

City of Menifee
CADO Menifee Industrial Warehouse Project
Perris Appeal Comments and Responses

- A-1** This comment explains that this letter is the City of Perris’ appeal letter in objection to the City of Menifee Planning Commission’s August 14, 2024 decision approving the Tentative Parcel Map and Plot Plan to permit the construction and operation of the CADO Menifee Industrial Warehouse Project (Project) and the Final Environmental Impact Report (EIR) approved for the Project. This comment does not raise any substantive issues with the Final EIR and therefore no further response is needed. The following responses were prepared to address the substantive comments raised in the rest of the City of Perris’ appeal letter. Please refer to Responses to Comments A-2 through A-64.
- A-2** This comment summarizes the Project and does not raise any specific comments regarding the Final EIR. No further response is warranted.
- A-3** This comment is a general description of the Green Valley Specific Plan (GVSP), a master-planned community within the City of Perris. No specific comments concerning the deficiency of the Final EIR were made, and, therefore, no further response is warranted.
- A-4** The City of Perris notes the residential units within the GVSP and the vicinity of the Project site but makes no specific claims on how the Final EIR did not adequately address impacts to surrounding residences. As addressed in the Final EIR Response to Comments G14, G16 and G18, Ethanac Road is currently a truck route. A global Traffic Study for the Menifee Economic Development Corridor (MEDC) area, including the addition of a truck corridor south of Ethanac Road, is currently being prepared in coordination with the City of Menifee and the City of Perris. Any improvements to portions of intersections or roadways shared with the City of Perris would be coordinated between the City of Menifee and City of Perris prior to final engineering for the Project.
- A-5** The City of Perris states that the City of Menifee did not adequately address the City of Perris’ concerns expressed in the Project’s Notice of Preparation (NOP) scoping process, Draft EIR public review period, and following the Final EIR, but does not provide further detailed information why their concerns were not adequately addressed. No further response is warranted. Additionally, the City of Menifee believes all previous responses to Perris’s Draft EIR comment letter were thorough and adequate.
- A-6** This comment reiterates that the City of Perris’ letter constitutes an appeal of the Planning Commission’s approval of the Project but does not raise any specific deficiencies. Please refer to the following Responses to Comments A-7 through A-64 prepared in response to the City of Perris’ comments.
- A-7** This comment states that the City of Perris provided comments dated April 26 and August 14 on the Draft EIR’s Project Description. This comment is acknowledged, and the City of Menifee responded to all comments on the Draft EIR - see Response to Comments G3 through G7 in the Final EIR that were prepared in response to the City of Perris’ comment on the Project Description

being inadequate. This comment does not provide any evidence how the Final EIR failed to address their comments or is an inadequate environmental document pursuant to the CEQA.

- A-8** The Project Traffic Study recommended that the intersection of Wheat Street at Ethanac Road (intersection #9) is anticipated to be right-in-right-out (RIRO) access. With this improvement, the intersection operates at an acceptable LOS and a traffic signal is not warranted. Therefore, no other improvements were recommended at intersection #9. Also, the Traffic Study recommended that a traffic signal be installed at the intersection of Ethanac Road at Byers Road (intersection #10). The recommended improvements for intersection #9 and intersection #10 were imposed on the Project as conditions of approval by the Planning Commission (see Condition of Approval 209).

Pursuant to CEQA Guidelines Section 15124, a Project Description should not supply extensive detail beyond that needed for evaluation and review of the environmental impact. Because the off-site improvements associated with the proposed Project do not involve significant construction that would impact any of the analyses or conclusions in the EIR, mention of off-site improvements is not required to be included in the Project Description. The off-site improvements associated with the proposed Project are not considered intensive construction work that would expand the scope of project construction impacts already discussed thoroughly in the Draft EIR.

- A-9** Because the improvement of a 350-foot westbound left-turn lane at the intersection of Ethanac Road and Byers Road does not involve significant construction that would impact any of the analyses or conclusions in the EIR, mention of this off-site improvement is not required to be included in the Project Description. The comment incorrectly assumes that off-site impacts were not evaluated but does not provide any substantial evidence to support this claim. The impacts of project construction, include roadway improvements (i.e. noise, air quality, etc.), were included in the assumptions underlying the technical studies. The City explained in its Responses to Comments in the FEIR (G18 and G21) that there would be no operational/roadway geometric hazards caused by the 350 foot westbound left-turn lane. As such, the DEIR and FEIR adequately incorporated the 350-foot westbound left-turn lane at the intersection of Ethanac Road at Byers Road and all impacts associated therewith.

- A-10** See Responses to Comments A-8 and A-9.

- A-11** See Response A-9. As noted in Final EIR Response to Comment G7, the analysis included in the Draft EIR concerning this proposed improvement was provided for informational purposes only for the City's use in evaluating the Project and considering conditions of approval outside of CEQA's framework. The implementation of this improvement would be based on direct discussion between City staff and the Applicant and would be imposed via the Conditions of Approval process, not through CEQA. Nevertheless, any improvements to portions of intersections or roadways shared with the City of Perris would be coordinated between the City of Menifee and City of Perris prior to final offsite engineering for the Project. Additionally, the improvements associated with the proposed Project are not considered intensive construction work that would expand the scope of Project construction impacts already discussed thoroughly in the Draft EIR.

- A-12** The comment incorrectly assumes that off-site impacts were not evaluated but does not provide any substantial evidence to support this claim. Page 2-3 of the Draft EIR describes the Project site as 40.03 gross acres. However, CalEEMod output files in Appendix B1 and Appendix G, show that

a total of 43.42 acres of development were analyzed as part of air quality and greenhouse gas assessments. The additional acres were included in the analysis under “other asphalt surfaces” to capture construction emissions associated with offsite roadway and infrastructure improvements. As a result, all potential offsite impacts including air quality impacts, energy use, and greenhouse gas emissions were evaluated in the Draft EIR.

- A-13** The Project includes an early-suppression fast-response (EFSR) fire sprinkler system and will use an electric or diesel-powered fire pump to provide additional water pressure. If an electric fire pump is installed, in the event that the building loses electricity, power for the electric fire pump will be provided by the emergency backup generator. As noted on page 4.2-17 and page 4.7-21 of the Draft EIR, emissions from emergency backup generators are included in the operational air quality and GHG analysis of the Project. The comment therefore incorrectly indicates that emergency fire water pump emissions are not addressed, as these emissions are addressed by the backup generator emissions in the Draft EIR.

However, diesel fuel consumption from the generator was not included in the energy analysis. Conservatively assuming the emergency generator is tested for one hour per week as modeled in the air quality and GHG sections of the EIR instead of the half hour per week as required, the generator would consume 1,970 gallons of diesel per year. This would increase diesel fuel consumption by 0.99 percent, increasing from 199,539 gallons to 201,509 gallons per year. Due to the small increase in diesel consumption associated with the operation of the generator, the percentage increase of diesel fuel in Riverside County, associated with the Project would remain 0.08 percent as identified in **Table 4.5-4: Project Annual Energy Use During Operations** of the Draft EIR and impacts associated with energy would remain the same.

- A-14** The commenter notes that diesel powered fire pumps must be tested on a weekly basis for a minimum of 30 minutes. Conservatively, the analysis for this Project assumed that diesel generators would operate for one hour every week and included those emissions in Table 4.2-9 and 4.2-10 of the Air Quality Section and Table 4.7-3 of the GHG Section of the Draft EIR. Therefore, the Draft EIR analysis conservatively overestimates the contribution from stationary diesel emissions sources by assuming one hour of testing rather than 30 minutes of testing.

- A-15** Refer to Responses A-13 and A-14. No further response is warranted.

- A-16** Refer to Responses A-13, A-14, and A-15 above. All analysis and technical studies for the Draft EIR have been prepared following the appropriate methodologies. All potential impacts have been addressed.

- A-17** The City of Perris prior comment letters raised concerns regarding traffic safety hazards due to queuing on Ethanac Road at Byers Road that will be constructed by the Project (G-18, G-21), the configuration of Barnett Road and Case Road (G-25), and queuing along Ethanac Road at the I-215 interchange (G-31). See Responses to Comments G-18, G-21, G-25, and G-31 in the Final EIR how the Project will not create safety hazards due to geometric design.

In addition, Ethanac is generally a straight and flat road, with good visibility, no visual obstructions, and no sharp curves. It should also be noted that the Project would add only eastbound and westbound through traffic at the intersection of Ethanac Road at Barnett Road/Case Road;

therefore, the project would not impact or worsen the potential issue of the northbound/southbound offset between Barnett Road and Case Road. Further, based on the Project Traffic Study, the intersection of Ethanac Road at Barnett Road/Case Road does not decline to an unacceptable Level of Service with the addition of Project traffic. Therefore, the City of Perris' reliance on LOS/queuing analysis to prove a safety impact at the intersection of Ethanac Road at Barnett Road/Case Road has no support.

Also, queuing progression and congestion does not automatically mean there is a safety hazard. As such, for the reasons noted above in this response, there is no evidence that those occurrences will create safety hazards in this case and the City of Perris has not provided any evidence to the contrary.

It should be noted that the Project will be directly constructing several of the Traffic Study's recommended improvements (imposed as conditions of approval by the Planning Commission), including constructing a traffic light and the 350' turn pocket on Ethanac Road at Byers Road, modifying Wheat Street at Ethanac Road to a right-in, right-out (RIRO) only access, adding a traffic signal at the intersection of Ethanac Road at Evans Road, as well as adding turn lanes and road widening. These improvements will further improve safety conditions in the study area and would not create hazards due to geometric design features.

- A-18** Ethanac Road is currently a truck route. A global Traffic Study for the Menifee Economic Development Corridor (MEDC) and surrounding area, including the possible addition of a truck corridor south of Ethanac Road, is currently being prepared in coordination with the City of Menifee and the City of Perris. However, the global Traffic Study has not been completed nor has any roadway other than Ethanac Road been designated as a truck route that can serve the Project, and thus this Project cannot speculate on or study alternative trucks routes that may or may not later be identified. Therefore, it is appropriate that the Project Traffic Study analyzes trucks utilizing Ethanac Road to determine recommended improvements along Ethanac Road at full buildout of the MEDC and surrounding area.

Based on discussion with City of Perris staff, it is understood that the Traffic Impact Analysis prepared by RK Engineering in June 2023 is in reference to a supplemental queuing analysis conducted by RK Engineering along Ethanac Road at the intersection of Ethanac Road at Barnett Road/Case Road as part of an Comment Letter in support of Appeal, prepared by the City of Perris, for the Ethanac and Barnett Development Project in the City of Menifee. As noted in Response to Comment A-17, Ethanac is generally a straight and flat road, with good visibility, no visual obstructions, and no sharp curves. The Project would add only eastbound and westbound through traffic at the intersection of Ethanac Road at Barnett Road/Case Road; therefore, the project would not impact or worsen the potential issue of the northbound/southbound offset between Barnett Road and Case Road. Therefore, the City of Perris' reliance on a queuing analysis to prove a safety impact caused by the Project at the intersection of Ethanac Road at Barnett Road/Case Road has no support.

- A-19** Refer to Response to Comment G-17 in the Final EIR regarding review of compliance with the City of Perris Level of Service standards and significance criteria for study intersections located entirely or a majority within the City of Perris. As Level of Service is no longer a CEQA threshold for

transportation impacts, the analysis to confirm compliance with the City of Perris Level of Service standards and significance criteria was not included in the DEIR.

The City of Perris General Plan Circulation Element does not provide traffic safety impact criteria relevant to the Project and the City of Perris did not provide enough specifics in their comment to evaluate this comment further.

- A-20** The City of Menifee has responded to all comments raised by City of Perris regarding traffic safety hazards due to a geometric design feature. Refer to Response to Comment A-17. No further response is warranted. For impacts related to air quality and noise, refer to Response to Comment A-12.
- A-21** Refer to Response to Comment A-17. No further response is warranted.
- A-22** Refer to Response to Comment A-17. No further response is warranted.
- A-23** Refer to Response to Comment A-17. No further response is warranted.
- A-24** Refer to Response to Comment A-17. No further response is warranted.
- A-25** Refer to Response to Comment A-17. No further response is warranted.
- A-26** Refer to Response to Comment A-17. No further response is warranted.
- A-27** Ethanac Road is currently a truck route. A global Traffic Study for the Menifee Economic Development Corridor (MEDC) and surrounding area, including the possible addition of a truck corridor south of Ethanac Road, is currently being prepared in coordination with the City of Menifee and the City of Perris. However, the global Traffic Study has not been completed nor has any roadway other than Ethanac been designated as a truck route that can serve the Project, and thus this Project cannot speculate on or study alternative trucks routes that may or may not later be identified. Therefore, it is appropriate that the Project Traffic Study analyzes trucks utilizing Ethanac Road to determine recommended improvements along Ethanac Road at full buildout of the MEDC and surrounding area. Additionally, there is no reason to include a failure analysis as part of the global Traffic Study.
- A-28** The February 2023 traffic counts for overlapping intersections in the Project Traffic Study are provided in Attachment B to this Response to Comment matrix. Based on comparison of the February 2023 volumes and the October 2021 volumes used in the Project Traffic Study, it is noted that, compared to February 2023 volumes, the October 2021 volumes are higher at the intersections of Ethanac Road at I-215 SB Ramps (Intersection #14) and Ethanac Road at I-215 NB Ramps (Intersection #15), as well as lower at the intersection of Murrieta Road at Ethanac Road (Intersection #11). The variance in existing volumes between the October 2021 and February 2023 at the three noted locations are within 10%. As such, the traffic counts in the Project Traffic Study are considered reasonable, as well as conservative in some locations as noted above.
- A-29** The City of Fontana Truck Trip Generation Study is not considered outdated in the industry and is widely accepted and used by many cities in the Inland Empire, including as noted in the City of Menifee LOS Traffic Study Guidelines (October 2020), as a method for obtaining truck trips and truck splits. Further, the truck mix in the Fontana Truck Trip Generation Study is comparable to the

SCAQMD truck mix recommendations. Also, as noted in the Project Traffic Study, the passenger car/truck splits are based on the ITE Trip Generation Manual (10th Edition Supplement), which is comparable to the passenger car/truck splits in the ITE Trip Generation Manual (11th Edition). Nevertheless, in order to address this comment, the passenger car/truck split and truck mix for the proposed Project have been reviewed based on the ITE Trip Generation Manual (11th Edition) for the passenger car/truck splits and the SCAQMD Warehouse Truck Trip Study Data Results and Usage (dated July 17, 2014) for the truck mix (i.e. 2-axle, 3-axle, 4+axle trucks) . A copy of the noted resources is provided in Attachment A (Passenger Car/Truck Splits and Truck Mix Information) to this response matrix.

The passenger car equivalent (PCE) factors as noted in the Traffic Study were also applied to these trip generation estimates. Based on the methodology noted above, the Project is estimated to generate approximately 4,719 daily PCE trips, with 632 PCE trips (512 inbound and 120 outbound) in the morning peak hour and 860 PCE trips (335 inbound and 525 outbound) in the evening peak hour.

Compared to the trip estimates in the approved Traffic Study, the trip estimates based on the SCAQMD methodology (inclusive of ITE 11th Edition for the passenger car/truck splits) is estimated to generate 3 additional daily PCE trips, with 7 fewer PCE trips in the morning peak hour and 19 fewer PCE trips in the evening peak hour.

Accordingly, as described above, the use of ITE 11th Edition passenger car/truck splits and SCAQMD truck mix percentages would not change the significance determinations in the Draft EIR and would not require new or modified mitigation measures. Therefore, the Final EIR and approved Traffic Study are not flawed and do not need to be modified.

A-30 Refer to Response to Comment A-29. No further response is warranted.

A-31 Refer to Response to Comment A-29. No further response is warranted.

A-32 The study intersections in the Project's Traffic Study are based on the Traffic Scoping Agreement approved by the City of Menifee. The intersection of Green Valley Parkway and Ethanac Road was not part of the approved list of study intersections as it is a future intersection that does not provide direct access to the Project. It should also be noted that the Project would add only eastbound and westbound through traffic on Ethanac Road at the future intersection of Green Valley Parkway and Ethanac Road and would therefore not directly impact the Green Valley Parkway approach at the future intersection.

A-33 Acknowledged. At the time of data collection (October 2021), the southbound approach for Intersection #11 (Murrieta Road at Ethanac Road) reflected one dedicated left-turn lane, one through lane, and one dedicated right-turn lane. As a result, the existing lane geometry was reflected as such in the Project Traffic Study. Based on review of applying the updated lane geometry to Intersection #11 under Opening Year 2024 Cumulative Plus Project conditions, the overall intersection delay for Intersection #11 would nominally increase as noted below:

- AM Peak Hour
 - 2021 SB Approach: 119.3 sec/vehicle
 - Current SB Approach: 120.3 sec/vehicle

- PM Peak Hour
 - 2021 SB Approach: 543.1 sec/vehicle
 - Current SB Approach: 550.4 sec/vehicle

Intersection analysis worksheets for Intersection #11 under Opening Year Cumulative Plus Project conditions is provided as an Attachment to this Response to Comment matrix. As noted above, the lane geometry update to the SB approach of Intersection #11 would not change the recommended improvements at Intersection #11. With the noted recommended improvements in the Project Traffic Study, Intersection #11 would operate at an acceptable LOS.

- A-34** The walk and pedestrian clearance time is accounted for in the Vistro traffic modeling software based on standard HCM defaults for walk time (4-7 seconds) and pedestrian crossing speed (3.5 feet per second).
- A-35** The walk and pedestrian clearance time is accounted for in the Vistro traffic modeling software based on standard HCM defaults for walk time (4-7 seconds) and pedestrian crossing speed (3.5 feet per second). The City of Menifee has responded to all comments raised by City of Perris regarding traffic safety hazards due to a geometric design feature. Refer to Response A-17. No further response is warranted.
- A-36** A separate signalized intersection typically has its own traffic signal cabinet, which is located on a corner of the intersection to which the signal cabinet is connected to. The traffic signal cabinet assigns phasing, signal timing, and cycle length that direct the operation of the individual traffic signal. In the case of the intersection of Ethanac Road at Barnett Road/Case Road, there is only one traffic signal cabinet located south of Ethanac Road between the two offset legs of the intersection. As such, while the northbound and southbound approaches are offset, the intersection operates as one signalized intersection that has connected phasing, signal timing, and cycle length. As a result, the intersection of Barnett Road/Case Road at Ethanac Road operates as one intersection and should be analyzed as one for analysis purposes. The comment suggests that the offset nature of Barnett Road and Case Road (the north/south roads at this intersection) causes a safety hazard and that the Project will exacerbate those issues. It should be noted that the Project does not take direct access from Barnett Road and would add only eastbound and westbound through traffic on Ethanac Road at the intersection of Ethanac Road at Barnett Road/Case Road. Therefore, the Project would not directly impact the turn pockets at the intersection and would not create or exacerbate turning hazards due to geometric design features.
- A-37** The analysis does account for the “no right-turn on red” sign. In the traffic analysis model used for the Project Traffic Study, there is an input to indicate vehicles making a right turn on red, which typically would lower the overall delay of the intersection. As a conservative analysis in the Project Traffic Study, this input was not selected and no "right turn on red" vehicles were assumed on any of the approaches at the Intersection #13 (Barnett Road/Case Road at Ethanac Road).
- A-38** It should be noted that the Project would only add eastbound and westbound through traffic at the intersection of Barnett Road/Case Road at Ethanac Road. Therefore, the Project would not directly impact the turn pockets or turning movement at the intersection and thus would not create or exacerbate turning hazards due to geometric design features at this intersection. Further, based on review of the SWITRS data noted in the Comment from 2015-2017, there were three

rear-end collisions for vehicles traveling eastbound or westbound at the intersection. Generally, improvements are recommended based on accident data for safety purposes if there are at least five accidents that are similar in nature (i.e. rear end) within a consecutive 12-month period where the accident could be mitigated with a geometric improvement (California Manual on Uniform Traffic Control Devices, CA MUTCD). Based on review of the SWITRS data noted above and the TIMS data reference in the Comment from 2020-2023, there is not at least five accidents that are similar in nature within a consecutive 12-month period that would be caused or enhanced by the addition of eastbound and westbound through Project traffic at the intersection of Barnett Road/Case Road at Ethanac Road (Intersection #13). Therefore, no improvements are required of the Project at this intersection and the Project would not create hazards due to geometric design features.

A-39 Refer to Response to Comment A-36. No further response is warranted.

A-40 It is noted that the overall intersection delay improves with the addition of Project traffic under Existing Plus Project conditions at Intersection #6 (SR-74 at Sherman Road), Intersection #7 (Goetz Road at Fieldstone Drive), Intersection #13 (Barnett Road/Case Road at Ethanac Road), and at Intersection #23 (Sun City Boulevard at McCall Boulevard). Delay at signalized intersections is calculated based on the overall average of delay on each approach. The decrease in overall average delay for the noted intersections is due to the addition of Project traffic to an approach with a lower delay than the other approaches, which brings the overall average of all delay down for the intersection.

A-41 See Response to Comment A-36. Based on the Project Traffic Study, the intersection of Barnett Road/Case Road at Ethanac Road (Intersection #13) would operate at an acceptable LOS under Opening Year 2024 Cumulative Plus Project conditions. Therefore, no improvements are recommended at this study intersection in the Project Traffic Study. The Project Traffic Study only provides recommended improvements to study intersections and roadway segments that would cause the deficient study locations to operate at an acceptable LOS and would more than offset the Project-related effect.

A-42 The Project Traffic Study only provides recommended improvements to study intersections and roadway segments that would cause the deficient study locations to operate at an acceptable LOS and would more than offset the Project-related effect. The implementation of improvements is based on direct discussion between City staff and the Applicant via the Conditions of Approval process. Condition of Approval 209 for the proposed Project notes that the Project is conditioned to construct all improvements recommended in the Project Traffic Study for the following intersections:

- #9 - Wheat Street at Ethanac Road
- #10 - Byers Road at Ethanac Road
- #12 - Evans Road at Ethanac Road

Based on Table 4 of the Project Traffic Study, the intersection of I-215 NB Ramps at Ethanac Road (#15) would have a direct project effect. Due to the regional nature and scope of Intersection #15 as part of the Ethanac Road/I-215 interchange, the Project will be contributing a fair-share payment per Condition of Approval #212, instead of directly constructing improvements. It should

be noted that the Ethanac Road/I-215 interchange has been identified as a Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) project. Therefore, the Project's payment of TUMF fees will cover additional costs to TUMF projects, such as the Ethanac Road/I-215 interchange. Nevertheless, the recommended improvements to deficient study locations are to address automobile delay, which are no longer CEQA impacts and therefore, not required improvements to mitigate CEQA-related impacts. **A-43** Refer to Response A-42. No further response is warranted.

A-44 Refer to Response A12 regarding offsite improvements. Refer to Response A14 regarding the testing of diesel-powered fire pumps and/or diesel generators.

A-45 The commenter notes that the Greenhouse Gas Emissions Assessment used CalEEMod version 2020.4 and acknowledges that SCAQMD recommended that all air quality analyses conducted after December 21, 2022 use the latest version of CalEEMod. Consistent with SCAQMD's recommendations, the air quality and greenhouse gas modeling for the Project was initially completed in August 2022 with additional modeling completed in October 2022 to incorporate mitigation required by the Health Risk Assessment (HRA). Therefore, all modeling for the Project was completed before CalEEMod 2022 was approved for full release. As a result, CalEEMod version 2020.4 was the latest available software at the time the analysis was conducted.

A-46 Refer to Response A-12.

A-47 **MM AQ-3** requires the Project operator to submit a TDM program to the City. This measure provides employees with information regarding the use of public transportation, carpooling/vanpooling, and walking or biking to work, rather than driving to work every day. The development and submission of this plan is the performance standard for this mitigation measure, as the Project cannot compel employees not to drive their own vehicles to work. As a result, it is not possible to require an absolute VMT reduction as a mitigation target, however TDM programs are commonly used in the industry and are supported by CAPCOA,¹ CARB,² SCAQMD,³ and SCAG⁴ as a VMT (and thus air quality and GHG) reduction strategy. The commenter implies that this mitigation measure is the main source of NO_x reductions that reduced emission to less than significant levels, however CalEEMod only took credit for 0.3 percent reduction of NO_x emissions associated with **MM AQ-3**. Although not acknowledged by the commenter, **MM AQ-4**, which requires all cargo handling equipment to be zero emissions, is the main source of NO_x emission reduction which resulted in less than significant levels.

A-48 As discussed in Response A-12, the CalEEMod modeling for the Project included an additional 3.39 acres to conservatively include all offsite improvements associated with the Project. CalEEMod provides a list of typical construction equipment based on the size of the Project site and the types of land uses proposed. As a result, all construction equipment necessary for the offsite

¹ California Air Pollution Control Officers Association. page 76.

https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf

² California Air Resources Board. page 100. <https://ww2.arb.ca.gov/sites/default/files/2019-11/Final%20SCS%20Program%20and%20Evaluation%20Guidelines%20Appendices.pdf>

³ South Coast AQMD. page 4-52. <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/07-ch4.pdf?sfvrsn=6>

⁴ Southern California Association of Governments. <https://scag.ca.gov/TDM>

improvements identified in the Traffic Study, located in Appendix K of the Draft EIR, have been included in the construction noise model. As shown in **Table 4.11-9: Project Construction Noise Levels** of the Draft EIR, construction noise would not exceed noise thresholds and therefore would not result in a significant noise impact.

A-49 The commenter seems to suggest that the cumulative noise threshold used in the analysis was not correct but does not provide details regarding what threshold the commenter believes is appropriate. Cumulative noise impacts are discussed on pages 4.11-25 through 4.11-27 of the Draft EIR. As discussed in response **A-50** below, consistent with CEQA, a two-step process for determining cumulative noise impacts was used in the analysis.

A-50 In accordance with CEQA Guidelines, the Draft EIR addresses the cumulative noise impacts by addressing the following two step process: (1) whether the effects of the Project combined with other projects are cumulatively significant and (2) whether the Project's incremental contribution to the impact is cumulatively considerable. Draft EIR **Table 4.11-13: Cumulative Off-Site Traffic Noise Levels** identifies both the combined and incremental noise increases.

Draft EIR **Table 4.11-13** shows the combined traffic noise levels of the Project and other future projects would increase noise levels over 3 dBA above existing conditions at two roadway segments on Ethanac Road, one between Wheat Street and Murrietta Road and the other between Murrieta Road and Evans Road. These two roadway segments satisfy the first step, in identifying cumulative impacts. Therefore, the Draft EIR identifies the cumulative impact. However, the Project's incremental contribution to these impacts is not cumulatively considerable as the incremental contribution must exceed 1.0 dBA to be considered significant. As shown in **Table 4.11-13**, the incremental increase associated with the Project at these roadway segments are 0.99 dBA and 0.72 dBA. As discussed previously, to be considered a cumulatively significant impact, an impact must satisfy both conditions of the two-step cumulative process. As shown in **Table 4.11-13**, none of the roadway segments satisfy both conditions, therefore the Project's incremental effect would not be cumulatively considerable, and the Project would not result in cumulatively significant impacts.

The comment incorrectly states that the Draft EIR does not identify a significant impact. As noted above, the Draft EIR identified the cumulative impact. However, the Draft EIR determines that this impact would not be cumulatively considerable and therefore not significant.

A-51 As stated in Final EIR Response to Comment G10, CEQA Guidelines Section 15126.6 requires that a project provide a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. The City deemed that, for this Project, having two alternatives for the Project provides an adequate range of alternatives pursuant to CEQA Guidelines Section 15126.6, because those were the alternatives determined which could reduce the Project's significant effects while still meeting most of the basic Project objectives.

A-52 Refer to Response to Comment A-51 above.

- A-53** This comment is a conclusion of the City of Perris' appeal letter and does not raise any substantive issues. No further response is warranted.
- A-54** This comment is an attachment of the City of Perris' letter submitted to the City of Menifee containing initial comments on December 22, 2021. Those initial comments were addressed in the Draft EIR. No further response is warranted.
- A-55** This comment is an attachment of the City of Perris' letter submitted to the City of Menifee on the NOP on May 16, 2022. The comments on the NOP were taken into consideration and incorporated as appropriate into the Draft EIR. No further response is warranted.
- A-56** This comment is an attachment of the City of Perris' letter submitted to the City of Menifee during the public review period of the Draft EIR on April 26, 2024. This letter was fully responded to as part of the Final EIR for the project dated August 2024. No further response is warranted.
- A-57** Refer to Response to Comment A-54 above.
- A-58** Refer to Response to Comment A-55 above.
- A-59** This comment is an attachment of the City of Perris' letter submitted to the City of Menifee in consideration of the Final EIR approval by City of Menifee Planning Commission on August 14, 2024. No further response is warranted.
- A-60** The City of Perris's email correspondence with the City of Menifee from June 11, 2024 has been noted and no further response is warranted.
- A-61** Refer to Response to Comment A-54 above.
- A-62** Refer to Response to Comment A-55 above.
- A-63** Refer to Response to Comment A-56 above.
- A-64** Refer to Response to Comment A-56 above. The comment also includes FEIR Responses to Comments to the City of Perris' letter. No further response is warranted.

ATTACHMENT A
SUMMARY OF PROJECT TRIP GENERATION - BASED ON SCAQMD METHODOLOGY
CADO WAREHOUSE PROJECT

TRIP GENERATION RATES ¹

ITE Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
High-Cube Fulfillment Center Warehouse - Sort	155	KSF	6,440	0.705	0.165	0.870	0.468	0.732	1.200
Passenger Vehicles (97.0% Daily, 97.7% AM, 98.3% PM)			6,247	0.689	0.161	0.850	0.460	0.720	1.180
Trucks (3.0% Daily, 2.3% AM, 1.7% PM)			0.193	0.016	0.004	0.020	0.008	0.012	0.020

PROJECT TRIP GENERATION

Project Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
High-Cube Fulfillment Center Warehouse - Sort	700.037	KSF	4,508	494	116	610	328	512	840
Passenger Vehicles			4,373	483	113	596	322	503	825
Trucks			135	11	3	14	6	9	15

PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)

Vehicle Type	Truck Mix ²	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Vehicles	--	4,373	1.0	4,373	483	113	596	322	503	825
2-Axle Trucks	16.7%	23	1.5	35	3	1	4	1	2	3
3-Axle Trucks	20.7%	28	2.0	56	5	1	6	2	4	6
4+ Axle Trucks	62.6%	85	3.0	255	21	5	26	10	16	26
Total Truck PCE Trips				346	29	7	36	13	22	35
Total Project PCE Trips				4,719	512	120	632	335	525	860
Total Project PCE Trips from Approved CADO Traffic Study				4,716	517	122	639	343	536	879
Net Trip Difference (SCAQMD Trips - Approved Trips)				3	-5	-2	-7	-8	-11	-19

¹ Source: Institute of Transportation Engineers (ITE) [Trip Generation Manual](#), 11th Edition

² Truck mix percentages based on the SCAQMD Warehouse Truck Study Truck Fleet Mix for "Without Cold Storage" Warehouse.

PCE = Passenger Car Equivalent

KSF = Thousand Square Feet

ATTACHMENT B

RECENT TRAFFIC COUNT WORKSHEETS FOR OVERLAPPING INTERSECTIONS

City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 03_MEN_Murr_Eth AM
Site Code : 10823147
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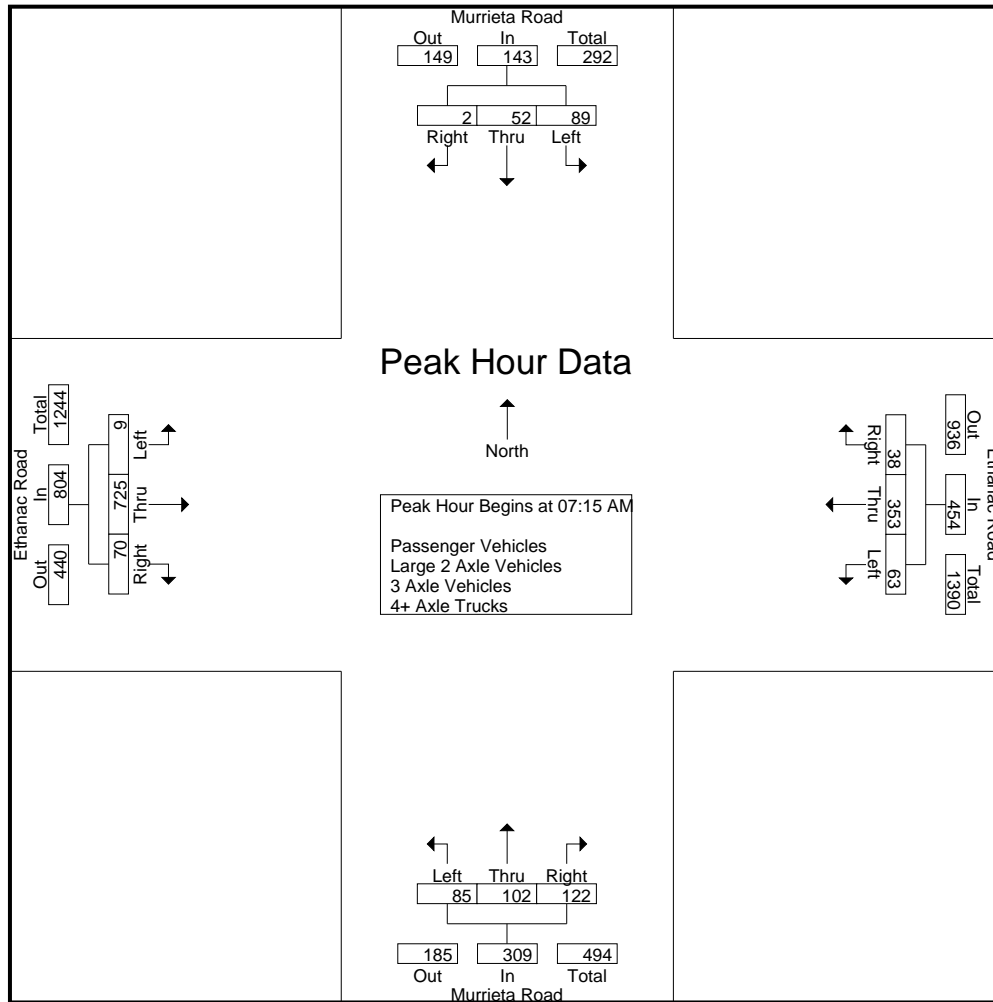
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	5	2	17	10	76	4	90	21	12	28	61	0	140	22	162	330
07:15 AM	28	12	1	41	10	61	6	77	24	37	31	92	0	172	16	188	398
07:30 AM	29	6	0	35	13	77	4	94	16	22	23	61	4	231	17	252	442
07:45 AM	19	22	1	42	18	91	17	126	24	21	30	75	4	168	24	196	439
Total	86	45	4	135	51	305	31	387	85	92	112	289	8	711	79	798	1609
08:00 AM	13	12	0	25	22	124	11	157	21	22	38	81	1	154	13	168	431
08:15 AM	5	12	2	19	17	101	14	132	21	24	36	81	0	113	12	125	357
08:30 AM	8	23	2	33	21	65	7	93	13	25	36	74	0	85	10	95	295
08:45 AM	9	12	2	23	19	71	10	100	17	22	36	75	2	83	19	104	302
Total	35	59	6	100	79	361	42	482	72	93	146	311	3	435	54	492	1385
Grand Total	121	104	10	235	130	666	73	869	157	185	258	600	11	1146	133	1290	2994
Apprch %	51.5	44.3	4.3		15	76.6	8.4		26.2	30.8	43		0.9	88.8	10.3		
Total %	4	3.5	0.3	7.8	4.3	22.2	2.4	29	5.2	6.2	8.6	20	0.4	38.3	4.4	43.1	
Passenger Vehicles	118	102	10	230	120	624	70	814	152	177	246	575	11	1086	128	1225	2844
% Passenger Vehicles	97.5	98.1	100	97.9	92.3	93.7	95.9	93.7	96.8	95.7	95.3	95.8	100	94.8	96.2	95	95
Large 2 Axle Vehicles	3	2	0	5	7	19	2	28	5	8	10	23	0	25	5	30	86
% Large 2 Axle Vehicles	2.5	1.9	0	2.1	5.4	2.9	2.7	3.2	3.2	4.3	3.9	3.8	0	2.2	3.8	2.3	2.9
3 Axle Vehicles	0	0	0	0	1	9	0	10	0	0	1	1	0	12	0	12	23
% 3 Axle Vehicles	0	0	0	0	0.8	1.4	0	1.2	0	0	0.4	0.2	0	1	0	0.9	0.8
4+ Axle Trucks	0	0	0	0	2	14	1	17	0	0	1	1	0	23	0	23	41
% 4+ Axle Trucks	0	0	0	0	1.5	2.1	1.4	2	0	0	0.4	0.2	0	2	0	1.8	1.4

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	28	12	1	41	10	61	6	77	24	37	31	92	0	172	16	188	398
07:30 AM	29	6	0	35	13	77	4	94	16	22	23	61	4	231	17	252	442
07:45 AM	19	22	1	42	18	91	17	126	24	21	30	75	4	168	24	196	439
08:00 AM	13	12	0	25	22	124	11	157	21	22	38	81	1	154	13	168	431
Total Volume	89	52	2	143	63	353	38	454	85	102	122	309	9	725	70	804	1710
% App. Total	62.2	36.4	1.4		13.9	77.8	8.4		27.5	33	39.5		1.1	90.2	8.7		
PHF	.767	.591	.500	.851	.716	.712	.559	.723	.885	.689	.803	.840	.563	.785	.729	.798	.967

City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

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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				07:30 AM				07:45 AM				07:15 AM			
+0 mins.	28	12	1	41	13	77	4	94	24	21	30	75	0	172	16	188
+15 mins.	29	6	0	35	18	91	17	126	21	22	38	81	4	231	17	252
+30 mins.	19	22	1	42	22	124	11	157	21	24	36	81	4	168	24	196
+45 mins.	13	12	0	25	17	101	14	132	13	25	36	74	1	154	13	168
Total Volume	89	52	2	143	70	393	46	509	79	92	140	311	9	725	70	804
% App. Total	62.2	36.4	1.4		13.8	77.2	9		25.4	29.6	45		1.1	90.2	8.7	
PHF	.767	.591	.500	.851	.795	.792	.676	.811	.823	.920	.921	.960	.563	.785	.729	.798

City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
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File Name : 03_MEN_Murr_Eth AM
Site Code : 10823147
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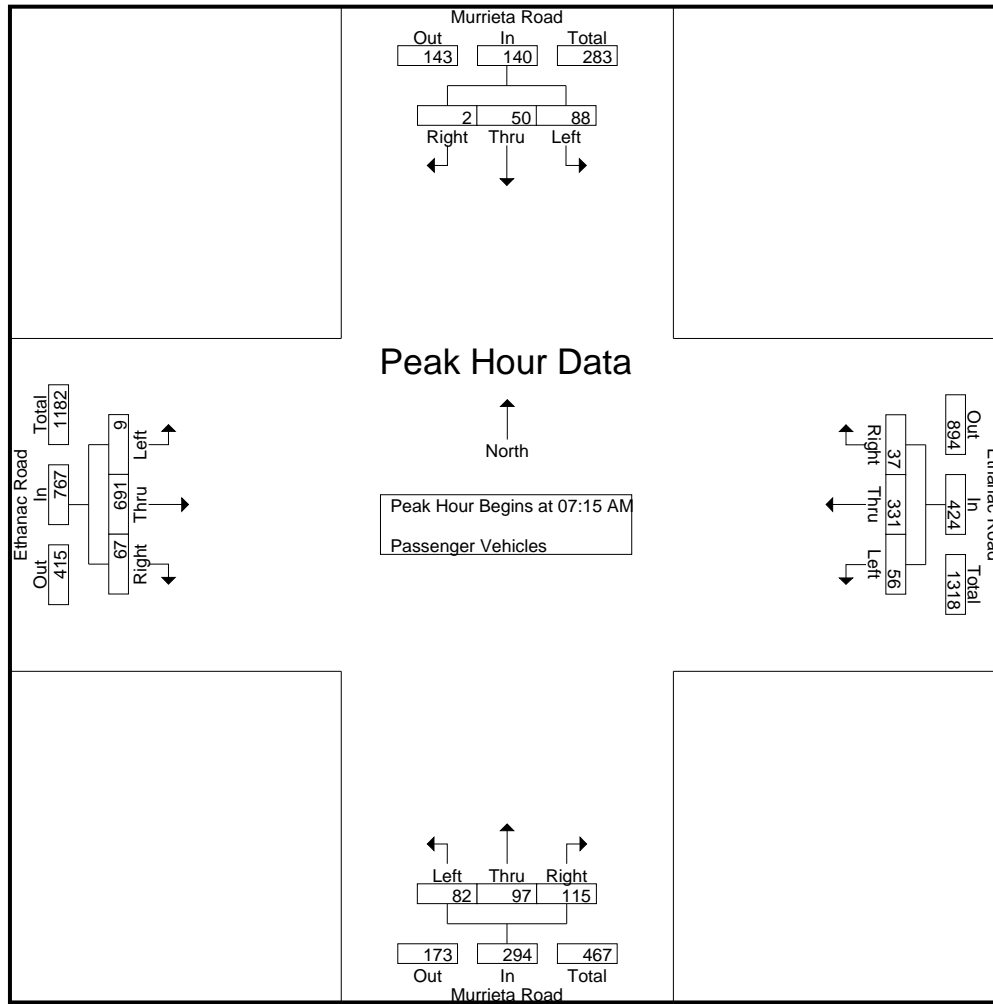
Groups Printed- Passenger Vehicles

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	5	2	16	10	71	3	84	21	10	27	58	0	135	21	156	314
07:15 AM	28	11	1	40	9	54	6	69	21	33	29	83	0	162	15	177	369
07:30 AM	28	6	0	34	11	67	4	82	16	21	21	58	4	222	15	241	415
07:45 AM	19	22	1	42	17	89	16	122	24	21	27	72	4	158	24	186	422
Total	84	44	4	132	47	281	29	357	82	85	104	271	8	677	75	760	1520
08:00 AM	13	11	0	24	19	121	11	151	21	22	38	81	1	149	13	163	419
08:15 AM	5	12	2	19	17	95	13	125	19	24	35	78	0	107	11	118	340
08:30 AM	8	23	2	33	20	62	7	89	13	24	35	72	0	78	10	88	282
08:45 AM	8	12	2	22	17	65	10	92	17	22	34	73	2	75	19	96	283
Total	34	58	6	98	73	343	41	457	70	92	142	304	3	409	53	465	1324
Grand Total	118	102	10	230	120	624	70	814	152	177	246	575	11	1086	128	1225	2844
Apprch %	51.3	44.3	4.3		14.7	76.7	8.6		26.4	30.8	42.8		0.9	88.7	10.4		
Total %	4.1	3.6	0.4	8.1	4.2	21.9	2.5	28.6	5.3	6.2	8.6	20.2	0.4	38.2	4.5	43.1	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	28	11	1	40	9	54	6	69	21	33	29	83	0	162	15	177	369
07:30 AM	28	6	0	34	11	67	4	82	16	21	21	58	4	222	15	241	415
07:45 AM	19	22	1	42	17	89	16	122	24	21	27	72	4	158	24	186	422
08:00 AM	13	11	0	24	19	121	11	151	21	22	38	81	1	149	13	163	419
Total Volume	88	50	2	140	56	331	37	424	82	97	115	294	9	691	67	767	1625
% App. Total	62.9	35.7	1.4		13.2	78.1	8.7		27.9	33	39.1		1.2	90.1	8.7		
PHF	.786	.568	.500	.833	.737	.684	.578	.702	.854	.735	.757	.886	.563	.778	.698	.796	.963

City of Menifee
N/S: Murrieta Road
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File Name : 03_MEN_Murr_Eth AM
Site Code : 10823147
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	28	11	1	40	9	54	6	69	21	33	29	83	0	162	15	177
+15 mins.	28	6	0	34	11	67	4	82	16	21	21	58	4	222	15	241
+30 mins.	19	22	1	42	17	89	16	122	24	21	27	72	4	158	24	186
+45 mins.	13	11	0	24	19	121	11	151	21	22	38	81	1	149	13	163
Total Volume	88	50	2	140	56	331	37	424	82	97	115	294	9	691	67	767
% App. Total	62.9	35.7	1.4		13.2	78.1	8.7		27.9	33	39.1		1.2	90.1	8.7	
PHF	.786	.568	.500	.833	.737	.684	.578	.702	.854	.735	.757	.886	.563	.778	.698	.796

City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
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File Name : 03_MEN_Murr_Eth AM
Site Code : 10823147
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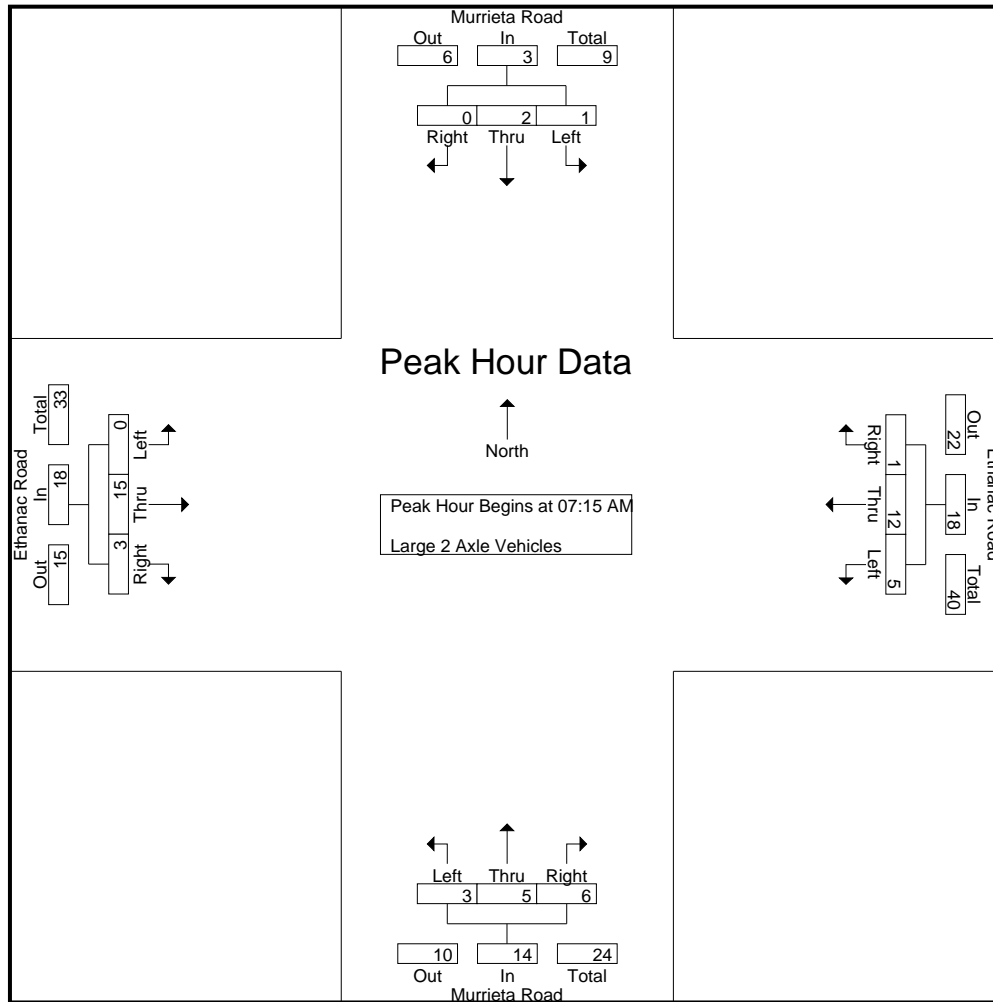
Groups Printed- Large 2 Axle Vehicles

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	1	1	2	0	2	1	3	0	2	1	3	9
07:15 AM	0	1	0	1	0	2	0	2	3	4	2	9	0	3	1	4	16
07:30 AM	1	0	0	1	2	5	0	7	0	1	2	3	0	2	2	4	15
07:45 AM	0	0	0	0	1	2	1	4	0	0	2	2	0	8	0	8	14
Total	2	1	0	3	3	10	2	15	3	7	7	17	0	15	4	19	54
08:00 AM	0	1	0	1	2	3	0	5	0	0	0	0	0	2	0	2	8
08:15 AM	0	0	0	0	0	2	0	2	2	0	1	3	0	1	1	2	7
08:30 AM	0	0	0	0	1	2	0	3	0	1	1	2	0	4	0	4	9
08:45 AM	1	0	0	1	1	2	0	3	0	0	1	1	0	3	0	3	8
Total	1	1	0	2	4	9	0	13	2	1	3	6	0	10	1	11	32
Grand Total	3	2	0	5	7	19	2	28	5	8	10	23	0	25	5	30	86
Apprch %	60	40	0		25	67.9	7.1		21.7	34.8	43.5		0	83.3	16.7		
Total %	3.5	2.3	0	5.8	8.1	22.1	2.3	32.6	5.8	9.3	11.6	26.7	0	29.1	5.8	34.9	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	0	2	0	2	3	4	2	9	0	3	1	4	16
07:30 AM	1	0	0	1	2	5	0	7	0	1	2	3	0	2	2	4	15
07:45 AM	0	0	0	0	1	2	1	4	0	0	2	2	0	8	0	8	14
08:00 AM	0	1	0	1	2	3	0	5	0	0	0	0	0	2	0	2	8
Total Volume	1	2	0	3	5	12	1	18	3	5	6	14	0	15	3	18	53
% App. Total	33.3	66.7	0		27.8	66.7	5.6		21.4	35.7	42.9		0	83.3	16.7		
PHF	.250	.500	.000	.750	.625	.600	.250	.643	.250	.313	.750	.389	.000	.469	.375	.563	.828

City of Menifee
N/S: Murrieta Road
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Weather: Clear

File Name : 03_MEN_Murr_Eth AM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	0	2	0	2	3	4	2	9	0	3	1	4
+15 mins.	1	0	0	1	2	5	0	7	0	1	2	3	0	2	2	4
+30 mins.	0	0	0	0	1	2	1	4	0	0	2	2	0	8	0	8
+45 mins.	0	1	0	1	2	3	0	5	0	0	0	0	0	2	0	2
Total Volume	1	2	0	3	5	12	1	18	3	5	6	14	0	15	3	18
% App. Total	33.3	66.7	0		27.8	66.7	5.6		21.4	35.7	42.9		0	83.3	16.7	
PHF	.250	.500	.000	.750	.625	.600	.250	.643	.250	.313	.750	.389	.000	.469	.375	.563

City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 03_MEN_Murr_Eth AM
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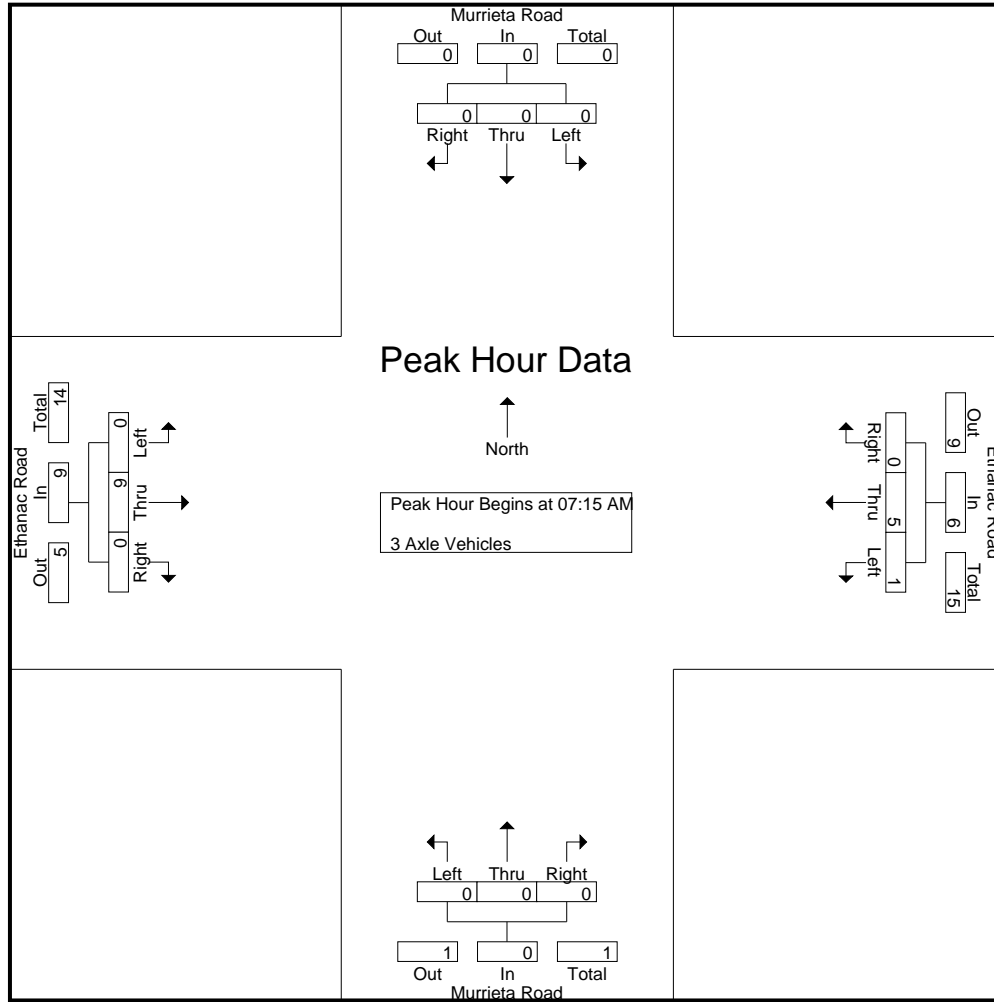
Groups Printed- 3 Axle Vehicles

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:15 AM	0	0	0	0	1	3	0	4	0	0	0	0	0	2	0	2	6
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	1	7	0	8	0	0	0	0	0	8	0	8	16
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	0	1	1	0	4	0	4	7
Grand Total	0	0	0	0	1	9	0	10	0	0	1	1	0	12	0	12	23
Apprch %	0	0	0		10	90	0		0	0	100		0	100	0		
Total %	0	0	0	0	4.3	39.1	0	43.5	0	0	4.3	4.3	0	52.2	0	52.2	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	1	3	0	4	0	0	0	0	0	2	0	2	6
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	1	5	0	6	0	0	0	0	0	9	0	9	15
% App. Total	0	0	0		16.7	83.3	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.417	.000	.375	.000	.000	.000	.000	.000	.750	.000	.750	.625

City of Menifee
N/S: Murrieta Road
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File Name : 03_MEN_Murr_Eth AM
Site Code : 10823147
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	1	3	0	4	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	1	5	0	6	0	0	0	0	0	9	0	9
% App. Total	0	0	0	0	16.7	83.3	0		0	0	0	0	0	100	0	
PHF	.000	.000	.000	.000	.250	.417	.000	.375	.000	.000	.000	.000	.000	.750	.000	.750

City of Menifee
N/S: Murrieta Road
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File Name : 03_MEN_Murr_Eth AM
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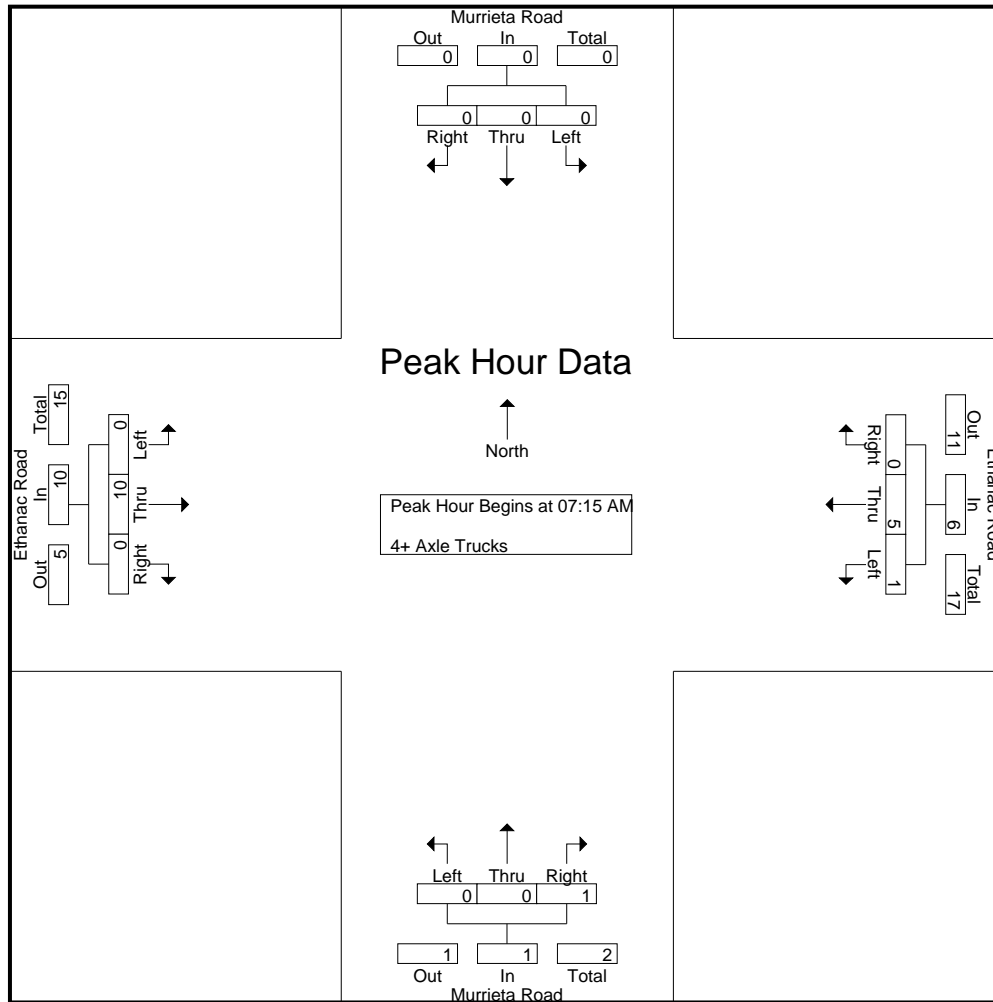
Groups Printed- 4+ Axle Trucks

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	7	0	7	0	0	1	1	0	11	0	11	19
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	4	0	4	7
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	1	4	0	5	0	0	0	0	0	5	0	5	10
Total	0	0	0	0	2	7	1	10	0	0	0	0	0	12	0	12	22
Grand Total	0	0	0	0	2	14	1	17	0	0	1	1	0	23	0	23	41
Apprch %	0	0	0		11.8	82.4	5.9		0	0	100		0	100	0		
Total %	0	0	0	0	4.9	34.1	2.4	41.5	0	0	2.4	2.4	0	56.1	0	56.1	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	1	5	0	6	0	0	1	1	0	10	0	10	17
% App. Total	0	0	0		16.7	83.3	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.417	.000	.500	.000	.000	.250	.250	.000	.500	.000	.500	.607

City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 03_MEN_Murr_Eth AM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	1	5	0	6	0	0	1	1	0	10	0	10
% App. Total	0	0	0	0	16.7	83.3	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.250	.417	.000	.500	.000	.000	.250	.250	.000	.500	.000	.500

City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 03_MEN_Murr_Eth PM
Site Code : 10823147
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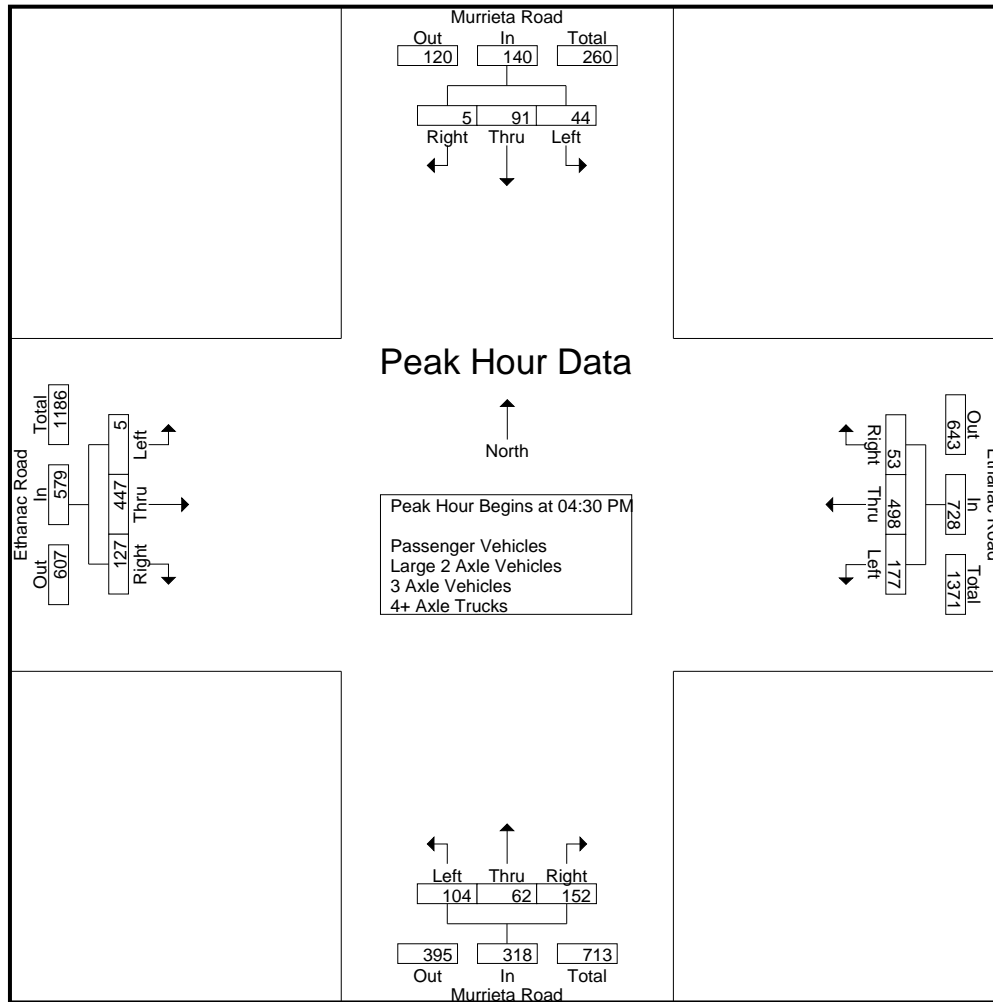
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	20	5	36	34	110	12	156	19	27	32	78	1	130	17	148	418
04:15 PM	11	25	1	37	56	147	12	215	28	22	23	73	0	96	29	125	450
04:30 PM	13	24	2	39	43	122	7	172	29	18	36	83	1	110	32	143	437
04:45 PM	10	18	0	28	42	109	16	167	29	15	52	96	0	100	24	124	415
Total	45	87	8	140	175	488	47	710	105	82	143	330	2	436	102	540	1720
05:00 PM	13	28	1	42	41	130	8	179	21	12	34	67	1	113	43	157	445
05:15 PM	8	21	2	31	51	137	22	210	25	17	30	72	3	124	28	155	468
05:30 PM	14	17	3	34	22	95	24	141	25	24	26	75	0	108	19	127	377
05:45 PM	8	19	2	29	31	115	17	163	16	11	43	70	2	118	21	141	403
Total	43	85	8	136	145	477	71	693	87	64	133	284	6	463	111	580	1693
Grand Total	88	172	16	276	320	965	118	1403	192	146	276	614	8	899	213	1120	3413
Apprch %	31.9	62.3	5.8		22.8	68.8	8.4		31.3	23.8	45		0.7	80.3	19		
Total %	2.6	5	0.5	8.1	9.4	28.3	3.5	41.1	5.6	4.3	8.1	18	0.2	26.3	6.2	32.8	
Passenger Vehicles	88	171	16	275	311	918	117	1346	188	141	266	595	8	862	207	1077	3293
% Passenger Vehicles	100	99.4	100	99.6	97.2	95.1	99.2	95.9	97.9	96.6	96.4	96.9	100	95.9	97.2	96.2	96.5
Large 2 Axle Vehicles	0	1	0	1	8	14	0	22	2	5	6	13	0	29	4	33	69
% Large 2 Axle Vehicles	0	0.6	0	0.4	2.5	1.5	0	1.6	1	3.4	2.2	2.1	0	3.2	1.9	2.9	2
3 Axle Vehicles	0	0	0	0	0	29	1	30	2	0	2	4	0	0	2	2	36
% 3 Axle Vehicles	0	0	0	0	0	3	0.8	2.1	1	0	0.7	0.7	0	0	0.9	0.2	1.1
4+ Axle Trucks	0	0	0	0	1	4	0	5	0	0	2	2	0	8	0	8	15
% 4+ Axle Trucks	0	0	0	0	0.3	0.4	0	0.4	0	0	0.7	0.3	0	0.9	0	0.7	0.4

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	13	24	2	39	43	122	7	172	29	18	36	83	1	110	32	143	437
04:45 PM	10	18	0	28	42	109	16	167	29	15	52	96	0	100	24	124	415
05:00 PM	13	28	1	42	41	130	8	179	21	12	34	67	1	113	43	157	445
05:15 PM	8	21	2	31	51	137	22	210	25	17	30	72	3	124	28	155	468
Total Volume	44	91	5	140	177	498	53	728	104	62	152	318	5	447	127	579	1765
% App. Total	31.4	65	3.6		24.3	68.4	7.3		32.7	19.5	47.8		0.9	77.2	21.9		
PHF	.846	.813	.625	.833	.868	.909	.602	.867	.897	.861	.731	.828	.417	.901	.738	.922	.943

City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
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:

	04:15 PM				04:15 PM				04:00 PM				05:00 PM			
+0 mins.	11	25	1	37	56	147	12	215	19	27	32	78	1	113	43	157
+15 mins.	13	24	2	39	43	122	7	172	28	22	23	73	3	124	28	155
+30 mins.	10	18	0	28	42	109	16	167	29	18	36	83	0	108	19	127
+45 mins.	13	28	1	42	41	130	8	179	29	15	52	96	2	118	21	141
Total Volume	47	95	4	146	182	508	43	733	105	82	143	330	6	463	111	580
% App. Total	32.2	65.1	2.7		24.8	69.3	5.9		31.8	24.8	43.3		1	79.8	19.1	
PHF	.904	.848	.500	.869	.813	.864	.672	.852	.905	.759	.688	.859	.500	.933	.645	.924

City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 03_MEN_Murr_Eth PM
Site Code : 10823147
Start Date : 2/15/2023
Page No : 1

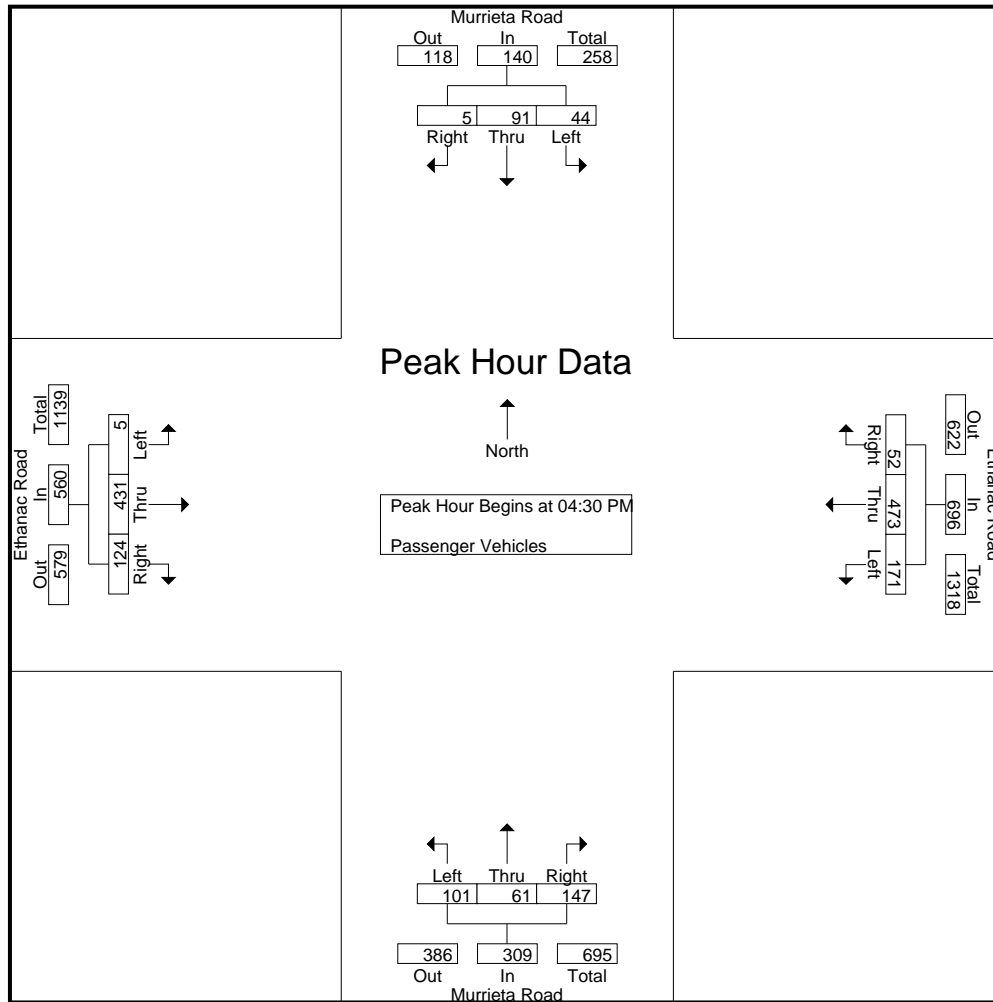
Groups Printed- Passenger Vehicles

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	20	5	36	34	103	12	149	19	25	29	73	1	121	16	138	396
04:15 PM	11	25	1	37	55	135	12	202	28	21	22	71	0	91	29	120	430
04:30 PM	13	24	2	39	40	119	7	166	28	18	35	81	1	108	31	140	426
04:45 PM	10	18	0	28	42	105	16	163	28	14	50	92	0	97	24	121	404
Total	45	87	8	140	171	462	47	680	103	78	136	317	2	417	100	519	1656
05:00 PM	13	28	1	42	40	122	7	169	21	12	33	66	1	106	43	150	427
05:15 PM	8	21	2	31	49	127	22	198	24	17	29	70	3	120	26	149	448
05:30 PM	14	17	3	34	21	93	24	138	24	23	26	73	0	105	18	123	368
05:45 PM	8	18	2	28	30	114	17	161	16	11	42	69	2	114	20	136	394
Total	43	84	8	135	140	456	70	666	85	63	130	278	6	445	107	558	1637
Grand Total	88	171	16	275	311	918	117	1346	188	141	266	595	8	862	207	1077	3293
Apprch %	32	62.2	5.8		23.1	68.2	8.7		31.6	23.7	44.7		0.7	80	19.2		
Total %	2.7	5.2	0.5	8.4	9.4	27.9	3.6	40.9	5.7	4.3	8.1	18.1	0.2	26.2	6.3	32.7	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	13	24	2	39	40	119	7	166	28	18	35	81	1	108	31	140	426
04:45 PM	10	18	0	28	42	105	16	163	28	14	50	92	0	97	24	121	404
05:00 PM	13	28	1	42	40	122	7	169	21	12	33	66	1	106	43	150	427
05:15 PM	8	21	2	31	49	127	22	198	24	17	29	70	3	120	26	149	448
Total Volume	44	91	5	140	171	473	52	696	101	61	147	309	5	431	124	560	1705
% App. Total	31.4	65	3.6		24.6	68	7.5		32.7	19.7	47.6		0.9	77	22.1		
PHF	.846	.813	.625	.833	.872	.931	.591	.879	.902	.847	.735	.840	.417	.898	.721	.933	.951

City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 03_MEN_Murr_Eth PM
Site Code : 10823147
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	13	24	2	39	40	119	7	166	28	18	35	81	1	108	31	140
+15 mins.	10	18	0	28	42	105	16	163	28	14	50	92	0	97	24	121
+30 mins.	13	28	1	42	40	122	7	169	21	12	33	66	1	106	43	150
+45 mins.	8	21	2	31	49	127	22	198	24	17	29	70	3	120	26	149
Total Volume	44	91	5	140	171	473	52	696	101	61	147	309	5	431	124	560
% App. Total	31.4	65	3.6		24.6	68	7.5		32.7	19.7	47.6		0.9	77	22.1	
PHF	.846	.813	.625	.833	.872	.931	.591	.879	.902	.847	.735	.840	.417	.898	.721	.933

City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 03_MEN_Murr_Eth PM
Site Code : 10823147
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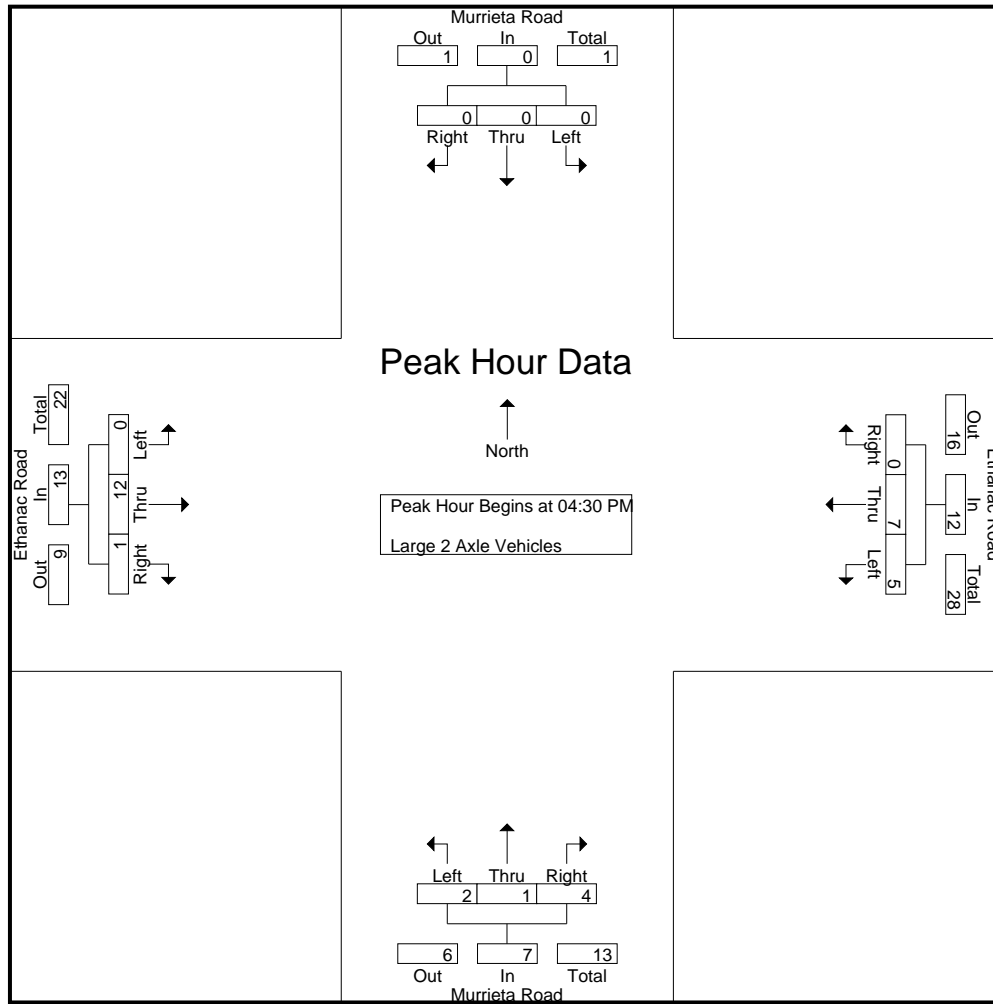
Groups Printed- Large 2 Axle Vehicles

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	4	0	4	0	2	2	4	0	6	1	7	15
04:15 PM	0	0	0	0	1	1	0	2	0	1	0	1	0	5	0	5	8
04:30 PM	0	0	0	0	2	2	0	4	1	0	0	1	0	2	0	2	7
04:45 PM	0	0	0	0	0	3	0	3	1	1	2	4	0	3	0	3	10
Total	0	0	0	0	3	10	0	13	2	4	4	10	0	16	1	17	40
05:00 PM	0	0	0	0	1	1	0	2	0	0	1	1	0	4	0	4	7
05:15 PM	0	0	0	0	2	1	0	3	0	0	1	1	0	3	1	4	8
05:30 PM	0	0	0	0	1	1	0	2	0	1	0	1	0	2	1	3	6
05:45 PM	0	1	0	1	1	1	0	2	0	0	0	0	0	4	1	5	8
Total	0	1	0	1	5	4	0	9	0	1	2	3	0	13	3	16	29
Grand Total	0	1	0	1	8	14	0	22	2	5	6	13	0	29	4	33	69
Apprch %	0	100	0		36.4	63.6	0		15.4	38.5	46.2		0	87.9	12.1		
Total %	0	1.4	0	1.4	11.6	20.3	0	31.9	2.9	7.2	8.7	18.8	0	42	5.8	47.8	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	2	2	0	4	1	0	0	1	0	2	0	2	7
04:45 PM	0	0	0	0	0	3	0	3	1	1	2	4	0	3	0	3	10
05:00 PM	0	0	0	0	1	1	0	2	0	0	1	1	0	4	0	4	7
05:15 PM	0	0	0	0	2	1	0	3	0	0	1	1	0	3	1	4	8
Total Volume	0	0	0	0	5	7	0	12	2	1	4	7	0	12	1	13	32
% App. Total	0	0	0		41.7	58.3	0		28.6	14.3	57.1		0	92.3	7.7		
PHF	.000	.000	.000	.000	.625	.583	.000	.750	.500	.250	.500	.438	.000	.750	.250	.813	.800

City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 03_MEN_Murr_Eth PM
Site Code : 10823147
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	2	2	0	4	1	0	0	1	0	2	0	2
+15 mins.	0	0	0	0	0	3	0	3	1	1	2	4	0	3	0	3
+30 mins.	0	0	0	0	1	1	0	2	0	0	1	1	0	4	0	4
+45 mins.	0	0	0	0	2	1	0	3	0	0	1	1	0	3	1	4
Total Volume	0	0	0	0	5	7	0	12	2	1	4	7	0	12	1	13
% App. Total	0	0	0	0	41.7	58.3	0		28.6	14.3	57.1		0	92.3	7.7	
PHF	.000	.000	.000	.000	.625	.583	.000	.750	.500	.250	.500	.438	.000	.750	.250	.813

City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 03_MEN_Murr_Eth PM
Site Code : 10823147
Start Date : 2/15/2023
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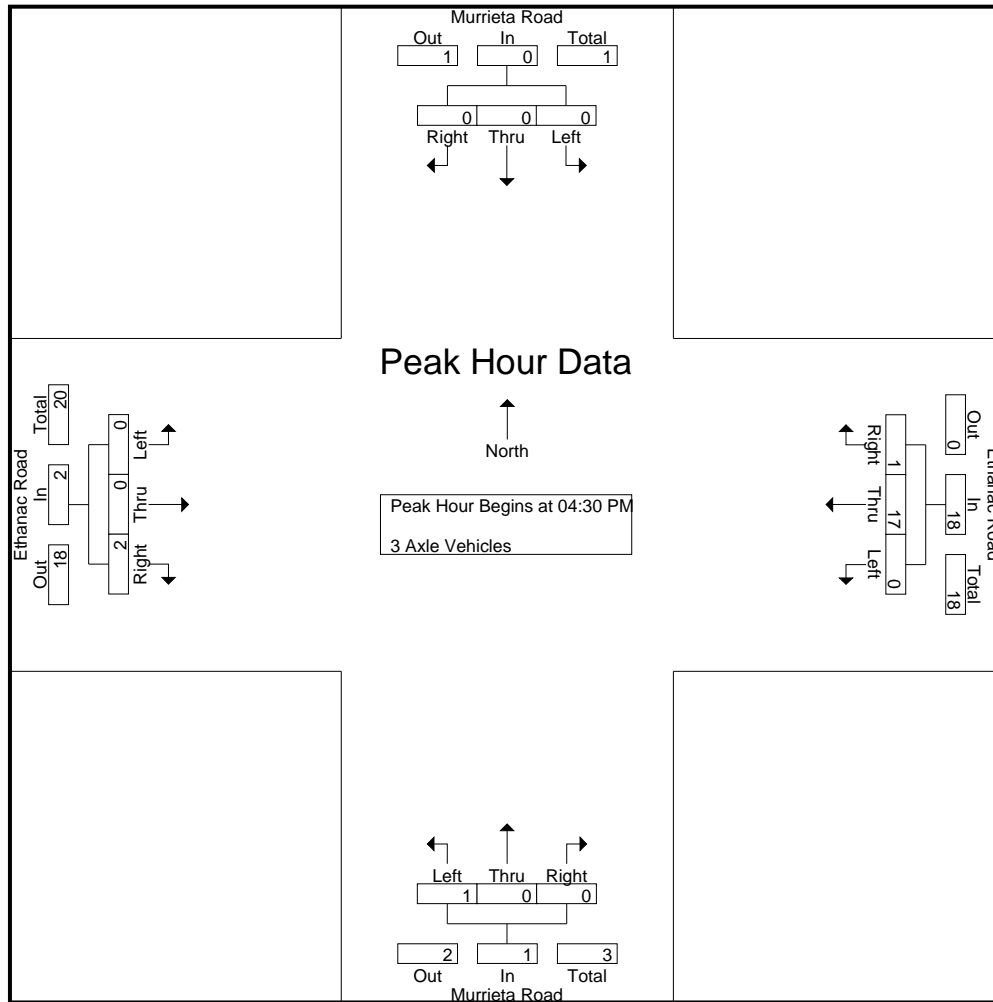
Groups Printed- 3 Axle Vehicles

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
04:15 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	0	0	0	9
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	13	0	13	0	0	1	1	0	0	1	1	15
05:00 PM	0	0	0	0	0	6	1	7	0	0	0	0	0	0	0	0	7
05:15 PM	0	0	0	0	0	9	0	9	1	0	0	1	0	0	1	1	11
05:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	16	1	17	2	0	1	3	0	0	1	1	21
Grand Total	0	0	0	0	0	29	1	30	2	0	2	4	0	0	2	2	36
Apprch %	0	0	0		0	96.7	3.3		50	0	50		0	0	100		
Total %	0	0	0	0	0	80.6	2.8	83.3	5.6	0	5.6	11.1	0	0	5.6	5.6	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	6	1	7	0	0	0	0	0	0	0	0	7
05:15 PM	0	0	0	0	0	9	0	9	1	0	0	1	0	0	1	1	11
Total Volume	0	0	0	0	0	17	1	18	1	0	0	1	0	0	2	2	21
% App. Total	0	0	0		0	94.4	5.6		100	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.472	.250	.500	.250	.000	.000	.250	.000	.000	.500	.500	.477

City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 03_MEN_Murr_Eth PM
Site Code : 10823147
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	6	1	7	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	9	0	9	1	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	17	1	18	1	0	0	1	0	0	2	2
% App. Total	0	0	0	0	0	94.4	5.6		100	0	0		0	0	100	
PHF	.000	.000	.000	.000	.000	.472	.250	.500	.250	.000	.000	.250	.000	.000	.500	.500

City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 03_MEN_Murr_Eth PM
Site Code : 10823147
Start Date : 2/15/2023
Page No : 1

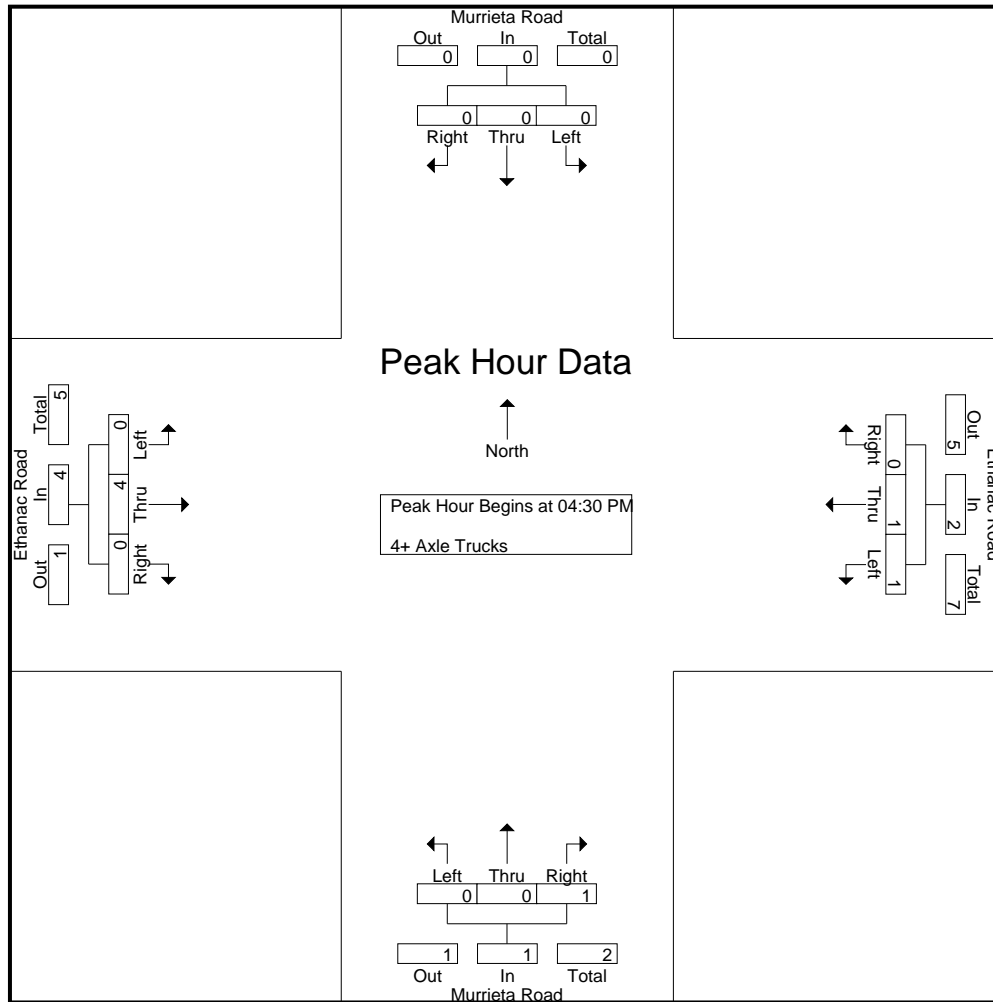
Groups Printed- 4+ Axle Trucks

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:15 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
04:30 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	3	0	4	0	0	2	2	0	3	0	3	9
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
Grand Total	0	0	0	0	1	4	0	5	0	0	2	2	0	8	0	8	15
Apprch %	0	0	0		20	80	0		0	0	100		0	100	0		
Total %	0	0	0	0	6.7	26.7	0	33.3	0	0	13.3	13.3	0	53.3	0	53.3	

	Murrieta Road Southbound				Ethanac Road Westbound				Murrieta Road Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	1	1	0	2	0	0	1	1	0	4	0	4	7
% App. Total	0	0	0		50	50	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.250	.250	.000	.333	.000	.333	.438

City of Menifee
N/S: Murrieta Road
E/W: Ethanac Road
Weather: Clear

File Name : 03_MEN_Murr_Eth PM
Site Code : 10823147
Start Date : 2/15/2023
Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	1	1	0	2	0	0	1	1	0	4	0	4
% App. Total	0	0	0	0	50	50	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.250	.250	.000	.333	.000	.333

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 05_MEN_215S_Etha AM
Site Code : 221054
Start Date : 12/1/2022
Page No : 1

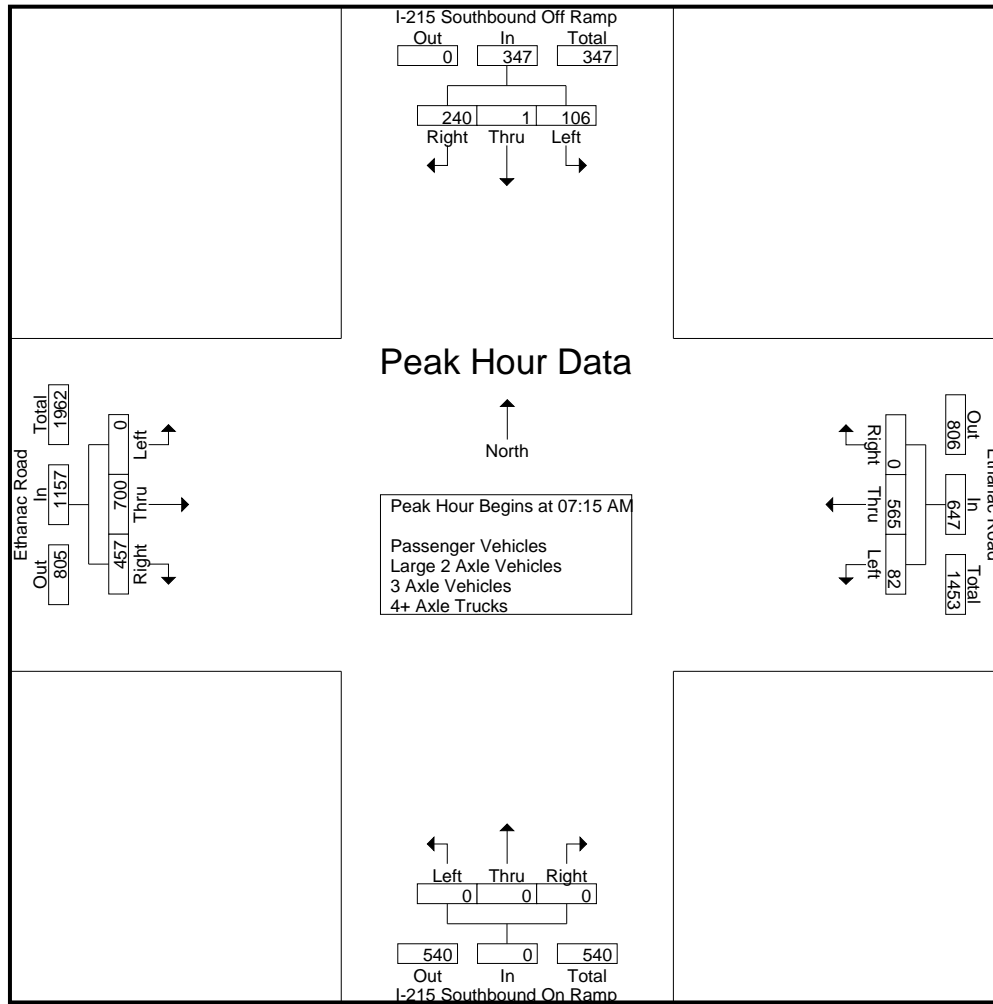
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	28	1	48	77	18	89	0	107	0	0	0	0	0	124	72	196	380
07:15 AM	21	0	66	87	25	88	0	113	0	0	0	0	0	174	111	285	485
07:30 AM	29	0	55	84	20	116	0	136	0	0	0	0	0	197	150	347	567
07:45 AM	29	1	63	93	15	175	0	190	0	0	0	0	0	176	105	281	564
Total	107	2	232	341	78	468	0	546	0	0	0	0	0	671	438	1109	1996
08:00 AM	27	0	56	83	22	186	0	208	0	0	0	0	0	153	91	244	535
08:15 AM	18	1	65	84	20	146	0	166	0	0	0	0	0	150	69	219	469
08:30 AM	17	1	72	90	28	136	0	164	0	0	0	0	0	112	99	211	465
08:45 AM	25	0	61	86	25	102	0	127	0	0	0	0	0	100	61	161	374
Total	87	2	254	343	95	570	0	665	0	0	0	0	0	515	320	835	1843
Grand Total	194	4	486	684	173	1038	0	1211	0	0	0	0	0	1186	758	1944	3839
Apprch %	28.4	0.6	71.1		14.3	85.7	0		0	0	0		0	61	39		
Total %	5.1	0.1	12.7	17.8	4.5	27	0	31.5	0	0	0	0	0	30.9	19.7	50.6	
Passenger Vehicles	175	3	426	604	122	990	0	1112	0	0	0	0	0	1119	692	1811	3527
% Passenger Vehicles	90.2	75	87.7	88.3	70.5	95.4	0	91.8	0	0	0	0	0	94.4	91.3	93.2	91.9
Large 2 Axle Vehicles	11	0	43	54	26	27	0	53	0	0	0	0	0	50	45	95	202
% Large 2 Axle Vehicles	5.7	0	8.8	7.9	15	2.6	0	4.4	0	0	0	0	0	4.2	5.9	4.9	5.3
3 Axle Vehicles	4	1	6	11	21	11	0	32	0	0	0	0	0	9	14	23	66
% 3 Axle Vehicles	2.1	25	1.2	1.6	12.1	1.1	0	2.6	0	0	0	0	0	0.8	1.8	1.2	1.7
4+ Axle Trucks	4	0	11	15	4	10	0	14	0	0	0	0	0	8	7	15	44
% 4+ Axle Trucks	2.1	0	2.3	2.2	2.3	1	0	1.2	0	0	0	0	0	0.7	0.9	0.8	1.1

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	21	0	66	87	25	88	0	113	0	0	0	0	0	174	111	285	485
07:30 AM	29	0	55	84	20	116	0	136	0	0	0	0	0	197	150	347	567
07:45 AM	29	1	63	93	15	175	0	190	0	0	0	0	0	176	105	281	564
08:00 AM	27	0	56	83	22	186	0	208	0	0	0	0	0	153	91	244	535
Total Volume	106	1	240	347	82	565	0	647	0	0	0	0	0	700	457	1157	2151
% App. Total	30.5	0.3	69.2		12.7	87.3	0		0	0	0		0	60.5	39.5		
PHF	.914	.250	.909	.933	.820	.759	.000	.778	.000	.000	.000	.000	.000	.888	.762	.834	.948

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 05_MEN_215S_Etha AM
Site Code : 221054
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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:

	07:45 AM				07:45 AM				07:00 AM				07:15 AM			
+0 mins.	29	1	63	93	15	175	0	190	0	0	0	0	0	174	111	285
+15 mins.	27	0	56	83	22	186	0	208	0	0	0	0	0	197	150	347
+30 mins.	18	1	65	84	20	146	0	166	0	0	0	0	0	176	105	281
+45 mins.	17	1	72	90	28	136	0	164	0	0	0	0	0	153	91	244
Total Volume	91	3	256	350	85	643	0	728	0	0	0	0	0	700	457	1157
% App. Total	26	0.9	73.1		11.7	88.3	0		0	0	0	0	0	60.5	39.5	
PHF	.784	.750	.889	.941	.759	.864	.000	.875	.000	.000	.000	.000	.000	.888	.762	.834

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 05_MEN_215S_Etha AM
Site Code : 221054
Start Date : 12/1/2022
Page No : 1

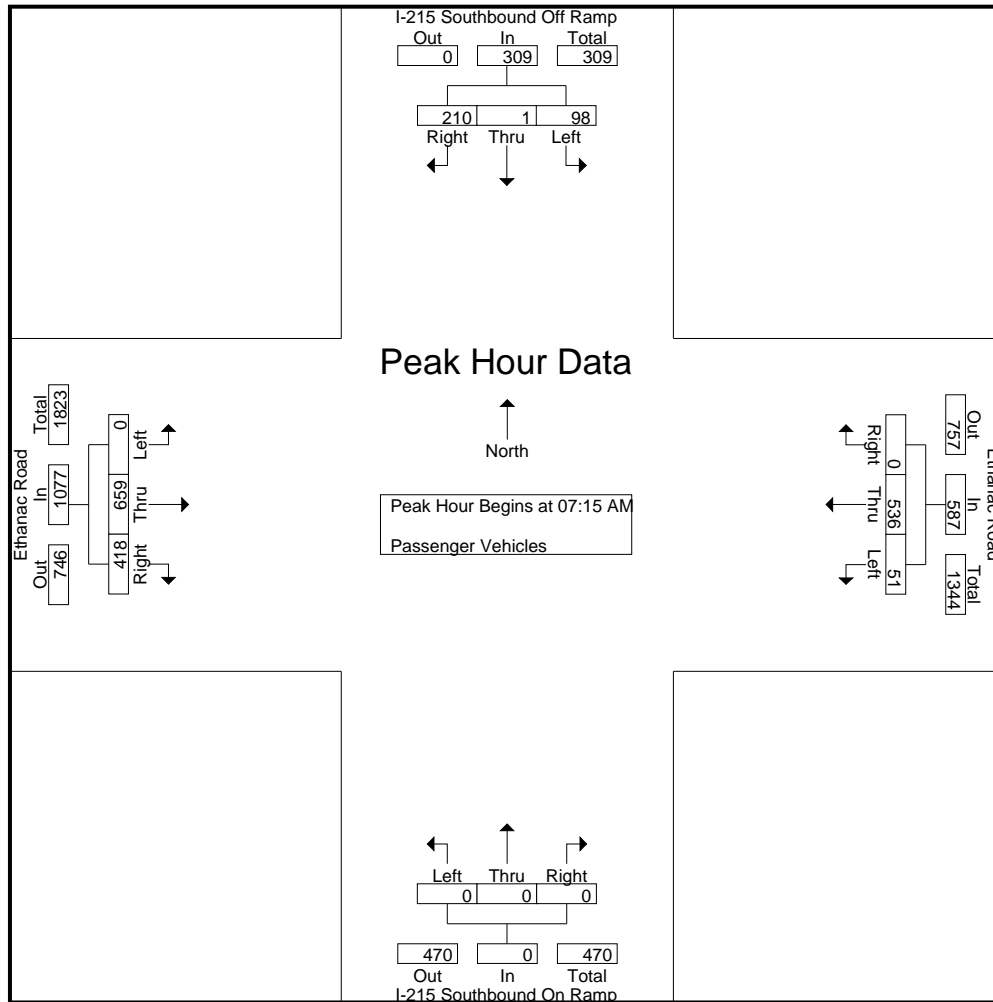
Groups Printed- Passenger Vehicles

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	23	1	37	61	13	86	0	99	0	0	0	0	0	119	66	185	345
07:15 AM	19	0	51	70	12	83	0	95	0	0	0	0	0	159	103	262	427
07:30 AM	27	0	52	79	13	108	0	121	0	0	0	0	0	190	135	325	525
07:45 AM	26	1	56	83	10	167	0	177	0	0	0	0	0	166	96	262	522
Total	95	2	196	293	48	444	0	492	0	0	0	0	0	634	400	1034	1819
08:00 AM	26	0	51	77	16	178	0	194	0	0	0	0	0	144	84	228	499
08:15 AM	16	1	58	75	15	142	0	157	0	0	0	0	0	141	62	203	435
08:30 AM	15	0	69	84	24	130	0	154	0	0	0	0	0	104	89	193	431
08:45 AM	23	0	52	75	19	96	0	115	0	0	0	0	0	96	57	153	343
Total	80	1	230	311	74	546	0	620	0	0	0	0	0	485	292	777	1708
Grand Total	175	3	426	604	122	990	0	1112	0	0	0	0	0	1119	692	1811	3527
Apprch %	29	0.5	70.5		11	89	0		0	0	0		0	61.8	38.2		
Total %	5	0.1	12.1	17.1	3.5	28.1	0	31.5	0	0	0	0	0	31.7	19.6	51.3	

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	19	0	51	70	12	83	0	95	0	0	0	0	0	159	103	262	427
07:30 AM	27	0	52	79	13	108	0	121	0	0	0	0	0	190	135	325	525
07:45 AM	26	1	56	83	10	167	0	177	0	0	0	0	0	166	96	262	522
08:00 AM	26	0	51	77	16	178	0	194	0	0	0	0	0	144	84	228	499
Total Volume	98	1	210	309	51	536	0	587	0	0	0	0	0	659	418	1077	1973
% App. Total	31.7	0.3	68		8.7	91.3	0		0	0	0		0	61.2	38.8		
PHF	.907	.250	.938	.931	.797	.753	.000	.756	.000	.000	.000	.000	.000	.867	.774	.828	.940

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 05_MEN_215S_Etha AM
Site Code : 221054
Start Date : 12/1/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	19	0	51	70	12	83	0	95	0	0	0	0	0	159	103	262
+15 mins.	27	0	52	79	13	108	0	121	0	0	0	0	0	190	135	325
+30 mins.	26	1	56	83	10	167	0	177	0	0	0	0	0	166	96	262
+45 mins.	26	0	51	77	16	178	0	194	0	0	0	0	0	144	84	228
Total Volume	98	1	210	309	51	536	0	587	0	0	0	0	0	659	418	1077
% App. Total	31.7	0.3	68		8.7	91.3	0		0	0	0	0	0	61.2	38.8	
PHF	.907	.250	.938	.931	.797	.753	.000	.756	.000	.000	.000	.000	.000	.867	.774	.828

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

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 05_MEN_215S_Etha AM
Site Code : 221054
Start Date : 12/1/2022
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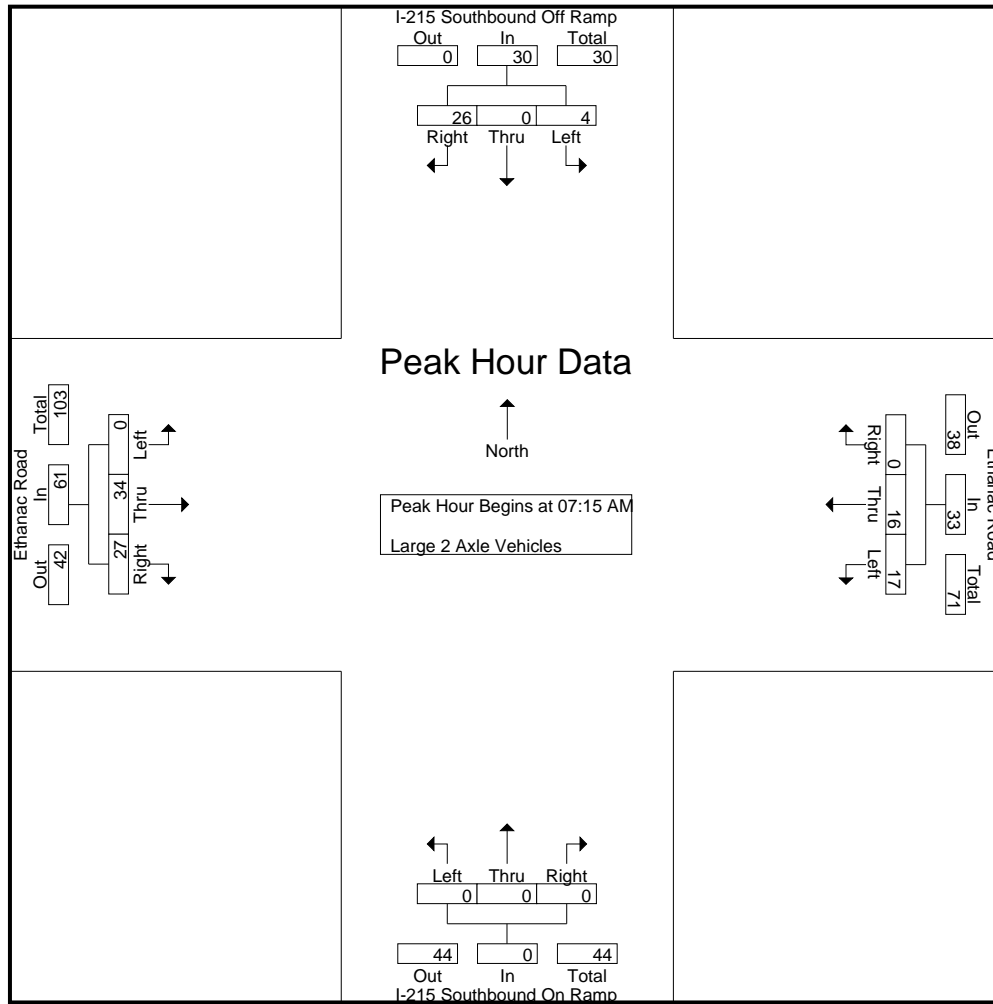
Groups Printed- Large 2 Axle Vehicles

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	0	8	11	2	2	0	4	0	0	0	0	0	4	3	7	22
07:15 AM	1	0	15	16	5	2	0	7	0	0	0	0	0	13	5	18	41
07:30 AM	0	0	2	2	5	5	0	10	0	0	0	0	0	6	11	17	29
07:45 AM	2	0	5	7	3	5	0	8	0	0	0	0	0	7	7	14	29
Total	6	0	30	36	15	14	0	29	0	0	0	0	0	30	26	56	121
08:00 AM	1	0	4	5	4	4	0	8	0	0	0	0	0	8	4	12	25
08:15 AM	1	0	3	4	2	1	0	3	0	0	0	0	0	6	6	12	19
08:30 AM	2	0	1	3	3	5	0	8	0	0	0	0	0	3	7	10	21
08:45 AM	1	0	5	6	2	3	0	5	0	0	0	0	0	3	2	5	16
Total	5	0	13	18	11	13	0	24	0	0	0	0	0	20	19	39	81
Grand Total	11	0	43	54	26	27	0	53	0	0	0	0	0	50	45	95	202
Apprch %	20.4	0	79.6		49.1	50.9	0		0	0	0		0	52.6	47.4		
Total %	5.4	0	21.3	26.7	12.9	13.4	0	26.2	0	0	0	0	0	24.8	22.3	47	

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	15	16	5	2	0	7	0	0	0	0	0	13	5	18	41
07:30 AM	0	0	2	2	5	5	0	10	0	0	0	0	0	6	11	17	29
07:45 AM	2	0	5	7	3	5	0	8	0	0	0	0	0	7	7	14	29
08:00 AM	1	0	4	5	4	4	0	8	0	0	0	0	0	8	4	12	25
Total Volume	4	0	26	30	17	16	0	33	0	0	0	0	0	34	27	61	124
% App. Total	13.3	0	86.7		51.5	48.5	0		0	0	0		0	55.7	44.3		
PHF	.500	.000	.433	.469	.850	.800	.000	.825	.000	.000	.000	.000	.000	.654	.614	.847	.756

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 05_MEN_215S_Etha AM
Site Code : 221054
Start Date : 12/1/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	15	16	5	2	0	7	0	0	0	0	0	13	5	18
+15 mins.	0	0	2	2	5	5	0	10	0	0	0	0	0	6	11	17
+30 mins.	2	0	5	7	3	5	0	8	0	0	0	0	0	7	7	14
+45 mins.	1	0	4	5	4	4	0	8	0	0	0	0	0	8	4	12
Total Volume	4	0	26	30	17	16	0	33	0	0	0	0	0	34	27	61
% App. Total	13.3	0	86.7		51.5	48.5	0		0	0	0		0	55.7	44.3	
PHF	.500	.000	.433	.469	.850	.800	.000	.825	.000	.000	.000	.000	.000	.654	.614	.847

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 05_MEN_215S_Etha AM
Site Code : 221054
Start Date : 12/1/2022
Page No : 1

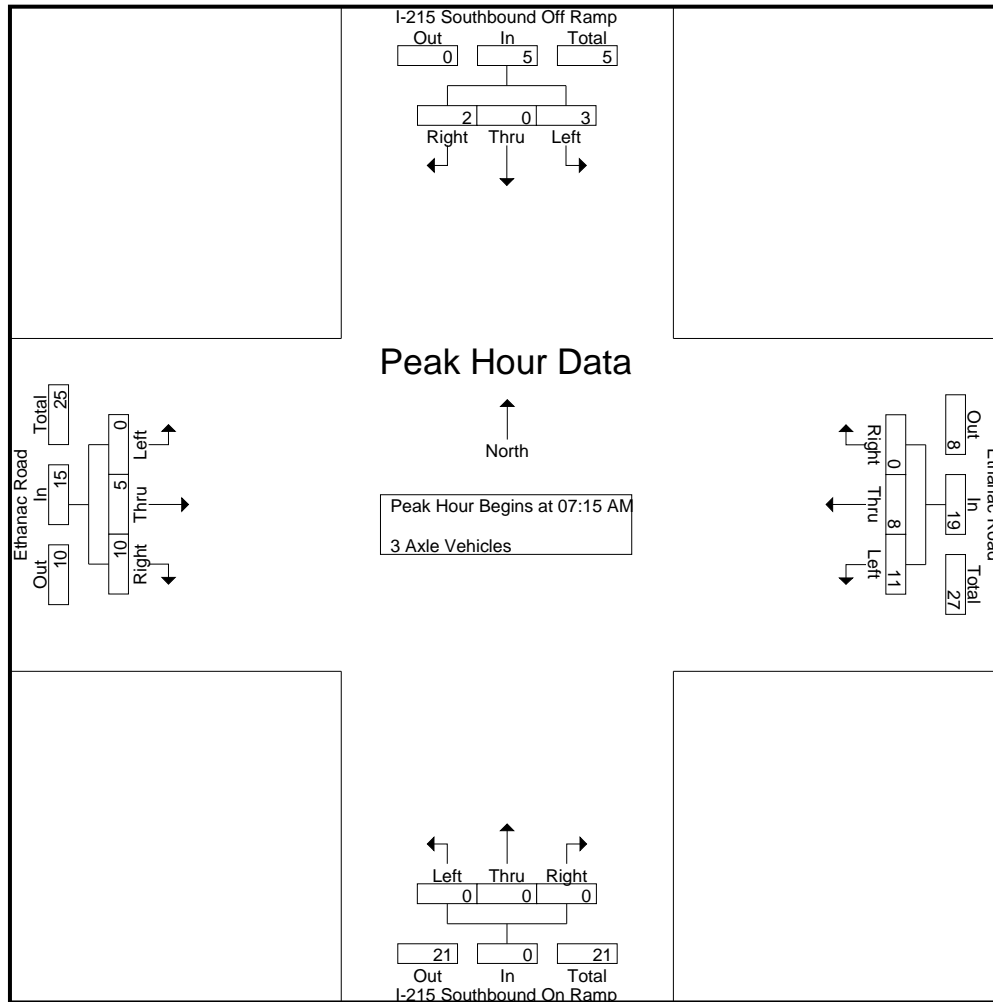
Groups Printed- 3 Axle Vehicles

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	3	1	0	4	0	0	0	0	0	0	1	1	6
07:15 AM	0	0	0	0	7	2	0	9	0	0	0	0	0	1	3	4	13
07:30 AM	2	0	0	2	1	3	0	4	0	0	0	0	0	0	4	4	10
07:45 AM	1	0	2	3	2	2	0	4	0	0	0	0	0	3	1	4	11
Total	4	0	2	6	13	8	0	21	0	0	0	0	0	4	9	13	40
08:00 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	2	3	5
08:15 AM	0	0	1	1	3	0	0	3	0	0	0	0	0	2	0	2	6
08:30 AM	0	1	1	2	1	1	0	2	0	0	0	0	0	2	3	5	9
08:45 AM	0	0	2	2	3	1	0	4	0	0	0	0	0	0	0	0	6
Total	0	1	4	5	8	3	0	11	0	0	0	0	0	5	5	10	26
Grand Total	4	1	6	11	21	11	0	32	0	0	0	0	0	9	14	23	66
Apprch %	36.4	9.1	54.5		65.6	34.4	0		0	0	0		0	39.1	60.9		
Total %	6.1	1.5	9.1	16.7	31.8	16.7	0	48.5	0	0	0	0	0	13.6	21.2	34.8	

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	7	2	0	9	0	0	0	0	0	1	3	4	13
07:30 AM	2	0	0	2	1	3	0	4	0	0	0	0	0	0	4	4	10
07:45 AM	1	0	2	3	2	2	0	4	0	0	0	0	0	3	1	4	11
08:00 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	2	3	5
Total Volume	3	0	2	5	11	8	0	19	0	0	0	0	0	5	10	15	39
% App. Total	60	0	40		57.9	42.1	0		0	0	0		0	33.3	66.7		
PHF	.375	.000	.250	.417	.393	.667	.000	.528	.000	.000	.000	.000	.000	.417	.625	.938	.750

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 05_MEN_215S_Etha AM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	7	2	0	9	0	0	0	0	0	1	3	4
+15 mins.	2	0	0	2	1	3	0	4	0	0	0	0	0	0	4	4
+30 mins.	1	0	2	3	2	2	0	4	0	0	0	0	0	3	1	4
+45 mins.	0	0	0	0	1	1	0	2	0	0	0	0	0	1	2	3
Total Volume	3	0	2	5	11	8	0	19	0	0	0	0	0	5	10	15
% App. Total	60	0	40		57.9	42.1	0		0	0	0		0	33.3	66.7	
PHF	.375	.000	.250	.417	.393	.667	.000	.528	.000	.000	.000	.000	.000	.417	.625	.938

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

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 05_MEN_215S_Etha AM
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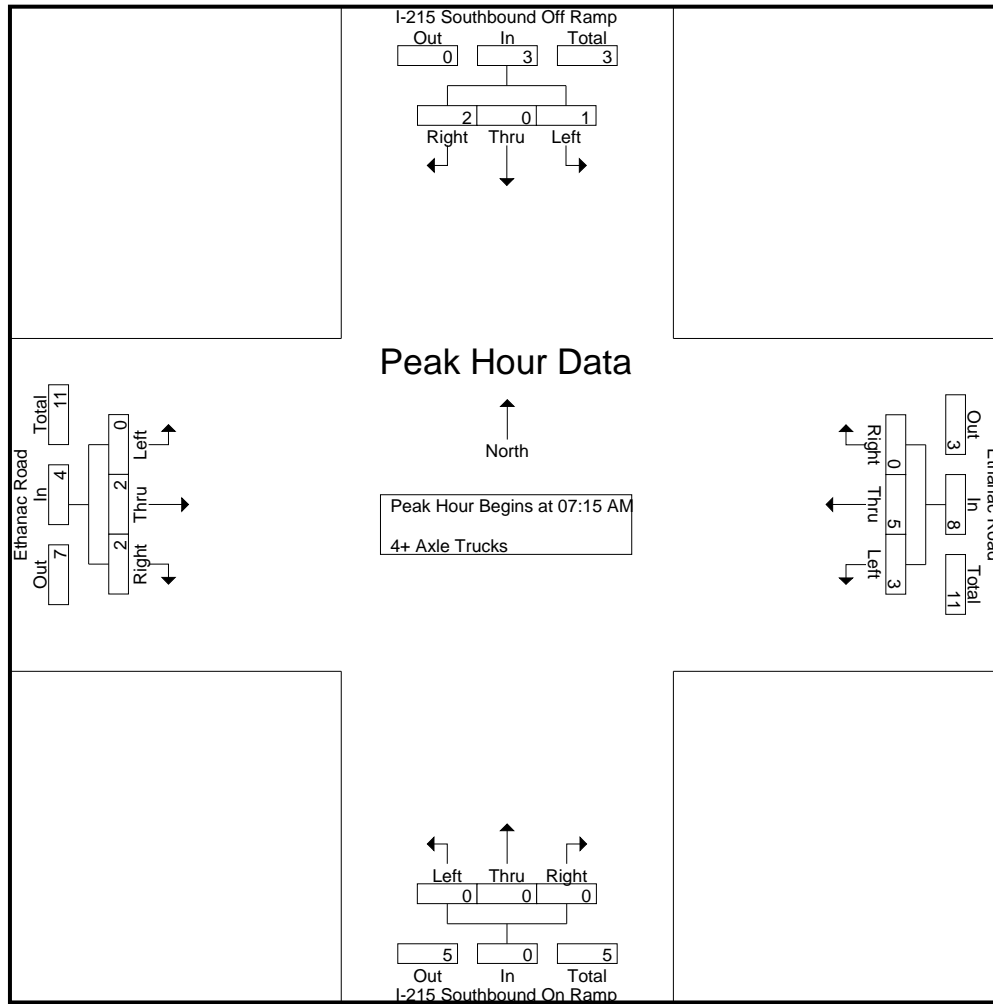
Groups Printed- 4+ Axle Trucks

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	3	4	0	0	0	0	0	0	0	0	0	1	2	3	7
07:15 AM	1	0	0	1	1	1	0	2	0	0	0	0	0	1	0	1	4
07:30 AM	0	0	1	1	1	0	0	1	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
Total	2	0	4	6	2	2	0	4	0	0	0	0	0	3	3	6	16
08:00 AM	0	0	1	1	1	3	0	4	0	0	0	0	0	0	1	1	6
08:15 AM	1	0	3	4	0	3	0	3	0	0	0	0	0	1	1	2	9
08:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	3	0	3	4
08:45 AM	1	0	2	3	1	2	0	3	0	0	0	0	0	1	2	3	9
Total	2	0	7	9	2	8	0	10	0	0	0	0	0	5	4	9	28
Grand Total	4	0	11	15	4	10	0	14	0	0	0	0	0	8	7	15	44
Apprch %	26.7	0	73.3		28.6	71.4	0		0	0	0		0	53.3	46.7		
Total %	9.1	0	25	34.1	9.1	22.7	0	31.8	0	0	0	0	0	18.2	15.9	34.1	

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	0	1	1	1	0	2	0	0	0	0	0	1	0	1	4
07:30 AM	0	0	1	1	1	0	0	1	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
08:00 AM	0	0	1	1	1	3	0	4	0	0	0	0	0	0	1	1	6
Total Volume	1	0	2	3	3	5	0	8	0	0	0	0	0	2	2	4	15
% App. Total	33.3	0	66.7		37.5	62.5	0		0	0	0		0	50	50		
PHF	.250	.000	.500	.750	.750	.417	.000	.500	.000	.000	.000	.000	.000	.500	.500	1.00	.625

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 05_MEN_215S_Etha AM
Site Code : 221054
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	0	1	1	1	0	2	0	0	0	0	0	1	0	1
+15 mins.	0	0	1	1	1	0	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
+45 mins.	0	0	1	1	1	3	0	4	0	0	0	0	0	0	1	1
Total Volume	1	0	2	3	3	5	0	8	0	0	0	0	0	2	2	4
% App. Total	33.3	0	66.7		37.5	62.5	0		0	0	0		0	50	50	
PHF	.250	.000	.500	.750	.750	.417	.000	.500	.000	.000	.000	.000	.000	.500	.500	1.000

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 05_MEN_215S_Etha PM
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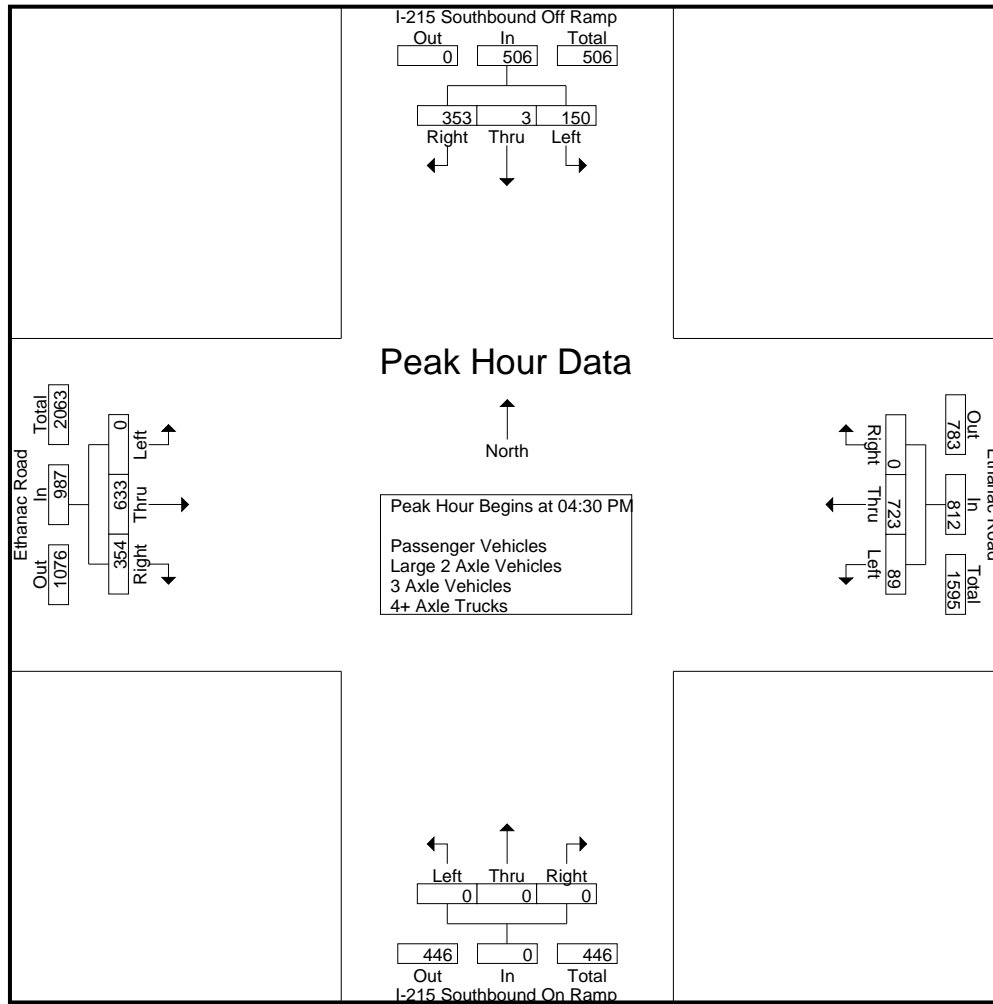
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	41	3	89	133	32	180	0	212	0	0	0	0	0	155	86	241	586
04:15 PM	37	1	91	129	16	192	0	208	0	0	0	0	0	142	86	228	565
04:30 PM	38	2	85	125	22	193	0	215	0	0	0	0	0	146	93	239	579
04:45 PM	41	0	83	124	16	167	0	183	0	0	0	0	0	162	92	254	561
Total	157	6	348	511	86	732	0	818	0	0	0	0	0	605	357	962	2291
05:00 PM	35	0	95	130	26	176	0	202	0	0	0	0	0	157	81	238	570
05:15 PM	36	1	90	127	25	187	0	212	0	0	0	0	0	168	88	256	595
05:30 PM	30	1	83	114	23	190	0	213	0	0	0	0	0	140	87	227	554
05:45 PM	38	0	78	116	19	127	0	146	0	0	0	0	0	150	82	232	494
Total	139	2	346	487	93	680	0	773	0	0	0	0	0	615	338	953	2213
Grand Total	296	8	694	998	179	1412	0	1591	0	0	0	0	0	1220	695	1915	4504
Apprch %	29.7	0.8	69.5		11.3	88.7	0		0	0	0		0	63.7	36.3		
Total %	6.6	0.2	15.4	22.2	4	31.3	0	35.3	0	0	0	0	0	27.1	15.4	42.5	
Passenger Vehicles	284	7	673	964	176	1371	0	1547	0	0	0	0	0	1173	679	1852	4363
% Passenger Vehicles	95.9	87.5	97	96.6	98.3	97.1	0	97.2	0	0	0	0	0	96.1	97.7	96.7	96.9
Large 2 Axle Vehicles	6	0	11	17	3	17	0	20	0	0	0	0	0	38	10	48	85
% Large 2 Axle Vehicles	2	0	1.6	1.7	1.7	1.2	0	1.3	0	0	0	0	0	3.1	1.4	2.5	1.9
3 Axle Vehicles	2	0	4	6	0	21	0	21	0	0	0	0	0	7	1	8	35
% 3 Axle Vehicles	0.7	0	0.6	0.6	0	1.5	0	1.3	0	0	0	0	0	0.6	0.1	0.4	0.8
4+ Axle Trucks	4	1	6	11	0	3	0	3	0	0	0	0	0	2	5	7	21
% 4+ Axle Trucks	1.4	12.5	0.9	1.1	0	0.2	0	0.2	0	0	0	0	0	0.2	0.7	0.4	0.5

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	38	2	85	125	22	193	0	215	0	0	0	0	0	146	93	239	579
04:45 PM	41	0	83	124	16	167	0	183	0	0	0	0	0	162	92	254	561
05:00 PM	35	0	95	130	26	176	0	202	0	0	0	0	0	157	81	238	570
05:15 PM	36	1	90	127	25	187	0	212	0	0	0	0	0	168	88	256	595
Total Volume	150	3	353	506	89	723	0	812	0	0	0	0	0	633	354	987	2305
% App. Total	29.6	0.6	69.8		11	89	0		0	0	0		0	64.1	35.9		
PHF	.915	.375	.929	.973	.856	.937	.000	.944	.000	.000	.000	.000	.000	.942	.952	.964	.968

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
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:

	04:00 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	41	3	89	133	32	180	0	212	0	0	0	0	0	146	93	239
+15 mins.	37	1	91	129	16	192	0	208	0	0	0	0	0	162	92	254
+30 mins.	38	2	85	125	22	193	0	215	0	0	0	0	0	157	81	238
+45 mins.	41	0	83	124	16	167	0	183	0	0	0	0	0	168	88	256
Total Volume	157	6	348	511	86	732	0	818	0	0	0	0	0	633	354	987
% App. Total	30.7	1.2	68.1		10.5	89.5	0		0	0	0	0	0	64.1	35.9	
PHF	.957	.500	.956	.961	.672	.948	.000	.951	.000	.000	.000	.000	.000	.942	.952	.964

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 05_MEN_215S_Etha PM
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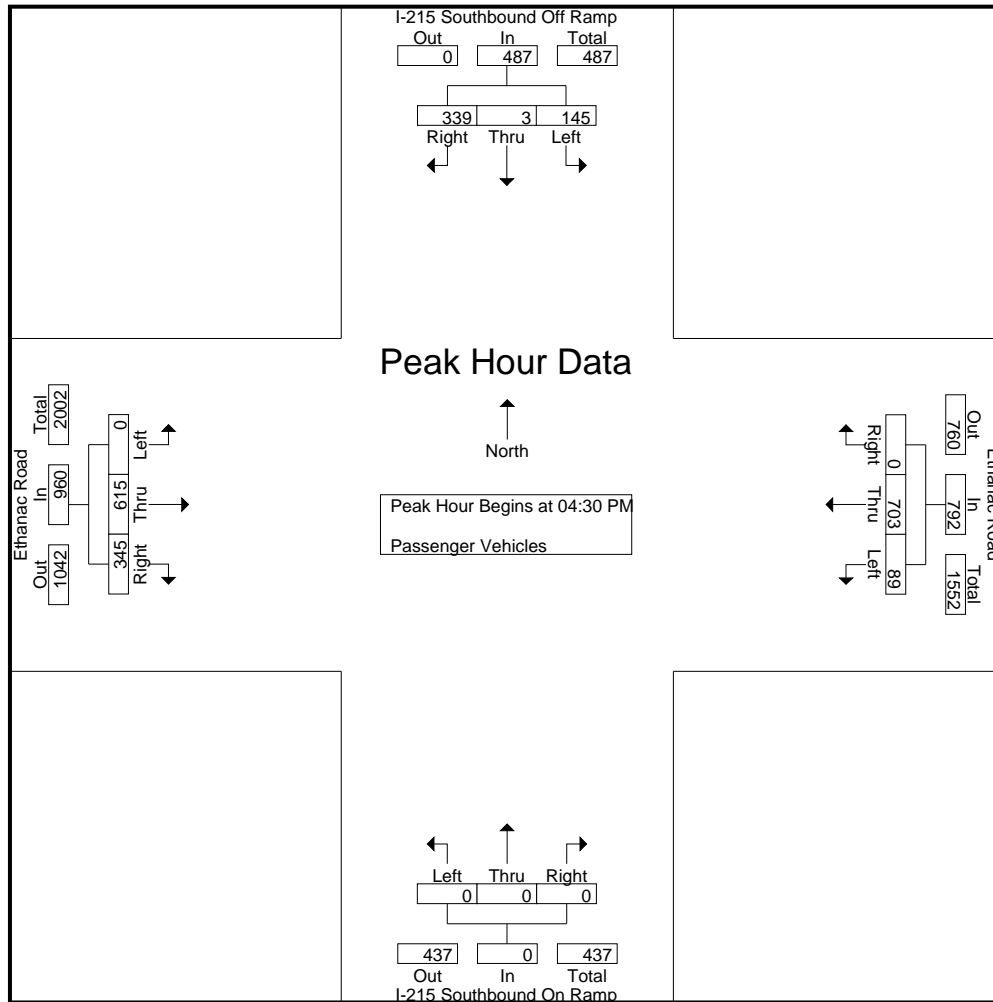
Groups Printed- Passenger Vehicles

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	39	2	89	130	31	174	0	205	0	0	0	0	0	148	86	234	569
04:15 PM	34	1	87	122	16	185	0	201	0	0	0	0	0	134	83	217	540
04:30 PM	37	2	84	123	22	188	0	210	0	0	0	0	0	136	91	227	560
04:45 PM	41	0	80	121	16	166	0	182	0	0	0	0	0	159	91	250	553
Total	151	5	340	496	85	713	0	798	0	0	0	0	0	577	351	928	2222
05:00 PM	33	0	90	123	26	172	0	198	0	0	0	0	0	155	79	234	555
05:15 PM	34	1	85	120	25	177	0	202	0	0	0	0	0	165	84	249	571
05:30 PM	29	1	81	111	23	185	0	208	0	0	0	0	0	132	84	216	535
05:45 PM	37	0	77	114	17	124	0	141	0	0	0	0	0	144	81	225	480
Total	133	2	333	468	91	658	0	749	0	0	0	0	0	596	328	924	2141
Grand Total	284	7	673	964	176	1371	0	1547	0	0	0	0	0	1173	679	1852	4363
Apprch %	29.5	0.7	69.8		11.4	88.6	0		0	0	0		0	63.3	36.7		
Total %	6.5	0.2	15.4	22.1	4	31.4	0	35.5	0	0	0	0	0	26.9	15.6	42.4	

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	37	2	84	123	22	188	0	210	0	0	0	0	0	136	91	227	560
04:45 PM	41	0	80	121	16	166	0	182	0	0	0	0	0	159	91	250	553
05:00 PM	33	0	90	123	26	172	0	198	0	0	0	0	0	155	79	234	555
05:15 PM	34	1	85	120	25	177	0	202	0	0	0	0	0	165	84	249	571
Total Volume	145	3	339	487	89	703	0	792	0	0	0	0	0	615	345	960	2239
% App. Total	29.8	0.6	69.6		11.2	88.8	0		0	0	0		0	64.1	35.9		
PHF	.884	.375	.942	.990	.856	.935	.000	.943	.000	.000	.000	.000	.000	.932	.948	.960	.980

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	37	2	84	123	22	188	0	210	0	0	0	0	0	136	91	227
+15 mins.	41	0	80	121	16	166	0	182	0	0	0	0	0	159	91	250
+30 mins.	33	0	90	123	26	172	0	198	0	0	0	0	0	155	79	234
+45 mins.	34	1	85	120	25	177	0	202	0	0	0	0	0	165	84	249
Total Volume	145	3	339	487	89	703	0	792	0	0	0	0	0	615	345	960
% App. Total	29.8	0.6	69.6		11.2	88.8	0		0	0	0		0	64.1	35.9	
PHF	.884	.375	.942	.990	.856	.935	.000	.943	.000	.000	.000	.000	.000	.932	.948	.960

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 05_MEN_215S_Etha PM
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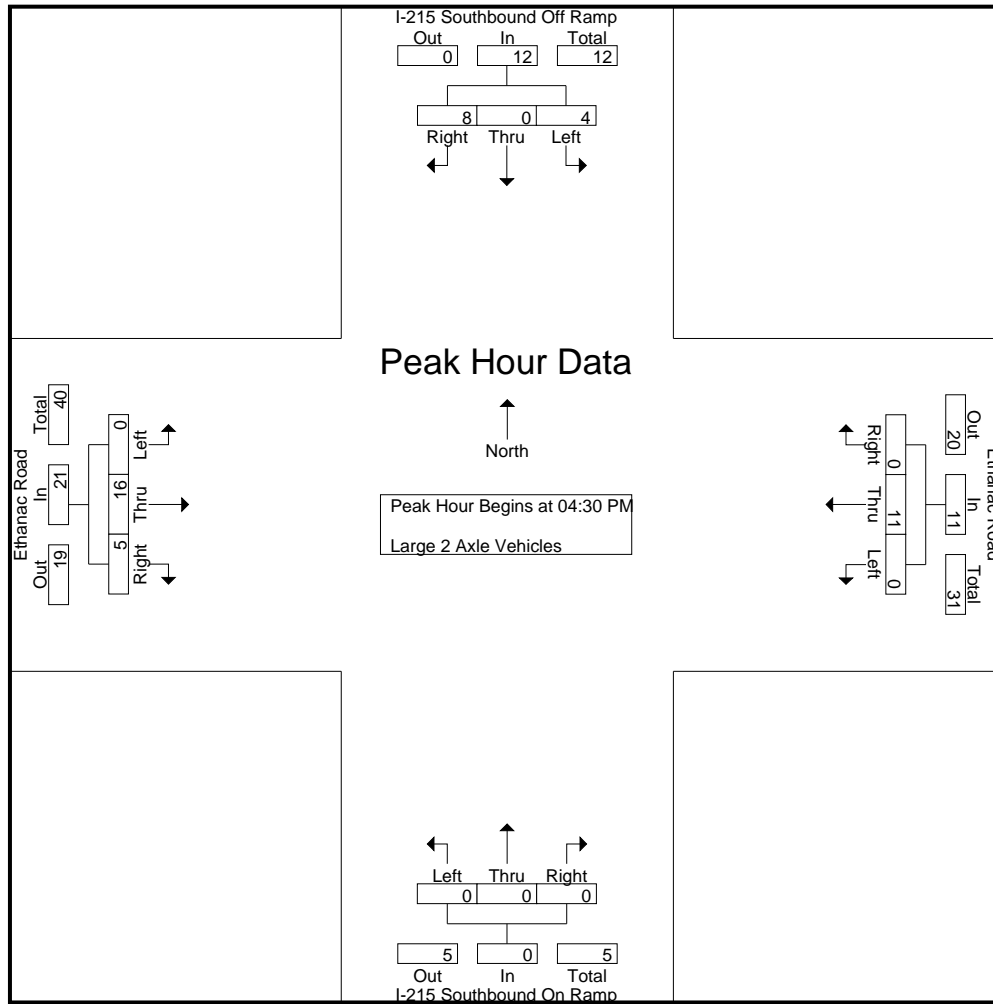
Groups Printed- Large 2 Axle Vehicles

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	4	0	4	7
04:15 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	5	2	7	10
04:30 PM	1	0	1	2	0	3	0	3	0	0	0	0	0	8	1	9	14
04:45 PM	0	0	3	3	0	0	0	0	0	0	0	0	0	3	1	4	7
Total	1	0	5	6	1	7	0	8	0	0	0	0	0	20	4	24	38
05:00 PM	1	0	2	3	0	3	0	3	0	0	0	0	0	2	0	2	8
05:15 PM	2	0	2	4	0	5	0	5	0	0	0	0	0	3	3	6	15
05:30 PM	1	0	2	3	0	1	0	1	0	0	0	0	0	7	2	9	13
05:45 PM	1	0	0	1	2	1	0	3	0	0	0	0	0	6	1	7	11
Total	5	0	6	11	2	10	0	12	0	0	0	0	0	18	6	24	47
Grand Total	6	0	11	17	3	17	0	20	0	0	0	0	0	38	10	48	85
Apprch %	35.3	0	64.7		15	85	0		0	0	0		0	79.2	20.8		
Total %	7.1	0	12.9	20	3.5	20	0	23.5	0	0	0	0	0	44.7	11.8	56.5	

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	0	1	2	0	3	0	3	0	0	0	0	0	8	1	9	14
04:45 PM	0	0	3	3	0	0	0	0	0	0	0	0	0	3	1	4	7
05:00 PM	1	0	2	3	0	3	0	3	0	0	0	0	0	2	0	2	8
05:15 PM	2	0	2	4	0	5	0	5	0	0	0	0	0	3	3	6	15
Total Volume	4	0	8	12	0	11	0	11	0	0	0	0	0	16	5	21	44
% App. Total	33.3	0	66.7		0	100	0		0	0	0		0	76.2	23.8		
PHF	.500	.000	.667	.750	.000	.550	.000	.550	.000	.000	.000	.000	.000	.500	.417	.583	.733

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	1	0	1	2	0	3	0	3	0	0	0	0	0	8	1	9
+15 mins.	0	0	3	3	0	0	0	0	0	0	0	0	0	3	1	4
+30 mins.	1	0	2	3	0	3	0	3	0	0	0	0	0	2	0	2
+45 mins.	2	0	2	4	0	5	0	5	0	0	0	0	0	3	3	6
Total Volume	4	0	8	12	0	11	0	11	0	0	0	0	0	16	5	21
% App. Total	33.3	0	66.7		0	100	0		0	0	0		0	76.2	23.8	
PHF	.500	.000	.667	.750	.000	.550	.000	.550	.000	.000	.000	.000	.000	.500	.417	.583

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

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Groups Printed- 3 Axle Vehicles

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	3	0	3	0	0	0	0	0	3	0	3	7
04:15 PM	1	0	0	1	0	5	0	5	0	0	0	0	0	1	1	2	8
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	11	0	11	0	0	0	0	0	6	1	7	20
05:00 PM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	1	1	0	5	0	5	0	0	0	0	0	0	0	0	6
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	4	4	0	10	0	10	0	0	0	0	0	1	0	1	15
Grand Total	2	0	4	6	0	21	0	21	0	0	0	0	0	7	1	8	35
Apprch %	33.3	0	66.7		0	100	0		0	0	0		0	87.5	12.5		
Total %	5.7	0	11.4	17.1	0	60	0	60	0	0	0	0	0	20	2.9	22.9	

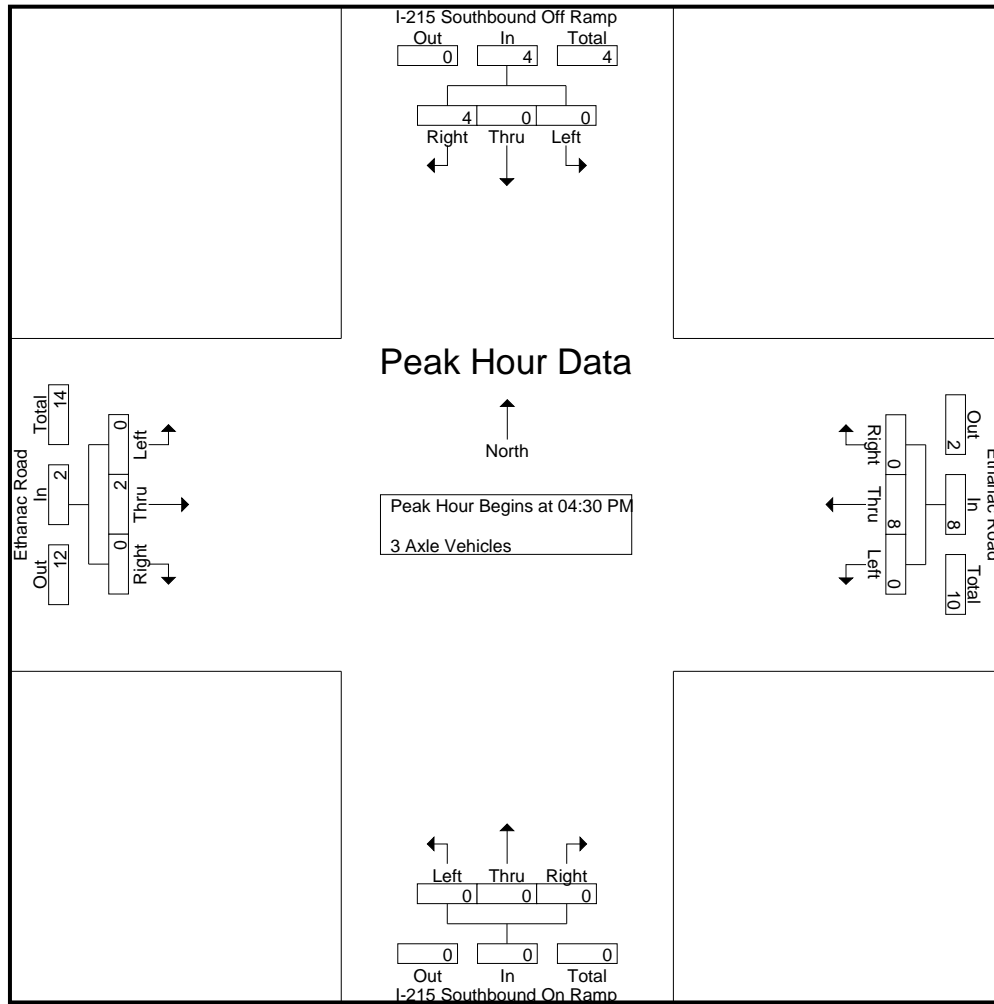
	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	1	1	0	5	0	5	0	0	0	0	0	0	0	0	6
Total Volume	0	0	4	4	0	8	0	8	0	0	0	0	0	2	0	2	14
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.333	.333	.000	.400	.000	.400	.000	.000	.000	.000	.000	.250	.000	.250	.583

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

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 05_MEN_215S_Etha PM
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	0	5	0	5	0	0	0	0	0	0	0	0
Total Volume	0	0	4	4	0	8	0	8	0	0	0	0	0	2	0	2
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.333	.333	.000	.400	.000	.400	.000	.000	.000	.000	.000	.250	.000	.250

City of Menifee
N/S: I-215 Southbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 05_MEN_215S_Etha PM
Site Code : 221054
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Groups Printed- 4+ Axle Trucks

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
04:15 PM	2	0	3	5	0	0	0	0	0	0	0	0	0	2	0	2	7
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	1	3	7	0	1	0	1	0	0	0	0	0	2	1	3	11
05:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	2	2	4
05:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	3
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	3	4	0	2	0	2	0	0	0	0	0	0	4	4	10
Grand Total	4	1	6	11	0	3	0	3	0	0	0	0	0	2	5	7	21
Apprch %	36.4	9.1	54.5		0	100	0		0	0	0		0	28.6	71.4		
Total %	19	4.8	28.6	52.4	0	14.3	0	14.3	0	0	0	0	0	9.5	23.8	33.3	

	I-215 Southbound Off Ramp Southbound				Ethanac Road Westbound				I-215 Southbound On Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	2	2	4
05:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	3
Total Volume	1	0	2	3	0	1	0	1	0	0	0	0	0	0	4	4	8
% App. Total	33.3	0	66.7		0	100	0		0	0	0		0	0	100		
PHF	.250	.000	.250	.375	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.500	.500	.500

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 06_MEN_215N_Etha AM
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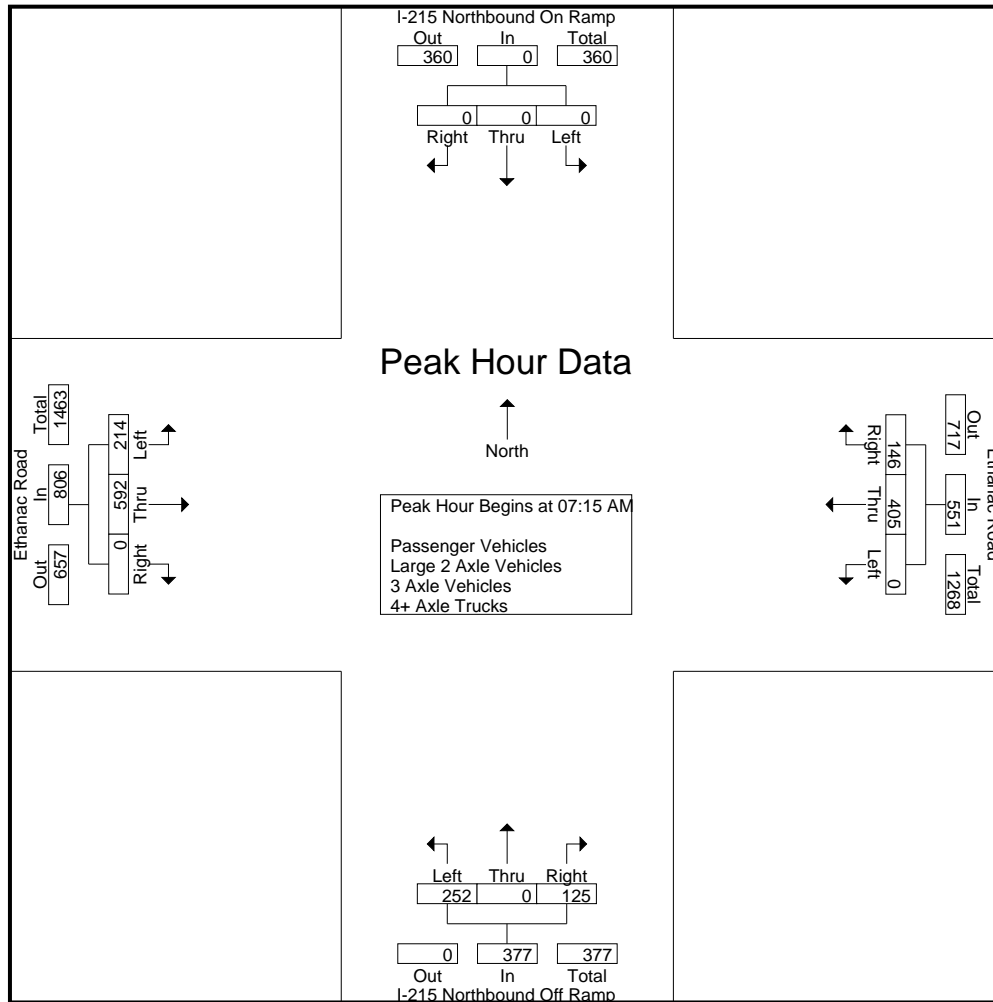
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	62	28	90	44	0	32	76	49	99	0	148	314
07:15 AM	0	0	0	0	0	75	32	107	48	0	32	80	67	149	0	216	403
07:30 AM	0	0	0	0	0	88	39	127	71	0	23	94	52	168	0	220	441
07:45 AM	0	0	0	0	0	128	39	167	75	0	35	110	42	138	0	180	457
Total	0	0	0	0	0	353	138	491	238	0	122	360	210	554	0	764	1615
08:00 AM	0	0	0	0	0	114	36	150	58	0	35	93	53	137	0	190	433
08:15 AM	0	0	0	0	0	115	19	134	61	2	49	112	43	100	0	143	389
08:30 AM	0	0	0	0	0	74	25	99	65	0	33	98	65	58	0	123	320
08:45 AM	0	0	0	0	0	67	26	93	49	1	22	72	50	80	0	130	295
Total	0	0	0	0	0	370	106	476	233	3	139	375	211	375	0	586	1437
Grand Total	0	0	0	0	0	723	244	967	471	3	261	735	421	929	0	1350	3052
Apprch %	0	0	0		0	74.8	25.2		64.1	0.4	35.5		31.2	68.8	0		
Total %	0	0	0	0	0	23.7	8	31.7	15.4	0.1	8.6	24.1	13.8	30.4	0	44.2	
Passenger Vehicles	0	0	0	0	0	658	217	875	438	2	234	674	384	883	0	1267	2816
% Passenger Vehicles	0	0	0	0	0	91	88.9	90.5	93	66.7	89.7	91.7	91.2	95	0	93.9	92.3
Large 2 Axle Vehicles	0	0	0	0	0	36	15	51	13	1	10	24	23	29	0	52	127
% Large 2 Axle Vehicles	0	0	0	0	0	5	6.1	5.3	2.8	33.3	3.8	3.3	5.5	3.1	0	3.9	4.2
3 Axle Vehicles	0	0	0	0	0	24	3	27	11	0	13	24	4	11	0	15	66
% 3 Axle Vehicles	0	0	0	0	0	3.3	1.2	2.8	2.3	0	5	3.3	1	1.2	0	1.1	2.2
4+ Axle Trucks	0	0	0	0	0	5	9	14	9	0	4	13	10	6	0	16	43
% 4+ Axle Trucks	0	0	0	0	0	0.7	3.7	1.4	1.9	0	1.5	1.8	2.4	0.6	0	1.2	1.4

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	75	32	107	48	0	32	80	67	149	0	216	403
07:30 AM	0	0	0	0	0	88	39	127	71	0	23	94	52	168	0	220	441
07:45 AM	0	0	0	0	0	128	39	167	75	0	35	110	42	138	0	180	457
08:00 AM	0	0	0	0	0	114	36	150	58	0	35	93	53	137	0	190	433
Total Volume	0	0	0	0	0	405	146	551	252	0	125	377	214	592	0	806	1734
% App. Total	0	0	0		0	73.5	26.5		66.8	0	33.2		26.6	73.4	0		
PHF	.000	.000	.000	.000	.000	.791	.936	.825	.840	.000	.893	.857	.799	.881	.000	.916	.949

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

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

	07:00 AM				07:30 AM				07:45 AM				07:15 AM			
+0 mins.	0	0	0	0	0	88	39	127	75	0	35	110	67	149	0	216
+15 mins.	0	0	0	0	0	128	39	167	58	0	35	93	52	168	0	220
+30 mins.	0	0	0	0	0	114	36	150	61	2	49	112	42	138	0	180
+45 mins.	0	0	0	0	0	115	19	134	65	0	33	98	53	137	0	190
Total Volume	0	0	0	0	0	445	133	578	259	2	152	413	214	592	0	806
% App. Total	0	0	0	0	0	77	23		62.7	0.5	36.8		26.6	73.4	0	
PHF	.000	.000	.000	.000	.000	.869	.853	.865	.863	.250	.776	.922	.799	.881	.000	.916

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 06_MEN_215N_Etha AM
Site Code : 221054
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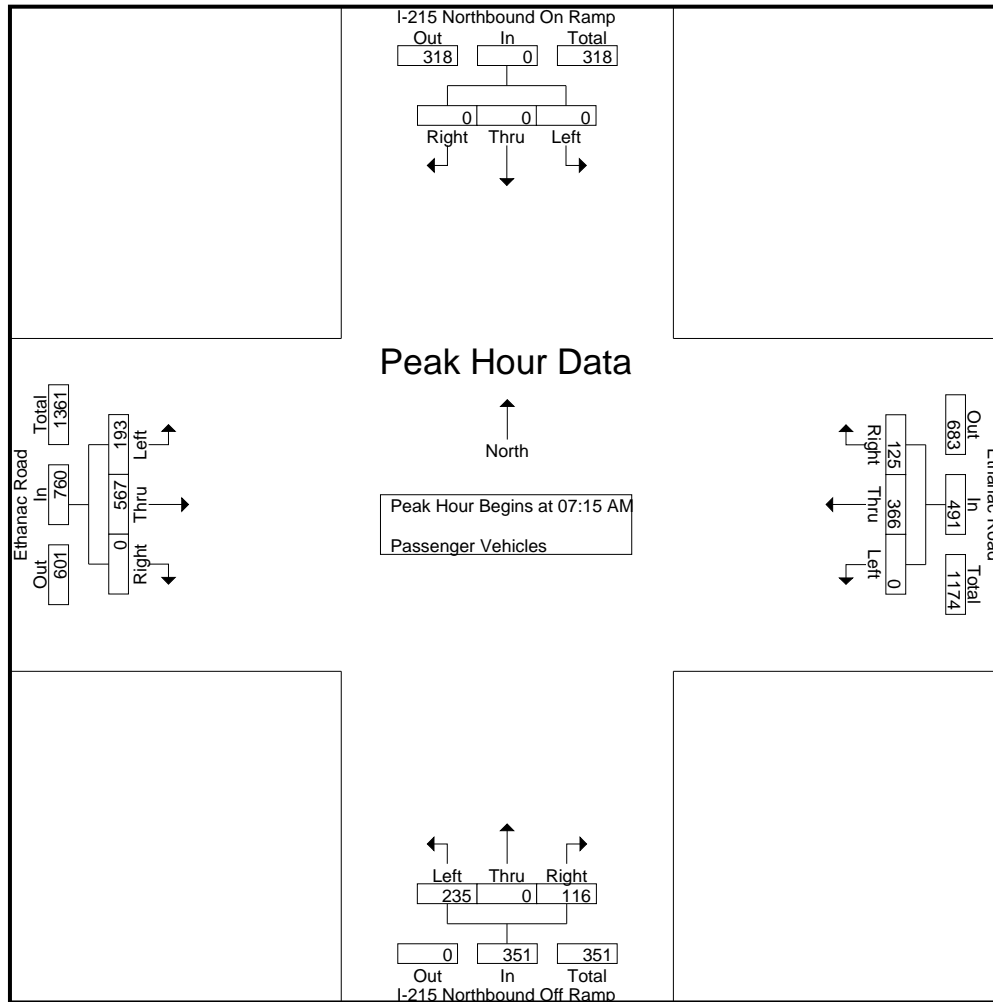
Groups Printed- Passenger Vehicles

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	55	27	82	40	0	26	66	42	94	0	136	284
07:15 AM	0	0	0	0	0	62	29	91	42	0	32	74	59	145	0	204	369
07:30 AM	0	0	0	0	0	81	37	118	67	0	20	87	46	163	0	209	414
07:45 AM	0	0	0	0	0	116	31	147	71	0	33	104	39	131	0	170	421
Total	0	0	0	0	0	314	124	438	220	0	111	331	186	533	0	719	1488
08:00 AM	0	0	0	0	0	107	28	135	55	0	31	86	49	128	0	177	398
08:15 AM	0	0	0	0	0	108	19	127	58	1	44	103	41	91	0	132	362
08:30 AM	0	0	0	0	0	68	23	91	62	0	29	91	60	54	0	114	296
08:45 AM	0	0	0	0	0	61	23	84	43	1	19	63	48	77	0	125	272
Total	0	0	0	0	0	344	93	437	218	2	123	343	198	350	0	548	1328
Grand Total	0	0	0	0	0	658	217	875	438	2	234	674	384	883	0	1267	2816
Apprch %	0	0	0		0	75.2	24.8		65	0.3	34.7		30.3	69.7	0		
Total %	0	0	0		0	23.4	7.7	31.1	15.6	0.1	8.3	23.9	13.6	31.4	0	45	

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	62	29	91	42	0	32	74	59	145	0	204	369
07:30 AM	0	0	0	0	0	81	37	118	67	0	20	87	46	163	0	209	414
07:45 AM	0	0	0	0	0	116	31	147	71	0	33	104	39	131	0	170	421
08:00 AM	0	0	0	0	0	107	28	135	55	0	31	86	49	128	0	177	398
Total Volume	0	0	0	0	0	366	125	491	235	0	116	351	193	567	0	760	1602
% App. Total	0	0	0		0	74.5	25.5		67	0	33		25.4	74.6	0		
PHF	.000	.000	.000	.000	.000	.789	.845	.835	.827	.000	.879	.844	.818	.870	.000	.909	.951

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 06_MEN_215N_Etha AM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	62	29	91	42	0	32	74	59	145	0	204
+15 mins.	0	0	0	0	0	81	37	118	67	0	20	87	46	163	0	209
+30 mins.	0	0	0	0	0	116	31	147	71	0	33	104	39	131	0	170
+45 mins.	0	0	0	0	0	107	28	135	55	0	31	86	49	128	0	177
Total Volume	0	0	0	0	0	366	125	491	235	0	116	351	193	567	0	760
% App. Total	0	0	0	0	0	74.5	25.5		67	0	33		25.4	74.6	0	
PHF	.000	.000	.000	.000	.000	.789	.845	.835	.827	.000	.879	.844	.818	.870	.000	.909

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 06_MEN_215N_Etha AM
Site Code : 221054
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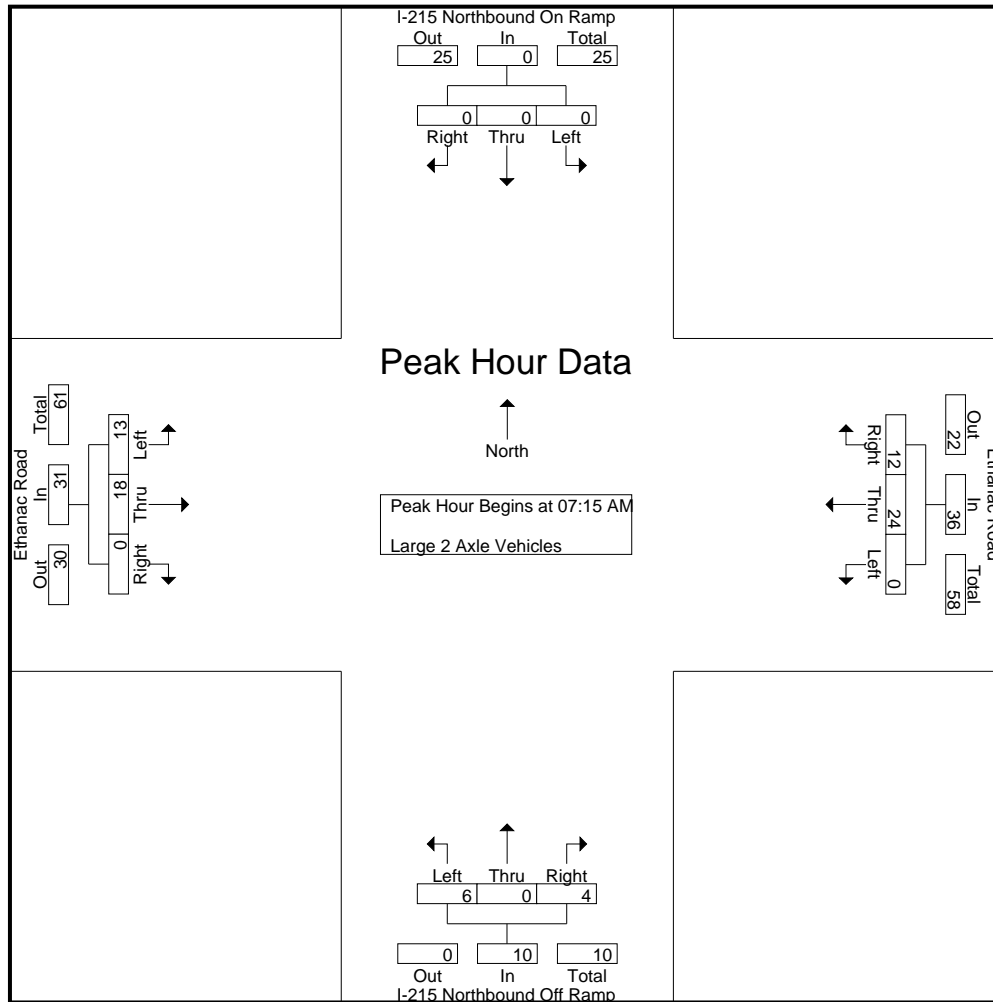
Groups Printed- Large 2 Axle Vehicles

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	3	0	2	5	6	3	0	9	15
07:15 AM	0	0	0	0	0	9	1	10	2	0	0	2	5	3	0	8	20
07:30 AM	0	0	0	0	0	3	1	4	2	0	2	4	4	1	0	5	13
07:45 AM	0	0	0	0	0	9	7	16	2	0	1	3	2	6	0	8	27
Total	0	0	0	0	0	22	9	31	9	0	5	14	17	13	0	30	75
08:00 AM	0	0	0	0	0	3	3	6	0	0	1	1	2	8	0	10	17
08:15 AM	0	0	0	0	0	5	0	5	0	1	2	3	0	5	0	5	13
08:30 AM	0	0	0	0	0	4	2	6	3	0	1	4	3	1	0	4	14
08:45 AM	0	0	0	0	0	2	1	3	1	0	1	2	1	2	0	3	8
Total	0	0	0	0	0	14	6	20	4	1	5	10	6	16	0	22	52
Grand Total	0	0	0	0	0	36	15	51	13	1	10	24	23	29	0	52	127
Apprch %	0	0	0		0	70.6	29.4		54.2	4.2	41.7		44.2	55.8	0		
Total %	0	0	0	0	0	28.3	11.8	40.2	10.2	0.8	7.9	18.9	18.1	22.8	0	40.9	

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	9	1	10	2	0	0	2	5	3	0	8	20
07:30 AM	0	0	0	0	0	3	1	4	2	0	2	4	4	1	0	5	13
07:45 AM	0	0	0	0	0	9	7	16	2	0	1	3	2	6	0	8	27
08:00 AM	0	0	0	0	0	3	3	6	0	0	1	1	2	8	0	10	17
Total Volume	0	0	0	0	0	24	12	36	6	0	4	10	13	18	0	31	77
% App. Total	0	0	0		0	66.7	33.3		60	0	40		41.9	58.1	0		
PHF	.000	.000	.000	.000	.000	.667	.429	.563	.750	.000	.500	.625	.650	.563	.000	.775	.713

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 06_MEN_215N_Etha AM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	9	1	10	2	0	0	2	5	3	0	8
+15 mins.	0	0	0	0	0	3	1	4	2	0	2	4	4	1	0	5
+30 mins.	0	0	0	0	0	9	7	16	2	0	1	3	2	6	0	8
+45 mins.	0	0	0	0	0	3	3	6	0	0	1	1	2	8	0	10
Total Volume	0	0	0	0	0	24	12	36	6	0	4	10	13	18	0	31
% App. Total	0	0	0	0	0	66.7	33.3		60	0	40		41.9	58.1	0	
PHF	.000	.000	.000	.000	.000	.667	.429	.563	.750	.000	.500	.625	.650	.563	.000	.775

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 06_MEN_215N_Etha AM
Site Code : 221054
Start Date : 12/1/2022
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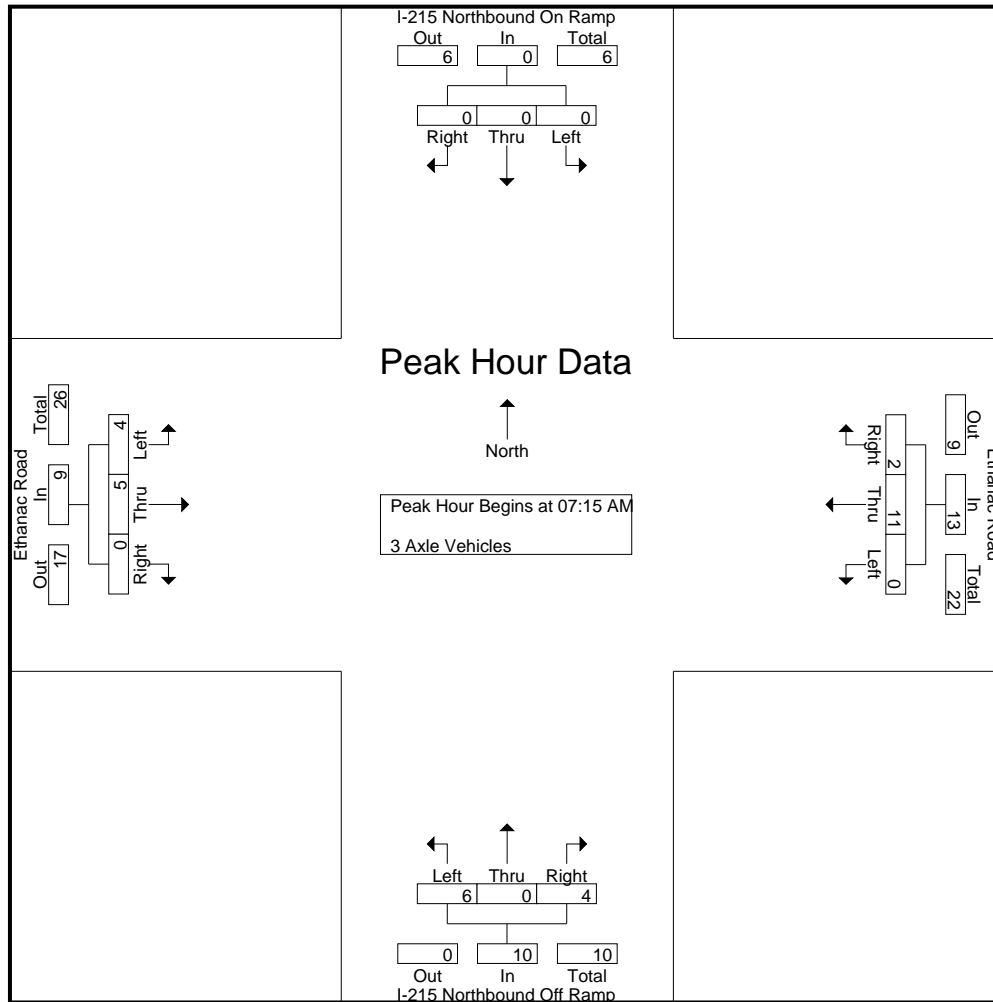
Groups Printed- 3 Axle Vehicles

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	6	0	6	1	0	2	3	0	1	0	1	10
07:15 AM	0	0	0	0	0	2	0	2	3	0	0	3	2	0	0	2	7
07:30 AM	0	0	0	0	0	4	0	4	1	0	1	2	0	3	0	3	9
07:45 AM	0	0	0	0	0	1	0	1	1	0	1	2	1	1	0	2	5
Total	0	0	0	0	0	13	0	13	6	0	4	10	3	5	0	8	31
08:00 AM	0	0	0	0	0	4	2	6	1	0	2	3	1	1	0	2	11
08:15 AM	0	0	0	0	0	2	0	2	1	0	2	3	0	2	0	2	7
08:30 AM	0	0	0	0	0	2	0	2	0	0	3	3	0	2	0	2	7
08:45 AM	0	0	0	0	0	3	1	4	3	0	2	5	0	1	0	1	10
Total	0	0	0	0	0	11	3	14	5	0	9	14	1	6	0	7	35
Grand Total	0	0	0	0	0	24	3	27	11	0	13	24	4	11	0	15	66
Apprch %	0	0	0		0	88.9	11.1		45.8	0	54.2		26.7	73.3	0		
Total %	0	0	0	0	0	36.4	4.5	40.9	16.7	0	19.7	36.4	6.1	16.7	0	22.7	

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	2	0	2	3	0	0	3	2	0	0	2	7
07:30 AM	0	0	0	0	0	4	0	4	1	0	1	2	0	3	0	3	9
07:45 AM	0	0	0	0	0	1	0	1	1	0	1	2	1	1	0	2	5
08:00 AM	0	0	0	0	0	4	2	6	1	0	2	3	1	1	0	2	11
Total Volume	0	0	0	0	0	11	2	13	6	0	4	10	4	5	0	9	32
% App. Total	0	0	0		0	84.6	15.4		60	0	40		44.4	55.6	0		
PHF	.000	.000	.000	.000	.000	.688	.250	.542	.500	.000	.500	.833	.500	.417	.000	.750	.727

City of Menifee
N/S: I-215 Northbound Ramps
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Weather: Clear

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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	0	2	3	0	0	3	2	0	0	2
+15 mins.	0	0	0	0	0	4	0	4	1	0	1	2	0	3	0	3
+30 mins.	0	0	0	0	0	1	0	1	1	0	1	2	1	1	0	2
+45 mins.	0	0	0	0	0	4	2	6	1	0	2	3	1	1	0	2
Total Volume	0	0	0	0	0	11	2	13	6	0	4	10	4	5	0	9
% App. Total	0	0	0	0	0	84.6	15.4		60	0	40		44.4	55.6	0	
PHF	.000	.000	.000	.000	.000	.688	.250	.542	.500	.000	.500	.833	.500	.417	.000	.750

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 06_MEN_215N_Etha AM
Site Code : 221054
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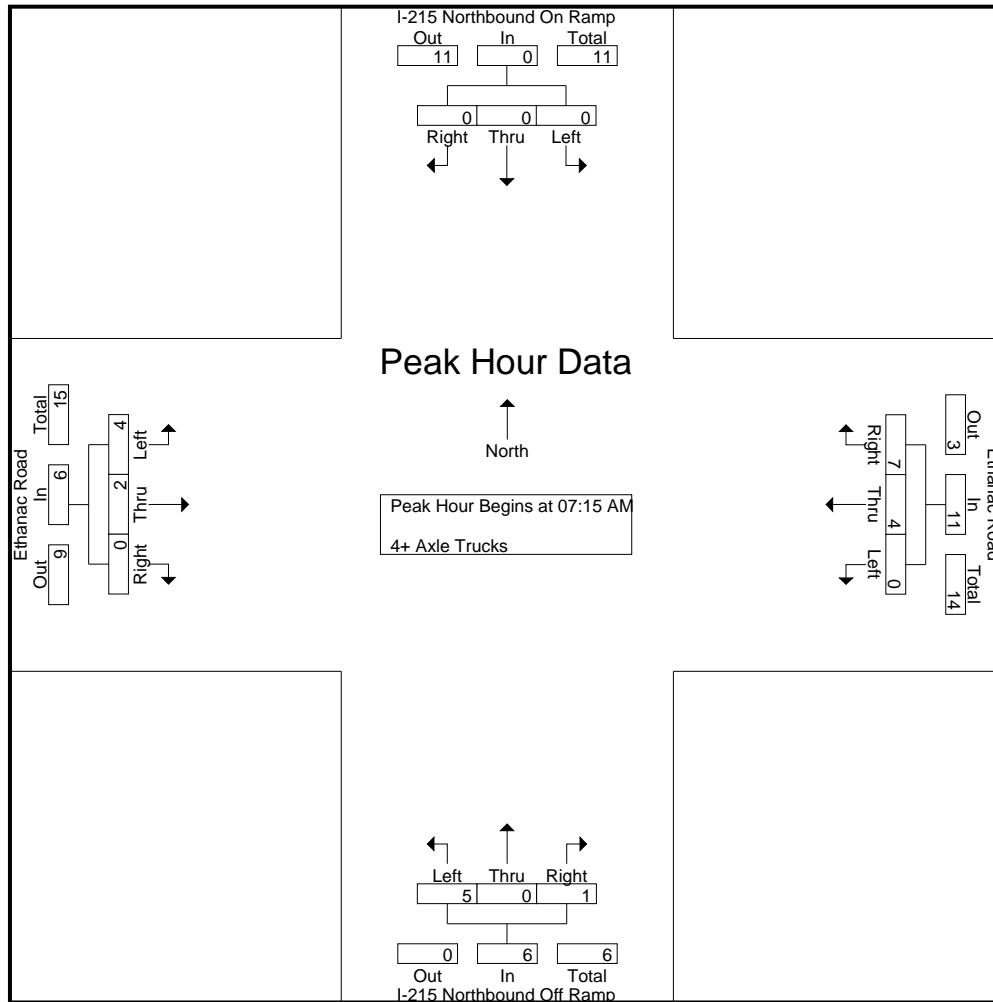
Groups Printed- 4+ Axle Trucks

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	0	0	2	2	1	1	0	2	5
07:15 AM	0	0	0	0	0	2	2	4	1	0	0	1	1	1	0	2	7
07:30 AM	0	0	0	0	0	0	1	1	1	0	0	1	2	1	0	3	5
07:45 AM	0	0	0	0	0	2	1	3	1	0	0	1	0	0	0	0	4
Total	0	0	0	0	0	4	5	9	3	0	2	5	4	3	0	7	21
08:00 AM	0	0	0	0	0	0	3	3	2	0	1	3	1	0	0	1	7
08:15 AM	0	0	0	0	0	0	0	0	2	0	1	3	2	2	0	4	7
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
08:45 AM	0	0	0	0	0	1	1	2	2	0	0	2	1	0	0	1	5
Total	0	0	0	0	0	1	4	5	6	0	2	8	6	3	0	9	22
Grand Total	0	0	0	0	0	5	9	14	9	0	4	13	10	6	0	16	43
Apprch %	0	0	0		0	35.7	64.3		69.2	0	30.8		62.5	37.5	0		
Total %	0	0	0	0	0	11.6	20.9	32.6	20.9	0	9.3	30.2	23.3	14	0	37.2	

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	2	2	4	1	0	0	1	1	1	0	2	7
07:30 AM	0	0	0	0	0	0	1	1	1	0	0	1	2	1	0	3	5
07:45 AM	0	0	0	0	0	2	1	3	1	0	0	1	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	3	3	2	0	1	3	1	0	0	1	7
Total Volume	0	0	0	0	0	4	7	11	5	0	1	6	4	2	0	6	23
% App. Total	0	0	0		0	36.4	63.6		83.3	0	16.7		66.7	33.3	0		
PHF	.000	.000	.000	.000	.000	.500	.583	.688	.625	.000	.250	.500	.500	.500	.000	.500	.821

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	2	4	1	0	0	1	1	1	0	2
+15 mins.	0	0	0	0	0	0	1	1	1	0	0	1	2	1	0	3
+30 mins.	0	0	0	0	0	2	1	3	1	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	3	3	2	0	1	3	1	0	0	1
Total Volume	0	0	0	0	0	4	7	11	5	0	1	6	4	2	0	6
% App. Total	0	0	0	0	0	36.4	63.6		83.3	0	16.7		66.7	33.3	0	
PHF	.000	.000	.000	.000	.000	.500	.583	.688	.625	.000	.250	.500	.500	.500	.000	.500

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 06_MEN_215N_Etha PM
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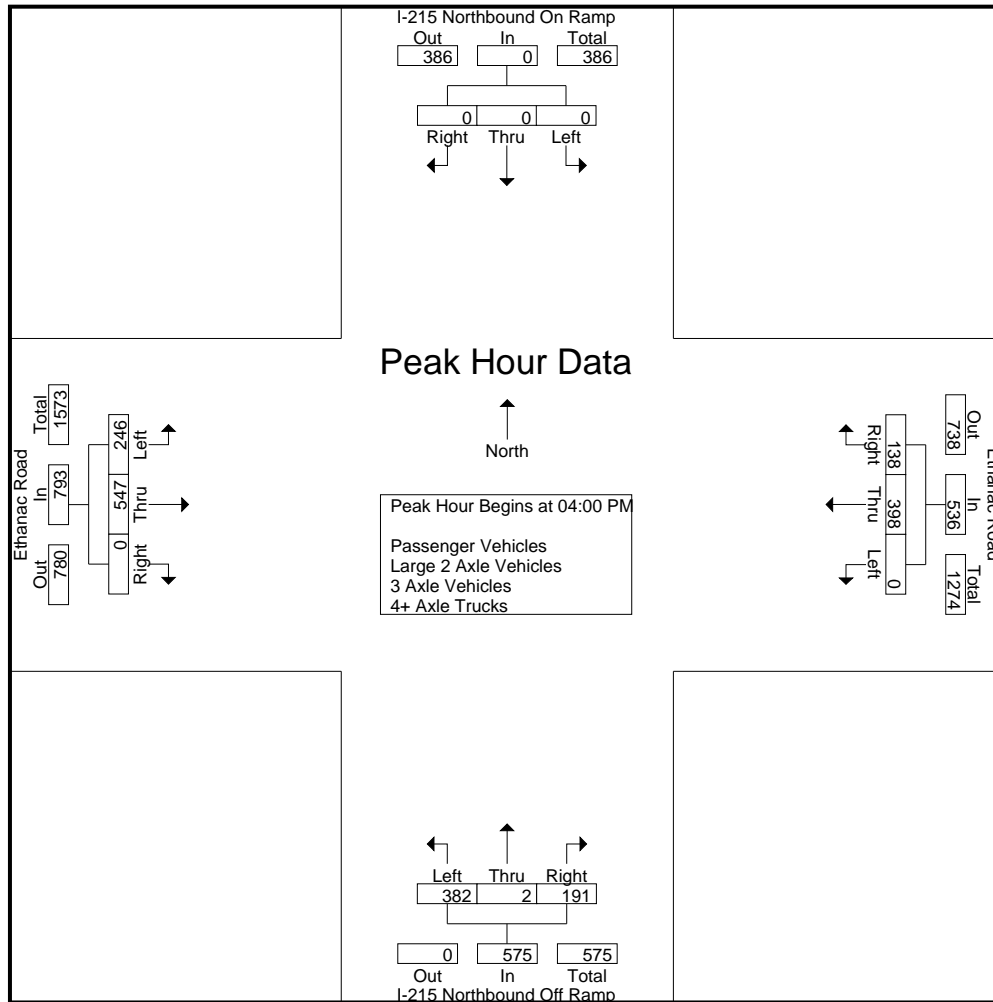
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	96	40	136	114	1	43	158	69	142	0	211	505
04:15 PM	0	0	0	0	0	99	35	134	93	1	49	143	59	117	0	176	453
04:30 PM	0	0	0	0	0	119	31	150	100	0	44	144	60	151	0	211	505
04:45 PM	0	0	0	0	0	84	32	116	75	0	55	130	58	137	0	195	441
Total	0	0	0	0	0	398	138	536	382	2	191	575	246	547	0	793	1904
05:00 PM	0	0	0	0	0	103	29	132	121	0	40	161	52	132	0	184	477
05:15 PM	0	0	0	0	0	102	26	128	109	0	40	149	51	134	0	185	462
05:30 PM	0	0	0	0	0	86	33	119	103	0	43	146	52	116	0	168	433
05:45 PM	0	0	0	0	0	66	20	86	57	1	45	103	46	147	0	193	382
Total	0	0	0	0	0	357	108	465	390	1	168	559	201	529	0	730	1754
Grand Total	0	0	0	0	0	755	246	1001	772	3	359	1134	447	1076	0	1523	3658
Apprch %	0	0	0		0	75.4	24.6		68.1	0.3	31.7		29.3	70.7	0		
Total %	0	0	0	0	0	20.6	6.7	27.4	21.1	0.1	9.8	31	12.2	29.4	0	41.6	
Passenger Vehicles	0	0	0	0	0	745	232	977	732	3	332	1067	434	1042	0	1476	3520
% Passenger Vehicles	0	0	0	0	0	98.7	94.3	97.6	94.8	100	92.5	94.1	97.1	96.8	0	96.9	96.2
Large 2 Axle Vehicles	0	0	0	0	0	8	8	16	16	0	21	37	8	24	0	32	85
% Large 2 Axle Vehicles	0	0	0	0	0	1.1	3.3	1.6	2.1	0	5.8	3.3	1.8	2.2	0	2.1	2.3
3 Axle Vehicles	0	0	0	0	0	2	5	7	22	0	4	26	3	7	0	10	43
% 3 Axle Vehicles	0	0	0	0	0	0.3	2	0.7	2.8	0	1.1	2.3	0.7	0.7	0	0.7	1.2
4+ Axle Trucks	0	0	0	0	0	0	1	1	2	0	2	4	2	3	0	5	10
% 4+ Axle Trucks	0	0	0	0	0	0	0.4	0.1	0.3	0	0.6	0.4	0.4	0.3	0	0.3	0.3

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	96	40	136	114	1	43	158	69	142	0	211	505
04:15 PM	0	0	0	0	0	99	35	134	93	1	49	143	59	117	0	176	453
04:30 PM	0	0	0	0	0	119	31	150	100	0	44	144	60	151	0	211	505
04:45 PM	0	0	0	0	0	84	32	116	75	0	55	130	58	137	0	195	441
Total Volume	0	0	0	0	0	398	138	536	382	2	191	575	246	547	0	793	1904
% App. Total	0	0	0		0	74.3	25.7		66.4	0.3	33.2		31	69	0		
PHF	.000	.000	.000	.000	.000	.836	.863	.893	.838	.500	.868	.910	.891	.906	.000	.940	.943

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
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:

	04:00 PM				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	0	0	0	0	0	96	40	136	75	0	55	130	69	142	0	211
+15 mins.	0	0	0	0	0	99	35	134	121	0	40	161	59	117	0	176
+30 mins.	0	0	0	0	0	119	31	150	109	0	40	149	60	151	0	211
+45 mins.	0	0	0	0	0	84	32	116	103	0	43	146	58	137	0	195
Total Volume	0	0	0	0	0	398	138	536	408	0	178	586	246	547	0	793
% App. Total	0	0	0	0	0	74.3	25.7		69.6	0	30.4		31	69	0	
PHF	.000	.000	.000	.000	.000	.836	.863	.893	.843	.000	.809	.910	.891	.906	.000	.940

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 06_MEN_215N_Etha PM
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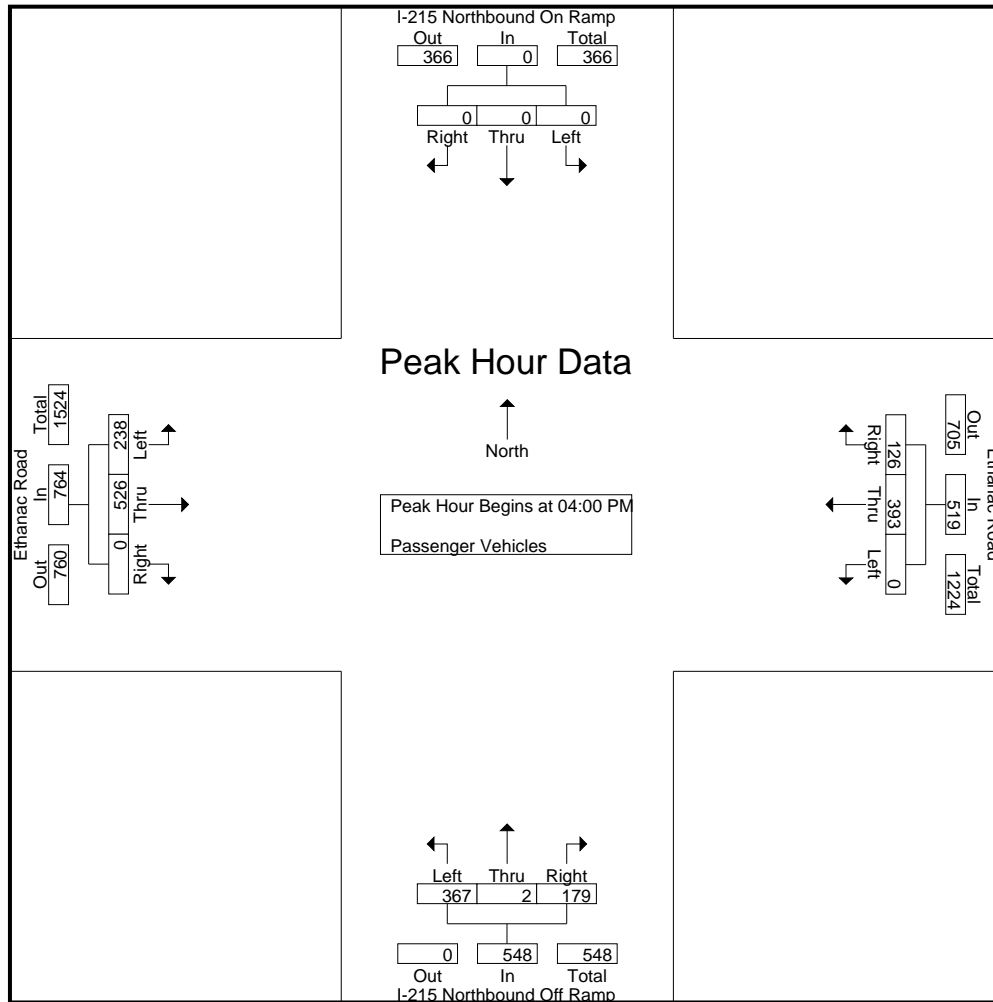
Groups Printed- Passenger Vehicles

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	95	38	133	109	1	39	149	67	133	0	200	482
04:15 PM	0	0	0	0	0	96	28	124	85	1	47	133	56	110	0	166	423
04:30 PM	0	0	0	0	0	119	31	150	99	0	42	141	58	148	0	206	497
04:45 PM	0	0	0	0	0	83	29	112	74	0	51	125	57	135	0	192	429
Total	0	0	0	0	0	393	126	519	367	2	179	548	238	526	0	764	1831
05:00 PM	0	0	0	0	0	101	29	130	115	0	34	149	51	128	0	179	458
05:15 PM	0	0	0	0	0	101	26	127	100	0	38	138	50	132	0	182	447
05:30 PM	0	0	0	0	0	85	32	117	98	0	40	138	49	112	0	161	416
05:45 PM	0	0	0	0	0	65	19	84	52	1	41	94	46	144	0	190	368
Total	0	0	0	0	0	352	106	458	365	1	153	519	196	516	0	712	1689
Grand Total	0	0	0	0	0	745	232	977	732	3	332	1067	434	1042	0	1476	3520
Apprch %	0	0	0		0	76.3	23.7		68.6	0.3	31.1		29.4	70.6	0		
Total %	0	0	0		0	21.2	6.6	27.8	20.8	0.1	9.4	30.3	12.3	29.6	0	41.9	

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	95	38	133	109	1	39	149	67	133	0	200	482
04:15 PM	0	0	0	0	0	96	28	124	85	1	47	133	56	110	0	166	423
04:30 PM	0	0	0	0	0	119	31	150	99	0	42	141	58	148	0	206	497
04:45 PM	0	0	0	0	0	83	29	112	74	0	51	125	57	135	0	192	429
Total Volume	0	0	0	0	0	393	126	519	367	2	179	548	238	526	0	764	1831
% App. Total	0	0	0		0	75.7	24.3		67	0.4	32.7		31.2	68.8	0		
PHF	.000	.000	.000	.000	.000	.826	.829	.865	.842	.500	.877	.919	.888	.889	.000	.927	.921

City of Menifee
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Site Code : 221054
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	95	38	133	109	1	39	149	67	133	0	200
+15 mins.	0	0	0	0	0	96	28	124	85	1	47	133	56	110	0	166
+30 mins.	0	0	0	0	0	119	31	150	99	0	42	141	58	148	0	206
+45 mins.	0	0	0	0	0	83	29	112	74	0	51	125	57	135	0	192
Total Volume	0	0	0	0	0	393	126	519	367	2	179	548	238	526	0	764
% App. Total	0	0	0	0	0	75.7	24.3		67	0.4	32.7		31.2	68.8	0	
PHF	.000	.000	.000	.000	.000	.826	.829	.865	.842	.500	.877	.919	.888	.889	.000	.927

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 06_MEN_215N_Etha PM
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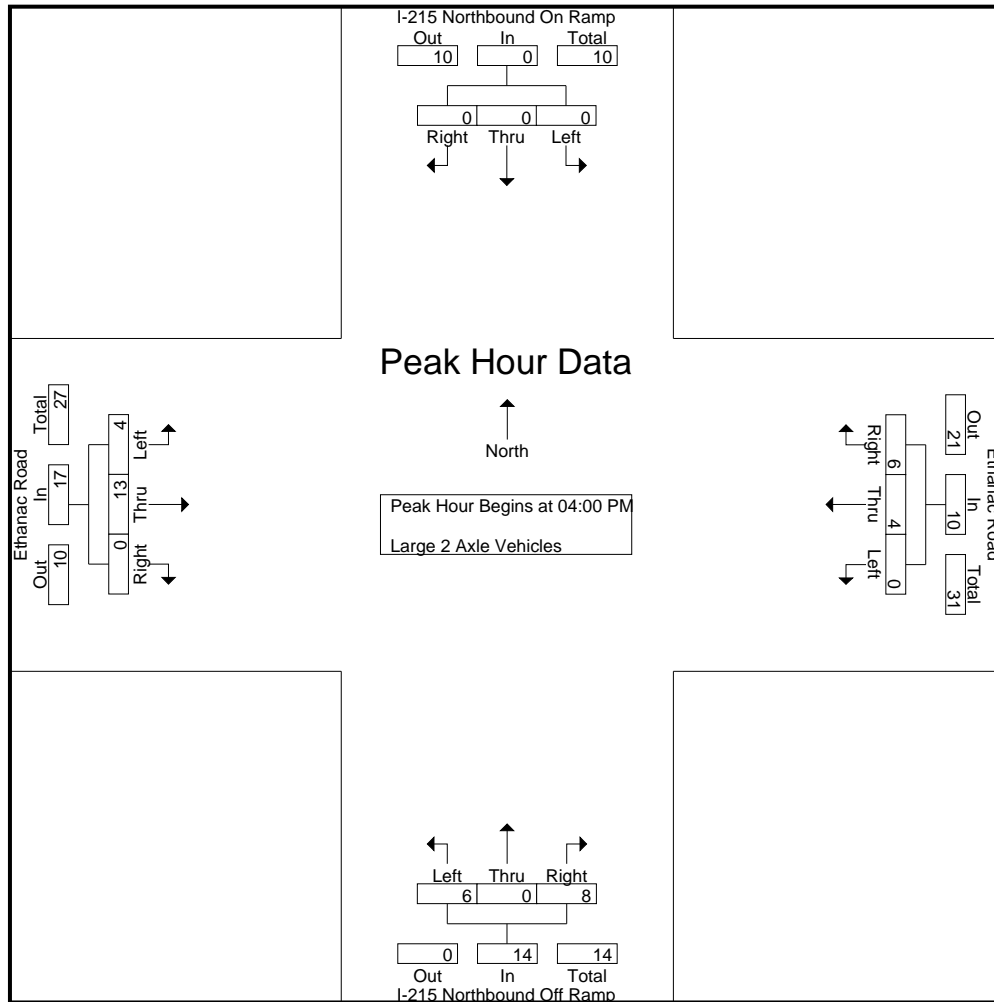
Groups Printed- Large 2 Axle Vehicles

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	3	0	3	6	0	5	0	5	11
04:15 PM	0	0	0	0	0	3	4	7	2	0	1	3	1	4	0	5	15
04:30 PM	0	0	0	0	0	0	0	0	1	0	1	2	2	2	0	4	6
04:45 PM	0	0	0	0	0	1	2	3	0	0	3	3	1	2	0	3	9
Total	0	0	0	0	0	4	6	10	6	0	8	14	4	13	0	17	41
05:00 PM	0	0	0	0	0	2	0	2	4	0	6	10	1	3	0	4	16
05:15 PM	0	0	0	0	0	1	0	1	3	0	2	5	1	2	0	3	9
05:30 PM	0	0	0	0	0	0	1	1	3	0	3	6	2	4	0	6	13
05:45 PM	0	0	0	0	0	1	1	2	0	0	2	2	0	2	0	2	6
Total	0	0	0	0	0	4	2	6	10	0	13	23	4	11	0	15	44
Grand Total	0	0	0	0	0	8	8	16	16	0	21	37	8	24	0	32	85
Apprch %	0	0	0		0	50	50		43.2	0	56.8		25	75	0		
Total %	0	0	0		0	9.4	9.4	18.8	18.8	0	24.7	43.5	9.4	28.2	0	37.6	

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	3	0	3	6	0	5	0	5	11
04:15 PM	0	0	0	0	0	3	4	7	2	0	1	3	1	4	0	5	15
04:30 PM	0	0	0	0	0	0	0	0	1	0	1	2	2	2	0	4	6
04:45 PM	0	0	0	0	0	1	2	3	0	0	3	3	1	2	0	3	9
Total Volume	0	0	0	0	0	4	6	10	6	0	8	14	4	13	0	17	41
% App. Total	0	0	0		0	40	60		42.9	0	57.1		23.5	76.5	0		
PHF	.000	.000	.000	.000	.000	.333	.375	.357	.500	.000	.667	.583	.500	.650	.000	.850	.683

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 06_MEN_215N_Etha PM
Site Code : 221054
Start Date : 12/1/2022
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	3	0	3	6	0	5	0	5
+15 mins.	0	0	0	0	0	3	4	7	2	0	1	3	1	4	0	5
+30 mins.	0	0	0	0	0	0	0	0	1	0	1	2	2	2	0	4
+45 mins.	0	0	0	0	0	1	2	3	0	0	3	3	1	2	0	3
Total Volume	0	0	0	0	0	4	6	10	6	0	8	14	4	13	0	17
% App. Total	0	0	0	0	0	40	60		42.9	0	57.1		23.5	76.5	0	
PHF	.000	.000	.000	.000	.000	.333	.375	.357	.500	.000	.667	.583	.500	.650	.000	.850

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 06_MEN_215N_Etha PM
Site Code : 221054
Start Date : 12/1/2022
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Groups Printed- 3 Axle Vehicles

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	2	3	1	0	1	2	1	3	0	4	9
04:15 PM	0	0	0	0	0	0	2	2	6	0	0	6	1	2	0	3	11
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	1	1	1	0	1	2	0	0	0	0	3
Total	0	0	0	0	0	1	5	6	8	0	3	11	2	6	0	8	25
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	6
05:30 PM	0	0	0	0	0	1	0	1	2	0	0	2	1	0	0	1	4
05:45 PM	0	0	0	0	0	0	0	0	5	0	1	6	0	1	0	1	7
Total	0	0	0	0	0	1	0	1	14	0	1	15	1	1	0	2	18
Grand Total	0	0	0	0	0	2	5	7	22	0	4	26	3	7	0	10	43
Apprch %	0	0	0		0	28.6	71.4		84.6	0	15.4		30	70	0		
Total %	0	0	0	0	0	4.7	11.6	16.3	51.2	0	9.3	60.5	7	16.3	0	23.3	

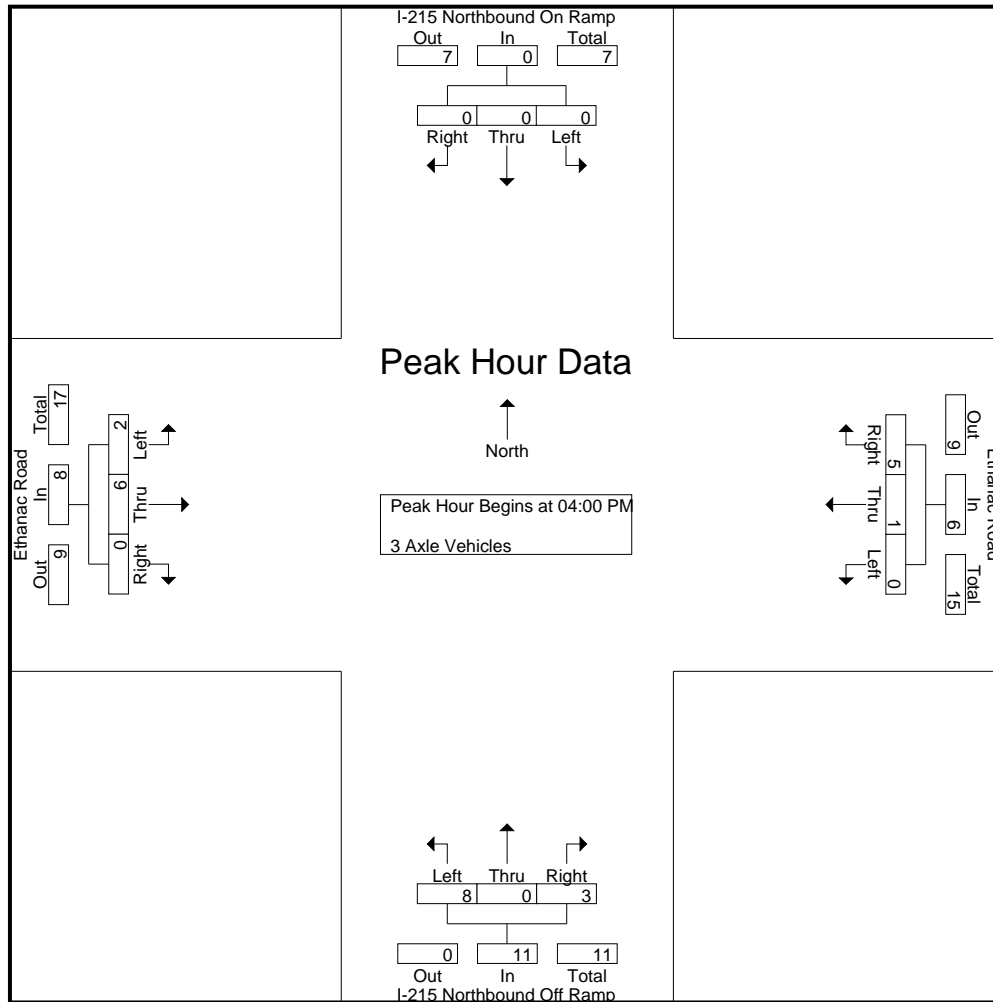
	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	2	3	1	0	1	2	1	3	0	4	9
04:15 PM	0	0	0	0	0	0	2	2	6	0	0	6	1	2	0	3	11
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	1	1	1	0	1	2	0	0	0	0	3
Total Volume	0	0	0	0	0	1	5	6	8	0	3	11	2	6	0	8	25
% App. Total	0	0	0		0	16.7	83.3		72.7	0	27.3		25	75	0		
PHF	.000	.000	.000	.000	.000	.250	.625	.500	.333	.000	.750	.458	.500	.500	.000	.500	.568

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 06_MEN_215N_Etha PM
Site Code : 221054
Start Date : 12/1/2022
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	1	2	3	1	0	1	2	1	3	0	4
+15 mins.	0	0	0	0	0	0	2	2	6	0	0	6	1	2	0	3
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1
+45 mins.	0	0	0	0	0	0	1	1	1	0	1	2	0	0	0	0
Total Volume	0	0	0	0	0	1	5	6	8	0	3	11	2	6	0	8
% App. Total	0	0	0	0	0	16.7	83.3		72.7	0	27.3		25	75	0	
PHF	.000	.000	.000	.000	.000	.250	.625	.500	.333	.000	.750	.458	.500	.500	.000	.500

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 06_MEN_215N_Etha PM
Site Code : 221054
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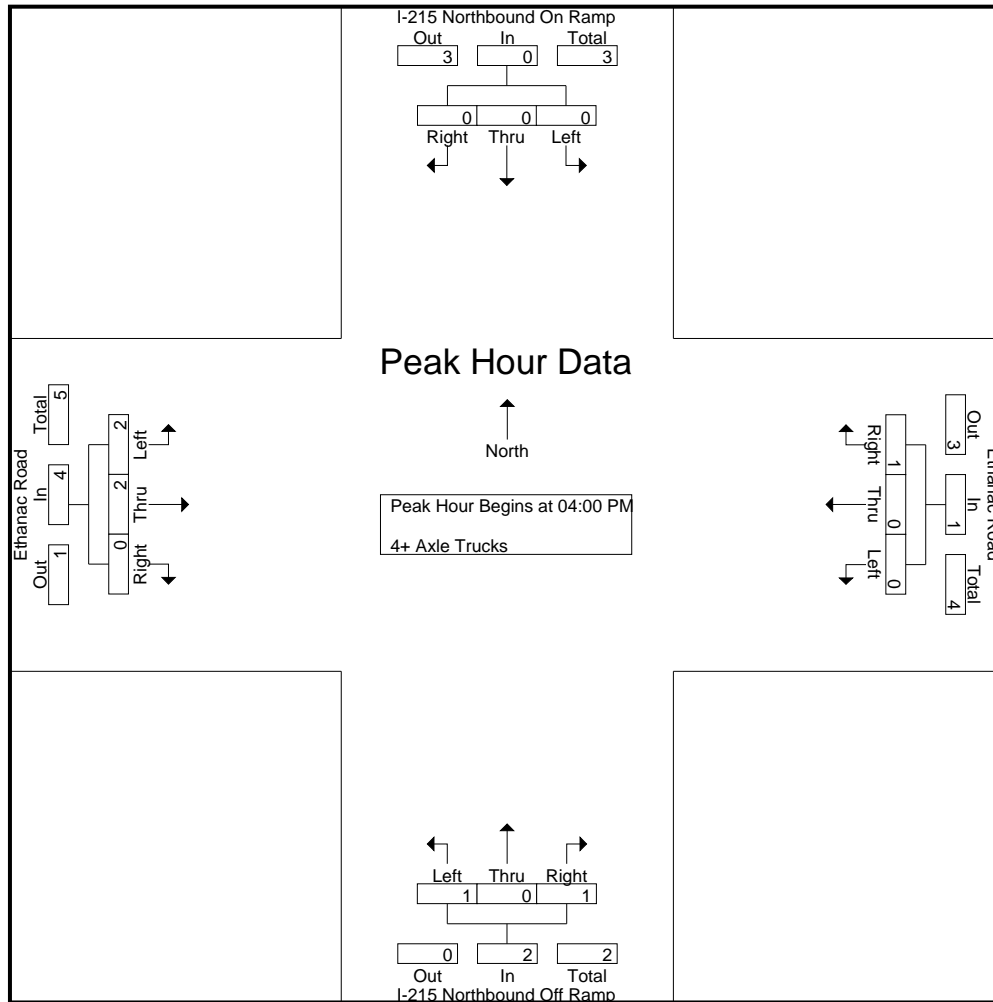
Groups Printed- 4+ Axle Trucks

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	2	3
04:15 PM	0	0	0	0	0	0	1	1	0	0	1	1	1	1	0	2	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	1	0	1	2	2	2	0	4	7
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	1	3
Grand Total	0	0	0	0	0	0	1	1	2	0	2	4	2	3	0	5	10
Apprch %	0	0	0		0	0	100		50	0	50		40	60	0		
Total %	0	0	0	0	0	0	10	10	20	0	20	40	20	30	0	50	

	I-215 Northbound On Ramp Southbound				Ethanac Road Westbound				I-215 Northbound Off Ramp Northbound				Ethanac Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	2	3
04:15 PM	0	0	0	0	0	0	1	1	0	0	1	1	1	1	0	2	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	1	0	1	2	2	2	0	4	7
% App. Total	0	0	0		0	0	100		50	0	50		50	50	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.250	.000	.250	.500	.500	.500	.000	.500	.438

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Ethanac Road
Weather: Clear

File Name : 06_MEN_215N_Etha PM
Site Code : 221054
Start Date : 12/1/2022
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	2
+15 mins.	0	0	0	0	0	0	1	1	0	0	1	1	1	1	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	1	0	1	2	2	2	0	4
% App. Total	0	0	0	0	0	0	100		50	0	50		50	50	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.250	.000	.250	.500	.500	.500	.000	.500

ATTACHMENT C

**INTERSECTION ANALYSIS WORKSHEETS -
INTERSECTION #11 WITH
CURRENT LANE GEOMETRY**

Option 2: Copy of Murrieta Rd at Ethanac Rd

Number	11											
Intersection	Murrieta Rd at Ethanac Rd											
Control Type	Signalized											
Analysis Method	HCM 6th Edition											
Name	Murrieta Rd			Murrieta Rd			Ethanac Rd			Ethanac Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	97	90	162	67	34	9	6	665	51	78	357	48
Total Analysis Volume [veh/h]	160	108	451	85	40	28	6	1214	119	182	1024	60

Intersection Settings

Cycle Length [s]	120											
Active Pattern	Pattern 1											
Coordination Type	Time of Day Pattern Coordinated											
Actuation Type	Semi-actuated											
Lost time [s]	0.00											
Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	7	10	0	7	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	4.3	0.0	0.0	4.3	0.0	3.0	4.7	0.0	3.0	4.7	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	35	0	0	28	0	11	45	0	12	46	0
Walk [s]	0	5	0	0	3	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	17	0	0	7	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Pedestrian Signal Group	0											
Pedestrian Walk [s]	0											
Pedestrian Clearance [s]	0											

Lane Group Calculations

g / C, Green / Cycle	0.35	0.08	0.08	0.01	0.28	0.28	0.12	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.42	0.07	0.02	0.00	0.36	0.36	0.10	0.29	0.29
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3	3	3	3	3	3	3	3
s, saturation flow rate [veh/h]	1694	1838	1615	1810	1900	1841	1810	1900	1863
c, Capacity [veh/h]	594	156	137	19	526	510	214	731	717
X, volume / capacity	1.21	0.80	0.20	0.31	1.28	1.29	0.85	0.75	0.75
d, Delay for Lane Group [s/veh]	148.86	63.03	51.86	67.93	184.91	187.68	60.94	38.78	38.98

Lane Group LOS	F	E	D	E	F	F	E	D	D
Critical Lane Group	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	34.64	4.01	0.80	0.22	35.49	34.78	5.72	14.25	14.04
50th-Percentile Queue Length [ft/ln]	866.08	100.20	19.88	5.59	887.19	869.55	142.99	356.20	350.96
95th-Percentile Queue Length [veh/ln]	50.00	7.21	1.43	0.40	52.05	51.21	9.64	20.44	20.18
95th-Percentile Queue Length [ft/ln]	1249.93	180.36	35.79	10.06	1301.15	1280.14	241.04	510.97	504.57

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	148.86	148.86	148.86	63.03	63.03	51.86	67.93	186.14	187.68	60.94	38.87	38.98
Movement LOS	F	F	F	E	E	D	E	F	F	E	D	D
Critical Movement	No	No	No	No	No	No	No	No	Yes	No	No	No
d_A, Approach Delay [s/veh]	148.86			60.98			185.74			42.05		
Approach LOS	F			E			F			D		
d_I, Intersection Delay [s/veh]	120.31											
Intersection LOS	F											
Intersection V/C	0.950											

Option 2: Copy of Murrieta Rd at Ethanac Rd

Number	11											
Intersection	Murrieta Rd at Ethanac Rd											
Control Type	Signalized											
Analysis Method	HCM 6th Edition											
Name	Murrieta Rd			Murrieta Rd			Ethanac Rd			Ethanac Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	106	76	143	45	75	13	6	402	108	212	484	42
Total Analysis Volume [veh/h]	199	90	351	59	96	27	6	1250	224	545	1265	61

Intersection Settings

Cycle Length [s]	120											
Active Pattern	Pattern 1											
Coordination Type	Time of Day Pattern Coordinated											
Actuation Type	Semi-actuated											
Lost time [s]	0.00											
Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	7	10	0	7	10	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	4.3	0.0	0.0	4.3	0.0	3.0	4.7	0.0	3.0	4.7	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	32	0	0	28	0	11	36	0	24	49	0
Walk [s]	0	5	0	0	3	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	21	0	0	17	0	0	7	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Pedestrian Signal Group	0											
Pedestrian Walk [s]	0											
Pedestrian Clearance [s]	0											

Lane Group Calculations

g / C, Green / Cycle	0.31	0.10	0.10	0.01	0.10	0.10	0.32	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.37	0.08	0.02	0.00	0.40	0.40	0.30	0.35	0.35
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3	3	3	3	3	3	3	3
s, saturation flow rate [veh/h]	1708	1865	1615	1810	1900	1801	1810	1900	1870
c, Capacity [veh/h]	531	187	162	19	188	178	580	777	765
X, volume / capacity	1.20	0.83	0.17	0.31	4.00	4.05	0.94	0.85	0.87
d, Delay for Lane Group [s/veh]	150.24	62.02	49.88	67.94	1414.82	1441.13	47.68	43.76	45.05

Lane Group LOS	F	E	D	E	F	F	D	D	D
Critical Lane Group	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	31.03	4.94	0.75	0.22	76.56	73.89	16.00	18.73	18.99
50th-Percentile Queue Length [ft/ln]	775.75	123.43	18.68	5.59	1913.97	1847.28	399.88	468.23	474.84
95th-Percentile Queue Length [veh/ln]	44.95	8.58	1.35	0.40	114.93	111.18	22.55	25.83	26.14
95th-Percentile Queue Length [ft/ln]	1123.86	214.53	33.63	10.06	2873.20	2779.43	563.85	645.67	653.53

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	150.24	150.24	150.24	62.02	62.02	49.88	67.94	1425.31	1441.13	47.68	44.37	45.05
Movement LOS	F	F	F	E	E	D	E	F	F	D	D	D
Critical Movement	No	No	No	No	No	No	No	No	Yes	No	No	No
d_A, Approach Delay [s/veh]	150.24			60.22			1422.21			45.36		
Approach LOS	F			E			F			D		
d_I, Intersection Delay [s/veh]	550.41											
Intersection LOS	F											
Intersection V/C	1.160											