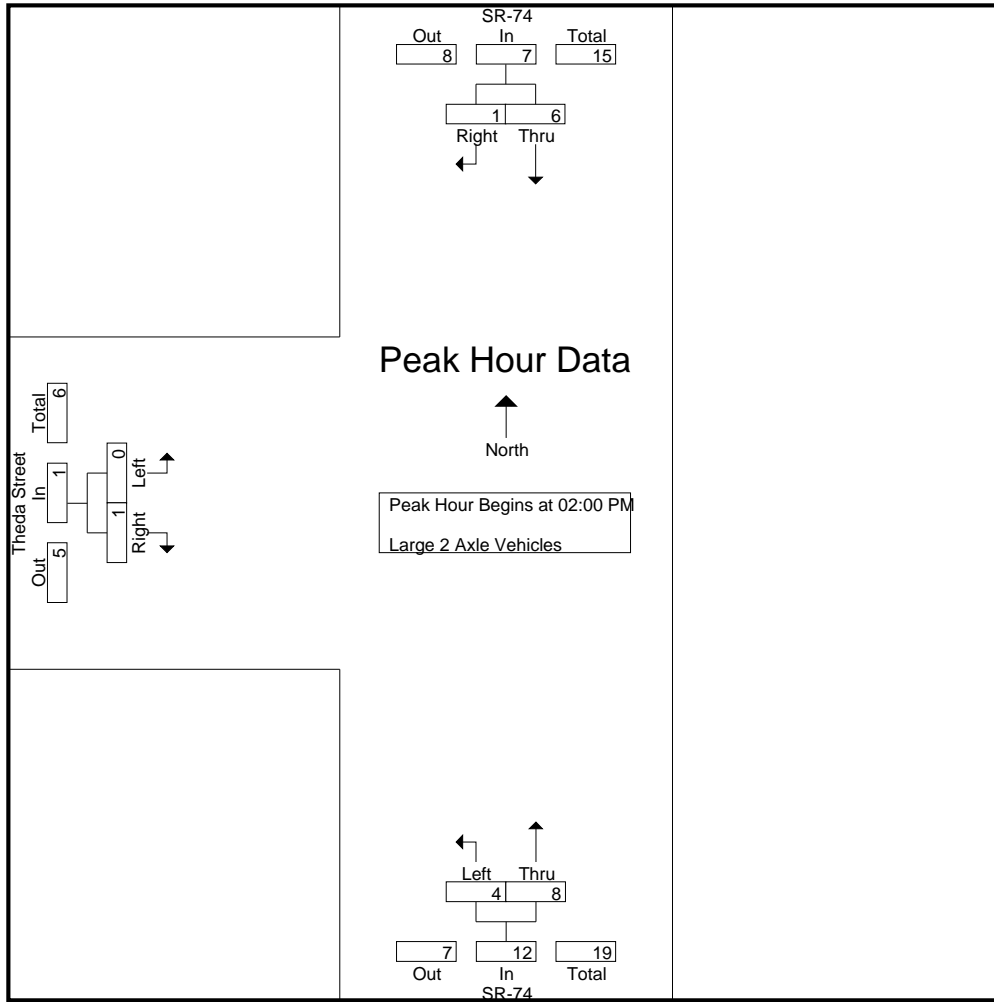
Groups Printed- Large 2 Axle Vehicles

Start Time	SR-74 Southbound				SR-74 Northbound				Theda Street Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total			
02:00 PM	2	0	0	2	1	3	0	4	0	0	0	0	0	6	6
02:15 PM	1	1	0	2	1	1	0	2	0	0	0	0	0	4	4
02:30 PM	3	0	0	3	1	3	0	4	0	0	0	0	0	7	7
02:45 PM	0	0	0	0	1	1	0	2	0	1	0	1	0	3	3
Total	6	1	0	7	4	8	0	12	0	1	0	1	0	20	20
03:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1
03:15 PM	1	0	0	1	0	3	0	3	1	0	0	1	0	5	5
03:30 PM	1	1	0	2	2	2	0	4	0	0	0	0	0	6	6
03:45 PM	3	0	0	3	1	2	0	3	0	1	0	1	0	7	7
Total	5	1	0	6	3	8	0	11	1	1	0	2	0	19	19
Grand Total	11	2	0	13	7	16	0	23	1	2	0	3	0	39	39
Apprch %	84.6	15.4			30.4	69.6			33.3	66.7					
Total %	28.2	5.1		33.3	17.9	41		59	2.6	5.1		7.7	0	100	

Start Time	SR-74 Southbound			SR-74 Northbound			Theda Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	2	0	2	1	3	4	0	0	0	6
02:15 PM	1	1	2	1	1	2	0	0	0	4
02:30 PM	3	0	3	1	3	4	0	0	0	7
02:45 PM	0	0	0	1	1	2	0	1	1	3
Total Volume	6	1	7	4	8	12	0	1	1	20
% App. Total	85.7	14.3		33.3	66.7		0	100		
PHF	.500	.250	.583	1.00	.667	.750	.000	.250	.250	.714

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda SAT
 Site Code : 05119432
 Start Date : 6/15/2019
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	2	0	2	1	3	4	0	0	0
+15 mins.	1	1	2	1	1	2	0	0	0
+30 mins.	3	0	3	1	3	4	0	0	0
+45 mins.	0	0	0	1	1	2	0	1	1
Total Volume	6	1	7	4	8	12	0	1	1
% App. Total	85.7	14.3		33.3	66.7		0	100	
PHF	.500	.250	.583	1.000	.667	.750	.000	.250	.250

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 1

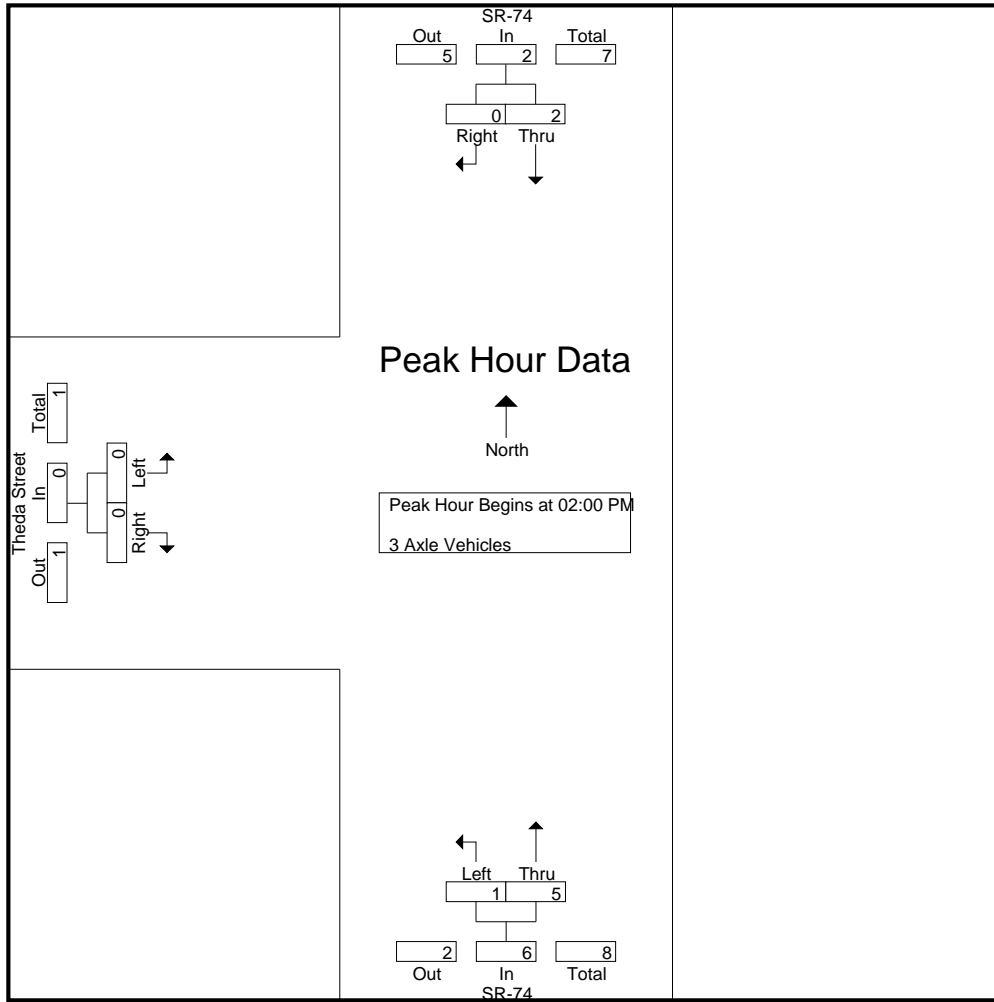
Groups Printed- 3 Axle Vehicles

Start Time	SR-74 Southbound				SR-74 Northbound				Theda Street Eastbound				Exclu. Total	Inclu. Total	Int. Total	
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total				
02:00 PM	2	0	0	2	0	1	0	1	0	0	0	0	0	0	3	3
02:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
02:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
02:45 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	3	3
Total	2	0	0	2	1	5	0	6	0	0	0	0	0	0	8	8
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	0	0	2	1	5	0	6	0	0	0	0	0	0	8	8
Apprch %	100	0			16.7	83.3			0	0						
Total %	25	0		25	12.5	62.5		75	0	0		0		100		

Start Time	SR-74 Southbound			SR-74 Northbound			Theda Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	2	0	2	0	1	1	0	0	0	3
02:15 PM	0	0	0	0	1	1	0	0	0	1
02:30 PM	0	0	0	0	1	1	0	0	0	1
02:45 PM	0	0	0	1	2	3	0	0	0	3
Total Volume	2	0	2	1	5	6	0	0	0	8
% App. Total	100	0		16.7	83.3		0	0		
PHF	.250	.000	.250	.250	.625	.500	.000	.000	.000	.667

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda SAT
 Site Code : 05119432
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	2	0	2	0	1	1	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	0	0	0	0	1	1	0	0	0
+45 mins.	0	0	0	1	2	3	0	0	0
Total Volume	2	0	2	1	5	6	0	0	0
% App. Total	100	0		16.7	83.3		0	0	
PHF	.250	.000	.250	.250	.625	.500	.000	.000	.000

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda SAT
 Site Code : 05119432
 Start Date : 6/15/2019
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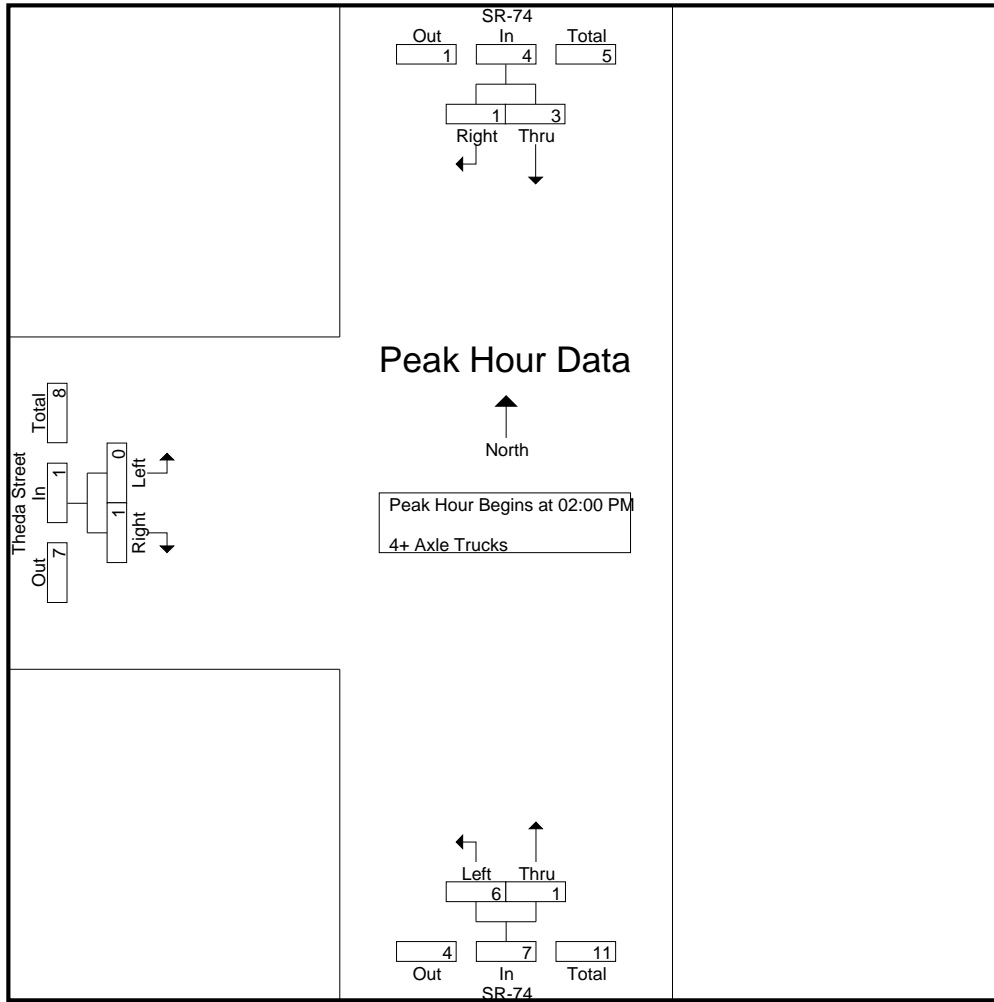
Groups Printed- 4+ Axle Trucks

Start Time	SR-74 Southbound				SR-74 Northbound				Theda Street Eastbound				Exclu. Total	Inclu. Total	Int. Total	
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total				
02:00 PM	1	0	0	1	1	1	0	2	0	0	0	0	0	0	3	3
02:15 PM	1	0	0	1	3	0	0	3	0	1	0	1	0	0	5	5
02:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1
02:45 PM	1	0	0	1	2	0	0	2	0	0	0	0	0	0	3	3
Total	3	1	0	4	6	1	0	7	0	1	0	1	0	0	12	12
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
03:30 PM	1	0	0	1	1	0	0	1	0	1	0	1	0	0	3	3
03:45 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
Total	1	0	0	1	3	1	0	4	0	1	0	1	0	0	6	6
Grand Total	4	1	0	5	9	2	0	11	0	2	0	2	0	0	18	18
Apprch %	80	20			81.8	18.2			0	100						
Total %	22.2	5.6		27.8	50	11.1		61.1	0	11.1		11.1		0	100	

Start Time	SR-74 Southbound			SR-74 Northbound			Theda Street Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	1	0	1	1	1	2	0	0	0	3
02:15 PM	1	0	1	3	0	3	0	1	1	5
02:30 PM	0	1	1	0	0	0	0	0	0	1
02:45 PM	1	0	1	2	0	2	0	0	0	3
Total Volume	3	1	4	6	1	7	0	1	1	12
% App. Total	75	25		85.7	14.3		0	100		
PHF	.750	.250	1.00	.500	.250	.583	.000	.250	.250	.600

County of Riverside
 N/S: SR-74
 E/W: Theda Street
 Weather: Clear

File Name : 01_CRV_SR-74_Theda SAT
 Site Code : 05119432
 Start Date : 6/15/2019
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	1	0	1	1	1	2	0	0	0
+15 mins.	1	0	1	3	0	3	0	1	1
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	1	0	1	2	0	2	0	0	0
Total Volume	3	1	4	6	1	7	0	1	1
% App. Total	75	25		85.7	14.3		0	100	
PHF	.750	.250	1.000	.500	.250	.583	.000	.250	.250

Location: County of Riverside
 N/S: SR-74
 E/W: Theda Street



PEDESTRIANS

Date: 6/6/2019
 Day: Thursday

	North Leg SR-74	East Leg Dead End	South Leg SR-74	West Leg Theda Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg SR-74	East Leg Dead End	South Leg SR-74	West Leg Theda Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Date: 6/15/2019
 Day: Saturday

	North Leg SR-74	East Leg Dead End	South Leg SR-74	West Leg Theda Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:00 PM	0	0	0	0	0
2:15 PM	0	0	0	0	0
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: County of Riverside
 N/S: SR-74
 E/W: Theda Street



BICYCLES

Date: 6/6/2019
 Day: Thursday

	Southbound SR-74			Westbound Dead End			Northbound SR-74			Eastbound Theda Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound SR-74			Westbound Dead End			Northbound SR-74			Eastbound Theda Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

Date: 6/15/2019
 Day: Saturday

	Southbound SR-74			Westbound Dead End			Northbound SR-74			Eastbound Theda Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	0	0	0	1	0	0	0	0	2

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac AM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 1

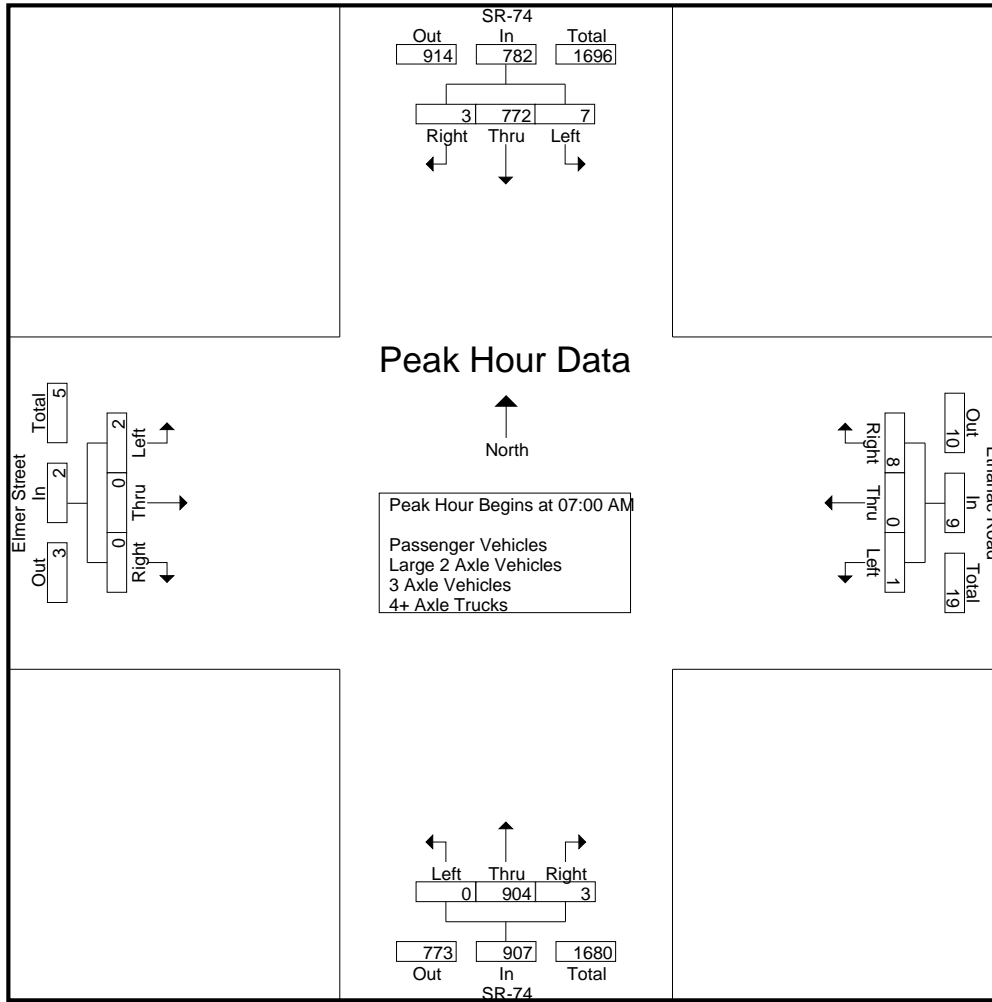
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	198	1	199	0	0	3	3	0	217	3	220	0	0	0	0	422
07:15 AM	5	178	0	183	0	0	0	0	0	262	0	262	0	0	0	0	445
07:30 AM	1	198	1	200	0	0	3	3	0	210	0	210	0	0	0	0	413
07:45 AM	1	198	1	200	1	0	2	3	0	215	0	215	2	0	0	2	420
Total	7	772	3	782	1	0	8	9	0	904	3	907	2	0	0	2	1700
08:00 AM	4	205	0	209	1	0	0	1	1	184	0	185	0	0	0	0	395
08:15 AM	5	156	1	162	1	0	4	5	0	169	1	170	0	0	0	0	337
08:30 AM	5	171	0	176	3	0	2	5	0	162	4	166	1	0	0	1	348
08:45 AM	8	157	1	166	3	0	3	6	0	147	0	147	0	0	1	1	320
Total	22	689	2	713	8	0	9	17	1	662	5	668	1	0	1	2	1400
Grand Total	29	1461	5	1495	9	0	17	26	1	1566	8	1575	3	0	1	4	3100
Apprch %	1.9	97.7	0.3		34.6	0	65.4		0.1	99.4	0.5		75	0	25		
Total %	0.9	47.1	0.2	48.2	0.3	0	0.5	0.8	0	50.5	0.3	50.8	0.1	0	0	0.1	
Passenger Vehicles	27	1297	5	1329	9	0	14	23	1	1429	5	1435	3	0	1	4	2791
% Passenger Vehicles	93.1	88.8	100	88.9	100	0	82.4	88.5	100	91.3	62.5	91.1	100	0	100	100	90
Large 2 Axle Vehicles	1	99	0	100	0	0	2	2	0	73	2	75	0	0	0	0	177
% Large 2 Axle Vehicles	3.4	6.8	0	6.7	0	0	11.8	7.7	0	4.7	25	4.8	0	0	0	0	5.7
3 Axle Vehicles	1	24	0	25	0	0	0	0	0	23	0	23	0	0	0	0	48
% 3 Axle Vehicles	3.4	1.6	0	1.7	0	0	0	0	0	1.5	0	1.5	0	0	0	0	1.5
4+ Axle Trucks	0	41	0	41	0	0	1	1	0	41	1	42	0	0	0	0	84
% 4+ Axle Trucks	0	2.8	0	2.7	0	0	5.9	3.8	0	2.6	12.5	2.7	0	0	0	0	2.7

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	198	1	199	0	0	3	3	0	217	3	220	0	0	0	0	422
07:15 AM	5	178	0	183	0	0	0	0	0	262	0	262	0	0	0	0	445
07:30 AM	1	198	1	200	0	0	3	3	0	210	0	210	0	0	0	0	413
07:45 AM	1	198	1	200	1	0	2	3	0	215	0	215	2	0	0	2	420
Total Volume	7	772	3	782	1	0	8	9	0	904	3	907	2	0	0	2	1700
% App. Total	0.9	98.7	0.4		11.1	0	88.9		0	99.7	0.3		100	0	0		
PHF	.350	.975	.750	.978	.250	.000	.667	.750	.000	.863	.250	.865	.250	.000	.000	.250	.955

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac AM
 Site Code : 05119432
 Start Date : 6/6/2019
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				07:00 AM				07:45 AM			
+0 mins.	5	178	0	183	1	0	0	1	0	217	3	220	2	0	0	2
+15 mins.	1	198	1	200	1	0	4	5	0	262	0	262	0	0	0	0
+30 mins.	1	198	1	200	3	0	2	5	0	210	0	210	0	0	0	0
+45 mins.	4	205	0	209	3	0	3	6	0	215	0	215	1	0	0	1
Total Volume	11	779	2	792	8	0	9	17	0	904	3	907	3	0	0	3
% App. Total	1.4	98.4	0.3		47.1	0	52.9		0	99.7	0.3		100	0	0	
PHF	.550	.950	.500	.947	.667	.000	.563	.708	.000	.863	.250	.865	.375	.000	.000	.375

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac AM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 1

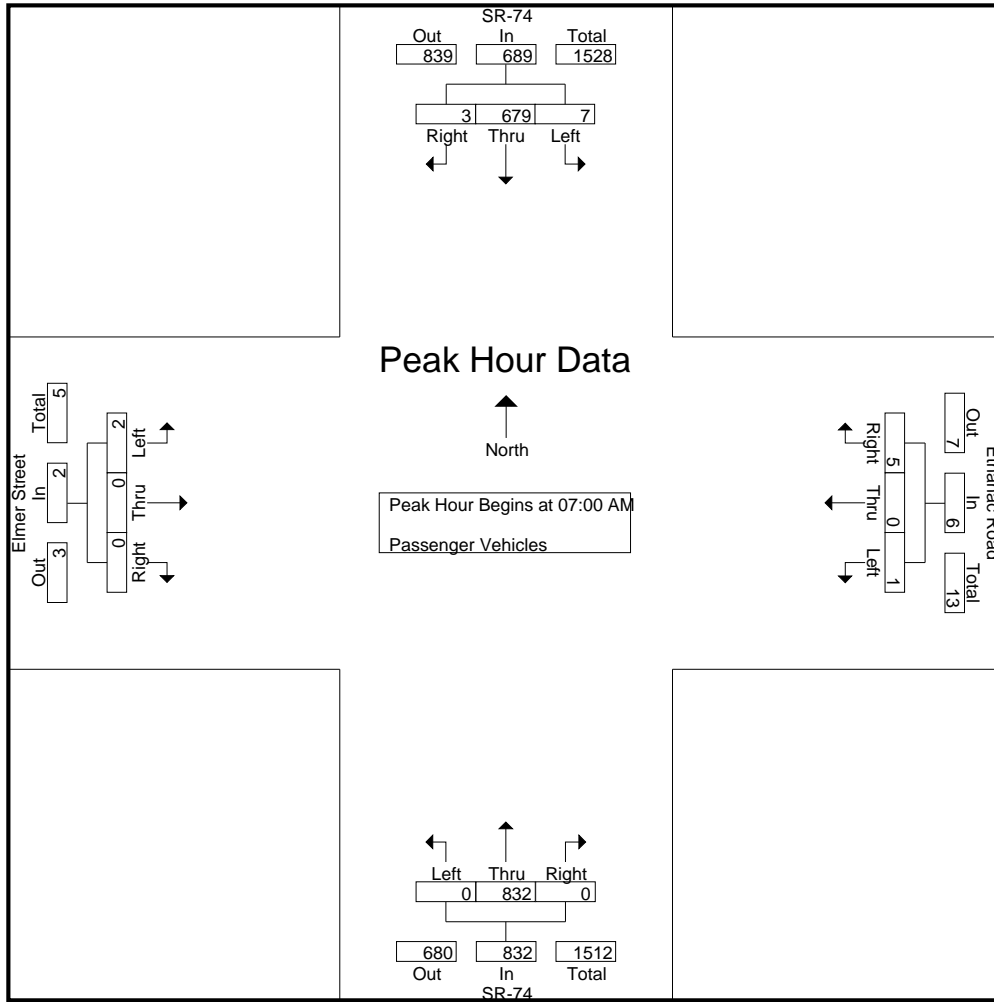
Groups Printed- Passenger Vehicles

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	177	1	178	0	0	2	2	0	202	0	202	0	0	0	0	382
07:15 AM	5	155	0	160	0	0	0	0	0	242	0	242	0	0	0	0	402
07:30 AM	1	177	1	179	0	0	1	1	0	198	0	198	0	0	0	0	378
07:45 AM	1	170	1	172	1	0	2	3	0	190	0	190	2	0	0	2	367
Total	7	679	3	689	1	0	5	6	0	832	0	832	2	0	0	2	1529
08:00 AM	3	189	0	192	1	0	0	1	1	165	0	166	0	0	0	0	359
08:15 AM	5	142	1	148	1	0	4	5	0	154	1	155	0	0	0	0	308
08:30 AM	5	153	0	158	3	0	2	5	0	148	4	152	1	0	0	1	316
08:45 AM	7	134	1	142	3	0	3	6	0	130	0	130	0	0	1	1	279
Total	20	618	2	640	8	0	9	17	1	597	5	603	1	0	1	2	1262
Grand Total	27	1297	5	1329	9	0	14	23	1	1429	5	1435	3	0	1	4	2791
Apprch %	2	97.6	0.4		39.1	0	60.9		0.1	99.6	0.3		75	0	25		
Total %	1	46.5	0.2	47.6	0.3	0	0.5	0.8	0	51.2	0.2	51.4	0.1	0	0	0.1	

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	177	1	178	0	0	2	2	0	202	0	202	0	0	0	0	382
07:15 AM	5	155	0	160	0	0	0	0	0	242	0	242	0	0	0	0	402
07:30 AM	1	177	1	179	0	0	1	1	0	198	0	198	0	0	0	0	378
07:45 AM	1	170	1	172	1	0	2	3	0	190	0	190	2	0	0	2	367
Total Volume	7	679	3	689	1	0	5	6	0	832	0	832	2	0	0	2	1529
% App. Total	1	98.5	0.4		16.7	0	83.3		0	100	0		100	0	0		
PHF	.350	.959	.750	.962	.250	.000	.625	.500	.000	.860	.000	.860	.250	.000	.000	.250	.951

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	177	1	178	0	0	2	2	0	202	0	202	0	0	0	0
+15 mins.	5	155	0	160	0	0	0	0	0	242	0	242	0	0	0	0
+30 mins.	1	177	1	179	0	0	1	1	0	198	0	198	0	0	0	0
+45 mins.	1	170	1	172	1	0	2	3	0	190	0	190	2	0	0	2
Total Volume	7	679	3	689	1	0	5	6	0	832	0	832	2	0	0	2
% App. Total	1	98.5	0.4		16.7	0	83.3		0	100	0		100	0	0	
PHF	.350	.959	.750	.962	.250	.000	.625	.500	.000	.860	.000	.860	.250	.000	.000	.250

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac AM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 1

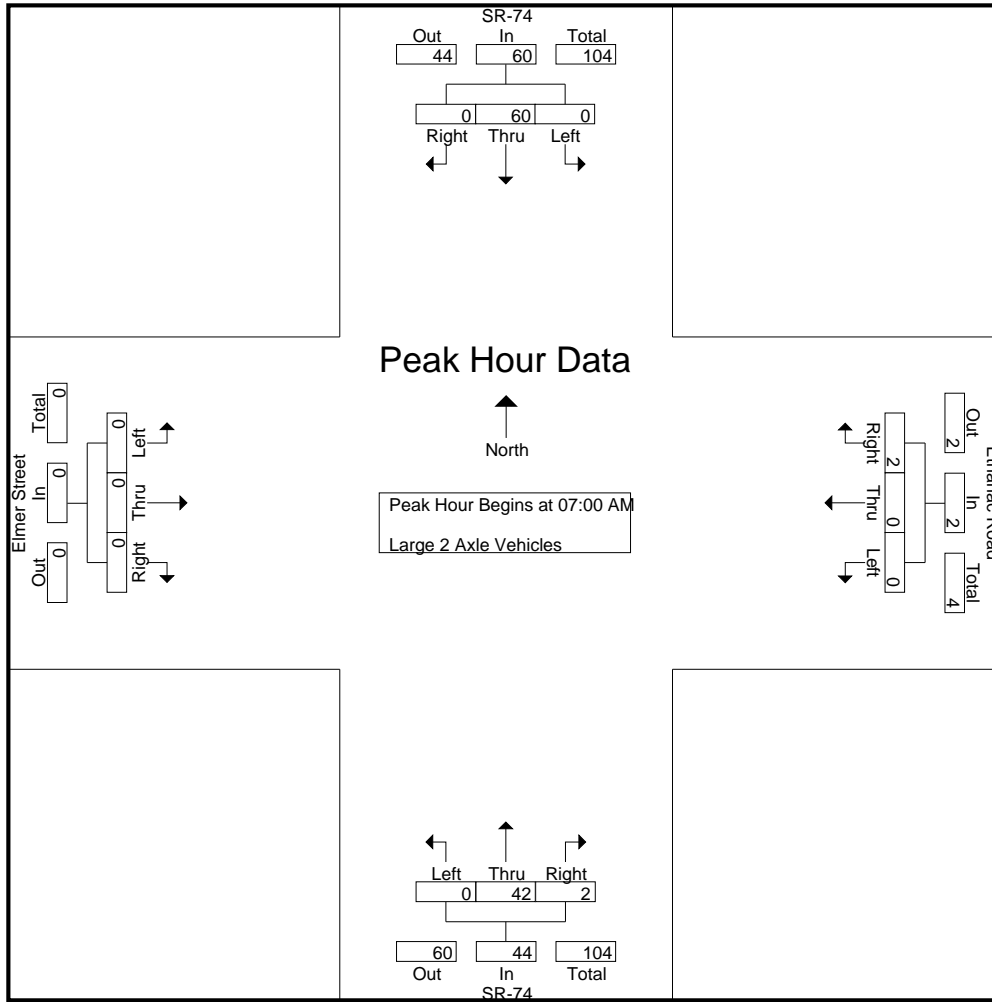
Groups Printed- Large 2 Axle Vehicles

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	14	0	14	0	0	1	1	0	8	2	10	0	0	0	0	25
07:15 AM	0	16	0	16	0	0	0	0	0	10	0	10	0	0	0	0	26
07:30 AM	0	15	0	15	0	0	1	1	0	5	0	5	0	0	0	0	21
07:45 AM	0	15	0	15	0	0	0	0	0	19	0	19	0	0	0	0	34
Total	0	60	0	60	0	0	2	2	0	42	2	44	0	0	0	0	106
08:00 AM	1	6	0	7	0	0	0	0	0	6	0	6	0	0	0	0	13
08:15 AM	0	10	0	10	0	0	0	0	0	9	0	9	0	0	0	0	19
08:30 AM	0	11	0	11	0	0	0	0	0	4	0	4	0	0	0	0	15
08:45 AM	0	12	0	12	0	0	0	0	0	12	0	12	0	0	0	0	24
Total	1	39	0	40	0	0	0	0	0	31	0	31	0	0	0	0	71
Grand Total	1	99	0	100	0	0	2	2	0	73	2	75	0	0	0	0	177
Apprch %	1	99	0		0	0	100		0	97.3	2.7		0	0	0		
Total %	0.6	55.9	0	56.5	0	0	1.1	1.1	0	41.2	1.1	42.4	0	0	0	0	

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	14	0	14	0	0	1	1	0	8	2	10	0	0	0	0	25
07:15 AM	0	16	0	16	0	0	0	0	0	10	0	10	0	0	0	0	26
07:30 AM	0	15	0	15	0	0	1	1	0	5	0	5	0	0	0	0	21
07:45 AM	0	15	0	15	0	0	0	0	0	19	0	19	0	0	0	0	34
Total Volume	0	60	0	60	0	0	2	2	0	42	2	44	0	0	0	0	106
% App. Total	0	100	0		0	0	100		0	95.5	4.5		0	0	0		
PHF	.000	.938	.000	.938	.000	.000	.500	.500	.000	.553	.250	.579	.000	.000	.000	.000	.779

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	14	0	14	0	0	1	1	0	8	2	10	0	0	0	0
+15 mins.	0	16	0	16	0	0	0	0	0	10	0	10	0	0	0	0
+30 mins.	0	15	0	15	0	0	1	1	0	5	0	5	0	0	0	0
+45 mins.	0	15	0	15	0	0	0	0	0	19	0	19	0	0	0	0
Total Volume	0	60	0	60	0	0	2	2	0	42	2	44	0	0	0	0
% App. Total	0	100	0	100	0	0	100	100	0	95.5	4.5	100	0	0	0	0
PHF	.000	.938	.000	.938	.000	.000	.500	.500	.000	.553	.250	.579	.000	.000	.000	.000

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac AM
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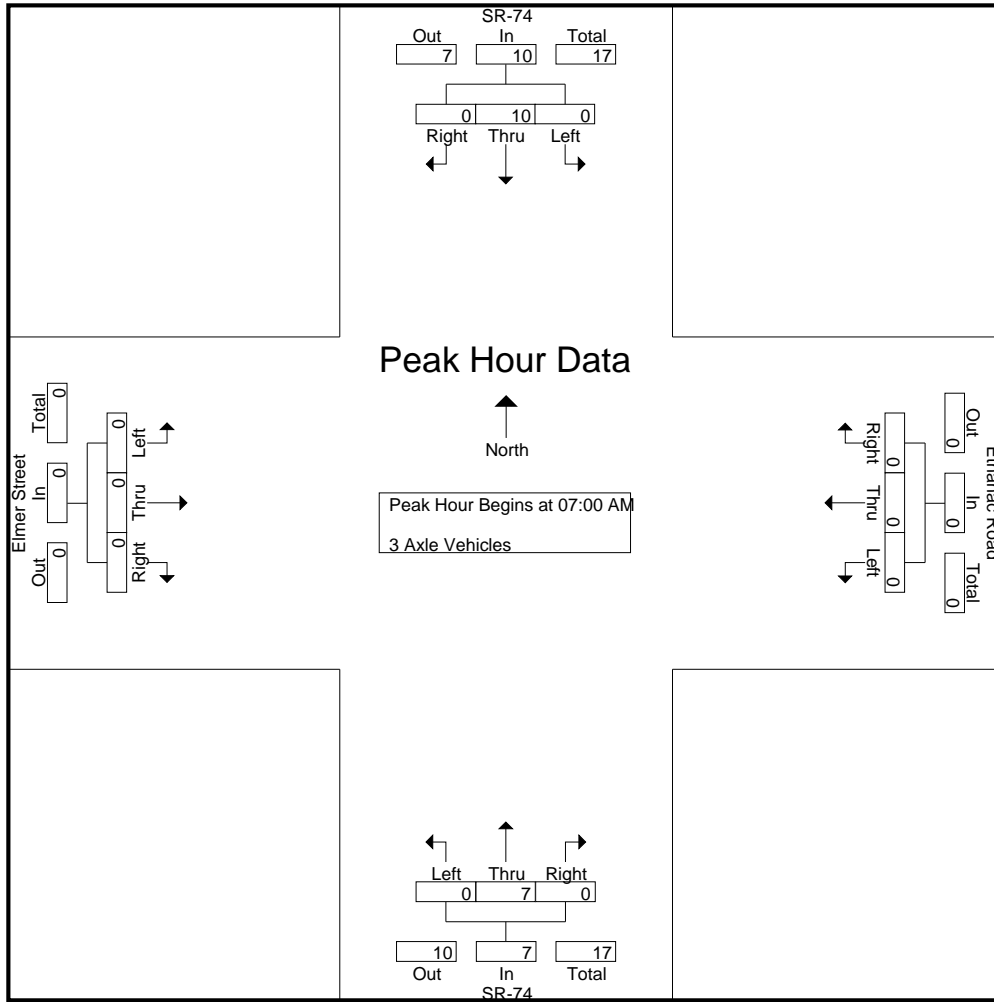
Groups Printed- 3 Axle Vehicles

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	3
07:45 AM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	0	9
Total	0	10	0	10	0	0	0	0	0	7	0	7	0	0	0	0	0	17
08:00 AM	0	5	0	5	0	0	0	0	0	7	0	7	0	0	0	0	0	12
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
08:30 AM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	0	8
08:45 AM	1	5	0	6	0	0	0	0	0	3	0	3	0	0	0	0	0	9
Total	1	14	0	15	0	0	0	0	0	16	0	16	0	0	0	0	0	31
Grand Total	1	24	0	25	0	0	0	0	0	23	0	23	0	0	0	0	0	48
Apprch %	4	96	0		0	0	0		0	100	0		0	0	0			
Total %	2.1	50	0	52.1	0	0	0	0	0	47.9	0	47.9	0	0	0	0	0	

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:00 AM																		
07:00 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	3
07:45 AM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	0	9
Total Volume	0	10	0	10	0	0	0	0	0	7	0	7	0	0	0	0	0	17
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0			
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.438	.000	.438	.000	.000	.000	.000	.000	.472

County of Riverside
 N/S: SR-74
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0
Total Volume	0	10	0	10	0	0	0	0	0	7	0	7	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.438	.000	.438	.000	.000	.000	.000

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac AM
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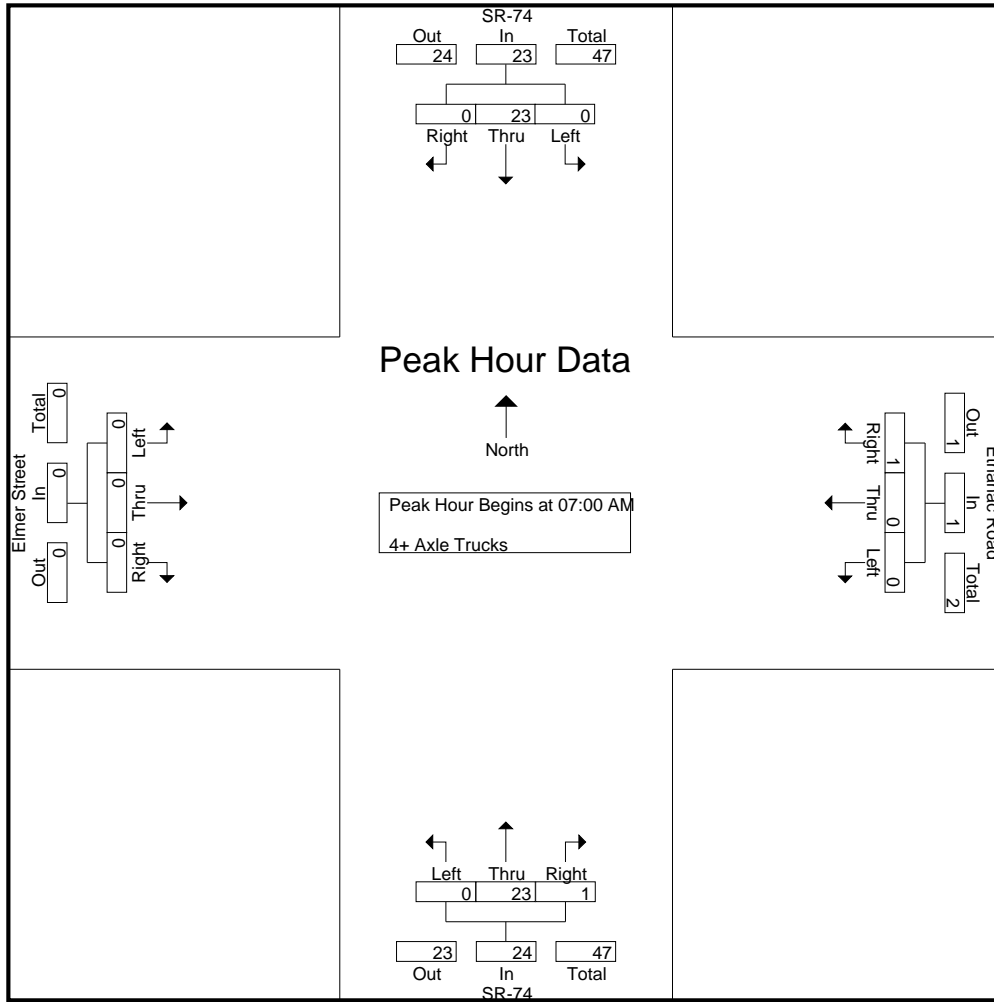
Groups Printed- 4+ Axle Trucks

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	4	0	4	0	0	0	0	0	7	1	8	0	0	0	0	12
07:15 AM	0	6	0	6	0	0	0	0	0	9	0	9	0	0	0	0	15
07:30 AM	0	5	0	5	0	0	1	1	0	5	0	5	0	0	0	0	11
07:45 AM	0	8	0	8	0	0	0	0	0	2	0	2	0	0	0	0	10
Total	0	23	0	23	0	0	1	1	0	23	1	24	0	0	0	0	48
08:00 AM	0	5	0	5	0	0	0	0	0	6	0	6	0	0	0	0	11
08:15 AM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
08:30 AM	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	9
08:45 AM	0	6	0	6	0	0	0	0	0	2	0	2	0	0	0	0	8
Total	0	18	0	18	0	0	0	0	0	18	0	18	0	0	0	0	36
Grand Total	0	41	0	41	0	0	1	1	0	41	1	42	0	0	0	0	84
Apprch %	0	100	0		0	0	100		0	97.6	2.4		0	0	0		
Total %	0	48.8	0	48.8	0	0	1.2	1.2	0	48.8	1.2	50	0	0	0	0	

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	4	0	4	0	0	0	0	0	7	1	8	0	0	0	0	12
07:15 AM	0	6	0	6	0	0	0	0	0	9	0	9	0	0	0	0	15
07:30 AM	0	5	0	5	0	0	1	1	0	5	0	5	0	0	0	0	11
07:45 AM	0	8	0	8	0	0	0	0	0	2	0	2	0	0	0	0	10
Total Volume	0	23	0	23	0	0	1	1	0	23	1	24	0	0	0	0	48
% App. Total	0	100	0		0	0	100		0	95.8	4.2		0	0	0		
PHF	.000	.719	.000	.719	.000	.000	.250	.250	.000	.639	.250	.667	.000	.000	.000	.000	.800

County of Riverside
 N/S: SR-74
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	4	0	4	0	0	0	0	0	7	1	8	0	0	0	0
+15 mins.	0	6	0	6	0	0	0	0	0	9	0	9	0	0	0	0
+30 mins.	0	5	0	5	0	0	1	1	0	5	0	5	0	0	0	0
+45 mins.	0	8	0	8	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	23	0	23	0	0	1	1	0	23	1	24	0	0	0	0
% App. Total	0	100	0		0	0	100		0	95.8	4.2		0	0	0	
PHF	.000	.719	.000	.719	.000	.000	.250	.250	.000	.639	.250	.667	.000	.000	.000	.000

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac PM
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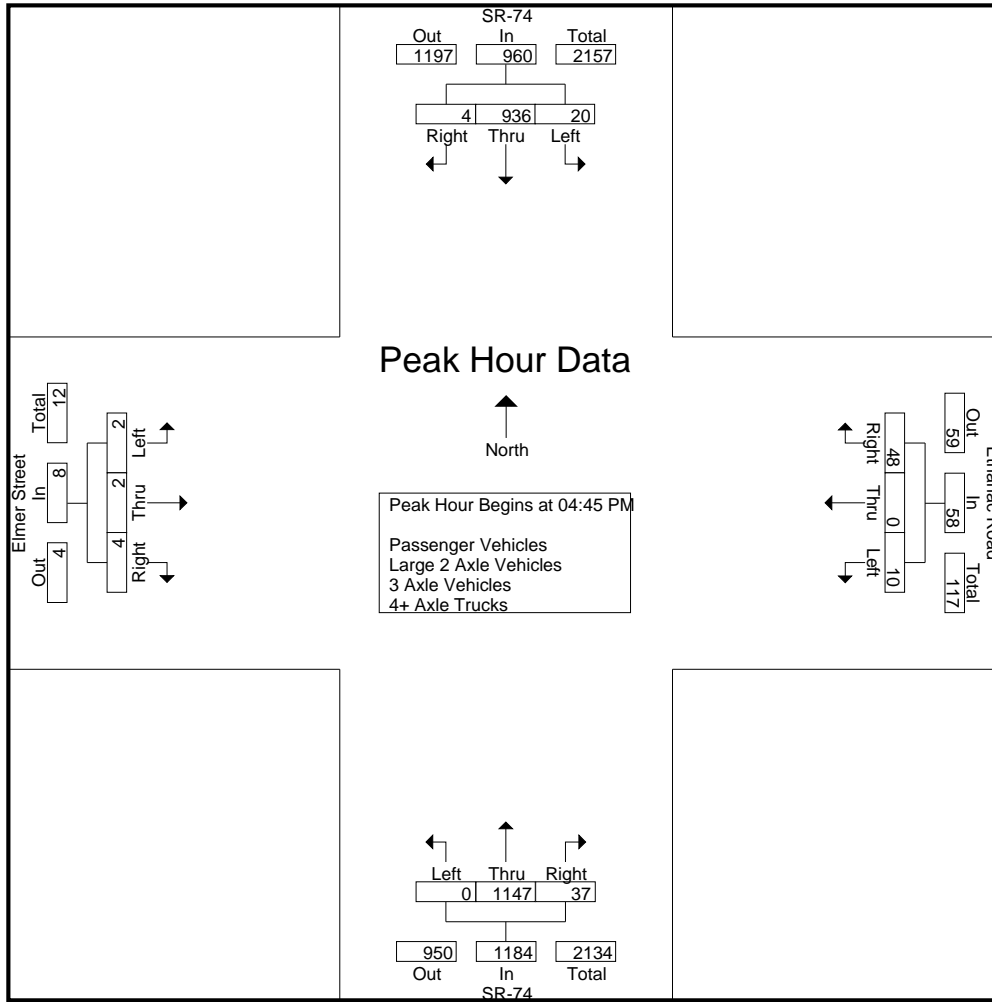
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	199	0	201	3	0	11	14	0	300	10	310	0	0	0	0	525
04:15 PM	3	217	0	220	3	1	4	8	1	316	3	320	0	0	1	1	549
04:30 PM	2	203	0	205	2	1	8	11	2	286	9	297	0	2	1	3	516
04:45 PM	5	247	2	254	3	0	11	14	0	285	7	292	1	0	1	2	562
Total	12	866	2	880	11	2	34	47	3	1187	29	1219	1	2	3	6	2152
05:00 PM	6	245	0	251	2	0	16	18	0	272	13	285	1	1	0	2	556
05:15 PM	3	215	0	218	3	0	11	14	0	298	13	311	0	1	0	1	544
05:30 PM	6	229	2	237	2	0	10	12	0	292	4	296	0	0	3	3	548
05:45 PM	2	191	1	194	2	0	8	10	0	219	3	222	0	0	2	2	428
Total	17	880	3	900	9	0	45	54	0	1081	33	1114	1	2	5	8	2076
Grand Total	29	1746	5	1780	20	2	79	101	3	2268	62	2333	2	4	8	14	4228
Apprch %	1.6	98.1	0.3		19.8	2	78.2		0.1	97.2	2.7		14.3	28.6	57.1		
Total %	0.7	41.3	0.1	42.1	0.5	0	1.9	2.4	0.1	53.6	1.5	55.2	0	0.1	0.2	0.3	
Passenger Vehicles	27	1686	5	1718	20	2	74	96	2	2115	60	2177	1	4	8	13	4004
% Passenger Vehicles	93.1	96.6	100	96.5	100	100	93.7	95	66.7	93.3	96.8	93.3	50	100	100	92.9	94.7
Large 2 Axle Vehicles	2	39	0	41	0	0	5	5	0	93	2	95	1	0	0	1	142
% Large 2 Axle Vehicles	6.9	2.2	0	2.3	0	0	6.3	5	0	4.1	3.2	4.1	50	0	0	7.1	3.4
3 Axle Vehicles	0	4	0	4	0	0	0	0	0	33	0	33	0	0	0	0	37
% 3 Axle Vehicles	0	0.2	0	0.2	0	0	0	0	0	1.5	0	1.4	0	0	0	0	0.9
4+ Axle Trucks	0	17	0	17	0	0	0	0	1	27	0	28	0	0	0	0	45
% 4+ Axle Trucks	0	1	0	1	0	0	0	0	33.3	1.2	0	1.2	0	0	0	0	1.1

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	247	2	254	3	0	11	14	0	285	7	292	1	0	1	2	562
05:00 PM	6	245	0	251	2	0	16	18	0	272	13	285	1	1	0	2	556
05:15 PM	3	215	0	218	3	0	11	14	0	298	13	311	0	1	0	1	544
05:30 PM	6	229	2	237	2	0	10	12	0	292	4	296	0	0	3	3	548
Total Volume	20	936	4	960	10	0	48	58	0	1147	37	1184	2	2	4	8	2210
% App. Total	2.1	97.5	0.4		17.2	0	82.8		0	96.9	3.1		25	25	50		
PHF	.833	.947	.500	.945	.833	.000	.750	.806	.000	.962	.712	.952	.500	.500	.333	.667	.983

County of Riverside
 N/S: SR-74
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:00 PM				04:15 PM			
+0 mins.	5	247	2	254	3	0	11	14	0	300	10	310	0	0	1	1
+15 mins.	6	245	0	251	2	0	16	18	1	316	3	320	0	2	1	3
+30 mins.	3	215	0	218	3	0	11	14	2	286	9	297	1	0	1	2
+45 mins.	6	229	2	237	2	0	10	12	0	285	7	292	1	1	0	2
Total Volume	20	936	4	960	10	0	48	58	3	1187	29	1219	2	3	3	8
% App. Total	2.1	97.5	0.4		17.2	0	82.8		0.2	97.4	2.4		25	37.5	37.5	
PHF	.833	.947	.500	.945	.833	.000	.750	.806	.375	.939	.725	.952	.500	.375	.750	.667

County of Riverside
 N/S: SR-74
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File Name : 02_CRV_SR-74_Ethanac PM
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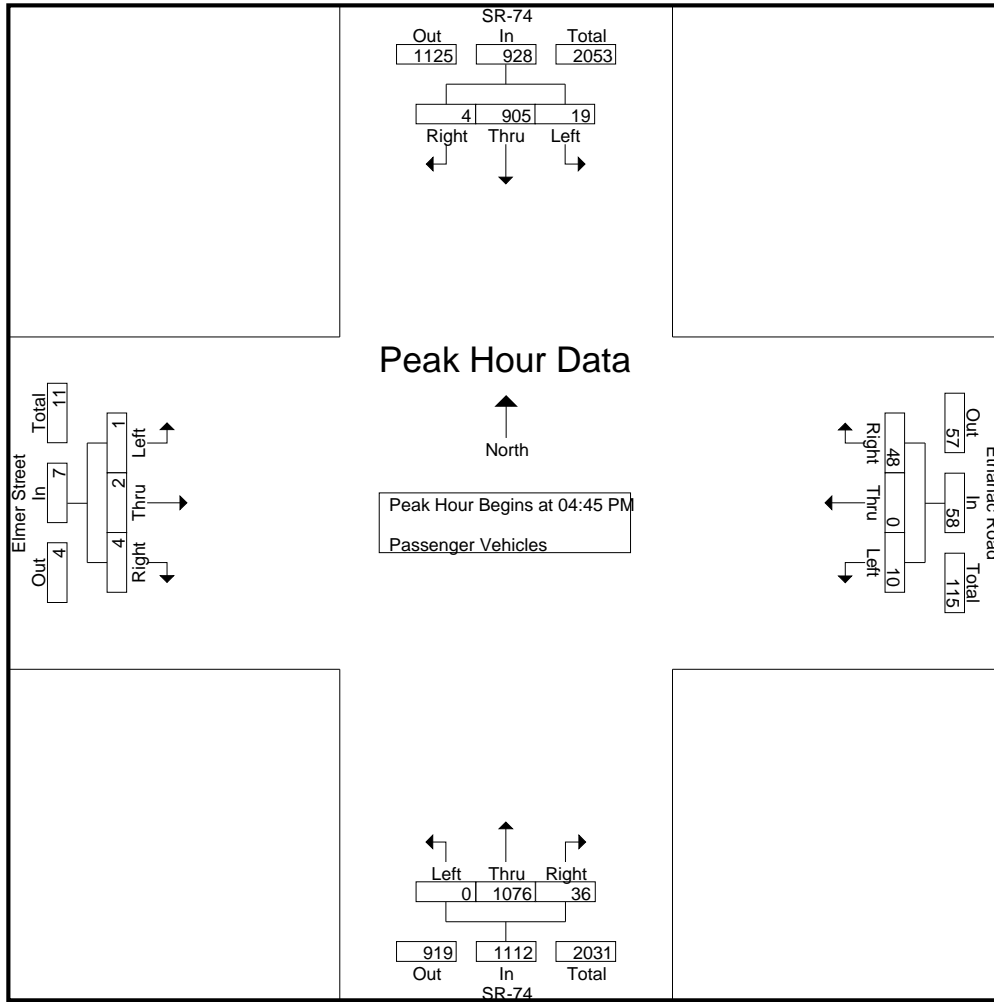
Groups Printed- Passenger Vehicles

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	190	0	192	3	0	8	11	0	276	9	285	0	0	0	0	488
04:15 PM	3	213	0	216	3	1	4	8	0	291	3	294	0	0	1	1	519
04:30 PM	1	193	0	194	2	1	7	10	2	261	9	272	0	2	1	3	479
04:45 PM	5	236	2	243	3	0	11	14	0	268	7	275	0	0	1	1	533
Total	11	832	2	845	11	2	30	43	2	1096	28	1126	0	2	3	5	2019
05:00 PM	6	235	0	241	2	0	16	18	0	253	13	266	1	1	0	2	527
05:15 PM	3	212	0	215	3	0	11	14	0	280	13	293	0	1	0	1	523
05:30 PM	5	222	2	229	2	0	10	12	0	275	3	278	0	0	3	3	522
05:45 PM	2	185	1	188	2	0	7	9	0	211	3	214	0	0	2	2	413
Total	16	854	3	873	9	0	44	53	0	1019	32	1051	1	2	5	8	1985
Grand Total	27	1686	5	1718	20	2	74	96	2	2115	60	2177	1	4	8	13	4004
Apprch %	1.6	98.1	0.3		20.8	2.1	77.1		0.1	97.2	2.8		7.7	30.8	61.5		
Total %	0.7	42.1	0.1	42.9	0.5	0	1.8	2.4	0	52.8	1.5	54.4	0	0.1	0.2	0.3	

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	236	2	243	3	0	11	14	0	268	7	275	0	0	1	1	533
05:00 PM	6	235	0	241	2	0	16	18	0	253	13	266	1	1	0	2	527
05:15 PM	3	212	0	215	3	0	11	14	0	280	13	293	0	1	0	1	523
05:30 PM	5	222	2	229	2	0	10	12	0	275	3	278	0	0	3	3	522
Total Volume	19	905	4	928	10	0	48	58	0	1076	36	1112	1	2	4	7	2105
% App. Total	2	97.5	0.4		17.2	0	82.8		0	96.8	3.2		14.3	28.6	57.1		
PHF	.792	.959	.500	.955	.833	.000	.750	.806	.000	.961	.692	.949	.250	.500	.333	.583	.987

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac PM
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	5	236	2	243	3	0	11	14	0	268	7	275	0	0	1	1
+15 mins.	6	235	0	241	2	0	16	18	0	253	13	266	1	1	0	2
+30 mins.	3	212	0	215	3	0	11	14	0	280	13	293	0	1	0	1
+45 mins.	5	222	2	229	2	0	10	12	0	275	3	278	0	0	3	3
Total Volume	19	905	4	928	10	0	48	58	0	1076	36	1112	1	2	4	7
% App. Total	2	97.5	0.4		17.2	0	82.8		0	96.8	3.2		14.3	28.6	57.1	
PHF	.792	.959	.500	.955	.833	.000	.750	.806	.000	.961	.692	.949	.250	.500	.333	.583

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac PM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 1

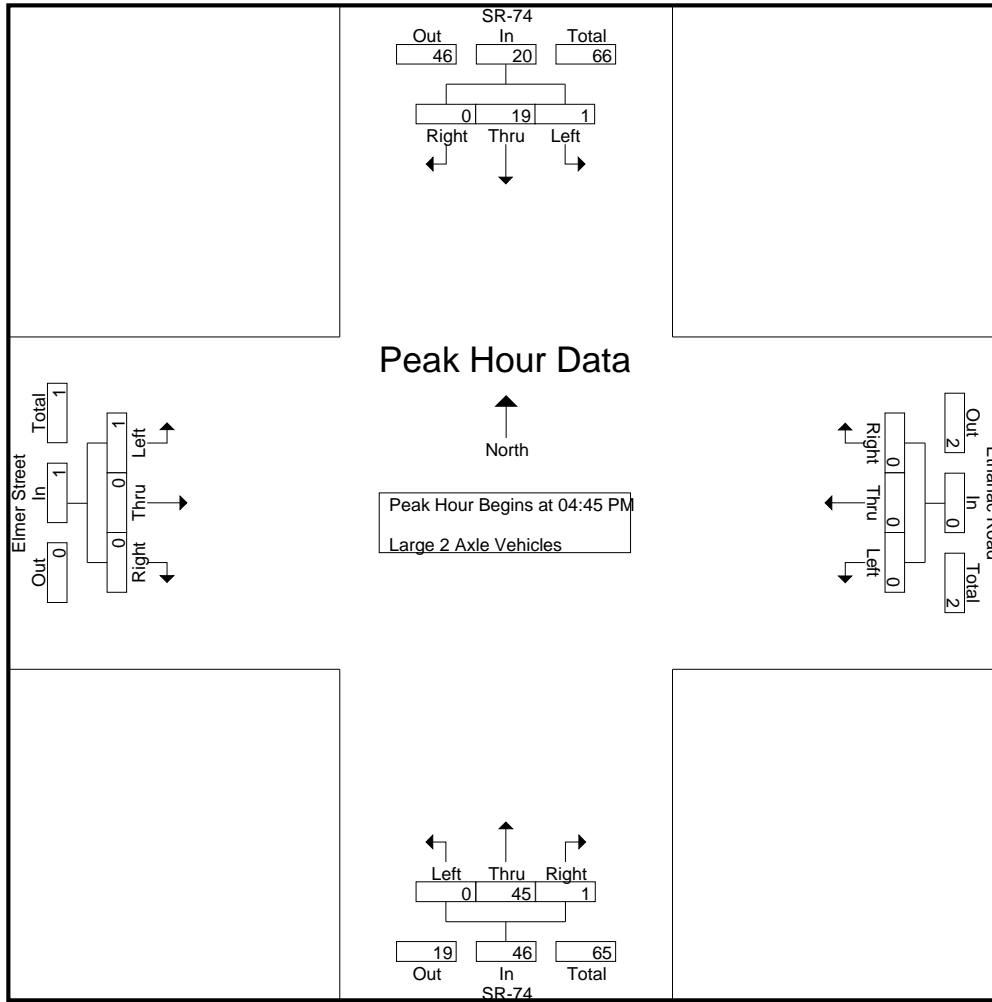
Groups Printed- Large 2 Axle Vehicles

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	6	0	6	0	0	3	3	0	15	1	16	0	0	0	0	25
04:15 PM	0	4	0	4	0	0	0	0	0	13	0	13	0	0	0	0	17
04:30 PM	1	7	0	8	0	0	1	1	0	17	0	17	0	0	0	0	26
04:45 PM	0	8	0	8	0	0	0	0	0	13	0	13	1	0	0	1	22
Total	1	25	0	26	0	0	4	4	0	58	1	59	1	0	0	1	90
05:00 PM	0	7	0	7	0	0	0	0	0	10	0	10	0	0	0	0	17
05:15 PM	0	2	0	2	0	0	0	0	0	11	0	11	0	0	0	0	13
05:30 PM	1	2	0	3	0	0	0	0	0	11	1	12	0	0	0	0	15
05:45 PM	0	3	0	3	0	0	1	1	0	3	0	3	0	0	0	0	7
Total	1	14	0	15	0	0	1	1	0	35	1	36	0	0	0	0	52
Grand Total	2	39	0	41	0	0	5	5	0	93	2	95	1	0	0	1	142
Apprch %	4.9	95.1	0		0	0	100		0	97.9	2.1		100	0	0		
Total %	1.4	27.5	0	28.9	0	0	3.5	3.5	0	65.5	1.4	66.9	0.7	0	0	0.7	

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	8	0	8	0	0	0	0	0	13	0	13	1	0	0	1	22
05:00 PM	0	7	0	7	0	0	0	0	0	10	0	10	0	0	0	0	17
05:15 PM	0	2	0	2	0	0	0	0	0	11	0	11	0	0	0	0	13
05:30 PM	1	2	0	3	0	0	0	0	0	11	1	12	0	0	0	0	15
Total Volume	1	19	0	20	0	0	0	0	0	45	1	46	1	0	0	1	67
% App. Total	5	95	0		0	0	0		0	97.8	2.2		100	0	0		
PHF	.250	.594	.000	.625	.000	.000	.000	.000	.000	.865	.250	.885	.250	.000	.000	.250	.761

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac PM
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	8	0	8	0	0	0	0	0	13	0	13	1	0	0	1
+15 mins.	0	7	0	7	0	0	0	0	0	10	0	10	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	11	0	11	0	0	0	0
+45 mins.	1	2	0	3	0	0	0	0	0	11	1	12	0	0	0	0
Total Volume	1	19	0	20	0	0	0	0	0	45	1	46	1	0	0	1
% App. Total	5	95	0		0	0	0		0	97.8	2.2		100	0	0	
PHF	.250	.594	.000	.625	.000	.000	.000	.000	.000	.865	.250	.885	.250	.000	.000	.250

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac PM
 Site Code : 05119432
 Start Date : 6/6/2019
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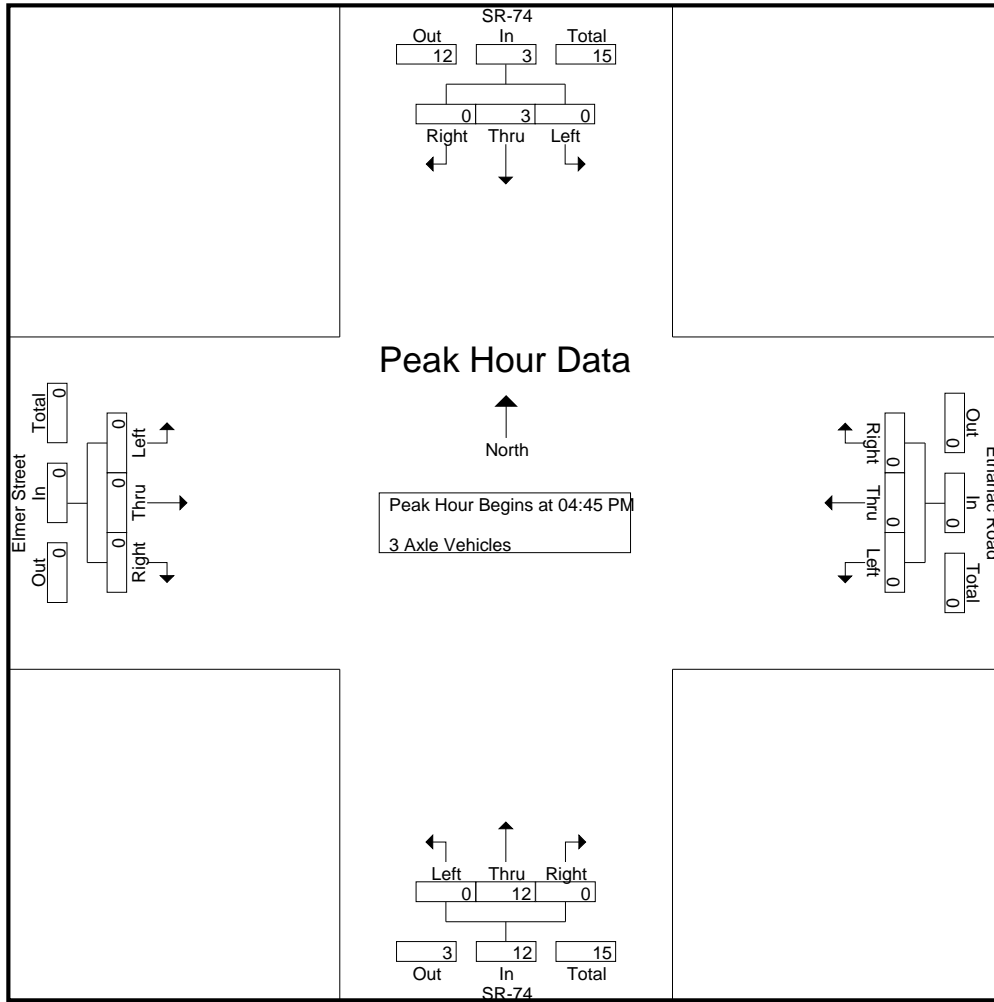
Groups Printed- 3 Axle Vehicles

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	6
04:15 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
04:30 PM	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
04:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	2	0	2	0	0	0	0	0	18	0	18	0	0	0	0	20
05:00 PM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
05:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
Total	0	2	0	2	0	0	0	0	0	15	0	15	0	0	0	0	17
Grand Total	0	4	0	4	0	0	0	0	0	33	0	33	0	0	0	0	37
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	10.8	0	10.8	0	0	0	0	0	89.2	0	89.2	0	0	0	0	

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:00 PM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
05:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	0	3	0	3	0	0	0	0	0	12	0	12	0	0	0	0	15
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.600	.000	.600	.000	.000	.000	.000	.536

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac PM
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	12	0	12	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.600	.000	.600	.000	.000	.000	.000

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac PM
 Site Code : 05119432
 Start Date : 6/6/2019
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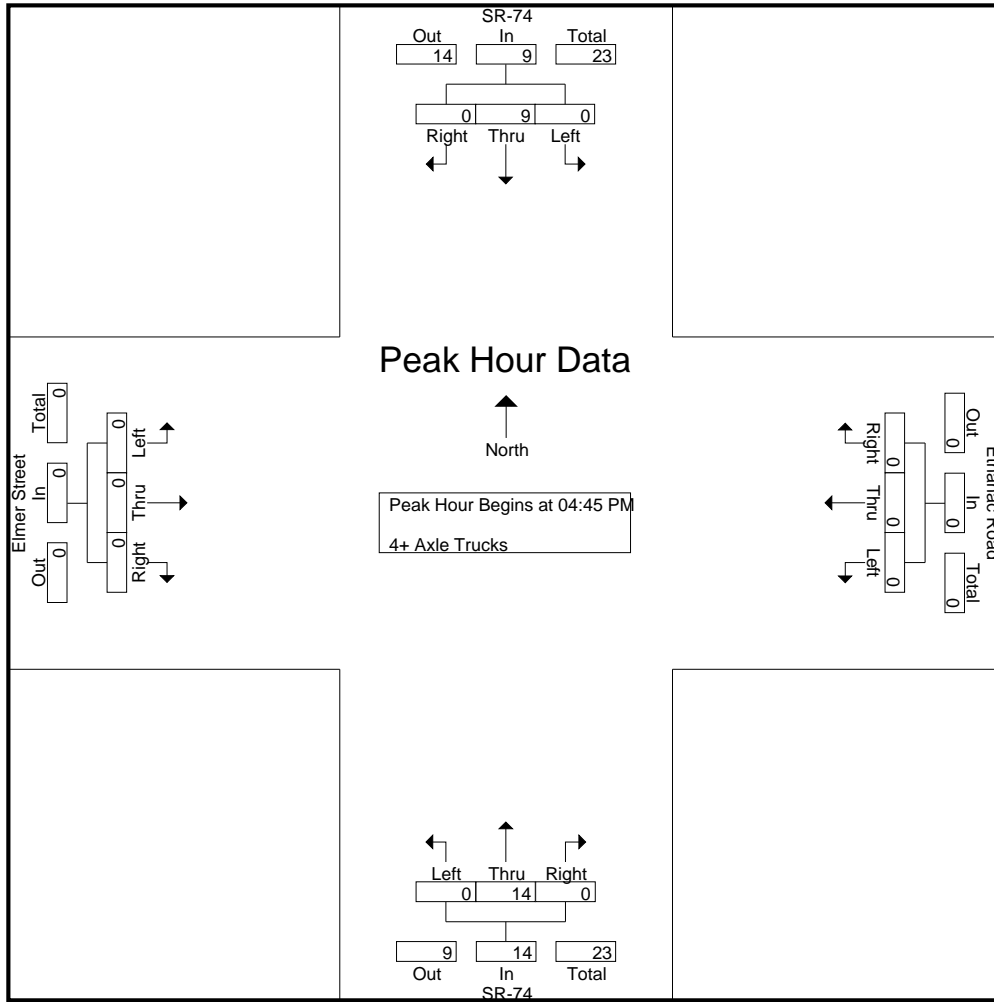
Groups Printed- 4+ Axle Trucks

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
04:15 PM	0	0	0	0	0	0	0	0	1	7	0	8	0	0	0	0	8
04:30 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
04:45 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	0	7	0	7	0	0	0	0	1	15	0	16	0	0	0	0	23
05:00 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
05:15 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
05:30 PM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
05:45 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	10	0	10	0	0	0	0	0	12	0	12	0	0	0	0	22
Grand Total	0	17	0	17	0	0	0	0	1	27	0	28	0	0	0	0	45
Apprch %	0	100	0		0	0	0		3.6	96.4	0		0	0	0		
Total %	0	37.8	0	37.8	0	0	0	0	2.2	60	0	62.2	0	0	0	0	

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
05:00 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
05:15 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
05:30 PM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
Total Volume	0	9	0	9	0	0	0	0	0	14	0	14	0	0	0	0	23
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.450	.000	.450	.000	.000	.000	.000	.000	.875	.000	.875	.000	.000	.000	.000	.639

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac PM
 Site Code : 05119432
 Start Date : 6/6/2019
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0
+45 mins.	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0
Total Volume	0	9	0	9	0	0	0	0	0	14	0	14	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.450	.000	.450	.000	.000	.000	.000	.000	.875	.000	.875	.000	.000	.000	.000

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 1

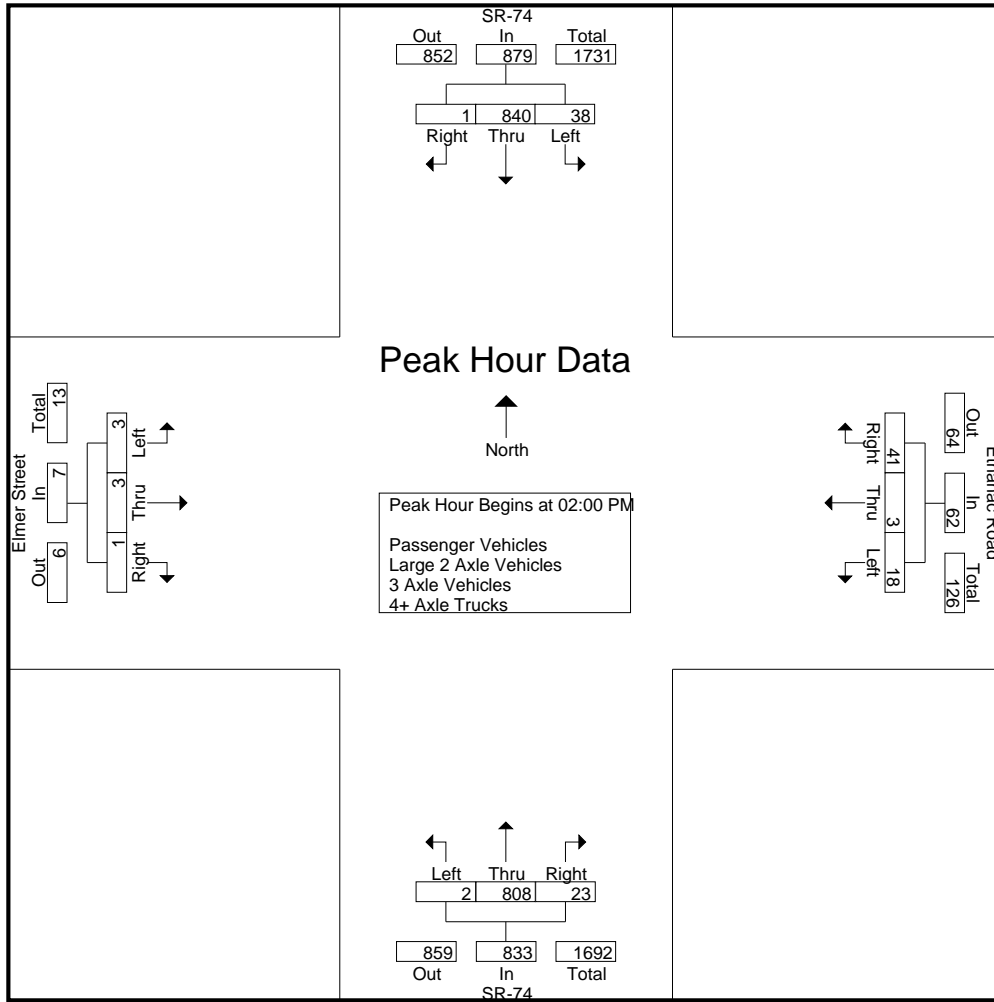
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:00 PM	11	230	0	241	4	0	11	15	0	230	7	237	1	0	0	1	494
02:15 PM	11	187	0	198	4	1	13	18	0	194	6	200	1	1	1	3	419
02:30 PM	9	237	1	247	8	0	9	17	2	215	5	222	0	0	0	0	486
02:45 PM	7	186	0	193	2	2	8	12	0	169	5	174	1	2	0	3	382
Total	38	840	1	879	18	3	41	62	2	808	23	833	3	3	1	7	1781
03:00 PM	6	170	2	178	5	1	9	15	1	187	4	192	0	0	1	1	386
03:15 PM	3	206	0	209	5	0	4	9	1	201	7	209	0	0	0	0	427
03:30 PM	9	191	1	201	4	0	9	13	0	187	5	192	1	0	0	1	407
03:45 PM	6	185	0	191	6	0	9	15	0	222	9	231	0	0	0	0	437
Total	24	752	3	779	20	1	31	52	2	797	25	824	1	0	1	2	1657
Grand Total	62	1592	4	1658	38	4	72	114	4	1605	48	1657	4	3	2	9	3438
Apprch %	3.7	96	0.2		33.3	3.5	63.2		0.2	96.9	2.9		44.4	33.3	22.2		
Total %	1.8	46.3	0.1	48.2	1.1	0.1	2.1	3.3	0.1	46.7	1.4	48.2	0.1	0.1	0.1	0.3	
Passenger Vehicles	60	1565	4	1629	37	4	72	113	4	1556	48	1608	4	3	2	9	3359
% Passenger Vehicles	96.8	98.3	100	98.3	97.4	100	100	99.1	100	96.9	100	97	100	100	100	100	97.7
Large 2 Axle Vehicles	1	20	0	21	1	0	0	1	0	29	0	29	0	0	0	0	51
% Large 2 Axle Vehicles	1.6	1.3	0	1.3	2.6	0	0	0.9	0	1.8	0	1.8	0	0	0	0	1.5
3 Axle Vehicles	1	2	0	3	0	0	0	0	0	9	0	9	0	0	0	0	12
% 3 Axle Vehicles	1.6	0.1	0	0.2	0	0	0	0	0	0.6	0	0.5	0	0	0	0	0.3
4+ Axle Trucks	0	5	0	5	0	0	0	0	0	11	0	11	0	0	0	0	16
% 4+ Axle Trucks	0	0.3	0	0.3	0	0	0	0	0	0.7	0	0.7	0	0	0	0	0.5

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	11	230	0	241	4	0	11	15	0	230	7	237	1	0	0	1	494
02:15 PM	11	187	0	198	4	1	13	18	0	194	6	200	1	1	1	3	419
02:30 PM	9	237	1	247	8	0	9	17	2	215	5	222	0	0	0	0	486
02:45 PM	7	186	0	193	2	2	8	12	0	169	5	174	1	2	0	3	382
Total Volume	38	840	1	879	18	3	41	62	2	808	23	833	3	3	1	7	1781
% App. Total	4.3	95.6	0.1		29	4.8	66.1		0.2	97	2.8		42.9	42.9	14.3		
PHF	.864	.886	.250	.890	.563	.375	.788	.861	.250	.878	.821	.879	.750	.375	.250	.583	.901

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 2



Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM							
+0 mins.	11	230	0	241	4	0	11	15	0	230	7	237	1	0	0	1
+15 mins.	11	187	0	198	4	1	13	18	0	194	6	200	1	1	1	3
+30 mins.	9	237	1	247	8	0	9	17	2	215	5	222	0	0	0	0
+45 mins.	7	186	0	193	2	2	8	12	0	169	5	174	1	2	0	3
Total Volume	38	840	1	879	18	3	41	62	2	808	23	833	3	3	1	7
% App. Total	4.3	95.6	0.1		2.9	4.8	66.1		0.2	97	2.8		42.9	42.9	14.3	
PHF	.864	.886	.250	.890	.563	.375	.788	.861	.250	.878	.821	.879	.750	.375	.250	.583

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 1

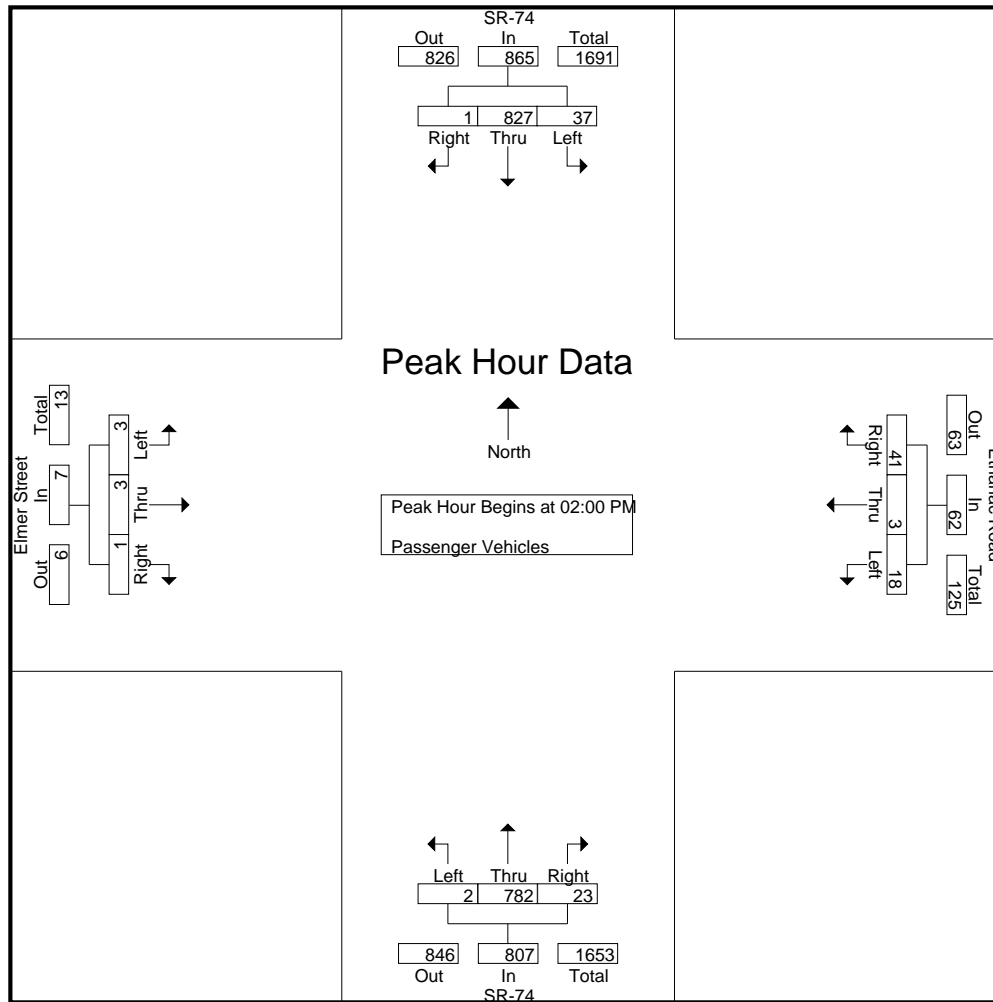
Groups Printed- Passenger Vehicles

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:00 PM	10	225	0	235	4	0	11	15	0	223	7	230	1	0	0	1	481
02:15 PM	11	185	0	196	4	1	13	18	0	188	6	194	1	1	1	3	411
02:30 PM	9	236	1	246	8	0	9	17	2	211	5	218	0	0	0	0	481
02:45 PM	7	181	0	188	2	2	8	12	0	160	5	165	1	2	0	3	368
Total	37	827	1	865	18	3	41	62	2	782	23	807	3	3	1	7	1741
03:00 PM	6	168	2	176	5	1	9	15	1	185	4	190	0	0	1	1	382
03:15 PM	2	205	0	207	4	0	4	8	1	194	7	202	0	0	0	0	417
03:30 PM	9	186	1	196	4	0	9	13	0	183	5	188	1	0	0	1	398
03:45 PM	6	179	0	185	6	0	9	15	0	212	9	221	0	0	0	0	421
Total	23	738	3	764	19	1	31	51	2	774	25	801	1	0	1	2	1618
Grand Total	60	1565	4	1629	37	4	72	113	4	1556	48	1608	4	3	2	9	3359
Apprch %	3.7	96.1	0.2		32.7	3.5	63.7		0.2	96.8	3		44.4	33.3	22.2		
Total %	1.8	46.6	0.1	48.5	1.1	0.1	2.1	3.4	0.1	46.3	1.4	47.9	0.1	0.1	0.1	0.3	

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	10	225	0	235	4	0	11	15	0	223	7	230	1	0	0	1	481
02:15 PM	11	185	0	196	4	1	13	18	0	188	6	194	1	1	1	3	411
02:30 PM	9	236	1	246	8	0	9	17	2	211	5	218	0	0	0	0	481
02:45 PM	7	181	0	188	2	2	8	12	0	160	5	165	1	2	0	3	368
Total Volume	37	827	1	865	18	3	41	62	2	782	23	807	3	3	1	7	1741
% App. Total	4.3	95.6	0.1		29	4.8	66.1		0.2	96.9	2.9		42.9	42.9	14.3		
PHF	.841	.876	.250	.879	.563	.375	.788	.861	.250	.877	.821	.877	.750	.375	.250	.583	.905

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	10	225	0	235	4	0	11	15	0	223	7	230	1	0	0	1
+15 mins.	11	185	0	196	4	1	13	18	0	188	6	194	1	1	1	3
+30 mins.	9	236	1	246	8	0	9	17	2	211	5	218	0	0	0	0
+45 mins.	7	181	0	188	2	2	8	12	0	160	5	165	1	2	0	3
Total Volume	37	827	1	865	18	3	41	62	2	782	23	807	3	3	1	7
% App. Total	4.3	95.6	0.1		2.9	4.8	66.1		0.2	96.9	2.9		42.9	42.9	14.3	
PHF	.841	.876	.250	.879	.563	.375	.788	.861	.250	.877	.821	.877	.750	.375	.250	.583

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 1

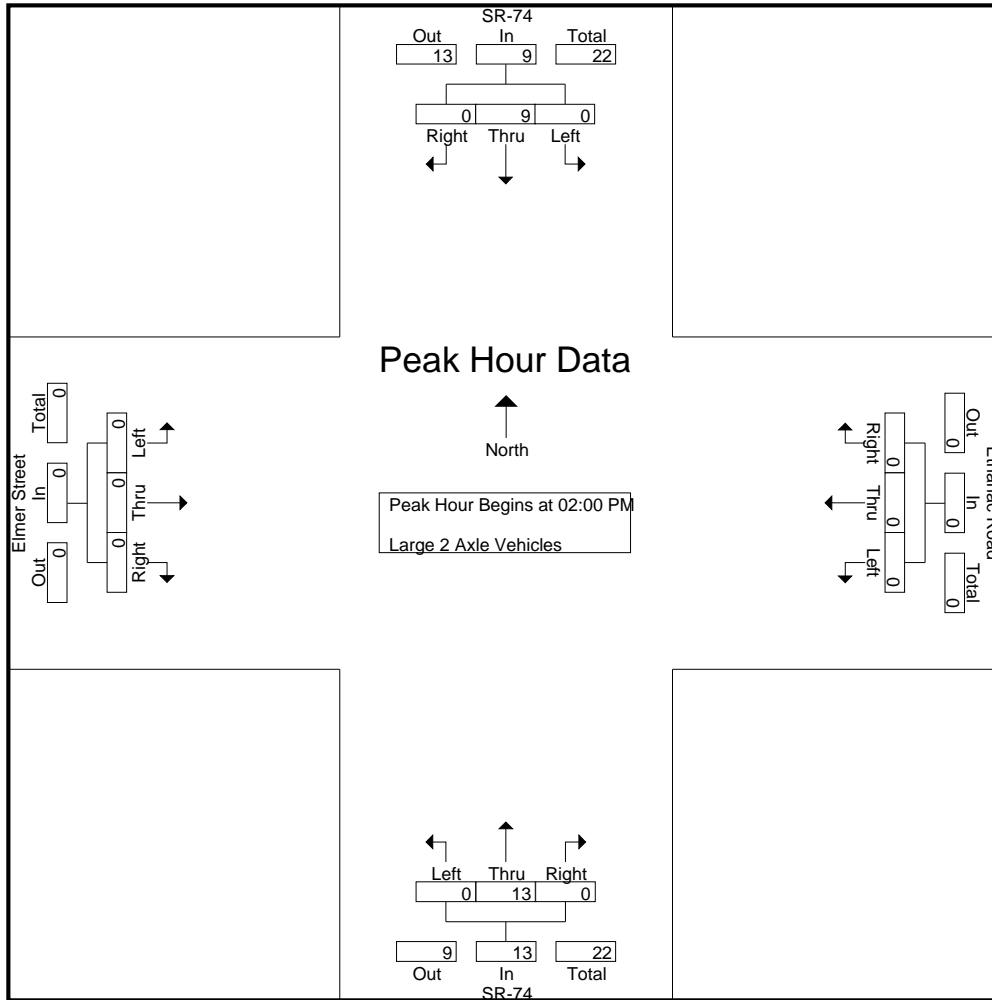
Groups Printed- Large 2 Axle Vehicles

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:00 PM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
02:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
02:30 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
02:45 PM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
Total	0	9	0	9	0	0	0	0	0	13	0	13	0	0	0	0	22
03:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
03:15 PM	1	1	0	2	1	0	0	1	0	4	0	4	0	0	0	0	7
03:30 PM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
03:45 PM	0	5	0	5	0	0	0	0	0	7	0	7	0	0	0	0	12
Total	1	11	0	12	1	0	0	1	0	16	0	16	0	0	0	0	29
Grand Total	1	20	0	21	1	0	0	1	0	29	0	29	0	0	0	0	51
Apprch %	4.8	95.2	0		100	0	0		0	100	0		0	0	0		
Total %	2	39.2	0	41.2	2	0	0	2	0	56.9	0	56.9	0	0	0	0	

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
02:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
02:30 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
02:45 PM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
Total Volume	0	9	0	9	0	0	0	0	0	13	0	13	0	0	0	0	22
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.563	.000	.563	.000	.000	.000	.000	.000	.813	.000	.813	.000	.000	.000	.000	.688

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0
+45 mins.	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0
Total Volume	0	9	0	9	0	0	0	0	0	13	0	13	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.563	.000	.563	.000	.000	.000	.000	.000	.813	.000	.813	.000	.000	.000	.000

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 1

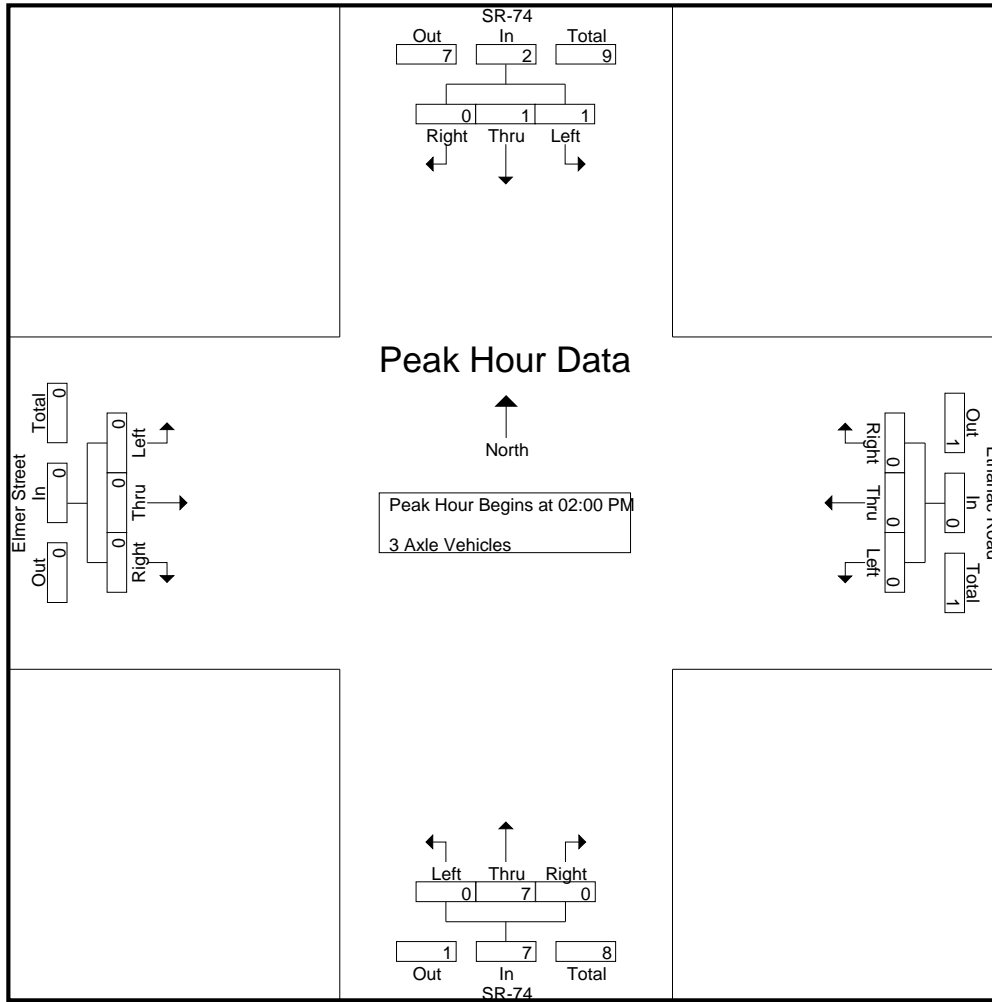
Groups Printed- 3 Axle Vehicles

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:00 PM	1	1	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
02:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
Total	1	1	0	2	0	0	0	0	0	7	0	7	0	0	0	0	9
03:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Grand Total	1	2	0	3	0	0	0	0	0	9	0	9	0	0	0	0	12
Apprch %	33.3	66.7	0		0	0	0		0	100	0		0	0	0		
Total %	8.3	16.7	0	25	0	0	0	0	0	75	0	75	0	0	0	0	

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	1	1	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
02:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
Total Volume	1	1	0	2	0	0	0	0	0	7	0	7	0	0	0	0	9
% App. Total	50	50	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.250	.000	.250	.000	.000	.000	.000	.000	.438	.000	.438	.000	.000	.000	.000	.563

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	1	1	0	2	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0
Total Volume	1	1	0	2	0	0	0	0	0	7	0	7	0	0	0	0
% App. Total	50	50	0		0	0	0		0	100	0		0	0	0	
PHF	.250	.250	.000	.250	.000	.000	.000	.000	.000	.438	.000	.438	.000	.000	.000	.000

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 1

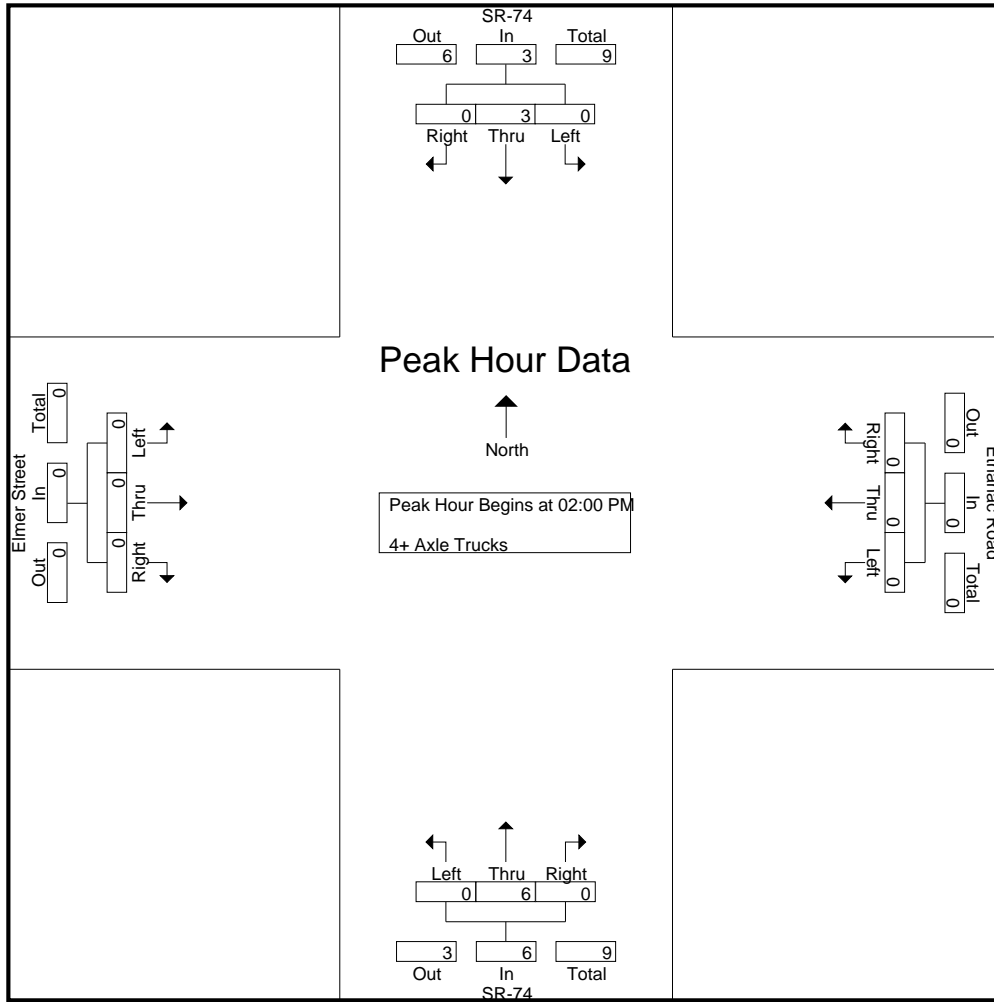
Groups Printed- 4+ Axle Trucks

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
02:15 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	9
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
03:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
Grand Total	0	5	0	5	0	0	0	0	0	11	0	11	0	0	0	0	16
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	31.2	0	31.2	0	0	0	0	0	68.8	0	68.8	0	0	0	0	

Start Time	SR-74 Southbound				Ethanac Road Westbound				SR-74 Northbound				Elmer Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
02:15 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	9
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.563

County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street
 Weather: Clear

File Name : 02_CRV_SR-74_Ethanac SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

Location: County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street



PEDESTRIANS

Date: 6/6/2019
 Day: Thursday

	North Leg SR-74	East Leg Ethanac Road	South Leg SR-74	West Leg Elmer Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	1	0	0	0	1

	North Leg SR-74	East Leg Ethanac Road	South Leg SR-74	West Leg Elmer Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Date: 6/15/2019
 Day: Saturday

	North Leg SR-74	East Leg Ethanac Road	South Leg SR-74	West Leg Elmer Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:00 PM	0	0	0	0	0
2:15 PM	0	0	0	0	0
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: County of Riverside
 N/S: SR-74
 E/W: Ethanac Road/Elmer Street



BICYCLES

Date: 6/6/2019
 Day: Thursday

	Southbound SR-74			Westbound Ethanac Road			Northbound SR-74			Eastbound Elmer Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	1	1	0	0	0	0	0	3

	Southbound SR-74			Westbound Ethanac Road			Northbound SR-74			Eastbound Elmer Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

Date: 6/15/2019
 Day: Saturday

	Southbound SR-74			Westbound Ethanac Road			Northbound SR-74			Eastbound Elmer Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River AM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 1

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

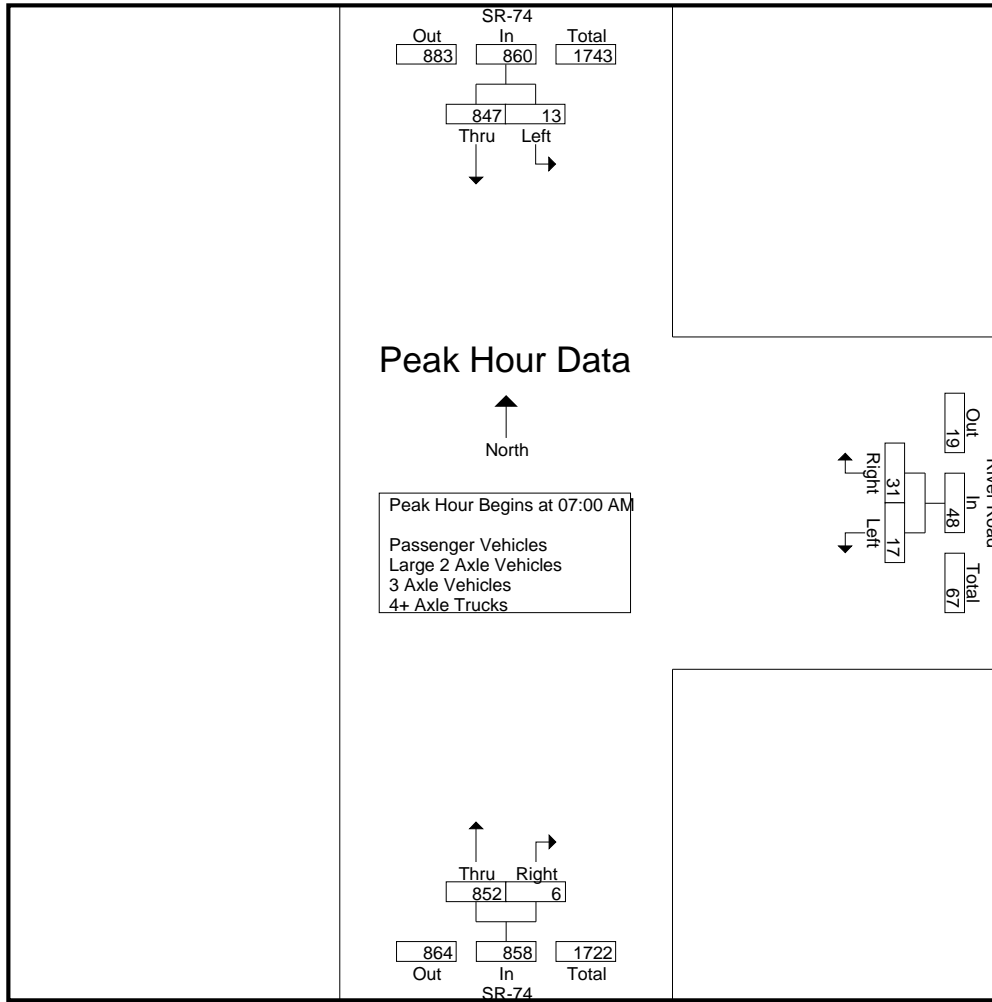
Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	208	209	3	7	10	238	0	238	457
07:15 AM	2	221	223	4	12	16	219	2	221	460
07:30 AM	6	221	227	4	7	11	191	3	194	432
07:45 AM	4	197	201	6	5	11	204	1	205	417
Total	13	847	860	17	31	48	852	6	858	1766
08:00 AM	5	183	188	2	6	8	154	2	156	352
08:15 AM	3	173	176	1	5	6	149	0	149	331
08:30 AM	5	202	207	4	4	8	161	0	161	376
08:45 AM	2	165	167	1	2	3	115	0	115	285
Total	15	723	738	8	17	25	579	2	581	1344
Grand Total	28	1570	1598	25	48	73	1431	8	1439	3110
Apprch %	1.8	98.2		34.2	65.8		99.4	0.6		
Total %	0.9	50.5	51.4	0.8	1.5	2.3	46	0.3	46.3	
Passenger Vehicles	26	1460	1486	24	44	68	1350	6	1356	2910
% Passenger Vehicles	92.9	93	93	96	91.7	93.2	94.3	75	94.2	93.6
Large 2 Axle Vehicles	2	60	62	1	4	5	39	2	41	108
% Large 2 Axle Vehicles	7.1	3.8	3.9	4	8.3	6.8	2.7	25	2.8	3.5
3 Axle Vehicles	0	13	13	0	0	0	7	0	7	20
% 3 Axle Vehicles	0	0.8	0.8	0	0	0	0.5	0	0.5	0.6
4+ Axle Trucks	0	37	37	0	0	0	35	0	35	72
% 4+ Axle Trucks	0	2.4	2.3	0	0	0	2.4	0	2.4	2.3

Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	208	209	3	7	10	238	0	238	457
07:15 AM	2	221	223	4	12	16	219	2	221	460
07:30 AM	6	221	227	4	7	11	191	3	194	432
07:45 AM	4	197	201	6	5	11	204	1	205	417
Total Volume	13	847	860	17	31	48	852	6	858	1766
% App. Total	1.5	98.5		35.4	64.6		99.3	0.7		
PHF	.542	.958	.947	.708	.646	.750	.895	.500	.901	.960

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

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River AM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	1	208	209	3	7	10	238	0	238
+15 mins.	2	221	223	4	12	16	219	2	221
+30 mins.	6	221	227	4	7	11	191	3	194
+45 mins.	4	197	201	6	5	11	204	1	205
Total Volume	13	847	860	17	31	48	852	6	858
% App. Total	1.5	98.5		35.4	64.6		99.3	0.7	
PHF	.542	.958	.947	.708	.646	.750	.895	.500	.901

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River AM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 1

Groups Printed- Passenger Vehicles

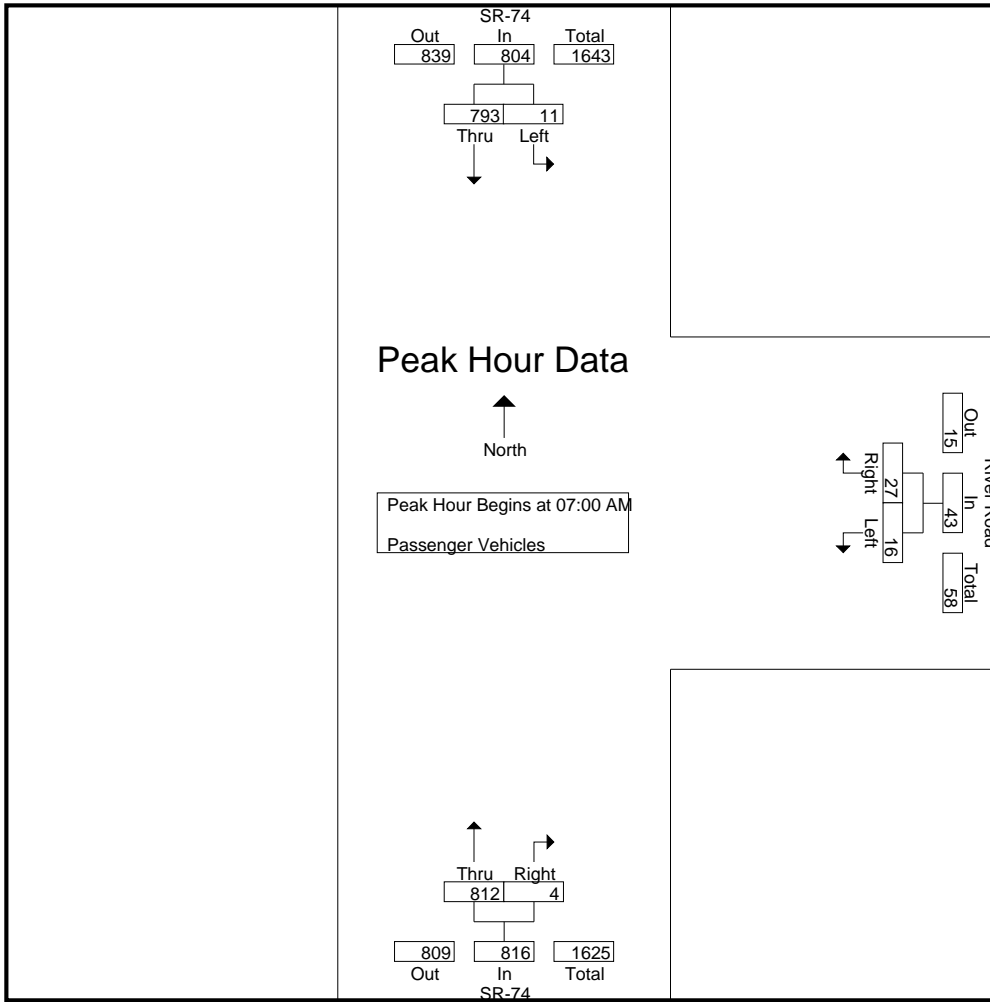
Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	192	193	2	7	9	228	0	228	430
07:15 AM	1	202	203	4	10	14	210	1	211	428
07:30 AM	6	209	215	4	5	9	181	2	183	407
07:45 AM	3	190	193	6	5	11	193	1	194	398
Total	11	793	804	16	27	43	812	4	816	1663
08:00 AM	5	168	173	2	6	8	135	2	137	318
08:15 AM	3	159	162	1	5	6	144	0	144	312
08:30 AM	5	190	195	4	4	8	155	0	155	358
08:45 AM	2	150	152	1	2	3	104	0	104	259
Total	15	667	682	8	17	25	538	2	540	1247
Grand Total	26	1460	1486	24	44	68	1350	6	1356	2910
Apprch %	1.7	98.3		35.3	64.7		99.6	0.4		
Total %	0.9	50.2	51.1	0.8	1.5	2.3	46.4	0.2	46.6	

Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	192	193	2	7	9	228	0	228	430
07:15 AM	1	202	203	4	10	14	210	1	211	428
07:30 AM	6	209	215	4	5	9	181	2	183	407
07:45 AM	3	190	193	6	5	11	193	1	194	398
Total Volume	11	793	804	16	27	43	812	4	816	1663
% App. Total	1.4	98.6		37.2	62.8		99.5	0.5		
PHF	.458	.949	.935	.667	.675	.768	.890	.500	.895	.967

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

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River AM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	1	192	193	2	7	9	228	0	228
+15 mins.	1	202	203	4	10	14	210	1	211
+30 mins.	6	209	215	4	5	9	181	2	183
+45 mins.	3	190	193	6	5	11	193	1	194
Total Volume	11	793	804	16	27	43	812	4	816
% App. Total	1.4	98.6		37.2	62.8		99.5	0.5	
PHF	.458	.949	.935	.667	.675	.768	.890	.500	.895

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River AM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

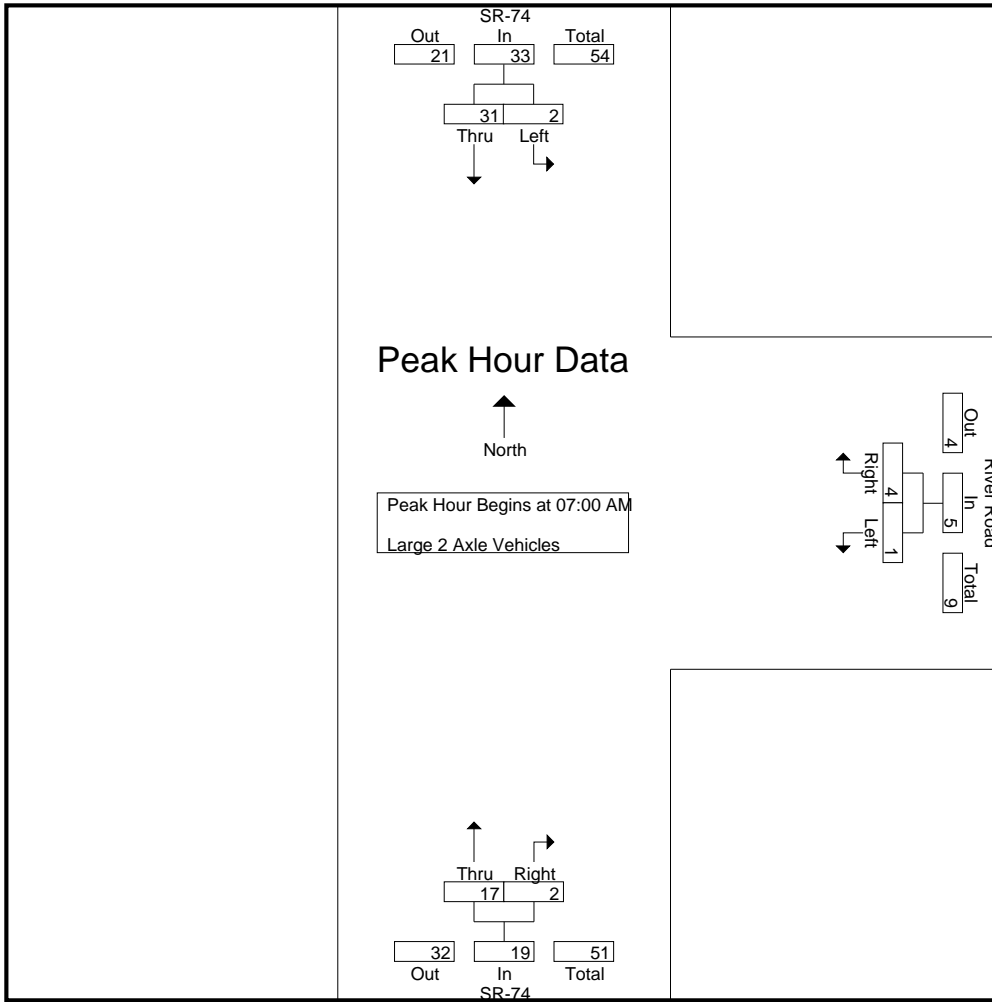
Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	9	9	1	0	1	3	0	3	13
07:15 AM	1	12	13	0	2	2	5	1	6	21
07:30 AM	0	8	8	0	2	2	4	1	5	15
07:45 AM	1	2	3	0	0	0	5	0	5	8
Total	2	31	33	1	4	5	17	2	19	57
08:00 AM	0	9	9	0	0	0	9	0	9	18
08:15 AM	0	7	7	0	0	0	4	0	4	11
08:30 AM	0	8	8	0	0	0	2	0	2	10
08:45 AM	0	5	5	0	0	0	7	0	7	12
Total	0	29	29	0	0	0	22	0	22	51
Grand Total	2	60	62	1	4	5	39	2	41	108
Apprch %	3.2	96.8		20	80		95.1	4.9		
Total %	1.9	55.6	57.4	0.9	3.7	4.6	36.1	1.9	38	

Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	9	9	1	0	1	3	0	3	13
07:15 AM	1	12	13	0	2	2	5	1	6	21
07:30 AM	0	8	8	0	2	2	4	1	5	15
07:45 AM	1	2	3	0	0	0	5	0	5	8
Total Volume	2	31	33	1	4	5	17	2	19	57
% App. Total	6.1	93.9		20	80		89.5	10.5		
PHF	.500	.646	.635	.250	.500	.625	.850	.500	.792	.679

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

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River AM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	9	9	1	0	1	3	0	3
+15 mins.	1	12	13	0	2	2	5	1	6
+30 mins.	0	8	8	0	2	2	4	1	5
+45 mins.	1	2	3	0	0	0	5	0	5
Total Volume	2	31	33	1	4	5	17	2	19
% App. Total	6.1	93.9		20	80		89.5	10.5	
PHF	.500	.646	.635	.250	.500	.625	.850	.500	.792

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River AM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 1

Groups Printed- 3 Axle Vehicles

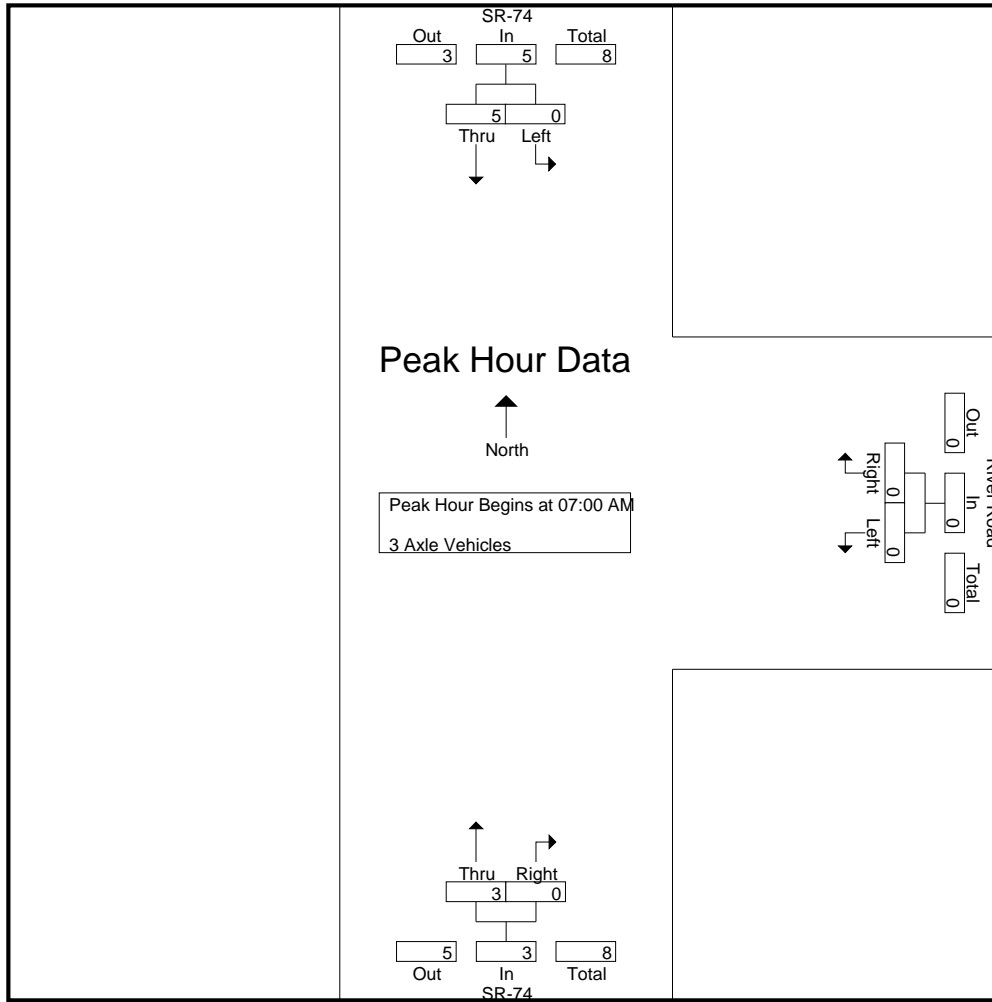
Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	1	1	0	0	0	1	0	1	2
07:15 AM	0	2	2	0	0	0	1	0	1	3
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	1	1	0	0	0	1	0	1	2
Total	0	5	5	0	0	0	3	0	3	8
08:00 AM	0	3	3	0	0	0	3	0	3	6
08:15 AM	0	1	1	0	0	0	0	0	0	1
08:30 AM	0	2	2	0	0	0	0	0	0	2
08:45 AM	0	2	2	0	0	0	1	0	1	3
Total	0	8	8	0	0	0	4	0	4	12
Grand Total	0	13	13	0	0	0	7	0	7	20
Apprch %	0	100		0	0		100	0		
Total %	0	65	65	0	0	0	35	0	35	

Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	1	1	0	0	0	1	0	1	2
07:15 AM	0	2	2	0	0	0	1	0	1	3
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	1	1	0	0	0	1	0	1	2
Total Volume	0	5	5	0	0	0	3	0	3	8
% App. Total	0	100		0	0		100	0		
PHF	.000	.625	.625	.000	.000	.000	.750	.000	.750	.667

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

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River AM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	1	1	0	0	0	1	0	1
+15 mins.	0	2	2	0	0	0	1	0	1
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	1	0	1
Total Volume	0	5	5	0	0	0	3	0	3
% App. Total	0	100		0	0		100	0	
PHF	.000	.625	.625	.000	.000	.000	.750	.000	.750

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River AM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

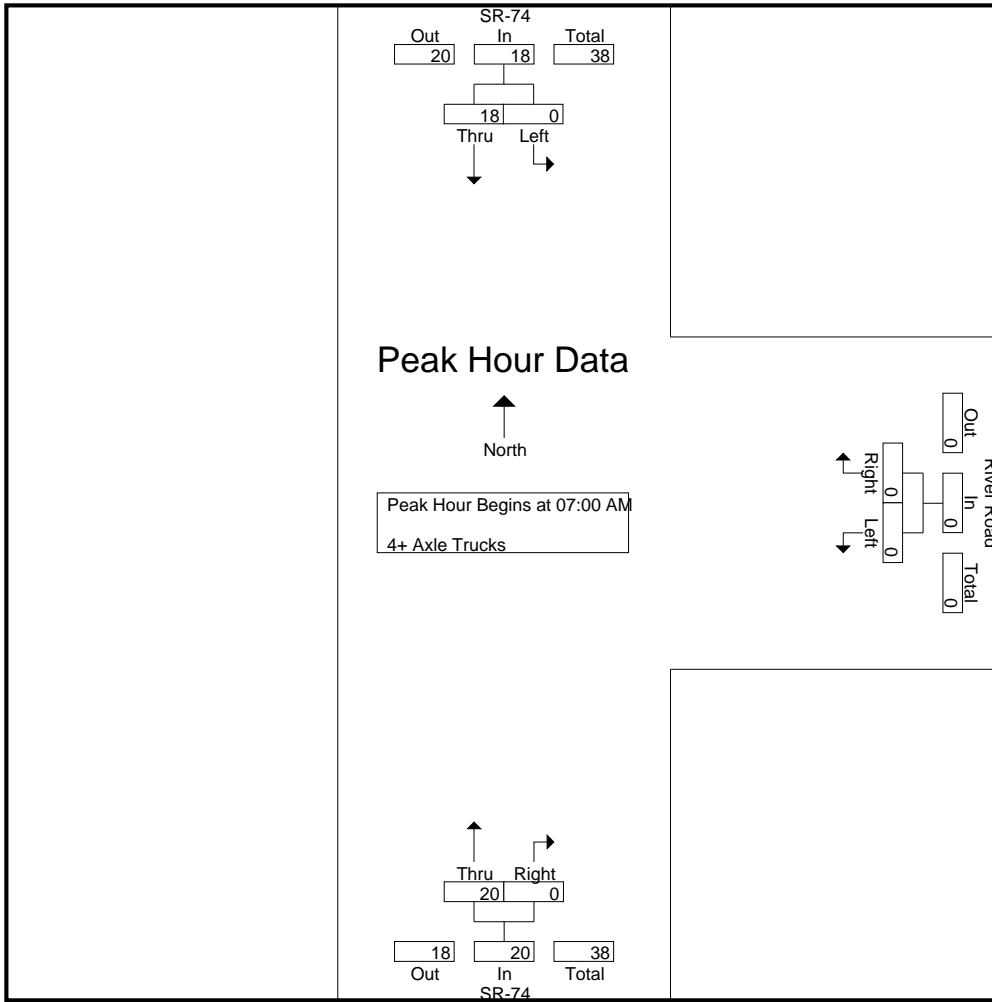
Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	6	6	0	0	0	6	0	6	12
07:15 AM	0	5	5	0	0	0	3	0	3	8
07:30 AM	0	3	3	0	0	0	6	0	6	9
07:45 AM	0	4	4	0	0	0	5	0	5	9
Total	0	18	18	0	0	0	20	0	20	38
08:00 AM	0	3	3	0	0	0	7	0	7	10
08:15 AM	0	6	6	0	0	0	1	0	1	7
08:30 AM	0	2	2	0	0	0	4	0	4	6
08:45 AM	0	8	8	0	0	0	3	0	3	11
Total	0	19	19	0	0	0	15	0	15	34
Grand Total	0	37	37	0	0	0	35	0	35	72
Apprch %	0	100		0	0		100	0		
Total %	0	51.4	51.4	0	0	0	48.6	0	48.6	

Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	6	6	0	0	0	6	0	6	12
07:15 AM	0	5	5	0	0	0	3	0	3	8
07:30 AM	0	3	3	0	0	0	6	0	6	9
07:45 AM	0	4	4	0	0	0	5	0	5	9
Total Volume	0	18	18	0	0	0	20	0	20	38
% App. Total	0	100		0	0		100	0		
PHF	.000	.750	.750	.000	.000	.000	.833	.000	.833	.792

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

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River AM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	6	6	0	0	0	6	0	6
+15 mins.	0	5	5	0	0	0	3	0	3
+30 mins.	0	3	3	0	0	0	6	0	6
+45 mins.	0	4	4	0	0	0	5	0	5
Total Volume	0	18	18	0	0	0	20	0	20
% App. Total	0	100		0	0		100	0	
PHF	.000	.750	.750	.000	.000	.000	.833	.000	.833

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River PM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 1

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

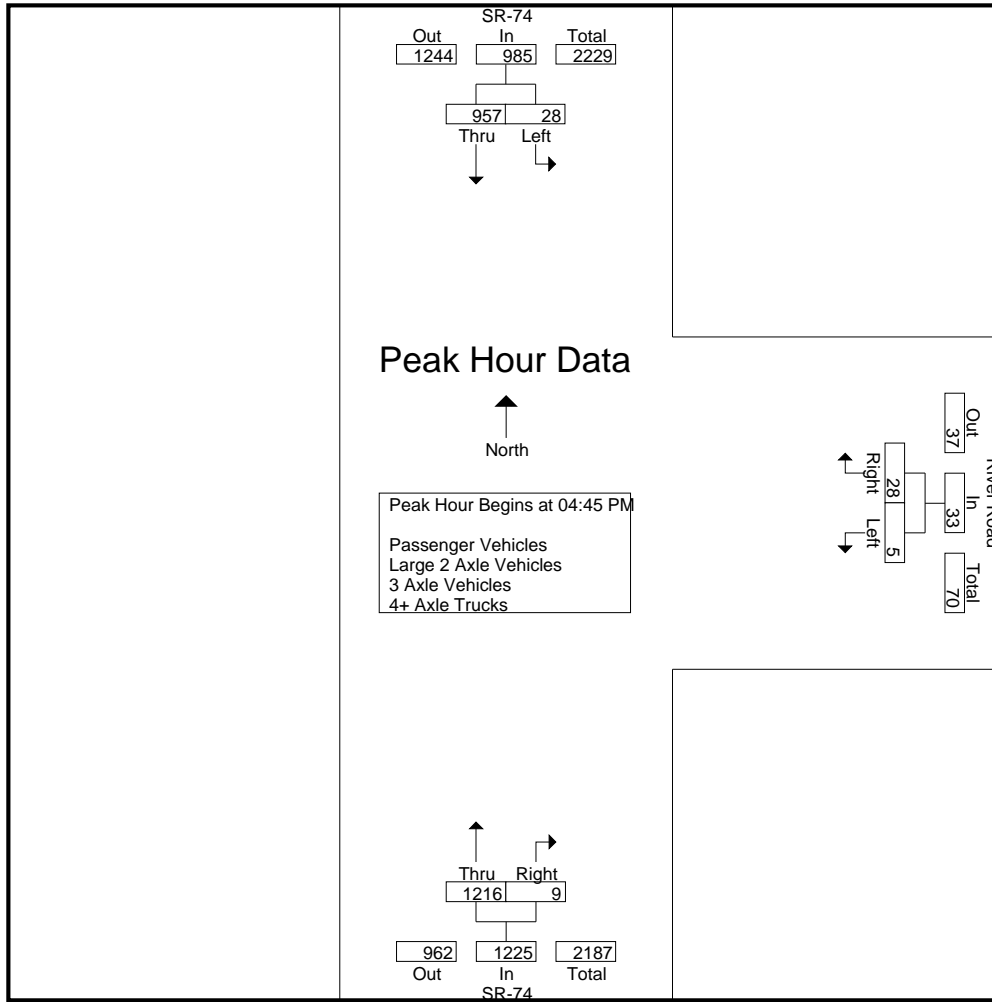
Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	5	187	192	2	6	8	320	1	321	521
04:15 PM	6	244	250	3	5	8	303	1	304	562
04:30 PM	6	221	227	1	4	5	274	1	275	507
04:45 PM	5	244	249	0	4	4	316	5	321	574
Total	22	896	918	6	19	25	1213	8	1221	2164
05:00 PM	7	224	231	1	12	13	312	1	313	557
05:15 PM	9	246	255	3	6	9	294	1	295	559
05:30 PM	7	243	250	1	6	7	294	2	296	553
05:45 PM	9	223	232	4	2	6	226	6	232	470
Total	32	936	968	9	26	35	1126	10	1136	2139
Grand Total	54	1832	1886	15	45	60	2339	18	2357	4303
Apprch %	2.9	97.1		25	75		99.2	0.8		
Total %	1.3	42.6	43.8	0.3	1	1.4	54.4	0.4	54.8	
Passenger Vehicles	54	1776	1830	15	44	59	2211	18	2229	4118
% Passenger Vehicles	100	96.9	97	100	97.8	98.3	94.5	100	94.6	95.7
Large 2 Axle Vehicles	0	27	27	0	1	1	59	0	59	87
% Large 2 Axle Vehicles	0	1.5	1.4	0	2.2	1.7	2.5	0	2.5	2
3 Axle Vehicles	0	6	6	0	0	0	37	0	37	43
% 3 Axle Vehicles	0	0.3	0.3	0	0	0	1.6	0	1.6	1
4+ Axle Trucks	0	23	23	0	0	0	32	0	32	55
% 4+ Axle Trucks	0	1.3	1.2	0	0	0	1.4	0	1.4	1.3

Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:45 PM	5	244	249	0	4	4	316	5	321	574
05:00 PM	7	224	231	1	12	13	312	1	313	557
05:15 PM	9	246	255	3	6	9	294	1	295	559
05:30 PM	7	243	250	1	6	7	294	2	296	553
Total Volume	28	957	985	5	28	33	1216	9	1225	2243
% App. Total	2.8	97.2		15.2	84.8		99.3	0.7		
PHF	.778	.973	.966	.417	.583	.635	.962	.450	.954	.977

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

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River PM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 2



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

	04:45 PM			05:00 PM			04:45 PM		
+0 mins.	5	244	249	1	12	13	316	5	321
+15 mins.	7	224	231	3	6	9	312	1	313
+30 mins.	9	246	255	1	6	7	294	1	295
+45 mins.	7	243	250	4	2	6	294	2	296
Total Volume	28	957	985	9	26	35	1216	9	1225
% App. Total	2.8	97.2		25.7	74.3		99.3	0.7	
PHF	.778	.973	.966	.563	.542	.673	.962	.450	.954

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River PM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 1

Groups Printed- Passenger Vehicles

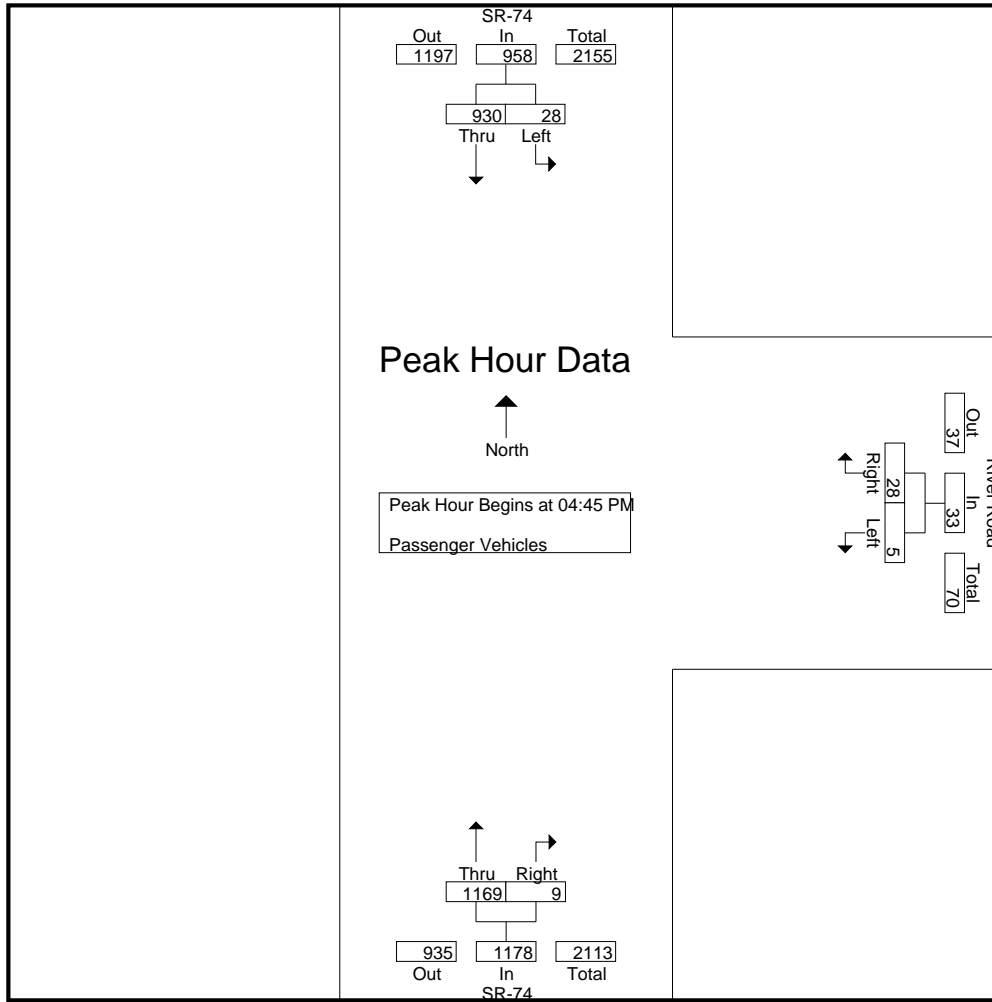
Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	5	180	185	2	6	8	292	1	293	486
04:15 PM	6	236	242	3	5	8	284	1	285	535
04:30 PM	6	214	220	1	3	4	252	1	253	477
04:45 PM	5	239	244	0	4	4	305	5	310	558
Total	22	869	891	6	18	24	1133	8	1141	2056
05:00 PM	7	215	222	1	12	13	299	1	300	535
05:15 PM	9	238	247	3	6	9	280	1	281	537
05:30 PM	7	238	245	1	6	7	285	2	287	539
05:45 PM	9	216	225	4	2	6	214	6	220	451
Total	32	907	939	9	26	35	1078	10	1088	2062
Grand Total	54	1776	1830	15	44	59	2211	18	2229	4118
Apprch %	3	97		25.4	74.6		99.2	0.8		
Total %	1.3	43.1	44.4	0.4	1.1	1.4	53.7	0.4	54.1	

Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:45 PM	5	239	244	0	4	4	305	5	310	558
05:00 PM	7	215	222	1	12	13	299	1	300	535
05:15 PM	9	238	247	3	6	9	280	1	281	537
05:30 PM	7	238	245	1	6	7	285	2	287	539
Total Volume	28	930	958	5	28	33	1169	9	1178	2169
% App. Total	2.9	97.1		15.2	84.8		99.2	0.8		
PHF	.778	.973	.970	.417	.583	.635	.958	.450	.950	.972

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

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River PM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 2



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	5	239	244	0	4	4	305	5	310
+15 mins.	7	215	222	1	12	13	299	1	300
+30 mins.	9	238	247	3	6	9	280	1	281
+45 mins.	7	238	245	1	6	7	285	2	287
Total Volume	28	930	958	5	28	33	1169	9	1178
% App. Total	2.9	97.1		15.2	84.8		99.2	0.8	
PHF	.778	.973	.970	.417	.583	.635	.958	.450	.950

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River PM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	4	4	0	0	0	17	0	17	21
04:15 PM	0	2	2	0	0	0	11	0	11	13
04:30 PM	0	4	4	0	1	1	9	0	9	14
04:45 PM	0	4	4	0	0	0	3	0	3	7
Total	0	14	14	0	1	1	40	0	40	55
05:00 PM	0	4	4	0	0	0	6	0	6	10
05:15 PM	0	3	3	0	0	0	6	0	6	9
05:30 PM	0	1	1	0	0	0	5	0	5	6
05:45 PM	0	5	5	0	0	0	2	0	2	7
Total	0	13	13	0	0	0	19	0	19	32
Grand Total	0	27	27	0	1	1	59	0	59	87
Apprch %	0	100		0	100		100	0		
Total %	0	31	31	0	1.1	1.1	67.8	0	67.8	

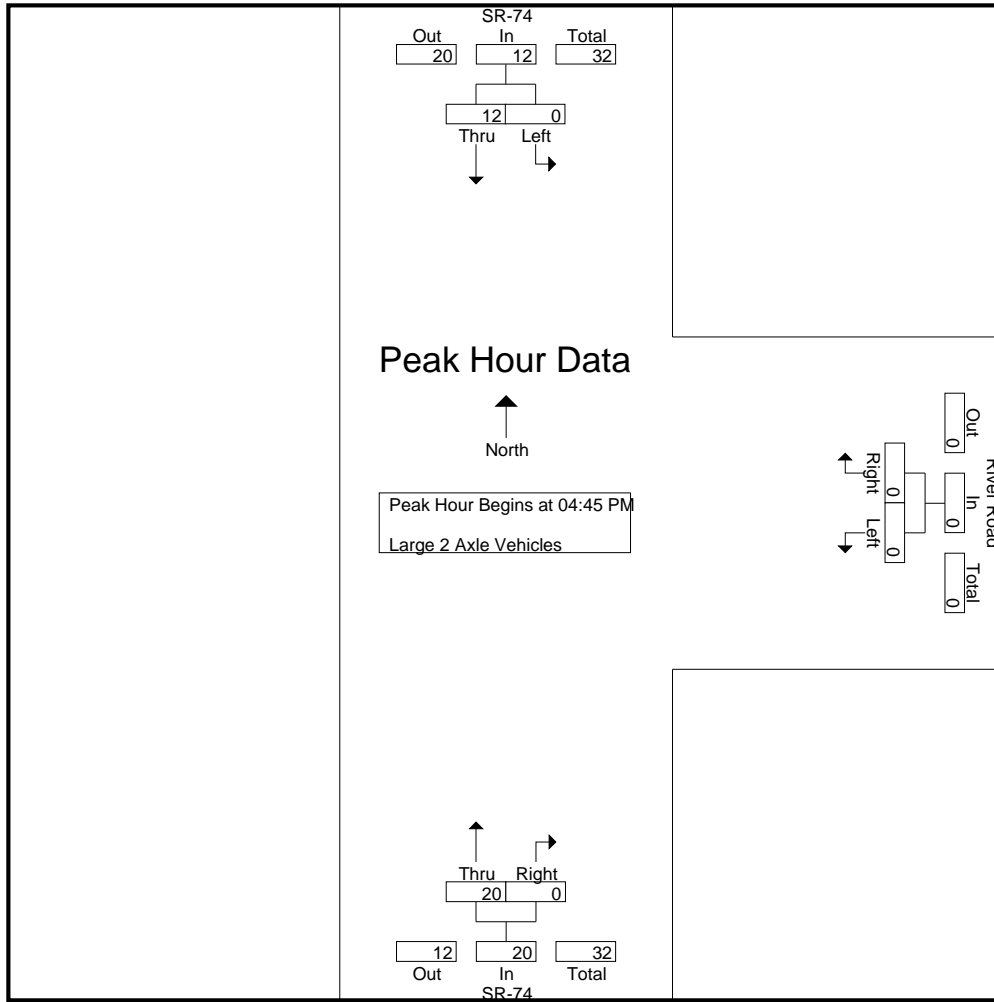
Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:45 PM	0	4	4	0	0	0	3	0	3	7
05:00 PM	0	4	4	0	0	0	6	0	6	10
05:15 PM	0	3	3	0	0	0	6	0	6	9
05:30 PM	0	1	1	0	0	0	5	0	5	6
Total Volume	0	12	12	0	0	0	20	0	20	32
% App. Total	0	100		0	0		100	0		
PHF	.000	.750	.750	.000	.000	.000	.833	.000	.833	.800

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River PM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 2



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	4	4	0	0	0	3	0	3
+15 mins.	0	4	4	0	0	0	6	0	6
+30 mins.	0	3	3	0	0	0	6	0	6
+45 mins.	0	1	1	0	0	0	5	0	5
Total Volume	0	12	12	0	0	0	20	0	20
% App. Total	0	100		0	0		100	0	
PHF	.000	.750	.750	.000	.000	.000	.833	.000	.833

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River PM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 1

Groups Printed- 3 Axle Vehicles

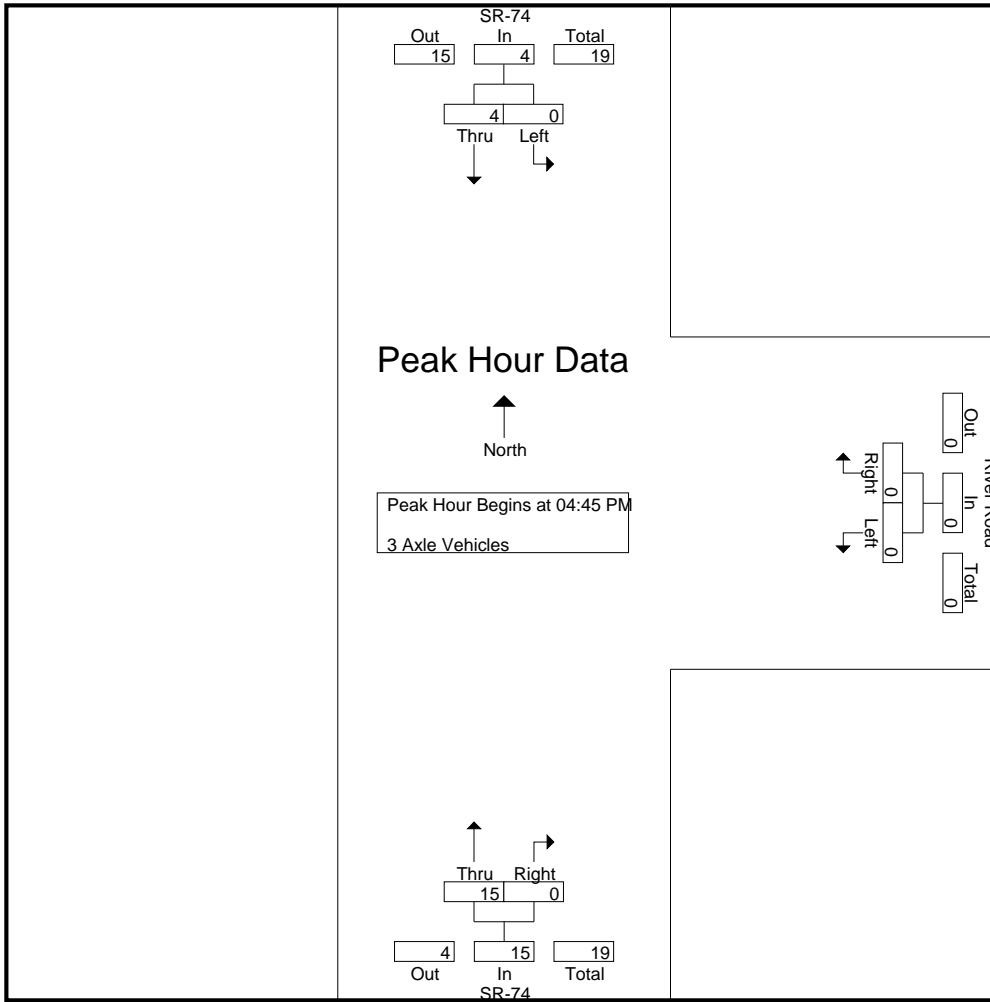
Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	8	0	8	8
04:15 PM	0	2	2	0	0	0	3	0	3	5
04:30 PM	0	0	0	0	0	0	6	0	6	6
04:45 PM	0	0	0	0	0	0	7	0	7	7
Total	0	2	2	0	0	0	24	0	24	26
05:00 PM	0	1	1	0	0	0	4	0	4	5
05:15 PM	0	1	1	0	0	0	3	0	3	4
05:30 PM	0	2	2	0	0	0	1	0	1	3
05:45 PM	0	0	0	0	0	0	5	0	5	5
Total	0	4	4	0	0	0	13	0	13	17
Grand Total	0	6	6	0	0	0	37	0	37	43
Apprch %	0	100		0	0		100	0		
Total %	0	14	14	0	0	0	86	0	86	

Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	7	0	7	7
05:00 PM	0	1	1	0	0	0	4	0	4	5
05:15 PM	0	1	1	0	0	0	3	0	3	4
05:30 PM	0	2	2	0	0	0	1	0	1	3
Total Volume	0	4	4	0	0	0	15	0	15	19
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.536	.000	.536	.679

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

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River PM
 Site Code : 05119432
 Start Date : 6/6/2019
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	7	0	7
+15 mins.	0	1	1	0	0	0	4	0	4
+30 mins.	0	1	1	0	0	0	3	0	3
+45 mins.	0	2	2	0	0	0	1	0	1
Total Volume	0	4	4	0	0	0	15	0	15
% App. Total	0	100		0	0		100	0	
PHF	.000	.500	.500	.000	.000	.000	.536	.000	.536

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River PM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

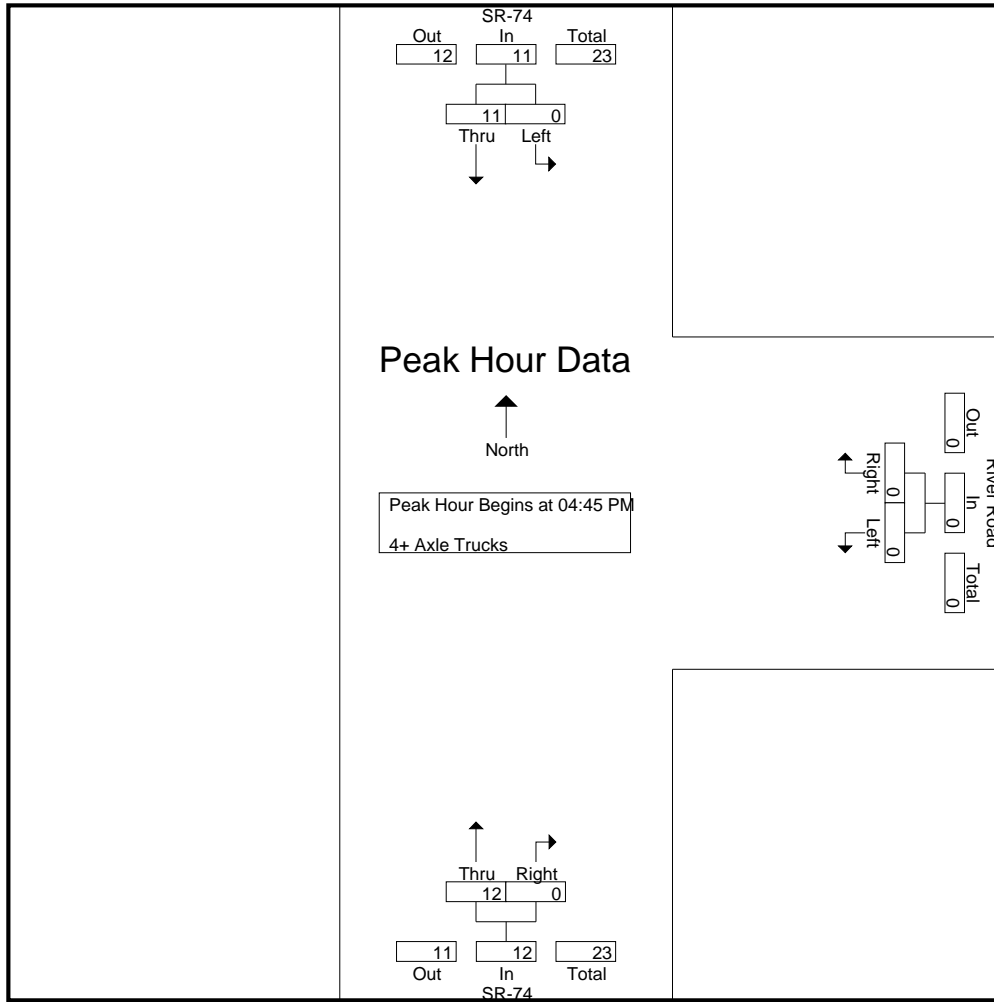
Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	3	3	0	0	0	3	0	3	6
04:15 PM	0	4	4	0	0	0	5	0	5	9
04:30 PM	0	3	3	0	0	0	7	0	7	10
04:45 PM	0	1	1	0	0	0	1	0	1	2
Total	0	11	11	0	0	0	16	0	16	27
05:00 PM	0	4	4	0	0	0	3	0	3	7
05:15 PM	0	4	4	0	0	0	5	0	5	9
05:30 PM	0	2	2	0	0	0	3	0	3	5
05:45 PM	0	2	2	0	0	0	5	0	5	7
Total	0	12	12	0	0	0	16	0	16	28
Grand Total	0	23	23	0	0	0	32	0	32	55
Apprch %	0	100		0	0		100	0		
Total %	0	41.8	41.8	0	0	0	58.2	0	58.2	

Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:45 PM	0	1	1	0	0	0	1	0	1	2
05:00 PM	0	4	4	0	0	0	3	0	3	7
05:15 PM	0	4	4	0	0	0	5	0	5	9
05:30 PM	0	2	2	0	0	0	3	0	3	5
Total Volume	0	11	11	0	0	0	12	0	12	23
% App. Total	0	100		0	0		100	0		
PHF	.000	.688	.688	.000	.000	.000	.600	.000	.600	.639

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

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River PM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 2



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	1	1	0	0	0	1	0	1
+15 mins.	0	4	4	0	0	0	3	0	3
+30 mins.	0	4	4	0	0	0	5	0	5
+45 mins.	0	2	2	0	0	0	3	0	3
Total Volume	0	11	11	0	0	0	12	0	12
% App. Total	0	100		0	0		100	0	
PHF	.000	.688	.688	.000	.000	.000	.600	.000	.600

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 1

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

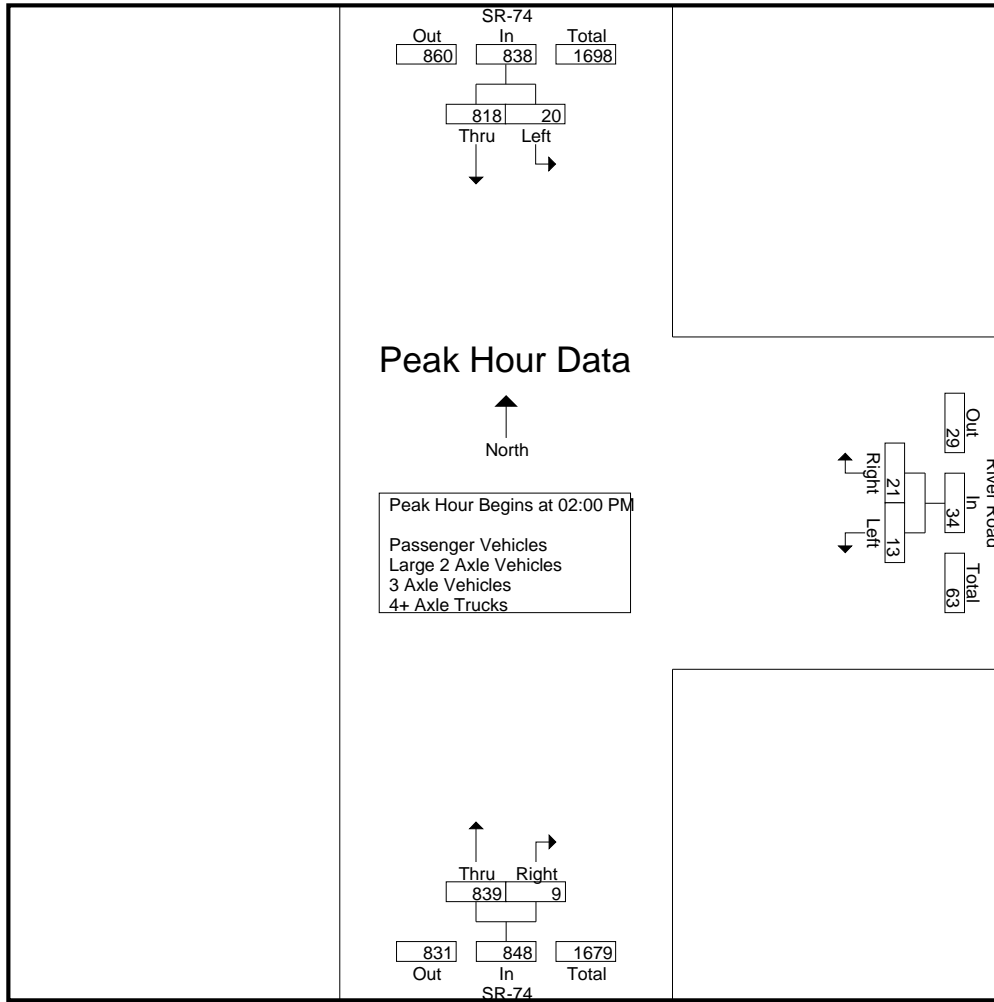
Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	4	203	207	5	6	11	220	2	222	440
02:15 PM	6	214	220	2	4	6	224	1	225	451
02:30 PM	5	220	225	4	6	10	213	2	215	450
02:45 PM	5	181	186	2	5	7	182	4	186	379
Total	20	818	838	13	21	34	839	9	848	1720
03:00 PM	2	177	179	1	7	8	195	2	197	384
03:15 PM	13	215	228	1	2	3	217	1	218	449
03:30 PM	2	192	194	2	7	9	205	2	207	410
03:45 PM	7	169	176	3	1	4	215	3	218	398
Total	24	753	777	7	17	24	832	8	840	1641
Grand Total	44	1571	1615	20	38	58	1671	17	1688	3361
Apprch %	2.7	97.3		34.5	65.5		99	1		
Total %	1.3	46.7	48.1	0.6	1.1	1.7	49.7	0.5	50.2	
Passenger Vehicles	44	1549	1593	20	38	58	1627	17	1644	3295
% Passenger Vehicles	100	98.6	98.6	100	100	100	97.4	100	97.4	98
Large 2 Axle Vehicles	0	16	16	0	0	0	25	0	25	41
% Large 2 Axle Vehicles	0	1	1	0	0	0	1.5	0	1.5	1.2
3 Axle Vehicles	0	1	1	0	0	0	7	0	7	8
% 3 Axle Vehicles	0	0.1	0.1	0	0	0	0.4	0	0.4	0.2
4+ Axle Trucks	0	5	5	0	0	0	12	0	12	17
% 4+ Axle Trucks	0	0.3	0.3	0	0	0	0.7	0	0.7	0.5

Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	4	203	207	5	6	11	220	2	222	440
02:15 PM	6	214	220	2	4	6	224	1	225	451
02:30 PM	5	220	225	4	6	10	213	2	215	450
02:45 PM	5	181	186	2	5	7	182	4	186	379
Total Volume	20	818	838	13	21	34	839	9	848	1720
% App. Total	2.4	97.6		38.2	61.8		98.9	1.1		
PHF	.833	.930	.931	.650	.875	.773	.936	.563	.942	.953

Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 2



Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	4	203	207	5	6	11	220	2	222
+15 mins.	6	214	220	2	4	6	224	1	225
+30 mins.	5	220	225	4	6	10	213	2	215
+45 mins.	5	181	186	2	5	7	182	4	186
Total Volume	20	818	838	13	21	34	839	9	848
% App. Total	2.4	97.6		38.2	61.8		98.9	1.1	
PHF	.833	.930	.931	.650	.875	.773	.936	.563	.942

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	4	199	203	5	6	11	213	2	215	429
02:15 PM	6	210	216	2	4	6	218	1	219	441
02:30 PM	5	218	223	4	6	10	207	2	209	442
02:45 PM	5	179	184	2	5	7	176	4	180	371
Total	20	806	826	13	21	34	814	9	823	1683
03:00 PM	2	176	178	1	7	8	193	2	195	381
03:15 PM	13	215	228	1	2	3	211	1	212	443
03:30 PM	2	189	191	2	7	9	202	2	204	404
03:45 PM	7	163	170	3	1	4	207	3	210	384
Total	24	743	767	7	17	24	813	8	821	1612
Grand Total	44	1549	1593	20	38	58	1627	17	1644	3295
Apprch %	2.8	97.2		34.5	65.5		99	1		
Total %	1.3	47	48.3	0.6	1.2	1.8	49.4	0.5	49.9	

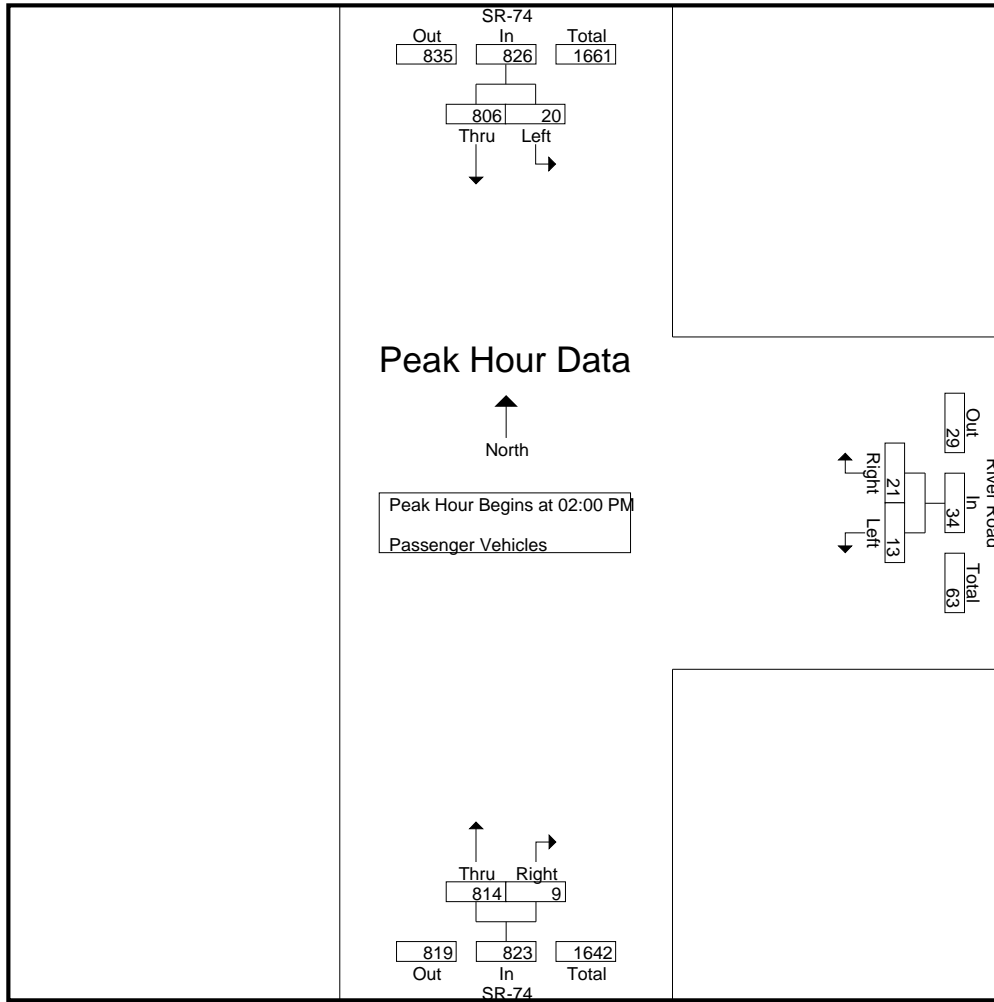
Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	4	199	203	5	6	11	213	2	215	429
02:15 PM	6	210	216	2	4	6	218	1	219	441
02:30 PM	5	218	223	4	6	10	207	2	209	442
02:45 PM	5	179	184	2	5	7	176	4	180	371
Total Volume	20	806	826	13	21	34	814	9	823	1683
% App. Total	2.4	97.6		38.2	61.8		98.9	1.1		
PHF	.833	.924	.926	.650	.875	.773	.933	.563	.939	.952

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	4	199	203	5	6	11	213	2	215
+15 mins.	6	210	216	2	4	6	218	1	219
+30 mins.	5	218	223	4	6	10	207	2	209
+45 mins.	5	179	184	2	5	7	176	4	180
Total Volume	20	806	826	13	21	34	814	9	823
% App. Total	2.4	97.6		38.2	61.8		98.9	1.1	
PHF	.833	.924	.926	.650	.875	.773	.933	.563	.939

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

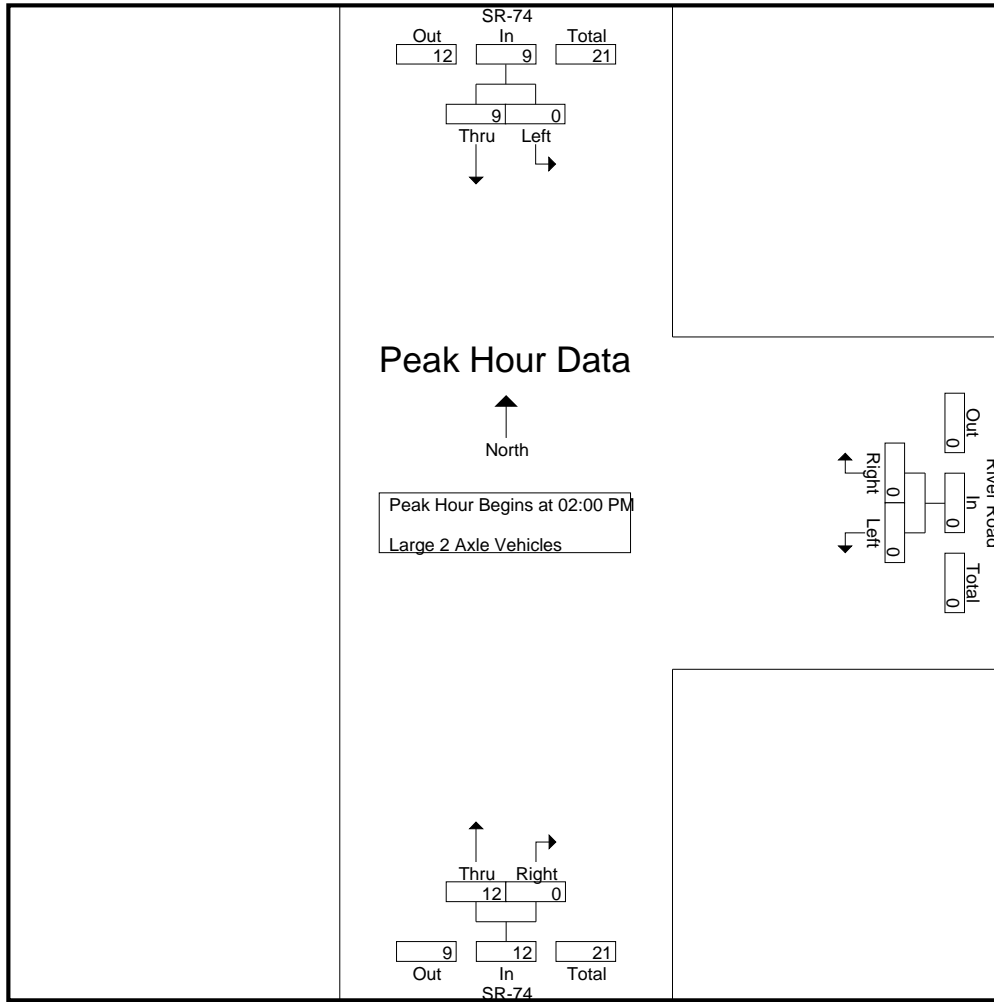
Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	0	3	3	0	0	0	3	0	3	6
02:15 PM	0	2	2	0	0	0	2	0	2	4
02:30 PM	0	2	2	0	0	0	5	0	5	7
02:45 PM	0	2	2	0	0	0	2	0	2	4
Total	0	9	9	0	0	0	12	0	12	21
03:00 PM	0	1	1	0	0	0	1	0	1	2
03:15 PM	0	0	0	0	0	0	4	0	4	4
03:30 PM	0	1	1	0	0	0	3	0	3	4
03:45 PM	0	5	5	0	0	0	5	0	5	10
Total	0	7	7	0	0	0	13	0	13	20
Grand Total	0	16	16	0	0	0	25	0	25	41
Apprch %	0	100		0	0		100	0		
Total %	0	39	39	0	0	0	61	0	61	

Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	0	3	3	0	0	0	3	0	3	6
02:15 PM	0	2	2	0	0	0	2	0	2	4
02:30 PM	0	2	2	0	0	0	5	0	5	7
02:45 PM	0	2	2	0	0	0	2	0	2	4
Total Volume	0	9	9	0	0	0	12	0	12	21
% App. Total	0	100		0	0		100	0		
PHF	.000	.750	.750	.000	.000	.000	.600	.000	.600	.750

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	3	3	0	0	0	3	0	3
+15 mins.	0	2	2	0	0	0	2	0	2
+30 mins.	0	2	2	0	0	0	5	0	5
+45 mins.	0	2	2	0	0	0	2	0	2
Total Volume	0	9	9	0	0	0	12	0	12
% App. Total	0	100		0	0		100	0	
PHF	.000	.750	.750	.000	.000	.000	.600	.000	.600

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 1

Groups Printed- 3 Axle Vehicles

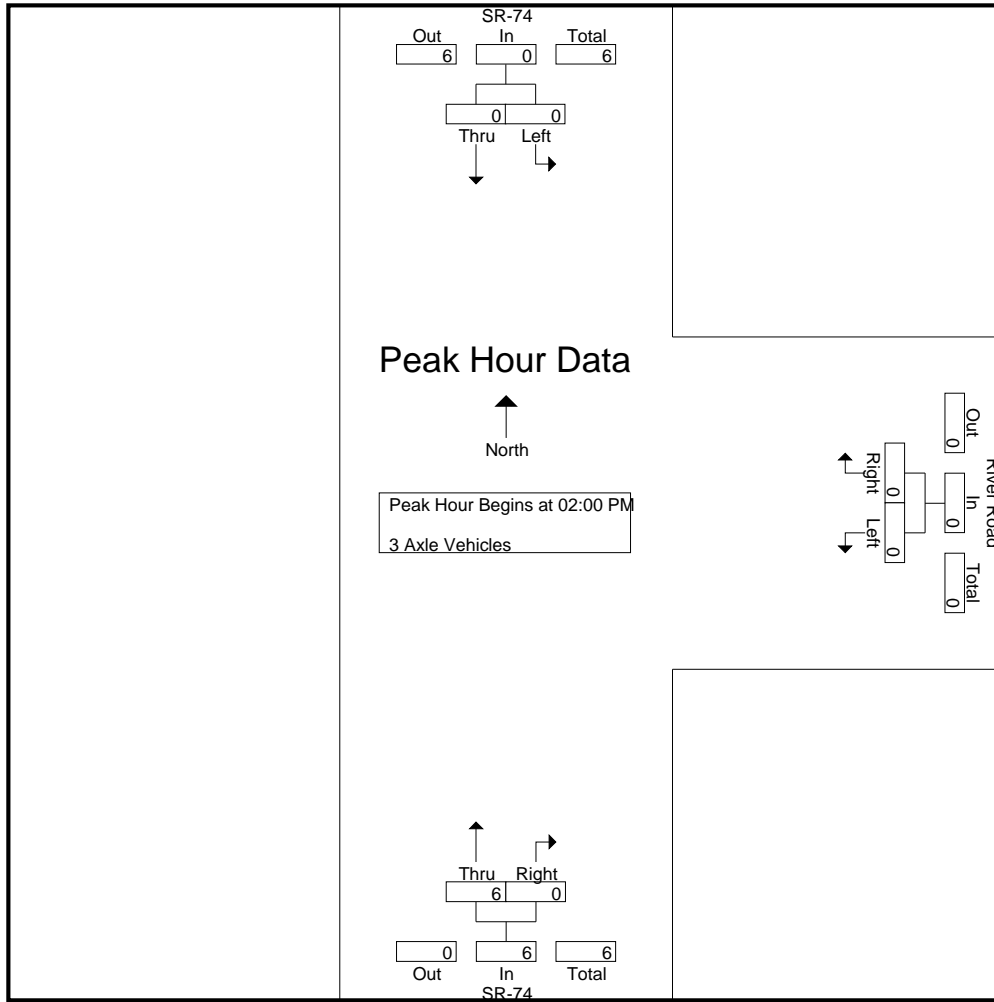
Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	0	0	0	0	0	0	2	0	2	2
02:15 PM	0	0	0	0	0	0	1	0	1	1
02:30 PM	0	0	0	0	0	0	1	0	1	1
02:45 PM	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	6	0	6	6
03:00 PM	0	0	0	0	0	0	1	0	1	1
03:15 PM	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	1	1	0	0	0	1	0	1	2
Grand Total	0	1	1	0	0	0	7	0	7	8
Apprch %	0	100		0	0		100	0		
Total %	0	12.5	12.5	0	0	0	87.5	0	87.5	

Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	0	0	0	0	0	0	2	0	2	2
02:15 PM	0	0	0	0	0	0	1	0	1	1
02:30 PM	0	0	0	0	0	0	1	0	1	1
02:45 PM	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	0	6	0	6	6
% App. Total	0	0		0	0		100	0		
PHF	.000	.000	.000	.000	.000	.000	.750	.000	.750	.750

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	0	6	0	6
% App. Total	0	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.000	.750	.000	.750

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

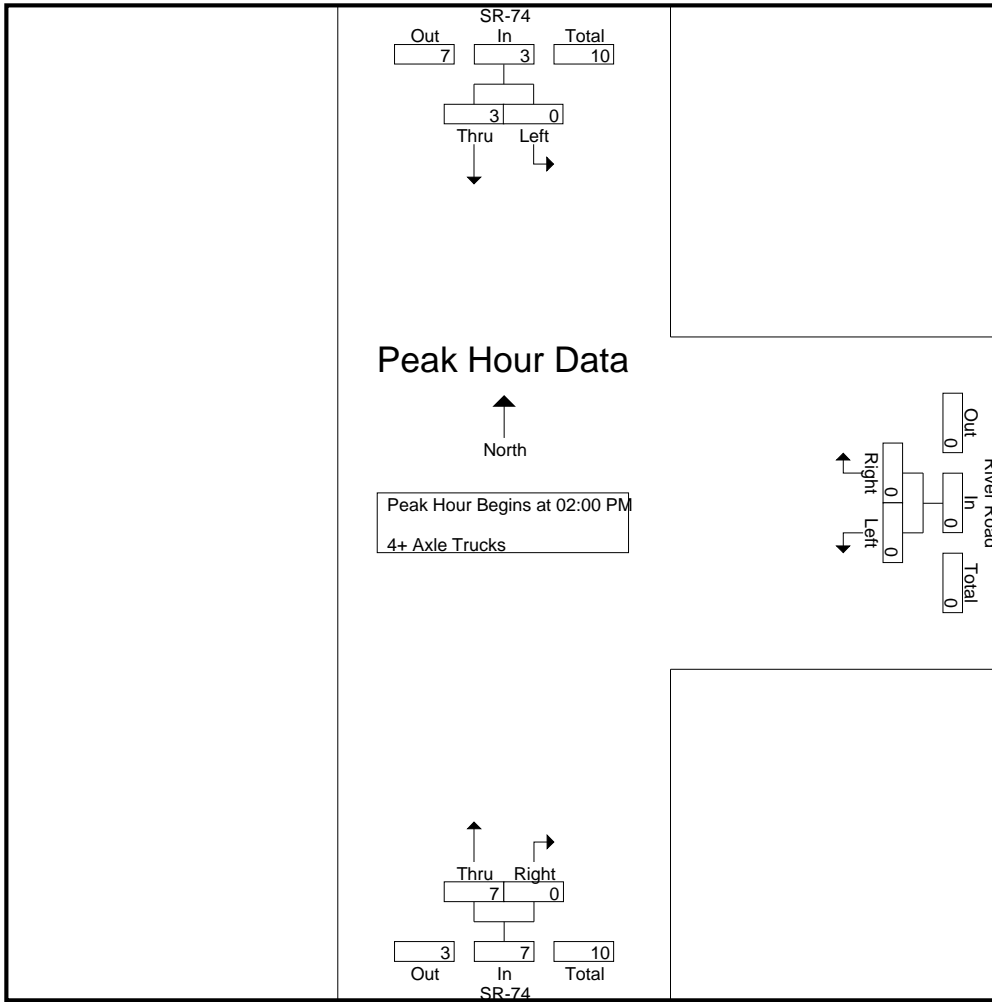
Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	0	1	1	0	0	0	2	0	2	3
02:15 PM	0	2	2	0	0	0	3	0	3	5
02:30 PM	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	2	0	2	2
Total	0	3	3	0	0	0	7	0	7	10
03:00 PM	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	2	0	2	2
03:30 PM	0	2	2	0	0	0	0	0	0	2
03:45 PM	0	0	0	0	0	0	3	0	3	3
Total	0	2	2	0	0	0	5	0	5	7
Grand Total	0	5	5	0	0	0	12	0	12	17
Apprch %	0	100		0	0		100	0		
Total %	0	29.4	29.4	0	0	0	70.6	0	70.6	

Start Time	SR-74 Southbound			River Road Westbound			SR-74 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	0	1	1	0	0	0	2	0	2	3
02:15 PM	0	2	2	0	0	0	3	0	3	5
02:30 PM	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	2	0	2	2
Total Volume	0	3	3	0	0	0	7	0	7	10
% App. Total	0	100		0	0		100	0		
PHF	.000	.375	.375	.000	.000	.000	.583	.000	.583	.500

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

County of Riverside
 N/S: SR-74
 E/W: River Road
 Weather: Clear

File Name : 03_CRV_SR-74_River SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	1	1	0	0	0	2	0	2
+15 mins.	0	2	2	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	2	0	2
Total Volume	0	3	3	0	0	0	7	0	7
% App. Total	0	100		0	0		100	0	
PHF	.000	.375	.375	.000	.000	.000	.583	.000	.583

Location: County of Riverside
 N/S: SR-74
 E/W: River Road



PEDESTRIANS

Date: 6/6/2019
 Day: Thursday

	North Leg SR-74	East Leg River Road	South Leg SR-74	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg SR-74	East Leg River Road	South Leg SR-74	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Date: 6/15/2019
 Day: Saturday

	North Leg SR-74	East Leg River Road	South Leg SR-74	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:00 PM	0	1	0	0	1
2:15 PM	0	0	0	0	0
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	1	1
3:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	1	2

Location: County of Riverside
 N/S: SR-74
 E/W: River Road



BICYCLES

Date: 6/6/2019
 Day: Thursday

	Southbound SR-74			Westbound River Road			Northbound SR-74			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	0	0	2

	Southbound SR-74			Westbound River Road			Northbound SR-74			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

Date: 6/15/2019
 Day: Saturday

	Southbound SR-74			Westbound River Road			Northbound SR-74			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	1	0	0	0	2

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

Start Time	SR-74 Southbound								Greenwald Avenue Westbound								SR-74 Northbound								Meadowbrook Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total				
	App.	Thru	App.	Thru	App.	Thru	App.	Thru	App.	Thru	App.	Thru	App.	Thru	App.	Thru	App.	Thru	App.	Thru	App.	Thru	App.	Thru	App.	Thru	App.	Thru	App.	Thru		
07:00 AM	12	198	8	1	218	87	3	25	11	115	1	207	29	4	237	8	6	8	4	22	8	6	8	4	22	20	592	612				
07:15 AM	7	220	1	0	228	91	3	28	15	122	3	205	31	7	239	7	3	9	4	19	7	3	9	4	19	26	608	634				
07:30 AM	10	215	9	3	234	76	4	24	12	104	3	145	18	5	166	16	5	5	4	26	16	5	5	4	26	24	530	554				
07:45 AM	12	188	7	0	207	62	3	9	6	74	4	179	29	6	212	10	4	7	3	21	10	4	7	3	21	15	514	529				
Total	41	821	25	4	887	316	13	86	44	415	11	736	107	22	854	41	18	29	15	88	41	18	29	15	88	85	2244	2329				
08:00 AM	5	177	8	2	190	36	3	9	3	48	2	146	27	9	175	5	3	5	2	13	5	3	5	2	13	16	426	442				
08:15 AM	9	152	6	0	167	51	3	12	4	66	1	131	24	7	156	6	2	6	5	14	6	2	6	5	14	16	403	419				
08:30 AM	12	197	7	1	216	39	2	16	12	57	2	136	22	7	160	7	3	3	1	13	7	3	3	1	13	21	446	467				
08:45 AM	1	163	5	0	169	49	1	13	8	63	0	96	22	4	118	8	1	2	0	11	8	1	2	0	11	12	361	373				
Total	27	689	26	3	742	175	9	50	27	234	5	509	95	27	609	26	9	16	8	51	26	9	16	8	51	65	1636	1701				
Grand Total	68	1510	51	7	1629	491	22	136	71	649	16	1245	202	49	1463	67	27	45	23	139	67	27	45	23	139	150	3880	4030				
Approch %	4.2	92.7	3.1			75.7	3.4	21			1.1	85.1	13.8			48.2	19.4	32.4			48.2	19.4	32.4									
Total %	1.8	38.9	1.3		42	12.7	0.6	3.5		16.7	0.4	32.1	5.2		37.7	1.7	0.7	1.2		3.6	1.7	0.7	1.2		3.6	3.7	96.3					
Passenger Vehicles	64	1414	46		1530	483	20	129		700	16	1167	193		1423	61	25	40		148	61	25	40		148	0	0	3801				
% 2+ Passenger Vehicles	94.1	93.6	90.2	85.7	93.5	98.4	90.9	94.9	95.8	97.2	100	93.7	95.5	95.9	94.1	91	92.6	88.9	95.7	91.4	91	92.6	88.9	95.7	91.4	0	0	94.3				
Large 2 Axle Vehicles	4	40	3		48	7	2	6		18	0	35	8		45	5	2	1		8	5	2	1		8	0	0	119				
% Large 2 Axle Vehicles	5.9	2.6	5.9	14.3	2.9	1.4	9.1	4.4	4.2	2.5	0	2.8	4	4.1	3	7.5	7.4	2.2	0	4.9	7.5	7.4	2.2	0	4.9	0	0	3				
3 Axle Vehicles	0	13	2		15	1	0	0		1	0	7	1		8	1	0	1		3	1	0	1		3	0	0	27				
% 3 Axle Vehicles	0	0.9	3.9	0	0.9	0.2	0	0	0	0.1	0	0.6	0.5	0	0.5	1.5	0	2.2	4.3	1.9	1.5	0	2.2	4.3	1.9	0	0	0.7				
4+ Axle Trucks	0	43	0		43	0	0	1		1	0	36	0		36	0	0	3		3	0	0	3		3	0	0	83				
% 4+ Axle Trucks	0	2.8	0	0	2.6	0	0	0.7	0	0.1	0	2.9	0	0	2.4	0	0	6.7	0	1.9	0	0	6.7	0	1.9	0	0	2.1				

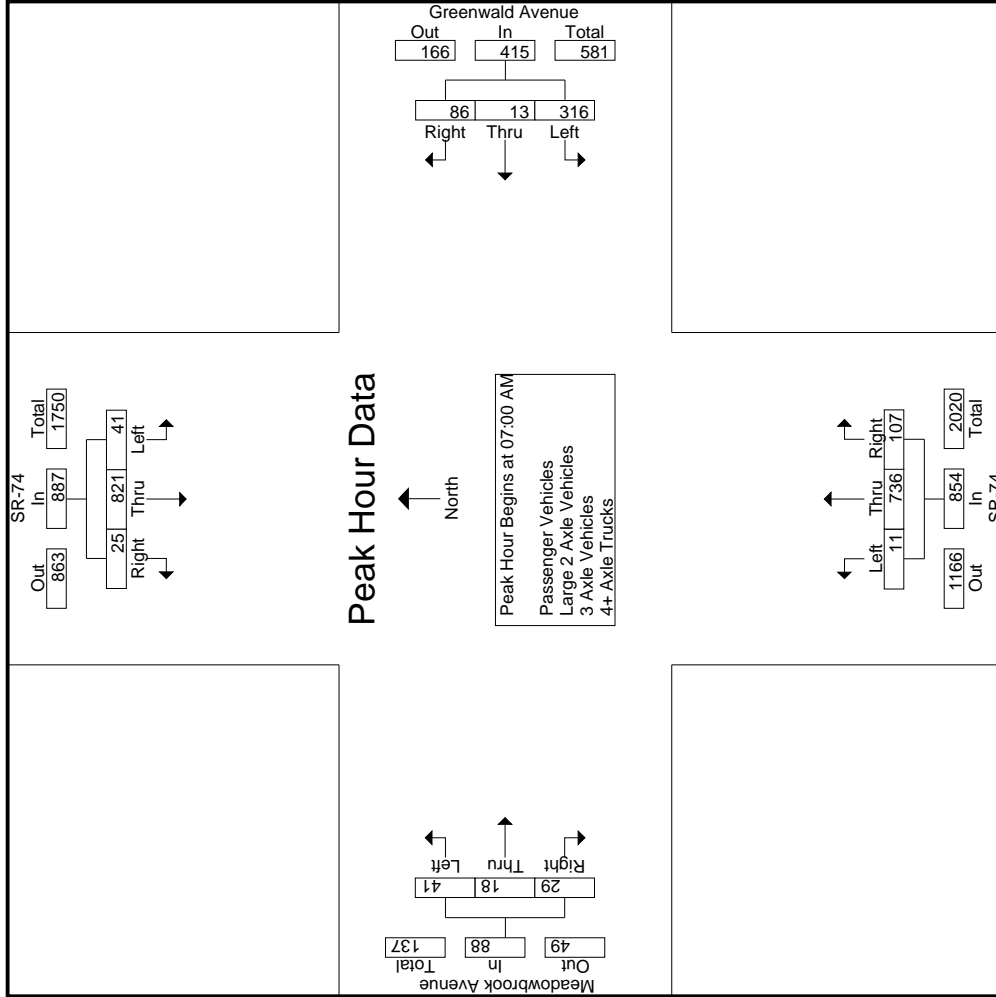
Start Time	SR-74 Southbound								Greenwald Avenue Westbound								SR-74 Northbound								Meadowbrook Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total				
	App.	Thru	App.	Thru	App.	Thru	App.	Thru	App.	Thru	App.	Thru	App.	Thru	App.	Thru	App.	Thru	App.	Thru	App.	Thru	App.	Thru	App.	Thru	App.	Thru	App.	Thru		
07:00 AM	12	198	8	1	218	87	3	25	11	115	1	207	29	4	237	8	6	8	4	22	8	6	8	4	22	20	592	612				
07:15 AM	7	220	1	0	228	91	3	28	15	122	3	205	31	7	239	7	3	9	4	19	7	3	9	4	19	26	608	634				
07:30 AM	10	215	9	3	234	76	4	24	12	104	3	145	18	5	166	16	5	5	4	26	16	5	5	4	26	24	530	554				
07:45 AM	12	188	7	0	207	62	3	9	6	74	4	179	29	6	212	10	4	7	3	21	10	4	7	3	21	15	514	529				
Total	41	821	25	4	887	316	13	86	44	415	11	736	107	22	854	41	18	29	15	88	41	18	29	15	88	85	2244	2329				
08:00 AM	5	177	8	2	190	36	3	9	3	48	2	146	27	9	175	5	3	5	2	13	5	3	5	2	13	16	426	442				
08:15 AM	9	152	6	0	167	51	3	12	4	66	1	131	24	7	156	6	2	6	5	14	6	2	6	5	14	16	403	419				
08:30 AM	12	197	7	1	216	39	2	16	12	57	2	136	22	7	160	7	3	3	1	13	7	3	3	1	13	21	446	467				
08:45 AM	1	163	5	0	169	49	1	13	8	63	0	96	22	4	118	8	1	2	0	11	8	1	2	0	11	12	361	373				
Total	27	689	26	3	742	175	9	50	27	234	5	509	95	27	609	26	9	16	8	51	26	9	16	8	51	65	1636	1701				
Grand Total	68	1510	51	7	1629	491	22	136	71	649	16	1245	202	49	1463	67	27	45	23	139	67	27	45	23	139	150	3880	4030				
Approch %	4.2	92.7	3.1			75.7	3.4	21			1.1	85.1	13.8			48.2	19.4	32.4			48.2	19.4	32.4									
Total %	1.8	38.9	1.3		42	12.7	0.6	3.5		16.7	0.4	32.1	5.2		37.7	1.7	0.7	1.2		3.6	1.7	0.7	1.2		3.6	3.7	96.3					
Passenger Vehicles	64	1414	46		1530	483	20	129		700	16	1167	193		1423	61	25	40		148	61	25	40		148	0	0	3801				
% 2+ Passenger Vehicles	94.1	93.6	90.2	85.7	93.5	98.4	90.9	94.9	95.8	97.2	100	93.7	95.5	95.9	94.1	91	92.6	88.9	95.7	91.4	91	92.6	88.9	95.7	91.4	0	0	94.3				
Large 2 Axle Vehicles	4	40	3		48	7	2	6		18	0	35	8		45	5	2	1		8	5	2	1		8	0	0	119				
% Large 2 Axle Vehicles	5.9	2.6	5.9	14.3	2.9	1.4	9.1	4.4	4.2	2.5	0	2.8	4	4.1	3	7.5	7.4	2.2	0	4.9	7.5	7.4	2.2	0	4.9	0	0	3				
3 Axle Vehicles	0	13	2		15	1	0	0		1	0	7	1		8	1	0	1		3	1	0	1		3	0	0	27				
% 3 Axle Vehicles	0	0.9	3.9	0	0.9	0.2	0	0	0	0.1	0	0.6	0.5	0	0.5	1.5	0	2.2	4.3	1.9	1.5	0	2.2	4.3	1.9	0	0	0.7				
4+ Axle Trucks	0	43	0		43	0	0	1		1	0	36	0		36	0	0	3		3	0	0	3		3	0	0	83				
% 4+ Axle Trucks	0	2.8	0	0	2.6	0	0	0.7	0	0.1	0	2.9	0	0	2.4	0	0	6.7	0	1.9	0	0	6.7	0	1.9	0	0	2.1				
PHF	.854	.933	.694		.948	.868	.813	.768		.850	.688	.889	.863		.893	.641	.750	.806		.846	.641	.750	.806		.846							

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

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

County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

File Name : 04_CRV_SR-74_MB_GW AM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 2



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

County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

File Name : 04_CRV_SR-74_MB_GW AM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 3

Start Time	SR-74 Southbound			Greenwald Avenue Westbound			SR-74 Northbound			Meadowbrook Avenue Eastbound								
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total					
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1	Peak Hour for Each Approach Begins at:																	
+0 mins.	12	198	8	218	07:00 AM	3	25	115	07:00 AM	1	207	29	237	07:00 AM	8	6	8	22
+15 mins.	7	220	1	228	07:00 AM	3	28	122	07:00 AM	3	205	31	239	07:00 AM	7	3	9	19
+30 mins.	10	215	9	234	07:00 AM	4	24	104	07:00 AM	3	145	18	166	07:00 AM	16	5	5	26
+45 mins.	12	188	7	207	07:00 AM	3	9	74	07:00 AM	4	179	29	212	07:00 AM	10	4	7	21
Total Volume	41	821	25	887	07:00 AM	13	86	415	07:00 AM	11	736	107	854	07:00 AM	41	18	29	88
% App. Total	4.6	92.6	2.8	948	07:00 AM	3.1	20.7	850	07:00 AM	1.3	86.2	12.5	893	07:00 AM	46.6	20.5	33	846
PHF	.854	.933	.694	.948	07:00 AM	.813	.768	.850	07:00 AM	.688	.889	.863	.893	07:00 AM	.641	.750	.806	.846

Counts Unlimited
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File Name : 04_CRV_SR-74_MB_GW AM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 1

County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

Groups Printed- Passenger Vehicles

Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	07:00 AM	10	182	7	0	199	87	3	25	11	115	1	195	28	4	224	7	5	7	4	19	19	557	576
07:15 AM	7	207	0	0	214	90	2	27	15	119	3	195	30	7	228	7	3	9	4	19	26	580	606	
07:30 AM	9	206	7	3	222	76	4	23	11	103	3	138	18	5	159	13	5	4	3	22	22	506	528	
07:45 AM	11	181	7	0	199	62	2	8	5	72	4	171	28	6	203	9	4	6	3	19	14	493	507	
Total	37	776	21	3	834	315	11	83	42	409	11	699	104	22	814	36	17	26	14	79	81	2136	2217	
08:00 AM	5	165	8	2	178	35	3	8	3	46	2	126	27	9	155	5	3	4	2	12	16	391	407	
08:15 AM	9	141	6	0	156	48	3	11	4	62	1	124	22	7	147	6	1	6	5	13	16	378	394	
08:30 AM	12	186	7	1	205	37	2	16	12	55	2	129	19	5	150	7	3	2	1	12	19	422	441	
08:45 AM	1	146	4	0	151	48	1	11	7	60	0	89	21	4	110	7	1	2	0	10	11	331	342	
Total	27	638	25	3	690	168	9	46	26	223	5	468	89	25	562	25	8	14	8	47	62	1522	1584	
Grand Total	64	1414	46	6	1524	483	20	129	68	632	16	1167	193	47	1376	61	25	40	22	126	143	3658	3801	
Apprch %	4.2	92.8	3			76.4	3.2	20.4		17.3	0.4	31.9	5.3		37.6	48.4	19.8	31.7		3.4				
Total %	1.7	38.7	1.3		41.7	13.2	0.5	3.5								1.7	0.7	1.1				3.8	96.2	

Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	07:00 AM	10	182	7	0	199	87	3	25	11	115	1	195	28	4	224	7	5	7	4	19	19	557	576
07:15 AM	7	207	0	0	214	90	2	27	15	119	3	195	30	7	228	7	3	9	4	19	26	580	606	
07:30 AM	9	206	7	3	222	76	4	23	11	103	3	138	18	5	159	13	5	4	3	22	22	506	528	
07:45 AM	11	181	7	0	199	62	2	8	5	72	4	171	28	6	203	9	4	6	3	19	14	493	507	
Total	37	776	21	3	834	315	11	83	42	409	11	699	104	22	814	36	17	26	14	79	81	2136	2217	
08:00 AM	5	165	8	2	178	35	3	8	3	46	2	126	27	9	155	5	3	4	2	12	16	391	407	
08:15 AM	9	141	6	0	156	48	3	11	4	62	1	124	22	7	147	6	1	6	5	13	16	378	394	
08:30 AM	12	186	7	1	205	37	2	16	12	55	2	129	19	5	150	7	3	2	1	12	19	422	441	
08:45 AM	1	146	4	0	151	48	1	11	7	60	0	89	21	4	110	7	1	2	0	10	11	331	342	
Total	27	638	25	3	690	168	9	46	26	223	5	468	89	25	562	25	8	14	8	47	62	1522	1584	
Grand Total	64	1414	46	6	1524	483	20	129	68	632	16	1167	193	47	1376	61	25	40	22	126	143	3658	3801	
Apprch %	4.2	92.8	3			76.4	3.2	20.4		17.3	0.4	31.9	5.3		37.6	48.4	19.8	31.7		3.4				
Total %	1.7	38.7	1.3		41.7	13.2	0.5	3.5								1.7	0.7	1.1						

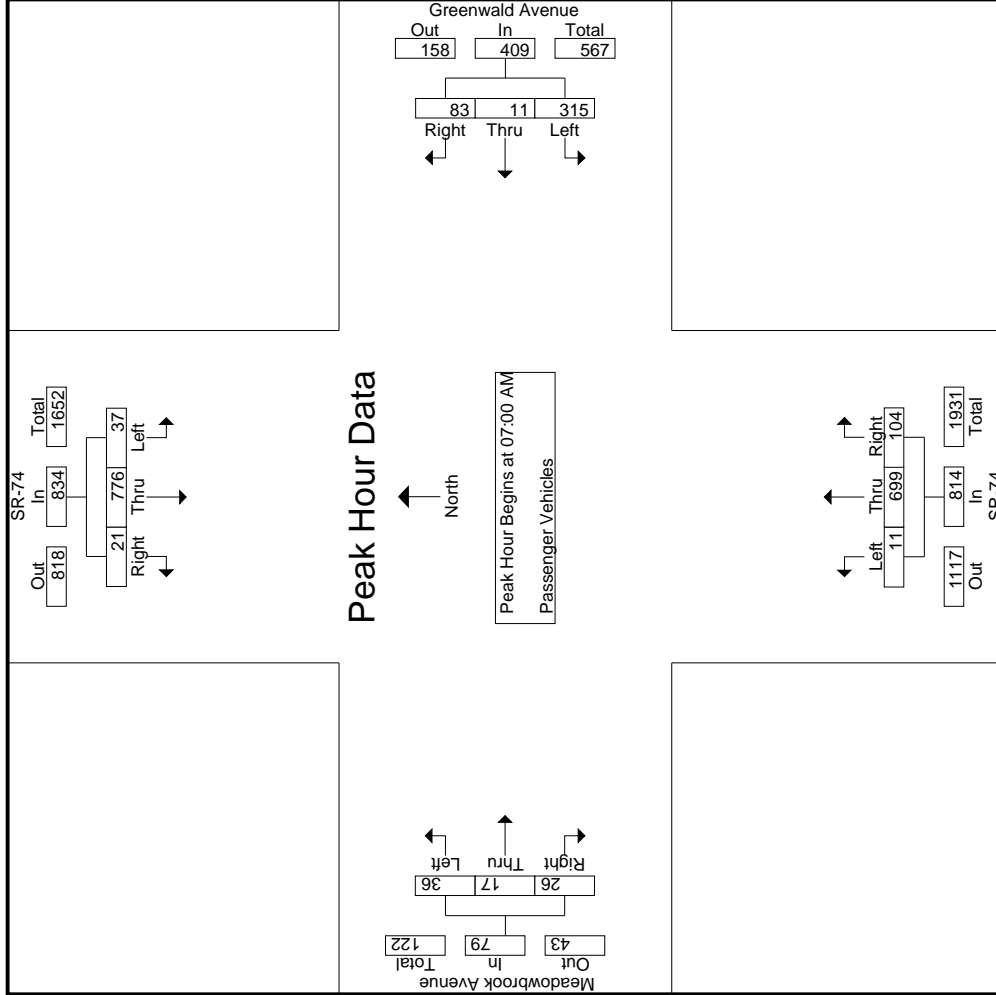
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
07:00 AM	10	182	7	0	199	87	3	25	11	115	1	195	28	4	224	7	5	7	4	19	19	557	576	
07:15 AM	7	207	0	0	214	90	2	27	15	119	3	195	30	7	228	7	3	9	4	19	26	580	606	
07:30 AM	9	206	7	3	222	76	4	23	11	103	3	138	18	5	159	13	5	4	3	22	22	506	528	
07:45 AM	11	181	7	0	199	62	2	8	5	72	4	171	28	6	203	9	4	6	3	19	14	493	507	
Total Volume	37	776	21	3	834	315	11	83	42	409	11	699	104	22	814	36	17	26	14	79	81	2136	2217	
% App. Total	4.4	93	2.5			77	2.7	20.3		17.3	0.4	31.9	5.3		37.6	48.4	19.8	31.7		3.4				
PHF	.841	.937	.750		.939	.875	.688	.769		.859	.688	.896	.867		.893	.692	.850	.722		.898			.921	

Counts Unlimited
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County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

File Name : 04_CRV_SR-74_MB_GW AM
 Site Code : 05119432
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County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

File Name : 04_CRV_SR-74_MB_GW AM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 3

Start Time	SR-74 Southbound			Greenwald Avenue Westbound			SR-74 Northbound			Meadowbrook Avenue Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	10	182	7	199	87	3	25	115	1	195	28	224	7	5	7	19
+15 mins.	7	207	0	214	90	2	27	119	3	195	30	228	7	3	9	19
+30 mins.	9	206	7	222	76	4	23	103	3	138	18	159	13	5	4	22
+45 mins.	11	181	7	199	62	2	8	72	4	171	28	203	9	4	6	19
Total Volume	37	776	21	834	315	11	83	409	11	699	104	814	36	17	26	79
% App. Total	4.4	93	2.5	.939	.77	2.7	20.3	.859	1.4	85.9	12.8	.893	45.6	21.5	32.9	.898
PHF	.841	.937	.750	.939	.875	.688	.769	.859	.688	.896	.867	.893	.692	.850	.722	.898

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County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

File Name : 04_CRV_SR-74_MB_GW AM
 Site Code : 05119432
 Start Date : 6/6/2019
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Groups Printed - Large 2 Axle Vehicles

Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
07:00 AM	2	8	1	1	11		0	0	0	0	0		0	4	1	0	5		1	1	1	0	3	
07:15 AM	0	6	0	0	6		1	1	1	0	3		0	6	0	0	6		0	0	0	0	0	
07:30 AM	1	5	1	0	7		0	0	1	1	1		0	2	0	0	2		3	0	0	0	3	
07:45 AM	1	1	0	0	2		0	1	1	1	2		0	3	1	0	4		0	0	0	0	0	
Total	4	20	2	1	26		1	2	3	2	6		0	15	2	0	17		4	1	1	0	6	
08:00 AM	0	5	0	0	5		0	0	0	0	0		0	10	0	0	10		0	0	0	0	0	
08:15 AM	0	5	0	0	5		3	0	1	0	4		0	5	2	0	7		0	1	0	0	1	
08:30 AM	0	5	0	0	5		2	0	0	0	2		0	2	3	2	5		0	0	0	0	0	
08:45 AM	0	5	1	0	6		1	0	2	1	3		0	3	1	0	4		0	0	0	0	0	
Total	0	20	1	0	21		6	0	3	1	9		0	20	6	2	26		1	1	0	0	2	
Grand Total	4	40	3	1	47		7	2	6	3	15		0	35	8	2	43		5	2	1	0	8	
Approch %	8.5	85.1	6.4		46.7		13.3	40			13.3		0	81.4	18.6		38.1		62.5	25	12.5		7.1	
Total %	3.5	35.4	2.7		41.6		1.8	5.3			13.3		0	31	7.1		38.1		4.4	1.8	0.9		7.1	

Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
07:00 AM	2	8	1	1	11		0	0	0	0	0		0	4	1	0	5		1	1	1	0	3	
07:15 AM	0	6	0	0	6		1	1	1	0	3		0	6	0	0	6		0	0	0	0	0	
07:30 AM	1	5	1	0	7		0	0	1	1	1		0	2	0	0	2		3	0	0	0	3	
07:45 AM	1	1	0	0	2		0	1	1	1	2		0	3	1	0	4		0	0	0	0	0	
Total	4	20	2	1	26		1	2	3	2	6		0	15	2	0	17		4	1	1	0	6	
08:00 AM	0	5	0	0	5		0	0	0	0	0		0	10	0	0	10		0	0	0	0	0	
08:15 AM	0	5	0	0	5		3	0	1	0	4		0	5	2	0	7		0	1	0	0	1	
08:30 AM	0	5	0	0	5		2	0	0	0	2		0	2	3	2	5		0	0	0	0	0	
08:45 AM	0	5	1	0	6		1	0	2	1	3		0	3	1	0	4		0	0	0	0	0	
Total	0	20	1	0	21		6	0	3	1	9		0	20	6	2	26		1	1	0	0	2	
Grand Total	4	40	3	1	47		7	2	6	3	15		0	35	8	2	43		5	2	1	0	8	
Approch %	8.5	85.1	6.4		46.7		13.3	40			13.3		0	81.4	18.6		38.1		62.5	25	12.5		7.1	
Total %	3.5	35.4	2.7		41.6		1.8	5.3			13.3		0	31	7.1		38.1		4.4	1.8	0.9		7.1	

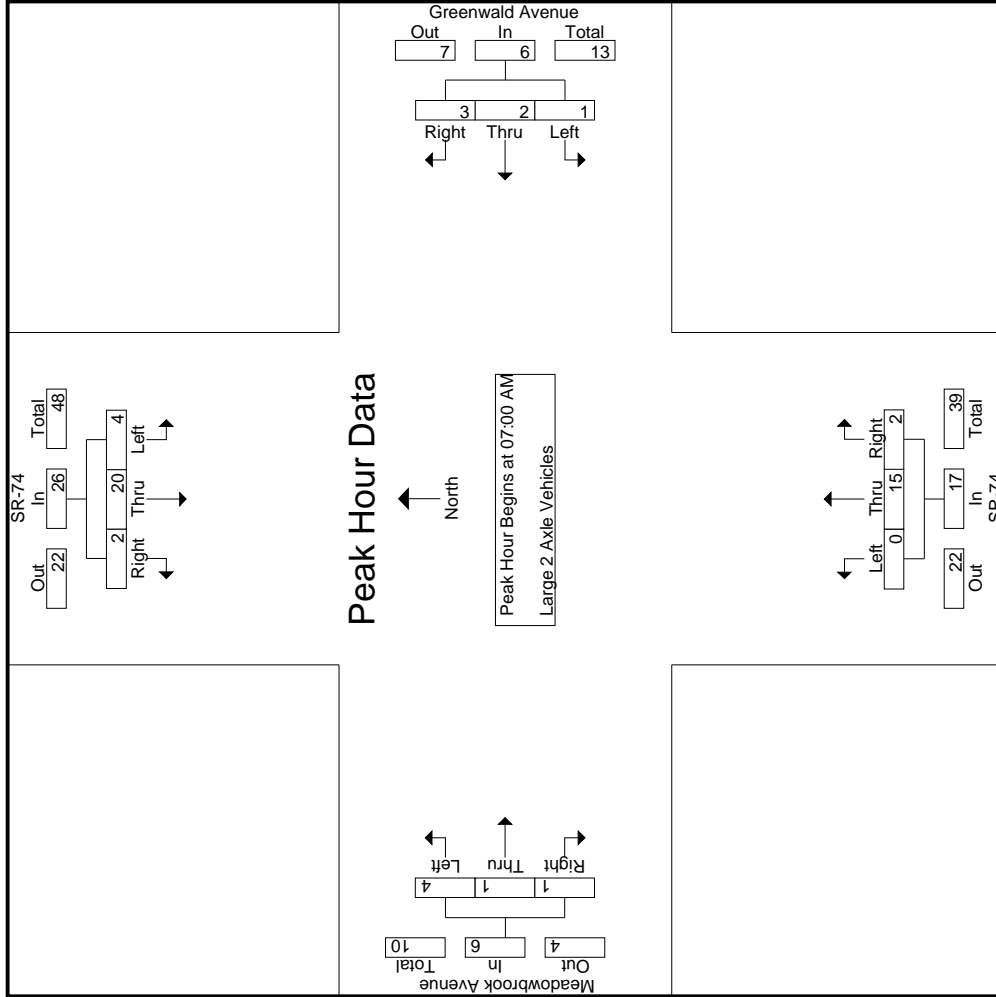
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
07:00 AM	2	8	1	1	11		0	0	0	0	0		0	4	1	0	5		1	1	1	0	3	
07:15 AM	0	6	0	0	6		1	1	1	0	3		0	6	0	0	6		0	0	0	0	0	
07:30 AM	1	5	1	0	7		0	0	1	1	1		0	2	0	0	2		3	0	0	0	3	
07:45 AM	1	1	0	0	2		0	1	1	1	2		0	3	1	0	4		0	0	0	0	0	
Total Volume	4	20	2	1	26		1	2	3	2	6		0	15	2	0	17		4	1	1	0	6	
% App. Total	15.4	76.9	7.7		46.7		16.7	33.3	50		11.8		0	88.2	11.8		43.8		66.7	16.7	16.7		7.1	
PHF	.500	.625	.500		.591		.250	.500	.750		.500		.000	.625	.500		.708		.333	.250	.250		.500	

Counts Unlimited
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County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

File Name : 04_CRV_SR-74_MB_GW AM
 Site Code : 05119432
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County of Riverside
 N/S: SR-74
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File Name : 04_CRV_SR-74_MB_GW AM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 3

Start Time	SR-74 Southbound			Greenwald Avenue Westbound			SR-74 Northbound			Meadowbrook Avenue Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	2	8	1	0	0	0	0	0	4	1	1	1	1	3	
+15 mins.	0	6	0	1	1	3	0	0	6	0	0	0	0	0	
+30 mins.	1	5	1	0	1	1	0	0	2	0	0	0	0	3	
+45 mins.	1	1	0	0	1	2	0	0	3	1	0	0	0	0	
Total Volume	4	20	2	1	2	6	0	0	15	2	1	1	1	6	
% App. Total	15.4	76.9	7.7	16.7	33.3	50	0	0	88.2	11.8	16.7	16.7	250	500	
PHF	.500	.625	.500	.250	.500	.750	.500	.000	.625	.500	.333	.250	.708	.500	

Groups Printed- 3 Axle Vehicles

Start Time	SR-74 Southbound					Greenwald Avenue Westbound					SR-74 Northbound					Meadowbrook Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
	07:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
07:15 AM	0	2	1	0	3	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	5	5
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	2	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1
Total	0	4	2	0	6	0	0	0	0	0	2	1	0	3	1	0	1	1	2	1	11	11	12	
08:00 AM	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	8	8
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
08:45 AM	0	3	0	0	3	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	4	4	
Total	0	9	0	0	9	1	0	0	0	1	5	0	5	5	0	0	0	0	0	0	15	15	15	
Grand Total	0	13	2	0	15	1	0	0	0	1	7	1	0	8	1	0	1	1	2	1	26	26	27	
Approch %	0	86.7	13.3		57.7	100	0	0	0	3.8	0	87.5	12.5	30.8	50	0	50	0	7.7	3.7	96.3	96.3		
Total %	0	50	7.7			3.8	0	0	0	3.8	0	26.9	3.8		3.8	0	3.8	0		7.7	3.7	96.3		

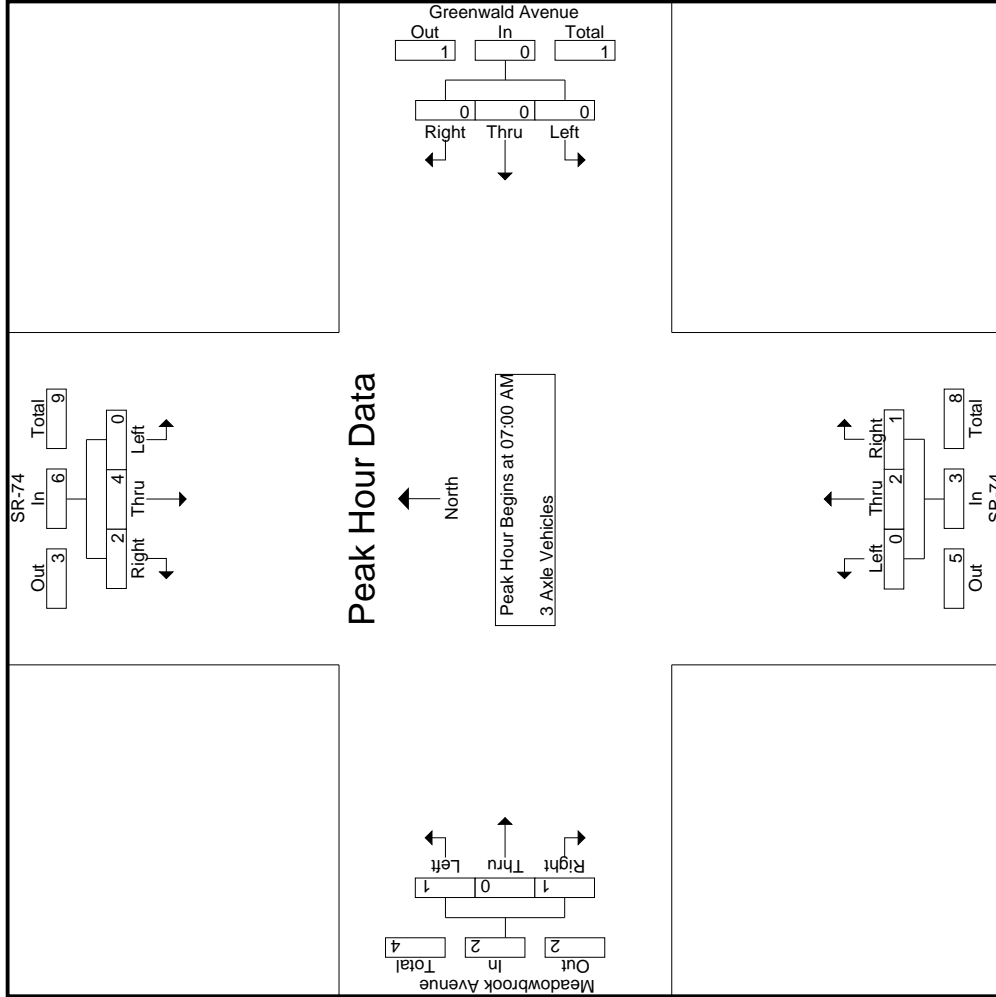
Start Time	SR-74 Southbound					Greenwald Avenue Westbound					SR-74 Northbound					Meadowbrook Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
	07:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
07:15 AM	0	2	1	0	3	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	5	5
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
Total Volume	0	4	2	0	6	0	0	0	0	0	2	1	2	3	1	0	1	1	2	1	11	11	
% App. Total	0	66.7	33.3		33.3	0	0	0	0	0	66.7	33.3	33.3	33.3	0	0	50	0	50	0	.500	.500	.550
PHF	.000	.500	.500		.500	.000	.000	.000	.000	.000	.000	.250	.250	.375	.250	.250	.250	.000	.250	.000	.500	.500	.550

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

Counts Unlimited
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County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

File Name : 04_CRV_SR-74_MB_GW AM
 Site Code : 05119432
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County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

File Name : 04_CRV_SR-74_MB_GW AM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 3

Start Time	SR-74 Southbound			Greenwald Avenue Westbound			SR-74 Northbound			Meadowbrook Avenue Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
+0 mins.	0	2	0	07:00 AM	0	0	0	07:00 AM	0	0	0	07:00 AM	0	0	0
+15 mins.	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0
+30 mins.	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	4	2	0	0	0	0	0	1	2	1	0	1	0	1
% App. Total	0	66.7	33.3	0	0	0	0	66.7	33.3	.500	.250	.250	.500	.250	.250
PHF	.000	.500	.500	.000	.000	.000	.000	.500	.250	.375	.250	.250	.500	.250	.250

Groups Printed- 4+ Axle Trucks

Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	6	0	0	6		0	0	0	0	0		0	7	0	0	7		0	0	0	0	0	
07:15 AM	0	5	0	0	5		0	0	0	0	0		3	0	0	0	3		0	0	0	0	0	
07:30 AM	0	4	0	0	4		0	0	0	0	0		5	0	0	0	5		0	0	0	0	0	
07:45 AM	0	6	0	0	6		0	0	0	0	0		5	0	0	0	5		0	0	1	0	1	
Total	0	21	0	0	21		0	0	0	0	0		20	0	0	0	20		0	0	1	0	1	
08:00 AM	0	4	0	0	4		0	0	1	0	1		0	6	0	0	6		0	0	1	0	1	
08:15 AM	0	5	0	0	5		0	0	0	0	0		2	0	0	0	2		0	0	0	0	0	
08:30 AM	0	4	0	0	4		0	0	0	0	0		5	0	0	0	5		0	0	1	0	1	
08:45 AM	0	9	0	0	9		0	0	0	0	0		3	0	0	0	3		0	0	0	0	0	
Total	0	22	0	0	22		0	0	1	0	1		16	0	0	0	16		0	0	2	0	2	
Grand Total	0	43	0	0	43		0	0	1	0	1		36	0	0	0	36		0	0	3	0	3	
Apprch %	0	100	0	0		0	0	100	0		0	100	0		0	0	100	0		0	0	100	0	
Total %	0	51.8	0	0	51.8		0	0	1.2	0	1.2		43.4	0	43.4	0	43.4		0	0	3.6	0	3.6	

Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	6	0	0	6		0	0	0	0	0		0	7	0	0	7		0	0	0	0	0	
07:15 AM	0	5	0	0	5		0	0	0	0	0		3	0	0	0	3		0	0	0	0	0	
07:30 AM	0	4	0	0	4		0	0	0	0	0		5	0	0	0	5		0	0	0	0	0	
07:45 AM	0	6	0	0	6		0	0	0	0	0		5	0	0	0	5		0	0	1	0	1	
Total	0	21	0	0	21		0	0	0	0	0		20	0	0	0	20		0	0	1	0	1	
08:00 AM	0	4	0	0	4		0	0	1	0	1		0	6	0	0	6		0	0	1	0	1	
08:15 AM	0	5	0	0	5		0	0	0	0	0		2	0	0	0	2		0	0	0	0	0	
08:30 AM	0	4	0	0	4		0	0	0	0	0		5	0	0	0	5		0	0	1	0	1	
08:45 AM	0	9	0	0	9		0	0	0	0	0		3	0	0	0	3		0	0	0	0	0	
Total	0	22	0	0	22		0	0	1	0	1		16	0	0	0	16		0	0	2	0	2	
Grand Total	0	43	0	0	43		0	0	1	0	1		36	0	0	0	36		0	0	3	0	3	
Apprch %	0	100	0	0		0	0	100	0		0	100	0		0	0	100	0		0	0	100	0	
Total %	0	51.8	0	0	51.8		0	0	1.2	0	1.2		43.4	0	43.4	0	43.4		0	0	3.6	0	3.6	

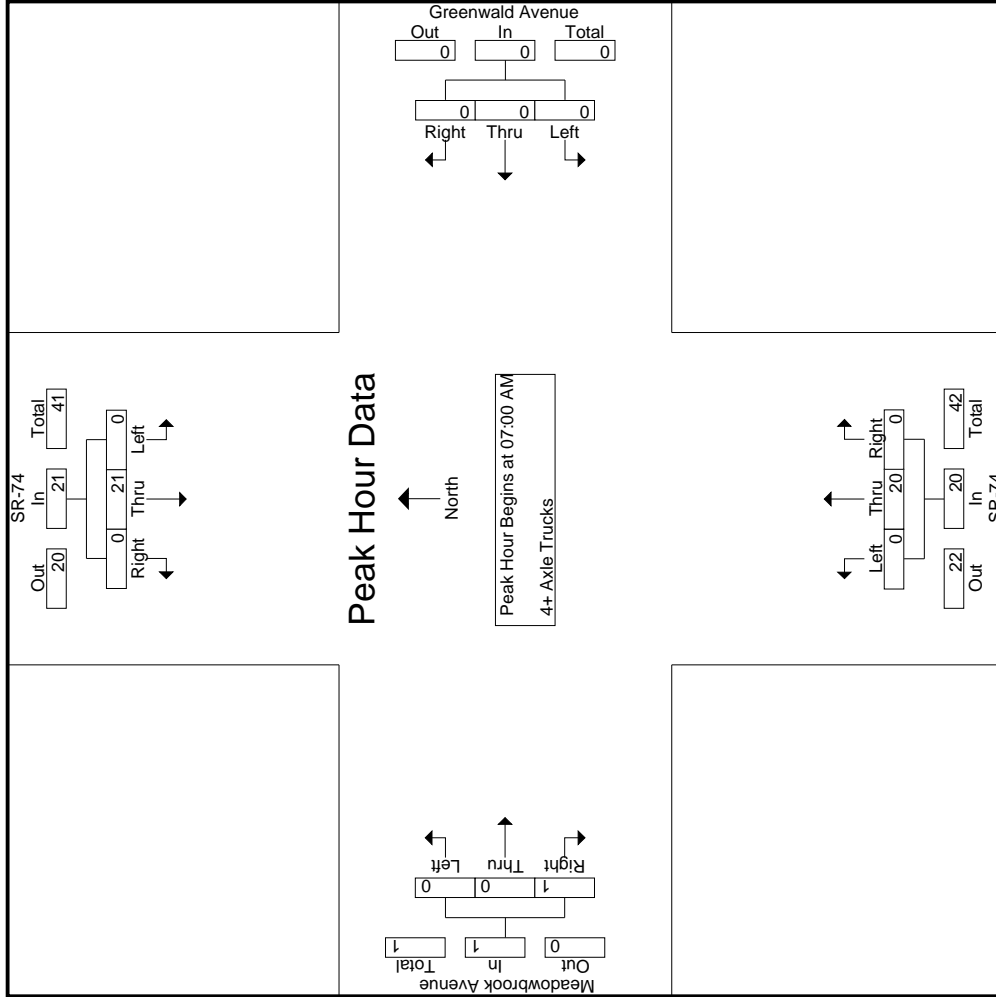
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	6	0	0	6		0	0	0	0	0		0	7	0	0	7		0	0	0	0	0	
07:15 AM	0	5	0	0	5		0	0	0	0	0		3	0	0	0	3		0	0	0	0	0	
07:30 AM	0	4	0	0	4		0	0	0	0	0		5	0	0	0	5		0	0	0	0	0	
07:45 AM	0	6	0	0	6		0	0	0	0	0		5	0	0	0	5		0	0	1	0	1	
Total Volume	0	21	0	0	21		0	0	0	0	0		20	0	0	0	20		0	0	1	0	1	
% App. Total	0	100	0	0		0	0	0	0		0	100	0		0	0	100	0		0	0	100	0	
PHF	.000	.875	.000	.000	.875		.000	.000	.000	.000	.000		.714	.000	.714	.000	.714		.000	.000	.250	.000	.250	

Counts Unlimited
 PO Box 1178
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 (951) 268-6268

County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

File Name : 04_CRV_SR-74_MB_GW AM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 2



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County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
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File Name : 04_CRV_SR-74_MB_GW AM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 3

Start Time	SR-74 Southbound			Greenwald Avenue Westbound			SR-74 Northbound			Meadowbrook Avenue Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM					
+0 mins.	0	6	0	0	0	0	0	0	7	0	0	0	0	0	
+15 mins.	0	5	0	0	0	0	0	0	3	0	0	0	0	0	
+30 mins.	0	4	0	0	0	0	0	0	5	0	0	0	0	0	
+45 mins.	0	6	0	0	0	0	0	0	5	0	0	0	1	1	
Total Volume	0	21	0	0	0	0	0	0	20	0	0	0	1	1	
% App. Total	0	100	0	0	0	0	0	0	100	0	0	0	100	0	
PHF	.000	.875	.000	.000	.000	.000	.000	.000	.714	.000	.000	.000	.250	.250	

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File Name : 04_CRV_SR-74_MB_GW_PM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 1

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

Start Time	SR-74 Southbound										Greenwald Avenue Westbound										SR-74 Northbound										Meadowbrook Avenue Eastbound									
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total	
	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total		
04:00 PM	14	159	13	2	186	33	1	16	8	50	5	313	58	13	376	7	4	5	2	16	7	4	5	2	16															
04:15 PM	19	217	15	2	251	30	2	17	13	49	3	291	62	8	356	7	5	2	1	14	7	5	2	1	14															
04:30 PM	18	191	17	5	226	42	4	7	4	53	8	272	62	19	342	10	4	8	4	22	10	4	8	4	22															
04:45 PM	26	221	9	3	256	27	5	6	3	38	11	291	62	19	364	11	10	2	2	23	11	10	2	2	23															
Total	77	788	54	12	919	132	12	46	28	190	27	1167	244	59	1438	35	23	17	9	75	35	23	17	9	75															
05:00 PM	15	182	11	2	208	40	1	9	4	50	4	319	66	18	389	8	4	1	1	13	8	4	1	1	13															
05:15 PM	17	217	8	1	242	31	2	8	3	41	12	285	60	14	357	10	3	3	1	16	10	3	3	1	16															
05:30 PM	13	239	17	6	269	28	4	9	8	41	7	285	62	10	354	7	3	6	6	16	7	3	6	6	16															
05:45 PM	19	192	15	3	226	30	0	7	3	37	5	240	64	16	309	10	6	8	5	24	10	6	8	5	24															
Total	64	830	51	12	945	129	7	33	18	169	28	1129	252	58	1409	35	16	18	13	69	35	16	18	13	69															
Grand Total	141	1618	105	24	1864	261	19	79	46	359	55	2296	496	117	2847	70	39	35	22	144	70	39	35	22	144															
Approch %	7.6	86.8	5.6			72.7	5.3	22			1.9	80.6	17.4			48.6	27.1	24.3			48.6	27.1	24.3																	
Total %	2.7	31	2		35.7	5	0.4	1.5		6.9	1.1	44	9.5		54.6	1.3	0.7	0.7		2.8	1.3	0.7	0.7		2.8															
Passenger Vehicles	138	1565	105		1832	257	17	73		392	53	2163	490		2822	69	39	34		163	69	39	34		163															
% 2 Axle Vehicles	97.9	96.7	100		97	98.5	89.5	92.4		97.8	96.4	94.2	98.8		95.2	98.6	100	97.1		95.5	98.6	100	97.1		95.5															
Large 2 Axle Vehicles	2	23	0		25	3	2	5		10	1	57	6		65	1	0	0		1	1	0	0		1															
% 3 Axle Vehicles	1.4	1.4	0		1.3	1.1	10.5	6.3		2.5	1.8	2.5	1.2		0.9	1.4	0	0		0.6	1.4	0	0		0.6															
4+ Axle Trucks	0	5	0		5	0	0	1		2	1	34	0		35	0	0	0		0	0	0	0		0															
% 3 Axle Vehicles	0	0.3	0		0.3	0	0	1.3		0.5	1.8	1.5	0		1.2	0	0	0		0	0	0	0		0															
4+ Axle Trucks	1	25	0		26	1	0	0		1	0	42	0		42	0	0	1		2	0	0	1		2															
% 4+ Axle Trucks	0.7	1.5	0		1.4	0.4	0	0		0.2	0	1.8	0		1.4	0	0	2.9		4.5	0	0	2.9		4.5															

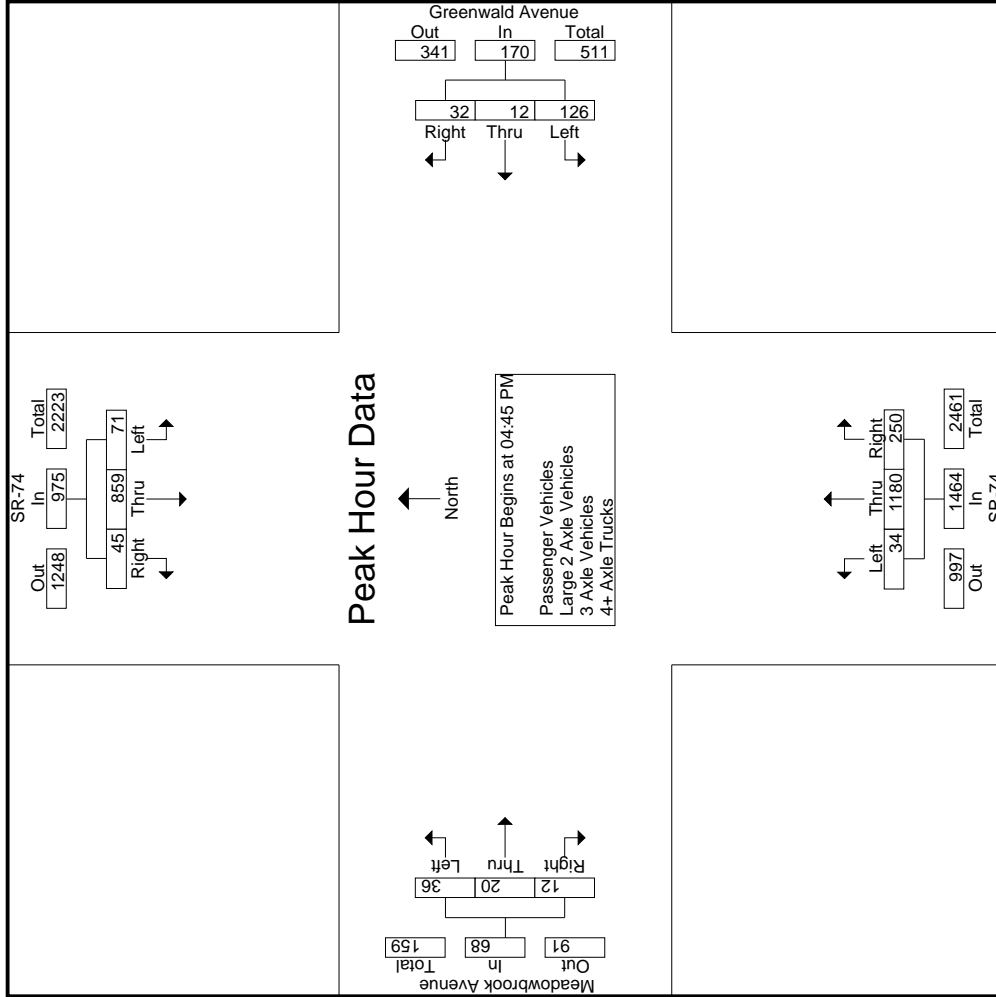
Start Time	SR-74 Southbound										Greenwald Avenue Westbound										SR-74 Northbound										Meadowbrook Avenue Eastbound									
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total	
	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total				
04:45 PM	26	221	9		256	27	5	6		38	11	291	62		62	11	10	2		23	11	10	2		23															
05:00 PM	15	182	11		208	40	1	9		9	4	319	66		66	8	4	1		13	8	4	1		13															
05:15 PM	17	217	8		242	31	2	8		3	12	285	60		60	10	3	3		16	10	3	3		16															
05:30 PM	13	239	17		269	28	4	9		8	7	285	62		62	7	3	6		16	7	3	6		16															
05:45 PM	19	192	15		226	30	0	7		3	5	240	64		64	10	6	8		24	10	6	8		24															
Total Volume	71	859	45		975	126	12	32		170	34	1180	250		250	36	20	12		68	36	20	12		68															
% App. Total	7.3	88.1	4.6		4.6	74.1	7.1	18.8		17.1	2.3	80.6	17.1		17.1	52.9	29.4	17.6		17.6	52.9	29.4	17.6		17.6															
PHF	.683	.899	.662		.906	.788	.600	.889		.850	.708	.925	.947		.947	.941	.500	.500		.739	.941	.500	.500		.739															

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

Counts Unlimited
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County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

File Name : 04_CRV_SR-74_MB_GW_PM
 Site Code : 05119432
 Start Date : 6/6/2019
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County of Riverside
 N/S: SR-74
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 Weather: Clear

File Name : 04_CRV_SR-74_MB_GW PM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 3

Start Time	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
	Peak Hour for Each Approach Begins at:																
	04:45 PM				04:00 PM				04:45 PM				04:00 PM				
+0 mins.	26	221	9	256	33	1	16	50	11	291	62	364	7	4	5	16	
+15 mins.	15	182	11	208	30	2	17	49	4	319	66	389	7	5	2	14	
+30 mins.	17	217	8	242	42	4	7	53	12	285	60	357	10	4	8	22	
+45 mins.	13	239	17	269	27	5	6	38	7	285	62	354	11	10	2	23	
Total Volume	71	859	45	975	132	12	46	190	34	1180	250	1464	35	23	17	75	
% App. Total	7.3	88.1	4.6	906	69.5	6.3	24.2	896	2.3	80.6	17.1	941	46.7	30.7	22.7	815	
PHF	.683	.899	.662	.906	.786	.600	.676	.896	.708	.925	.947	.941	.795	.575	.531	.815	

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County of Riverside
 N/S: SR-74
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 Weather: Clear

File Name : 04_CRV_SR-74_MB_GW_PM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 1

Groups Printed - Passenger Vehicles

Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound						
	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	
	04:00 PM	14	151	13	2	178	178	32	1	14	8	47	349	5	287	57	13	349	349	7	4	4	5	2	16
04:15 PM	19	208	15	2	242	242	28	2	15	12	45	335	3	272	60	8	335	335	7	5	2	1	14	23	636
04:30 PM	18	183	17	5	218	218	41	3	7	4	51	316	8	246	62	19	316	316	10	4	4	8	4	22	607
04:45 PM	26	217	9	3	252	252	27	5	6	3	38	352	10	281	61	19	352	352	11	10	2	2	23	27	665
Total	77	759	54	12	890	890	128	11	42	27	181	1352	26	1086	240	59	1352	1352	35	23	17	9	75	107	2498
05:00 PM	15	175	11	2	201	201	40	1	9	4	50	375	4	306	65	17	375	375	8	4	1	1	13	24	639
05:15 PM	15	210	8	1	233	233	31	1	7	3	39	343	12	271	60	14	343	343	10	3	3	1	16	19	631
05:30 PM	13	232	17	6	262	262	28	4	9	8	41	342	7	274	61	10	342	342	6	3	6	6	15	30	660
05:45 PM	18	189	15	3	222	222	30	0	6	3	36	294	4	226	64	16	294	294	10	6	7	4	23	26	575
Total	61	806	51	12	918	918	129	6	31	18	166	1354	27	1077	250	57	1354	1354	34	16	17	12	67	99	2505
Grand Total	138	1565	105	24	1808	1808	257	17	73	45	347	2706	53	2163	490	116	2706	2706	69	39	34	21	142	206	5003
Approch %	7.6	86.6	5.8				74.1	4.9	21		6.9	54.1	48.6	27.5	23.9				1.4	0.8	0.7		2.8	4	96
Total %	2.8	31.3	2.1				5.1	0.3	1.5				1.1	43.2	9.8										

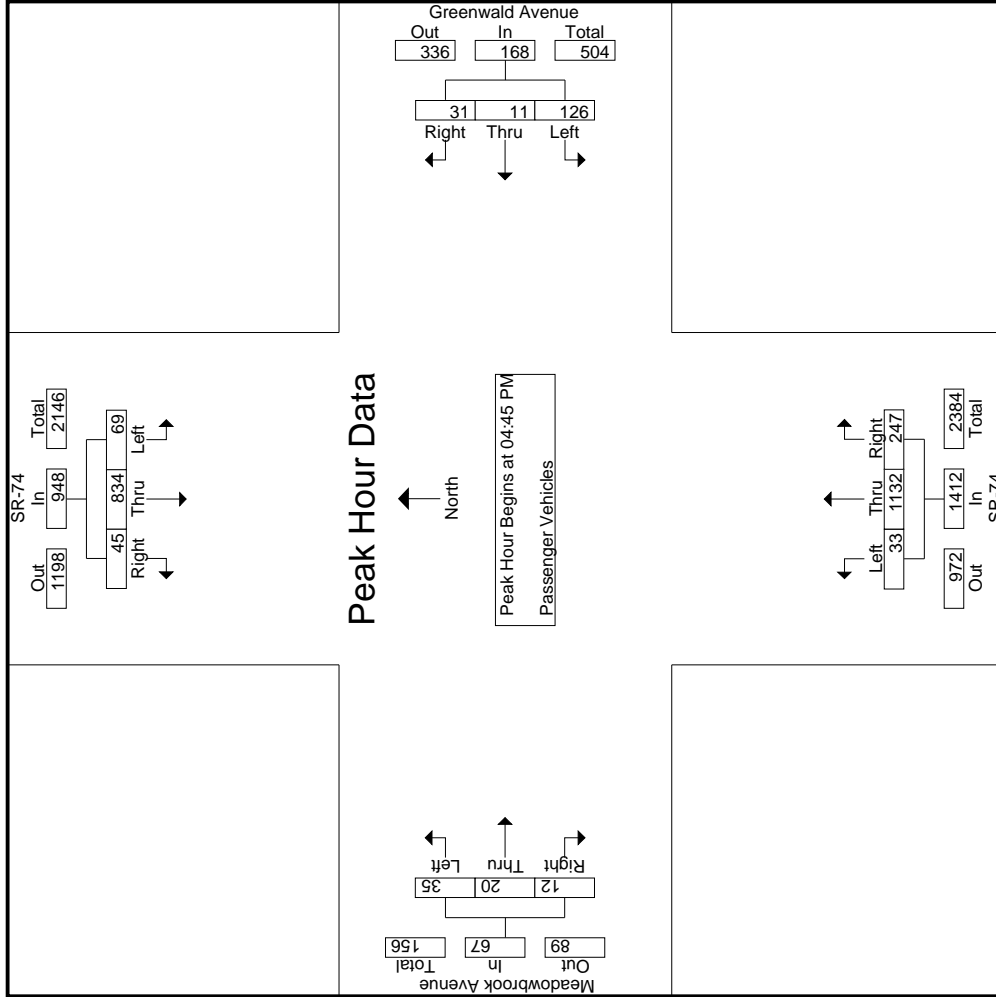
Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total
	04:45 PM	26	217	9		252	252	27	5	6		38	38	10	281	61		61	61	11	10	2		23
05:00 PM	15	175	11		201	201	40	1	9		50	50	4	306	65		65	65	8	4	1		13	13
05:15 PM	15	210	8		233	233	31	1	7		39	39	7	271	60		60	60	10	3	3		16	16
05:30 PM	13	232	17		262	262	28	4	9		41	41	7	274	61		61	61	6	3	6		15	15
Total Volume	69	834	45		948	948	126	11	31		168	168	33	1132	247		247	247	35	20	12		67	67
% App. Total	7.3	88	4.7		4.7	4.7	75	6.5	18.5		17.5	17.5	2.3	80.2	17.5		17.5	17.5	52.2	29.9	17.9		17.9	17.9
PHF	.663	.899	.662		.662	.662	.788	.550	.861		.840	.840	.688	.925	.950		.950	.950	.795	.500	.500		.500	.728

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

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County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

File Name : 04_CRV_SR-74_MB_GW_PM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 2



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

County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

File Name : 04_CRV_SR-74_MB_GW_PM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 3

Start Time	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																
	Peak Hour for Each Approach Begins at:																
+0 mins.	26	217	9	252	27	5	6	38	10	281	61	352	11	10	2	23	
+15 mins.	15	175	11	201	40	1	9	50	4	306	65	375	8	4	1	13	
+30 mins.	15	210	8	233	31	1	7	39	12	271	60	343	10	3	3	16	
+45 mins.	13	232	17	262	28	4	9	41	7	274	61	342	6	3	6	15	
Total Volume	69	834	45	948	126	11	31	168	33	1132	247	1412	35	20	12	67	
% App. Total	7.3	88	4.7	905	.75	6.5	18.5	.840	2.3	80.2	17.5	941	52.2	29.9	17.9	.728	
PHF	.663	.899	.662	.905	.788	.550	.861	.840	.688	.925	.950	.941	.795	.500	.500	.728	

Groups Printed - Large 2 Axle Vehicles

Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound						
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		
04:00 PM	0	4	0	0	4	1	0	2	0	3	0	13	1	0	14	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	0	2	1	0	1	0	2	0	12	2	0	14	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	4	0	0	4	1	1	0	0	2	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	0	2	0	0	0	0	0	2	2	1	0	4	0	0	0	0	0	0	0	0	0	0
Total	0	12	0	0	12	3	1	3	0	7	1	37	4	0	42	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	5	1	1	6	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	1	0	0	2	0	1	1	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	3	0	0	3	0	0	0	0	0	6	6	1	0	7	1	0	0	0	0	0	0	0	0	0
05:45 PM	1	3	0	0	4	0	0	1	0	1	4	4	0	0	4	0	0	0	0	0	0	0	0	0	0
Total	2	11	0	0	13	0	1	2	0	3	0	20	2	1	22	1	0	0	0	0	1	1	1	1	39
Grand Total	2	23	0	0	25	3	2	5	0	10	1	57	6	1	64	1	0	0	0	0	1	1	1	1	100
Apprch %	8	92	0	0	30	30	20	50		1.6	89.1	9.4			64	100	0	0			1	1	1	1	99
Total %	2	23	0	0	25	3	2	5		10	1	57	6		64	1	0	0			1	1	1	1	99

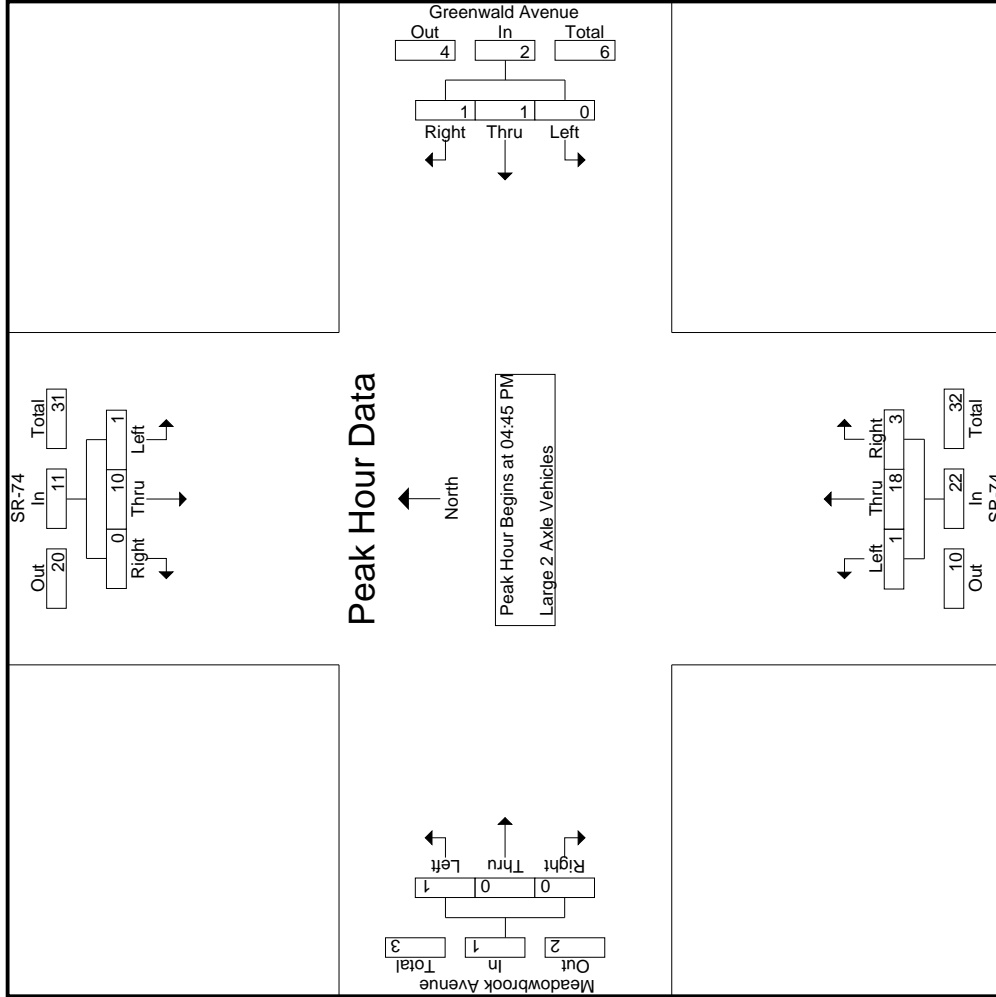
Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound						
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		
04:45 PM	0	2	0	0	2	0	0	0	0	0	1	2	1	2	4	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	5	1	5	6	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	1	0	0	2	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	3	0	0	3	0	0	0	0	0	6	6	1	0	7	1	0	0	0	0	0	0	0	0	0
Total Volume	1	10	0	0	11	0	0	1	1	2	1	18	3	18	22	1	0	0	0	0	1	1	1	1	36
% App. Total	9.1	90.9	0	0	30	0	0	50	50	13.6	4.5	81.8	13.6	81.8	100	0	0	0	0	0	0	0	0	0	0
PHF	.250	.625	.000	.000	.688	.000	.250	.250	.250	.750	.250	.750	.750	.750	.786	.250	.000	.000	.000	.250	.250	.000	.000	.000	.818

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

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

File Name : 04_CRV_SR-74_MB_GW_PM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 2



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County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

File Name : 04_CRV_SR-74_MB_GW_PM
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 Page No : 3

Start Time	SR-74 Southbound			Greenwald Avenue Westbound			SR-74 Northbound			Meadowbrook Avenue Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
+0 mins.	0	2	0	0	0	0	1	2	1	4	0	0	0
+15 mins.	0	4	0	0	0	0	0	5	1	6	0	0	0
+30 mins.	1	1	0	1	1	2	0	5	0	5	0	0	0
+45 mins.	0	3	0	0	0	0	0	6	1	7	0	0	1
Total Volume	1	10	0	1	1	2	1	18	3	22	1	0	1
% App. Total	9.1	90.9	0	0	50	50	4.5	81.8	13.6	100	0	0	0
PHF	.250	.625	.000	.000	.250	.250	.250	.750	.750	.786	.250	.000	.250

Groups Printed- 3 Axle Vehicles

Start Time	SR-74 Southbound					Greenwald Avenue Westbound					SR-74 Northbound					Meadowbrook Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	6
04:15 PM	0	2	0	0	2	0	0	1	1	1	0	2	0	0	2	0	0	0	0	0	1	5	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	8	8
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	5
Total	0	2	0	0	2	0	0	1	1	1	0	21	0	0	21	0	0	0	0	0	1	24	25
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	6
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	4
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	5
Total	0	3	0	0	3	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	17	17
Grand Total	0	5	0	0	5	0	0	1	1	1	0	34	0	0	35	0	0	0	0	0	1	41	42
Approch %	0	100	0	0	100	0	0	100	0	2.4	0	97.1	0	0	85.4	0	0	0	0	0	2.4	97.6	
Total %	0	12.2	0	0	12.2	0	0	2.4	0	2.4	0	82.9	0	0	85.4	0	0	0	0	0	2.4	97.6	

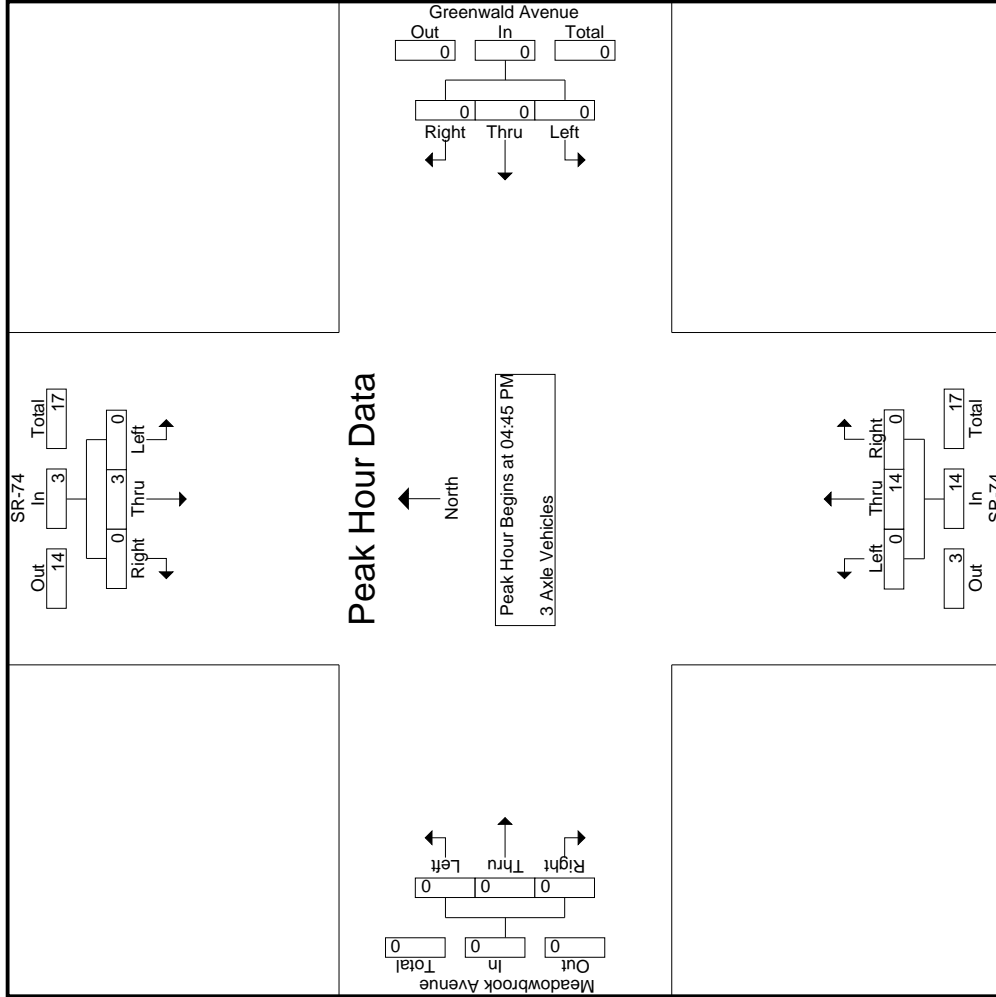
Start Time	SR-74 Southbound					Greenwald Avenue Westbound					SR-74 Northbound					Meadowbrook Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	0	3	0	0	3	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0
PHF	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.700	.000	.000	.700	.000	.000	.000	.000	.000	.000	.000	.708

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

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

County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

File Name : 04_CRV_SR-74_MB_GW_PM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 2



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 (951) 268-6268

File Name : 04_CRV_SR-74_MB_GW_PM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 3

County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

Start Time	SR-74 Southbound			Greenwald Avenue Westbound			SR-74 Northbound			Meadowbrook Avenue Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:45 PM			04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	0	0	0	100	0	0	0	0
PHF	.000	.750	.000	.000	.000	.000	.000	.700	.000	.000	.000	.000

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File Name : 04_CRV_SR-74_MB_GW_PM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 1

County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

Groups Printed- 4+ Axle Trucks

Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound											
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right	
	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR
04:00 PM	0	4	0	0	0	4	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 PM	0	5	0	0	0	5	1	0	0	0	1	5	0	0	0	5	8	0	0	0	8	0	0	0	0	0	0			
04:30 PM	0	4	0	0	0	4	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0		
04:45 PM	0	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	15	0	0	0	15	1	0	0	0	1	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0		
05:00 PM	0	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0		
05:15 PM	1	5	0	0	0	6	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0		
05:30 PM	0	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0		
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	1	1	1	1	1	1		
Total	1	10	0	0	0	11	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0		
Grand Total	1	25	0	0	0	26	1	0	0	0	1	42	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0		
Approch %	3.8	96.2	0	0	0	0	100	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0		
Total %	1.4	35.7	0	0	0	37.1	1.4	0	0	0	1.4	60	0	0	0	60	0	0	0	0	0	0	1.4	1.4	1.4	1.4	1.4	98.6		

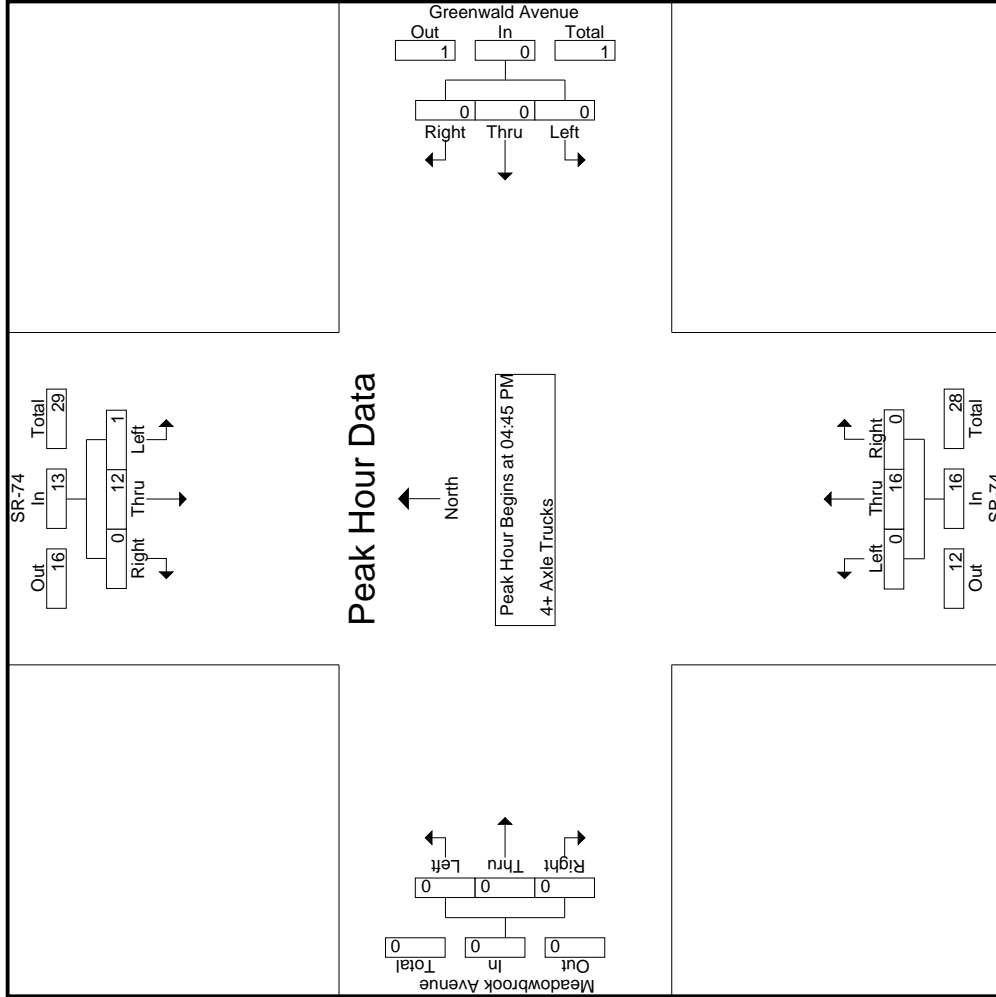
Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound											
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right	
	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR
04:45 PM	0	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0		
05:00 PM	0	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0		
05:15 PM	1	5	0	0	0	6	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0		
05:30 PM	0	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	1	12	0	0	0	13	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0		
% App. Total	7.7	92.3	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0		
PHF	.250	.600	.000	.000	.000	.542	.000	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.604			

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

Counts Unlimited
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County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

File Name : 04_CRV_SR-74_MB_GW_PM
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County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

File Name : 04_CRV_SR-74_MB_GW_PM
 Site Code : 05119432
 Start Date : 6/6/2019
 Page No : 3

Start Time	SR-74 Southbound			Greenwald Avenue Westbound			SR-74 Northbound			Meadowbrook Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:45 PM				04:45 PM				04:45 PM				04:45 PM		
+0 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	
+30 mins.	1	5	0	6	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	3	0	3	0	0	0	0	0	0	0	0	0	0	
Total Volume	1	12	0	13	0	0	0	0	0	0	0	0	0	0	
% App. Total	7.7	92.3	0		0	0	0		0	0	0		0	0	
PHF	.250	.600	.000	.542	.000	.000	.000	.000	.000	.667	.000	.000	.000	.000	

County of Riverside
N/S: SR-74
E/W: Meadowbrook Ave/Greenwald Ave
Weather: Clear

File Name : 04_CRV_SR-74_MB_GW_SAT
Site Code : 05119432
Start Date : 6/15/2019
Page No : 1

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

Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total			
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total			
02:00 PM	14	193	8	3	215		38	3	21	10	62	259	10	206	43	14	259	2	3	4	4	9	31	545	576		
02:15 PM	8	193	14	1	215		30	4	15	10	49	247	2	198	47	18	247	9	3	5	4	17	33	528	561		
02:30 PM	19	200	12	5	231		36	1	9	9	46	234	7	190	37	11	234	10	1	6	5	17	30	528	558		
02:45 PM	8	181	11	2	200		38	1	11	6	50	227	6	168	53	12	227	10	6	4	3	20	23	497	520		
Total	49	767	45	11	861		142	9	56	35	207	967	25	762	180	55	967	31	13	19	16	63	117	2098	2215		
03:00 PM	10	165	6	2	181		35	3	7	3	45	246	11	188	47	7	246	9	4	6	2	19	14	491	505		
03:15 PM	18	188	10	2	216		37	4	10	4	51	265	3	200	62	10	265	8	7	4	1	19	17	551	568		
03:30 PM	12	172	6	0	190		35	4	8	4	47	280	6	198	76	17	280	9	4	6	4	19	25	536	561		
03:45 PM	17	148	7	0	172		36	8	14	5	58	298	7	197	94	32	298	9	7	8	2	24	39	552	591		
Total	57	673	29	4	759		143	19	39	16	201	1089	27	783	279	66	1089	35	22	24	9	81	95	2130	2225		
Grand Total	106	1440	74	15	1620		285	28	95	51	408	2056	52	1545	459	121	2056	66	35	43	25	144	212	4228	4440		
Approch %	6.5	88.9	4.6				69.9	6.9	23.3				2.5	75.1	22.3			45.8	24.3	29.9							
Total %	2.5	34.1	1.8				6.7	0.7	2.2				1.2	36.5	10.9			1.6	0.8	1			4.8	95.2			
% Passenger Vehicles	104	1419	74				281	26	95				52	1495	454			66	35	43			169	0	0		4355
% Large 2 Axle Vehicles	98.1	98.5	100				98.6	92.9	100				100	96.8	98.9			100	100	100			100	0	0		98.1
% 3 Axle Vehicles	2	14	0				3	2	0				0	30	5			0	0	0			0	0	0		57
% 4+ Axle Trucks	1.9	1	0				1.1	7.1	0				0	1.9	1.1			0	0	0			0	0	0		1.3
% 3 Axle Vehicles	0	1	0				0	0	0				0	6	0			0	0	0			0	0	0		7
% 4+ Axle Trucks	0	0.1	0				0	0	0				0	0.4	0			0	0	0			0	0	0		0.2
% 4+ Axle Trucks	0	6	0				1	0	0				0	14	0			0	0	0			0	0	0		21
% 4+ Axle Trucks	0	0.4	0				0.4	0	0			0	0.9	0			0	0	0			0	0	0		0.5	

Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total			
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total			
03:00 PM	10	165	6				35	3	7				11	188	47			9	4	6			4	19	19		491
03:15 PM	18	188	10				37	4	10				3	200	62			8	7	4			7	4	19		551
03:30 PM	12	172	6				35	4	8				6	198	76			9	4	6			4	6	19		536
03:45 PM	17	148	7				36	8	14				7	197	94			9	7	8			7	8	24		552
Total	49	767	45				142	9	56				25	762	180			31	13	19			63	2098	2215		
Grand Total	106	1440	74				285	28	95				52	1545	459			66	35	43			144	4228	4440		
Approch %	6.5	88.9	4.6				69.9	6.9	23.3				2.5	75.1	22.3			45.8	24.3	29.9							
Total %	2.5	34.1	1.8				6.7	0.7	2.2				1.2	36.5	10.9			1.6	0.8	1			4.8	95.2			
% Passenger Vehicles	104	1419	74				281	26	95				52	1495	454			66	35	43			169	0	0		4355
% Large 2 Axle Vehicles	98.1	98.5	100				98.6	92.9	100				100	96.8	98.9			100	100	100			100	0	0		98.1
% 3 Axle Vehicles	2	14	0				3	2	0				0	30	5			0	0	0			0	0	0		57
% 4+ Axle Trucks	1.9	1	0				1.1	7.1	0				0	1.9	1.1			0	0	0			0	0	0		1.3
% 3 Axle Vehicles	0	1	0				0	0	0				0	6	0			0	0	0			0	0	0		7
% 4+ Axle Trucks	0	0.1	0				0	0	0				0	0.4	0			0	0	0			0	0	0		0.2
% 4+ Axle Trucks	0	6	0				1	0	0				0	14	0			0	0	0			0	0	0		21
% 4+ Axle Trucks	0	0.4	0				0.4	0	0				0	0.9	0			0	0	0			0	0	0		0.5

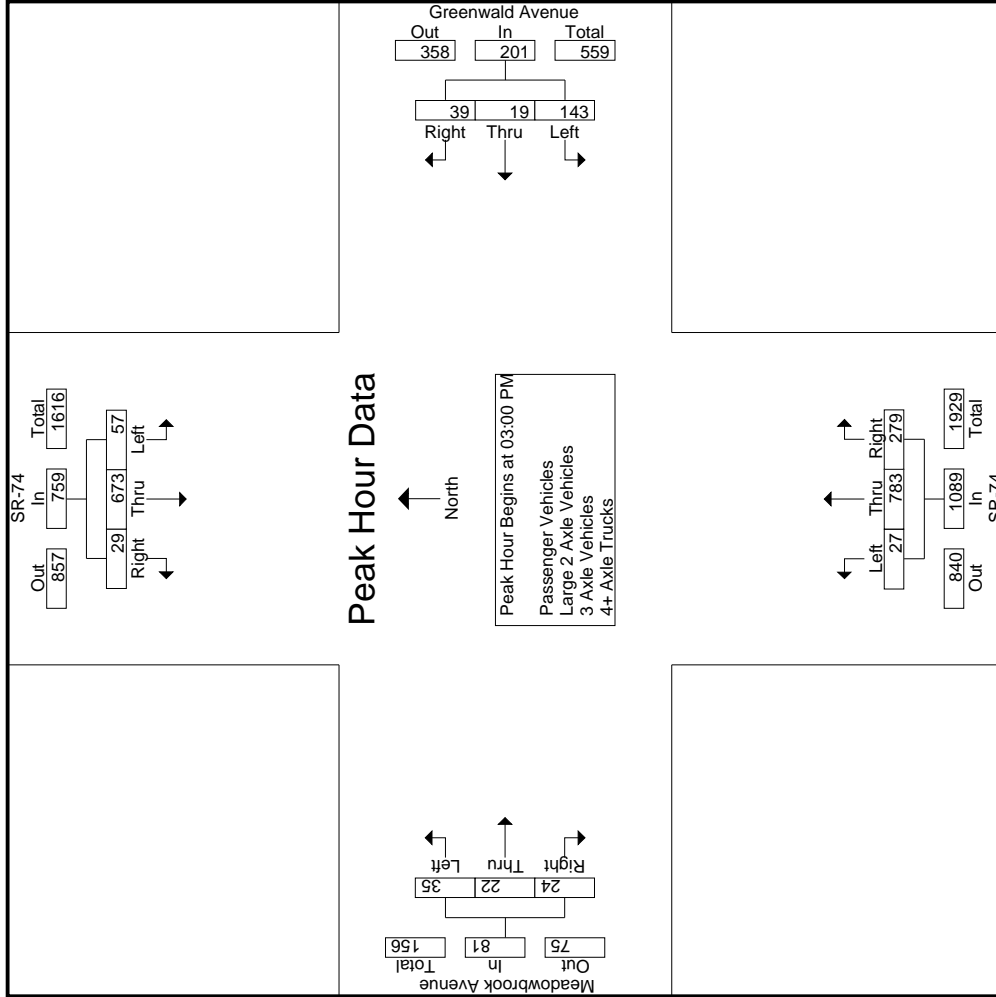
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:00 PM

Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total			
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total			
03:00 PM	10	165	6				35	3	7				11	188	47			9	4	6			4	19	19		491
03:15 PM	18	188	10				37	4	10				3	200	62			8	7	4			7	4	19		551
03:30 PM	12	172	6				35	4	8				6	198	76			9	4	6			4	6	19		536
03:45 PM	17	148	7				36	8	14				7	197	94			9	7	8			7	8	24		552
Total	49	767	45				142	9	56				25	762	180			31	13	19			63	2098	2215		
% App. Total	7.5	88.7	3.8				71.1	9.5	19.4				2.5	71.9	25.6			43.2	27.2	29.6			78.6	.844	.965		
PHF	.792	.895	.725				.966	.594	.696				.614	.979	.742			.972	.786	.750			.844	.965	.965		

Counts Unlimited
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File Name : 04_CRV_SR-74_MB_GW SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 2

County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear



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County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

File Name : 04_CRV_SR-74_MB_GW SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 3

Start Time	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																
	Peak Hour for Each Approach Begins at:																
	02:00 PM				02:00 PM				03:00 PM				03:00 PM				
+0 mins.	14	193	8	215	38	3	21	62	11	188	47	246	9	4	6	19	
+15 mins.	8	193	14	215	30	4	15	49	3	200	62	265	8	7	4	19	
+30 mins.	19	200	12	231	36	1	9	46	6	198	76	280	9	4	6	19	
+45 mins.	8	181	11	200	38	1	11	50	7	197	94	298	9	7	8	24	
Total Volume	49	767	45	861	142	9	56	207	27	783	279	1089	35	22	24	81	
% App. Total	5.7	89.1	5.2	93.2	68.6	4.3	27.1	83.5	2.5	71.9	25.6	91.4	43.2	27.2	29.6	84.4	
PHF	.645	.959	.804	.932	.934	.563	.667	.835	.614	.979	.742	.914	.972	.786	.750	.844	

Groups Printed- Passenger Vehicles

Start Time	SR-74 Southbound									Greenwald Avenue Westbound									SR-74 Northbound									Meadowbrook Avenue Eastbound																	
	Left			Thru			Right			RTOR			Left			Thru			Right			RTOR			Left			Thru			Right			RTOR			Exclu. Total			Inclu. Total			Int. Total		
	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total									
02:00 PM	14	187	8	3	209	36	3	21	10	60	10	197	41	13	248	2	3	4	4	9	30	526	556	30	526	556	30	526	556	30	526	556	30	526	556	30	526	556							
02:15 PM	8	189	14	1	211	30	3	15	10	48	2	194	47	18	243	9	3	5	4	17	33	519	552	33	519	552	33	519	552	33	519	552	33	519	552	33	519	552							
02:30 PM	19	198	12	5	229	36	1	9	9	46	7	183	37	11	227	10	1	6	5	17	30	519	549	30	519	549	30	519	549	30	519	549	30	519	549	30	519	549							
02:45 PM	8	178	11	2	197	37	1	11	6	49	6	161	50	12	217	10	6	4	3	20	23	483	506	23	483	506	23	483	506	23	483	506	23	483	506	23	483	506							
Total	49	752	45	11	846	139	8	56	35	203	25	735	175	54	935	31	13	19	16	63	116	2047	2163	116	2047	2163	116	2047	2163	116	2047	2163	116	2047	2163	116	2047	2163							
03:00 PM	10	164	6	2	180	35	3	7	3	45	11	185	47	7	243	9	4	6	2	19	14	487	501	14	487	501	14	487	501	14	487	501	14	487	501	14	487	501							
03:15 PM	18	188	10	2	216	37	4	10	4	51	3	193	62	10	258	8	7	4	1	19	17	544	561	17	544	561	17	544	561	17	544	561	17	544	561	17	544	561							
03:30 PM	11	170	6	0	187	34	3	8	4	45	6	194	76	17	276	9	4	6	4	19	25	527	552	25	527	552	25	527	552	25	527	552	25	527	552	25	527	552							
03:45 PM	16	145	7	0	168	36	8	14	5	58	7	188	94	32	289	9	7	8	2	24	39	539	578	39	539	578	39	539	578	39	539	578	39	539	578	39	539	578							
Total	55	667	29	4	751	142	18	39	16	199	27	760	279	66	1066	35	22	24	9	81	95	2097	2192	95	2097	2192	95	2097	2192	95	2097	2192	95	2097	2192										
Grand Total	104	1419	74	15	1597	281	26	95	51	402	52	1495	454	120	2001	66	35	43	25	144	211	4144	4355	211	4144	4355	211	4144	4355	211	4144	4355	211	4144	4355										
Apprch %	6.5	88.9	4.6			69.9	6.5	23.6		9.7	2.6	74.7	22.7		48.3	45.8	24.3	29.9		3.5																									
Total %	2.5	34.2	1.8			6.8	0.6	2.3		9.7	1.3	36.1	11		48.3	1.6	0.8	1		3.5																									
PHF	.764	.887	.725			.869	.959	.563	.696	.858	.614	.979	.742		.922	.972	.750	.844		.786																									

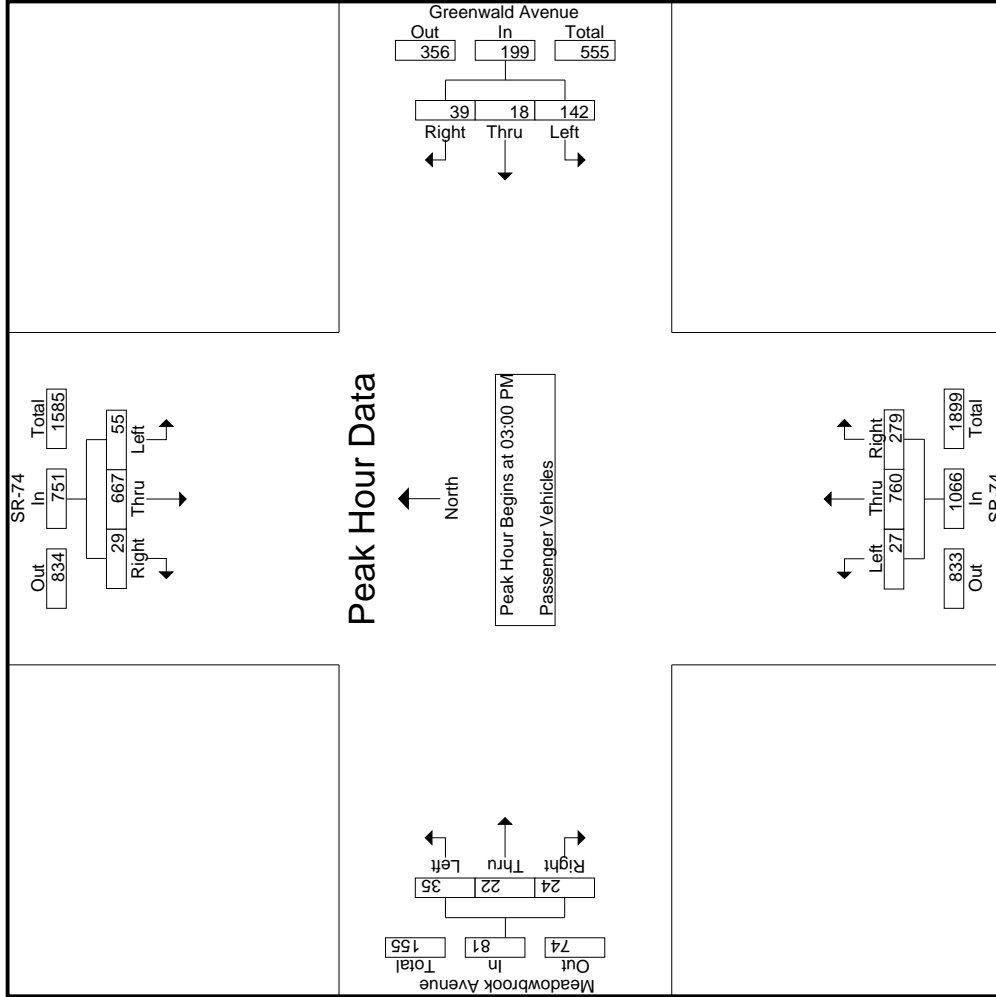
Start Time	SR-74 Southbound									Greenwald Avenue Westbound									SR-74 Northbound									Meadowbrook Avenue Eastbound																	
	Left			Thru			Right			RTOR			Left			Thru			Right			RTOR			Left			Thru			Right			RTOR			Exclu. Total			Inclu. Total			Int. Total		
	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total								
03:00 PM	10	164	6			180				6					185	47				4																									
03:15 PM	18	188	10			216				10					193	62				7																									
03:30 PM	11	170	6			187				8					194	76				4																									
03:45 PM	16	145	7			168				14					188	94				8																									
Total Volume	55	667	29			751				39					760	279				22																									
% App. Total	7.3	88.8	3.9			3.9				19.6					71.3	26.2				29.6																									
PHF	.764	.887	.725			.869	.959	.563	.696	.858	.614	.979	.742		.922	.972	.750	.844		.786																									

Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 03:00 PM

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

County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

File Name : 04_CRV_SR-74_MB_GW_SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 2



Counts Unlimited
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File Name : 04_CRV_SR-74_MB_GW SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 3

County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

Start Time	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																
	Peak Hour for Each Approach Begins at:																
	03:00 PM																
+0 mins.	10	164	6	180	35	3	7	45	11	185	47	243	9	4	6	19	
+15 mins.	18	188	10	216	37	4	10	51	3	193	62	258	8	7	4	19	
+30 mins.	11	170	6	187	34	3	8	45	6	194	76	276	9	4	6	19	
+45 mins.	16	145	7	168	36	8	14	58	7	188	94	289	9	7	8	24	
Total Volume	55	667	29	751	142	18	39	199	27	760	279	1066	35	22	24	81	
% App. Total	7.3	88.8	3.9	100.0	19.6	2.4	5.1	27.3	3.6	100.0	36.2	132.2	4.3	27.2	29.6	100.0	
PHF	.764	.887	.725	.869	.959	.563	.696	.858	.614	.979	.742	.922	.972	.786	.750	.844	

Groups Printed - Large 2 Axle Vehicles

Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	App. Total	Left	Thru	Right	RTOR	App. Total	App. Total	Left	Thru	Right	RTOR	App. Total	App. Total	Left	Thru	Right	RTOR	App. Total	App. Total
02:00 PM	0	4	0	0	4	4	1	0	0	0	1	1	0	5	2	1	7	7	0	0	0	0	0	0
02:15 PM	0	2	0	0	2	2	0	1	0	0	1	1	0	1	0	0	1	1	0	0	0	0	0	0
02:30 PM	0	2	0	0	2	2	0	0	0	0	0	0	0	6	0	0	6	6	0	0	0	0	0	0
02:45 PM	0	3	0	0	3	3	1	0	0	0	1	1	0	3	3	0	6	6	0	0	0	0	0	0
Total	0	11	0	0	11	11	2	1	0	0	3	3	0	15	5	1	20	20	0	0	0	0	0	0
03:00 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5	0	0	0	0	0	0
03:30 PM	1	0	0	0	1	1	1	1	0	0	2	2	0	3	0	0	3	3	0	0	0	0	0	0
03:45 PM	1	2	0	0	3	3	0	0	0	0	0	0	5	0	0	0	5	5	0	0	0	0	0	0
Total	2	3	0	0	5	5	1	1	0	0	2	2	0	15	0	0	15	15	0	0	0	0	0	0
Grand Total	2	14	0	0	16	16	3	2	0	0	5	5	0	30	5	1	35	35	0	0	0	0	0	0
Approch %	12.5	87.5	0	0			60	40	0	0			0	85.7	14.3				0	0	0	0	0	0
Total %	3.6	25	0	0	28.6	28.6	5.4	3.6	0	0	8.9	8.9	0	53.6	8.9		62.5	62.5	0	0	0	0	0	0

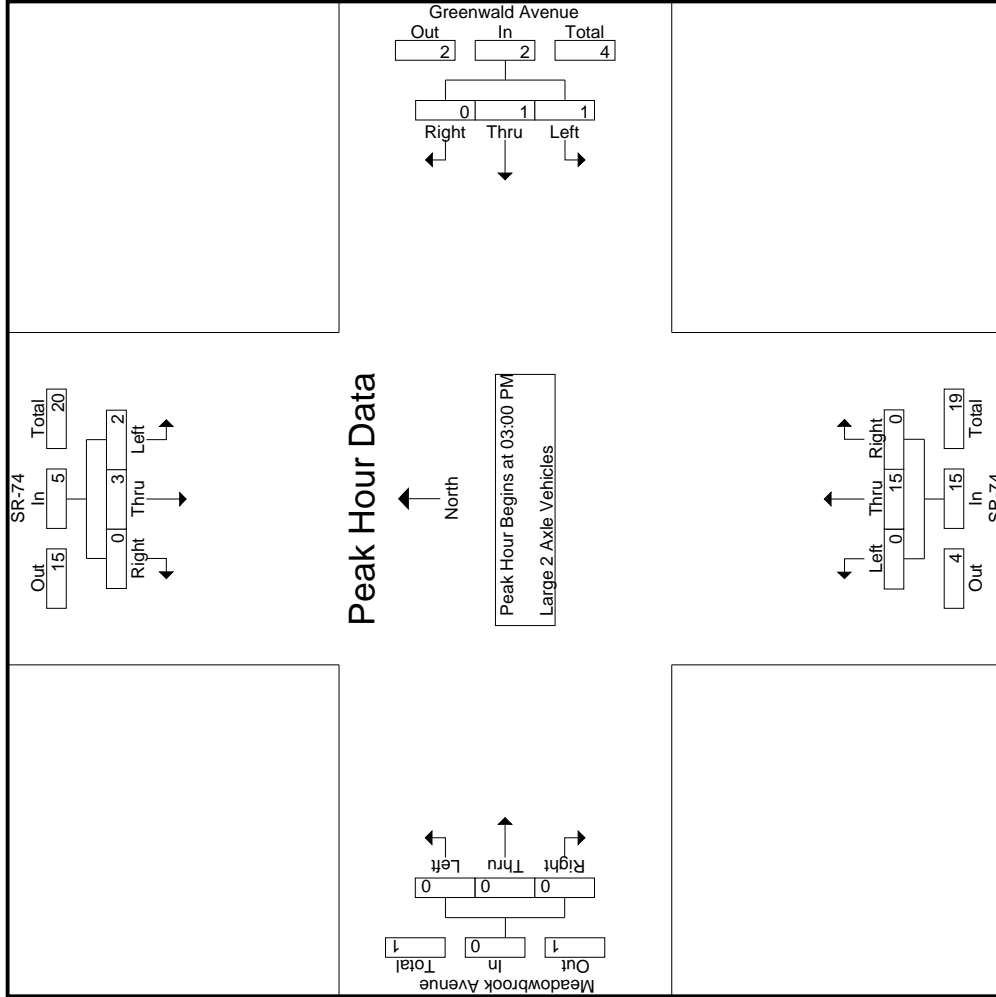
Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	App. Total	Left	Thru	Right	RTOR	App. Total	App. Total	Left	Thru	Right	RTOR	App. Total	App. Total	Left	Thru	Right	RTOR	App. Total	App. Total
03:00 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5	0	0	0	0	0	0
03:30 PM	1	0	0	0	1	1	1	1	0	0	2	2	0	3	0	0	3	3	0	0	0	0	0	0
03:45 PM	1	2	0	0	3	3	0	0	0	0	0	0	0	5	0	0	5	5	0	0	0	0	0	0
Total Volume	2	3	0	0	5	5	1	1	0	0	2	2	0	15	0	0	15	15	0	0	0	0	0	0
% App. Total	40	60	0	0			50	50	0	0	100	100	0	100	0	0			0	0	0	0	0	0
PHF	.500	.375	.000	.000	.417	.417	.250	.250	.000	.000	.250	.250	.000	.750	.000	.000	.750	.750	.000	.000	.000	.000	.000	.688

Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 03:00 PM

Counts Unlimited
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File Name : 04_CRV_SR-74_MB_GW_SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 2

County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
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File Name : 04_CRV_SR-74_MB_GW SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 3

County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

Start Time	SR-74 Southbound				Greenwald Avenue Westbound				SR-74 Northbound				Meadowbrook Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																
03:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0
+30 mins.	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	2	3	0	5	1	1	0	2	0	0	0	0	0	0	0	0	0
Total Volume	40	60	0	100	50	50	0	100	0	100	0	0	0	0	0	0	0
% App. Total	.500	.375	.000	.417	.250	.250	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000	.000
PHF																	

Groups Printed - 3 Axle Vehicles

Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound											
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR	
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	14.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

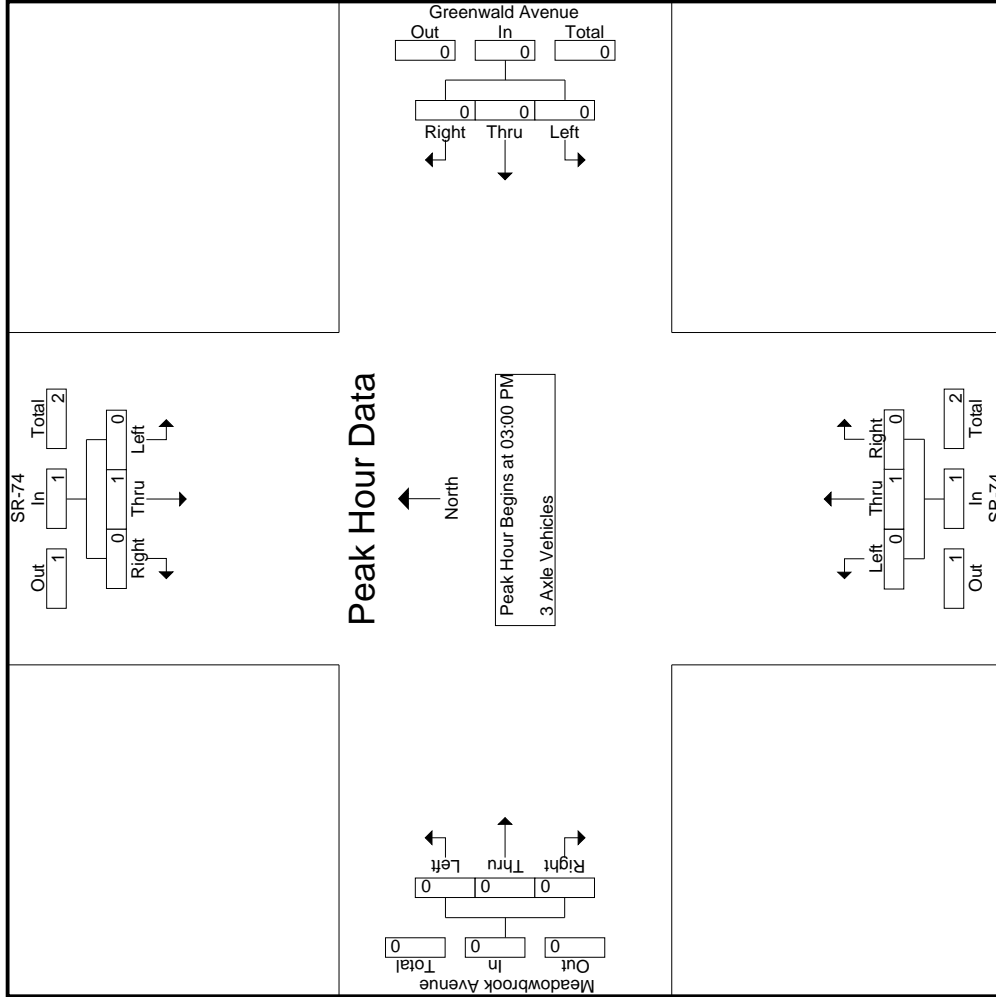
Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound											
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR	
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	

Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:00 PM

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

County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

File Name : 04_CRV_SR-74_MB_GW_SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 2



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

File Name : 04_CRV_SR-74_MB_GW SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 3

County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

Start Time	SR-74 Southbound			Greenwald Avenue Westbound			SR-74 Northbound			Meadowbrook Avenue Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	0	0	0	100	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000

Groups Printed- 4+ Axle Trucks

Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound						
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	
02:00 PM	0	2	0	0	2	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5
02:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	0	0	4	1	1	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	12	12
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	2	0	0	2	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	9
Grand Total	0	6	0	0	6	1	1	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	21
Apprch %	0	100	0	0	100	4.8	4.8	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	100
Total %	0	28.6	0	0	28.6	4.8	4.8	0	0	0	66.7	0	0	0	0	0	0	0	0	0	0	0	0	0	100

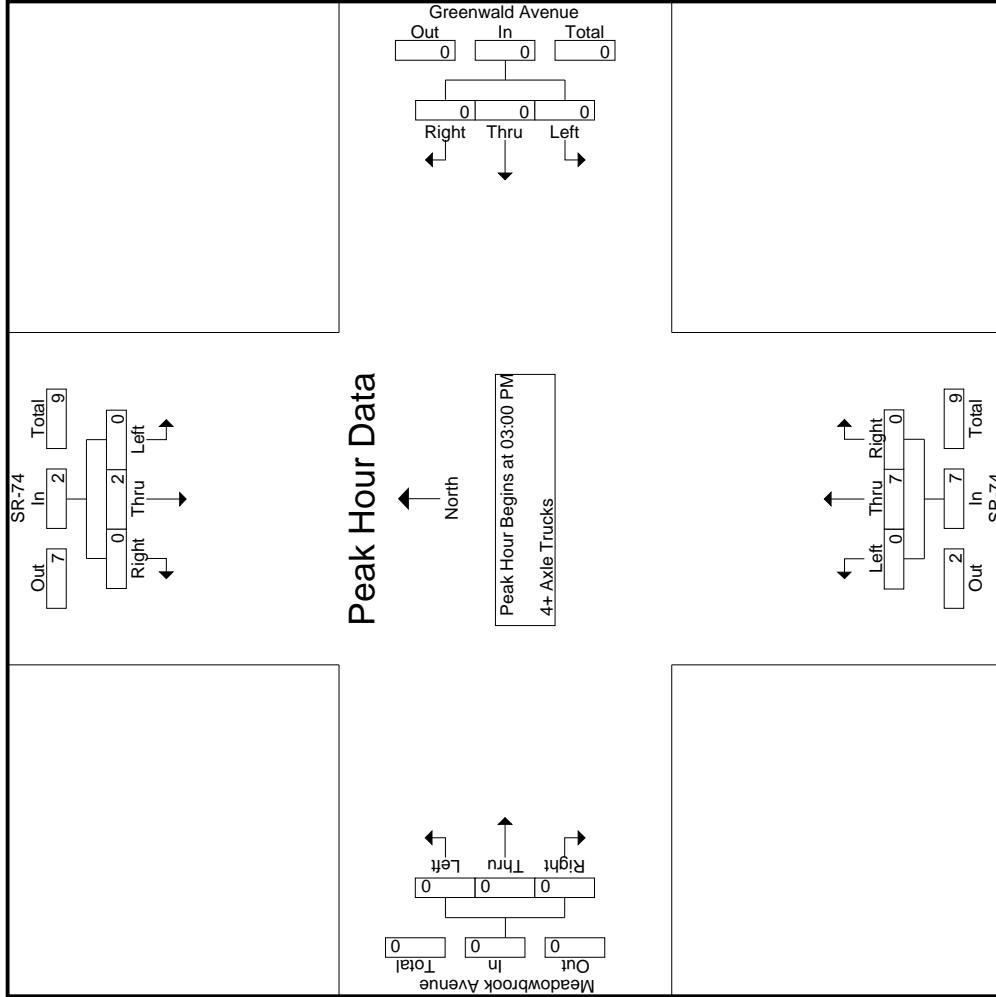
Start Time	SR-74 Southbound						Greenwald Avenue Westbound						SR-74 Northbound						Meadowbrook Avenue Eastbound						
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	2	0	0	2	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	9
% App. Total	0	100	0	0	100	.250	.250	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	.563
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.438	.000	.000	.000	.438	.000	.000	.000	.000	.000	.000	.000	.000	.000	.563

Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 03:00 PM

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

File Name : 04_CRV_SR-74_MB_GW SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 2

County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear



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

File Name : 04_CRV_SR-74_MB_GW SAT
 Site Code : 05119432
 Start Date : 6/15/2019
 Page No : 3

County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave
 Weather: Clear

Start Time	SR-74 Southbound			Greenwald Avenue Westbound			SR-74 Northbound			Meadowbrook Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	03:00 PM				03:00 PM				03:00 PM				03:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	2	0	2	0	0	0	0	1	0	0	1	0	0	
+45 mins.	0	0	0	0	0	0	0	0	4	0	0	4	0	0	
Total Volume	0	2	0	2	0	0	0	0	7	0	0	7	0	0	
% App. Total	0	100	0	250	0	0	0	0	100	0	0	438	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.438	.000	.000	.438	.000	.000	

Location: County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave



PEDESTRIANS

Date: 6/6/2019
 Day: Thursday

	North Leg SR-74	East Leg Greenwald Avenue	South Leg SR-74	West Leg Meadowbrook Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	2	2	0	2	6
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	3	2	0	2	7

	North Leg SR-74	East Leg Greenwald Avenue	South Leg SR-74	West Leg Meadowbrook Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	4	0	0	0	4
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	5	0	0	0	5

Date: 6/15/2019
 Day: Saturday

	North Leg SR-74	East Leg Greenwald Avenue	South Leg SR-74	West Leg Meadowbrook Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:00 PM	0	0	0	0	0
2:15 PM	0	0	0	0	0
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: County of Riverside
 N/S: SR-74
 E/W: Meadowbrook Ave/Greenwald Ave



BICYCLES

Date: 6/6/2019
 Day: Thursday

	Southbound SR-74			Westbound Greenwald Avenue			Northbound SR-74			Eastbound Meadowbrook Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound SR-74			Westbound Greenwald Avenue			Northbound SR-74			Eastbound Meadowbrook Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

Date: 6/15/2019
 Day: Saturday

	Southbound SR-74			Westbound Greenwald Avenue			Northbound SR-74			Eastbound Meadowbrook Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	3	0	0	1	0	5

Counts Unlimited, Inc.

County of Riverside
 State Route 74
 N/ Ethanac Road
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

CRV001S
 Site Code: 051-19432

Start Time	6/15/2019 Sat	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		32	153			46	190				
12:15		31	169			35	199				
12:30		22	197			26	200				
12:45		18	154	103	673	23	218	130	807	233	1480
01:00		23	187			30	209				
01:15		25	197			23	194				
01:30		14	176			22	225				
01:45		15	215	77	775	22	232	97	860	174	1635
02:00		11	198			33	190				
02:15		16	192			17	236				
02:30		11	168			17	192				
02:45		14	189	52	747	14	180	81	798	133	1545
03:00		12	197			26	192				
03:15		23	193			26	193				
03:30		13	205			30	191				
03:45		23	201	71	796	34	192	116	768	187	1564
04:00		21	223			36	173				
04:15		28	184			46	179				
04:30		33	202			43	180				
04:45		25	189	107	798	56	173	181	705	288	1503
05:00		61	189			61	192				
05:15		43	200			80	169				
05:30		63	166			91	158				
05:45		58	175	225	730	91	175	323	694	548	1424
06:00		86	172			91	159				
06:15		78	178			111	148				
06:30		64	178			114	142				
06:45		76	161	304	689	102	138	418	587	722	1276
07:00		69	183			90	130				
07:15		83	144			145	115				
07:30		102	141			105	121				
07:45		100	168	354	636	112	126	452	492	806	1128
08:00		93	168			139	114				
08:15		102	154			130	118				
08:30		103	130			149	121				
08:45		110	148	408	600	141	104	559	457	967	1057
09:00		130	156			146	132				
09:15		138	120			165	110				
09:30		135	118			169	129				
09:45		138	105	541	499	140	104	620	475	1161	974
10:00		143	108			186	102				
10:15		162	86			175	87				
10:30		168	84			173	97				
10:45		155	80	628	358	161	94	695	380	1323	738
11:00		155	74			212	90				
11:15		137	81			202	95				
11:30		139	48			190	48				
11:45		166	63	597	266	192	73	796	306	1393	572
Total		3467	7567	3467	7567	4468	7329	4468	7329	7935	14896
Combined Total		11034		11034		11797		11797		22831	
AM Peak	-	10:15	-	-	-	11:00	-	-	-	-	-
Vol.	-	640	-	-	-	796	-	-	-	-	-
P.H.F.	-	0.952	-	-	-	0.939	-	-	-	-	-
PM Peak	-	-	03:15	-	-	-	01:30	-	-	-	-
Vol.	-	-	822	-	-	-	883	-	-	-	-
P.H.F.	-	-	0.922	-	-	-	0.935	-	-	-	-
Percentage		31.4%	68.6%			37.9%	62.1%				
ADT/AADT		ADT 22,831	AADT 22,831								

Counts Unlimited, Inc.

County of Riverside
 State Route 74
 N/ Ethanac Road
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

CRV001T
 Site Code: 051-19432

Start Time	12-Jun-19 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		37	170			30	164				
12:15		27	172			33	175				
12:30		28	146			26	156				
12:45		25	183	117	671	26	165	115	660	232	1331
01:00		16	201			14	163				
01:15		21	199			15	174				
01:30		19	176			19	167				
01:45		16	193	72	769	13	176	61	680	133	1449
02:00		20	206			24	186				
02:15		18	234			18	183				
02:30		17	234			24	230				
02:45		20	224	75	898	21	245	87	844	162	1742
03:00		20	201			31	208				
03:15		25	242			39	231				
03:30		38	258			48	245				
03:45		31	297	114	998	79	225	197	909	311	1907
04:00		41	322			67	203				
04:15		70	347			114	231				
04:30		72	319			131	212				
04:45		96	320	279	1308	185	252	497	898	776	2206
05:00		93	290			209	242				
05:15		126	330			233	224				
05:30		162	313			221	240				
05:45		153	256	534	1189	209	241	872	947	1406	2136
06:00		172	256			188	219				
06:15		217	234			186	224				
06:30		228	219			195	218				
06:45		246	157	863	866	205	151	774	812	1637	1678
07:00		224	196			201	160				
07:15		258	182			183	168				
07:30		210	178			196	115				
07:45		228	167	920	723	196	139	776	582	1696	1305
08:00		190	163			208	97				
08:15		171	154			166	119				
08:30		171	123			176	95				
08:45		156	129	688	569	168	86	718	397	1406	966
09:00		177	123			168	101				
09:15		154	126			160	93				
09:30		144	93			175	110				
09:45		123	76	598	418	137	73	640	377	1238	795
10:00		158	82			141	66				
10:15		148	65			166	68				
10:30		152	67			153	58				
10:45		179	59	637	273	166	50	626	242	1263	515
11:00		168	44			188	59				
11:15		156	38			159	43				
11:30		152	46			152	43				
11:45		184	35	660	163	169	39	668	184	1328	347
Total		5557	8845	5557	8845	6031	7532	6031	7532	11588	16377
Combined Total		14402		14402		13563		13563		27965	
AM Peak	-	06:30	-	-	-	05:00	-	-	-	-	-
Vol.	-	956	-	-	-	872	-	-	-	-	-
P.H.F.	-	0.926	-	-	-	0.936	-	-	-	-	-
PM Peak	-	-	04:00	-	-	-	04:45	-	-	-	-
Vol.	-	-	1308	-	-	-	958	-	-	-	-
P.H.F.	-	-	0.942	-	-	-	0.950	-	-	-	-
Percentage		38.6%	61.4%			44.5%	55.5%				
ADT/AADT		ADT 27,965		AADT 27,965							

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APPENDIX 3.2:

EXISTING (2019) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	0	2	3	0	0	0
Future Vol, veh/h	0	2	3	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2	3	0	0	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	6.9	6.9	0
HCM LOS	A	A	-

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%
Vol Thru, %	100%	100%	100%
Vol Right, %	0%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	2	3	0
LT Vol	0	0	0
Through Vol	2	3	0
RT Vol	0	0	0
Lane Flow Rate	2	3	0
Geometry Grp	1	1	1
Degree of Util (X)	0.002	0.004	0
Departure Headway (Hd)	3.902	3.902	3.91
Convergence, Y/N	Yes	Yes	Yes
Cap	922	923	0
Service Time	1.903	1.902	1.912
HCM Lane V/C Ratio	0.002	0.003	0
HCM Control Delay	6.9	6.9	6.9
HCM Lane LOS	A	A	N
HCM 95th-tile Q	0	0	0

Timings
2: SR-74 & Theda St.



Lane Group	EBL	NBL	NBT	SBT
Lane Configurations	W	W	↑↑	↑↑
Traffic Volume (vph)	85	187	751	753
Future Volume (vph)	85	187	751	753
Turn Type	Prot	Prot	NA	NA
Protected Phases	4	5	2	6
Permitted Phases				
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	24.1	11.1	24.1	33.1
Total Split (s)	34.0	32.0	86.0	54.0
Total Split (%)	28.3%	26.7%	71.7%	45.0%
Yellow Time (s)	3.6	3.6	5.1	5.1
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	6.1	6.1
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	Max	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 105.7
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: SR-74 & Theda St.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 2: SR-74 & Theda St. 07/09/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	85	133	187	751	753	38
Future Volume (veh/h)	85	133	187	751	753	38
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	63	195	782	784	33
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	107	76	229	2843	2172	91
Arrive On Green	0.11	0.11	0.13	0.79	0.62	0.62
Sat Flow, veh/h	1002	709	1810	3705	3625	149
Grp Volume(v), veh/h	153	0	195	782	401	416
Grp Sat Flow(s),veh/h/ln	1722	0	1810	1805	1805	1873
Q Serve(g_s), s	8.8	0.0	10.7	6.0	11.1	11.1
Cycle Q Clear(g_c), s	8.8	0.0	10.7	6.0	11.1	11.1
Prop In Lane	0.58	0.41	1.00			0.08
Lane Grp Cap(c), veh/h	185	0	229	2843	1111	1153
V/C Ratio(X)	0.83	0.00	0.85	0.28	0.36	0.36
Avail Cap(c_a), veh/h	499	0	489	2843	1111	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	0.0	43.4	2.9	9.6	9.6
Incr Delay (d2), s/veh	3.6	0.0	3.4	0.2	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	4.7	1.1	3.8	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.0	0.0	46.8	3.2	10.6	10.5
LnGrp LOS	D	A	D	A	B	B
Approach Vol, veh/h	153			977	817	
Approach Delay, s/veh	48.0			11.9	10.5	
Approach LOS	D			B	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		86.0		15.5	17.4	68.6
Change Period (Y+Rc), s		6.1		4.6	4.6	6.1
Max Green Setting (Gmax), s		79.9		29.4	27.4	47.9
Max Q Clear Time (g_c+I1), s		8.0		10.8	12.7	13.1
Green Ext Time (p_c), s		8.3		0.2	0.2	7.3

Intersection Summary

HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	2	0	0	1	0	11	0	978	6	7	858	3
Future Vol, veh/h	2	0	0	1	0	11	0	978	6	7	858	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	240	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	0	0	1	0	12	0	1029	6	7	903	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1434	1954	453	1498	1952	518	906	0	0	1035	0	0
Stage 1	919	919	-	1032	1032	-	-	-	-	-	-	-
Stage 2	515	1035	-	466	920	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	96	65	559	86	65	508	759	-	-	679	-	-
Stage 1	296	353	-	253	313	-	-	-	-	-	-	-
Stage 2	516	312	-	551	352	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	93	64	559	85	64	508	759	-	-	679	-	-
Mov Cap-2 Maneuver	93	64	-	85	64	-	-	-	-	-	-	-
Stage 1	296	349	-	253	313	-	-	-	-	-	-	-
Stage 2	504	312	-	545	348	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	44.6		15.4		0		0.1	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	759	-	-	93	359	679	-	-
HCM Lane V/C Ratio	-	-	-	0.023	0.035	0.011	-	-
HCM Control Delay (s)	0	-	-	44.6	15.4	10.4	-	-
HCM Lane LOS	A	-	-	E	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓		↔	↑↑
Traffic Vol, veh/h	18	33	904	7	14	904
Future Vol, veh/h	18	33	904	7	14	904
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	-	-	-	240	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	19	34	942	7	15	942

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1447	475	0	0	949
Stage 1	946	-	-	-	-
Stage 2	501	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	125	541	-	-	732
Stage 1	343	-	-	-	-
Stage 2	580	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	123	541	-	-	732
Mov Cap-2 Maneuver	296	-	-	-	-
Stage 1	343	-	-	-	-
Stage 2	568	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.8	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	419	732
HCM Lane V/C Ratio	-	-	0.127	0.02
HCM Control Delay (s)	-	-	14.8	10
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Timings

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

5: SR-74 & Meadowbrook Av./Greenwald Av.

07/09/2019

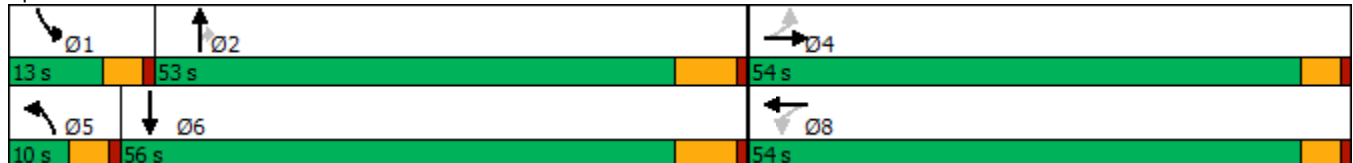


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↕	↗	↖	↕
Traffic Volume (vph)	44	19	317	14	11	786	109	43	877
Future Volume (vph)	44	19	317	14	11	786	109	43	877
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	23.0	23.0	36.0	36.0	10.0	30.0	30.0	10.0	30.0
Total Split (s)	54.0	54.0	54.0	54.0	10.0	53.0	53.0	13.0	56.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	8.3%	44.2%	44.2%	10.8%	46.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	6.5	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 97.2
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: SR-74 & Meadowbrook Av./Greenwald Av.



HCM 6th Signalized Intersection ~~Shilstone~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 5: SR-74 & Meadowbrook Av./Greenwald Av. 07/09/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖	↗	
Traffic Volume (veh/h)	44	19	33	317	14	88	11	786	109	43	877	28
Future Volume (veh/h)	44	19	33	317	14	88	11	786	109	43	877	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	48	21	26	345	15	79	12	854	46	47	953	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	414	230	285	461	79	414	26	1800	800	68	1873	51
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.01	0.50	0.50	0.04	0.52	0.52
Sat Flow, veh/h	1322	772	956	1380	263	1386	1810	3610	1605	1810	3589	98
Grp Volume(v), veh/h	48	0	47	345	0	94	12	854	46	47	479	500
Grp Sat Flow(s),veh/h/ln	1322	0	1728	1380	0	1649	1810	1805	1605	1810	1805	1882
Q Serve(g_s), s	2.7	0.0	1.9	22.8	0.0	4.0	0.6	14.7	1.4	2.4	16.4	16.4
Cycle Q Clear(g_c), s	6.7	0.0	1.9	24.7	0.0	4.0	0.6	14.7	1.4	2.4	16.4	16.4
Prop In Lane	1.00		0.55	1.00		0.84	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	414	0	516	461	0	492	26	1800	800	68	942	982
V/C Ratio(X)	0.12	0.00	0.09	0.75	0.00	0.19	0.46	0.47	0.06	0.69	0.51	0.51
Avail Cap(c_a), veh/h	708	0	900	767	0	859	103	1800	800	160	942	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	0.0	24.0	32.9	0.0	24.8	46.4	15.6	12.3	45.1	14.8	14.8
Incr Delay (d2), s/veh	0.1	0.0	0.1	2.5	0.0	0.2	4.7	0.9	0.1	4.7	2.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.8	7.7	0.0	1.6	0.3	5.4	0.5	1.1	6.1	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	0.0	24.1	35.4	0.0	24.9	51.1	16.5	12.4	49.8	16.7	16.7
LnGrp LOS	C	A	C	D	A	C	D	B	B	D	B	B
Approach Vol, veh/h		95			439			912				1026
Approach Delay, s/veh		25.7			33.1			16.8				18.2
Approach LOS		C			C			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	53.8		32.9	6.0	56.0		32.9				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	8.4	46.5		49.4	5.4	49.5		49.4				
Max Q Clear Time (g_c+I1), s	4.4	16.7		8.7	2.6	18.4		26.7				
Green Ext Time (p_c), s	0.0	5.8		0.4	0.0	5.9		1.6				
Intersection Summary												
HCM 6th Ctrl Delay				20.6								
HCM 6th LOS				C								

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	0	9	4	0	0	0
Future Vol, veh/h	0	9	4	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	10	4	0	0	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	6.9	6.9	0
HCM LOS	A	A	-

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%
Vol Thru, %	100%	100%	100%
Vol Right, %	0%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	9	4	0
LT Vol	0	0	0
Through Vol	9	4	0
RT Vol	0	0	0
Lane Flow Rate	10	4	0
Geometry Grp	1	1	1
Degree of Util (X)	0.011	0.005	0
Departure Headway (Hd)	3.903	3.907	3.925
Convergence, Y/N	Yes	Yes	Yes
Cap	922	921	0
Service Time	1.904	1.909	1.931
HCM Lane V/C Ratio	0.011	0.004	0
HCM Control Delay	6.9	6.9	6.9
HCM Lane LOS	A	A	N
HCM 95th-tile Q	0	0	0

Timings
2: SR-74 & Theda St.



Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	50	170	1077	813
Future Volume (vph)	50	170	1077	813
Turn Type	Prot	Prot	NA	NA
Protected Phases	4	5	2	6
Permitted Phases				
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	24.1	11.1	24.1	33.1
Total Split (s)	34.0	29.0	86.0	57.0
Total Split (%)	28.3%	24.2%	71.7%	47.5%
Yellow Time (s)	3.6	3.6	5.1	5.1
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	6.1	6.1
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	Max	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 102.4
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: SR-74 & Theda St.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 2: SR-74 & Theda St. 07/09/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	194	170	1077	813	71
Future Volume (veh/h)	50	194	170	1077	813	71
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	80	179	1134	856	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	65	98	213	2874	2176	142
Arrive On Green	0.10	0.10	0.12	0.80	0.63	0.63
Sat Flow, veh/h	667	1006	1810	3705	3534	225
Grp Volume(v), veh/h	134	0	179	1134	449	463
Grp Sat Flow(s),veh/h/ln	1686	0	1810	1805	1805	1859
Q Serve(g_s), s	7.8	0.0	9.7	9.4	12.2	12.2
Cycle Q Clear(g_c), s	7.8	0.0	9.7	9.4	12.2	12.2
Prop In Lane	0.40	0.60	1.00			0.12
Lane Grp Cap(c), veh/h	164	0	213	2874	1142	1177
V/C Ratio(X)	0.82	0.00	0.84	0.39	0.39	0.39
Avail Cap(c_a), veh/h	494	0	440	2874	1142	1177
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	0.0	43.4	3.0	9.0	9.0
Incr Delay (d2), s/veh	3.8	0.0	3.4	0.4	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	4.3	1.5	4.0	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.2	0.0	46.8	3.4	10.0	10.0
LnGrp LOS	D	A	D	A	B	A
Approach Vol, veh/h	134			1313	912	
Approach Delay, s/veh	48.2			9.4	10.0	
Approach LOS	D			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		86.0		14.4	16.4	69.6
Change Period (Y+Rc), s		6.1		4.6	4.6	6.1
Max Green Setting (Gmax), s		79.9		29.4	24.4	50.9
Max Q Clear Time (g_c+11), s		11.4		9.8	11.7	14.2
Green Ext Time (p_c), s		14.6		0.2	0.2	8.6

Intersection Summary

HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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	3	2	4	10	0	48	0	1210	38	21	967	4
Future Vol, veh/h	3	2	4	10	0	48	0	1210	38	21	967	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	240	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	2	4	10	0	49	0	1235	39	21	987	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1649	2305	496	1792	2288	637	991	0	0	1274	0	0
Stage 1	1031	1031	-	1255	1255	-	-	-	-	-	-	-
Stage 2	618	1274	-	537	1033	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	67	39	525	52	40	425	706	-	-	552	-	-
Stage 1	253	313	-	185	245	-	-	-	-	-	-	-
Stage 2	448	240	-	501	312	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	58	38	525	48	38	425	706	-	-	552	-	-
Mov Cap-2 Maneuver	58	38	-	48	38	-	-	-	-	-	-	-
Stage 1	253	301	-	185	245	-	-	-	-	-	-	-
Stage 2	396	240	-	475	300	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	55.8		34.3		0		0.2	
HCM LOS	F		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	706	-	-	80	181	552	-	-
HCM Lane V/C Ratio	-	-	-	0.115	0.327	0.039	-	-
HCM Control Delay (s)	0	-	-	55.8	34.3	11.8	-	-
HCM Lane LOS	A	-	-	F	D	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1.3	0.1	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓		↔	↑↑
Traffic Vol, veh/h	5	28	1265	9	28	989
Future Vol, veh/h	5	28	1265	9	28	989
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	-	-	-	240	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	29	1291	9	29	1009

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1859	650	0	0	1300
Stage 1	1296	-	-	-	-
Stage 2	563	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	66	417	-	-	540
Stage 1	224	-	-	-	-
Stage 2	539	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	62	417	-	-	540
Mov Cap-2 Maneuver	199	-	-	-	-
Stage 1	224	-	-	-	-
Stage 2	510	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	358	540
HCM Lane V/C Ratio	-	-	0.094	0.053
HCM Control Delay (s)	-	-	16.1	12
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.3	0.2

Timings

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

5: SR-74 & Meadowbrook Av./Greenwald Av.

07/09/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	37	20	126	13	35	1235	252	74	891
Future Volume (vph)	37	20	126	13	35	1235	252	74	891
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	23.0	23.0	36.0	36.0	10.0	30.0	30.0	10.0	30.0
Total Split (s)	38.0	38.0	38.0	38.0	11.0	66.0	66.0	16.0	71.0
Total Split (%)	31.7%	31.7%	31.7%	31.7%	9.2%	55.0%	55.0%	13.3%	59.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	6.5	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max

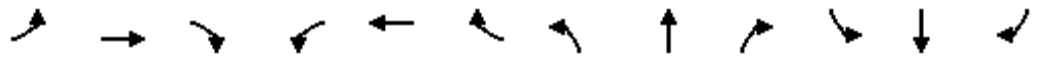
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.4
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: SR-74 & Meadowbrook Av./Greenwald Av.



HCM 6th Signalized Intersection ~~Shilstone~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 5: SR-74 & Meadowbrook Av./Greenwald Av. 07/09/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	20	12	126	13	33	35	1235	252	74	891	45
Future Volume (veh/h)	37	20	12	126	13	33	35	1235	252	74	891	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	20	2	129	13	16	36	1260	195	76	909	34
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	241	228	23	250	103	127	58	2340	1044	98	2379	89
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.03	0.65	0.65	0.05	0.67	0.67
Sat Flow, veh/h	1391	1699	170	1412	771	949	1810	3610	1610	1810	3548	133
Grp Volume(v), veh/h	38	0	22	129	0	29	36	1260	195	76	462	481
Grp Sat Flow(s),veh/h/ln	1391	0	1869	1412	0	1719	1810	1805	1610	1810	1805	1876
Q Serve(g_s), s	2.4	0.0	1.0	8.5	0.0	1.4	1.9	18.1	4.7	4.0	10.9	10.9
Cycle Q Clear(g_c), s	3.8	0.0	1.0	9.5	0.0	1.4	1.9	18.1	4.7	4.0	10.9	10.9
Prop In Lane	1.00		0.09	1.00		0.55	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	241	0	251	250	0	231	58	2340	1044	98	1210	1258
V/C Ratio(X)	0.16	0.00	0.09	0.52	0.00	0.13	0.62	0.54	0.19	0.77	0.38	0.38
Avail Cap(c_a), veh/h	537	0	649	550	0	597	120	2340	1044	214	1210	1258
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	36.5	40.6	0.0	36.7	46.0	9.1	6.8	44.9	7.0	7.0
Incr Delay (d2), s/veh	0.3	0.0	0.1	1.6	0.0	0.2	4.0	0.9	0.4	4.8	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.5	3.1	0.0	0.6	0.9	5.5	1.3	1.8	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	0.0	36.6	42.3	0.0	36.9	49.9	10.0	7.2	49.7	7.9	7.9
LnGrp LOS	D	A	D	D	A	D	D	B	A	D	A	A
Approach Vol, veh/h		60			158			1491				1019
Approach Delay, s/veh		37.9			41.3			10.6				11.0
Approach LOS		D			D			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	68.9		17.5	7.7	71.0		17.5				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	11.4	59.5		33.4	6.4	64.5		33.4				
Max Q Clear Time (g_c+I1), s	6.0	20.1		5.8	3.9	12.9		11.5				
Green Ext Time (p_c), s	0.0	11.2		0.2	0.0	5.8		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				13.2								
HCM 6th LOS				B								

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	0	7	6	0	0	0
Future Vol, veh/h	0	7	6	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	8	7	0	0	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	6.9	6.9	0
HCM LOS	A	A	-

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%
Vol Thru, %	100%	100%	100%
Vol Right, %	0%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	7	6	0
LT Vol	0	0	0
Through Vol	7	6	0
RT Vol	0	0	0
Lane Flow Rate	8	7	0
Geometry Grp	1	1	1
Degree of Util (X)	0.008	0.007	0
Departure Headway (Hd)	3.905	3.906	3.925
Convergence, Y/N	Yes	Yes	Yes
Cap	922	922	0
Service Time	1.906	1.907	1.929
HCM Lane V/C Ratio	0.009	0.008	0
HCM Control Delay	6.9	6.9	6.9
HCM Lane LOS	A	A	N
HCM 95th-tile Q	0	0	0

Timings
2: SR-74 & Theda St.

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

07/09/2019

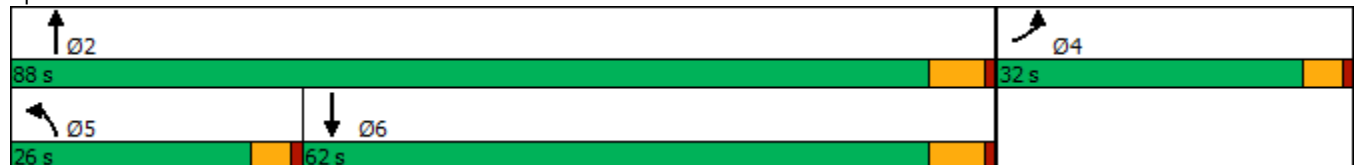


Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	48	123	692	740
Future Volume (vph)	48	123	692	740
Turn Type	Prot	Prot	NA	NA
Protected Phases	4	5	2	6
Permitted Phases				
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	24.1	11.1	24.1	33.1
Total Split (s)	32.0	26.0	88.0	62.0
Total Split (%)	26.7%	21.7%	73.3%	51.7%
Yellow Time (s)	3.6	3.6	5.1	5.1
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	6.1	6.1
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	Max	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.1
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: SR-74 & Theda St.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 2: SR-74 & Theda St. 07/09/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	48	121	123	692	740	62
Future Volume (veh/h)	48	121	123	692	740	62
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	53	137	769	822	61
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	66	66	169	2942	2303	171
Arrive On Green	0.08	0.08	0.09	0.81	0.68	0.68
Sat Flow, veh/h	845	845	1810	3705	3502	253
Grp Volume(v), veh/h	107	0	137	769	435	448
Grp Sat Flow(s),veh/h/ln	1706	0	1810	1805	1805	1854
Q Serve(g_s), s	6.2	0.0	7.5	5.0	10.4	10.4
Cycle Q Clear(g_c), s	6.2	0.0	7.5	5.0	10.4	10.4
Prop In Lane	0.50	0.50	1.00			0.14
Lane Grp Cap(c), veh/h	134	0	169	2942	1220	1254
V/C Ratio(X)	0.80	0.00	0.81	0.26	0.36	0.36
Avail Cap(c_a), veh/h	465	0	385	2942	1220	1254
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	0.0	44.7	2.2	7.0	7.0
Incr Delay (d2), s/veh	4.1	0.0	3.6	0.2	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	3.3	0.6	3.2	3.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.6	0.0	48.3	2.4	7.8	7.8
LnGrp LOS	D	A	D	A	A	A
Approach Vol, veh/h	107			906	883	
Approach Delay, s/veh	49.6			9.3	7.8	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		88.0		12.5	14.0	74.0
Change Period (Y+Rc), s		6.1		4.6	4.6	6.1
Max Green Setting (Gmax), s		81.9		27.4	21.4	55.9
Max Q Clear Time (g_c+I1), s		7.0		8.2	9.5	12.4
Green Ext Time (p_c), s		8.1		0.1	0.1	8.5

Intersection Summary

HCM 6th Ctrl Delay	10.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	3	3	1	18	3	41	2	834	23	39	852	1
Future Vol, veh/h	3	3	1	18	3	41	2	834	23	39	852	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	240	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	3	1	20	3	46	2	927	26	43	947	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1503	1991	474	1505	1978	477	948	0	0	953	0	0
Stage 1	1034	1034	-	944	944	-	-	-	-	-	-	-
Stage 2	469	957	-	561	1034	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	85	61	542	85	63	540	732	-	-	729	-	-
Stage 1	252	312	-	286	344	-	-	-	-	-	-	-
Stage 2	549	339	-	485	312	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	71	57	542	77	59	540	732	-	-	729	-	-
Mov Cap-2 Maneuver	71	57	-	77	59	-	-	-	-	-	-	-
Stage 1	251	294	-	285	343	-	-	-	-	-	-	-
Stage 2	496	338	-	450	294	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	61	39.3	0	0.4
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	732	-	-	72	172	729	-
HCM Lane V/C Ratio	0.003	-	-	0.108	0.401	0.059	-
HCM Control Delay (s)	9.9	-	-	61	39.3	10.2	-
HCM Lane LOS	A	-	-	F	E	B	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1.8	0.2	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓		↔	↑↑
Traffic Vol, veh/h	13	21	865	9	20	829
Future Vol, veh/h	13	21	865	9	20	829
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	-	-	-	240	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	22	911	9	21	873

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1395	460	0	0	920
Stage 1	916	-	-	-	-
Stage 2	479	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	135	554	-	-	750
Stage 1	355	-	-	-	-
Stage 2	595	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	131	554	-	-	750
Mov Cap-2 Maneuver	306	-	-	-	-
Stage 1	355	-	-	-	-
Stage 2	578	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	423	750
HCM Lane V/C Ratio	-	-	0.085	0.028
HCM Control Delay (s)	-	-	14.3	9.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Timings

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

5: SR-74 & Meadowbrook Av./Greenwald Av.

07/09/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↷	↷	↶	↷
Traffic Volume (vph)	35	22	144	20	27	806	279	58	680
Future Volume (vph)	35	22	144	20	27	806	279	58	680
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	36.0	36.0	10.0	30.0	30.0	10.0	30.0
Total Split (s)	43.0	43.0	43.0	43.0	13.0	59.0	59.0	18.0	64.0
Total Split (%)	35.8%	35.8%	35.8%	35.8%	10.8%	49.2%	49.2%	15.0%	53.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0	6.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	7.0	7.0	5.0	7.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

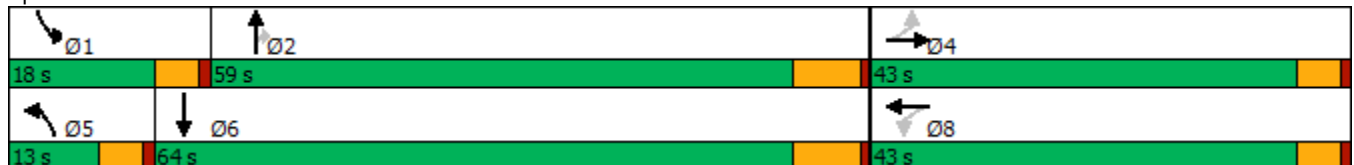
Cycle Length: 120

Actuated Cycle Length: 98.9

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Splits and Phases: 5: SR-74 & Meadowbrook Av./Greenwald Av.



HCM 6th Signalized Intersection ~~Shilstone~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 5: SR-74 & Meadowbrook Av./Greenwald Av. 07/09/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖	↗↖	
Traffic Volume (veh/h)	35	22	24	144	20	39	27	806	279	58	680	29
Future Volume (veh/h)	35	22	24	144	20	39	27	806	279	58	680	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	23	16	150	21	24	28	840	222	60	708	26
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	260	160	111	266	124	142	51	2220	969	79	2240	82
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.61	0.61	0.04	0.63	0.63
Sat Flow, veh/h	1383	1043	726	1390	809	925	1810	3610	1575	1810	3551	130
Grp Volume(v), veh/h	36	0	39	150	0	45	28	840	222	60	360	374
Grp Sat Flow(s),veh/h/ln	1383	0	1769	1390	0	1734	1810	1805	1575	1810	1805	1877
Q Serve(g_s), s	2.1	0.0	1.7	9.5	0.0	2.0	1.4	10.6	5.7	3.0	8.3	8.3
Cycle Q Clear(g_c), s	4.1	0.0	1.7	11.2	0.0	2.0	1.4	10.6	5.7	3.0	8.3	8.3
Prop In Lane	1.00		0.41	1.00		0.53	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	260	0	271	266	0	266	51	2220	969	79	1139	1184
V/C Ratio(X)	0.14	0.00	0.14	0.56	0.00	0.17	0.55	0.38	0.23	0.76	0.32	0.32
Avail Cap(c_a), veh/h	630	0	744	638	0	729	160	2220	969	260	1139	1184
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	0.0	33.1	38.0	0.0	33.3	43.4	8.7	7.8	42.7	7.7	7.7
Incr Delay (d2), s/veh	0.2	0.0	0.2	1.9	0.0	0.3	9.1	0.5	0.6	26.4	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.8	3.3	0.0	0.9	0.7	3.2	1.6	1.8	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	0.0	33.4	39.8	0.0	33.6	52.5	9.2	8.4	69.1	8.4	8.4
LnGrp LOS	D	A	C	D	A	C	D	A	A	E	A	A
Approach Vol, veh/h		75			195			1090			794	
Approach Delay, s/veh		34.3			38.4			10.2			13.0	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	62.6		18.8	7.5	64.0		18.8				
Change Period (Y+Rc), s	5.0	7.0		5.0	5.0	7.0		5.0				
Max Green Setting (Gmax), s	13.0	52.0		38.0	8.0	57.0		38.0				
Max Q Clear Time (g_c+I1), s	5.0	12.6		6.1	3.4	10.3		13.2				
Green Ext Time (p_c), s	0.1	6.7		0.3	0.0	4.2		0.7				

Intersection Summary

HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

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APPENDIX 3.3:

EXISTING (2019) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2019) Conditions - Weekday PM Peak Hour**

Major Street Name = **Ethanac Road**

Total of Both Approaches (VPH) = **13**

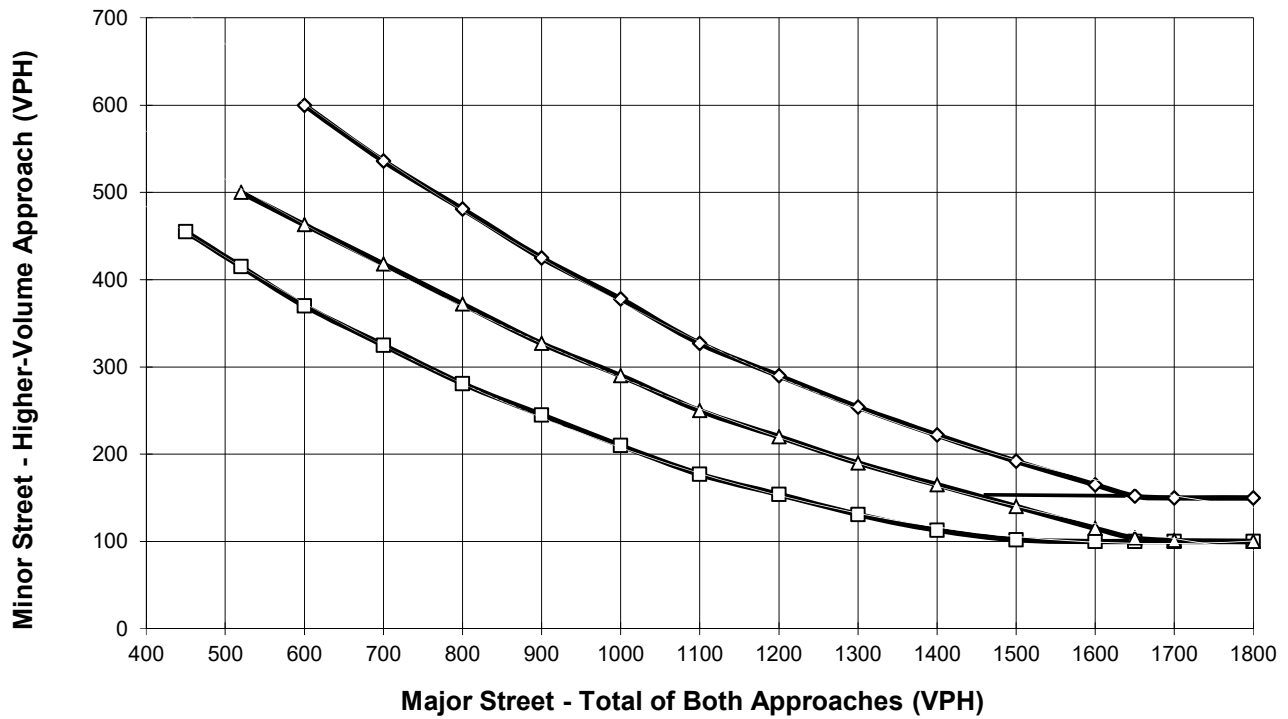
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Read Street**

High Volume Approach (VPH) = **0**

Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- x— Minor Street Approaches

*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2019) Conditions - Weekday PM Peak Hour**

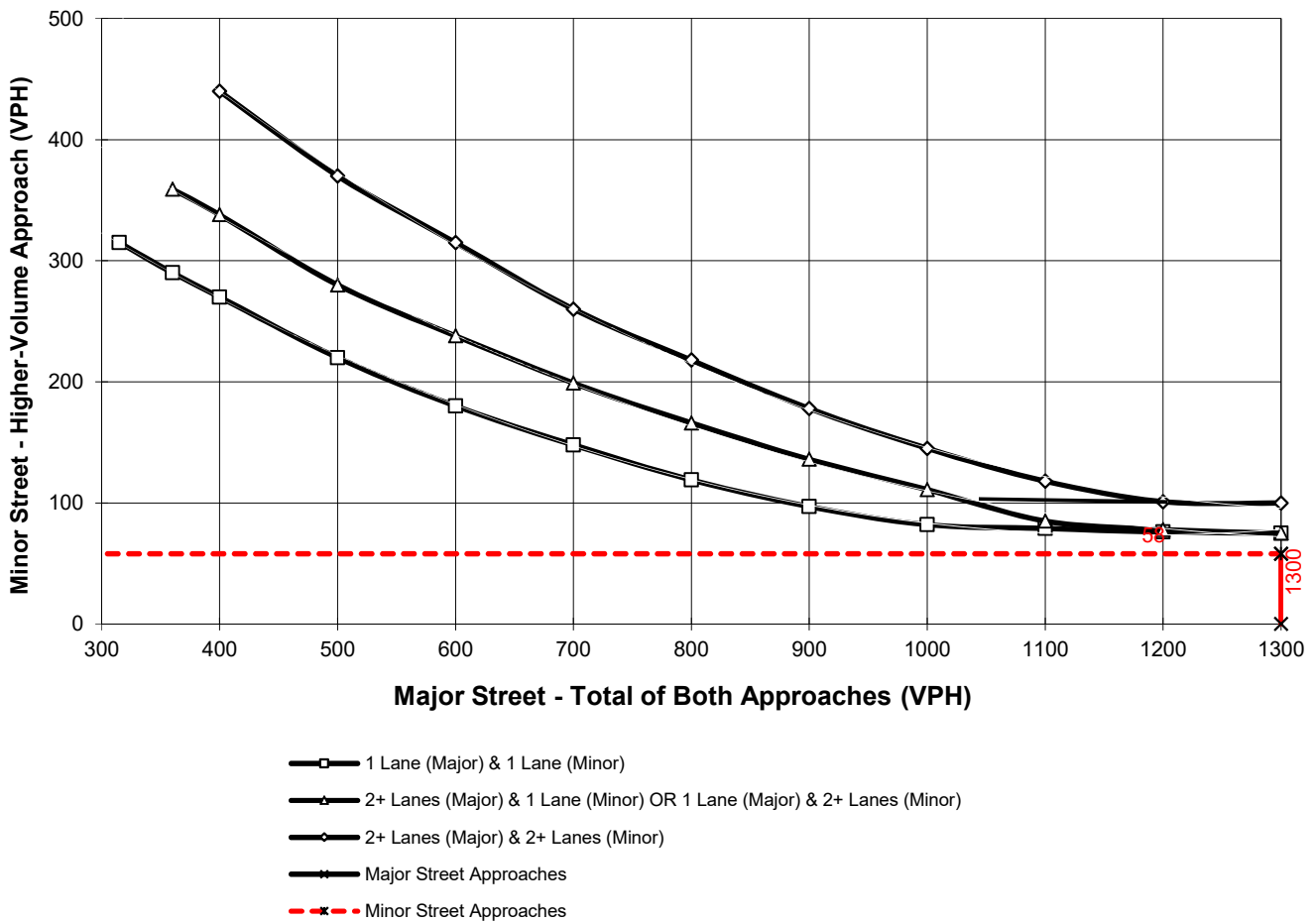
Major Street Name = **SR-74**

Total of Both Approaches (VPH) = **2240**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Ethanac Road**

High Volume Approach (VPH) = **58**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2019) Conditions - Weekday AM Peak Hour**

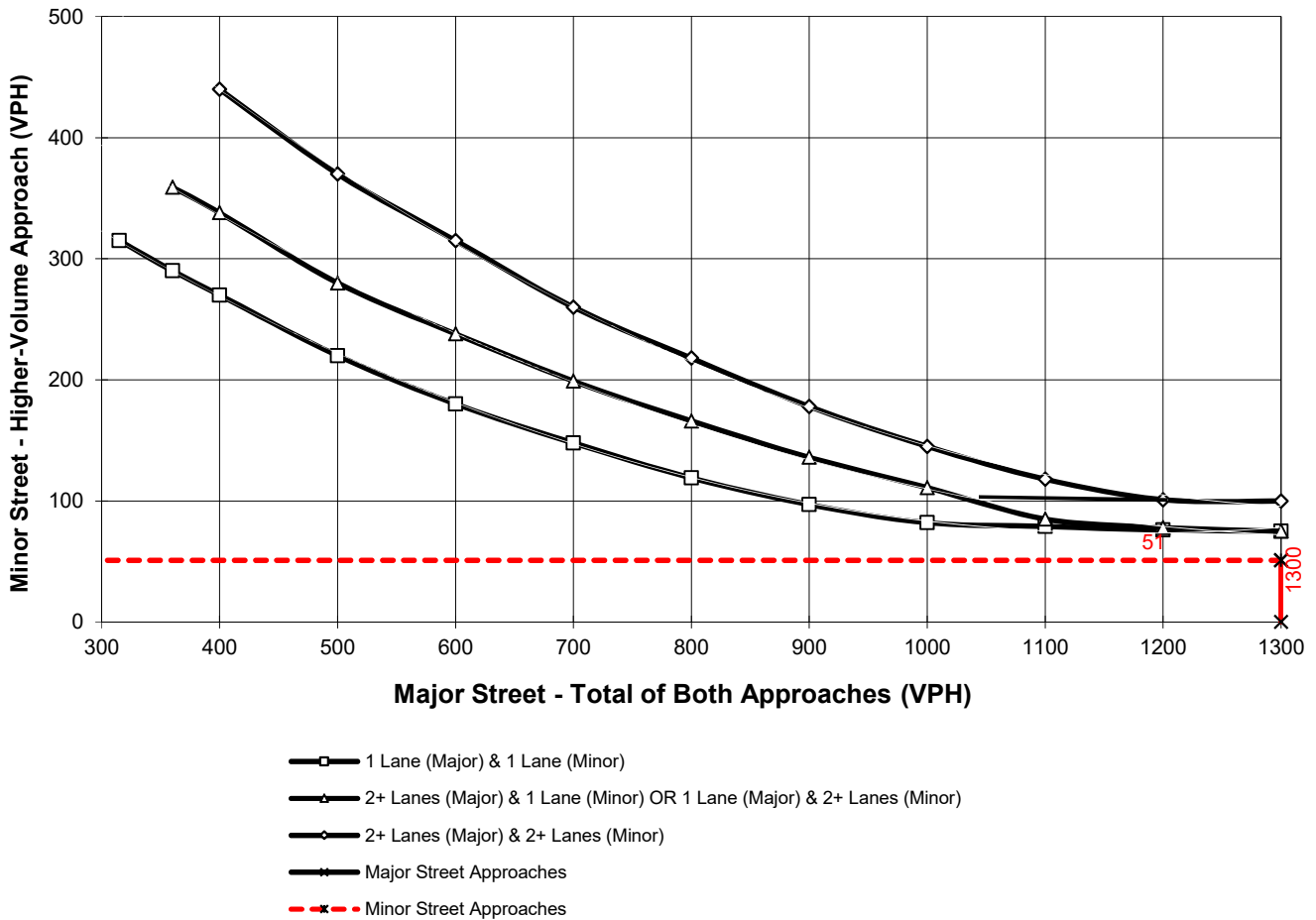
Major Street Name = **SR-74**

Total of Both Approaches (VPH) = **1880**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **River Road**

High Volume Approach (VPH) = **51**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane



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APPENDIX 5.1:

E+P CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Intersection	
Intersection Delay, s/veh	6.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	0	3	9	51	6	0
Future Vol, veh/h	0	3	9	51	6	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	3	10	55	7	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7	6.6	7.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	15%	0%
Vol Right, %	0%	85%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	3	60	6
LT Vol	0	0	6
Through Vol	3	9	0
RT Vol	0	51	0
Lane Flow Rate	3	65	7
Geometry Grp	1	1	1
Degree of Util (X)	0.004	0.062	0.008
Departure Headway (Hd)	3.96	3.404	4.219
Convergence, Y/N	Yes	Yes	Yes
Cap	907	1057	851
Service Time	1.968	1.409	2.229
HCM Lane V/C Ratio	0.003	0.061	0.008
HCM Control Delay	7	6.6	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.2	0

Timings
2: SR-74 & Theda St.

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

07/09/2019

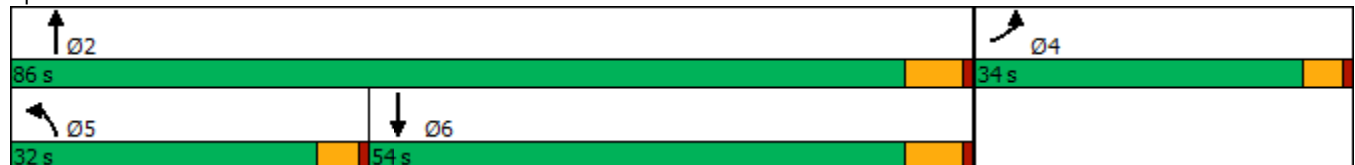


Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	85	187	754	779
Future Volume (vph)	85	187	754	779
Turn Type	Prot	Prot	NA	NA
Protected Phases	4	5	2	6
Permitted Phases				
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	24.1	11.1	24.1	33.1
Total Split (s)	34.0	32.0	86.0	54.0
Total Split (%)	28.3%	26.7%	71.7%	45.0%
Yellow Time (s)	3.6	3.6	5.1	5.1
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	6.1	6.1
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	Max	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 105.9
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: SR-74 & Theda St.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 2: SR-74 & Theda St. 07/09/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	85	136	187	754	779	38
Future Volume (veh/h)	85	136	187	754	779	38
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	66	195	785	811	33
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	107	79	229	2836	2170	88
Arrive On Green	0.11	0.11	0.13	0.79	0.61	0.61
Sat Flow, veh/h	981	728	1810	3705	3630	144
Grp Volume(v), veh/h	156	0	195	785	414	430
Grp Sat Flow(s),veh/h/ln	1720	0	1810	1805	1805	1874
Q Serve(g_s), s	9.0	0.0	10.7	6.1	11.7	11.7
Cycle Q Clear(g_c), s	9.0	0.0	10.7	6.1	11.7	11.7
Prop In Lane	0.57	0.42	1.00			0.08
Lane Grp Cap(c), veh/h	188	0	229	2836	1108	1151
V/C Ratio(X)	0.83	0.00	0.85	0.28	0.37	0.37
Avail Cap(c_a), veh/h	497	0	488	2836	1108	1151
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	0.0	43.5	3.0	9.8	9.8
Incr Delay (d2), s/veh	3.6	0.0	3.4	0.2	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	4.7	1.1	4.0	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.0	0.0	46.9	3.2	10.8	10.8
LnGrp LOS	D	A	D	A	B	B
Approach Vol, veh/h	156			980	844	
Approach Delay, s/veh	48.0			11.9	10.8	
Approach LOS	D			B	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		86.0		15.7	17.5	68.5
Change Period (Y+Rc), s		6.1		4.6	4.6	6.1
Max Green Setting (Gmax), s		79.9		29.4	27.4	47.9
Max Q Clear Time (g_c+I1), s		8.1		11.0	12.7	13.7
Green Ext Time (p_c), s		8.3		0.2	0.2	7.6

Intersection Summary

HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	6	0	4	1	0	11	29	978	6	7	858	32
Future Vol, veh/h	6	0	4	1	0	11	29	978	6	7	858	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	240	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	0	4	1	0	12	31	1029	6	7	903	34

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1511	2031	469	1560	2045	518	937	0	0	1035	0	0
Stage 1	934	934	-	1094	1094	-	-	-	-	-	-	-
Stage 2	577	1097	-	466	951	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	84	58	546	77	57	508	739	-	-	679	-	-
Stage 1	290	347	-	232	292	-	-	-	-	-	-	-
Stage 2	474	291	-	551	341	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	79	55	546	73	54	508	739	-	-	679	-	-
Mov Cap-2 Maneuver	79	55	-	73	54	-	-	-	-	-	-	-
Stage 1	278	344	-	222	280	-	-	-	-	-	-	-
Stage 2	444	279	-	541	338	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	37.9		16		0.3		0.1	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	739	-	-	120	339	679	-	-
HCM Lane V/C Ratio	0.041	-	-	0.088	0.037	0.011	-	-
HCM Control Delay (s)	10.1	-	-	37.9	16	10.4	-	-
HCM Lane LOS	B	-	-	E	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT		T	TT
Traffic Vol, veh/h	18	33	933	7	14	908
Future Vol, veh/h	18	33	933	7	14	908
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	-	-	-	240	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	19	34	972	7	15	946

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1479	490	0	0	979
Stage 1	976	-	-	-	-
Stage 2	503	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	119	529	-	-	713
Stage 1	331	-	-	-	-
Stage 2	578	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	117	529	-	-	713
Mov Cap-2 Maneuver	287	-	-	-	-
Stage 1	331	-	-	-	-
Stage 2	566	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.1	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	408	713
HCM Lane V/C Ratio	-	-	0.13	0.02
HCM Control Delay (s)	-	-	15.1	10.2
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Timings

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

5: SR-74 & Meadowbrook Av./Greenwald Av.

07/09/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	44	19	317	14	11	812	109	43	880
Future Volume (vph)	44	19	317	14	11	812	109	43	880
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	23.0	23.0	36.0	36.0	10.0	30.0	30.0	10.0	30.0
Total Split (s)	54.0	54.0	54.0	54.0	10.0	53.0	53.0	13.0	56.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	8.3%	44.2%	44.2%	10.8%	46.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	6.5	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

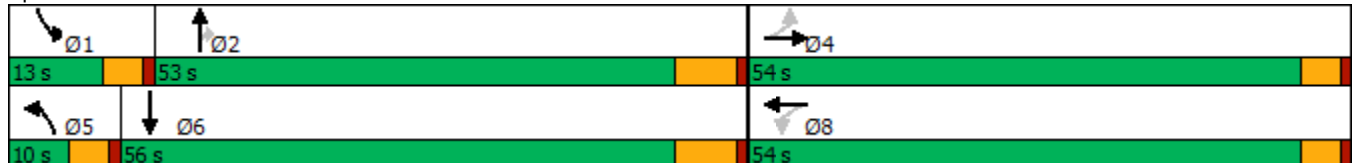
Cycle Length: 120

Actuated Cycle Length: 97.2

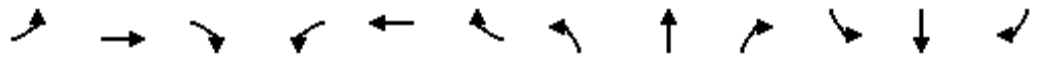
Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Splits and Phases: 5: SR-74 & Meadowbrook Av./Greenwald Av.



HCM 6th Signalized Intersection ~~Shilstone~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 5: SR-74 & Meadowbrook Av./Greenwald Av. 07/09/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷	↷	↶	↷	↷
Traffic Volume (veh/h)	44	19	33	317	14	91	11	812	109	43	880	28
Future Volume (veh/h)	44	19	33	317	14	91	11	812	109	43	880	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	48	21	26	345	15	82	12	883	46	47	957	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	412	231	285	461	76	416	26	1800	800	68	1873	51
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.01	0.50	0.50	0.04	0.52	0.52
Sat Flow, veh/h	1318	772	956	1380	255	1393	1810	3610	1605	1810	3590	98
Grp Volume(v), veh/h	48	0	47	345	0	97	12	883	46	47	481	502
Grp Sat Flow(s),veh/h/ln	1318	0	1728	1380	0	1648	1810	1805	1605	1810	1805	1882
Q Serve(g_s), s	2.7	0.0	1.9	22.8	0.0	4.2	0.6	15.4	1.4	2.4	16.5	16.5
Cycle Q Clear(g_c), s	6.8	0.0	1.9	24.7	0.0	4.2	0.6	15.4	1.4	2.4	16.5	16.5
Prop In Lane	1.00		0.55	1.00		0.85	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	412	0	516	461	0	492	26	1800	800	68	942	982
V/C Ratio(X)	0.12	0.00	0.09	0.75	0.00	0.20	0.46	0.49	0.06	0.69	0.51	0.51
Avail Cap(c_a), veh/h	704	0	900	767	0	858	103	1800	800	160	942	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	24.0	32.9	0.0	24.8	46.4	15.8	12.3	45.1	14.8	14.8
Incr Delay (d2), s/veh	0.1	0.0	0.1	2.5	0.0	0.2	4.7	1.0	0.1	4.7	2.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.8	7.7	0.0	1.6	0.3	5.6	0.5	1.1	6.2	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.5	0.0	24.1	35.3	0.0	25.0	51.2	16.8	12.4	49.8	16.8	16.7
LnGrp LOS	C	A	C	D	A	C	D	B	B	D	B	B
Approach Vol, veh/h		95			442			941				1030
Approach Delay, s/veh		25.8			33.1			17.0				18.2
Approach LOS		C			C			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	53.8		32.9	6.0	56.0		32.9				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	8.4	46.5		49.4	5.4	49.5		49.4				
Max Q Clear Time (g_c+I1), s	4.4	17.4		8.8	2.6	18.5		26.7				
Green Ext Time (p_c), s	0.0	6.0		0.4	0.0	5.9		1.6				

Intersection Summary

HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	10	4	4	13	0
Future Vol, veh/h	0	10	4	4	13	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	11	4	4	14	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7	6.7	7.2
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	50%	0%
Vol Right, %	0%	50%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	10	8	13
LT Vol	0	0	13
Through Vol	10	4	0
RT Vol	0	4	0
Lane Flow Rate	11	9	14
Geometry Grp	1	1	1
Degree of Util (X)	0.012	0.009	0.016
Departure Headway (Hd)	3.932	3.634	4.135
Convergence, Y/N	Yes	Yes	Yes
Cap	914	989	870
Service Time	1.939	1.642	2.141
HCM Lane V/C Ratio	0.012	0.009	0.016
HCM Control Delay	7	6.7	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0	0

Timings
2: SR-74 & Theda St.



Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	50	171	1083	815
Future Volume (vph)	50	171	1083	815
Turn Type	Prot	Prot	NA	NA
Protected Phases	4	5	2	6
Permitted Phases				
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	24.1	11.1	24.1	33.1
Total Split (s)	34.0	29.0	86.0	57.0
Total Split (%)	28.3%	24.2%	71.7%	47.5%
Yellow Time (s)	3.6	3.6	5.1	5.1
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	6.1	6.1
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	Max	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 102.4
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: SR-74 & Theda St.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 2: SR-74 & Theda St. 07/09/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	194	171	1083	815	71
Future Volume (veh/h)	50	194	171	1083	815	71
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	80	180	1140	858	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	65	98	214	2874	2175	142
Arrive On Green	0.10	0.10	0.12	0.80	0.63	0.63
Sat Flow, veh/h	667	1006	1810	3705	3535	225
Grp Volume(v), veh/h	134	0	180	1140	450	464
Grp Sat Flow(s),veh/h/ln	1686	0	1810	1805	1805	1860
Q Serve(g_s), s	7.8	0.0	9.8	9.4	12.3	12.3
Cycle Q Clear(g_c), s	7.8	0.0	9.8	9.4	12.3	12.3
Prop In Lane	0.40	0.60	1.00			0.12
Lane Grp Cap(c), veh/h	164	0	214	2874	1141	1176
V/C Ratio(X)	0.82	0.00	0.84	0.40	0.39	0.39
Avail Cap(c_a), veh/h	494	0	440	2874	1141	1176
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	0.0	43.3	3.0	9.0	9.0
Incr Delay (d2), s/veh	3.8	0.0	3.4	0.4	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	4.3	1.6	4.1	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.2	0.0	46.7	3.5	10.1	10.0
LnGrp LOS	D	A	D	A	B	B
Approach Vol, veh/h	134			1320	914	
Approach Delay, s/veh	48.2			9.4	10.1	
Approach LOS	D			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		86.0		14.4	16.5	69.5
Change Period (Y+Rc), s		6.1		4.6	4.6	6.1
Max Green Setting (Gmax), s		79.9		29.4	24.4	50.9
Max Q Clear Time (g_c+11), s		11.4		9.8	11.8	14.3
Green Ext Time (p_c), s		14.7		0.2	0.2	8.6

Intersection Summary

HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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	10	2	11	10	0	48	2	1210	38	21	967	6
Future Vol, veh/h	10	2	11	10	0	48	2	1210	38	21	967	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	240	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	2	11	10	0	49	2	1235	39	21	987	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1654	2310	497	1796	2294	637	993	0	0	1274	0	0
Stage 1	1032	1032	-	1259	1259	-	-	-	-	-	-	-
Stage 2	622	1278	-	537	1035	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	66	39	524	52	40	425	704	-	-	552	-	-
Stage 1	253	313	-	184	244	-	-	-	-	-	-	-
Stage 2	446	239	-	501	312	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	57	37	524	47	38	425	704	-	-	552	-	-
Mov Cap-2 Maneuver	57	37	-	47	38	-	-	-	-	-	-	-
Stage 1	252	301	-	183	243	-	-	-	-	-	-	-
Stage 2	393	238	-	468	300	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	57	35	0	0.2
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	704	-	-	92	178	552	-
HCM Lane V/C Ratio	0.003	-	-	0.255	0.332	0.039	-
HCM Control Delay (s)	10.1	-	-	57	35	11.8	-
HCM Lane LOS	B	-	-	F	E	B	-
HCM 95th %tile Q(veh)	0	-	-	0.9	1.4	0.1	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓		↔	↑↑
Traffic Vol, veh/h	5	28	1267	9	28	996
Future Vol, veh/h	5	28	1267	9	28	996
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	-	-	-	240	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	29	1293	9	29	1016

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1864	651	0	0	1302
Stage 1	1298	-	-	-	-
Stage 2	566	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	66	416	-	-	539
Stage 1	224	-	-	-	-
Stage 2	537	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	62	416	-	-	539
Mov Cap-2 Maneuver	199	-	-	-	-
Stage 1	224	-	-	-	-
Stage 2	508	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	357	539
HCM Lane V/C Ratio	-	-	0.094	0.053
HCM Control Delay (s)	-	-	16.1	12.1
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.3	0.2

Timings

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

5: SR-74 & Meadowbrook Av./Greenwald Av.

07/09/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	37	20	126	13	35	1237	252	75	897
Future Volume (vph)	37	20	126	13	35	1237	252	75	897
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	23.0	23.0	36.0	36.0	10.0	30.0	30.0	10.0	30.0
Total Split (s)	38.0	38.0	38.0	38.0	11.0	66.0	66.0	16.0	71.0
Total Split (%)	31.7%	31.7%	31.7%	31.7%	9.2%	55.0%	55.0%	13.3%	59.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	6.5	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 103.4

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Splits and Phases: 5: SR-74 & Meadowbrook Av./Greenwald Av.



HCM 6th Signalized Intersection ~~Shilstone~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 5: SR-74 & Meadowbrook Av./Greenwald Av. 07/09/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↑↑	↗	↗	↑↘	
Traffic Volume (veh/h)	37	20	12	126	13	33	35	1237	252	75	897	45
Future Volume (veh/h)	37	20	12	126	13	33	35	1237	252	75	897	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	20	2	129	13	16	36	1262	195	77	915	34
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	241	228	23	250	103	127	58	2338	1043	100	2380	88
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.03	0.65	0.65	0.06	0.67	0.67
Sat Flow, veh/h	1391	1699	170	1412	771	949	1810	3610	1610	1810	3549	132
Grp Volume(v), veh/h	38	0	22	129	0	29	36	1262	195	77	465	484
Grp Sat Flow(s),veh/h/ln	1391	0	1869	1412	0	1719	1810	1805	1610	1810	1805	1876
Q Serve(g_s), s	2.4	0.0	1.0	8.5	0.0	1.4	1.9	18.2	4.7	4.0	11.0	11.0
Cycle Q Clear(g_c), s	3.8	0.0	1.0	9.5	0.0	1.4	1.9	18.2	4.7	4.0	11.0	11.0
Prop In Lane	1.00		0.09	1.00		0.55	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	241	0	251	250	0	231	58	2338	1043	100	1210	1258
V/C Ratio(X)	0.16	0.00	0.09	0.52	0.00	0.13	0.62	0.54	0.19	0.77	0.38	0.38
Avail Cap(c_a), veh/h	537	0	649	550	0	597	120	2338	1043	214	1210	1258
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	36.5	40.6	0.0	36.7	46.0	9.2	6.8	44.9	7.0	7.0
Incr Delay (d2), s/veh	0.3	0.0	0.1	1.6	0.0	0.2	4.0	0.9	0.4	4.7	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.5	3.1	0.0	0.6	0.9	5.6	1.3	1.8	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	0.0	36.6	42.3	0.0	36.9	49.9	10.1	7.2	49.6	8.0	7.9
LnGrp LOS	D	A	D	D	A	D	D	B	A	D	A	A
Approach Vol, veh/h		60			158			1493			1026	
Approach Delay, s/veh		37.9			41.3			10.7			11.1	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	68.8		17.5	7.7	71.0		17.5				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	11.4	59.5		33.4	6.4	64.5		33.4				
Max Q Clear Time (g_c+I1), s	6.0	20.2		5.8	3.9	13.0		11.5				
Green Ext Time (p_c), s	0.0	11.2		0.2	0.0	5.9		0.5				

Intersection Summary

HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	0	8	14	70	9	0
Future Vol, veh/h	0	8	14	70	9	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	9	15	76	10	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7	6.8	7.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	17%	0%
Vol Right, %	0%	83%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	8	84	9
LT Vol	0	0	9
Through Vol	8	14	0
RT Vol	0	70	0
Lane Flow Rate	9	91	10
Geometry Grp	1	1	1
Degree of Util (X)	0.01	0.087	0.012
Departure Headway (Hd)	3.985	3.424	4.274
Convergence, Y/N	Yes	Yes	Yes
Cap	901	1050	840
Service Time	1.997	1.432	2.289
HCM Lane V/C Ratio	0.01	0.087	0.012
HCM Control Delay	7	6.8	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.3	0

Timings
2: SR-74 & Theda St.

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

07/09/2019

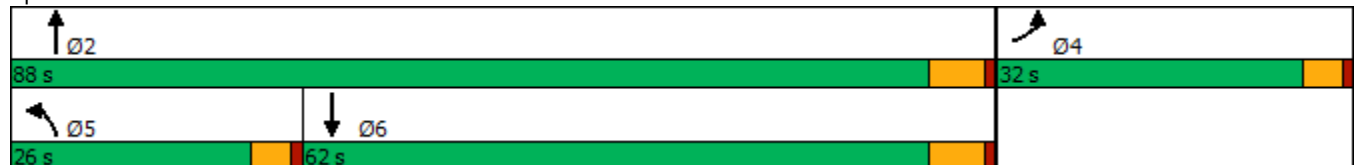


Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	48	124	697	775
Future Volume (vph)	48	124	697	775
Turn Type	Prot	Prot	NA	NA
Protected Phases	4	5	2	6
Permitted Phases				
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	24.1	11.1	24.1	33.1
Total Split (s)	32.0	26.0	88.0	62.0
Total Split (%)	26.7%	21.7%	73.3%	51.7%
Yellow Time (s)	3.6	3.6	5.1	5.1
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	6.1	6.1
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	Max	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.1
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: SR-74 & Theda St.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 2: SR-74 & Theda St. 07/09/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	48	124	124	697	775	61
Future Volume (veh/h)	48	124	124	697	775	61
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	57	138	774	861	60
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	66	71	170	2933	2304	161
Arrive On Green	0.08	0.08	0.09	0.81	0.67	0.67
Sat Flow, veh/h	813	874	1810	3705	3518	239
Grp Volume(v), veh/h	111	0	138	774	454	467
Grp Sat Flow(s),veh/h/ln	1702	0	1810	1805	1805	1857
Q Serve(g_s), s	6.5	0.0	7.5	5.2	11.1	11.1
Cycle Q Clear(g_c), s	6.5	0.0	7.5	5.2	11.1	11.1
Prop In Lane	0.48	0.51	1.00			0.13
Lane Grp Cap(c), veh/h	139	0	170	2933	1215	1250
V/C Ratio(X)	0.80	0.00	0.81	0.26	0.37	0.37
Avail Cap(c_a), veh/h	463	0	384	2933	1215	1250
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	0.0	44.8	2.3	7.2	7.2
Incr Delay (d2), s/veh	4.0	0.0	3.6	0.2	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	3.4	0.7	3.4	3.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.5	0.0	48.4	2.5	8.1	8.1
LnGrp LOS	D	A	D	A	A	A
Approach Vol, veh/h	111			912	921	
Approach Delay, s/veh	49.5			9.4	8.1	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		88.0		12.8	14.1	73.9
Change Period (Y+Rc), s		6.1		4.6	4.6	6.1
Max Green Setting (Gmax), s		81.9		27.4	21.4	55.9
Max Q Clear Time (g_c+I1), s		7.2		8.5	9.5	13.1
Green Ext Time (p_c), s		8.2		0.1	0.1	9.0

Intersection Summary

HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	8	3	6	18	3	41	41	833	23	39	851	40
Future Vol, veh/h	8	3	6	18	3	41	41	833	23	39	851	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	240	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	3	7	20	3	46	46	926	26	43	946	44

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1611	2098	495	1592	2107	476	990	0	0	952	0	0
Stage 1	1054	1054	-	1031	1031	-	-	-	-	-	-	-
Stage 2	557	1044	-	561	1076	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	71	53	525	73	52	541	706	-	-	730	-	-
Stage 1	245	305	-	253	313	-	-	-	-	-	-	-
Stage 2	487	309	-	485	298	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	56	47	525	62	46	541	706	-	-	730	-	-
Mov Cap-2 Maneuver	56	47	-	62	46	-	-	-	-	-	-	-
Stage 1	229	287	-	237	293	-	-	-	-	-	-	-
Stage 2	412	289	-	445	280	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	65.3		51		0.5		0.4	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	706	-	-	78	144	730	-	-
HCM Lane V/C Ratio	0.065	-	-	0.242	0.478	0.059	-	-
HCM Control Delay (s)	10.5	-	-	65.3	51	10.2	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	2.2	0.2	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓		↔	↑↑
Traffic Vol, veh/h	13	21	904	9	20	833
Future Vol, veh/h	13	21	904	9	20	833
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	-	-	-	240	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	22	952	9	21	877

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1438	481	0	0	961
Stage 1	957	-	-	-	-
Stage 2	481	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	126	537	-	-	724
Stage 1	338	-	-	-	-
Stage 2	593	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	122	537	-	-	724
Mov Cap-2 Maneuver	294	-	-	-	-
Stage 1	338	-	-	-	-
Stage 2	576	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.7	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	408	724
HCM Lane V/C Ratio	-	-	0.088	0.029
HCM Control Delay (s)	-	-	14.7	10.1
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Timings

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

5: SR-74 & Meadowbrook Av./Greenwald Av.

07/09/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↗	↖	↗
Traffic Volume (vph)	35	22	143	19	27	840	279	59	684
Future Volume (vph)	35	22	143	19	27	840	279	59	684
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	36.0	36.0	10.0	30.0	30.0	10.0	30.0
Total Split (s)	43.0	43.0	43.0	43.0	13.0	59.0	59.0	18.0	64.0
Total Split (%)	35.8%	35.8%	35.8%	35.8%	10.8%	49.2%	49.2%	15.0%	53.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0	6.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	7.0	7.0	5.0	7.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 98.9
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: SR-74 & Meadowbrook Av./Greenwald Av.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 5: SR-74 & Meadowbrook Av./Greenwald Av. 07/09/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖	↗↖	
Traffic Volume (veh/h)	35	22	24	143	19	43	27	840	279	59	684	29
Future Volume (veh/h)	35	22	24	143	19	43	27	840	279	59	684	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	23	16	149	20	28	28	875	222	61	712	26
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	257	159	111	265	109	153	51	2218	968	81	2242	82
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.61	0.61	0.04	0.63	0.63
Sat Flow, veh/h	1379	1043	726	1390	716	1003	1810	3610	1575	1810	3552	130
Grp Volume(v), veh/h	36	0	39	149	0	48	28	875	222	61	362	376
Grp Sat Flow(s),veh/h/ln	1379	0	1769	1390	0	1719	1810	1805	1575	1810	1805	1877
Q Serve(g_s), s	2.1	0.0	1.7	9.4	0.0	2.2	1.4	11.1	5.7	3.0	8.3	8.4
Cycle Q Clear(g_c), s	4.3	0.0	1.7	11.1	0.0	2.2	1.4	11.1	5.7	3.0	8.3	8.4
Prop In Lane	1.00		0.41	1.00		0.58	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	257	0	270	265	0	262	51	2218	968	81	1139	1184
V/C Ratio(X)	0.14	0.00	0.14	0.56	0.00	0.18	0.55	0.39	0.23	0.76	0.32	0.32
Avail Cap(c_a), veh/h	626	0	744	638	0	724	160	2218	968	260	1139	1184
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	0.0	33.2	38.0	0.0	33.4	43.3	8.9	7.8	42.7	7.7	7.7
Incr Delay (d2), s/veh	0.2	0.0	0.2	1.9	0.0	0.3	9.1	0.5	0.6	25.9	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.8	3.3	0.0	0.9	0.7	3.4	1.6	1.8	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	0.0	33.4	39.8	0.0	33.7	52.5	9.4	8.4	68.6	8.4	8.4
LnGrp LOS	D	A	C	D	A	C	D	A	A	E	A	A
Approach Vol, veh/h		75			197			1125			799	
Approach Delay, s/veh		34.4			38.3			10.3			13.0	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	62.5		18.8	7.5	64.0		18.8				
Change Period (Y+Rc), s	5.0	7.0		5.0	5.0	7.0		5.0				
Max Green Setting (Gmax), s	13.0	52.0		38.0	8.0	57.0		38.0				
Max Q Clear Time (g_c+I1), s	5.0	13.1		6.3	3.4	10.4		13.1				
Green Ext Time (p_c), s	0.1	7.0		0.3	0.0	4.2		0.7				

Intersection Summary

HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	22	142	15	0
Future Vol, veh/h	0	9	22	142	15	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	10	24	154	16	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.1	7.1	7.5
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	13%	0%
Vol Right, %	0%	87%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	9	164	15
LT Vol	0	0	15
Through Vol	9	22	0
RT Vol	0	142	0
Lane Flow Rate	10	178	16
Geometry Grp	1	1	1
Degree of Util (X)	0.011	0.169	0.02
Departure Headway (Hd)	4.06	3.415	4.426
Convergence, Y/N	Yes	Yes	Yes
Cap	882	1052	809
Service Time	2.082	1.429	2.451
HCM Lane V/C Ratio	0.011	0.169	0.02
HCM Control Delay	7.1	7.1	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.6	0.1

Timings
2: SR-74 & Theda St.

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

07/09/2019

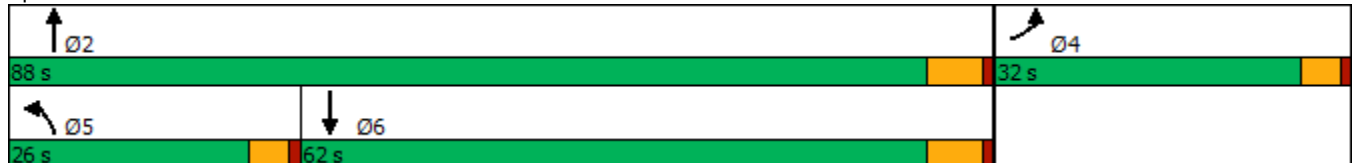


Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	48	124	700	811
Future Volume (vph)	48	124	700	811
Turn Type	Prot	Prot	NA	NA
Protected Phases	4	5	2	6
Permitted Phases				
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	24.1	11.1	24.1	33.1
Total Split (s)	32.0	26.0	88.0	62.0
Total Split (%)	26.7%	21.7%	73.3%	51.7%
Yellow Time (s)	3.6	3.6	5.1	5.1
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	6.1	6.1
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	Max	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.2
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: SR-74 & Theda St.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 2: SR-74 & Theda St. 07/09/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	48	129	124	700	811	62
Future Volume (veh/h)	48	129	124	700	811	62
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	62	138	778	901	61
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	66	77	170	2922	2300	156
Arrive On Green	0.08	0.08	0.09	0.81	0.67	0.67
Sat Flow, veh/h	776	907	1810	3705	3526	232
Grp Volume(v), veh/h	116	0	138	778	474	488
Grp Sat Flow(s),veh/h/ln	1698	0	1810	1805	1805	1858
Q Serve(g_s), s	6.8	0.0	7.6	5.3	11.9	11.9
Cycle Q Clear(g_c), s	6.8	0.0	7.6	5.3	11.9	11.9
Prop In Lane	0.46	0.53	1.00			0.13
Lane Grp Cap(c), veh/h	144	0	170	2922	1210	1245
V/C Ratio(X)	0.81	0.00	0.81	0.27	0.39	0.39
Avail Cap(c_a), veh/h	460	0	383	2922	1210	1245
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	0.0	45.0	2.3	7.5	7.5
Incr Delay (d2), s/veh	4.0	0.0	3.6	0.2	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	3.4	0.7	3.7	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.5	0.0	48.5	2.6	8.4	8.4
LnGrp LOS	D	A	D	A	A	A
Approach Vol, veh/h	116			916	962	
Approach Delay, s/veh	49.5			9.5	8.4	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		88.0		13.2	14.1	73.9
Change Period (Y+Rc), s		6.1		4.6	4.6	6.1
Max Green Setting (Gmax), s		81.9		27.4	21.4	55.9
Max Q Clear Time (g_c+I1), s		7.3		8.8	9.6	13.9
Green Ext Time (p_c), s		8.2		0.1	0.1	9.5

Intersection Summary

HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	12	3	10	18	3	41	81	834	23	39	852	80
Future Vol, veh/h	12	3	10	18	3	41	81	834	23	39	852	80
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	240	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	3	11	20	3	46	90	927	26	43	947	89

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1723	2211	518	1681	2242	477	1036	0	0	953	0	0
Stage 1	1078	1078	-	1120	1120	-	-	-	-	-	-	-
Stage 2	645	1133	-	561	1122	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	59	45	508	63	43	540	679	-	-	729	-	-
Stage 1	237	297	-	223	284	-	-	-	-	-	-	-
Stage 2	432	280	-	485	284	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	43	37	508	49	35	540	679	-	-	729	-	-
Mov Cap-2 Maneuver	43	37	-	49	35	-	-	-	-	-	-	-
Stage 1	205	279	-	193	246	-	-	-	-	-	-	-
Stage 2	338	243	-	441	267	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	94.5		72.5		1		0.4	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	679	-	-	66	117	729	-
HCM Lane V/C Ratio	0.133	-	-	0.421	0.589	0.059	-
HCM Control Delay (s)	11.1	-	-	94.5	72.5	10.2	-
HCM Lane LOS	B	-	-	F	F	B	-
HCM 95th %tile Q(veh)	0.5	-	-	1.6	2.9	0.2	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		Y	↑↑
Traffic Vol, veh/h	13	21	944	9	20	838
Future Vol, veh/h	13	21	944	9	20	838
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	-	-	-	240	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	22	994	9	21	882

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1482	502	0	0	1003
Stage 1	999	-	-	-	-
Stage 2	483	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	118	520	-	-	698
Stage 1	322	-	-	-	-
Stage 2	592	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	114	520	-	-	698
Mov Cap-2 Maneuver	281	-	-	-	-
Stage 1	322	-	-	-	-
Stage 2	574	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.1	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	392	698
HCM Lane V/C Ratio	-	-	0.091	0.03
HCM Control Delay (s)	-	-	15.1	10.3
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Timings

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

5: SR-74 & Meadowbrook Av./Greenwald Av.

07/09/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↷	↷	↶	↷
Traffic Volume (vph)	35	22	144	20	27	877	279	59	688
Future Volume (vph)	35	22	144	20	27	877	279	59	688
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	36.0	36.0	10.0	30.0	30.0	10.0	30.0
Total Split (s)	43.0	43.0	43.0	43.0	13.0	59.0	59.0	18.0	64.0
Total Split (%)	35.8%	35.8%	35.8%	35.8%	10.8%	49.2%	49.2%	15.0%	53.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0	6.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	7.0	7.0	5.0	7.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

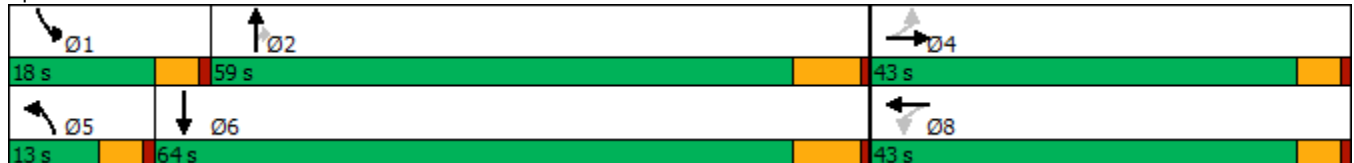
Cycle Length: 120

Actuated Cycle Length: 99

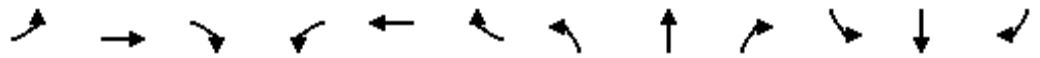
Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Splits and Phases: 5: SR-74 & Meadowbrook Av./Greenwald Av.



HCM 6th Signalized Intersection ~~Shilstone~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 5: SR-74 & Meadowbrook Av./Greenwald Av. 07/09/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖	↗↖	
Traffic Volume (veh/h)	35	22	24	144	20	47	27	877	279	59	688	29
Future Volume (veh/h)	35	22	24	144	20	47	27	877	279	59	688	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	23	16	150	21	32	28	914	222	61	717	26
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	253	160	112	267	104	159	51	2216	967	81	2240	81
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.61	0.61	0.04	0.63	0.63
Sat Flow, veh/h	1373	1043	726	1390	679	1035	1810	3610	1575	1810	3553	129
Grp Volume(v), veh/h	36	0	39	150	0	53	28	914	222	61	364	379
Grp Sat Flow(s),veh/h/ln	1373	0	1769	1390	0	1714	1810	1805	1575	1810	1805	1877
Q Serve(g_s), s	2.1	0.0	1.7	9.5	0.0	2.4	1.4	11.8	5.7	3.0	8.4	8.5
Cycle Q Clear(g_c), s	4.6	0.0	1.7	11.2	0.0	2.4	1.4	11.8	5.7	3.0	8.4	8.5
Prop In Lane	1.00		0.41	1.00		0.60	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	253	0	272	267	0	263	51	2216	967	81	1138	1183
V/C Ratio(X)	0.14	0.00	0.14	0.56	0.00	0.20	0.55	0.41	0.23	0.76	0.32	0.32
Avail Cap(c_a), veh/h	619	0	744	637	0	720	160	2216	967	260	1138	1183
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	0.0	33.1	38.0	0.0	33.4	43.4	9.0	7.9	42.7	7.7	7.7
Incr Delay (d2), s/veh	0.3	0.0	0.2	1.9	0.0	0.4	9.1	0.6	0.6	25.9	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.8	3.3	0.0	1.0	0.7	3.7	1.6	1.8	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	0.0	33.4	39.8	0.0	33.8	52.5	9.6	8.4	68.7	8.5	8.5
LnGrp LOS	D	A	C	D	A	C	D	A	A	E	A	A
Approach Vol, veh/h		75			203			1164			804	
Approach Delay, s/veh		34.5			38.2			10.4			13.0	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	62.5		18.9	7.5	64.0		18.9				
Change Period (Y+Rc), s	5.0	7.0		5.0	5.0	7.0		5.0				
Max Green Setting (Gmax), s	13.0	52.0		38.0	8.0	57.0		38.0				
Max Q Clear Time (g_c+I1), s	5.0	13.8		6.6	3.4	10.5		13.2				
Green Ext Time (p_c), s	0.1	7.4		0.3	0.0	4.2		0.7				

Intersection Summary

HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

APPENDIX 5.2:

E+P CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **E+P Conditions - Weekday PM Peak Hour**

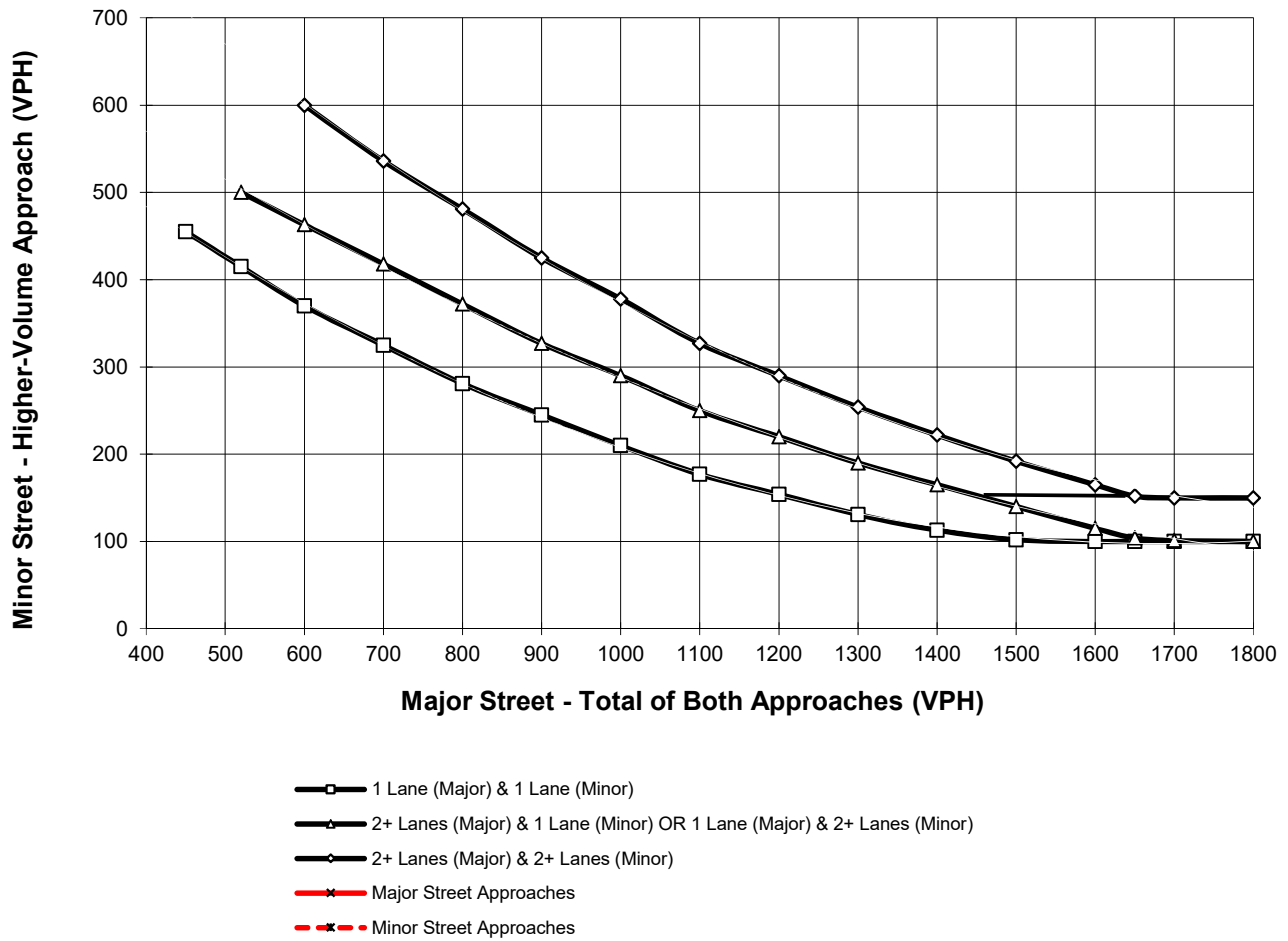
Major Street Name = **Ethanac Road**

Total of Both Approaches (VPH) = **18**
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Read Street**

High Volume Approach (VPH) = **13**
 Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2019) Conditions - Weekday PM Peak Hour**

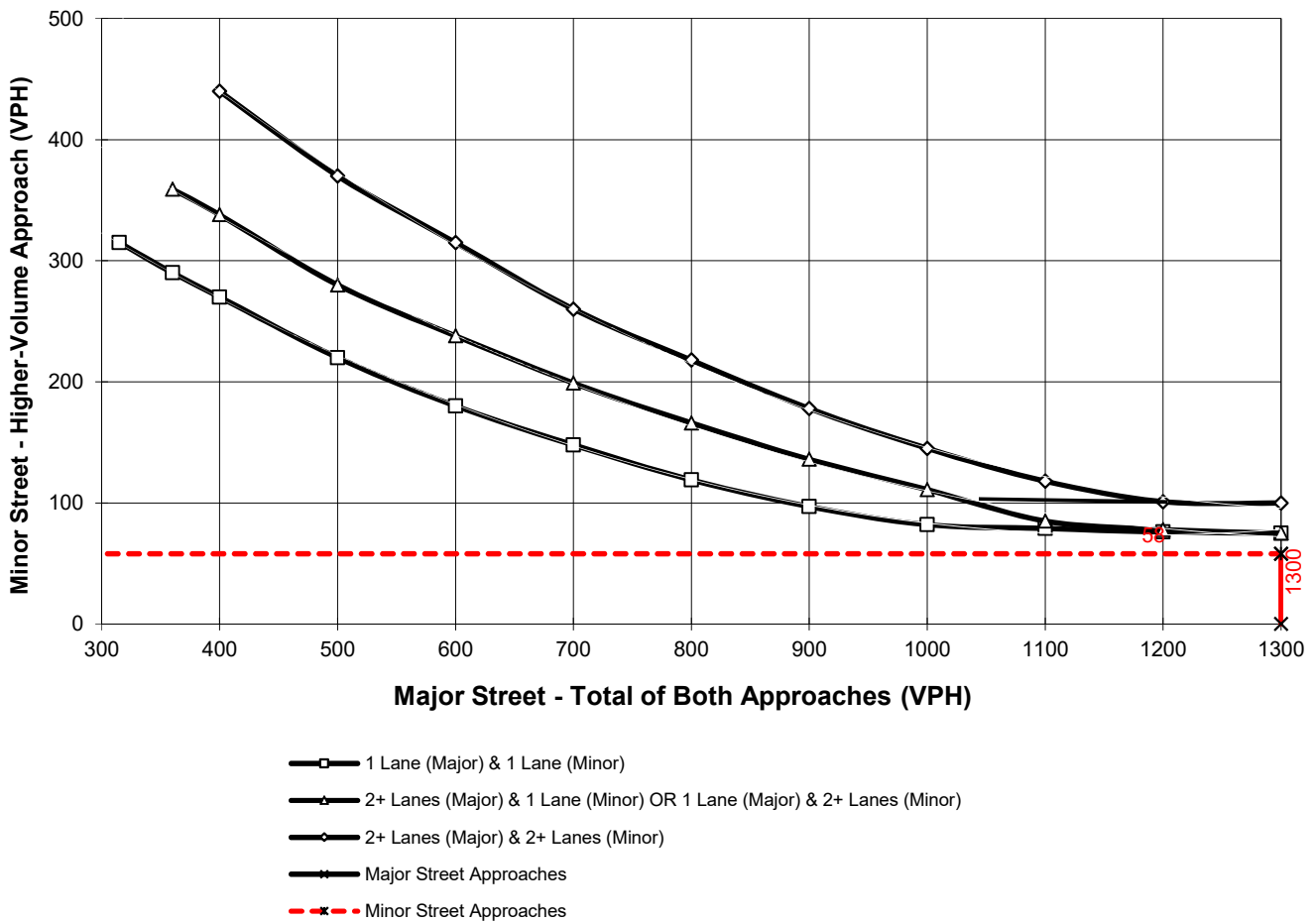
Major Street Name = **SR-74**

Total of Both Approaches (VPH) = **2244**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Ethanac Road**

High Volume Approach (VPH) = **58**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2019) Conditions - Weekday AM Peak Hour**

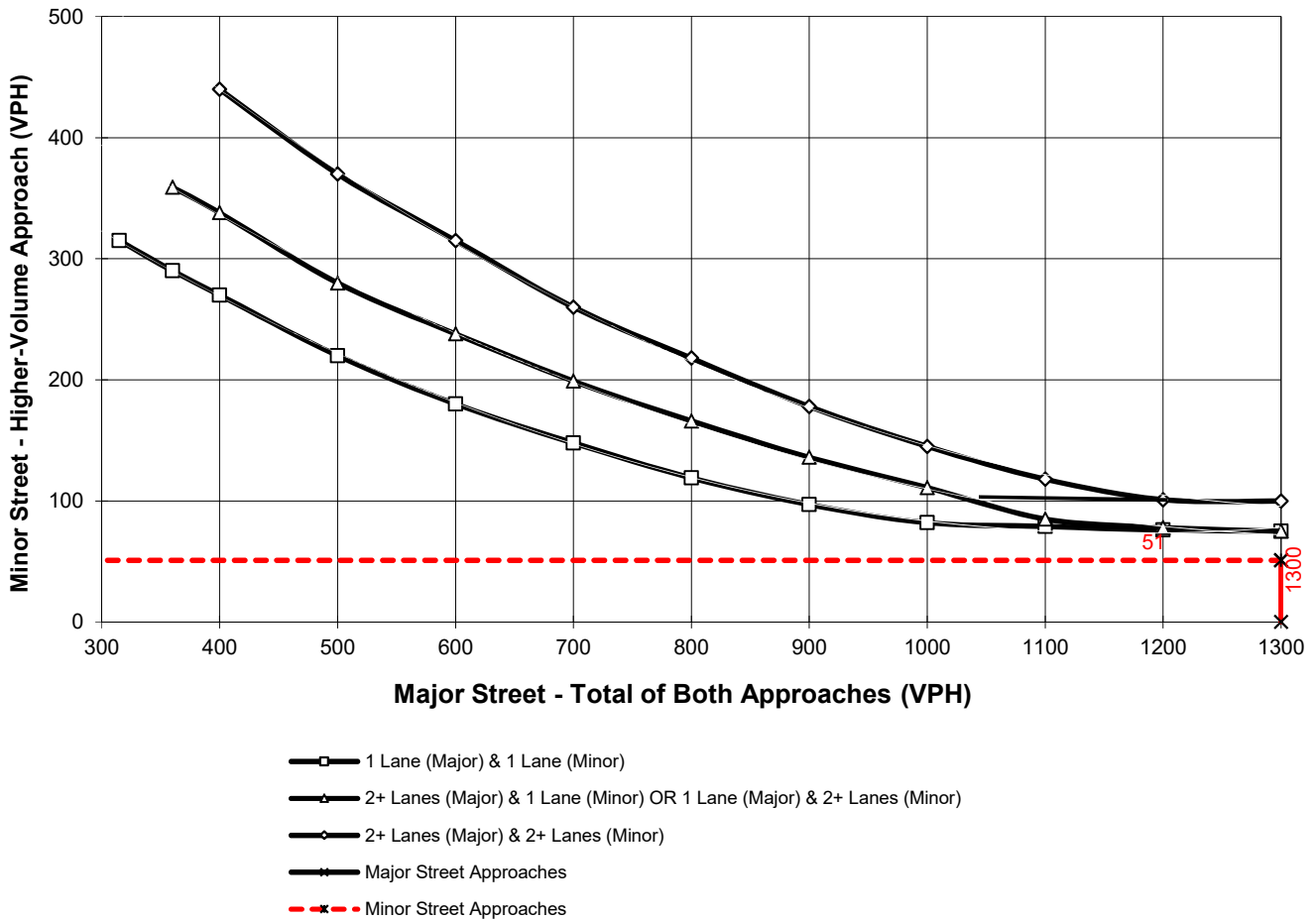
Major Street Name = **SR-74**

Total of Both Approaches (VPH) = **1862**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **River Road**

High Volume Approach (VPH) = **51**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 5.3:

**E+P CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS, WITH
IMPROVEMENTS**

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Timings
3: SR-74 & Ethanac Rd.

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

07/10/2019

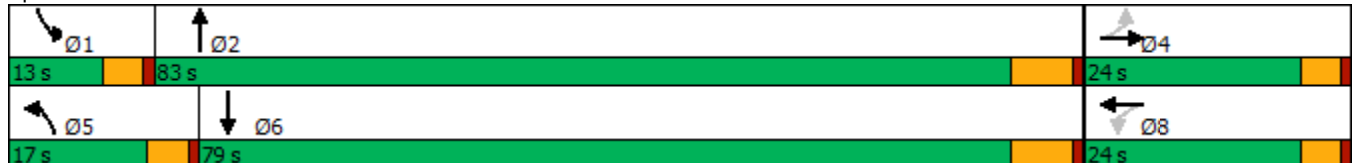


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↗	↕	↗	↕
Traffic Volume (vph)	6	0	1	0	29	978	7	858
Future Volume (vph)	6	0	1	0	29	978	7	858
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	22.6	22.6	22.6	22.6	9.6	24.5	9.6	24.5
Total Split (s)	24.0	24.0	24.0	24.0	17.0	83.0	13.0	79.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	14.2%	69.2%	10.8%	65.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.6		4.6	4.6	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min

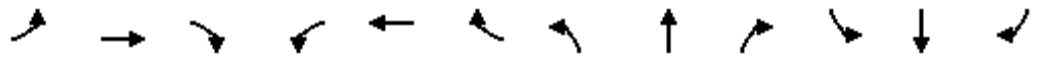
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 39.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: SR-74 & Ethanac Rd.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 3: SR-74 & Ethanac Rd. 07/10/2019



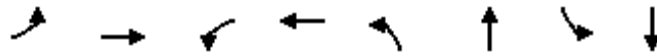
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	6	0	4	1	0	11	29	978	6	7	858	32
Future Volume (veh/h)	6	0	4	1	0	11	29	978	6	7	858	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	0	4	1	0	12	31	1029	6	7	903	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	224	0	35	122	0	86	68	1716	10	17	1555	59
Arrive On Green	0.06	0.00	0.06	0.06	0.00	0.06	0.04	0.47	0.47	0.01	0.44	0.44
Sat Flow, veh/h	921	0	614	125	0	1497	1810	3680	21	1810	3547	134
Grp Volume(v), veh/h	10	0	0	13	0	0	31	505	530	7	459	478
Grp Sat Flow(s),veh/h/ln	1535	0	0	1622	0	0	1810	1805	1896	1810	1805	1876
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.0	0.6	7.0	7.0	0.1	6.5	6.5
Cycle Q Clear(g_c), s	0.2	0.0	0.0	0.2	0.0	0.0	0.6	7.0	7.0	0.1	6.5	6.5
Prop In Lane	0.60		0.40	0.08		0.92	1.00		0.01	1.00		0.07
Lane Grp Cap(c), veh/h	260	0	0	209	0	0	68	842	884	17	791	822
V/C Ratio(X)	0.04	0.00	0.00	0.06	0.00	0.00	0.46	0.60	0.60	0.41	0.58	0.58
Avail Cap(c_a), veh/h	1035	0	0	1037	0	0	667	4106	4314	452	3891	4044
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	0.0	15.0	0.0	0.0	15.9	6.7	6.7	16.6	7.1	7.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	1.8	0.7	0.7	5.8	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.0	0.2	0.8	0.9	0.1	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.1	0.0	0.0	15.2	0.0	0.0	17.6	7.3	7.3	22.4	7.8	7.8
LnGrp LOS	B	A	A	B	A	A	B	A	A	C	A	A
Approach Vol, veh/h		10			13			1066			944	
Approach Delay, s/veh		15.1			15.2			7.6			7.9	
Approach LOS		B			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	22.2		6.5	5.9	21.2		6.5				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	8.4	76.5		19.4	12.4	72.5		19.4				
Max Q Clear Time (g_c+I1), s	2.1	9.0		2.2	2.6	8.5		2.2				
Green Ext Time (p_c), s	0.0	6.7		0.0	0.0	5.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay				7.8								
HCM 6th LOS				A								

Timings
3: SR-74 & Ethanac Rd.

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

07/10/2019

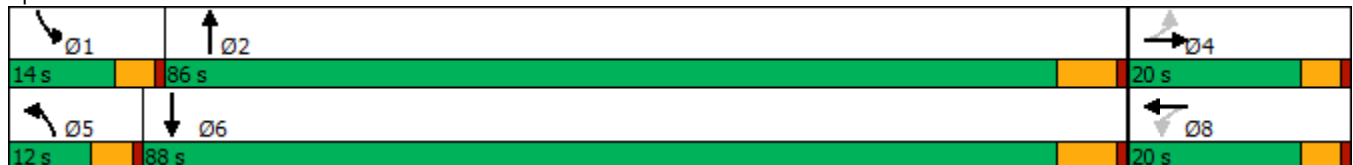


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↙	↕	↙	↕
Traffic Volume (vph)	10	2	10	0	2	1210	21	967
Future Volume (vph)	10	2	10	0	2	1210	21	967
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	14.6	14.6	9.6	16.5	9.6	16.5
Total Split (s)	20.0	20.0	20.0	20.0	12.0	86.0	14.0	88.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	10.0%	71.7%	11.7%	73.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.6		4.6	4.6	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min

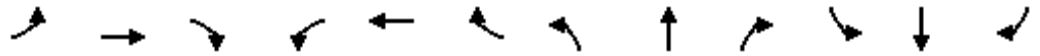
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 50.4
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: SR-74 & Ethanac Rd.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 3: SR-74 & Ethanac Rd. 07/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕↕		↕	↕↕	
Traffic Volume (veh/h)	10	2	11	10	0	48	2	1210	38	21	967	6
Future Volume (veh/h)	10	2	11	10	0	48	2	1210	38	21	967	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	2	11	10	0	49	2	1235	39	21	987	6
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	170	55	106	108	19	186	5	1802	57	46	1939	12
Arrive On Green	0.14	0.14	0.14	0.14	0.00	0.14	0.00	0.50	0.50	0.03	0.53	0.53
Sat Flow, veh/h	440	393	763	138	135	1339	1810	3572	113	1810	3679	22
Grp Volume(v), veh/h	23	0	0	59	0	0	2	624	650	21	484	509
Grp Sat Flow(s),veh/h/ln	1596	0	0	1613	0	0	1810	1805	1880	1810	1805	1896
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	12.4	12.4	0.5	8.2	8.2
Cycle Q Clear(g_c), s	0.5	0.0	0.0	1.5	0.0	0.0	0.1	12.4	12.4	0.5	8.2	8.2
Prop In Lane	0.43		0.48	0.17		0.83	1.00		0.06	1.00		0.01
Lane Grp Cap(c), veh/h	331	0	0	313	0	0	5	910	948	46	951	999
V/C Ratio(X)	0.07	0.00	0.00	0.19	0.00	0.00	0.40	0.69	0.69	0.46	0.51	0.51
Avail Cap(c_a), veh/h	613	0	0	605	0	0	282	3025	3150	359	3101	3257
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	0.0	0.0	18.2	0.0	0.0	23.6	8.9	8.9	22.8	7.3	7.3
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	18.4	0.9	0.9	2.6	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.6	0.0	0.0	0.0	2.6	2.7	0.2	1.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	0.0	0.0	18.5	0.0	0.0	42.0	9.8	9.8	25.4	7.7	7.7
LnGrp LOS	B	A	A	B	A	A	D	A	A	C	A	A
Approach Vol, veh/h		23			59			1276			1014	
Approach Delay, s/veh		17.9			18.5			9.9			8.0	
Approach LOS		B			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	30.4		11.2	4.7	31.5		11.2				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	9.4	79.5		15.4	7.4	81.5		15.4				
Max Q Clear Time (g_c+I1), s	2.5	14.4		2.5	2.1	10.2		3.5				
Green Ext Time (p_c), s	0.0	9.5		0.0	0.0	6.3		0.2				

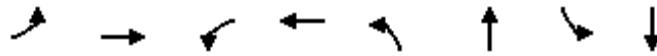
Intersection Summary

HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

Timings
3: SR-74 & Ethanac Rd.

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

07/10/2019

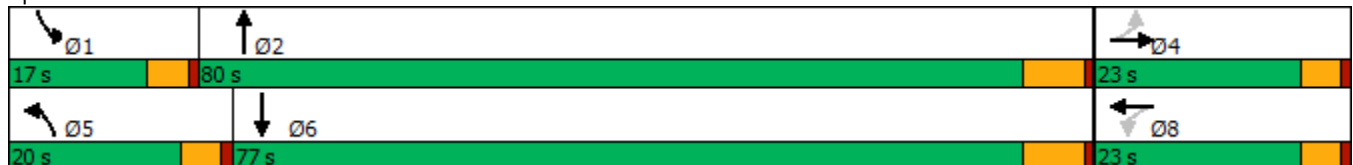


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↙	↕	↙	↕
Traffic Volume (vph)	8	3	18	3	41	833	39	851
Future Volume (vph)	8	3	18	3	41	833	39	851
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	14.6	14.6	9.6	16.5	9.6	16.5
Total Split (s)	23.0	23.0	23.0	23.0	20.0	80.0	17.0	77.0
Total Split (%)	19.2%	19.2%	19.2%	19.2%	16.7%	66.7%	14.2%	64.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.6		4.6	4.6	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 46.4
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: SR-74 & Ethanac Rd.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 3: SR-74 & Ethanac Rd. 07/10/2019



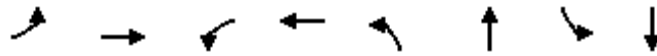
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	8	3	6	18	3	41	41	833	23	39	851	40
Future Volume (veh/h)	8	3	6	18	3	41	41	833	23	39	851	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	3	7	20	3	46	46	926	26	43	946	44
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	206	78	91	154	41	166	90	1502	42	85	1462	68
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.05	0.42	0.42	0.05	0.42	0.42
Sat Flow, veh/h	503	510	591	273	265	1077	1810	3586	101	1810	3512	163
Grp Volume(v), veh/h	19	0	0	69	0	0	46	466	486	43	486	504
Grp Sat Flow(s),veh/h/ln	1603	0	0	1616	0	0	1810	1805	1882	1810	1805	1871
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.0	8.4	8.4	1.0	8.9	8.9
Cycle Q Clear(g_c), s	0.4	0.0	0.0	1.5	0.0	0.0	1.0	8.4	8.4	1.0	8.9	8.9
Prop In Lane	0.47		0.37	0.29		0.67	1.00		0.05	1.00		0.09
Lane Grp Cap(c), veh/h	375	0	0	361	0	0	90	756	788	85	751	779
V/C Ratio(X)	0.05	0.00	0.00	0.19	0.00	0.00	0.51	0.62	0.62	0.50	0.65	0.65
Avail Cap(c_a), veh/h	820	0	0	817	0	0	675	3212	3349	543	3081	3193
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	15.4	0.0	0.0	19.1	9.4	9.4	19.2	9.6	9.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	1.7	0.8	0.8	1.7	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.5	0.0	0.0	0.4	1.8	1.9	0.3	2.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.0	0.0	0.0	15.7	0.0	0.0	20.8	10.2	10.2	20.9	10.6	10.5
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	B	B
Approach Vol, veh/h		19			69			998				1033
Approach Delay, s/veh		15.0			15.7			10.7				11.0
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	23.8		11.0	6.7	23.7		11.0				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	12.4	73.5		18.4	15.4	70.5		18.4				
Max Q Clear Time (g_c+11), s	3.0	10.4		2.4	3.0	10.9		3.5				
Green Ext Time (p_c), s	0.0	5.9		0.0	0.0	6.3		0.2				

Intersection Summary												
HCM 6th Ctrl Delay											11.0	
HCM 6th LOS											B	

Timings
3: SR-74 & Ethanac Rd.

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

07/10/2019

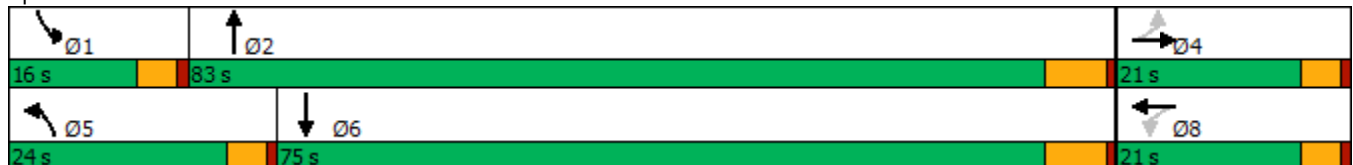


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↙	↕	↙	↕
Traffic Volume (vph)	12	3	18	3	81	834	39	852
Future Volume (vph)	12	3	18	3	81	834	39	852
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	14.6	14.6	9.6	16.5	9.6	16.5
Total Split (s)	21.0	21.0	21.0	21.0	24.0	83.0	16.0	75.0
Total Split (%)	17.5%	17.5%	17.5%	17.5%	20.0%	69.2%	13.3%	62.5%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.6		4.6	4.6	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min

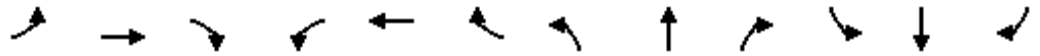
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 51.5
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: SR-74 & Ethanac Rd.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 3: SR-74 & Ethanac Rd. 07/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	12	3	10	18	3	41	81	834	23	39	852	80
Future Volume (veh/h)	12	3	10	18	3	41	81	834	23	39	852	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	3	11	20	3	46	90	927	26	43	947	89
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	200	64	100	144	42	167	135	1621	45	83	1411	133
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.07	0.45	0.45	0.05	0.42	0.42
Sat Flow, veh/h	527	412	645	266	273	1078	1810	3586	101	1810	3335	313
Grp Volume(v), veh/h	27	0	0	69	0	0	90	467	486	43	512	524
Grp Sat Flow(s),veh/h/ln	1584	0	0	1617	0	0	1810	1805	1882	1810	1805	1844
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	2.2	8.6	8.6	1.1	10.3	10.3
Cycle Q Clear(g_c), s	0.6	0.0	0.0	1.6	0.0	0.0	2.2	8.6	8.6	1.1	10.3	10.3
Prop In Lane	0.48		0.41	0.29		0.67	1.00		0.05	1.00		0.17
Lane Grp Cap(c), veh/h	363	0	0	353	0	0	135	816	850	83	764	780
V/C Ratio(X)	0.07	0.00	0.00	0.20	0.00	0.00	0.66	0.57	0.57	0.52	0.67	0.67
Avail Cap(c_a), veh/h	677	0	0	677	0	0	776	3052	3182	456	2733	2792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	0.0	0.0	16.8	0.0	0.0	20.4	9.2	9.2	21.1	10.5	10.5
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	2.1	0.6	0.6	1.8	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.6	0.0	0.0	0.8	1.9	2.0	0.4	2.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	0.0	0.0	17.1	0.0	0.0	22.5	9.8	9.8	22.9	11.5	11.5
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	B	B
Approach Vol, veh/h		27			69			1043			1079	
Approach Delay, s/veh		16.5			17.1			10.9			12.0	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	26.9		11.6	8.0	25.6		11.6				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	11.4	76.5		16.4	19.4	68.5		16.4				
Max Q Clear Time (g_c+I1), s	3.1	10.6		2.6	4.2	12.3		3.6				
Green Ext Time (p_c), s	0.0	6.0		0.1	0.1	6.8		0.2				

Intersection Summary

HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

APPENDIX 6.1:

EAP (2020) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Intersection	
Intersection Delay, s/veh	6.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	0	3	9	51	6	0
Future Vol, veh/h	0	3	9	51	6	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	3	10	55	7	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7	6.6	7.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	15%	0%
Vol Right, %	0%	85%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	3	60	6
LT Vol	0	0	6
Through Vol	3	9	0
RT Vol	0	51	0
Lane Flow Rate	3	65	7
Geometry Grp	1	1	1
Degree of Util (X)	0.004	0.062	0.008
Departure Headway (Hd)	3.96	3.404	4.219
Convergence, Y/N	Yes	Yes	Yes
Cap	907	1057	851
Service Time	1.968	1.409	2.229
HCM Lane V/C Ratio	0.003	0.061	0.008
HCM Control Delay	7	6.6	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.2	0

Timings
2: SR-74 & Theda St.

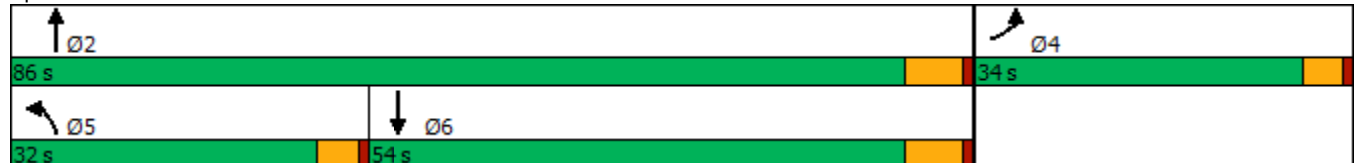


Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	88	192	777	802
Future Volume (vph)	88	192	777	802
Turn Type	Prot	Prot	NA	NA
Protected Phases	4	5	2	6
Permitted Phases				
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	24.1	11.1	24.1	33.1
Total Split (s)	34.0	32.0	86.0	54.0
Total Split (%)	28.3%	26.7%	71.7%	45.0%
Yellow Time (s)	3.6	3.6	5.1	5.1
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	6.1	6.1
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	Max	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.4
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: SR-74 & Theda St.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 2: SR-74 & Theda St. 07/09/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	88	140	192	777	802	39
Future Volume (veh/h)	88	140	192	777	802	39
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	92	70	200	809	835	34
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	110	84	234	2823	2148	87
Arrive On Green	0.11	0.11	0.13	0.78	0.61	0.61
Sat Flow, veh/h	970	738	1810	3705	3630	144
Grp Volume(v), veh/h	163	0	200	809	426	443
Grp Sat Flow(s),veh/h/ln	1719	0	1810	1805	1805	1874
Q Serve(g_s), s	9.5	0.0	11.1	6.4	12.4	12.4
Cycle Q Clear(g_c), s	9.5	0.0	11.1	6.4	12.4	12.4
Prop In Lane	0.56	0.43	1.00			0.08
Lane Grp Cap(c), veh/h	195	0	234	2823	1097	1139
V/C Ratio(X)	0.84	0.00	0.85	0.29	0.39	0.39
Avail Cap(c_a), veh/h	495	0	485	2823	1097	1139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	0.0	43.5	3.1	10.3	10.3
Incr Delay (d2), s/veh	3.6	0.0	3.5	0.3	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	4.9	1.2	4.3	4.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.0	0.0	47.0	3.4	11.3	11.3
LnGrp LOS	D	A	D	A	B	B
Approach Vol, veh/h	163			1009	869	
Approach Delay, s/veh	48.0			12.0	11.3	
Approach LOS	D			B	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		86.0		16.2	17.8	68.2
Change Period (Y+Rc), s		6.1		4.6	4.6	6.1
Max Green Setting (Gmax), s		79.9		29.4	27.4	47.9
Max Q Clear Time (g_c+11), s		8.4		11.5	13.1	14.4
Green Ext Time (p_c), s		8.7		0.2	0.2	7.9

Intersection Summary

HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	6	0	4	1	0	11	29	1007	6	7	884	32
Future Vol, veh/h	6	0	4	1	0	11	29	1007	6	7	884	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	240	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	0	4	1	0	12	31	1060	6	7	931	34

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1554	2090	483	1605	2104	533	965	0	0	1066	0	0
Stage 1	962	962	-	1125	1125	-	-	-	-	-	-	-
Stage 2	592	1128	-	480	979	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	78	53	535	72	52	496	722	-	-	661	-	-
Stage 1	279	337	-	222	283	-	-	-	-	-	-	-
Stage 2	465	282	-	541	331	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	73	50	535	69	49	496	722	-	-	661	-	-
Mov Cap-2 Maneuver	73	50	-	69	49	-	-	-	-	-	-	-
Stage 1	267	333	-	212	271	-	-	-	-	-	-	-
Stage 2	435	270	-	531	327	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	40.5	16.5	0.3	0.1
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	722	-	-	112	327	661	-	-
HCM Lane V/C Ratio	0.042	-	-	0.094	0.039	0.011	-	-
HCM Control Delay (s)	10.2	-	-	40.5	16.5	10.5	-	-
HCM Lane LOS	B	-	-	E	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		Y	↑↑
Traffic Vol, veh/h	18	34	960	7	14	935
Future Vol, veh/h	18	34	960	7	14	935
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	-	-	-	240	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	19	35	1000	7	15	974

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1521	504	0	0	1007
Stage 1	1004	-	-	-	-
Stage 2	517	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	111	518	-	-	696
Stage 1	320	-	-	-	-
Stage 2	569	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	109	518	-	-	696
Mov Cap-2 Maneuver	277	-	-	-	-
Stage 1	320	-	-	-	-
Stage 2	556	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.5	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	398	696
HCM Lane V/C Ratio	-	-	0.136	0.021
HCM Control Delay (s)	-	-	15.5	10.3
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.5	0.1

Timings

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

5: SR-74 & Meadowbrook Av./Greenwald Av.

07/09/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↷	↷	↶	↷
Traffic Volume (vph)	45	19	326	14	11	835	112	44	906
Future Volume (vph)	45	19	326	14	11	835	112	44	906
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	23.0	23.0	36.0	36.0	10.0	30.0	30.0	10.0	30.0
Total Split (s)	54.0	54.0	54.0	54.0	10.0	53.0	53.0	13.0	56.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	8.3%	44.2%	44.2%	10.8%	46.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	6.5	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

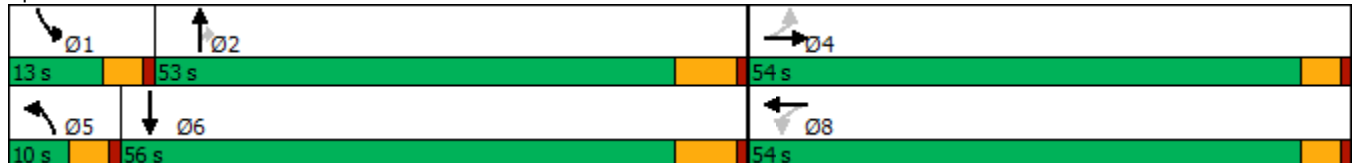
Cycle Length: 120

Actuated Cycle Length: 98.3

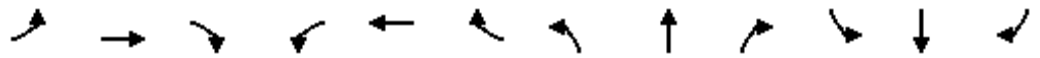
Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Splits and Phases: 5: SR-74 & Meadowbrook Av./Greenwald Av.



HCM 6th Signalized Intersection ~~Shilstone~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 5: SR-74 & Meadowbrook Av./Greenwald Av. 07/09/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	19	33	326	14	93	11	835	112	44	906	29
Future Volume (veh/h)	45	19	33	326	14	93	11	835	112	44	906	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	21	26	354	15	84	12	908	50	48	985	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	417	235	291	469	76	426	26	1782	793	68	1854	53
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.01	0.49	0.49	0.04	0.52	0.52
Sat Flow, veh/h	1316	772	956	1380	250	1397	1810	3610	1605	1810	3585	102
Grp Volume(v), veh/h	49	0	47	354	0	99	12	908	50	48	496	517
Grp Sat Flow(s),veh/h/ln	1316	0	1728	1380	0	1647	1810	1805	1605	1810	1805	1882
Q Serve(g_s), s	2.7	0.0	1.9	23.6	0.0	4.3	0.6	16.3	1.6	2.5	17.5	17.5
Cycle Q Clear(g_c), s	7.0	0.0	1.9	25.5	0.0	4.3	0.6	16.3	1.6	2.5	17.5	17.5
Prop In Lane	1.00		0.55	1.00		0.85	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	417	0	526	469	0	502	26	1782	793	68	933	973
V/C Ratio(X)	0.12	0.00	0.09	0.76	0.00	0.20	0.46	0.51	0.06	0.70	0.53	0.53
Avail Cap(c_a), veh/h	696	0	892	761	0	850	102	1782	793	159	933	973
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	0.0	23.8	32.9	0.0	24.6	46.8	16.4	12.7	45.5	15.4	15.4
Incr Delay (d2), s/veh	0.1	0.0	0.1	2.5	0.0	0.2	4.8	1.0	0.2	4.9	2.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.8	8.0	0.0	1.7	0.3	6.0	0.5	1.2	6.6	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.3	0.0	23.9	35.4	0.0	24.8	51.6	17.4	12.8	50.4	17.6	17.5
LnGrp LOS	C	A	C	D	A	C	D	B	B	D	B	B
Approach Vol, veh/h		96			453			970				1061
Approach Delay, s/veh		25.6			33.1			17.6				19.0
Approach LOS		C			C			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	53.8		33.8	6.0	56.0		33.8				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	8.4	46.5		49.4	5.4	49.5		49.4				
Max Q Clear Time (g_c+1), s	4.5	18.3		9.0	2.6	19.5		27.5				
Green Ext Time (p_c), s	0.0	6.2		0.4	0.0	6.1		1.7				
Intersection Summary												
HCM 6th Ctrl Delay				21.2								
HCM 6th LOS				C								

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	10	4	4	13	0
Future Vol, veh/h	0	10	4	4	13	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	11	4	4	14	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7	6.7	7.2
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	50%	0%
Vol Right, %	0%	50%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	10	8	13
LT Vol	0	0	13
Through Vol	10	4	0
RT Vol	0	4	0
Lane Flow Rate	11	9	14
Geometry Grp	1	1	1
Degree of Util (X)	0.012	0.009	0.016
Departure Headway (Hd)	3.932	3.634	4.135
Convergence, Y/N	Yes	Yes	Yes
Cap	914	989	870
Service Time	1.939	1.642	2.141
HCM Lane V/C Ratio	0.012	0.009	0.016
HCM Control Delay	7	6.7	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0	0

Timings
2: SR-74 & Theda St.



Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	52	176	1115	839
Future Volume (vph)	52	176	1115	839
Turn Type	Prot	Prot	NA	NA
Protected Phases	4	5	2	6
Permitted Phases				
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	24.1	11.1	24.1	33.1
Total Split (s)	34.0	29.0	86.0	57.0
Total Split (%)	28.3%	24.2%	71.7%	47.5%
Yellow Time (s)	3.6	3.6	5.1	5.1
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	6.1	6.1
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	Max	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: SR-74 & Theda St.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 2: SR-74 & Theda St. 07/09/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	52	200	176	1115	839	73
Future Volume (veh/h)	52	200	176	1115	839	73
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	87	185	1174	883	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	67	105	219	2856	2148	141
Arrive On Green	0.10	0.10	0.12	0.79	0.62	0.62
Sat Flow, veh/h	647	1024	1810	3705	3533	226
Grp Volume(v), veh/h	143	0	185	1174	464	477
Grp Sat Flow(s),veh/h/ln	1683	0	1810	1805	1805	1859
Q Serve(g_s), s	8.4	0.0	10.1	10.2	13.1	13.1
Cycle Q Clear(g_c), s	8.4	0.0	10.1	10.2	13.1	13.1
Prop In Lane	0.38	0.61	1.00			0.12
Lane Grp Cap(c), veh/h	173	0	219	2856	1127	1161
V/C Ratio(X)	0.83	0.00	0.85	0.41	0.41	0.41
Avail Cap(c_a), veh/h	490	0	437	2856	1127	1161
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	0.0	43.5	3.3	9.6	9.6
Incr Delay (d2), s/veh	3.8	0.0	3.4	0.4	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	4.5	1.8	4.4	4.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.2	0.0	46.9	3.7	10.7	10.7
LnGrp LOS	D	A	D	A	B	B
Approach Vol, veh/h	143			1359	941	
Approach Delay, s/veh	48.2			9.6	10.7	
Approach LOS	D			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		86.0		15.0	16.8	69.2
Change Period (Y+Rc), s		6.1		4.6	4.6	6.1
Max Green Setting (Gmax), s		79.9		29.4	24.4	50.9
Max Q Clear Time (g_c+1), s		12.2		10.4	12.1	15.1
Green Ext Time (p_c), s		15.5		0.2	0.2	8.9

Intersection Summary

HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	10	2	11	10	0	49	2	1246	39	21	995	6
Future Vol, veh/h	10	2	11	10	0	49	2	1246	39	21	995	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	240	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	2	11	10	0	50	2	1271	40	21	1015	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1700	2375	511	1846	2358	656	1021	0	0	1311	0	0
Stage 1	1060	1060	-	1295	1295	-	-	-	-	-	-	-
Stage 2	640	1315	-	551	1063	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	61	35	513	47	36	413	688	-	-	534	-	-
Stage 1	243	303	-	175	235	-	-	-	-	-	-	-
Stage 2	435	230	-	491	302	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	52	34	513	42	34	413	688	-	-	534	-	-
Mov Cap-2 Maneuver	52	34	-	42	34	-	-	-	-	-	-	-
Stage 1	242	291	-	174	234	-	-	-	-	-	-	-
Stage 2	381	229	-	458	290	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	63.7	38.8	0	0.2
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	688	-	-	84	165	534	-
HCM Lane V/C Ratio	0.003	-	-	0.279	0.365	0.04	-
HCM Control Delay (s)	10.2	-	-	63.7	38.8	12	-
HCM Lane LOS	B	-	-	F	E	B	-
HCM 95th %tile Q(veh)	0	-	-	1	1.5	0.1	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↑↑		↘	↑↑
Traffic Vol, veh/h	5	29	1305	9	29	1026
Future Vol, veh/h	5	29	1305	9	29	1026
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	-	-	-	240	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	30	1332	9	30	1047

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1921	671	0	0	1341
Stage 1	1337	-	-	-	-
Stage 2	584	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	60	404	-	-	521
Stage 1	213	-	-	-	-
Stage 2	526	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	57	404	-	-	521
Mov Cap-2 Maneuver	189	-	-	-	-
Stage 1	213	-	-	-	-
Stage 2	495	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.6	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	346	521
HCM Lane V/C Ratio	-	-	0.1	0.057
HCM Control Delay (s)	-	-	16.6	12.3
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.3	0.2

Timings

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

5: SR-74 & Meadowbrook Av./Greenwald Av.

07/09/2019

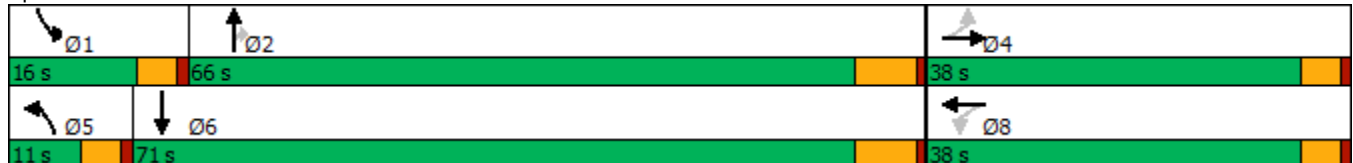


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖	↑↑
Traffic Volume (vph)	38	21	130	13	36	1274	259	77	924
Future Volume (vph)	38	21	130	13	36	1274	259	77	924
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	23.0	23.0	36.0	36.0	10.0	30.0	30.0	10.0	30.0
Total Split (s)	38.0	38.0	38.0	38.0	11.0	66.0	66.0	16.0	71.0
Total Split (%)	31.7%	31.7%	31.7%	31.7%	9.2%	55.0%	55.0%	13.3%	59.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	6.5	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max

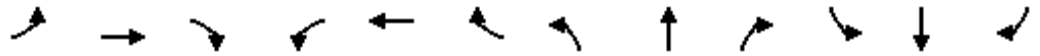
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.6
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: SR-74 & Meadowbrook Av./Greenwald Av.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 5: SR-74 & Meadowbrook Av./Greenwald Av. 07/09/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↑↑	↗	↗	↑↘	
Traffic Volume (veh/h)	38	21	12	130	13	33	36	1274	259	77	924	46
Future Volume (veh/h)	38	21	12	130	13	33	36	1274	259	77	924	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	21	2	133	13	16	37	1300	202	79	943	35
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	245	235	22	253	106	130	59	2324	1037	102	2369	88
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.03	0.64	0.64	0.06	0.67	0.67
Sat Flow, veh/h	1392	1708	163	1410	771	949	1810	3610	1610	1810	3550	132
Grp Volume(v), veh/h	39	0	23	133	0	29	37	1300	202	79	480	498
Grp Sat Flow(s),veh/h/ln	1392	0	1871	1410	0	1719	1810	1805	1610	1810	1805	1876
Q Serve(g_s), s	2.4	0.0	1.0	8.8	0.0	1.4	2.0	19.4	4.9	4.2	11.6	11.6
Cycle Q Clear(g_c), s	3.9	0.0	1.0	9.8	0.0	1.4	2.0	19.4	4.9	4.2	11.6	11.6
Prop In Lane	1.00		0.09	1.00		0.55	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	245	0	257	253	0	236	59	2324	1037	102	1205	1253
V/C Ratio(X)	0.16	0.00	0.09	0.53	0.00	0.12	0.63	0.56	0.19	0.77	0.40	0.40
Avail Cap(c_a), veh/h	535	0	647	547	0	594	120	2324	1037	213	1205	1253
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	36.4	40.7	0.0	36.6	46.2	9.6	7.0	45.0	7.3	7.3
Incr Delay (d2), s/veh	0.3	0.0	0.1	1.7	0.0	0.2	4.0	1.0	0.4	4.6	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.5	3.2	0.0	0.6	0.9	6.0	1.4	1.9	3.5	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	0.0	36.5	42.4	0.0	36.8	50.2	10.6	7.4	49.6	8.3	8.2
LnGrp LOS	D	A	D	D	A	D	D	B	A	D	A	A
Approach Vol, veh/h		62			162			1539			1057	
Approach Delay, s/veh		37.8			41.4			11.1			11.3	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	68.7		17.9	7.7	71.0		17.9				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	11.4	59.5		33.4	6.4	64.5		33.4				
Max Q Clear Time (g_c+I1), s	6.2	21.4		5.9	4.0	13.6		11.8				
Green Ext Time (p_c), s	0.0	11.7		0.2	0.0	6.2		0.5				

Intersection Summary

HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	0	8	14	70	9	0
Future Vol, veh/h	0	8	14	70	9	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	9	15	76	10	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7	6.8	7.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	17%	0%
Vol Right, %	0%	83%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	8	84	9
LT Vol	0	0	9
Through Vol	8	14	0
RT Vol	0	70	0
Lane Flow Rate	9	91	10
Geometry Grp	1	1	1
Degree of Util (X)	0.01	0.087	0.012
Departure Headway (Hd)	3.985	3.424	4.274
Convergence, Y/N	Yes	Yes	Yes
Cap	901	1050	840
Service Time	1.997	1.432	2.289
HCM Lane V/C Ratio	0.01	0.087	0.012
HCM Control Delay	7	6.8	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.3	0

Timings
2: SR-74 & Theda St.

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

07/09/2019



Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	49	128	718	797
Future Volume (vph)	49	128	718	797
Turn Type	Prot	Prot	NA	NA
Protected Phases	4	5	2	6
Permitted Phases				
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	24.1	11.1	24.1	33.1
Total Split (s)	32.0	26.0	88.0	62.0
Total Split (%)	26.7%	21.7%	73.3%	51.7%
Yellow Time (s)	3.6	3.6	5.1	5.1
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	6.1	6.1
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	Max	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.4
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: SR-74 & Theda St.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 2: SR-74 & Theda St. 07/09/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	128	128	718	797	63
Future Volume (veh/h)	49	128	128	718	797	63
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	61	142	798	886	62
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	67	76	174	2922	2286	160
Arrive On Green	0.08	0.08	0.10	0.81	0.67	0.67
Sat Flow, veh/h	791	894	1810	3705	3517	239
Grp Volume(v), veh/h	116	0	142	798	467	481
Grp Sat Flow(s),veh/h/ln	1700	0	1810	1805	1805	1857
Q Serve(g_s), s	6.8	0.0	7.8	5.5	11.7	11.7
Cycle Q Clear(g_c), s	6.8	0.0	7.8	5.5	11.7	11.7
Prop In Lane	0.47	0.53	1.00			0.13
Lane Grp Cap(c), veh/h	144	0	174	2922	1206	1240
V/C Ratio(X)	0.81	0.00	0.82	0.27	0.39	0.39
Avail Cap(c_a), veh/h	460	0	383	2922	1206	1240
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	0.0	44.9	2.4	7.5	7.5
Incr Delay (d2), s/veh	4.0	0.0	3.5	0.2	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	3.5	0.8	3.7	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.4	0.0	48.4	2.6	8.5	8.4
LnGrp LOS	D	A	D	A	A	A
Approach Vol, veh/h				940	948	
Approach Delay, s/veh				49.4	8.5	
Approach LOS				D	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		88.0		13.2	14.3	73.7
Change Period (Y+Rc), s		6.1		4.6	4.6	6.1
Max Green Setting (Gmax), s		81.9		27.4	21.4	55.9
Max Q Clear Time (g_c+I1), s		7.5		8.8	9.8	13.7
Green Ext Time (p_c), s		8.5		0.1	0.1	9.3

Intersection Summary

HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	8	3	6	19	3	42	41	859	24	40	877	40
Future Vol, veh/h	8	3	6	19	3	42	41	859	24	40	877	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	240	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	3	7	21	3	47	46	954	27	44	974	44

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1655	2157	509	1637	2166	491	1018	0	0	981	0	0
Stage 1	1084	1084	-	1060	1060	-	-	-	-	-	-	-
Stage 2	571	1073	-	577	1106	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	66	48	515	68	48	529	689	-	-	712	-	-
Stage 1	235	296	-	243	303	-	-	-	-	-	-	-
Stage 2	478	299	-	474	289	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	51	42	515	57	42	529	689	-	-	712	-	-
Mov Cap-2 Maneuver	51	42	-	57	42	-	-	-	-	-	-	-
Stage 1	219	278	-	227	283	-	-	-	-	-	-	-
Stage 2	402	279	-	434	271	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	73.2	60.3	0.5	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	689	-	-	71	132	712	-
HCM Lane V/C Ratio	0.066	-	-	0.266	0.539	0.062	-
HCM Control Delay (s)	10.6	-	-	73.2	60.3	10.4	-
HCM Lane LOS	B	-	-	F	F	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	2.6	0.2	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑		Y	↑↑
Traffic Vol, veh/h	13	22	930	9	21	858
Future Vol, veh/h	13	22	930	9	21	858
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	-	-	-	240	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	23	979	9	22	903

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1480	494	0	0	988
Stage 1	984	-	-	-	-
Stage 2	496	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	119	526	-	-	708
Stage 1	327	-	-	-	-
Stage 2	583	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	115	526	-	-	708
Mov Cap-2 Maneuver	284	-	-	-	-
Stage 1	327	-	-	-	-
Stage 2	565	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.9	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	400	708
HCM Lane V/C Ratio	-	-	0.092	0.031
HCM Control Delay (s)	-	-	14.9	10.2
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Timings

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

5: SR-74 & Meadowbrook Av./Greenwald Av.

07/09/2019

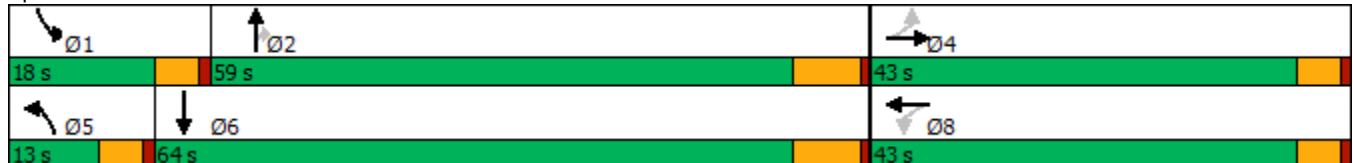


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↷	↷	↶	↷
Traffic Volume (vph)	36	23	148	20	28	865	287	61	705
Future Volume (vph)	36	23	148	20	28	865	287	61	705
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	36.0	36.0	10.0	30.0	30.0	10.0	30.0
Total Split (s)	43.0	43.0	43.0	43.0	13.0	59.0	59.0	18.0	64.0
Total Split (%)	35.8%	35.8%	35.8%	35.8%	10.8%	49.2%	49.2%	15.0%	53.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0	6.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	7.0	7.0	5.0	7.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 99.2
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: SR-74 & Meadowbrook Av./Greenwald Av.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 5: SR-74 & Meadowbrook Av./Greenwald Av. 07/09/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖	↗↖	
Traffic Volume (veh/h)	36	23	25	148	20	44	28	865	287	61	705	30
Future Volume (veh/h)	36	23	25	148	20	44	28	865	287	61	705	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	24	17	154	21	29	29	901	230	64	734	27
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	261	163	115	270	114	157	52	2198	959	85	2227	82
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.03	0.61	0.61	0.05	0.63	0.63
Sat Flow, veh/h	1376	1035	733	1388	723	998	1810	3610	1575	1810	3551	131
Grp Volume(v), veh/h	38	0	41	154	0	50	29	901	230	64	373	388
Grp Sat Flow(s),veh/h/ln	1376	0	1768	1388	0	1720	1810	1805	1575	1810	1805	1876
Q Serve(g_s), s	2.2	0.0	1.8	9.8	0.0	2.3	1.4	11.8	6.1	3.2	8.8	8.8
Cycle Q Clear(g_c), s	4.5	0.0	1.8	11.6	0.0	2.3	1.4	11.8	6.1	3.2	8.8	8.8
Prop In Lane	1.00		0.41	1.00		0.58	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	261	0	278	270	0	271	52	2198	959	85	1132	1177
V/C Ratio(X)	0.15	0.00	0.15	0.57	0.00	0.18	0.56	0.41	0.24	0.76	0.33	0.33
Avail Cap(c_a), veh/h	620	0	739	632	0	719	159	2198	959	259	1132	1177
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	0.0	33.0	38.0	0.0	33.2	43.6	9.3	8.1	42.8	8.0	8.0
Incr Delay (d2), s/veh	0.3	0.0	0.2	1.9	0.0	0.3	9.2	0.6	0.6	24.8	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.8	3.5	0.0	1.0	0.7	3.7	1.7	1.9	2.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	0.0	33.3	39.9	0.0	33.6	52.8	9.8	8.7	67.6	8.7	8.7
LnGrp LOS	D	A	C	D	A	C	D	A	A	E	A	A
Approach Vol, veh/h		79			204			1160			825	
Approach Delay, s/veh		34.3			38.4			10.7			13.3	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	62.3		19.3	7.6	64.0		19.3				
Change Period (Y+Rc), s	5.0	7.0		5.0	5.0	7.0		5.0				
Max Green Setting (Gmax), s	13.0	52.0		38.0	8.0	57.0		38.0				
Max Q Clear Time (g_c+I1), s	5.2	13.8		6.5	3.4	10.8		13.6				
Green Ext Time (p_c), s	0.1	7.3		0.3	0.0	4.4		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				15.0								
HCM 6th LOS				B								

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	22	142	15	0
Future Vol, veh/h	0	9	22	142	15	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	10	24	154	16	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.1	7.1	7.5
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	13%	0%
Vol Right, %	0%	87%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	9	164	15
LT Vol	0	0	15
Through Vol	9	22	0
RT Vol	0	142	0
Lane Flow Rate	10	178	16
Geometry Grp	1	1	1
Degree of Util (X)	0.011	0.169	0.02
Departure Headway (Hd)	4.06	3.415	4.426
Convergence, Y/N	Yes	Yes	Yes
Cap	882	1052	809
Service Time	2.082	1.429	2.451
HCM Lane V/C Ratio	0.011	0.169	0.02
HCM Control Delay	7.1	7.1	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.6	0.1

Timings
2: SR-74 & Theda St.

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

07/09/2019



Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	49	128	721	833
Future Volume (vph)	49	128	721	833
Turn Type	Prot	Prot	NA	NA
Protected Phases	4	5	2	6
Permitted Phases				
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	24.1	11.1	24.1	33.1
Total Split (s)	32.0	26.0	88.0	62.0
Total Split (%)	26.7%	21.7%	73.3%	51.7%
Yellow Time (s)	3.6	3.6	5.1	5.1
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	6.1	6.1
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	Max	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.5
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: SR-74 & Theda St.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 2: SR-74 & Theda St. 07/09/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	132	128	721	833	63
Future Volume (veh/h)	49	132	128	721	833	63
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	66	142	801	926	62
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	67	82	174	2911	2284	153
Arrive On Green	0.09	0.09	0.10	0.81	0.67	0.67
Sat Flow, veh/h	757	925	1810	3705	3529	230
Grp Volume(v), veh/h	121	0	142	801	487	501
Grp Sat Flow(s),veh/h/ln	1696	0	1810	1805	1805	1859
Q Serve(g_s), s	7.1	0.0	7.8	5.6	12.6	12.6
Cycle Q Clear(g_c), s	7.1	0.0	7.8	5.6	12.6	12.6
Prop In Lane	0.45	0.55	1.00			0.12
Lane Grp Cap(c), veh/h	149	0	174	2911	1201	1236
V/C Ratio(X)	0.81	0.00	0.82	0.28	0.41	0.41
Avail Cap(c_a), veh/h	458	0	381	2911	1201	1236
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	0.0	45.0	2.4	7.8	7.8
Incr Delay (d2), s/veh	3.9	0.0	3.6	0.2	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	3.5	0.8	4.0	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.4	0.0	48.6	2.7	8.8	8.8
LnGrp LOS	D	A	D	A	A	A
Approach Vol, veh/h				943	988	
Approach Delay, s/veh				9.6	8.8	
Approach LOS				A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		88.0		13.6	14.4	73.6
Change Period (Y+Rc), s		6.1		4.6	4.6	6.1
Max Green Setting (Gmax), s		81.9		27.4	21.4	55.9
Max Q Clear Time (g_c+I1), s		7.6		9.1	9.8	14.6
Green Ext Time (p_c), s		8.6		0.1	0.1	9.9

Intersection Summary

HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	12	3	10	19	3	42	81	859	24	40	877	80
Future Vol, veh/h	12	3	10	19	3	42	81	859	24	40	877	80
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	240	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	3	11	21	3	47	90	954	27	44	974	89

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1766	2268	532	1725	2299	491	1063	0	0	981	0	0
Stage 1	1107	1107	-	1148	1148	-	-	-	-	-	-	-
Stage 2	659	1161	-	577	1151	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	54	41	497	58	39	529	663	-	-	712	-	-
Stage 1	228	288	-	215	276	-	-	-	-	-	-	-
Stage 2	424	272	-	474	275	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	39	33	497	45	32	529	663	-	-	712	-	-
Mov Cap-2 Maneuver	39	33	-	45	32	-	-	-	-	-	-	-
Stage 1	197	270	-	186	238	-	-	-	-	-	-	-
Stage 2	329	235	-	429	258	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	108.8		88.7		0.9		0.4	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	663	-	-	60	107	712	-	-
HCM Lane V/C Ratio	0.136	-	-	0.463	0.665	0.062	-	-
HCM Control Delay (s)	11.3	-	-	108.8	88.7	10.4	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.5	-	-	1.8	3.4	0.2	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓		↔	↑↑
Traffic Vol, veh/h	13	22	970	9	21	862
Future Vol, veh/h	13	22	970	9	21	862
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	-	-	-	240	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	23	1021	9	22	907

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1524	515	0	0	1030
Stage 1	1026	-	-	-	-
Stage 2	498	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	111	510	-	-	682
Stage 1	311	-	-	-	-
Stage 2	582	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	107	510	-	-	682
Mov Cap-2 Maneuver	272	-	-	-	-
Stage 1	311	-	-	-	-
Stage 2	563	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	385	682
HCM Lane V/C Ratio	-	-	0.096	0.032
HCM Control Delay (s)	-	-	15.3	10.5
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Timings

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

5: SR-74 & Meadowbrook Av./Greenwald Av.

07/09/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	36	23	148	20	28	901	287	61	708
Future Volume (vph)	36	23	148	20	28	901	287	61	708
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	36.0	36.0	10.0	30.0	30.0	10.0	30.0
Total Split (s)	43.0	43.0	43.0	43.0	13.0	59.0	59.0	18.0	64.0
Total Split (%)	35.8%	35.8%	35.8%	35.8%	10.8%	49.2%	49.2%	15.0%	53.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0	6.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	7.0	7.0	5.0	7.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

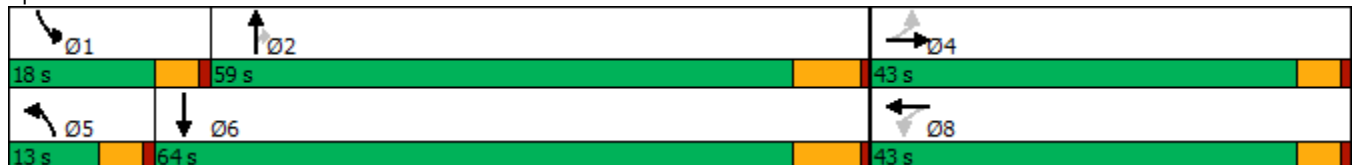
Cycle Length: 120

Actuated Cycle Length: 99.2

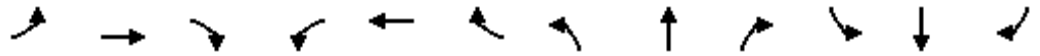
Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Splits and Phases: 5: SR-74 & Meadowbrook Av./Greenwald Av.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 5: SR-74 & Meadowbrook Av./Greenwald Av. 07/09/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↑↑	↗	↗	↑↘	
Traffic Volume (veh/h)	36	23	25	148	20	48	28	901	287	61	708	30
Future Volume (veh/h)	36	23	25	148	20	48	28	901	287	61	708	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	24	17	154	21	33	29	939	230	64	738	27
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	258	163	116	270	105	165	52	2197	959	85	2226	81
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.03	0.61	0.61	0.05	0.63	0.63
Sat Flow, veh/h	1371	1035	733	1388	666	1046	1810	3610	1575	1810	3552	130
Grp Volume(v), veh/h	38	0	41	154	0	54	29	939	230	64	375	390
Grp Sat Flow(s),veh/h/ln	1371	0	1768	1388	0	1712	1810	1805	1575	1810	1805	1877
Q Serve(g_s), s	2.3	0.0	1.8	9.8	0.0	2.5	1.4	12.5	6.1	3.2	8.9	8.9
Cycle Q Clear(g_c), s	4.7	0.0	1.8	11.6	0.0	2.5	1.4	12.5	6.1	3.2	8.9	8.9
Prop In Lane	1.00		0.41	1.00		0.61	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	258	0	279	270	0	270	52	2197	959	85	1131	1176
V/C Ratio(X)	0.15	0.00	0.15	0.57	0.00	0.20	0.56	0.43	0.24	0.76	0.33	0.33
Avail Cap(c_a), veh/h	615	0	739	631	0	715	159	2197	959	259	1131	1176
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	0.0	33.0	38.0	0.0	33.3	43.6	9.4	8.2	42.8	8.0	8.0
Incr Delay (d2), s/veh	0.3	0.0	0.2	1.9	0.0	0.4	9.2	0.6	0.6	24.8	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.8	3.5	0.0	1.1	0.7	3.9	1.7	1.9	2.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	0.0	33.3	39.9	0.0	33.7	52.8	10.0	8.7	67.6	8.8	8.7
LnGrp LOS	D	A	C	D	A	C	D	B	A	E	A	A
Approach Vol, veh/h		79			208			1198			829	
Approach Delay, s/veh		34.4			38.3			10.8			13.3	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	62.3		19.3	7.6	64.0		19.3				
Change Period (Y+Rc), s	5.0	7.0		5.0	5.0	7.0		5.0				
Max Green Setting (Gmax), s	13.0	52.0		38.0	8.0	57.0		38.0				
Max Q Clear Time (g_c+I1), s	5.2	14.5		6.7	3.4	10.9		13.6				
Green Ext Time (p_c), s	0.1	7.6		0.3	0.0	4.4		0.7				

Intersection Summary

HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

APPENDIX 6.2:

EAP (2020) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAP 2020 Conditions - Weekday PM Peak Hour**

Major Street Name = **Ethanac Road**

Total of Both Approaches (VPH) = **18**

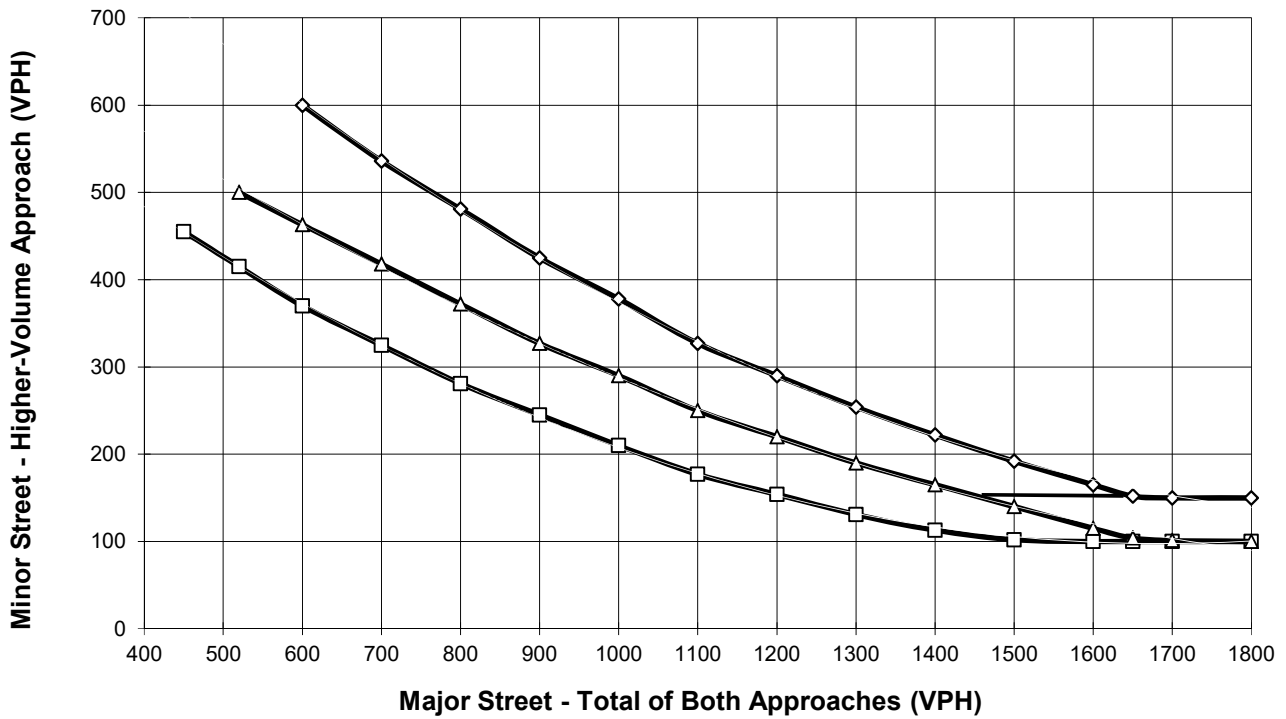
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Read Street**

High Volume Approach (VPH) = **13**

Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- x— Minor Street Approaches

*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP 2020 Conditions - Weekday PM Peak Hour**

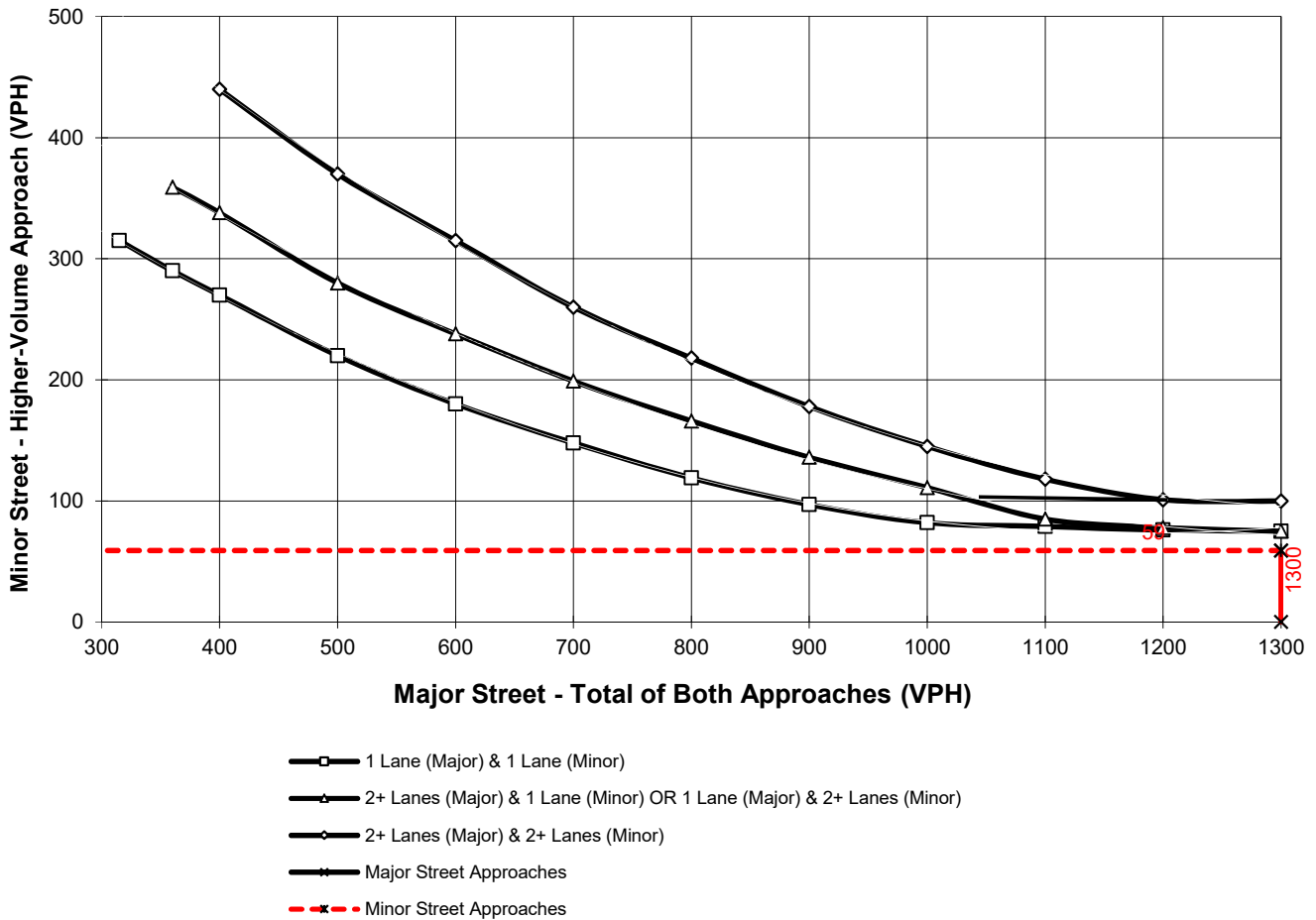
Major Street Name = **SR-74**

Total of Both Approaches (VPH) = **2309**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Ethanac Road**

High Volume Approach (VPH) = **59**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane



Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP 2020 Conditions - Weekday AM Peak Hour**

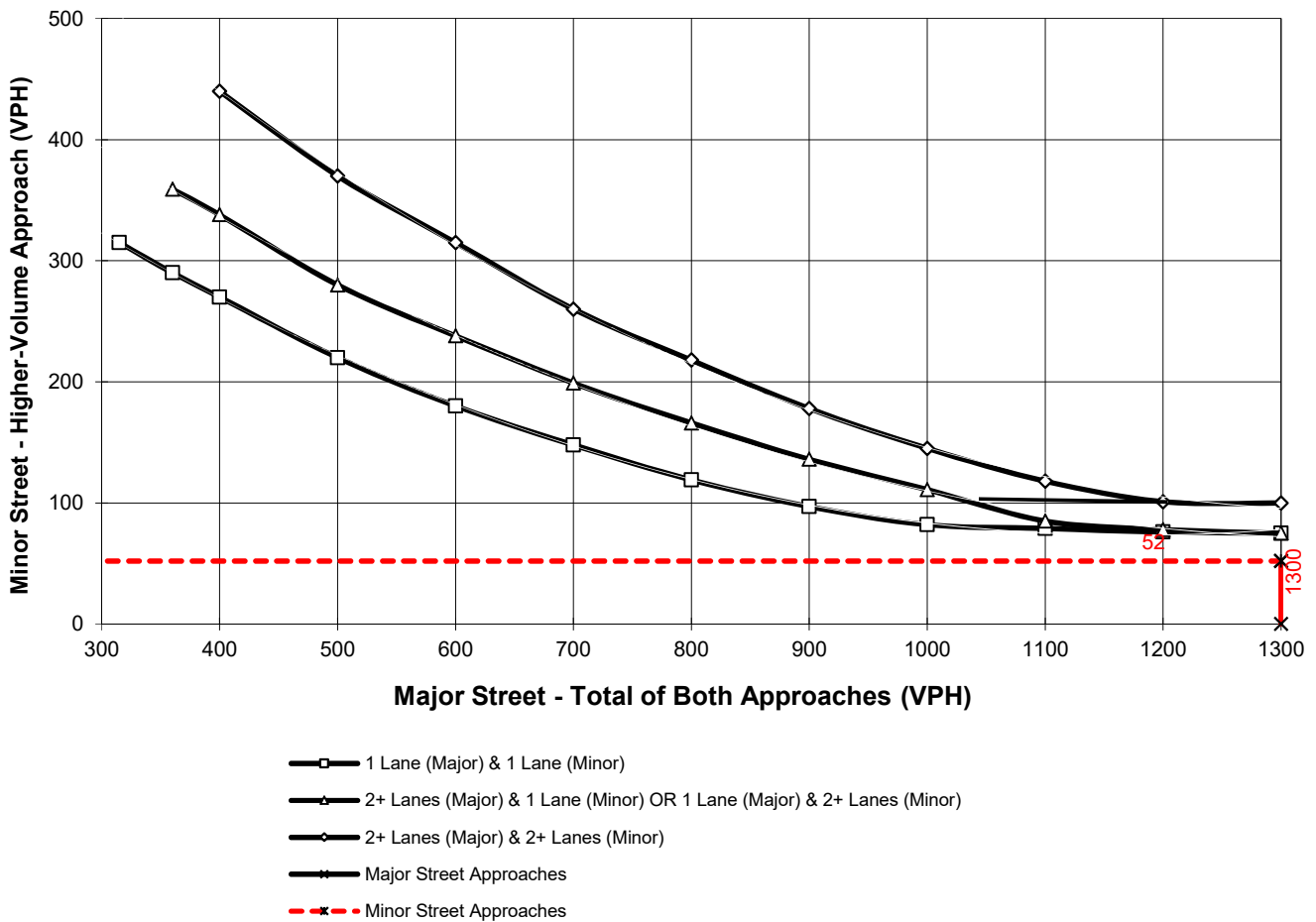
Major Street Name = **SR-74**

Total of Both Approaches (VPH) = **1916**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **River Road**

High Volume Approach (VPH) = **52**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 6.3:

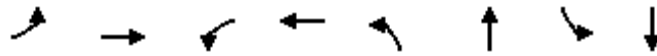
**EAP (2020) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS,
WITH IMPROVEMENTS**

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Timings
3: SR-74 & Ethanac Rd.

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

07/10/2019

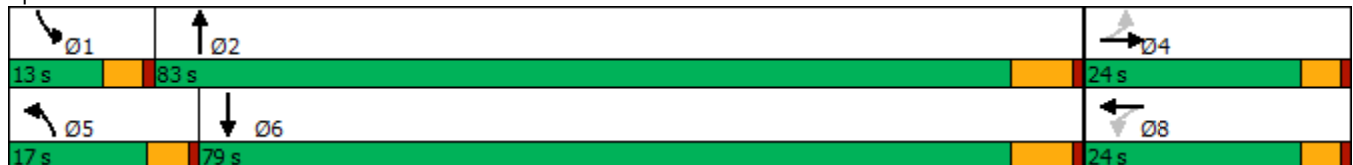


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↗	↕	↗	↕
Traffic Volume (vph)	6	0	1	0	29	1007	7	884
Future Volume (vph)	6	0	1	0	29	1007	7	884
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	22.6	22.6	22.6	22.6	9.6	24.5	9.6	24.5
Total Split (s)	24.0	24.0	24.0	24.0	17.0	83.0	13.0	79.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	14.2%	69.2%	10.8%	65.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.6		4.6	4.6	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min

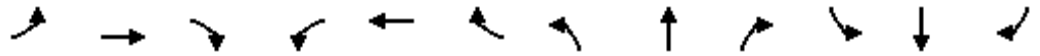
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 39.6
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: SR-74 & Ethanac Rd.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 3: SR-74 & Ethanac Rd. 07/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	6	0	4	1	0	11	29	1007	6	7	884	32
Future Volume (veh/h)	6	0	4	1	0	11	29	1007	6	7	884	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	0	4	1	0	12	31	1060	6	7	931	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	0	35	120	0	86	67	1749	10	17	1589	58
Arrive On Green	0.06	0.00	0.06	0.06	0.00	0.06	0.04	0.48	0.48	0.01	0.45	0.45
Sat Flow, veh/h	921	0	614	125	0	1497	1810	3680	21	1810	3552	130
Grp Volume(v), veh/h	10	0	0	13	0	0	31	520	546	7	473	492
Grp Sat Flow(s),veh/h/ln	1535	0	0	1622	0	0	1810	1805	1896	1810	1805	1877
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.0	0.6	7.3	7.3	0.1	6.7	6.7
Cycle Q Clear(g_c), s	0.2	0.0	0.0	0.2	0.0	0.0	0.6	7.3	7.3	0.1	6.7	6.7
Prop In Lane	0.60		0.40	0.08		0.92	1.00		0.01	1.00		0.07
Lane Grp Cap(c), veh/h	256	0	0	206	0	0	67	858	901	17	808	840
V/C Ratio(X)	0.04	0.00	0.00	0.06	0.00	0.00	0.46	0.61	0.61	0.41	0.59	0.59
Avail Cap(c_a), veh/h	1015	0	0	1017	0	0	654	4027	4231	443	3816	3968
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	0.0	0.0	15.3	0.0	0.0	16.2	6.6	6.6	16.9	7.1	7.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	1.8	0.7	0.7	5.8	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.0	0.2	0.9	0.9	0.1	1.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.4	0.0	0.0	15.5	0.0	0.0	18.0	7.3	7.3	22.7	7.8	7.7
LnGrp LOS	B	A	A	B	A	A	B	A	A	C	A	A
Approach Vol, veh/h		10			13			1097			972	
Approach Delay, s/veh		15.4			15.5			7.6			7.9	
Approach LOS		B			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	22.8		6.6	5.9	21.8		6.6				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	8.4	76.5		19.4	12.4	72.5		19.4				
Max Q Clear Time (g_c+I1), s	2.1	9.3		2.2	2.6	8.7		2.2				
Green Ext Time (p_c), s	0.0	7.0		0.0	0.0	6.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Timings
3: SR-74 & Ethanac Rd.

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

07/10/2019

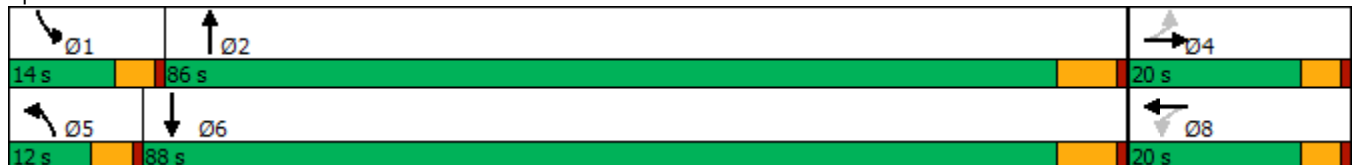


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↙	↕	↙	↕
Traffic Volume (vph)	10	2	10	0	2	1246	21	995
Future Volume (vph)	10	2	10	0	2	1246	21	995
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	14.6	14.6	9.6	16.5	9.6	16.5
Total Split (s)	20.0	20.0	20.0	20.0	12.0	86.0	14.0	88.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	10.0%	71.7%	11.7%	73.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.6		4.6	4.6	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min

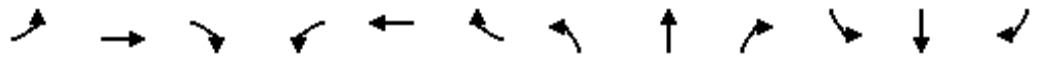
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 51.5
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: SR-74 & Ethanac Rd.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 3: SR-74 & Ethanac Rd. 07/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	10	2	11	10	0	49	2	1246	39	21	995	6
Future Volume (veh/h)	10	2	11	10	0	49	2	1246	39	21	995	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	2	11	10	0	50	2	1271	40	21	1015	6
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	167	54	106	105	19	186	5	1837	58	46	1976	12
Arrive On Green	0.14	0.14	0.14	0.14	0.00	0.14	0.00	0.51	0.51	0.03	0.54	0.54
Sat Flow, veh/h	443	389	762	135	134	1344	1810	3572	112	1810	3679	22
Grp Volume(v), veh/h	23	0	0	60	0	0	2	642	669	21	498	523
Grp Sat Flow(s),veh/h/ln	1594	0	0	1613	0	0	1810	1805	1880	1810	1805	1896
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	13.1	13.1	0.6	8.6	8.6
Cycle Q Clear(g_c), s	0.6	0.0	0.0	1.6	0.0	0.0	0.1	13.1	13.1	0.6	8.6	8.6
Prop In Lane	0.43		0.48	0.17		0.83	1.00		0.06	1.00		0.01
Lane Grp Cap(c), veh/h	327	0	0	309	0	0	5	928	967	46	969	1018
V/C Ratio(X)	0.07	0.00	0.00	0.19	0.00	0.00	0.40	0.69	0.69	0.46	0.51	0.51
Avail Cap(c_a), veh/h	596	0	0	589	0	0	275	2942	3064	349	3016	3168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	0.0	0.0	18.8	0.0	0.0	24.3	8.9	8.9	23.4	7.2	7.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	18.4	0.9	0.9	2.6	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.6	0.0	0.0	0.0	2.8	2.9	0.2	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	0.0	0.0	19.1	0.0	0.0	42.7	9.9	9.8	26.1	7.6	7.6
LnGrp LOS	B	A	A	B	A	A	D	A	A	C	A	A
Approach Vol, veh/h		23			60			1313			1042	
Approach Delay, s/veh		18.4			19.1			9.9			8.0	
Approach LOS		B			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	31.6		11.4	4.7	32.7		11.4				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	9.4	79.5		15.4	7.4	81.5		15.4				
Max Q Clear Time (g_c+I1), s	2.6	15.1		2.6	2.1	10.6		3.6				
Green Ext Time (p_c), s	0.0	10.0		0.0	0.0	6.6		0.2				

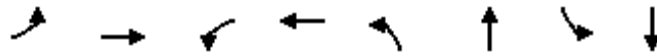
Intersection Summary

HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

Timings
3: SR-74 & Ethanac Rd.

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

07/10/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↗	↕	↗	↕
Traffic Volume (vph)	8	3	19	3	41	859	40	877
Future Volume (vph)	8	3	19	3	41	859	40	877
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	14.6	14.6	9.6	16.5	9.6	16.5
Total Split (s)	23.0	23.0	23.0	23.0	20.0	80.0	17.0	77.0
Total Split (%)	19.2%	19.2%	19.2%	19.2%	16.7%	66.7%	14.2%	64.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.6		4.6	4.6	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min

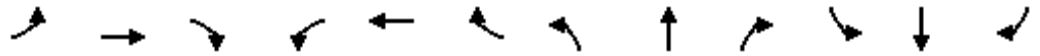
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 49
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: SR-74 & Ethanac Rd.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 3: SR-74 & Ethanac Rd. 07/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	8	3	6	19	3	42	41	859	24	40	877	40
Future Volume (veh/h)	8	3	6	19	3	42	41	859	24	40	877	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	3	7	21	3	47	46	954	27	44	974	44
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	204	78	91	154	41	165	89	1526	43	86	1491	67
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.05	0.43	0.43	0.05	0.42	0.42
Sat Flow, veh/h	506	505	590	280	266	1069	1810	3585	101	1810	3517	159
Grp Volume(v), veh/h	19	0	0	71	0	0	46	480	501	44	500	518
Grp Sat Flow(s),veh/h/ln	1601	0	0	1615	0	0	1810	1805	1882	1810	1805	1871
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.0	8.8	8.8	1.0	9.3	9.3
Cycle Q Clear(g_c), s	0.4	0.0	0.0	1.6	0.0	0.0	1.0	8.8	8.8	1.0	9.3	9.3
Prop In Lane	0.47		0.37	0.30		0.66	1.00		0.05	1.00		0.08
Lane Grp Cap(c), veh/h	373	0	0	360	0	0	89	768	801	86	765	793
V/C Ratio(X)	0.05	0.00	0.00	0.20	0.00	0.00	0.51	0.63	0.63	0.51	0.65	0.65
Avail Cap(c_a), veh/h	803	0	0	800	0	0	661	3145	3279	532	3017	3128
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	0.0	15.7	0.0	0.0	19.6	9.5	9.5	19.6	9.7	9.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	1.7	0.8	0.8	1.7	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.6	0.0	0.0	0.4	2.0	2.0	0.4	2.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.3	0.0	0.0	16.0	0.0	0.0	21.3	10.3	10.3	21.3	10.6	10.6
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	B	B
Approach Vol, veh/h		19			71			1027			1062	
Approach Delay, s/veh		15.3			16.0			10.8			11.1	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	24.4		11.1	6.7	24.4		11.1				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	12.4	73.5		18.4	15.4	70.5		18.4				
Max Q Clear Time (g_c+I1), s	3.0	10.8		2.4	3.0	11.3		3.6				
Green Ext Time (p_c), s	0.0	6.2		0.0	0.0	6.6		0.3				

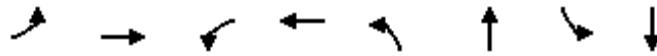
Intersection Summary

HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Timings
3: SR-74 & Ethanac Rd.

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

07/10/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↗	↕	↗	↕
Traffic Volume (vph)	12	3	19	3	81	859	40	877
Future Volume (vph)	12	3	19	3	81	859	40	877
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	14.6	14.6	9.6	16.5	9.6	16.5
Total Split (s)	21.0	21.0	21.0	21.0	24.0	83.0	16.0	75.0
Total Split (%)	17.5%	17.5%	17.5%	17.5%	20.0%	69.2%	13.3%	62.5%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.6		4.6	4.6	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min



















Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 55.6
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: SR-74 & Ethanac Rd.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 3: SR-74 & Ethanac Rd. 07/10/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	3	10	19	3	42	81	859	24	40	877	80
Future Volume (veh/h)	12	3	10	19	3	42	81	859	24	40	877	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	3	11	21	3	47	90	954	27	44	974	89
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	198	63	100	144	42	166	134	1642	46	85	1440	132
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.07	0.46	0.46	0.05	0.43	0.43
Sat Flow, veh/h	530	408	645	274	272	1069	1810	3585	101	1810	3344	306
Grp Volume(v), veh/h	27	0	0	71	0	0	90	480	501	44	526	537
Grp Sat Flow(s),veh/h/ln	1582	0	0	1615	0	0	1810	1805	1882	1810	1805	1845
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	2.2	9.1	9.1	1.1	10.8	10.8
Cycle Q Clear(g_c), s	0.6	0.0	0.0	1.7	0.0	0.0	2.2	9.1	9.1	1.1	10.8	10.8
Prop In Lane	0.48		0.41	0.30		0.66	1.00		0.05	1.00		0.17
Lane Grp Cap(c), veh/h	361	0	0	352	0	0	134	827	862	85	777	794
V/C Ratio(X)	0.07	0.00	0.00	0.20	0.00	0.00	0.67	0.58	0.58	0.52	0.68	0.68
Avail Cap(c_a), veh/h	664	0	0	664	0	0	761	2993	3120	447	2680	2739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	0.0	17.2	0.0	0.0	20.8	9.2	9.2	21.5	10.6	10.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	2.2	0.7	0.6	1.8	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.6	0.0	0.0	0.8	2.1	2.2	0.4	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	0.0	0.0	17.5	0.0	0.0	23.0	9.9	9.9	23.3	11.6	11.6
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	B	B
Approach Vol, veh/h		27			71			1071			1107	
Approach Delay, s/veh		16.8			17.5			11.0			12.1	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	27.6		11.8	8.0	26.4		11.8				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	11.4	76.5		16.4	19.4	68.5		16.4				
Max Q Clear Time (g_c+I1), s	3.1	11.1		2.6	4.2	12.8		3.7				
Green Ext Time (p_c), s	0.0	6.2		0.1	0.1	7.1		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				11.8								
HCM 6th LOS				B								

APPENDIX 7.1:

EAPC (2020) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Intersection	
Intersection Delay, s/veh	6.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	0	3	9	51	6	0
Future Vol, veh/h	0	3	9	51	6	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	3	10	55	7	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7	6.6	7.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	15%	0%
Vol Right, %	0%	85%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	3	60	6
LT Vol	0	0	6
Through Vol	3	9	0
RT Vol	0	51	0
Lane Flow Rate	3	65	7
Geometry Grp	1	1	1
Degree of Util (X)	0.004	0.062	0.008
Departure Headway (Hd)	3.96	3.404	4.219
Convergence, Y/N	Yes	Yes	Yes
Cap	907	1057	851
Service Time	1.968	1.409	2.229
HCM Lane V/C Ratio	0.003	0.061	0.008
HCM Control Delay	7	6.6	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.2	0

Timings
2: SR-74 & Theda St.

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

07/10/2019



Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	88	199	852	829
Future Volume (vph)	88	199	852	829
Turn Type	Prot	Prot	NA	NA
Protected Phases	4	5	2	6
Permitted Phases				
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	24.1	11.1	24.1	33.1
Total Split (s)	34.0	32.0	86.0	54.0
Total Split (%)	28.3%	26.7%	71.7%	45.0%
Yellow Time (s)	3.6	3.6	5.1	5.1
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	6.1	6.1
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	Max	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.6
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: SR-74 & Theda St.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 2: SR-74 & Theda St. 07/10/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	88	143	199	852	829	39
Future Volume (veh/h)	88	143	199	852	829	39
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	92	73	207	888	864	34
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	110	87	241	2817	2132	84
Arrive On Green	0.12	0.12	0.13	0.78	0.60	0.60
Sat Flow, veh/h	951	755	1810	3705	3636	139
Grp Volume(v), veh/h	166	0	207	888	440	458
Grp Sat Flow(s),veh/h/ln	1717	0	1810	1805	1805	1875
Q Serve(g_s), s	9.7	0.0	11.5	7.3	13.1	13.1
Cycle Q Clear(g_c), s	9.7	0.0	11.5	7.3	13.1	13.1
Prop In Lane	0.55	0.44	1.00			0.07
Lane Grp Cap(c), veh/h	198	0	241	2817	1087	1129
V/C Ratio(X)	0.84	0.00	0.86	0.32	0.41	0.41
Avail Cap(c_a), veh/h	493	0	484	2817	1087	1129
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	0.0	43.4	3.3	10.7	10.7
Incr Delay (d2), s/veh	3.6	0.0	3.5	0.3	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	5.1	1.4	4.6	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.0	0.0	46.9	3.6	11.8	11.8
LnGrp LOS	D	A	D	A	B	B
Approach Vol, veh/h	166			1095	898	
Approach Delay, s/veh	48.0			11.8	11.8	
Approach LOS	D			B	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		86.0		16.4	18.2	67.8
Change Period (Y+Rc), s		6.1		4.6	4.6	6.1
Max Green Setting (Gmax), s		79.9		29.4	27.4	47.9
Max Q Clear Time (g_c+I1), s		9.3		11.7	13.5	15.1
Green Ext Time (p_c), s		9.9		0.2	0.2	8.2

Intersection Summary

HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	6	0	4	1	0	11	29	1090	6	7	914	32
Future Vol, veh/h	6	0	4	1	0	11	29	1090	6	7	914	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	240	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	0	4	1	0	12	31	1147	6	7	962	34

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1629	2208	498	1707	2222	577	996	0	0	1153	0	0
Stage 1	993	993	-	1212	1212	-	-	-	-	-	-	-
Stage 2	636	1215	-	495	1010	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	69	45	523	60	44	465	703	-	-	613	-	-
Stage 1	267	326	-	196	257	-	-	-	-	-	-	-
Stage 2	437	256	-	530	320	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	64	43	523	57	42	465	703	-	-	613	-	-
Mov Cap-2 Maneuver	64	43	-	57	42	-	-	-	-	-	-	-
Stage 1	255	322	-	187	246	-	-	-	-	-	-	-
Stage 2	407	245	-	520	316	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	45.6		17.9		0.3		0.1	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	703	-	-	99	291	613	-	-
HCM Lane V/C Ratio	0.043	-	-	0.106	0.043	0.012	-	-
HCM Control Delay (s)	10.4	-	-	45.6	17.9	10.9	-	-
HCM Lane LOS	B	-	-	E	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓		↔	↑↑
Traffic Vol, veh/h	18	37	978	7	21	983
Future Vol, veh/h	18	37	978	7	21	983
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	-	-	-	240	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	19	39	1019	7	22	1024

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1579	513	0	0	1026
Stage 1	1023	-	-	-	-
Stage 2	556	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	102	512	-	-	685
Stage 1	312	-	-	-	-
Stage 2	544	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	99	512	-	-	685
Mov Cap-2 Maneuver	267	-	-	-	-
Stage 1	312	-	-	-	-
Stage 2	527	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	394	685
HCM Lane V/C Ratio	-	-	0.145	0.032
HCM Control Delay (s)	-	-	15.7	10.4
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.5	0.1

Timings

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

5: SR-74 & Meadowbrook Av./Greenwald Av.

07/10/2019

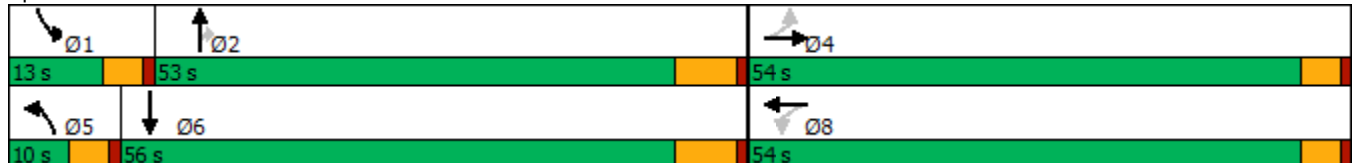


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖	↑↑
Traffic Volume (vph)	48	19	326	14	11	847	112	51	940
Future Volume (vph)	48	19	326	14	11	847	112	51	940
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	23.0	23.0	36.0	36.0	10.0	30.0	30.0	10.0	30.0
Total Split (s)	54.0	54.0	54.0	54.0	10.0	53.0	53.0	13.0	56.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	8.3%	44.2%	44.2%	10.8%	46.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	6.5	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max

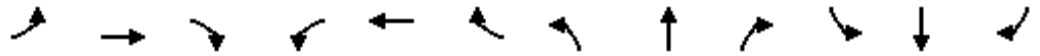
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 100
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: SR-74 & Meadowbrook Av./Greenwald Av.



HCM 6th Signalized Intersection ~~Shilstone~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 5: SR-74 & Meadowbrook Av./Greenwald Av. 07/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	19	33	326	14	96	11	847	112	51	940	36
Future Volume (veh/h)	48	19	33	326	14	96	11	847	112	51	940	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	21	26	354	15	87	12	921	50	55	1022	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	415	235	291	469	74	428	26	1773	788	73	1841	63
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.01	0.49	0.49	0.04	0.52	0.52
Sat Flow, veh/h	1312	772	956	1380	242	1404	1810	3610	1605	1810	3561	122
Grp Volume(v), veh/h	52	0	47	354	0	102	12	921	50	55	518	539
Grp Sat Flow(s),veh/h/ln	1312	0	1728	1380	0	1646	1810	1805	1605	1810	1805	1878
Q Serve(g_s), s	2.9	0.0	1.9	23.6	0.0	4.4	0.6	16.7	1.6	2.9	18.6	18.6
Cycle Q Clear(g_c), s	7.3	0.0	1.9	25.5	0.0	4.4	0.6	16.7	1.6	2.9	18.6	18.6
Prop In Lane	1.00		0.55	1.00		0.85	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	415	0	527	469	0	502	26	1773	788	73	933	971
V/C Ratio(X)	0.13	0.00	0.09	0.75	0.00	0.20	0.46	0.52	0.06	0.76	0.56	0.56
Avail Cap(c_a), veh/h	692	0	892	760	0	849	102	1773	788	159	933	971
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	0.0	23.8	32.9	0.0	24.7	46.8	16.6	12.8	45.5	15.7	15.7
Incr Delay (d2), s/veh	0.1	0.0	0.1	2.5	0.0	0.2	4.8	1.1	0.2	5.9	2.4	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.8	8.0	0.0	1.7	0.3	6.2	0.5	1.3	7.0	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.5	0.0	23.9	35.4	0.0	24.9	51.6	17.7	13.0	51.4	18.0	18.0
LnGrp LOS	C	A	C	D	A	C	D	B	B	D	B	B
Approach Vol, veh/h		99			456			983			1112	
Approach Delay, s/veh		25.8			33.0			17.9			19.6	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	53.5		33.8	6.0	56.0		33.8				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	8.4	46.5		49.4	5.4	49.5		49.4				
Max Q Clear Time (g_c+I1), s	4.9	18.7		9.3	2.6	20.6		27.5				
Green Ext Time (p_c), s	0.0	6.3		0.4	0.0	6.5		1.7				

Intersection Summary												
HCM 6th Ctrl Delay				21.5								
HCM 6th LOS				C								

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	0	10	4	4	13	0
Future Vol, veh/h	0	10	4	4	13	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	11	4	4	14	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7	6.7	7.2
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	50%	0%
Vol Right, %	0%	50%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	10	8	13
LT Vol	0	0	13
Through Vol	10	4	0
RT Vol	0	4	0
Lane Flow Rate	11	9	14
Geometry Grp	1	1	1
Degree of Util (X)	0.012	0.009	0.016
Departure Headway (Hd)	3.932	3.634	4.135
Convergence, Y/N	Yes	Yes	Yes
Cap	914	989	870
Service Time	1.939	1.642	2.141
HCM Lane V/C Ratio	0.012	0.009	0.016
HCM Control Delay	7	6.7	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0	0

Timings
2: SR-74 & Theda St.

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

07/10/2019



Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	52	182	1171	929
Future Volume (vph)	52	182	1171	929
Turn Type	Prot	Prot	NA	NA
Protected Phases	4	5	2	6
Permitted Phases				
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	24.1	11.1	24.1	33.1
Total Split (s)	34.0	29.0	86.0	57.0
Total Split (%)	28.3%	24.2%	71.7%	47.5%
Yellow Time (s)	3.6	3.6	5.1	5.1
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	6.1	6.1
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	Max	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.2
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: SR-74 & Theda St.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 2: SR-74 & Theda St. 07/10/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	52	209	182	1171	929	73
Future Volume (veh/h)	52	209	182	1171	929	73
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	96	192	1233	978	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	66	115	226	2837	2133	126
Arrive On Green	0.11	0.11	0.12	0.79	0.62	0.62
Sat Flow, veh/h	607	1060	1810	3705	3558	205
Grp Volume(v), veh/h	152	0	192	1233	510	526
Grp Sat Flow(s),veh/h/ln	1679	0	1810	1805	1805	1863
Q Serve(g_s), s	9.0	0.0	10.6	11.3	15.4	15.4
Cycle Q Clear(g_c), s	9.0	0.0	10.6	11.3	15.4	15.4
Prop In Lane	0.36	0.63	1.00			0.11
Lane Grp Cap(c), veh/h	183	0	226	2837	1112	1148
V/C Ratio(X)	0.83	0.00	0.85	0.43	0.46	0.46
Avail Cap(c_a), veh/h	486	0	434	2837	1112	1148
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	0.0	43.6	3.5	10.4	10.4
Incr Delay (d2), s/veh	3.7	0.0	3.5	0.5	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	4.7	2.1	5.3	5.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.1	0.0	47.0	4.0	11.8	11.8
LnGrp LOS	D	A	D	A	B	B
Approach Vol, veh/h	152			1425	1036	
Approach Delay, s/veh	48.1			9.8	11.8	
Approach LOS	D			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		86.0		15.7	17.3	68.7
Change Period (Y+Rc), s		6.1		4.6	4.6	6.1
Max Green Setting (Gmax), s		79.9		29.4	24.4	50.9
Max Q Clear Time (g_c+1), s		13.3		11.0	12.6	17.4
Green Ext Time (p_c), s		16.8		0.2	0.2	10.0

Intersection Summary

HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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	10	2	11	10	0	49	2	1308	39	21	1095	6
Future Vol, veh/h	10	2	11	10	0	49	2	1308	39	21	1095	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	240	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	2	11	10	0	50	2	1335	40	21	1117	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1834	2541	562	1961	2524	688	1123	0	0	1375	0	0
Stage 1	1162	1162	-	1359	1359	-	-	-	-	-	-	-
Stage 2	672	1379	-	602	1165	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	48	27	475	39	28	393	629	-	-	505	-	-
Stage 1	211	272	-	159	219	-	-	-	-	-	-	-
Stage 2	416	214	-	458	271	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	40	26	475	35	27	393	629	-	-	505	-	-
Mov Cap-2 Maneuver	40	26	-	35	27	-	-	-	-	-	-	-
Stage 1	210	261	-	159	218	-	-	-	-	-	-	-
Stage 2	362	213	-	425	260	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	87	46.9	0	0.2
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	629	-	-	66	144	505	-
HCM Lane V/C Ratio	0.003	-	-	0.356	0.418	0.042	-
HCM Control Delay (s)	10.7	-	-	87	46.9	12.4	-
HCM Lane LOS	B	-	-	F	E	B	-
HCM 95th %tile Q(veh)	0	-	-	1.3	1.8	0.1	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓		↔	↑↑
Traffic Vol, veh/h	5	38	1365	9	35	1064
Future Vol, veh/h	5	38	1365	9	35	1064
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	-	-	-	240	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	39	1393	9	36	1086

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2013	701	0	0	1402
Stage 1	1398	-	-	-	-
Stage 2	615	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	52	386	-	-	493
Stage 1	198	-	-	-	-
Stage 2	507	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	48	386	-	-	493
Mov Cap-2 Maneuver	176	-	-	-	-
Stage 1	198	-	-	-	-
Stage 2	470	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.2	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	339	493
HCM Lane V/C Ratio	-	-	0.129	0.072
HCM Control Delay (s)	-	-	17.2	12.9
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.4	0.2

Timings

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

5: SR-74 & Meadowbrook Av./Greenwald Av.

07/10/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↕	↗	↖	↕
Traffic Volume (vph)	47	21	130	13	36	1315	259	83	950
Future Volume (vph)	47	21	130	13	36	1315	259	83	950
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	23.0	23.0	36.0	36.0	10.0	30.0	30.0	10.0	30.0
Total Split (s)	38.0	38.0	38.0	38.0	11.0	66.0	66.0	16.0	71.0
Total Split (%)	31.7%	31.7%	31.7%	31.7%	9.2%	55.0%	55.0%	13.3%	59.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	6.5	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

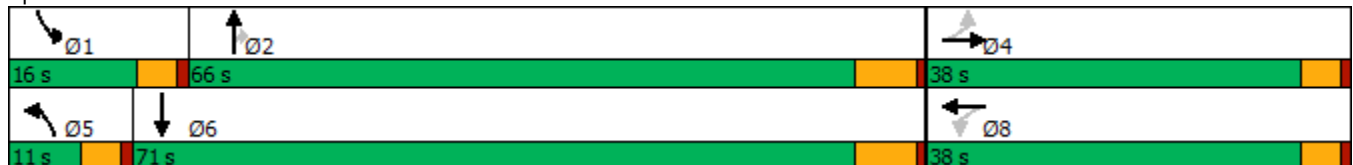
Cycle Length: 120

Actuated Cycle Length: 103.7

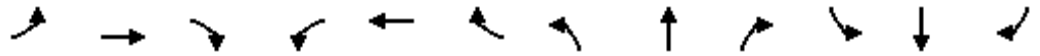
Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Splits and Phases: 5: SR-74 & Meadowbrook Av./Greenwald Av.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 5: SR-74 & Meadowbrook Av./Greenwald Av. 07/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖	↗	↖
Traffic Volume (veh/h)	47	21	12	130	13	42	36	1315	259	83	950	52
Future Volume (veh/h)	47	21	12	130	13	42	36	1315	259	83	950	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	48	21	2	133	13	25	37	1342	202	85	969	41
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	238	236	22	254	80	153	59	2308	1029	109	2354	100
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.03	0.64	0.64	0.06	0.67	0.67
Sat Flow, veh/h	1381	1708	163	1410	578	1111	1810	3610	1610	1810	3529	149
Grp Volume(v), veh/h	48	0	23	133	0	38	37	1342	202	85	496	514
Grp Sat Flow(s),veh/h/ln	1381	0	1871	1410	0	1689	1810	1805	1610	1810	1805	1873
Q Serve(g_s), s	3.1	0.0	1.0	8.8	0.0	1.9	2.0	20.6	5.0	4.5	12.2	12.2
Cycle Q Clear(g_c), s	5.0	0.0	1.0	9.8	0.0	1.9	2.0	20.6	5.0	4.5	12.2	12.2
Prop In Lane	1.00		0.09	1.00		0.66	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	238	0	258	254	0	233	59	2308	1029	109	1204	1250
V/C Ratio(X)	0.20	0.00	0.09	0.52	0.00	0.16	0.63	0.58	0.20	0.78	0.41	0.41
Avail Cap(c_a), veh/h	524	0	646	547	0	583	120	2308	1029	213	1204	1250
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	0.0	36.4	40.7	0.0	36.8	46.2	10.0	7.2	44.8	7.4	7.4
Incr Delay (d2), s/veh	0.4	0.0	0.1	1.7	0.0	0.3	4.0	1.1	0.4	4.4	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.5	3.2	0.0	0.8	0.9	6.4	1.4	2.0	3.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.4	0.0	36.5	42.3	0.0	37.1	50.2	11.1	7.6	49.2	8.4	8.4
LnGrp LOS	D	A	D	D	A	D	D	B	A	D	A	A
Approach Vol, veh/h		71			171			1581			1095	
Approach Delay, s/veh		38.4			41.2			11.6			11.6	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	68.3		17.9	7.7	71.0		17.9				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	11.4	59.5		33.4	6.4	64.5		33.4				
Max Q Clear Time (g_c+I1), s	6.5	22.6		7.0	4.0	14.2		11.8				
Green Ext Time (p_c), s	0.0	12.1		0.2	0.0	6.5		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				14.0								
HCM 6th LOS				B								

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	0	8	14	70	9	0
Future Vol, veh/h	0	8	14	70	9	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	9	15	76	10	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7	6.8	7.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	17%	0%
Vol Right, %	0%	83%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	8	84	9
LT Vol	0	0	9
Through Vol	8	14	0
RT Vol	0	70	0
Lane Flow Rate	9	91	10
Geometry Grp	1	1	1
Degree of Util (X)	0.01	0.087	0.012
Departure Headway (Hd)	3.985	3.424	4.274
Convergence, Y/N	Yes	Yes	Yes
Cap	901	1050	840
Service Time	1.997	1.432	2.289
HCM Lane V/C Ratio	0.01	0.087	0.012
HCM Control Delay	7	6.8	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.3	0

Timings
2: SR-74 & Theda St.

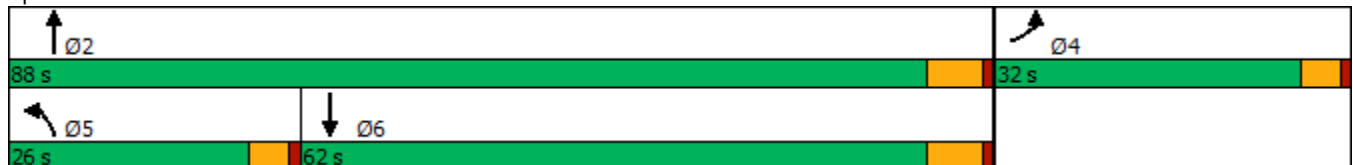


Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	49	135	783	873
Future Volume (vph)	49	135	783	873
Turn Type	Prot	Prot	NA	NA
Protected Phases	4	5	2	6
Permitted Phases				
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	24.1	11.1	24.1	33.1
Total Split (s)	32.0	26.0	88.0	62.0
Total Split (%)	26.7%	21.7%	73.3%	51.7%
Yellow Time (s)	3.6	3.6	5.1	5.1
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	6.1	6.1
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	Max	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.6
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: SR-74 & Theda St.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 2: SR-74 & Theda St. 07/10/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	136	135	783	873	63
Future Volume (veh/h)	49	136	135	783	873	63
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	70	150	870	970	62
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	66	86	182	2903	2268	145
Arrive On Green	0.09	0.09	0.10	0.80	0.66	0.66
Sat Flow, veh/h	731	948	1810	3705	3540	220
Grp Volume(v), veh/h	125	0	150	870	508	524
Grp Sat Flow(s),veh/h/ln	1693	0	1810	1805	1805	1860
Q Serve(g_s), s	7.4	0.0	8.3	6.3	13.6	13.6
Cycle Q Clear(g_c), s	7.4	0.0	8.3	6.3	13.6	13.6
Prop In Lane	0.43	0.56	1.00			0.12
Lane Grp Cap(c), veh/h	154	0	182	2903	1188	1225
V/C Ratio(X)	0.81	0.00	0.82	0.30	0.43	0.43
Avail Cap(c_a), veh/h	455	0	380	2903	1188	1225
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	0.0	44.9	2.6	8.3	8.3
Incr Delay (d2), s/veh	3.9	0.0	3.5	0.3	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	3.7	1.0	4.4	4.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.4	0.0	48.5	2.8	9.4	9.4
LnGrp LOS	D	A	D	A	A	A
Approach Vol, veh/h	125			1020	1032	
Approach Delay, s/veh	49.4			9.5	9.4	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		88.0		13.9	14.9	73.1
Change Period (Y+Rc), s		6.1		4.6	4.6	6.1
Max Green Setting (Gmax), s		81.9		27.4	21.4	55.9
Max Q Clear Time (g_c+11), s		8.3		9.4	10.3	15.6
Green Ext Time (p_c), s		9.6		0.1	0.1	10.5

Intersection Summary

HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	8	3	6	19	3	42	41	931	24	40	961	40
Future Vol, veh/h	8	3	6	19	3	42	41	931	24	40	961	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	240	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	3	7	21	3	47	46	1034	27	44	1068	44

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1789	2331	556	1764	2340	531	1112	0	0	1061	0	0
Stage 1	1178	1178	-	1140	1140	-	-	-	-	-	-	-
Stage 2	611	1153	-	624	1200	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	52	37	480	55	37	498	635	-	-	664	-	-
Stage 1	206	267	-	217	278	-	-	-	-	-	-	-
Stage 2	453	274	-	445	261	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	39	32	480	45	32	498	635	-	-	664	-	-
Mov Cap-2 Maneuver	39	32	-	45	32	-	-	-	-	-	-	-
Stage 1	191	249	-	201	258	-	-	-	-	-	-	-
Stage 2	376	254	-	404	244	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	101.4		88.7		0.5		0.4	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	635	-	-	55	107	664	-	-
HCM Lane V/C Ratio	0.072	-	-	0.343	0.665	0.067	-	-
HCM Control Delay (s)	11.1	-	-	101.4	88.7	10.8	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.2	3.4	0.2	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓		↔	↑↑
Traffic Vol, veh/h	13	30	981	9	28	902
Future Vol, veh/h	13	30	981	9	28	902
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	-	-	-	240	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	32	1033	9	29	949

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1571	521	0	0	1042
Stage 1	1038	-	-	-	-
Stage 2	533	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	103	505	-	-	675
Stage 1	307	-	-	-	-
Stage 2	558	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	99	505	-	-	675
Mov Cap-2 Maneuver	265	-	-	-	-
Stage 1	307	-	-	-	-
Stage 2	534	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	396	675
HCM Lane V/C Ratio	-	-	0.114	0.044
HCM Control Delay (s)	-	-	15.3	10.6
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Timings

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

5: SR-74 & Meadowbrook Av./Greenwald Av.

07/10/2019

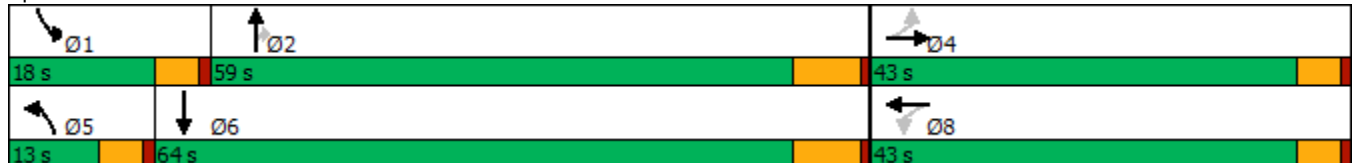


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑	↗	↖	↑↑
Traffic Volume (vph)	44	23	148	20	28	900	287	68	735
Future Volume (vph)	44	23	148	20	28	900	287	68	735
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	36.0	36.0	10.0	30.0	30.0	10.0	30.0
Total Split (s)	43.0	43.0	43.0	43.0	13.0	59.0	59.0	18.0	64.0
Total Split (%)	35.8%	35.8%	35.8%	35.8%	10.8%	49.2%	49.2%	15.0%	53.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0	6.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	7.0	7.0	5.0	7.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 99.2
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: SR-74 & Meadowbrook Av./Greenwald Av.



HCM 6th Signalized Intersection ~~Shilstone~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 5: SR-74 & Meadowbrook Av./Greenwald Av. 07/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	23	25	148	20	52	28	900	287	68	735	37
Future Volume (veh/h)	44	23	25	148	20	52	28	900	287	68	735	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	24	17	154	21	37	29	938	230	71	766	35
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	254	163	116	271	97	172	52	2178	950	94	2203	101
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.03	0.60	0.60	0.05	0.63	0.63
Sat Flow, veh/h	1366	1035	733	1388	617	1087	1810	3610	1575	1810	3516	161
Grp Volume(v), veh/h	46	0	41	154	0	58	29	938	230	71	393	408
Grp Sat Flow(s),veh/h/ln	1366	0	1768	1388	0	1704	1810	1805	1575	1810	1805	1871
Q Serve(g_s), s	2.8	0.0	1.8	9.8	0.0	2.7	1.4	12.7	6.2	3.5	9.5	9.5
Cycle Q Clear(g_c), s	5.5	0.0	1.8	11.6	0.0	2.7	1.4	12.7	6.2	3.5	9.5	9.5
Prop In Lane	1.00		0.41	1.00		0.64	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	254	0	279	271	0	269	52	2178	950	94	1131	1173
V/C Ratio(X)	0.18	0.00	0.15	0.57	0.00	0.22	0.56	0.43	0.24	0.75	0.35	0.35
Avail Cap(c_a), veh/h	609	0	739	631	0	712	159	2178	950	259	1131	1173
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	33.0	38.0	0.0	33.4	43.6	9.7	8.4	42.5	8.1	8.1
Incr Delay (d2), s/veh	0.3	0.0	0.2	1.9	0.0	0.4	9.2	0.6	0.6	22.6	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.8	3.5	0.0	1.1	0.7	4.0	1.8	2.1	3.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	0.0	33.3	39.9	0.0	33.8	52.8	10.3	9.0	65.2	9.0	8.9
LnGrp LOS	D	A	C	D	A	C	D	B	A	E	A	A
Approach Vol, veh/h		87			212			1197			872	
Approach Delay, s/veh		34.8			38.2			11.1			13.5	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	61.9		19.4	7.6	64.0		19.4				
Change Period (Y+Rc), s	5.0	7.0		5.0	5.0	7.0		5.0				
Max Green Setting (Gmax), s	13.0	52.0		38.0	8.0	57.0		38.0				
Max Q Clear Time (g_c+I1), s	5.5	14.7		7.5	3.4	11.5		13.6				
Green Ext Time (p_c), s	0.1	7.6		0.3	0.0	4.7		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				15.3								
HCM 6th LOS				B								

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	0	9	22	142	15	0
Future Vol, veh/h	0	9	22	142	15	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	10	24	154	16	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.1	7.1	7.5
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	13%	0%
Vol Right, %	0%	87%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	9	164	15
LT Vol	0	0	15
Through Vol	9	22	0
RT Vol	0	142	0
Lane Flow Rate	10	178	16
Geometry Grp	1	1	1
Degree of Util (X)	0.011	0.169	0.02
Departure Headway (Hd)	4.06	3.415	4.426
Convergence, Y/N	Yes	Yes	Yes
Cap	882	1052	809
Service Time	2.082	1.429	2.451
HCM Lane V/C Ratio	0.011	0.169	0.02
HCM Control Delay	7.1	7.1	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.6	0.1

Timings
2: SR-74 & Theda St.



Lane Group	EBL	NBL	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	49	135	786	909
Future Volume (vph)	49	135	786	909
Turn Type	Prot	Prot	NA	NA
Protected Phases	4	5	2	6
Permitted Phases				
Detector Phase	4	5	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	10.0	10.0
Minimum Split (s)	24.1	11.1	24.1	33.1
Total Split (s)	32.0	26.0	88.0	62.0
Total Split (%)	26.7%	21.7%	73.3%	51.7%
Yellow Time (s)	3.6	3.6	5.1	5.1
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	6.1	6.1
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	Max	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.8
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: SR-74 & Theda St.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 2: SR-74 & Theda St. 07/10/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	140	135	786	909	63
Future Volume (veh/h)	49	140	135	786	909	63
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	75	150	873	1010	62
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	66	92	182	2892	2265	139
Arrive On Green	0.09	0.09	0.10	0.80	0.66	0.66
Sat Flow, veh/h	702	975	1810	3705	3550	212
Grp Volume(v), veh/h	130	0	150	873	528	544
Grp Sat Flow(s),veh/h/ln	1689	0	1810	1805	1805	1862
Q Serve(g_s), s	7.7	0.0	8.3	6.5	14.5	14.5
Cycle Q Clear(g_c), s	7.7	0.0	8.3	6.5	14.5	14.5
Prop In Lane	0.42	0.58	1.00			0.11
Lane Grp Cap(c), veh/h	159	0	182	2892	1183	1221
V/C Ratio(X)	0.82	0.00	0.82	0.30	0.45	0.45
Avail Cap(c_a), veh/h	453	0	379	2892	1183	1221
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.4	0.0	45.1	2.7	8.6	8.6
Incr Delay (d2), s/veh	3.9	0.0	3.6	0.3	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	3.7	1.1	4.7	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.3	0.0	48.6	2.9	9.8	9.8
LnGrp LOS	D	A	D	A	A	A
Approach Vol, veh/h	130			1023	1072	
Approach Delay, s/veh	49.3			9.6	9.8	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		88.0		14.2	14.9	73.1
Change Period (Y+Rc), s		6.1		4.6	4.6	6.1
Max Green Setting (Gmax), s		81.9		27.4	21.4	55.9
Max Q Clear Time (g_c+I1), s		8.5		9.7	10.3	16.5
Green Ext Time (p_c), s		9.7		0.2	0.1	11.0

Intersection Summary

HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	12	3	10	19	3	42	81	931	24	40	961	80
Future Vol, veh/h	12	3	10	19	3	42	81	931	24	40	961	80
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	240	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	3	11	21	3	47	90	1034	27	44	1068	89

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1900	2442	579	1852	2473	531	1157	0	0	1061	0	0
Stage 1	1201	1201	-	1228	1228	-	-	-	-	-	-	-
Stage 2	699	1241	-	624	1245	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	43	32	463	47	30	498	611	-	-	664	-	-
Stage 1	199	260	-	192	253	-	-	-	-	-	-	-
Stage 2	401	249	-	445	248	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	29	26	463	35	24	498	611	-	-	664	-	-
Mov Cap-2 Maneuver	29	26	-	35	24	-	-	-	-	-	-	-
Stage 1	170	243	-	164	216	-	-	-	-	-	-	-
Stage 2	305	212	-	400	232	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	171	142.1	0.9	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	611	-	-	45	85	664	-
HCM Lane V/C Ratio	0.147	-	-	0.617	0.837	0.067	-
HCM Control Delay (s)	11.9	-	-	171	142.1	10.8	-
HCM Lane LOS	B	-	-	F	F	B	-
HCM 95th %tile Q(veh)	0.5	-	-	2.3	4.4	0.2	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓		↔	↑↑
Traffic Vol, veh/h	13	30	1021	9	28	906
Future Vol, veh/h	13	30	1021	9	28	906
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	-	-	-	240	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	32	1075	9	29	954

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1615	542	0	0	1084
Stage 1	1080	-	-	-	-
Stage 2	535	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	97	490	-	-	651
Stage 1	292	-	-	-	-
Stage 2	557	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	93	490	-	-	651
Mov Cap-2 Maneuver	254	-	-	-	-
Stage 1	292	-	-	-	-
Stage 2	532	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	383	651
HCM Lane V/C Ratio	-	-	0.118	0.045
HCM Control Delay (s)	-	-	15.7	10.8
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Timings

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

5: SR-74 & Meadowbrook Av./Greenwald Av.

07/10/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↷	↷	↶	↷
Traffic Volume (vph)	44	23	148	20	28	936	287	68	738
Future Volume (vph)	44	23	148	20	28	936	287	68	738
Turn Type	Perm	NA	Perm	NA	Prot	NA	Perm	Prot	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8				2		
Detector Phase	4	4	8	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	36.0	36.0	10.0	30.0	30.0	10.0	30.0
Total Split (s)	43.0	43.0	43.0	43.0	13.0	59.0	59.0	18.0	64.0
Total Split (%)	35.8%	35.8%	35.8%	35.8%	10.8%	49.2%	49.2%	15.0%	53.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0	6.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	7.0	7.0	5.0	7.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 99

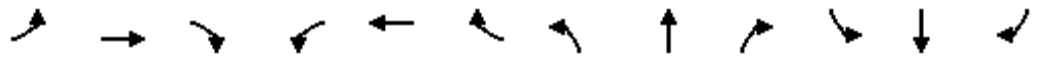
Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Splits and Phases: 5: SR-74 & Meadowbrook Av./Greenwald Av.



HCM 6th Signalized Intersection ~~Shilstone~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 5: SR-74 & Meadowbrook Av./Greenwald Av. 07/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖	↗	
Traffic Volume (veh/h)	44	23	25	148	20	56	28	936	287	68	738	37
Future Volume (veh/h)	44	23	25	148	20	56	28	936	287	68	738	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	24	17	154	21	41	29	975	230	71	769	35
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	251	164	116	271	91	178	52	2177	950	94	2203	100
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.03	0.60	0.60	0.05	0.63	0.63
Sat Flow, veh/h	1362	1035	733	1388	575	1123	1810	3610	1575	1810	3516	160
Grp Volume(v), veh/h	46	0	41	154	0	62	29	975	230	71	395	409
Grp Sat Flow(s),veh/h/ln	1362	0	1768	1388	0	1698	1810	1805	1575	1810	1805	1871
Q Serve(g_s), s	2.8	0.0	1.8	9.8	0.0	2.9	1.4	13.4	6.2	3.5	9.5	9.5
Cycle Q Clear(g_c), s	5.7	0.0	1.8	11.6	0.0	2.9	1.4	13.4	6.2	3.5	9.5	9.5
Prop In Lane	1.00		0.41	1.00		0.66	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	251	0	280	271	0	269	52	2177	950	94	1131	1172
V/C Ratio(X)	0.18	0.00	0.15	0.57	0.00	0.23	0.56	0.45	0.24	0.75	0.35	0.35
Avail Cap(c_a), veh/h	604	0	738	631	0	709	159	2177	950	259	1131	1172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.9	0.0	33.0	38.0	0.0	33.5	43.6	9.8	8.4	42.6	8.1	8.1
Incr Delay (d2), s/veh	0.3	0.0	0.2	1.9	0.0	0.4	9.2	0.7	0.6	22.6	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.8	3.5	0.0	1.2	0.7	4.2	1.8	2.1	3.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	0.0	33.2	39.9	0.0	33.9	52.8	10.5	9.0	65.2	9.0	8.9
LnGrp LOS	D	A	C	D	A	C	D	B	A	E	A	A
Approach Vol, veh/h		87			216			1234			875	
Approach Delay, s/veh		34.9			38.2			11.2			13.5	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	61.9		19.4	7.6	64.0		19.4				
Change Period (Y+Rc), s	5.0	7.0		5.0	5.0	7.0		5.0				
Max Green Setting (Gmax), s	13.0	52.0		38.0	8.0	57.0		38.0				
Max Q Clear Time (g_c+I1), s	5.5	15.4		7.7	3.4	11.5		13.6				
Green Ext Time (p_c), s	0.1	8.0		0.3	0.0	4.7		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				15.3								
HCM 6th LOS				B								

APPENDIX 7.2:

EAPC (2020) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAPC 2020 Conditions - Weekday PM Peak Hour**

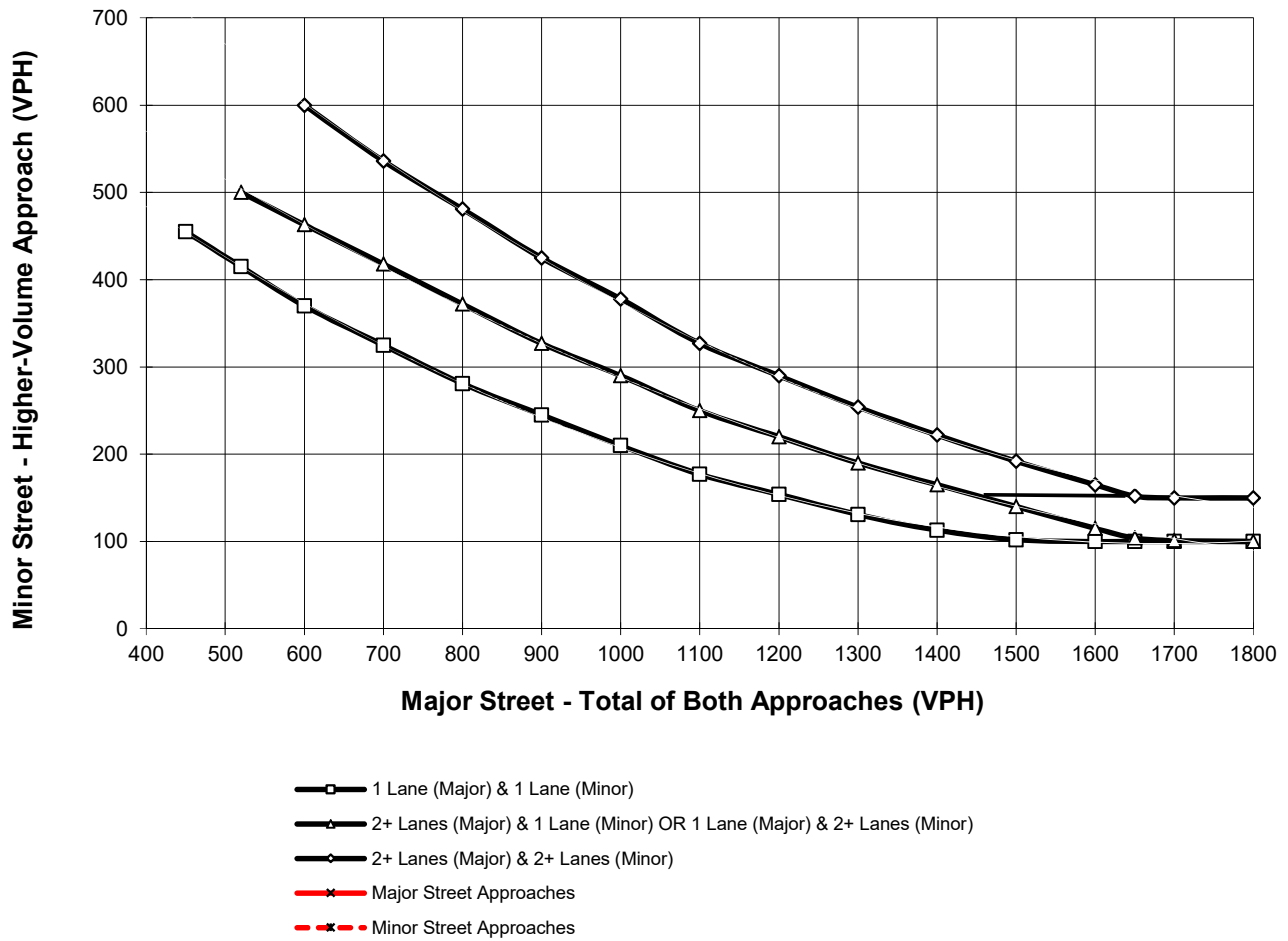
Major Street Name = **Ethanac Road**

Total of Both Approaches (VPH) = **18**
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Read Street**

High Volume Approach (VPH) = **13**
 Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC 2020 Conditions - Weekday PM Peak Hour**

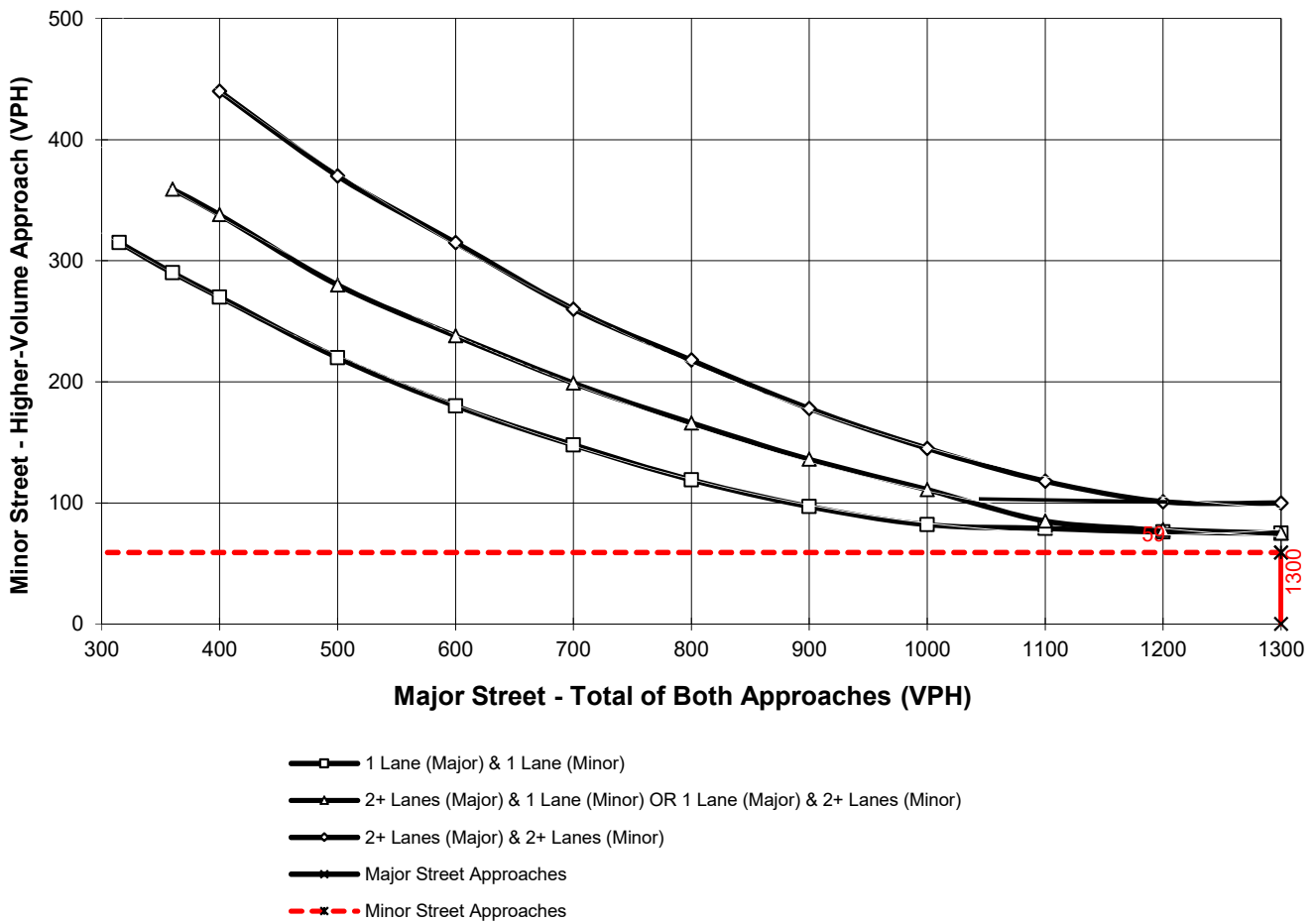
Major Street Name = **SR-74**

Total of Both Approaches (VPH) = **2471**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Ethanac Road**

High Volume Approach (VPH) = **59**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC 2020 Conditions - Weekday AM Peak Hour**

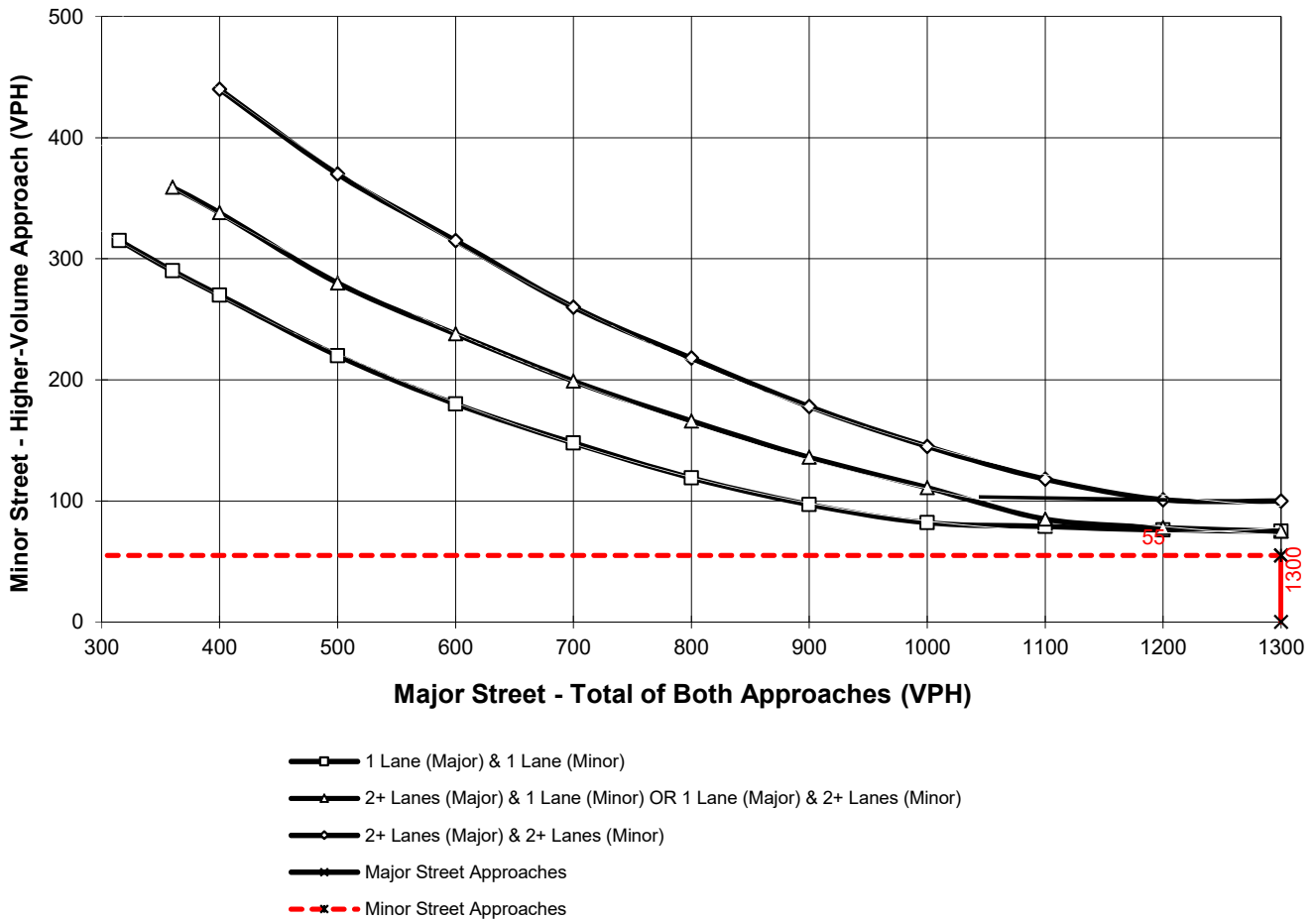
Major Street Name = **SR-74**

Total of Both Approaches (VPH) = **1989**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **River Road**

High Volume Approach (VPH) = **55**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

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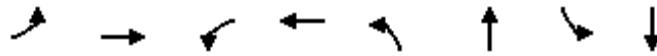
APPENDIX 7.3:
**EAPC (2020) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS,
WITH IMPROVEMENTS**

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Timings
3: SR-74 & Ethanac Rd.

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

07/10/2019

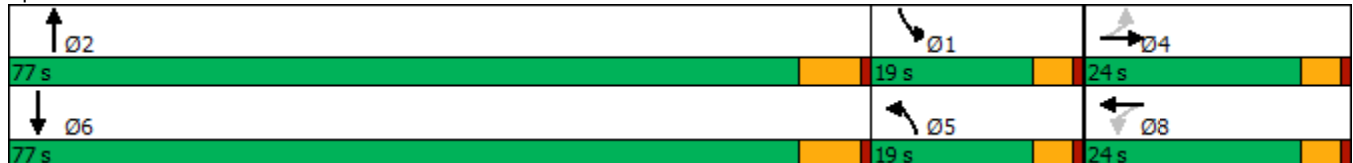


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↙	↕	↙	↕
Traffic Volume (vph)	6	0	1	0	29	1090	7	914
Future Volume (vph)	6	0	1	0	29	1090	7	914
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	22.6	22.6	22.6	22.6	9.6	24.5	9.6	24.5
Total Split (s)	24.0	24.0	24.0	24.0	19.0	77.0	19.0	77.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	15.8%	64.2%	15.8%	64.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.6		4.6	4.6	6.5	4.6	6.5
Lead/Lag					Lag	Lead	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min

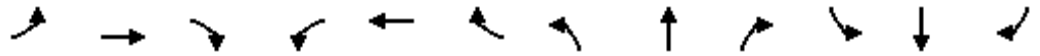
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 40.7
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: SR-74 & Ethanac Rd.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 3: SR-74 & Ethanac Rd. 07/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	6	0	4	1	0	11	29	1090	6	7	914	32
Future Volume (veh/h)	6	0	4	1	0	11	29	1090	6	7	914	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	0	4	1	0	12	31	1147	6	7	962	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	211	0	35	114	0	85	129	1843	10	17	1560	55
Arrive On Green	0.06	0.00	0.06	0.06	0.00	0.06	0.07	0.50	0.50	0.01	0.44	0.44
Sat Flow, veh/h	921	0	614	125	0	1497	1810	3682	19	1810	3557	126
Grp Volume(v), veh/h	10	0	0	13	0	0	31	562	591	7	488	508
Grp Sat Flow(s),veh/h/ln	1535	0	0	1622	0	0	1810	1805	1897	1810	1805	1877
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.0	0.6	8.2	8.2	0.1	7.5	7.5
Cycle Q Clear(g_c), s	0.2	0.0	0.0	0.2	0.0	0.0	0.6	8.2	8.2	0.1	7.5	7.5
Prop In Lane	0.60		0.40	0.08		0.92	1.00		0.01	1.00		0.07
Lane Grp Cap(c), veh/h	246	0	0	199	0	0	129	903	949	17	792	824
V/C Ratio(X)	0.04	0.00	0.00	0.07	0.00	0.00	0.24	0.62	0.62	0.41	0.62	0.62
Avail Cap(c_a), veh/h	961	0	0	962	0	0	719	3511	3689	719	3511	3652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	0.0	16.2	0.0	0.0	15.9	6.6	6.6	17.9	7.8	7.8
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.4	0.7	0.7	5.8	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.0	0.2	1.0	1.1	0.1	1.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	0.0	0.0	16.4	0.0	0.0	16.3	7.3	7.2	23.7	8.6	8.6
LnGrp LOS	B	A	A	B	A	A	B	A	A	C	A	A
Approach Vol, veh/h		10			13			1184			1003	
Approach Delay, s/veh		16.3			16.4			7.5			8.7	
Approach LOS		B			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	24.6		6.7	7.2	22.4		6.7				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	14.4	70.5		19.4	14.4	70.5		19.4				
Max Q Clear Time (g_c+I1), s	2.1	10.2		2.2	2.6	9.5		2.2				
Green Ext Time (p_c), s	0.0	7.9		0.0	0.0	6.4		0.0				

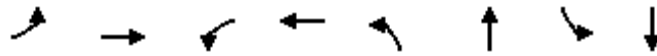
Intersection Summary

HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Timings
3: SR-74 & Ethanac Rd.

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

07/10/2019

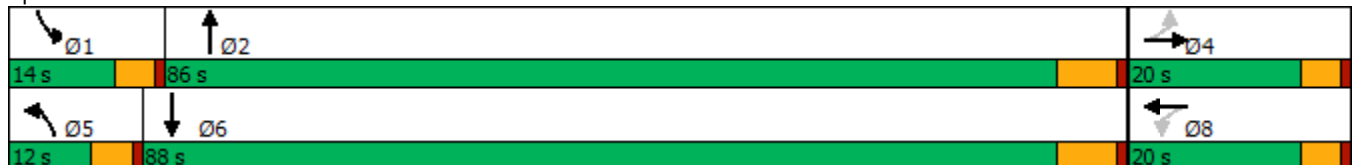


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↙	↕	↙	↕
Traffic Volume (vph)	10	2	10	0	2	1308	21	1095
Future Volume (vph)	10	2	10	0	2	1308	21	1095
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	14.6	14.6	9.6	16.5	9.6	16.5
Total Split (s)	20.0	20.0	20.0	20.0	12.0	86.0	14.0	88.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	10.0%	71.7%	11.7%	73.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.6		4.6	4.6	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min

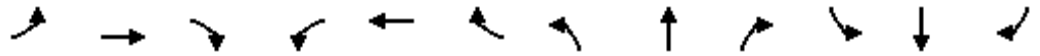
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 53
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: SR-74 & Ethanac Rd.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 3: SR-74 & Ethanac Rd. 07/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	10	2	11	10	0	49	2	1308	39	21	1095	6
Future Volume (veh/h)	10	2	11	10	0	49	2	1308	39	21	1095	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	2	11	10	0	50	2	1335	40	21	1117	6
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	162	52	103	100	18	182	5	1903	57	46	2041	11
Arrive On Green	0.14	0.14	0.14	0.14	0.00	0.14	0.00	0.53	0.53	0.03	0.55	0.55
Sat Flow, veh/h	446	385	762	134	134	1344	1810	3579	107	1810	3682	20
Grp Volume(v), veh/h	23	0	0	60	0	0	2	673	702	21	548	575
Grp Sat Flow(s),veh/h/ln	1593	0	0	1613	0	0	1810	1805	1881	1810	1805	1896
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	14.2	14.2	0.6	9.9	9.9
Cycle Q Clear(g_c), s	0.6	0.0	0.0	1.7	0.0	0.0	0.1	14.2	14.2	0.6	9.9	9.9
Prop In Lane	0.43		0.48	0.17		0.83	1.00		0.06	1.00		0.01
Lane Grp Cap(c), veh/h	317	0	0	301	0	0	5	960	1000	46	1001	1051
V/C Ratio(X)	0.07	0.00	0.00	0.20	0.00	0.00	0.40	0.70	0.70	0.46	0.55	0.55
Avail Cap(c_a), veh/h	569	0	0	563	0	0	262	2810	2928	333	2881	3027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	0.0	0.0	19.8	0.0	0.0	25.4	8.9	8.9	24.5	7.3	7.3
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	18.5	0.9	0.9	2.7	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.6	0.0	0.0	0.0	3.1	3.2	0.2	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4	0.0	0.0	20.1	0.0	0.0	43.9	9.9	9.8	27.2	7.7	7.7
LnGrp LOS	B	A	A	C	A	A	D	A	A	C	A	A
Approach Vol, veh/h		23			60			1377			1144	
Approach Delay, s/veh		19.4			20.1			9.9			8.1	
Approach LOS		B			C			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	33.7		11.5	4.7	34.8		11.5				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	9.4	79.5		15.4	7.4	81.5		15.4				
Max Q Clear Time (g_c+I1), s	2.6	16.2		2.6	2.1	11.9		3.7				
Green Ext Time (p_c), s	0.0	10.9		0.0	0.0	7.6		0.2				

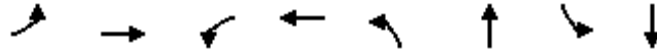
Intersection Summary

HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

Timings
3: SR-74 & Ethanac Rd.

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

07/10/2019

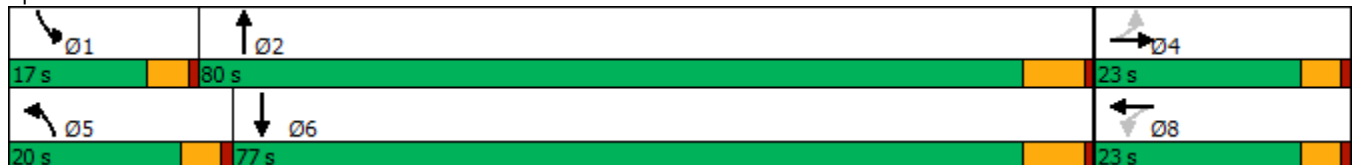


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↙	↕	↙	↕
Traffic Volume (vph)	8	3	19	3	41	931	40	961
Future Volume (vph)	8	3	19	3	41	931	40	961
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	14.6	14.6	9.6	16.5	9.6	16.5
Total Split (s)	23.0	23.0	23.0	23.0	20.0	80.0	17.0	77.0
Total Split (%)	19.2%	19.2%	19.2%	19.2%	16.7%	66.7%	14.2%	64.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.6		4.6	4.6	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min

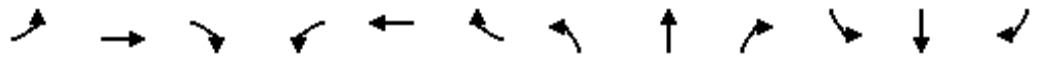
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 54
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: SR-74 & Ethanac Rd.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 3: SR-74 & Ethanac Rd. 07/10/2019



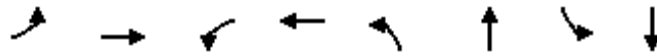
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕↔		↗	↕↔	
Traffic Volume (veh/h)	8	3	6	19	3	42	41	931	24	40	961	40
Future Volume (veh/h)	8	3	6	19	3	42	41	931	24	40	961	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	3	7	21	3	47	46	1034	27	44	1068	44
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	195	75	89	146	40	161	88	1625	42	85	1592	66
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.05	0.45	0.45	0.05	0.45	0.45
Sat Flow, veh/h	511	499	589	280	266	1069	1810	3594	94	1810	3533	146
Grp Volume(v), veh/h	19	0	0	71	0	0	46	519	542	44	546	566
Grp Sat Flow(s),veh/h/ln	1599	0	0	1615	0	0	1810	1805	1883	1810	1805	1874
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.1	9.9	9.9	1.1	10.7	10.7
Cycle Q Clear(g_c), s	0.4	0.0	0.0	1.7	0.0	0.0	1.1	9.9	9.9	1.1	10.7	10.7
Prop In Lane	0.47		0.37	0.30		0.66	1.00		0.05	1.00		0.08
Lane Grp Cap(c), veh/h	359	0	0	347	0	0	88	816	852	85	813	844
V/C Ratio(X)	0.05	0.00	0.00	0.20	0.00	0.00	0.52	0.64	0.64	0.52	0.67	0.67
Avail Cap(c_a), veh/h	756	0	0	753	0	0	622	2960	3089	501	2840	2948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	0.0	16.9	0.0	0.0	20.8	9.4	9.4	20.9	9.7	9.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	1.8	0.8	0.8	1.8	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.6	0.0	0.0	0.4	2.2	2.3	0.4	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	0.0	17.2	0.0	0.0	22.6	10.3	10.2	22.7	10.7	10.6
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	B	B
Approach Vol, veh/h		19			71			1107				1156
Approach Delay, s/veh		16.4			17.2			10.8				11.1
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	26.8		11.3	6.8	26.7		11.3				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	12.4	73.5		18.4	15.4	70.5		18.4				
Max Q Clear Time (g_c+I1), s	3.1	11.9		2.4	3.1	12.7		3.7				
Green Ext Time (p_c), s	0.0	7.0		0.0	0.0	7.5		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		11.2
HCM 6th LOS		B

Timings
3: SR-74 & Ethanac Rd.

Milestone MX Ethanac Road Motorcycle Park TIA (JN 12373)

07/10/2019

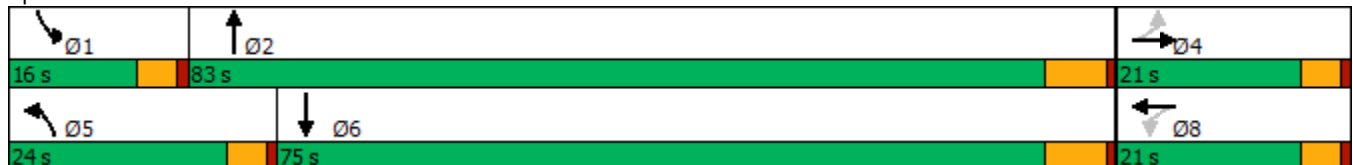


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↙	↗	↙	↗
Traffic Volume (vph)	12	3	19	3	81	931	40	961
Future Volume (vph)	12	3	19	3	81	931	40	961
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	14.6	14.6	14.6	14.6	9.6	16.5	9.6	16.5
Total Split (s)	21.0	21.0	21.0	21.0	24.0	83.0	16.0	75.0
Total Split (%)	17.5%	17.5%	17.5%	17.5%	20.0%	69.2%	13.3%	62.5%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.6		4.6	4.6	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min

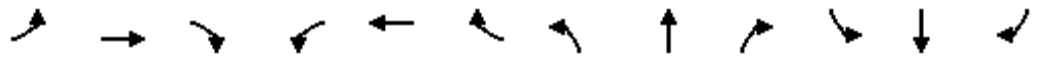
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 58.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: SR-74 & Ethanac Rd.



HCM 6th Signalized Intersection ~~Michigan~~ MX Ethanac Road Motorcycle Park TIA (JN 12373)
 3: SR-74 & Ethanac Rd. 07/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	12	3	10	19	3	42	81	931	24	40	961	80
Future Volume (veh/h)	12	3	10	19	3	42	81	931	24	40	961	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	3	11	21	3	47	90	1034	27	44	1068	89
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	189	61	97	136	41	161	130	1737	45	83	1542	128
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.07	0.48	0.48	0.05	0.46	0.46
Sat Flow, veh/h	534	403	644	275	271	1069	1810	3594	94	1810	3373	281
Grp Volume(v), veh/h	27	0	0	71	0	0	90	519	542	44	571	586
Grp Sat Flow(s),veh/h/ln	1581	0	0	1615	0	0	1810	1805	1883	1810	1805	1849
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	2.4	10.2	10.2	1.2	12.3	12.3
Cycle Q Clear(g_c), s	0.6	0.0	0.0	1.8	0.0	0.0	2.4	10.2	10.2	1.2	12.3	12.3
Prop In Lane	0.48		0.41	0.30		0.66	1.00		0.05	1.00		0.15
Lane Grp Cap(c), veh/h	347	0	0	338	0	0	130	872	910	83	825	845
V/C Ratio(X)	0.08	0.00	0.00	0.21	0.00	0.00	0.69	0.60	0.60	0.53	0.69	0.69
Avail Cap(c_a), veh/h	625	0	0	626	0	0	717	2819	2941	421	2524	2586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	0.0	0.0	18.5	0.0	0.0	22.2	9.2	9.2	22.8	10.6	10.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	2.4	0.7	0.6	1.9	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.7	0.0	0.0	0.9	2.4	2.5	0.4	3.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	0.0	0.0	18.8	0.0	0.0	24.6	9.8	9.8	24.8	11.6	11.6
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	B	B
Approach Vol, veh/h		27			71			1151			1201	
Approach Delay, s/veh		18.1			18.8			11.0			12.1	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	30.2		12.0	8.1	28.9		12.0				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	11.4	76.5		16.4	19.4	68.5		16.4				
Max Q Clear Time (g_c+I1), s	3.2	12.2		2.6	4.4	14.3		3.8				
Green Ext Time (p_c), s	0.0	7.0		0.1	0.1	8.1		0.2				

Intersection Summary												
HCM 6th Ctrl Delay				11.8								
HCM 6th LOS				B								