

*Traffic Impact Study Report*

# Riverside – Corona Feeder Realignment Project

*Presented to*

**Western Municipal Water District**

**May 2009**



A L B E R T A.

**WEBB**  
ASSOCIATES

A L B E R T

A.

# WEBB

A S S O C I A T E S

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May 1, 2009

Jack Safely, P.E.  
Director of Water Resources  
Western Municipal Water District  
450 Alessandro Blvd.  
Riverside, CA 92508

RE: Traffic Impact Study Report, Riverside-Corona Feeder Realignment Project,  
City of Riverside, CA.

Dear Mr. Safely:

We are pleased to submit herewith our Traffic Impact Study Report for the proposed Riverside-Corona Feeder Realignment Project which we have prepared at your request.

If you have any questions regarding this report, please call the undersigned for clarification.

Sincerely yours,

ALBERT A. WEBB ASSOCIATES



Miguel A. Gaytan II, T.E.  
Associate Engineer



Dilesh Sheth, P.E., T.E.  
Director, Traffic and Transportation



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## **SECTION 1 - INTRODUCTION AND SUMMARY**

### **PURPOSE OF REPORT AND STUDY OBJECTIVES**

The purpose of this study is to evaluate the effects on traffic circulation produced from the installation of the central reach of the Riverside-Corona Feeder Realignment Project.

The objectives of this study include the following:

- Determine existing traffic conditions in the vicinity of the alignment;
- Determine the short-term impacts at the study area intersections due to the installation of the Riverside-Corona Feeder pipeline;
  - Impacts will be determined for different phases of construction;
- Determine if the level of service (LOS) required by the City of Riverside General Plan and Riverside County General Plan will be maintained at all affected intersections.

### **EXECUTIVE SUMMARY**

#### **Project Location**

The proposed Riverside-Corona Feeder Realignment (project) is located within the boundaries of the cities of Colton, Rialto, Riverside and San Bernardino, and unincorporated areas of the counties of Riverside and San Bernardino. The project is approximately 20.5 linear miles (108,000 linear feet) in length and is separated into two portions referred to as the northern reach and the central reach. The northern reach will span from the intersection of Waterman Avenue and Orange Show Road, in the city of San Bernardino, to the intersection of Limonite Avenue and Clay Street, in unincorporated Riverside County. The central reach will span from the intersection of Limonite Avenue and Clay Street, in unincorporated Riverside County, to connect to the previously approved Riverside-Corona Feeder Alignment (2005 project alignment) near the intersection of Jackson Street and Cleveland Street, in the city of Riverside.

The project also proposes an alternate alignment (Monroe Street Alternative Alignment) on a portion of the central reach. The Monroe Street Alternative Alignment would change the proposed realignment between the intersection of Jackson Street and Colorado Avenue, in the city of Riverside, and the intersection of Cleveland Avenue and Irving Street, in the city of Riverside.

This study will focus on the impacts from the installation of the central reach portion of the pipeline.

## **Project Description**

The project is a pipeline that will be used to deliver water from the Riverside and San Bernardino County groundwater basins to communities throughout western Riverside County during drought and emergency periods. The completed project is to be located underground primarily within existing road rights-of-way.

The central reach will include a pipeline that is approximately 31,575 linear feet and 54 inches in diameter.

## **Project Construction**

The construction involved along the central reach includes both boring/tunneling and shored open trench construction. Where open trench construction is planned, the shored open trench method is preferred when there is minimal allowable construction width and restricted right-of-way. The required construction width for an open trench with shored walls is 30 to 35 feet, to allow for heavy vehicle operation. Figure 1-A shows the typical detail for this type of construction.

An available option to this type of construction is open trench construction with flared sidewalls. This method requires greater construction width and is not typical for roadways with minimal right-of-way widths.

Construction may also include backfilling and/or plating the open trench. This will allow for the traffic to continue using the roadway at the time construction does not occur.

The pipeline will be manufactured in 40 foot lengths. A typical work day will allow for the installation of approximately 120 feet of pipeline.

## **Principal Findings**

### **Required Level of Service**

According to the City of Riverside General Plan:

*The City will strive to maintain LOS D or better on arterial streets wherever possible. At some key locations, such as City arterial roadways which are used as a freeway bypass by regional through traffic and at heavily traveled freeway interchanges, LOS E may be acceptable as determined on a case-by-case basis.*

According to the County of Riverside General Plan, Policy C 2.1:

*Maintain the following countywide target Levels of Service:*

*LOS “C” along all County maintained roads and conventional state highways. As an exception, LOS “D” may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways or freeway ramp intersections.*

*LOS “E” may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities.*

## **Conclusions**

Based on the traffic study, it is concluded that the traffic impacts generated from the installation of the pipeline will require several mitigation factors including non-peak hour construction (AM peak hours are 7:00 AM to 9:00 AM, PM peak hours are 4:00 PM to 6:00 PM), temporary lane closures, temporary lane shifts using channelizing devices, temporary signal phasing modifications, and detours to divert traffic through nearby streets. The required mitigations are specified for following intersections:

*Tentative Alignment (Jackson Street):*

### **Clay Street and Limonite Avenue**

- Construction south of the intersection:
  - Construction should not be allowed during the PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
- Construction through the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Detours may be used to divert traffic through nearby streets.

### **Clay Street and Linares Avenue**

- Construction south of the intersection:
  - Construction should not be allowed during the PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
- Construction north of the intersection:
  - Construction should not be allowed during the PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
- Construction through the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.

- Detours are required to divert northbound right, southbound left and all westbound traffic through Haven View Drive.

#### Van Buren Boulevard and Jurupa Avenue

- Construction at this intersection will not affect traffic.

#### Van Buren Boulevard and Arlington Avenue

- Construction south of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures are required.
  - Detours may be used to divert traffic through nearby streets.
- Construction north of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures are required.
  - Detours may be used to divert traffic through nearby streets.

#### Van Buren Boulevard and Jackson Street

- Construction north of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures are required.
  - Detours are required to divert northbound through, eastbound left and westbound right traffic through Harold Street.
- Construction east of the intersection:
  - Construction should not be allowed during the PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
- Construction through the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert northbound through, eastbound left and westbound right traffic through Harold Street.

#### Jackson Street and Colorado Avenue

- Construction south of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours may be used to divert traffic through nearby streets.
- Construction north of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours may be used to divert traffic through nearby streets.
- Construction through the intersection:

- Temporary lane closures and lane shifts using channelizing devices are required.
- Temporary signal phasing modification is required.
- Detours are required to divert northbound right, southbound left, eastbound through and all westbound traffic through Van Buren Boulevard, California Avenue and Monroe Street.

#### Jackson Street and California Avenue

- Construction south of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours may be used to divert traffic through nearby streets.
- Construction north of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours may be used to divert traffic through nearby streets.
- Construction through the south side of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours may be used to divert traffic through nearby streets.
- Construction through the north side of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours may be used to divert traffic through nearby streets.

#### Jackson Street and Garfield Street

- Construction south of the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
- Construction north of the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
- Construction through the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert northbound right, southbound left, eastbound through and all westbound traffic through Monroe Street, Magnolia Avenue and California Avenue.

#### Jackson Street and Magnolia Avenue

- Construction south of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.

- Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours may be used to divert traffic through nearby streets.
- Construction north of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours may be used to divert traffic through nearby streets.
- Construction through the south side of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert northbound right, southbound left and eastbound through traffic through Van Buren Boulevard, Garfield Street, Indiana Avenue and Monroe Street.
- Construction through the north side of the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert all westbound traffic through Van Buren Boulevard, Garfield Street, Indiana Avenue and Monroe Street.

#### Jackson Street and Indiana Avenue

- Construction south of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours may be used to divert traffic through nearby streets.
- Construction west of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert northbound left, southbound right, westbound through and all eastbound traffic through Gibson Street, Lincoln Avenue, Van Buren Boulevard and Andrew Street.
- Construction through the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures are required.
  - Detours are required to divert all northbound, southbound, eastbound and westbound traffic through Andrew Street, Van Buren Boulevard, Gibson Street, Lincoln Avenue and Monroe Street.

#### Jackson Street and Lincoln Avenue

- Construction south of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert all northbound traffic through Victoria Avenue, Gibson Street, Irving Street and Indiana Avenue.
- Construction north of the intersection:

- Construction should not be allowed during the AM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
- Construction through the south side of the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert all northbound traffic through Victoria Avenue, Gibson Street, Irving Street and Indiana Avenue.
- Construction through the north side of the intersection:
  - Construction should not be allowed during the AM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.

#### Jackson Street and Victoria Avenue

- Construction south of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert southbound through, eastbound right, westbound left and all northbound traffic through Cleveland Avenue, Gibson Street and Irving Street.
- Construction north of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert northbound through, eastbound left, westbound right and all southbound traffic through Lincoln Avenue, Gibson Street and Irving Street.
- Construction through the south side of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert southbound through, southbound left, westbound left, all northbound and all eastbound traffic through Cleveland Avenue, Lincoln Avenue, Gibson Street and Irving Street.
- Construction through the north side of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert northbound through, northbound left, eastbound left, all southbound and all westbound traffic through Cleveland Avenue, Lincoln Avenue, Gibson Street and Irving Street.

#### *Alternative Alignment (Monroe Street):*

#### Clay Street and Limonite Avenue

- Construction south of the intersection:
  - Construction should not be allowed during the PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
- Construction through the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Detours may be used to divert traffic through nearby streets.

### **Clay Street and Linares Avenue**

- Construction south of the intersection:
  - Construction should not be allowed during the PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
- Construction north of the intersection:
  - Construction should not be allowed during the PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
- Construction through the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert northbound right, southbound left and all westbound traffic through Haven View Drive.

### **Van Buren Boulevard and Jurupa Avenue**

- Construction at this intersection will not affect traffic.

### **Van Buren Boulevard and Arlington Avenue**

- Construction south of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures are required.
  - Detours may be used to divert traffic through nearby streets.
- Construction north of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures are required.
  - Detours may be used to divert traffic through nearby streets.

### **Van Buren Boulevard and Jackson Street**

- Construction north of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures are required.
  - Detours are required to divert northbound through, eastbound left and westbound right traffic through Harold Street.
- Construction east of the intersection:
  - Construction should not be allowed during the PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
- Construction through the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert northbound through, eastbound left and westbound right traffic through Harold Street.

## Jackson Street and Colorado Avenue

- Construction north of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours may be used to divert traffic through nearby streets.
- Construction east of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert northbound right, southbound left, eastbound through and all westbound traffic through California Avenue and Monroe Street.
- Construction through the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert northbound right, southbound left, eastbound through and all westbound traffic through Van Buren Boulevard, California Avenue and Monroe Street.

## Monroe Street and Colorado Avenue

- Construction south of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert southbound through, eastbound right, westbound left and all northbound traffic through Jackson Street, California Avenue and Adams Street.
- Construction west of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert northbound left, southbound right, westbound through and all eastbound traffic through California Avenue, Jackson Street, Van Buren Boulevard and Arlington Avenue.
- Construction through the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures are required.
  - Detours are required to divert all northbound, southbound, eastbound and westbound traffic through California Avenue, Jackson Street, Van Buren Boulevard, Arlington Avenue and Adams Street.

## Monroe Street and California Avenue

- Construction south of the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert southbound through, eastbound right and westbound left traffic through Jackson Street, Garfield Street, Magnolia Avenue and Adams Street.
- Construction north of the intersection:
  - Temporary lane closures are required.

- Detours are required to divert all southbound traffic through Jackson Street, Colorado Avenue and Adams Street.
- Construction through the south side of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert southbound through, eastbound right and westbound left traffic through Jackson Street, Garfield Street, Magnolia Avenue and Adams Street.
- Construction through the north side of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert all southbound traffic through Jackson Street, Colorado Avenue and Adams Street.

#### Monroe Street and Garfield Street

- Construction south of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert southbound through, eastbound right, westbound left and all northbound traffic through nearby streets.
- Construction north of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert northbound through, eastbound left, westbound right and all southbound traffic through nearby streets.
- Construction through the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures are required.
  - Detours are required to divert all northbound, southbound, eastbound and westbound traffic through nearby streets.

#### Monroe Street and Magnolia Avenue

- Construction south of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert southbound through, eastbound right, westbound left and all northbound traffic through Jackson Street, Indiana Avenue, Adams Street and Garfield Street.
- Construction north of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert northbound through, eastbound left, westbound right and all southbound traffic through California Avenue, Jackson Street, Indiana Avenue and Adams Street.
- Construction through the south side of the intersection:
  - Temporary lane closures are required.

- Detours are required to divert southbound through, southbound left, westbound left, all northbound and all eastbound traffic through California Avenue, Jackson Street, Indiana Avenue and Adams Street.
- Construction through the north side of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert northbound through, northbound left, eastbound left, all southbound and all westbound traffic through California Avenue, Jackson Street, Indiana Avenue and Adams Street.

#### Monroe Street and Indiana Avenue

- Construction south of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert southbound through, eastbound right, westbound left and all northbound traffic through Jackson Street, Lincoln Avenue and Adams Street.
- Construction north of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert northbound through, eastbound left, westbound right and all southbound traffic through Jackson Street, Magnolia Avenue and Adams Street.
- Construction through the south side of the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert southbound through, eastbound right, westbound left and all northbound traffic through Jackson Street, Lincoln Avenue, Magnolia Avenue and Adams Street.
- Construction through the north side of the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert northbound through, eastbound left, westbound right and all southbound traffic through Jackson Street, Lincoln Avenue, Magnolia Avenue and Adams Street.

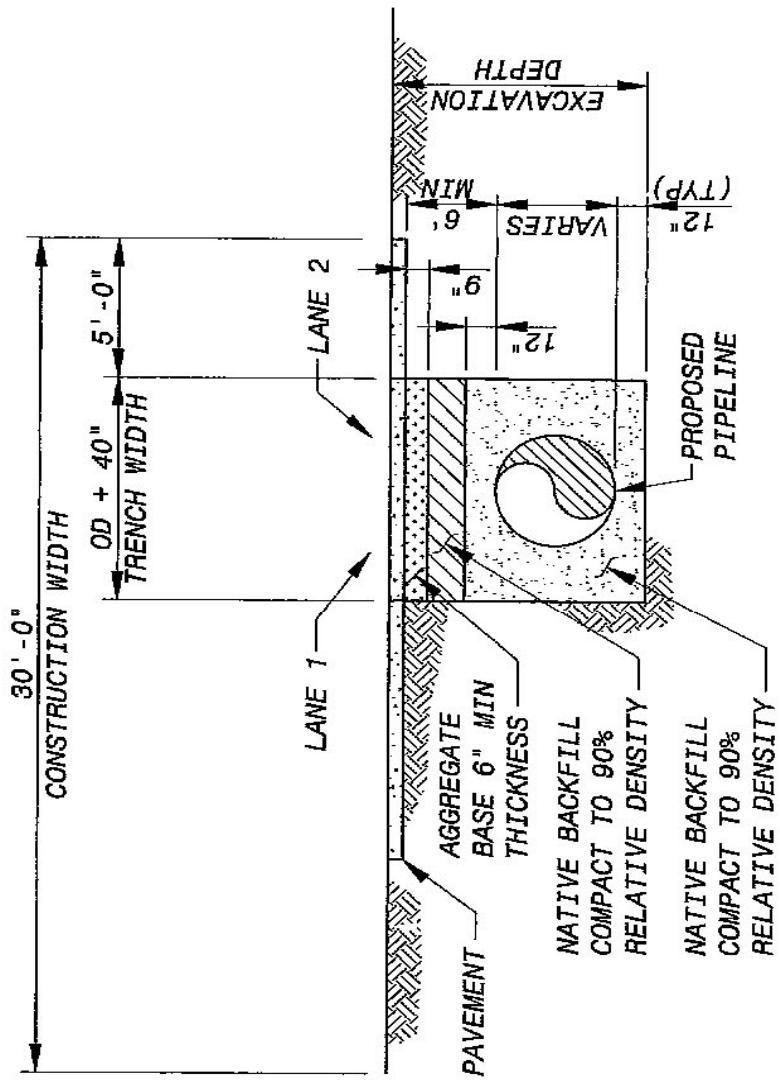
#### Monroe Street and Lincoln Avenue

- Construction south of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert southbound through, eastbound right, westbound left and all northbound traffic through Irving Street, Victoria Avenue and Gratton Street.
- Construction north of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert northbound through, eastbound left, westbound right and all southbound traffic through Jackson Street, Indiana Avenue, Victoria Avenue and Adams Street.
- Construction through the south side of the intersection:

- Temporary lane closures and lane shifts using channelizing devices are required.
  - Detours are required to divert southbound through, eastbound right, westbound left and all northbound traffic through Victoria Avenue, Gratton Street, Jackson Street and Indiana Avenue.
- Construction through the north side of the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Detours are required to divert northbound through, eastbound left, westbound right and all southbound traffic through Jackson Street, Indiana Avenue, Victoria Avenue and Adams Street.

#### Monroe Street and Victoria Avenue

- Construction south of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert southbound through, eastbound right, westbound left and all northbound traffic through Irving Street, Cleveland Avenue and Gratton Street.
- Construction north of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert northbound through, eastbound left, westbound right and all southbound traffic through Irving Street, Lincoln Avenue and Gratton Street.
- Construction through the south side of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert southbound through, southbound left, westbound left, all northbound and all eastbound traffic through Irving Street, Lincoln Avenue, Gratton Street and Cleveland Avenue.
- Construction through the north side of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert northbound through, northbound left, eastbound left, all southbound and all westbound traffic through Irving Street, Lincoln Avenue, Gratton Street and Cleveland Avenue.



NOTES:

1. FOR POOR SOILS, EXCAVATION BELOW THE PIPE WILL BE 3 FEET OR TO FIRM MATERIAL.
2. NATIVE SOIL AND SOIL CEMENT WILL BE ALLOWED FOR BEDDING/BACKFILL MATERIAL IF IT MEETS SPEC AND IS COMPATIBLE WITH PIPE COATING SYSTEM.

TRENCH SECTION  
NTS

## **SECTION 2 - PROPOSED PROJECT**

### **SUMMARY OF THE PROJECT**

#### **Alignment**

The central reach of the proposed Riverside-Corona Feeder Realignment (project) is located within the City of Riverside and unincorporated County of Riverside.

The central reach is that portion of the proposed project starting at the intersection of Limonite Avenue and Clay Street and continuing south under Clay Street from Limonite Avenue and crossing under the Santa Ana River east of Van Buren Boulevard. South of the Santa Ana River, the alignment crosses under Van Buren Boulevard to Doolittle Avenue, continues south under Doolittle Avenue to Van Buren Boulevard, where it continues south under Van Buren Boulevard. The alignment then traverses southeast under Jackson Street to Diana Avenue where it traverses southwest to Wilbur Street, then south under State Route 91. South of State Route 91, the alignment then traverses northeast under Indiana Avenue to Jackson Street, where it then traverses southeast under Jackson Street and connects to the previously approved Riverside-Corona Feeder Alignment (2005 project alignment) near the intersection of Jackson Street and Cleveland Avenue.

As an alternative to the Jackson Street alignment, the placement of a portion of the southern leg of the central reach would be located under Monroe Street. The Monroe Street alignment would follow the above-described alignment until the intersection of Jackson Street and Colorado Avenue, where it would then traverse northeast under Colorado Avenue to Monroe Street. At Monroe Street, the alignment will continue in a southeast direction to Cleveland Avenue, where it would then traverse southwest under Cleveland Avenue to connect with the 2005 project alignment at the intersection of Cleveland Avenue and Irving Street.

The project site location is presented on Figure 2-A.

#### **Description**

The project is a pipeline that will be used to deliver water from the Riverside and San Bernardino County groundwater basins to communities throughout western Riverside County during drought and emergency periods. The completed project is to be located underground primarily within existing road rights-of-way.

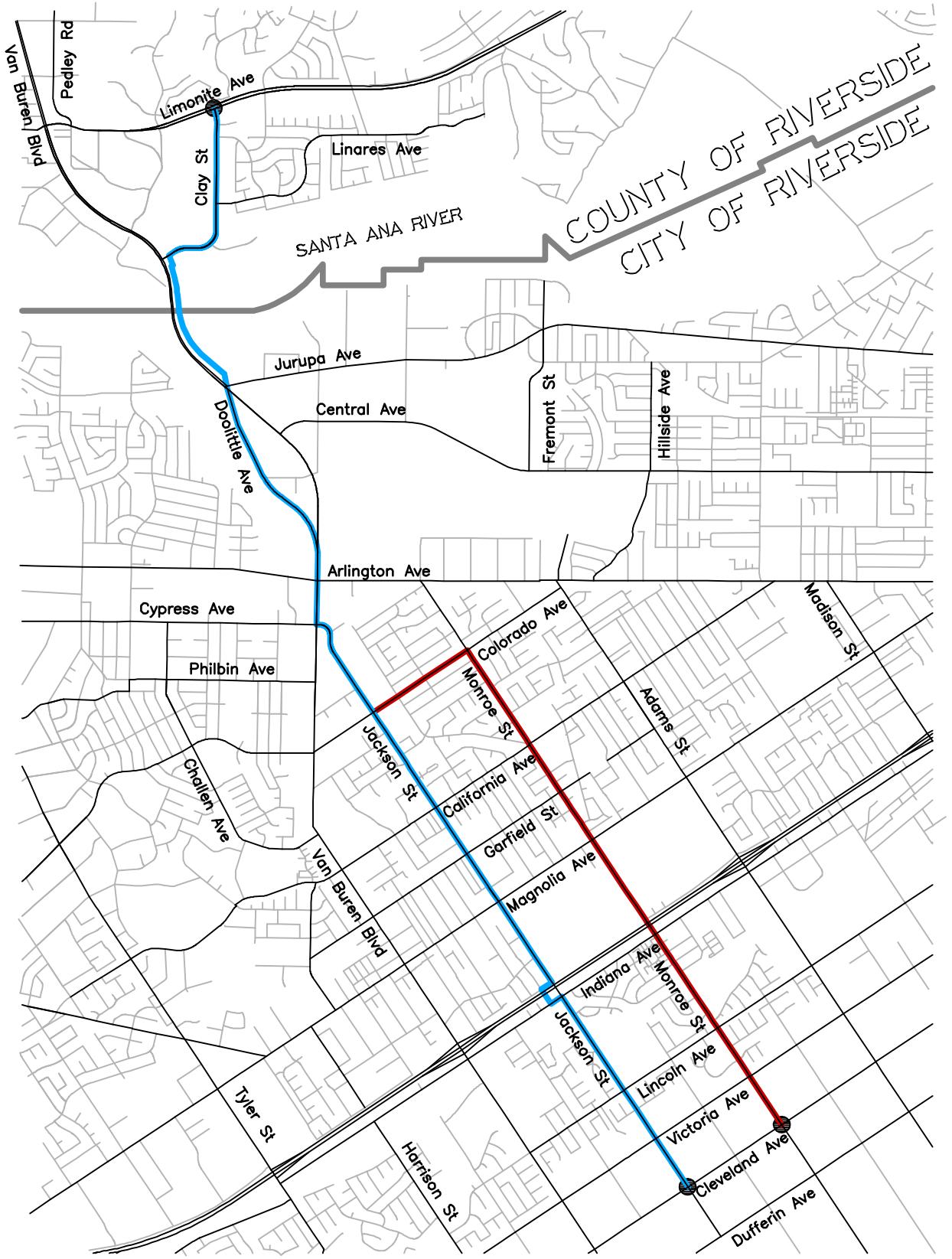
The central reach will include a pipeline that is approximately 31,575 linear feet and 54 inches in diameter.

## **Alignment Plan**

The tentative alignment at the study area intersections is shown on Figures 2-B1 to 2-B12. There is not a current alignment for the Monroe Street Alternative.

## **Timing of the Proposed Project**

For analysis purposes, it is anticipated that the central reach portion of the Riverside-Corona Feeder Realignment Project will be installed by 2013.


**LEGEND**

- Riverside-Corona Feeder Tentative Alignment
- Riverside-Corona Feeder Alternative Alignment (Monroe Street Alternative)
- Junction



ALBERT A.  
**WEBB**  
ASSOCIATES

## PROJECT SITE LOCATION MAP

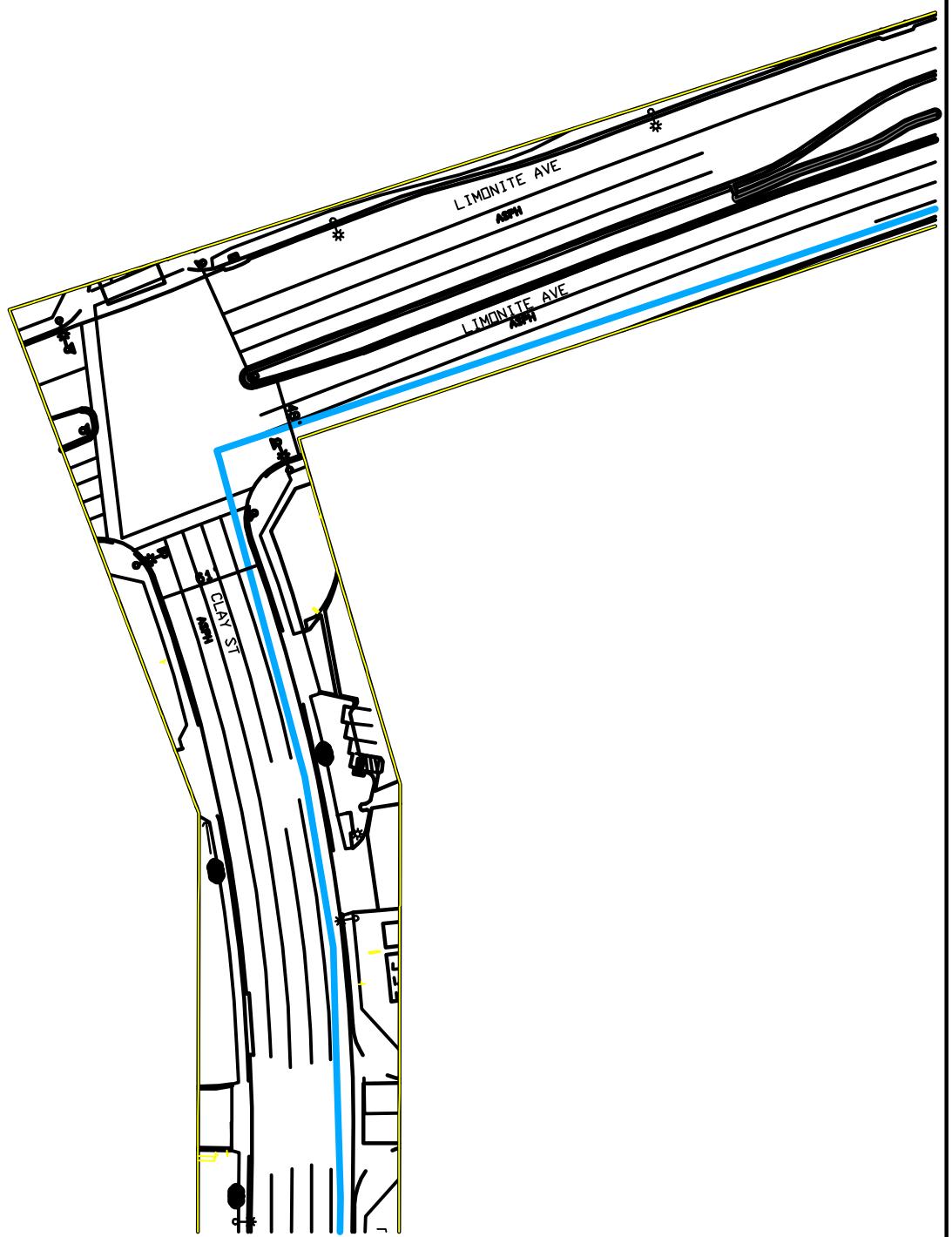
RIVERSIDE-CORONA FEEDER REALIGNMENT PROJECT  
CITY OF RIVERSIDE, CALIFORNIA

FIGURE

2-A

W.O. 07-0377

N  
NTS



LEGEND

Riverside-Corona Feeder  
Tentative Alignment

ALBERT A.  
**WEBB**  
ASSOCIATES

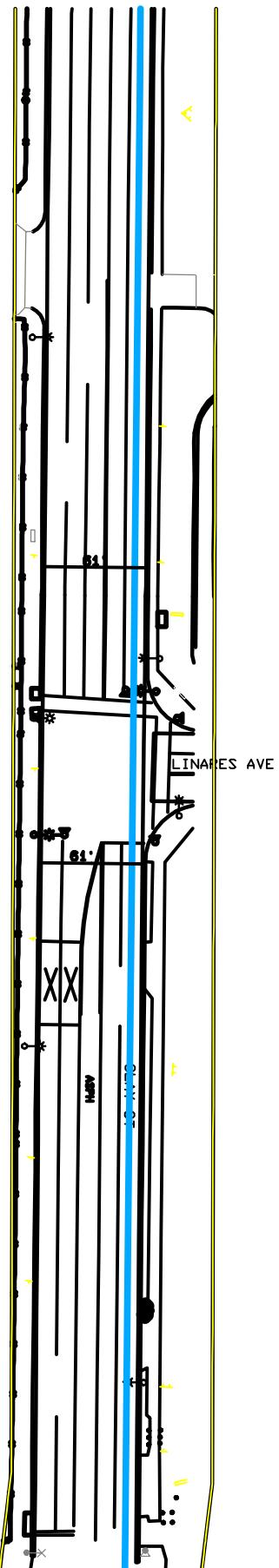
CLAY ST & LIMONITE AVE

RIVERSIDE-CORONA FEEDER REALIGNMENT PROJECT  
CITY OF RIVERSIDE, CALIFORNIA

FIGURE  
2-B1

W.O. 07-0377

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NTS



LEGEND

Riverside-Corona Feeder  
Tentative Alignment

ALBERT A.  
**WEBB**  
ASSOCIATES

CLAY ST & LINALES AVE

RIVERSIDE-CORONA FEEDER REALIGNMENT PROJECT  
CITY OF RIVERSIDE, CALIFORNIA

FIGURE  
2-B2

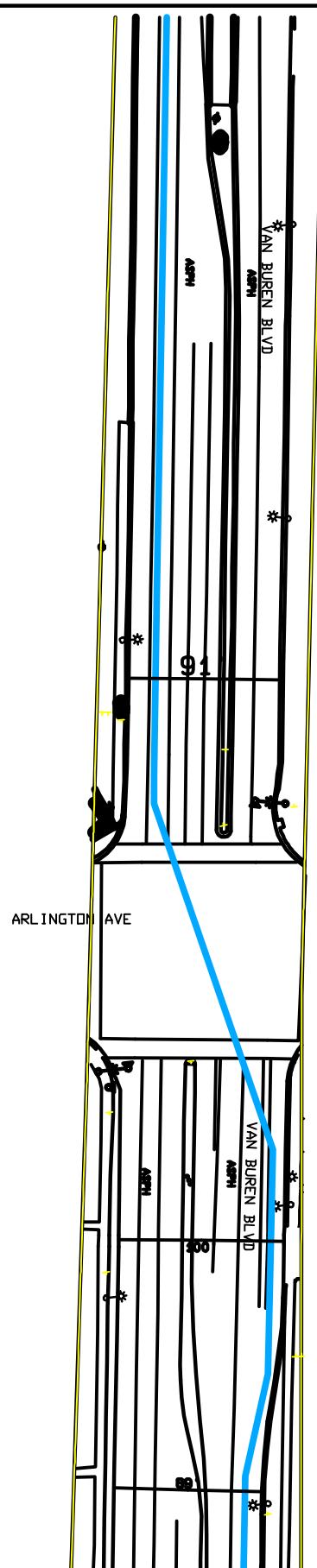
W.O. 07-0377

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NTS

LEGEND

Riverside-Corona Feeder  
Tentative Alignment

N  
NTS



LEGEND

Riverside-Corona Feeder  
Tentative Alignment

A L B E R T A.  
**WEBB**  
A S S O C I A T E S

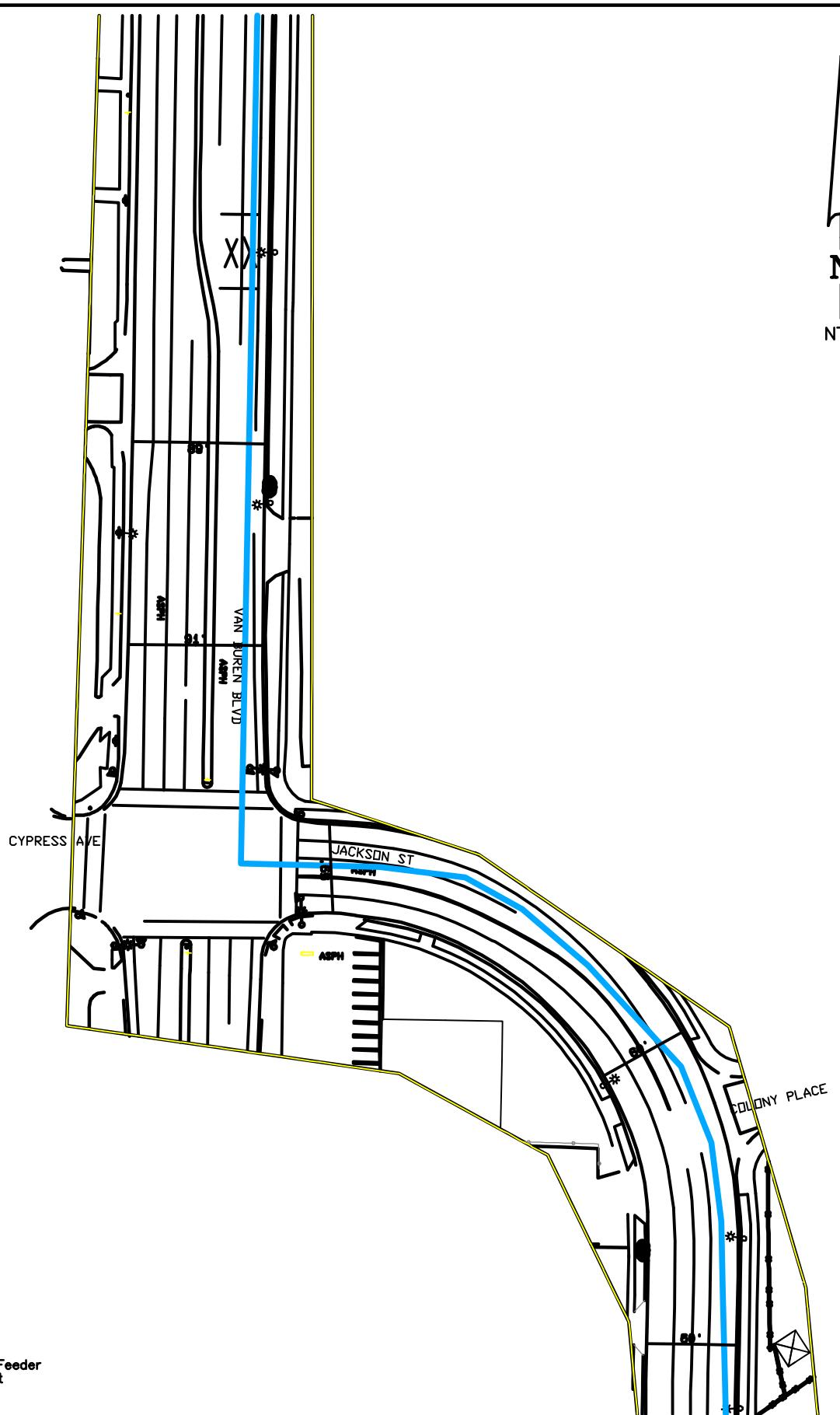
VAN BUREN BLVD & ARLINGTON AVE

RIVERSIDE-CORONA FEEDER REALIGNMENT PROJECT  
CITY OF RIVERSIDE, CALIFORNIA

FIGURE  
2-B4

W.O. 07-0377

N  
NTS



N  
NTS

COLORADO AVE

JACKSON ST

LEGEND

Riverside-Corona Feeder  
Tentative Alignment

ALBERT A.  
**WEBB**  
ASSOCIATES

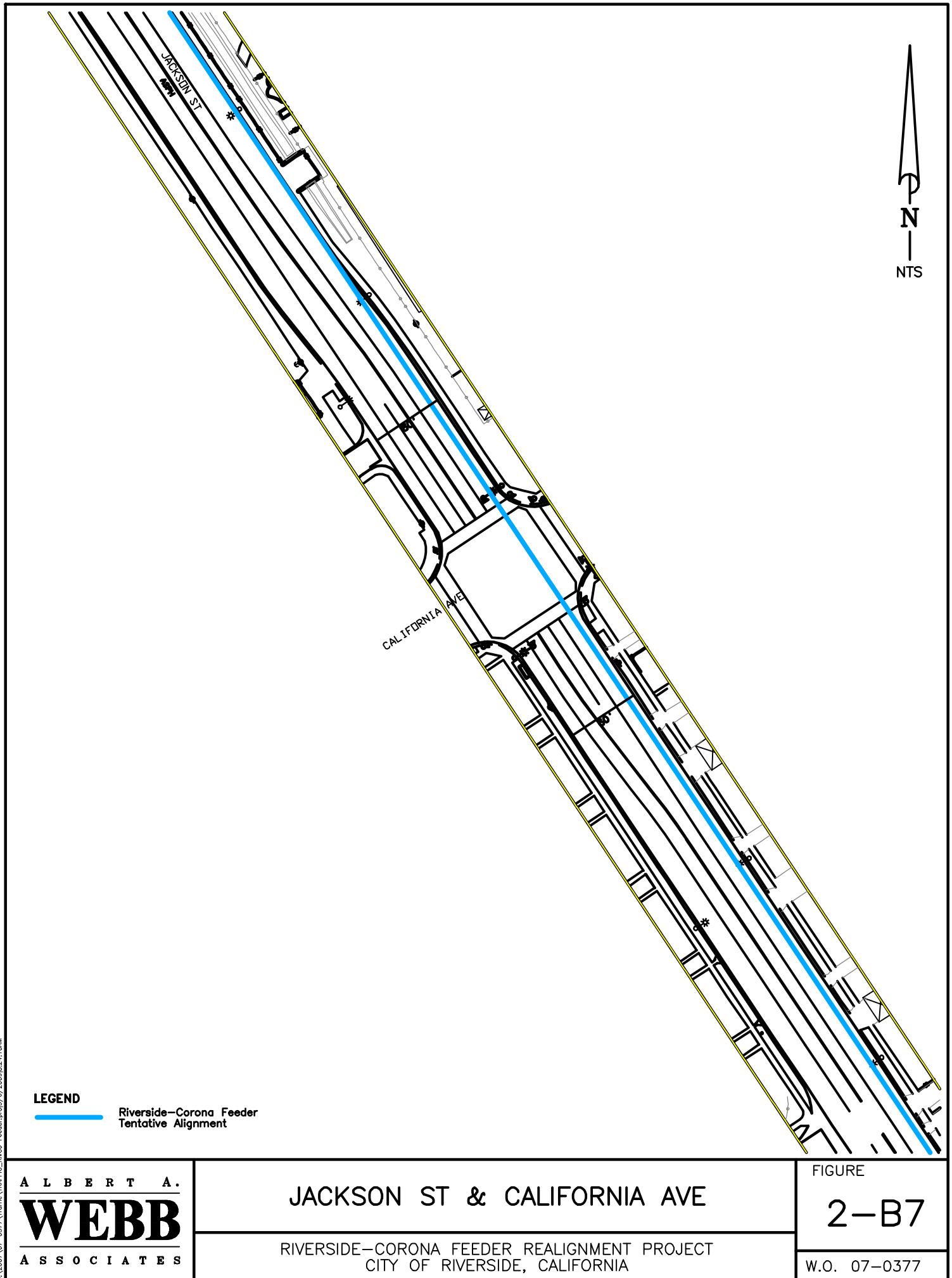
JACKSON ST & COLORADO AVE

RIVERSIDE-CORONA FEEDER REALIGNMENT PROJECT  
CITY OF RIVERSIDE, CALIFORNIA

FIGURE  
2-B6

W.O. 07-0377

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NTS



N  
NTS

HAWTHORNE AVE

JACKSON ST

GARFIELD

LEGEND

Riverside-Corona Feeder  
Tentative Alignment

A L B E R T A.  
**WEBB**  
A S S O C I A T E S

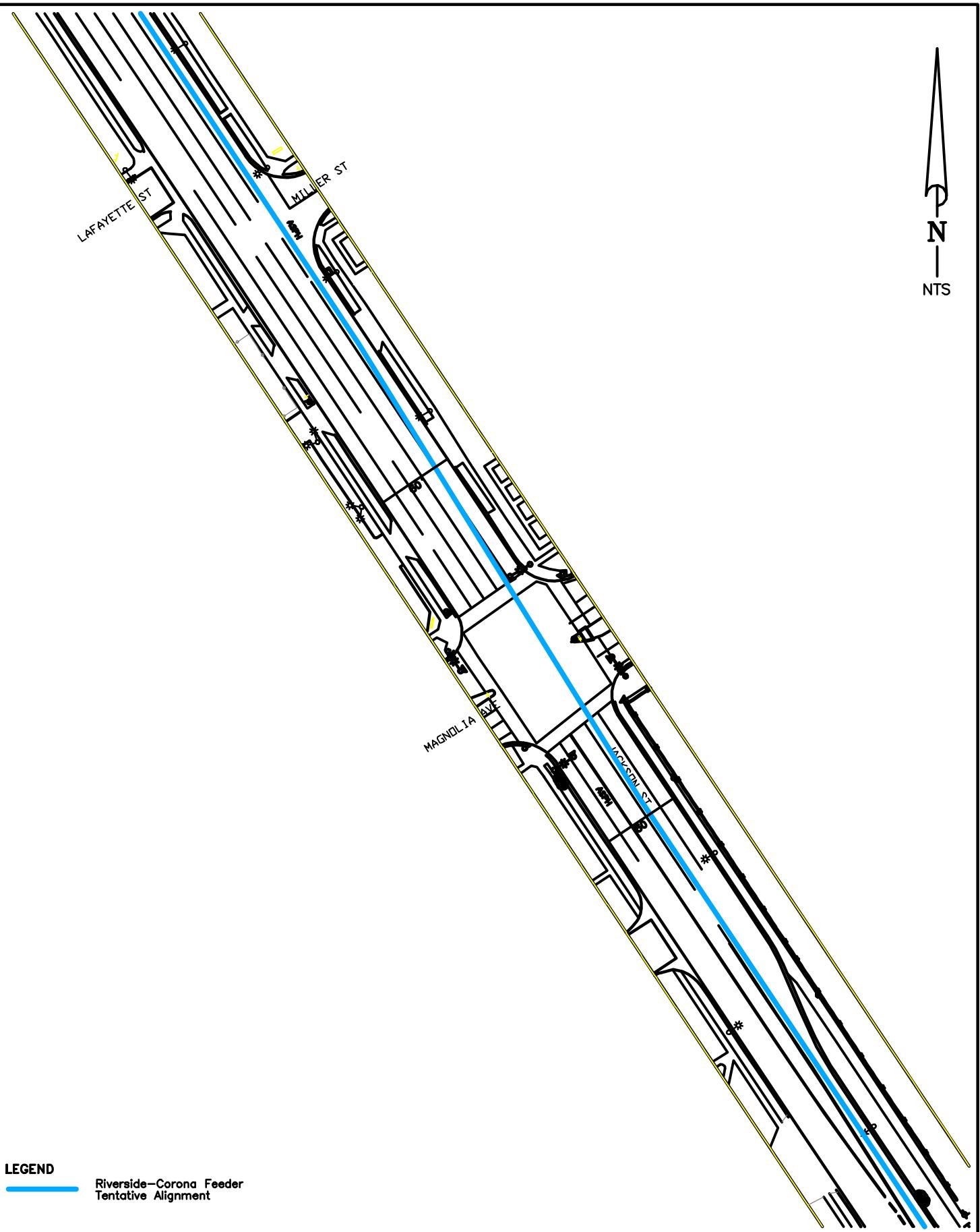
JACKSON ST & GARFIELD ST

RIVERSIDE-CORONA FEEDER REALIGNMENT PROJECT  
CITY OF RIVERSIDE, CALIFORNIA

FIGURE  
2-B8

W.O. 07-0377

N  
NTS



LEGEND

Riverside-Corona Feeder  
Tentative Alignment

A L B E R T A.  
**WEBB**  
A S S O C I A T E S

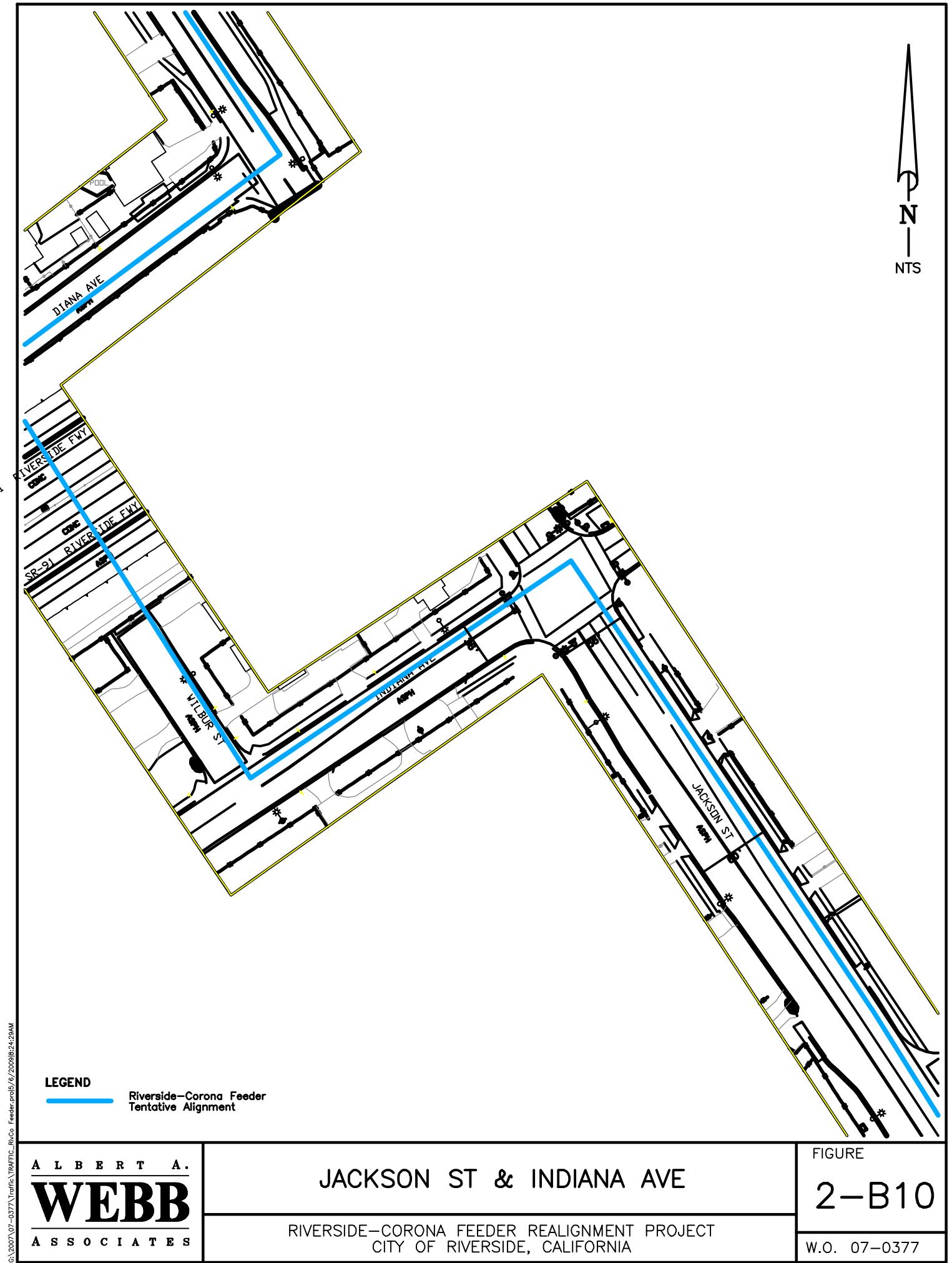
JACKSON ST & MAGNOLIA AVE

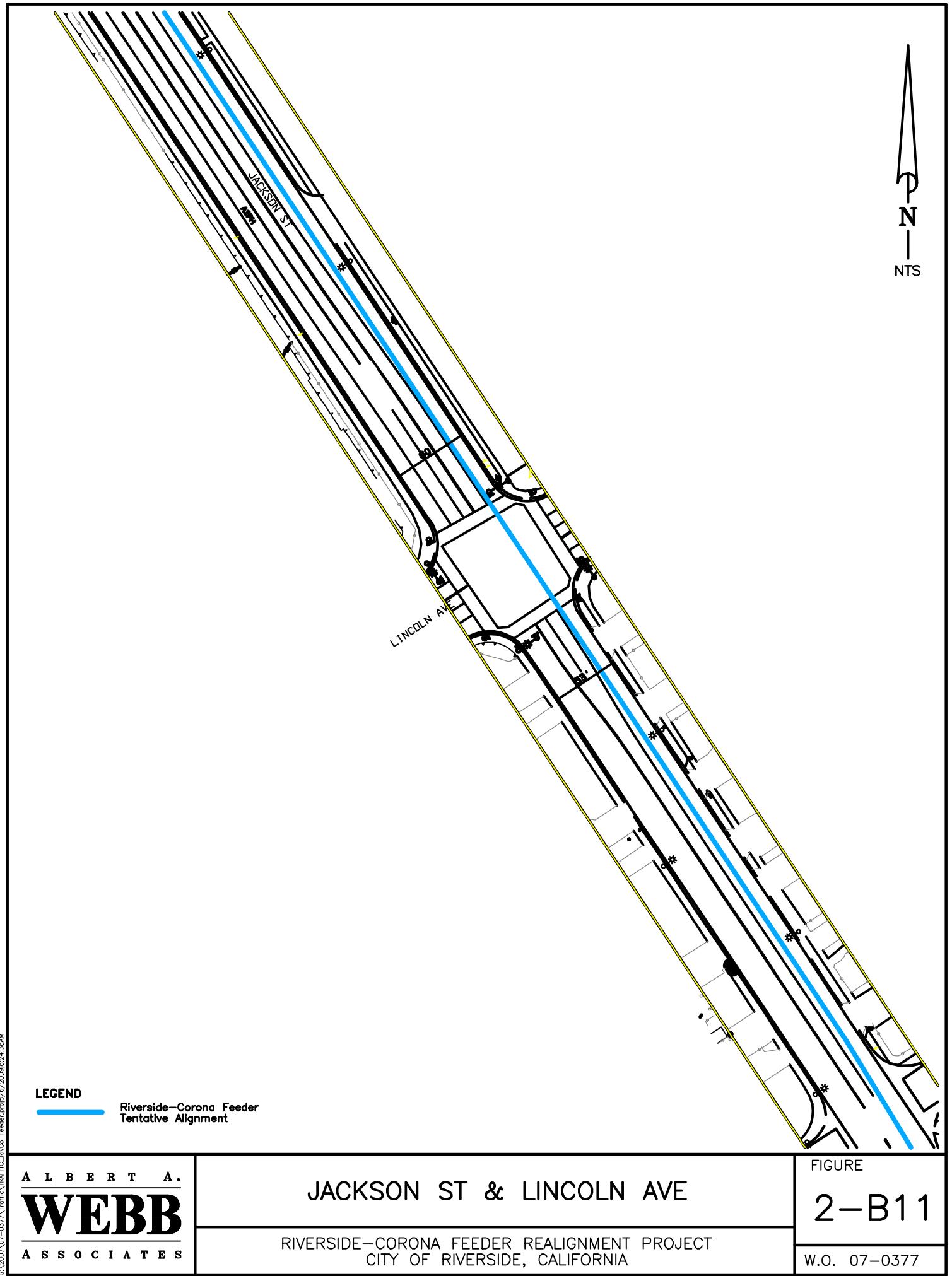
RIVERSIDE-CORONA FEEDER REALIGNMENT PROJECT  
CITY OF RIVERSIDE, CALIFORNIA

FIGURE

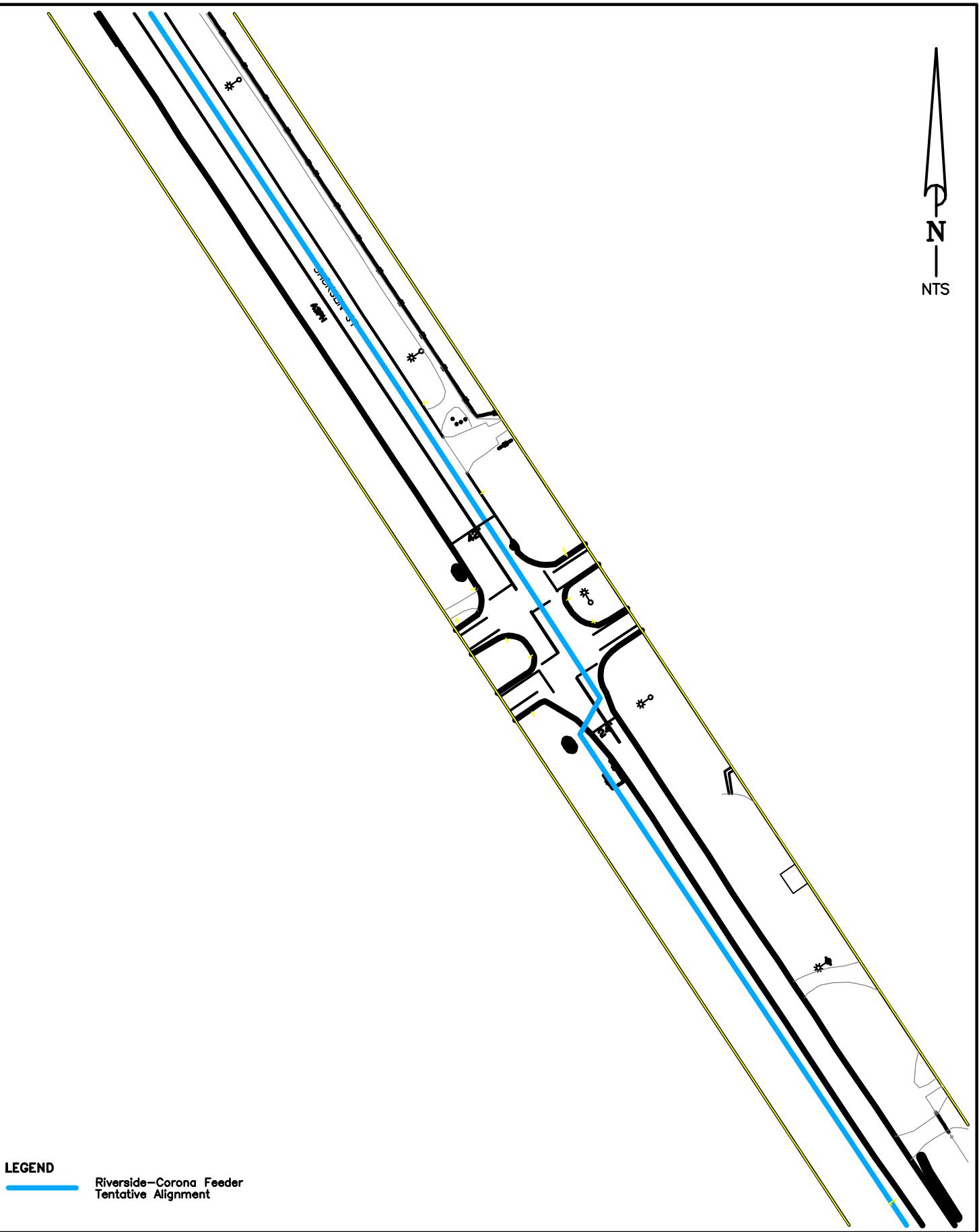
2-B9

W.O. 07-0377





N  
NTS



LEGEND

Riverside-Corona Feeder  
Tentative Alignment

A L B E R T A.  
**WEBB**  
A S S O C I A T E S

JACKSON ST & VICTORIA AVE

RIVERSIDE-CORONA FEEDER REALIGNMENT PROJECT  
CITY OF RIVERSIDE, CALIFORNIA

FIGURE  
2-B12

W.O. 07-0377

## **SECTION 3 - AREA CONDITIONS**

### **STUDY AREA**

The study area includes the following intersections:

1. Clay Street (NS) / Limonite Avenue (EW) (County of Riverside)
2. Clay Street (NS) / Linares Avenue (EW) (County of Riverside)
3. Van Buren Boulevard (NS) / Jurupa Avenue (EW) (City of Riverside)
4. Van Buren Boulevard (NS) / Arlington Avenue (EW) (City of Riverside)
5. Van Buren Boulevard (NS) / Jackson Street (EW) (City of Riverside)
6. Jackson Street (NS) / Colorado Avenue (EW) (City of Riverside)
7. Jackson Street (NS) / California Avenue (EW) (City of Riverside)
8. Jackson Street (NS) / Garfield Street (EW) (City of Riverside)
9. Jackson Street (NS) / Magnolia Avenue (EW) (City of Riverside)
10. Jackson Street (NS) / Indiana Avenue (EW) (City of Riverside)
11. Jackson Street (NS) / Lincoln Avenue (EW) (City of Riverside)
12. Jackson Street (NS) / Victoria Avenue (EW) (City of Riverside)
13. Monroe Street (NS) / Colorado Avenue (EW) (City of Riverside)
14. Monroe Street (NS) / California Avenue (EW) (City of Riverside)
15. Monroe Street (NS) / Garfield Street (EW) (City of Riverside)
16. Monroe Street (NS) / Magnolia Avenue (EW) (City of Riverside)
17. Monroe Street (NS) / Indiana Avenue (EW) (City of Riverside)
18. Monroe Street (NS) / Lincoln Avenue (EW) (City of Riverside)
19. Monroe Street (NS) / Victoria Avenue (EW) (City of Riverside)

### **SITE ACCESSIBILITY**

#### **Existing Roadway System**

The existing roadway system is shown on Figure 3-A. It identifies the existing intersection controls (i.e. signals and signage), intersection geometrics, and the number of through traffic lanes within the study area.

#### **Existing Traffic Volumes**

The existing AM and PM peak hour intersection volume counts conducted by Counts Unlimited, Inc. are shown on Figures 3-B and 3-C, respectively. The traffic count worksheets are provided in Appendix A.

## **Level of Service Methodology**

The City of Riverside and Riverside County Transportation Departments require that the Highway Capacity Manual (HCM; Methodologies – Section 3) be used to analyze the Level of Service (LOS).

The HCM evaluates the LOS of intersections based upon the control delay per vehicle. The methodology used to evaluate the intersection level of service differs on whether the intersection is signalized or unsignalized. Levels of service at signalized and unsignalized intersections have been evaluated using Traffix Version 7.9, which are based upon 2000 HCM methodologies.

### **Signalized Intersections**

According to the 2000 HCM, the level of service for signalized intersections is based upon the weighted average control delay of all vehicles in seconds per vehicle. Table 3-1 shows the criteria used to determine the level of service for signalized intersections.

Table 3-1 – Level of Service for Signalized Intersections

Level of Service	Control Delay per Vehicle (Sec/Veh)
A	$\leq 10$
B	$> 10$ and $\leq 20$
C	$> 20$ and $\leq 35$
D	$> 35$ and $\leq 55$
E	$> 55$ and $\leq 80$
F	$> 80$

### **Unsignalized Intersections**

The 2000 HCM defines the level of service for all-way stop intersections as the weighted average control delay in seconds per vehicle. For two-way stop controlled intersections, the delay is computed for each controlled movement and the level of service is based on the highest control delay. Table 3-2 shows the criteria used to determine the level of service for unsignalized intersections.

Table 3-2 – Level of Service for Unsignalized Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	$\leq 10$
B	$> 10 \text{ and } \leq 15$
C	$> 15 \text{ and } \leq 25$
D	$> 25 \text{ and } \leq 35$
E	$> 35 \text{ and } \leq 50$
F	$> 50$

### **Required Level of Service**

According to the City of Riverside General Plan:

*The City will strive to maintain LOS D or better on arterial streets wherever possible. At some key locations, such as City arterial roadways which are used as a freeway bypass by regional through traffic and at heavily traveled freeway interchanges, LOS E may be acceptable as determined on a case-by-case basis.*

According to the County of Riverside General Plan, Policy C 2.1:

*Maintain the following countywide target Levels of Service:*

*LOS “C” along all County maintained roads and conventional state highways. As an exception, LOS “D” may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways or freeway ramp intersections.*

*LOS “E” may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities.*

## **Levels of Service – Existing Conditions**

The intersection levels of service for existing conditions shown on Table 3-3 are based upon the existing roadway system and the existing AM and PM peak hour intersection volumes. The level of service calculation worksheets are provided in Appendix B.

### **Through Traffic Method of Projection**

The method of traffic projection is based on the following criteria:

- Existing traffic conditions;
- Ambient growth projections;
- Lane closures and turning movement detours.

This report uses a study year of 2013 for analysis purposes.

### **Ambient Growth**

In order to evaluate traffic conditions for the project analysis year, area wide growth on the existing roadways must be projected. Per discussion with the City of Riverside Transportation Department staff, this study will utilize a 2 percent per year growth rate.

### **Levels of Service – Existing Plus Ambient Growth Conditions**

The intersection levels of service for existing plus ambient growth conditions shown on Table 3-4 are based upon the existing roadway system and the existing plus ambient growth AM and PM peak hour intersection volumes. The intersections of Van Buren Boulevard and Jurupa Avenue, Van Buren Boulevard and Arlington Avenue, and Van Buren Boulevard and Jackson Street are based upon the geometrics approved by the City of Riverside for the Van Buren Boulevard Widening project. The level of service calculation worksheets are provided in Appendix B.

### **General Plan Circulation and Roadway Cross-Sections**

The current City of Riverside General Plan circulation element is shown on Figure 3-D. The current Riverside County General Plan circulation element for the Jurupa area is shown on Figure 3-E. The City of Riverside General Plan roadway cross-sections are shown on Figure 3-F. The Riverside County General Plan roadway cross-sections are shown on Figure 3-G.

Table 3-3 – Levels of Service – Existing Conditions

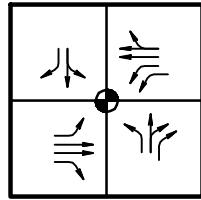
Intersection	Traffic Control	Peak Hour	Existing	
			Delay (Sec)	LOS
1. Clay Street / Limonite Avenue	Signal	AM	30.2	C
		PM	33.2	C
2. Clay Street / Linares Avenue	Signal	AM	19.6	B
		PM	15.4	B
3. Van Buren Boulevard / Jurupa Avenue	Signal	AM	19.5	B
		PM	21.2	C
4. Van Buren Boulevard / Arlington Avenue	Signal	AM	35.6	D
		PM	40.0	D
5. Van Buren Boulevard / Jackson Street	Signal	AM	30.8	C
		PM	33.1	C
6. Jackson Street / Colorado Avenue	Signal	AM	31.8	C
		PM	30.9	C
7. Jackson Street / California Avenue	Signal	AM	29.8	C
		PM	31.1	C
8. Jackson Street / Garfield Street	Signal	AM	22.0	C
		PM	23.7	C
9. Jackson Street / Magnolia Avenue	Signal	AM	33.5	C
		PM	29.8	C
10. Jackson Street / Indiana Avenue	Signal	AM	<b>66.5</b>	<b>E</b>
		PM	34.4	C
11. Jackson Street / Lincoln Avenue	Signal	AM	35.5	D
		PM	29.0	C
12. Jackson Street / Victoria Avenue	AW SC	AM	17.8	C
		PM	14.5	B
13. Monroe Street / Colorado Avenue	AW SC	AM	12.0	B
		PM	11.6	B
14. Monroe Street / California Avenue	Signal	AM	29.8	C
		PM	27.3	C
15. Monroe Street / Garfield Street	AW SC	AM	13.6	B
		PM	10.7	B
16. Monroe Street / Magnolia Avenue	Signal	AM	<b>68.2</b>	<b>E</b>
		PM	30.1	C
17. Monroe Street / Indiana Avenue	Signal	AM	35.2	D
		PM	30.6	C
18. Monroe Street / Lincoln Avenue	AW SC	AM	<b>86.9</b>	<b>F</b>
		PM	11.9	B
19. Monroe Street / Victoria Avenue	AW SC	AM	14.0	B
		PM	11.6	B

AWSC = All Way Stop Controlled

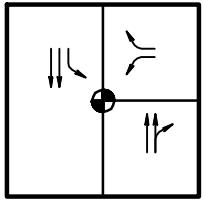
Table 3-4 – Levels of Service – Existing Plus Ambient Growth Conditions

Intersection	Traffic Control	Peak Hour	Existing		EA	
			Delay (Sec)	LOS	Delay (Sec)	LOS
1. Clay Street / Limonite Avenue	Signal	AM	30.2	C	30.6	C
		PM	33.2	C	34.2	C
2. Clay Street / Linares Avenue	Signal	AM	19.6	B	19.6	B
		PM	15.4	B	15.4	B
3. Van Buren Boulevard / Jurupa Avenue	Signal	AM	19.5	B	14.4	B
		PM	21.2	C	16.3	B
4. Van Buren Boulevard / Arlington Avenue	Signal	AM	35.6	D	34.6	C
		PM	40.0	D	36.0	D
5. Van Buren Boulevard / Jackson Street	Signal	AM	30.8	C	30.3	C
		PM	33.1	C	32.3	C
6. Jackson Street / Colorado Avenue	Signal	AM	31.8	C	32.4	C
		PM	30.9	C	31.1	C
7. Jackson Street / California Avenue	Signal	AM	29.8	C	30.1	C
		PM	31.1	C	31.7	C
8. Jackson Street / Garfield Street	Signal	AM	22.0	C	22.2	C
		PM	23.7	C	23.9	C
9. Jackson Street / Magnolia Avenue	Signal	AM	33.5	C	34.9	C
		PM	29.8	C	30.2	C
10. Jackson Street / Indiana Avenue	Signal	AM	<b>66.5</b>	<b>E</b>	<b>88.6</b>	<b>F</b>
		PM	34.4	C	36.0	D
11. Jackson Street / Lincoln Avenue	Signal	AM	35.5	D	37.0	D
		PM	29.0	C	29.0	C
12. Jackson Street / Victoria Avenue	AWSC	AM	17.8	C	19.5	C
		PM	14.5	B	15.0	B
13. Monroe Street / Colorado Avenue	AWSC	AM	12.0	B	13.5	B
		PM	11.6	B	12.9	B
14. Monroe Street / California Avenue	Signal	AM	29.8	C	30.0	C
		PM	27.3	C	27.6	C
15. Monroe Street / Garfield Street	AWSC	AM	13.6	B	15.9	C
		PM	10.7	B	11.5	B
16. Monroe Street / Magnolia Avenue	Signal	AM	<b>68.2</b>	<b>E</b>	<b>93.0</b>	<b>F</b>
		PM	30.1	C	31.9	C
17. Monroe Street / Indiana Avenue	Signal	AM	35.2	D	37.0	D
		PM	30.6	C	30.8	C
18. Monroe Street / Lincoln Avenue	AWSC	AM	<b>86.9</b>	<b>F</b>	<b>121.6</b>	<b>F</b>
		PM	11.9	B	13.1	B
19. Monroe Street / Victoria Avenue	AWSC	AM	14.0	B	14.8	B
		PM	11.6	B	11.9	B

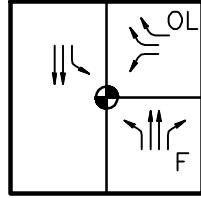
EA = Existing + Ambient Growth  
 AWSC = All Way Stop Controlled



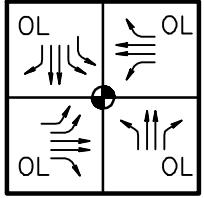
1. Clay Street /  
Limonite Avenue



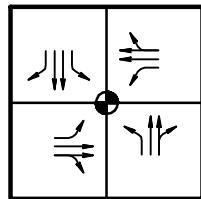
2. Clay Street /  
Linares Avenue



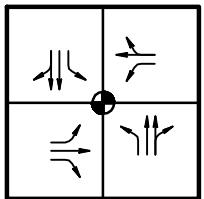
3. Van Buren Boulevard /  
Jurupa Avenue



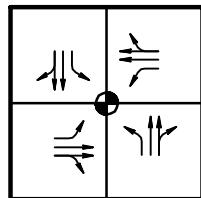
4. Van Buren Boulevard /  
Arlington Avenue



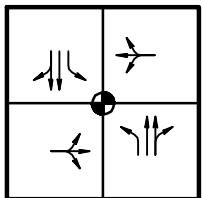
5. Van Buren Boulevard /  
Jackson Street



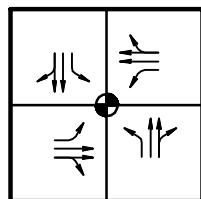
6. Jackson Street /  
Colorado Avenue



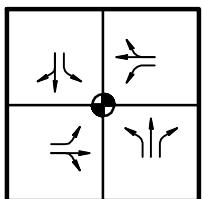
7. Jackson Street /  
California Avenue



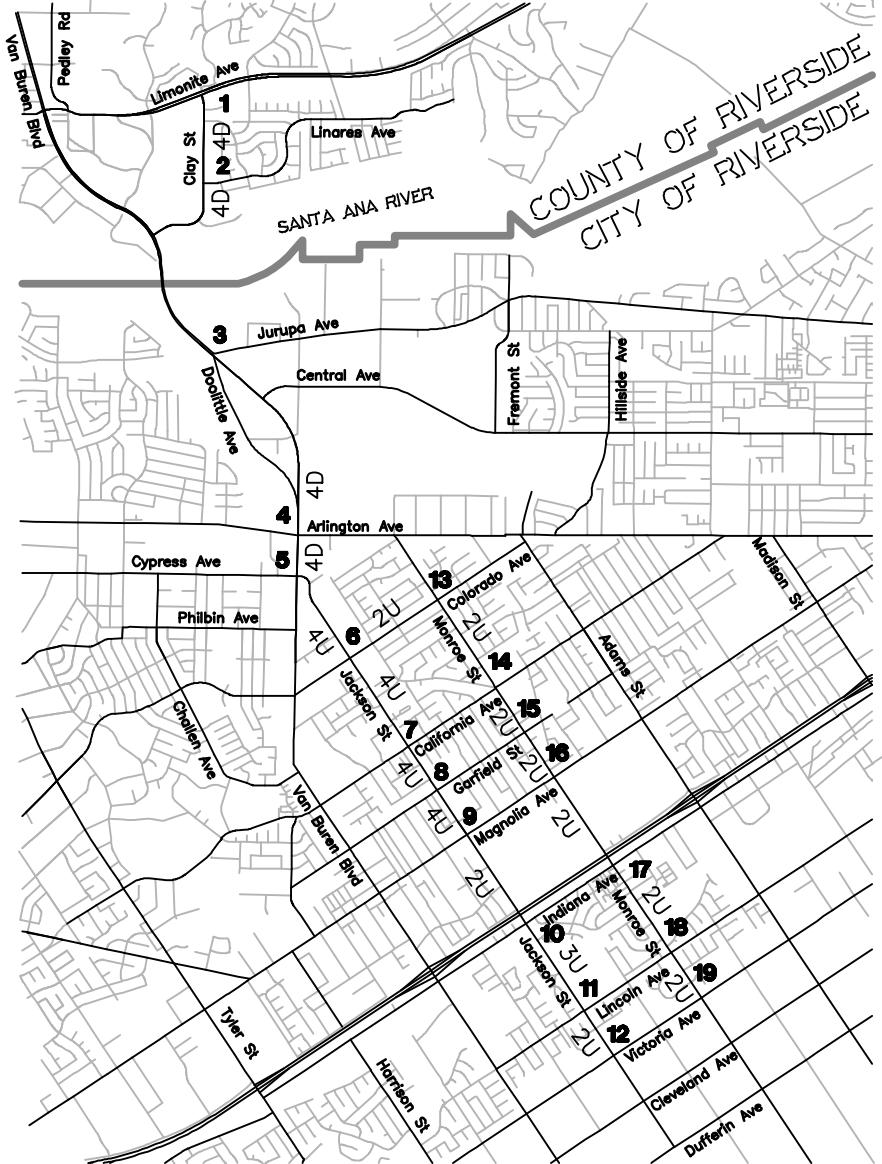
8. Jackson Street /  
Garfield Street



9. Jackson Street /  
Magnolia Avenue

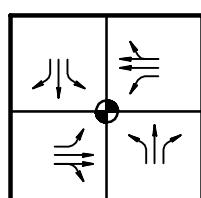


10. Jackson Street /  
Indiana Avenue

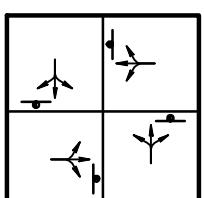


#### LEGEND

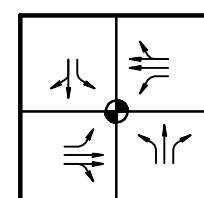
- TRAFFIC SIGNAL
- STOP SIGN
- F FREE RIGHT TURN
- OL OVERLAP PHASING
- X NO. THROUGH LANES
- D DIVIDED ROAD
- U UNDIVIDED ROAD



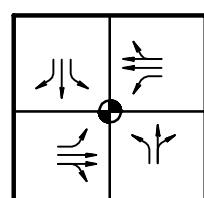
14. Monroe Street /  
California Avenue



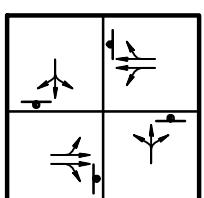
15. Monroe Street /  
Garfield Street



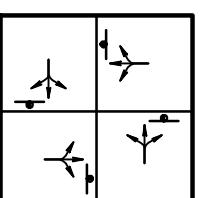
16. Monroe Street /  
Magnolia Avenue



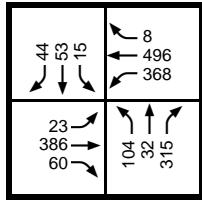
17. Monroe Street /  
Indiana Avenue



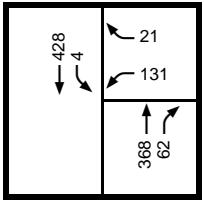
18. Monroe Street /  
Lincoln Avenue



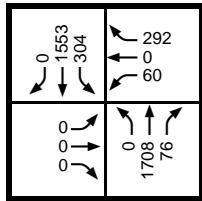
19. Monroe Street /  
Victoria Avenue



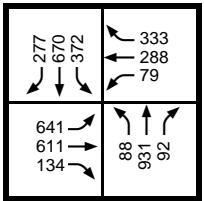
1. Clay Street / Limonite Avenue



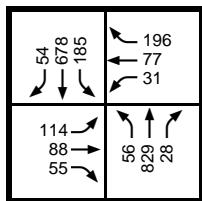
2. Clay Street / Linares Avenue



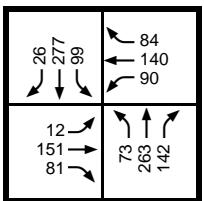
3. Van Buren Boulevard / Jurupa Avenue



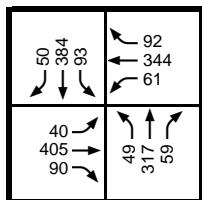
4. Van Buren Boulevard / Arlington Avenue



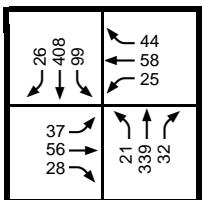
5. Van Buren Boulevard / Jackson Street



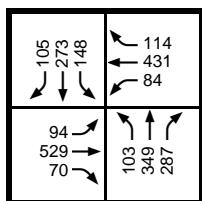
6. Jackson Street / Colorado Avenue



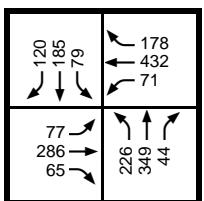
7. Jackson Street / California Avenue



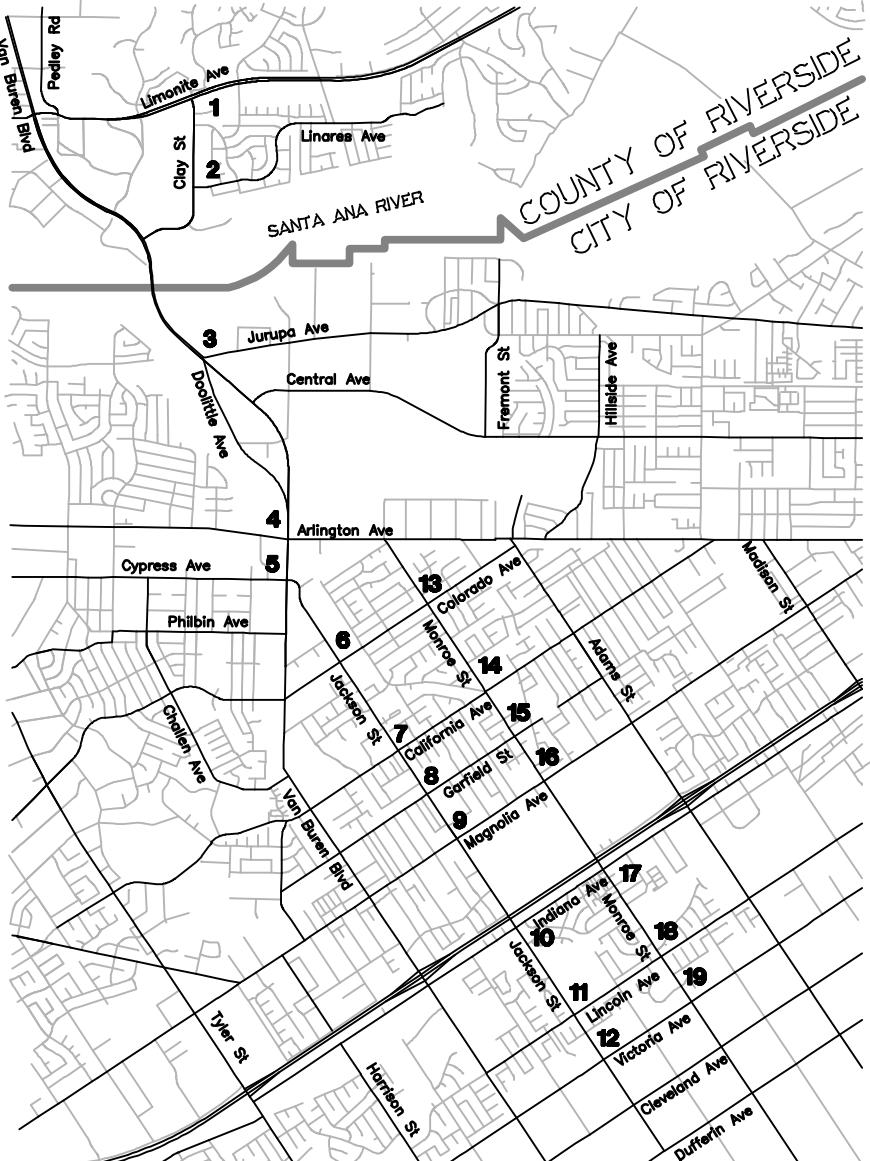
8. Jackson Street / Garfield Street



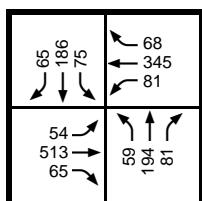
9. Jackson Street / Magnolia Avenue



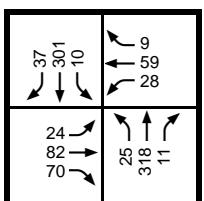
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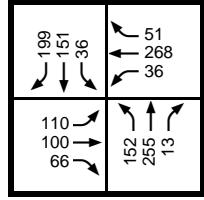
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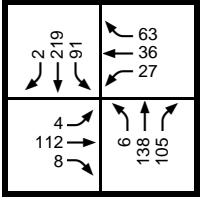
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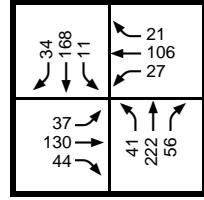
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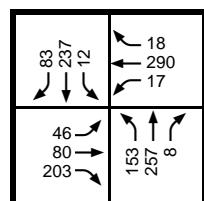
11. Monroe Street / Lincoln Avenue



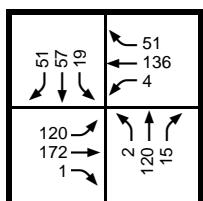
12. Monroe Street / Victoria Avenue



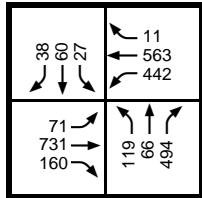
13. Monroe Street / Colorado Avenue



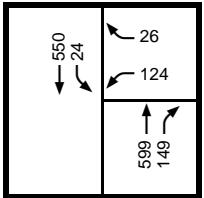
18. Monroe Street / Lincoln Avenue



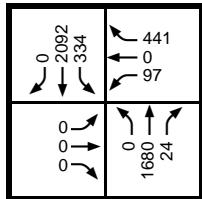
19. Monroe Street / Victoria Avenue



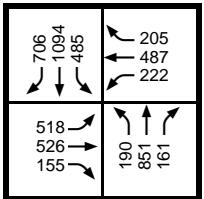
1. Clay Street / Limonite Avenue



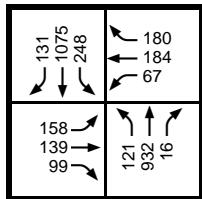
2. Clay Street / Linares Avenue



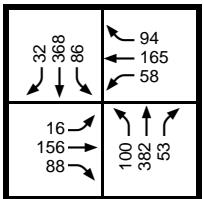
3. Van Buren Boulevard / Jurupa Avenue



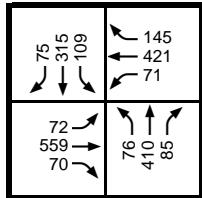
4. Van Buren Boulevard / Arlington Avenue



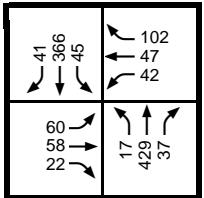
5. Van Buren Boulevard / Jackson Street



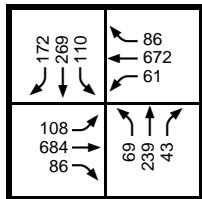
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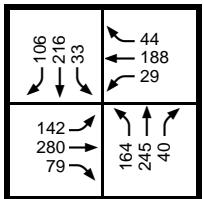
7. Jackson Street / California Avenue



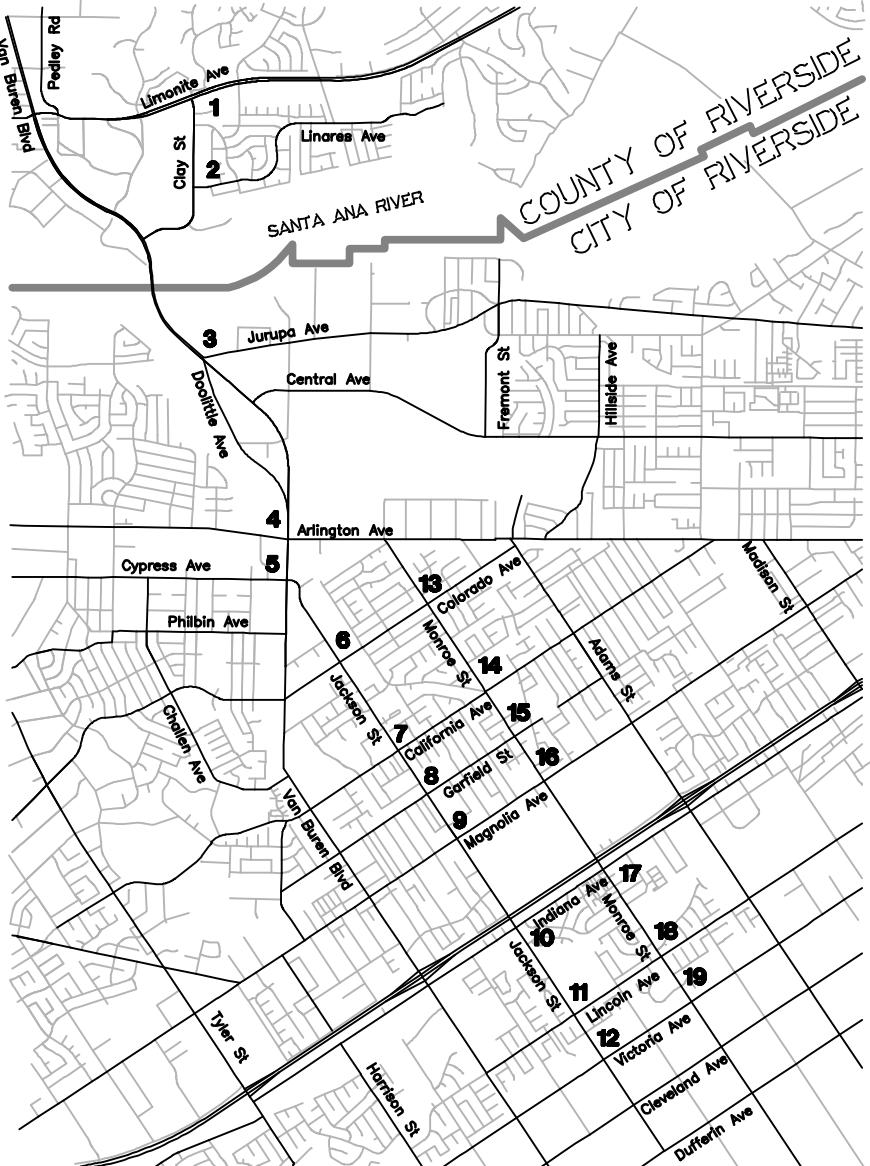
8. Jackson Street / Garfield Street



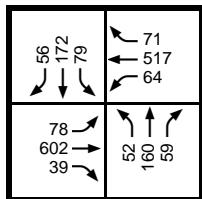
9. Jackson Street / Magnolia Avenue



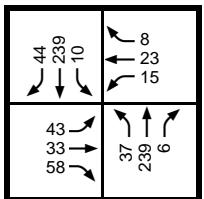
10. Jackson Street / Indiana Avenue



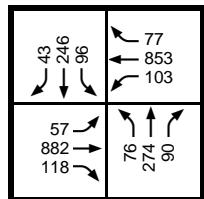
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NTS



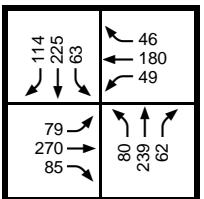
14. Monroe Street / California Avenue



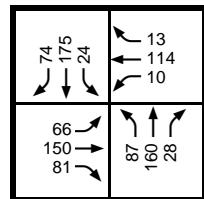
15. Monroe Street / Garfield Street



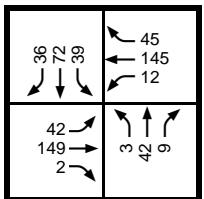
16. Monroe Street / Magnolia Avenue



17. Monroe Street / Indiana Avenue



18. Monroe Street / Lincoln Avenue



19. Monroe Street / Victoria Avenue

**LEGEND**

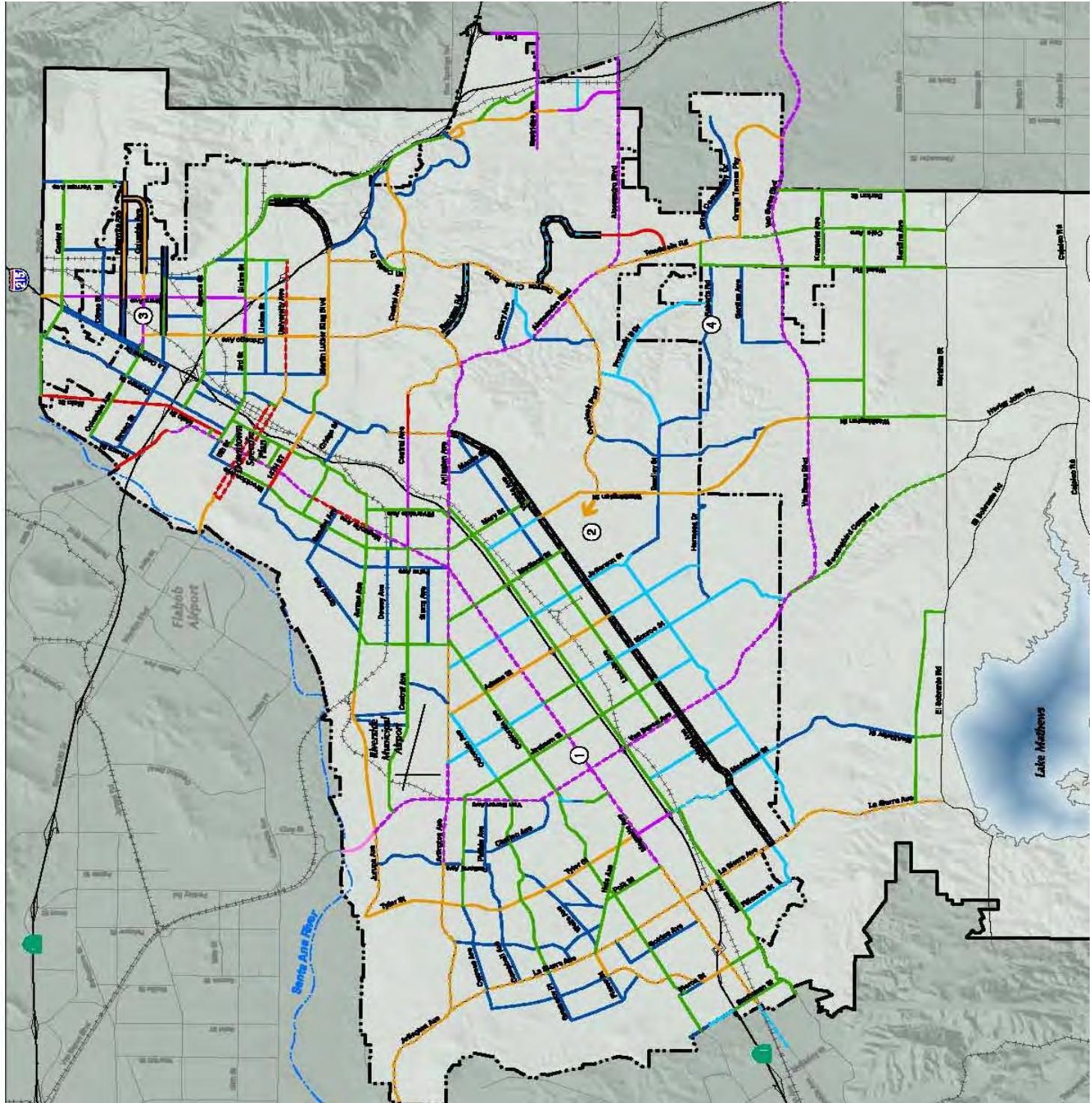
- 66 FT COLLECTOR 2 LANES
- 80 FT COLLECTOR 2 LANES
- 88 FT ARTERIAL 4 LANES
- 100 FT ARTERIAL 4 LANES
- 110 FT ARTERIAL 4 LANES
- 120 FT ARTERIAL 6 LANES
- 144 FT ARTERIAL 8 LANES

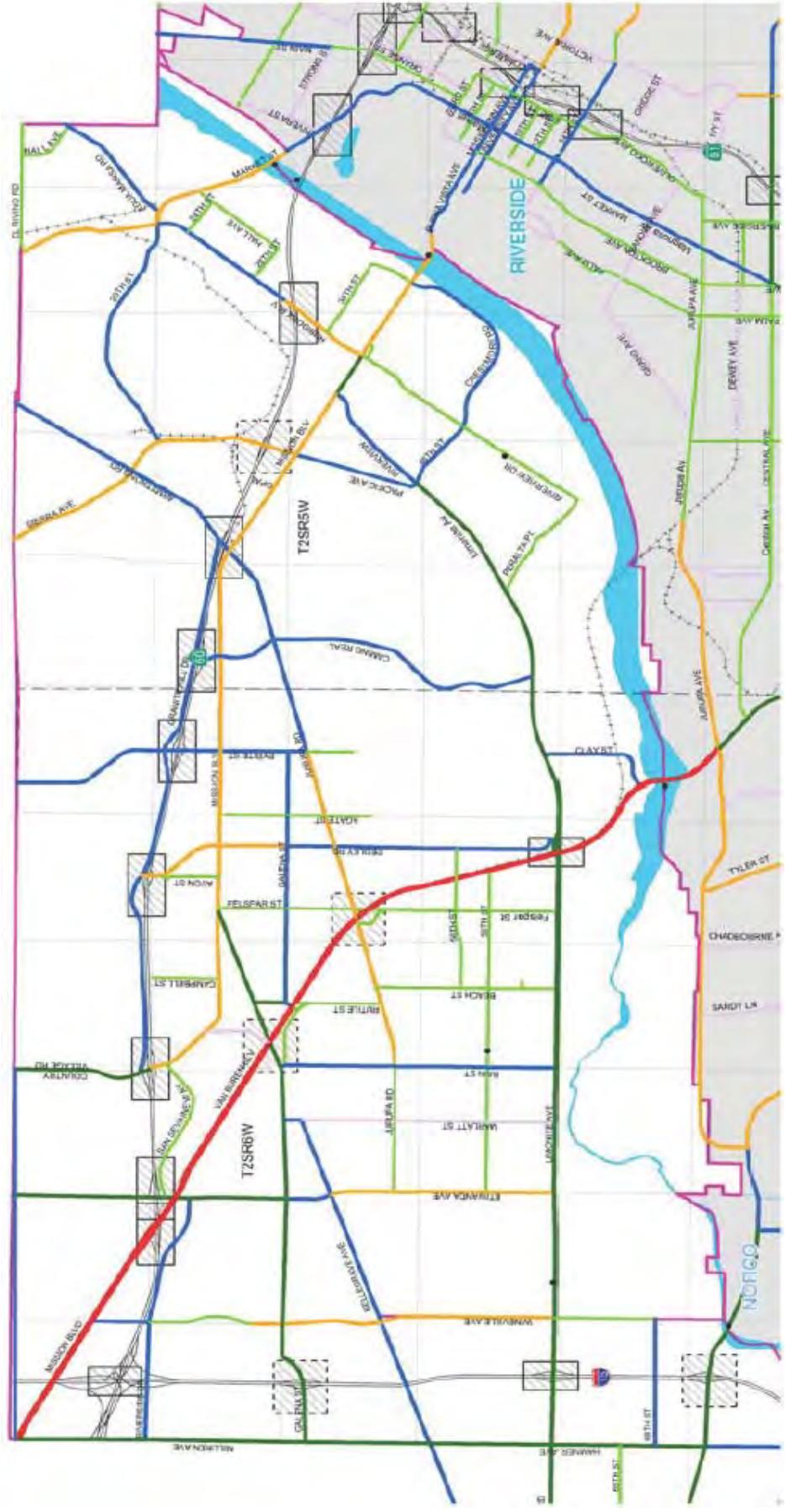
SCENIC BOULEVARD  
REQUIRES SPECIAL LANDSCAPING,  
ADDITIONAL ROW MAY BE REQUIRED.

SPECIAL BOULEVARD  
TWO LANE DIVIDED ROADWAY OF  
VARIABLE GEOMETRIC DESIGN

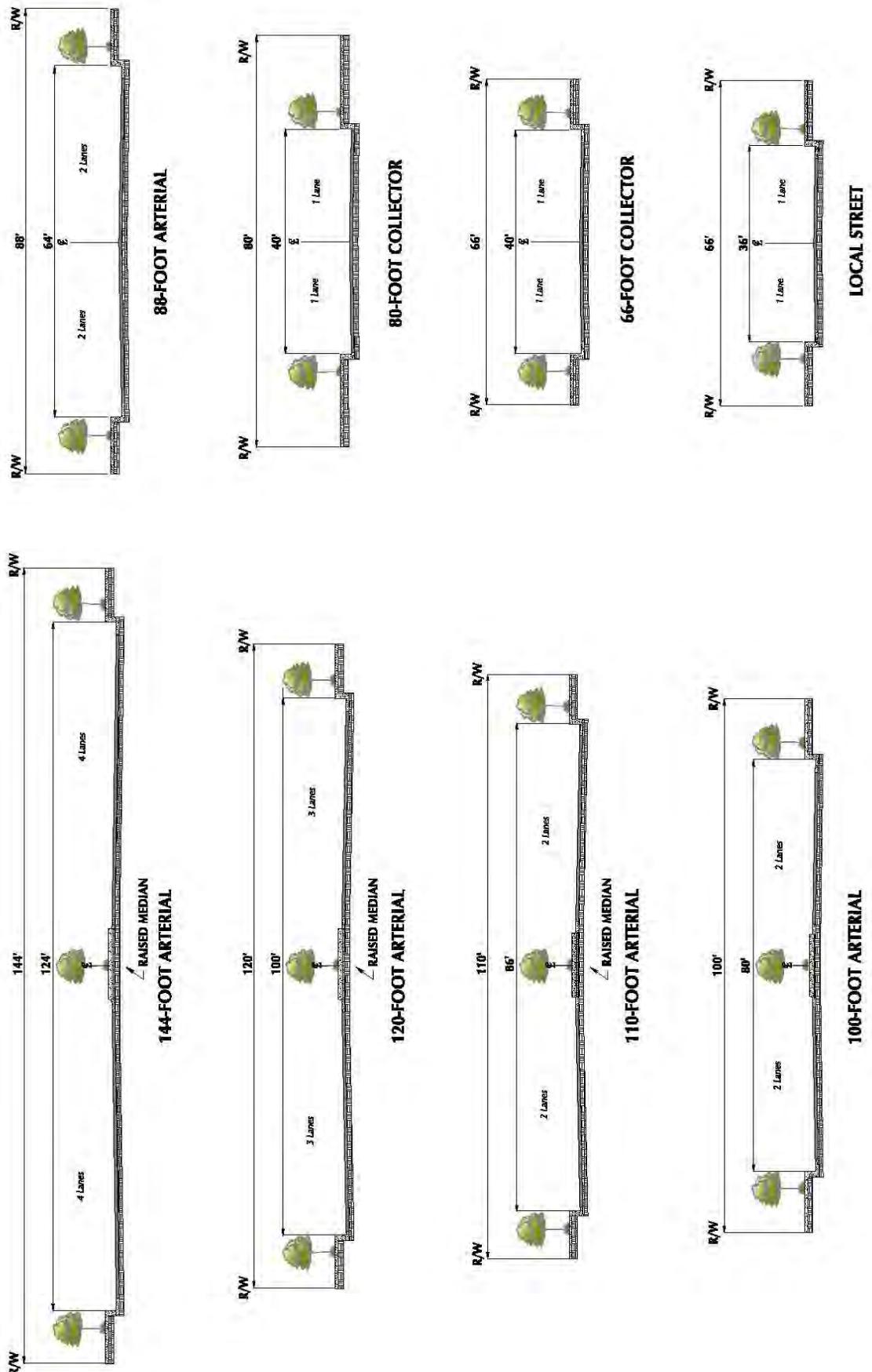
RIVERSIDE CITY BOUNDARY

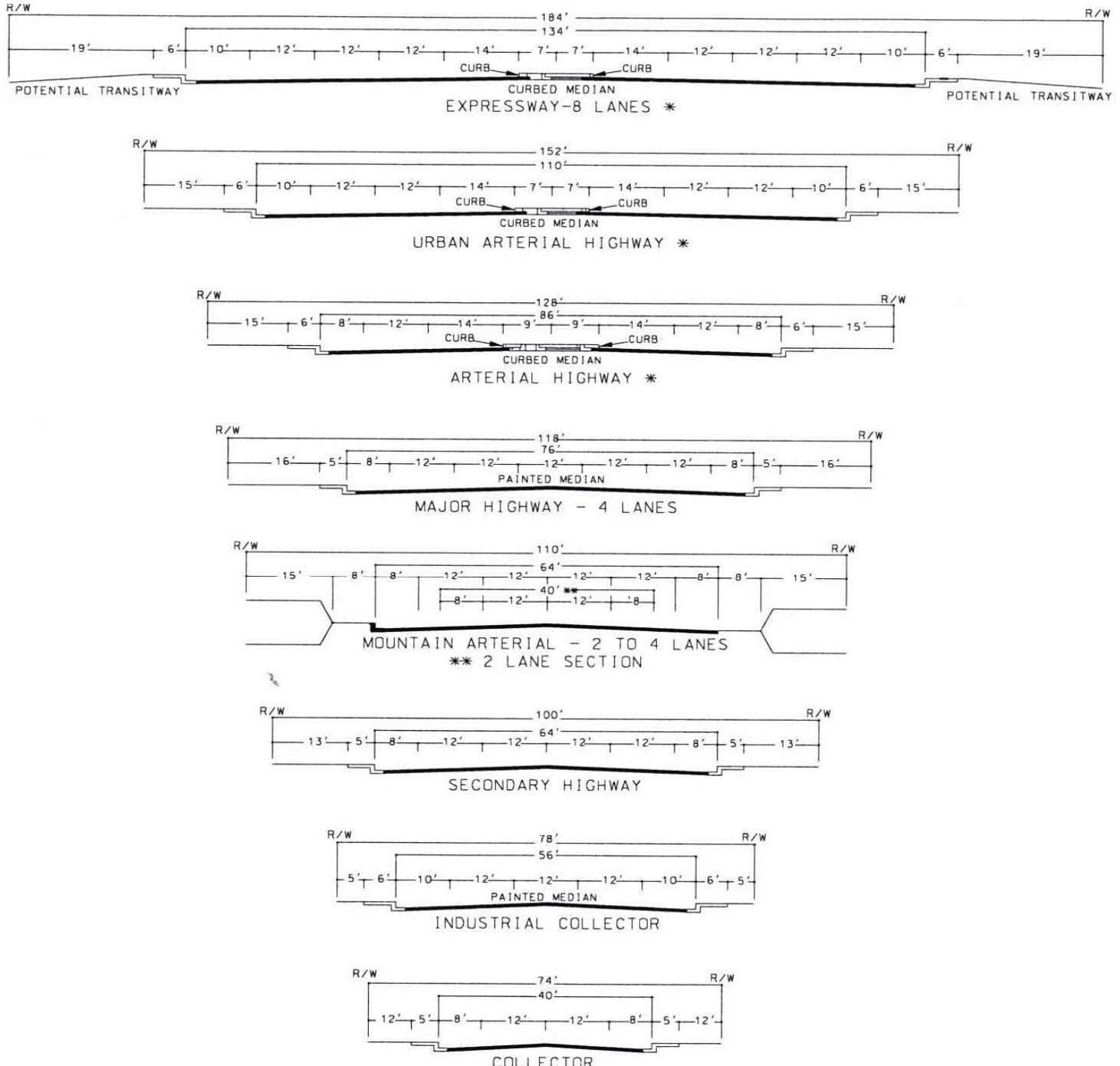
RIVERSIDE SPHERE OF INFLUENCE





- Area Plan Boundary
- Township
- Section
- Water
- City
- Expressway (184' to 220' ROW)
- Urban Arterial (152' ROW)
- Arterial (128' ROW)
- Major (118' ROW)
- Secondary (100' ROW)
- Collector (74' ROW)
- Mountain Arterial (110' ROW)
- Freeway
- +---+ Railroad
- Bridges
- //\ Moreno Valley to San Bernardino Corridor Alternatives
- /\// Hemet to Corona/Lake Elsinore Corridor Alternatives
- SR-79 Re-alignment Alternatives
- Proposed Interchange
- Existing Interchange





## **SECTION 4 - TRAFFIC ANALYSIS**

### **LEVEL OF SERVICE ANALYSIS**

#### **Levels of Service – Clay Street and Limonite Avenue**

The projected levels of service at the intersection of Clay Street and Limonite Avenue under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements. The level of service calculation worksheets are provided in Appendix B. The intersection of Clay Street and Limonite Avenue is expected to operate at an unacceptable level of service during the following phases of construction:

- Construction South of the Intersection
- Construction Through the Intersection

In order to achieve satisfactory levels of service during the impacted phases of construction at this intersection, non-peak hour construction and/or additional detours will be required.

#### **Levels of Service – Clay Street and Linares Avenue**

The projected levels of service at the intersection of Clay Street and Linares Avenue under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements. The level of service calculation worksheets are provided in Appendix B. The intersection of Clay Street and Linares Avenue is expected to operate at an acceptable level of service during the following phase of construction:

- Construction Through the Intersection

The intersection of Clay Street and Linares Avenue is expected to operate at an unacceptable level of service during the following phases of construction:

- Construction North of the Intersection
- Construction South of the Intersection

In order to achieve satisfactory levels of service during the impacted phases of construction at this intersection, non-peak hour construction and/or additional detours will be required.

### **Levels of Service – Van Buren Boulevard and Jurupa Avenue**

The installation of the Riverside-Corona Feeder Realignment Project will include a jack and bore method of construction to cross underneath the intersection of Van Buren Boulevard and Jurupa Avenue. This method will not cause an impact to the intersection during any phases of construction.

### **Levels of Service – Van Buren Boulevard and Arlington Avenue**

The projected levels of service at the intersection of Van Buren Boulevard and Arlington Avenue under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project. The levels of service are based upon the existing plus ambient growth geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements. The existing plus ambient growth geometrics include those from the approved Van Buren Boulevard Widening project in the City of Riverside. The level of service calculation worksheets are provided in Appendix B. The intersection of Van Buren Boulevard and Arlington Avenue is expected to operate at an unacceptable level of service during the following phases of construction:

- Construction South of the Intersection
- Construction North of the Intersection

The installation of the Riverside-Corona Feeder Realignment Project will include a jack and bore method of construction to cross underneath the intersection of Van Buren Boulevard and Arlington Avenue. This method will not cause an impact to the intersection during the construction phase through/beneath the intersection.

In order to achieve satisfactory levels of service during the impacted phases of construction at this intersection, non-peak hour construction and/or additional detours will be required.

### **Levels of Service – Van Buren Boulevard and Jackson Street**

The projected levels of service at the intersection of Van Buren Boulevard and Jackson Street under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project. The levels of service are based upon the existing plus ambient growth geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements. The existing plus ambient growth geometrics include

those from the approved Van Buren Boulevard Widening project in the City of Riverside. The level of service calculation worksheets are provided in Appendix B. The intersection of Van Buren Boulevard and Jackson Street is expected to operate at an unacceptable level of service during the following phases of construction:

- Construction North of the Intersection
- Construction East of the Intersection
- Construction Through the Intersection

In order to achieve satisfactory levels of service during the impacted phases of construction at this intersection, non-peak hour construction and/or additional detours will be required.

### **Levels of Service – Jackson Street and Colorado Avenue**

The projected levels of service at the intersection of Jackson Street and Colorado Avenue under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements. The level of service calculation worksheets are provided in Appendix B. The intersection of Jackson Street and Colorado Avenue is expected to operate at an acceptable level of service during the following phases of construction:

- Construction East of the Intersection
- Construction Through the Intersection

The intersection of Jackson Street and Colorado Avenue is expected to operate at an unacceptable level of service during the following phases of construction:

- Construction South of the Intersection
- Construction North of the Intersection

In order to achieve satisfactory levels of service during the impacted phases of construction at this intersection, non-peak hour construction and/or additional detours will be required.

### **Levels of Service – Jackson Street and California Avenue**

The projected levels of service at the intersection of Jackson Street and California Avenue under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements. The level of service calculation worksheets are provided in Appendix B.

The intersection of Jackson Street and California Avenue is expected to operate at an unacceptable level of service during the following phases of construction:

- Construction South of the Intersection
- Construction North of the Intersection
- Construction Through the South Side of the Intersection
- Construction Through the North Side of the Intersection

In order to achieve satisfactory levels of service during the impacted phases of construction at this intersection, non-peak hour construction and/or additional detours will be required.

### **Levels of Service – Jackson Street and Garfield Street**

The projected levels of service at the intersection of Jackson Street and Garfield Street under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements. The level of service calculation worksheets are provided in Appendix B. The intersection of Jackson Street and Garfield Street is expected to operate at an acceptable level of service during the following phases of construction:

- Construction South of the Intersection
- Construction North of the Intersection
- Construction Through the Intersection

### **Levels of Service – Jackson Street and Magnolia Avenue**

The projected levels of service at the intersection of Jackson Street and Magnolia Avenue under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements. The level of service calculation worksheets are provided in Appendix B. The intersection of Jackson Street and Magnolia Avenue is expected to operate at an acceptable level of service during the following phase of construction:

- Construction Through the North Side of the Intersection

The intersection of Jackson Street and Magnolia Avenue is expected to operate at an unacceptable level of service during the following phases of construction:

- Construction South of the Intersection

- Construction North of the Intersection
- Construction Through the South Side the Intersection

In order to achieve satisfactory levels of service during the impacted phases of construction at this intersection, non-peak hour construction and/or additional detours will be required.

### **Levels of Service – Jackson Street and Indiana Avenue**

The projected levels of service at the intersection of Jackson Street and Indiana Avenue under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements. Construction through the intersection will require detours for all turning movements. The level of service calculation worksheets are provided in Appendix B. The intersection of Jackson Street and Indiana Avenue is expected to operate at an acceptable level of service during the following phase of construction:

- Construction West of the Intersection

The intersection of Jackson Street and Indiana Avenue is expected to operate at an unacceptable level of service during the following phase of construction:

- Construction South of the Intersection

In order to achieve satisfactory levels of service during the impacted phase of construction at this intersection, non-peak hour construction and/or additional detours will be required.

### **Levels of Service – Jackson Street and Lincoln Avenue**

The projected levels of service at the intersection of Jackson Street and Lincoln Avenue under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements. The level of service calculation worksheets are provided in Appendix B. The intersection of Jackson Street and Lincoln Avenue is expected to operate at an acceptable level of service during the following phases of construction:

- Construction South of the Intersection
- Construction Through the South Side of the Intersection

The intersection of Jackson Street and Lincoln Avenue is expected to operate at an unacceptable level of service during the following phases of construction:

- Construction North of the Intersection
- Construction Through the North Side the Intersection

In order to achieve satisfactory levels of service during the impacted phases of construction at this intersection, non-peak hour construction and/or additional detours will be required.

### **Levels of Service – Jackson Street and Victoria Avenue**

The projected levels of service at the intersection of Jackson Street and Victoria Avenue under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements. The level of service calculation worksheets are provided in Appendix B. The intersection of Jackson Street and Victoria Avenue is expected to operate at an acceptable level of service during the following phases of construction:

- Construction South of the Intersection
- Construction North of the Intersection
- Construction Through the South Side of the Intersection
- Construction Through the North Side of the Intersection

### **Levels of Service – Monroe Street and Colorado Avenue**

The projected levels of service at the intersection of Monroe Street and Colorado Avenue under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements. Construction through the intersection will require detours for all turning movements. The level of service calculation worksheets are provided in Appendix B. The intersection of Monroe Street and Colorado Avenue is expected to operate at an acceptable level of service during the following phases of construction:

- Construction South of the Intersection
- Construction West of the Intersection

## **Levels of Service – Monroe Street and California Avenue**

The projected levels of service at the intersection of Monroe Street and California Avenue under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements. The level of service calculation worksheets are provided in Appendix B. The intersection of Monroe Street and California Avenue is expected to operate at an acceptable level of service during the following phases of construction:

- Construction South of the Intersection
- Construction North of the Intersection

The intersection of Monroe Street and California Avenue is expected to operate at an unacceptable level of service during the following phases of construction:

- Construction Through the South Side of the Intersection
- Construction Through the North Side of the Intersection

In order to achieve satisfactory levels of service during the impacted phases of construction at this intersection, non-peak hour construction and/or additional detours will be required.

## **Levels of Service – Monroe Street and Garfield Street**

The projected levels of service at the intersection of Monroe Street and Garfield Street under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements. Construction through the intersection will require detours for all turning movements. The level of service calculation worksheets are provided in Appendix B. The intersection of Monroe Street and Garfield Street is expected to operate at an acceptable level of service during the following phases of construction:

- Construction South of the Intersection
- Construction North of the Intersection

## **Levels of Service – Monroe Street and Magnolia Avenue**

The projected levels of service at the intersection of Monroe Street and Magnolia Avenue under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project. The levels of service are

based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements. The level of service calculation worksheets are provided in Appendix B. The intersection of Monroe Street and Magnolia Avenue is expected to operate at an acceptable level of service during the following phases of construction:

- Construction South of the Intersection
- Construction North of the Intersection
- Construction Through the South Side of the Intersection
- Construction Through the North Side of the Intersection

### **Levels of Service – Monroe Street and Indiana Avenue**

The projected levels of service at the intersection of Monroe Street and Indiana Avenue under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements. The level of service calculation worksheets are provided in Appendix B. The intersection of Monroe Street and Indiana Avenue is expected to operate at an acceptable level of service during the following phases of construction:

- Construction South of the Intersection
- Construction North of the Intersection
- Construction Through the South Side of the Intersection
- Construction Through the North Side of the Intersection

### **Levels of Service – Monroe Street and Lincoln Avenue**

The projected levels of service at the intersection of Monroe Street and Lincoln Avenue under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements. The level of service calculation worksheets are provided in Appendix B. The intersection of Monroe Street and Lincoln Avenue is expected to operate at an acceptable level of service during the following phases of construction:

- Construction South of the Intersection
- Construction North of the Intersection
- Construction Through the South Side of the Intersection
- Construction Through the North Side of the Intersection

## **Levels of Service – Monroe Street and Victoria Avenue**

The projected levels of service at the intersection of Monroe Street and Victoria Avenue under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements. The level of service calculation worksheets are provided in Appendix B. The intersection of Monroe Street and Victoria Avenue is expected to operate at an acceptable level of service during the following phases of construction:

- Construction South of the Intersection
- Construction North of the Intersection
- Construction Through the South Side of the Intersection
- Construction Through the North Side of the Intersection

## **SECTION 5 - FINDINGS**

### **TRAFFIC IMPACTS**

Based on the traffic study, it is concluded that the traffic impacts generated from the installation of the pipeline will require several mitigation factors including non-peak hour construction (AM peak hours are 7:00 AM to 9:00 AM, PM peak hours are 4:00 PM to 6:00 PM), temporary lane closures, temporary lane shifts using channelizing devices, temporary signal phasing modifications, and detours to divert traffic through nearby streets. The required mitigations are specified for following intersections:

*Tentative Alignment (Jackson Street):*

#### **Clay Street and Limonite Avenue**

- Construction south of the intersection:
  - Construction should not be allowed during the PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
- Construction through the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Detours may be used to divert traffic through nearby streets.

#### **Clay Street and Linares Avenue**

- Construction south of the intersection:
  - Construction should not be allowed during the PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
- Construction north of the intersection:
  - Construction should not be allowed during the PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
- Construction through the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert northbound right, southbound left and all westbound traffic through Haven View Drive.

#### **Van Buren Boulevard and Jurupa Avenue**

- Construction at this intersection will not affect traffic.

#### **Van Buren Boulevard and Arlington Avenue**

- Construction south of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.

- Temporary lane closures are required.
  - Detours may be used to divert traffic through nearby streets.
- Construction north of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures are required.
  - Detours may be used to divert traffic through nearby streets.

#### Van Buren Boulevard and Jackson Street

- Construction north of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures are required.
  - Detours are required to divert northbound through, eastbound left and westbound right traffic through Harold Street.
- Construction east of the intersection:
  - Construction should not be allowed during the PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
- Construction through the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert northbound through, eastbound left and westbound right traffic through Harold Street.

#### Jackson Street and Colorado Avenue

- Construction south of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours may be used to divert traffic through nearby streets.
- Construction north of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours may be used to divert traffic through nearby streets.
- Construction through the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert northbound right, southbound left, eastbound through and all westbound traffic through Van Buren Boulevard, California Avenue and Monroe Street.

#### Jackson Street and California Avenue

- Construction south of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.

- Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours may be used to divert traffic through nearby streets.
- Construction north of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours may be used to divert traffic through nearby streets.
- Construction through the south side of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours may be used to divert traffic through nearby streets.
- Construction through the north side of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours may be used to divert traffic through nearby streets.

#### Jackson Street and Garfield Street

- Construction south of the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
- Construction north of the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
- Construction through the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert northbound right, southbound left, eastbound through and all westbound traffic through Monroe Street, Magnolia Avenue and California Avenue.

#### Jackson Street and Magnolia Avenue

- Construction south of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours may be used to divert traffic through nearby streets.
- Construction north of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours may be used to divert traffic through nearby streets.
- Construction through the south side of the intersection:

- Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert northbound right, southbound left and eastbound through traffic through Van Buren Boulevard, Garfield Street, Indiana Avenue and Monroe Street.
- Construction through the north side of the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert all westbound traffic through Van Buren Boulevard, Garfield Street, Indiana Avenue and Monroe Street.

#### Jackson Street and Indiana Avenue

- Construction south of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours may be used to divert traffic through nearby streets.
- Construction west of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert northbound left, southbound right, westbound through and all eastbound traffic through Gibson Street, Lincoln Avenue, Van Buren Boulevard and Andrew Street.
- Construction through the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures are required.
  - Detours are required to divert all northbound, southbound, eastbound and westbound traffic through Andrew Street, Van Buren Boulevard, Gibson Street, Lincoln Avenue and Monroe Street.

#### Jackson Street and Lincoln Avenue

- Construction south of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert all northbound traffic through Victoria Avenue, Gibson Street, Irving Street and Indiana Avenue.
- Construction north of the intersection:
  - Construction should not be allowed during the AM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
- Construction through the south side of the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert all northbound traffic through Victoria Avenue, Gibson Street, Irving Street and Indiana Avenue.
- Construction through the north side of the intersection:

- Construction should not be allowed during the AM peak hours.
- Temporary lane closures and lane shifts using channelizing devices are required.
- Temporary signal phasing modification is required.

#### Jackson Street and Victoria Avenue

- Construction south of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert southbound through, eastbound right, westbound left and all northbound traffic through Cleveland Avenue, Gibson Street and Irving Street.
- Construction north of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert northbound through, eastbound left, westbound right and all southbound traffic through Lincoln Avenue, Gibson Street and Irving Street.
- Construction through the south side of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert southbound through, southbound left, westbound left, all northbound and all eastbound traffic through Cleveland Avenue, Lincoln Avenue, Gibson Street and Irving Street.
- Construction through the north side of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert northbound through, northbound left, eastbound left, all southbound and all westbound traffic through Cleveland Avenue, Lincoln Avenue, Gibson Street and Irving Street.

#### *Alternative Alignment (Monroe Street):*

#### Clay Street and Limonite Avenue

- Construction south of the intersection:
  - Construction should not be allowed during the PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
- Construction through the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Detours may be used to divert traffic through nearby streets.

#### Clay Street and Linares Avenue

- Construction south of the intersection:
  - Construction should not be allowed during the PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
- Construction north of the intersection:
  - Construction should not be allowed during the PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.

- Temporary signal phasing modification is required.
- Construction through the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert northbound right, southbound left and all westbound traffic through Haven View Drive.

#### Van Buren Boulevard and Jurupa Avenue

- Construction at this intersection will not affect traffic.

#### Van Buren Boulevard and Arlington Avenue

- Construction south of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures are required.
  - Detours may be used to divert traffic through nearby streets.
- Construction north of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures are required.
  - Detours may be used to divert traffic through nearby streets.

#### Van Buren Boulevard and Jackson Street

- Construction north of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures are required.
  - Detours are required to divert northbound through, eastbound left and westbound right traffic through Harold Street.
- Construction east of the intersection:
  - Construction should not be allowed during the PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
- Construction through the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert northbound through, eastbound left and westbound right traffic through Harold Street.

#### Jackson Street and Colorado Avenue

- Construction north of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours may be used to divert traffic through nearby streets.
- Construction east of the intersection:
  - Temporary lane closures are required.

- Detours are required to divert northbound right, southbound left, eastbound through and all westbound traffic through California Avenue and Monroe Street.
- Construction through the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert northbound right, southbound left, eastbound through and all westbound traffic through Van Buren Boulevard, California Avenue and Monroe Street.

#### Monroe Street and Colorado Avenue

- Construction south of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert southbound through, eastbound right, westbound left and all northbound traffic through Jackson Street, California Avenue and Adams Street.
- Construction west of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert northbound left, southbound right, westbound through and all eastbound traffic through California Avenue, Jackson Street, Van Buren Boulevard and Arlington Avenue.
- Construction through the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures are required.
  - Detours are required to divert all northbound, southbound, eastbound and westbound traffic through California Avenue, Jackson Street, Van Buren Boulevard, Arlington Avenue and Adams Street.

#### Monroe Street and California Avenue

- Construction south of the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert southbound through, eastbound right and westbound left traffic through Jackson Street, Garfield Street, Magnolia Avenue and Adams Street.
- Construction north of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert all southbound traffic through Jackson Street, Colorado Avenue and Adams Street.
- Construction through the south side of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert southbound through, eastbound right and westbound left traffic through Jackson Street, Garfield Street, Magnolia Avenue and Adams Street.

- Construction through the north side of the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert all southbound traffic through Jackson Street, Colorado Avenue and Adams Street.

#### Monroe Street and Garfield Street

- Construction south of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert southbound through, eastbound right, westbound left and all northbound traffic through nearby streets.
- Construction north of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert northbound through, eastbound left, westbound right and all southbound traffic through nearby streets.
- Construction through the intersection:
  - Construction should not be allowed during the AM or PM peak hours.
  - Temporary lane closures are required.
  - Detours are required to divert all northbound, southbound, eastbound and westbound traffic through nearby streets.

#### Monroe Street and Magnolia Avenue

- Construction south of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert southbound through, eastbound right, westbound left and all northbound traffic through Jackson Street, Indiana Avenue, Adams Street and Garfield Street.
- Construction north of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert northbound through, eastbound left, westbound right and all southbound traffic through California Avenue, Jackson Street, Indiana Avenue and Adams Street.
- Construction through the south side of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert southbound through, southbound left, westbound left, all northbound and all eastbound traffic through California Avenue, Jackson Street, Indiana Avenue and Adams Street.
- Construction through the north side of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert northbound through, northbound left, eastbound left, all southbound and all westbound traffic through California Avenue, Jackson Street, Indiana Avenue and Adams Street.

## Monroe Street and Indiana Avenue

- Construction south of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert southbound through, eastbound right, westbound left and all northbound traffic through Jackson Street, Lincoln Avenue and Adams Street.
- Construction north of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert northbound through, eastbound left, westbound right and all southbound traffic through Jackson Street, Magnolia Avenue and Adams Street.
- Construction through the south side of the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert southbound through, eastbound right, westbound left and all northbound traffic through Jackson Street, Lincoln Avenue, Magnolia Avenue and Adams Street.
- Construction through the north side of the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Temporary signal phasing modification is required.
  - Detours are required to divert northbound through, eastbound left, westbound right and all southbound traffic through Jackson Street, Lincoln Avenue, Magnolia Avenue and Adams Street.

## Monroe Street and Lincoln Avenue

- Construction south of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert southbound through, eastbound right, westbound left and all northbound traffic through Irving Street, Victoria Avenue and Gratton Street.
- Construction north of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert northbound through, eastbound left, westbound right and all southbound traffic through Jackson Street, Indiana Avenue, Victoria Avenue and Adams Street.
- Construction through the south side of the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Detours are required to divert southbound through, eastbound right, westbound left and all northbound traffic through Victoria Avenue, Gratton Street, Jackson Street and Indiana Avenue.
- Construction through the north side of the intersection:
  - Temporary lane closures and lane shifts using channelizing devices are required.
  - Detours are required to divert northbound through, eastbound left, westbound right and all southbound traffic through Jackson Street, Indiana Avenue, Victoria Avenue and Adams Street.

## Monroe Street and Victoria Avenue

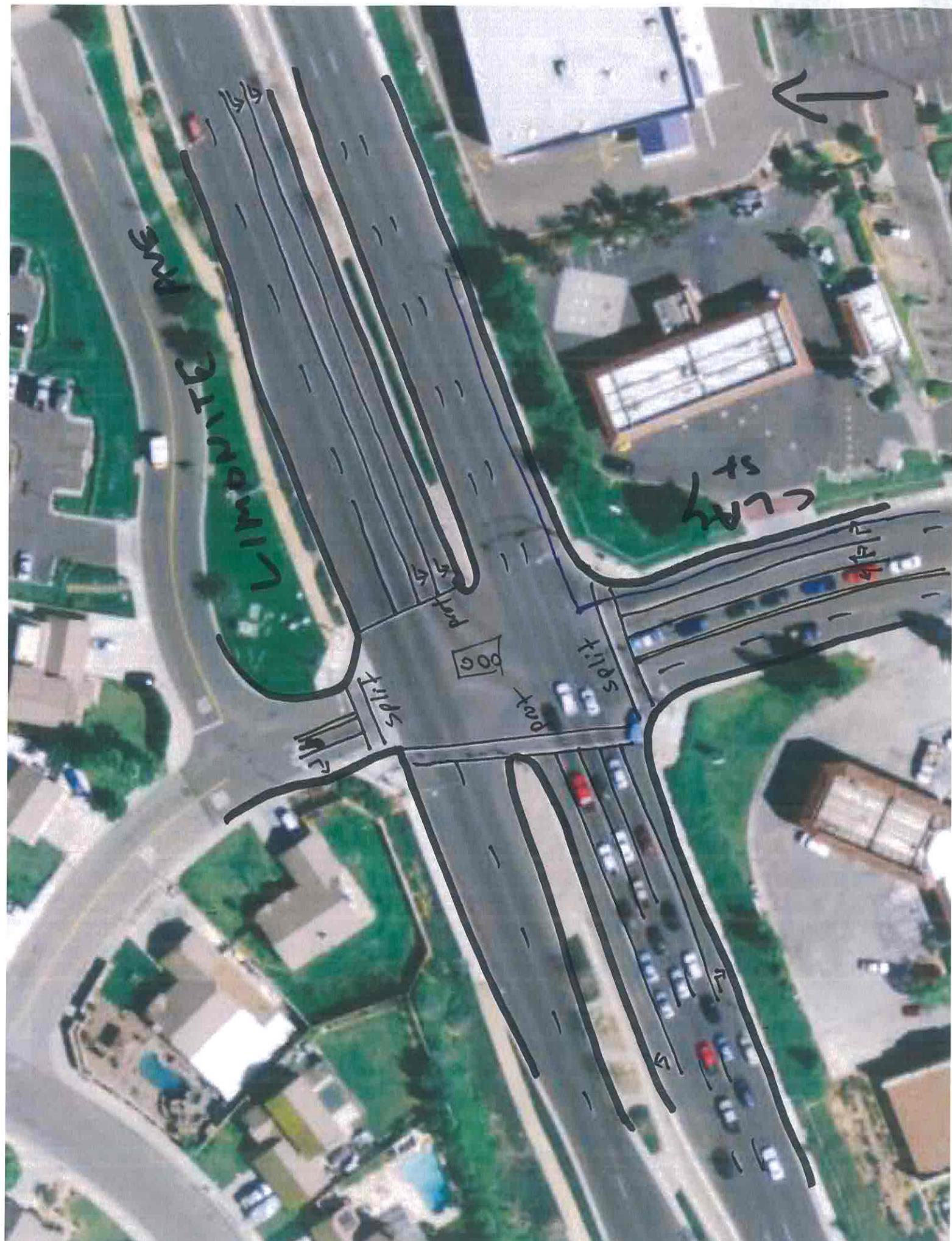
- Construction south of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert southbound through, eastbound right, westbound left and all northbound traffic through Irving Street, Cleveland Avenue and Gratton Street.
- Construction north of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert northbound through, eastbound left, westbound right and all southbound traffic through Irving Street, Lincoln Avenue and Gratton Street.
- Construction through the south side of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert southbound through, southbound left, westbound left, all northbound and all eastbound traffic through Irving Street, Lincoln Avenue, Gratton Street and Cleveland Avenue.
- Construction through the north side of the intersection:
  - Temporary lane closures are required.
  - Detours are required to divert northbound through, northbound left, eastbound left, all southbound and all westbound traffic through Irving Street, Lincoln Avenue, Gratton Street and Cleveland Avenue.

## **APPENDIX A**



## **Traffic Count Worksheets**





Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside  
N/S: Clay Street  
E/W: Limonite Avenue  
Weather: Sunny**

**File Name :** RICLLIMAM  
**Site Code :** 06741044  
**Start Date :** 11/20/2008  
**Page No :** 1

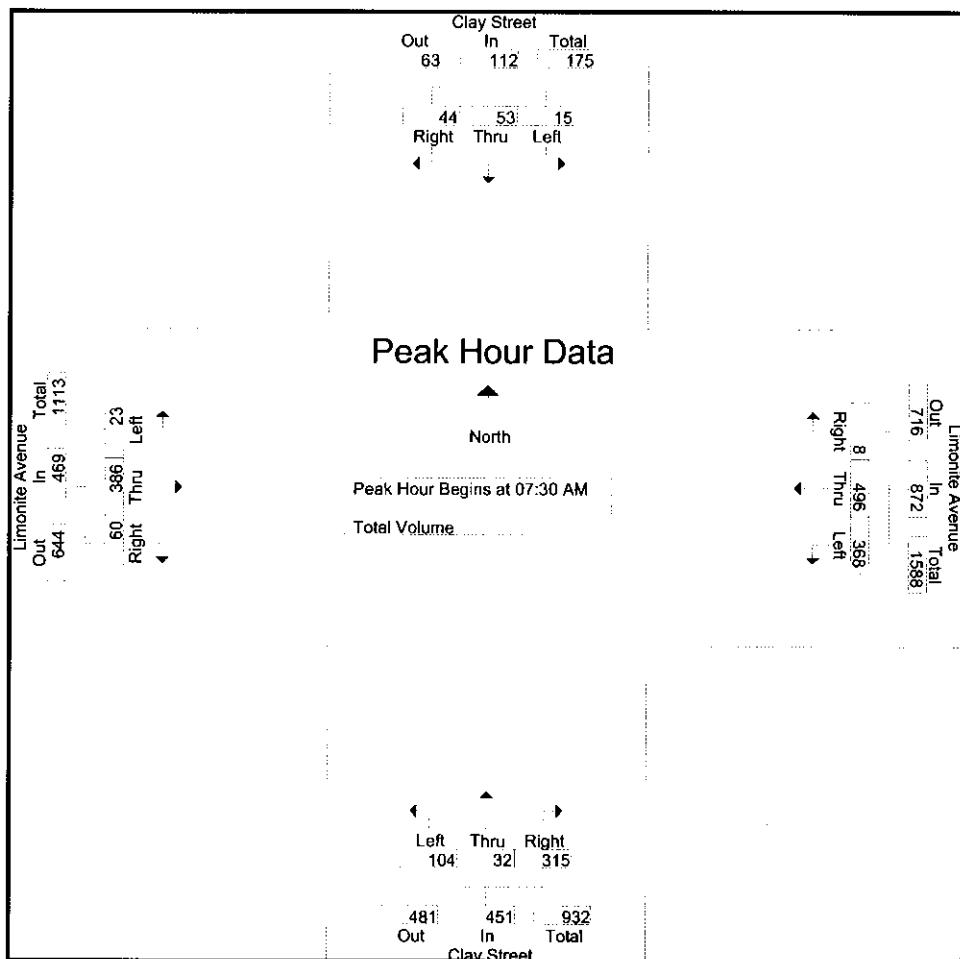
	Groups Printed- Total Volume																
	Clay Street Southbound				Limonite Avenue Westbound				Clay Street Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	9	10	25	58	99	0	157	21	2	49	72	5	65	8	78	332
07:15 AM	6	21	6	33	77	101	0	178	24	5	64	93	5	67	12	84	388
07:30 AM	4	11	11	26	99	128	2	229	29	5	66	100	5	104	11	120	475
07:45 AM	5	14	8	27	89	107	4	200	19	10	91	120	5	89	14	108	455
Total	21	55	35	111	323	435	6	764	93	22	270	385	20	325	45	390	1650
08:00 AM	1	13	15	29	87	148	1	236	35	8	78	121	7	97	15	119	505
08:15 AM	5	15	10	30	93	113	1	207	21	9	80	110	6	96	20	122	469
08:30 AM	3	28	4	35	64	136	2	202	15	15	63	93	11	94	27	132	462
08:45 AM	3	15	14	32	82	92	0	174	24	13	66	103	4	81	16	101	410
Total	12	71	43	126	326	489	4	819	95	45	287	427	28	368	78	474	1846
Grand Total	33	126	78	237	649	924	10	1583	188	67	557	812	48	693	123	864	3496
Apprch %	13.9	53.2	32.9		41	58.4	0.6		23.2	8.3	68.6		5.6	80.2	14.2		
Total %	0.9	3.6	2.2	6.8	18.6	26.4	0.3	45.3	5.4	1.9	15.9	23.2	1.4	19.8	3.5	24.7	

Clay Street Southbound				Limonite Avenue Westbound				Clay Street Northbound				Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																	
<b>Peak Hour for Entire Intersection Begins at 07:30 AM</b>																	
07:30 AM	4	11	11	26	99	128	2	229	29	5	66	100	5	104	11	120	475
07:45 AM	5	14	8	27	89	107	4	200	19	10	91	120	5	89	14	108	455
08:00 AM	1	13	15	29	87	148	1	236	35	8	78	121	7	97	15	119	505
08:15 AM	5	15	10	30	93	113	1	207	21	9	80	110	6	96	20	122	469
Total Volume	15	53	44	112	368	496	8	872	104	32	315	451	23	386	60	469	1904
% App. Total	13.4	47.3	39.3		42.2	56.9	0.9		23.1	7.1	69.8		4.9	82.3	12.8		
PHF	.750	.883	.733	.933	.929	.838	.500	.924	.743	.800	.865	.932	.821	.928	.750	.961	.943

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Clay Street  
E/W: Limonite Avenue  
Weather: Sunny

File Name : RICLLIMAM  
Site Code : 06741044  
Start Date : 11/20/2008  
Page No : 2



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

#### **Peak Hour for Each Approach Begins at:**

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Clay Street**  
**E/W: Limonite Avenue**  
**Weather: Sunny**

**File Name : RICLLIMPM**  
**Site Code : 06741044**  
**Start Date : 11/20/2008**  
**Page No : 1**

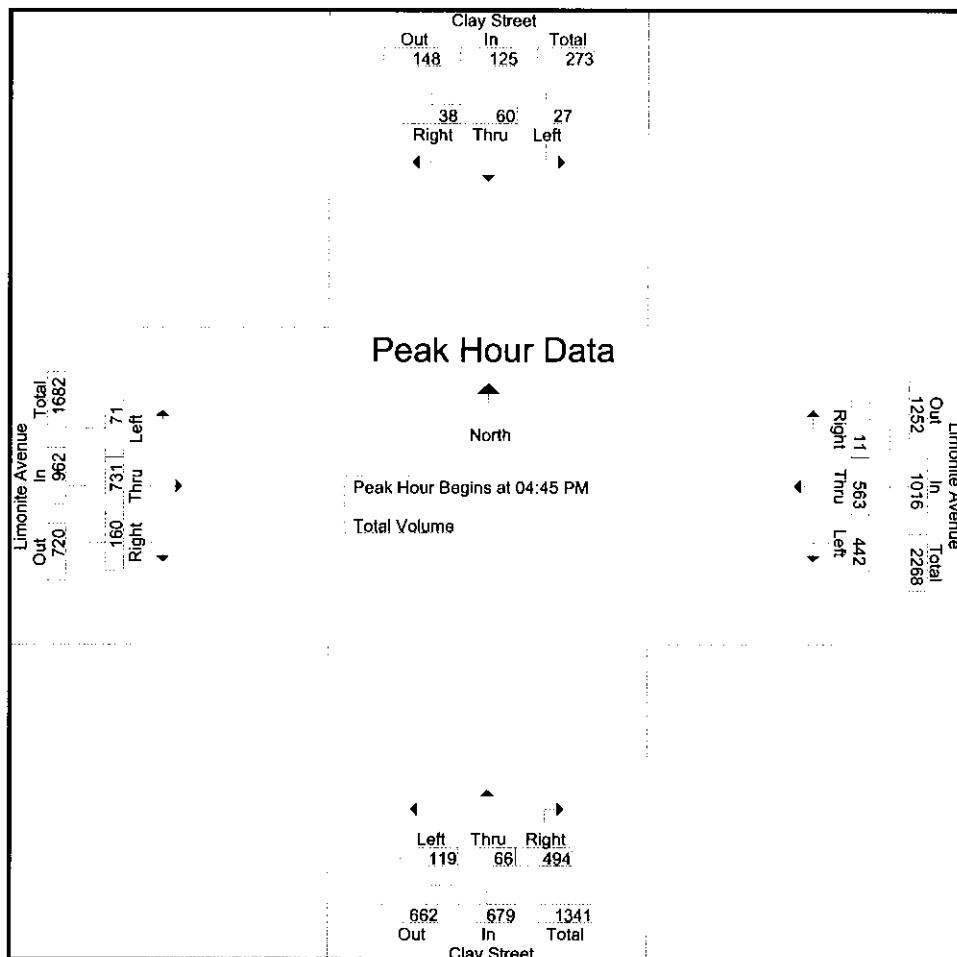
	Groups Printed- Total Volume																
	Clay Street Southbound				Limonite Avenue Westbound				Clay Street Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	9	13	26	91	106	0	197	17	8	79	104	11	157	24	192	519
04:15 PM	7	16	18	41	98	137	0	235	25	13	95	133	13	178	27	218	627
04:30 PM	4	10	8	22	105	162	4	271	27	8	121	156	12	196	41	249	698
04:45 PM	9	9	11	29	112	129	7	248	33	14	119	166	17	188	44	249	692
Total	24	44	50	118	406	534	11	951	102	43	414	559	53	719	136	908	2536
05:00 PM	7	13	7	27	97	129	0	226	24	18	121	163	20	193	54	267	683
05:15 PM	5	22	13	40	126	148	1	275	27	19	128	174	16	151	26	193	682
05:30 PM	6	16	7	29	107	157	3	267	35	15	126	176	18	199	36	253	725
05:45 PM	2	15	9	26	89	115	4	208	42	14	134	190	13	200	29	242	666
Total	20	66	36	122	419	549	8	976	128	66	509	703	67	743	145	955	2756
Grand Total	44	110	86	240	825	1083	19	1927	230	109	923	1262	120	1462	281	1863	5292
Apprch %	18.3	45.8	35.8		42.8	56.2	1		18.2	8.6	73.1		6.4	78.5	15.1		
Total %	0.8	2.1	1.6	4.5	15.6	20.5	0.4	36.4	4.3	2.1	17.4	23.8	2.3	27.6	5.3	35.2	

	Groups Printed- Total Volume																
	Clay Street Southbound				Limonite Avenue Westbound				Clay Street Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																	
<b>Peak Hour for Entire Intersection Begins at 04:45 PM</b>																	
04:45 PM	9	9	11	29	112	129	7	248	33	14	119	166	17	188	44	249	692
05:00 PM	7	13	7	27	97	129	0	226	24	18	121	163	20	193	54	267	683
05:15 PM	5	22	13	40	126	148	1	275	27	19	128	174	16	151	26	193	682
05:30 PM	6	16	7	29	107	157	3	267	35	15	126	176	18	199	36	253	725
Total Volume	27	60	38	125	442	563	11	1016	119	66	494	679	71	731	160	962	2782
% App. Total	21.6	48	30.4		43.5	55.4	1.1		17.5	9.7	72.8		7.4	76	16.6		
PHF	.750	.682	.731	.781	.877	.896	.393	.924	.850	.868	.965	.964	.888	.918	.741	.901	.959

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Clay Street  
E/W: Limonite Avenue  
Weather: Sunny

File Name : RICLLIMPM  
Site Code : 06741044  
Start Date : 11/20/2008  
Page No : 2



### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				05:00 PM				04:15 PM			
+0 mins.	9	9	11	29	105	162	4	271	24	18	121	163	13	178	27	218
+15 mins.	7	13	7	27	112	129	7	248	27	19	128	174	12	196	41	249
+30 mins.	5	22	13	40	97	129	0	226	35	15	126	176	17	188	44	249
+45 mins.	6	16	7	29	126	148	1	275	42	14	134	190	20	193	54	267
Total Volume	27	60	38	125	440	568	12	1020	128	66	509	703	62	755	166	983
% App. Total	21.6	48	30.4		43.1	55.7	1.2		18.2	9.4	72.4		6.3	76.8	16.9	
PHF	.750	.682	.731	.781	.873	.877	.429	.927	.762	.868	.950	.925	.775	.963	.769	.920



Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Clay Street**  
**E/W: Linares Avenue**  
**Weather: Sunny**

**File Name : RICLLIAM**  
**Site Code : 06741017**  
**Start Date : 11/20/2008**  
**Page No : 1**

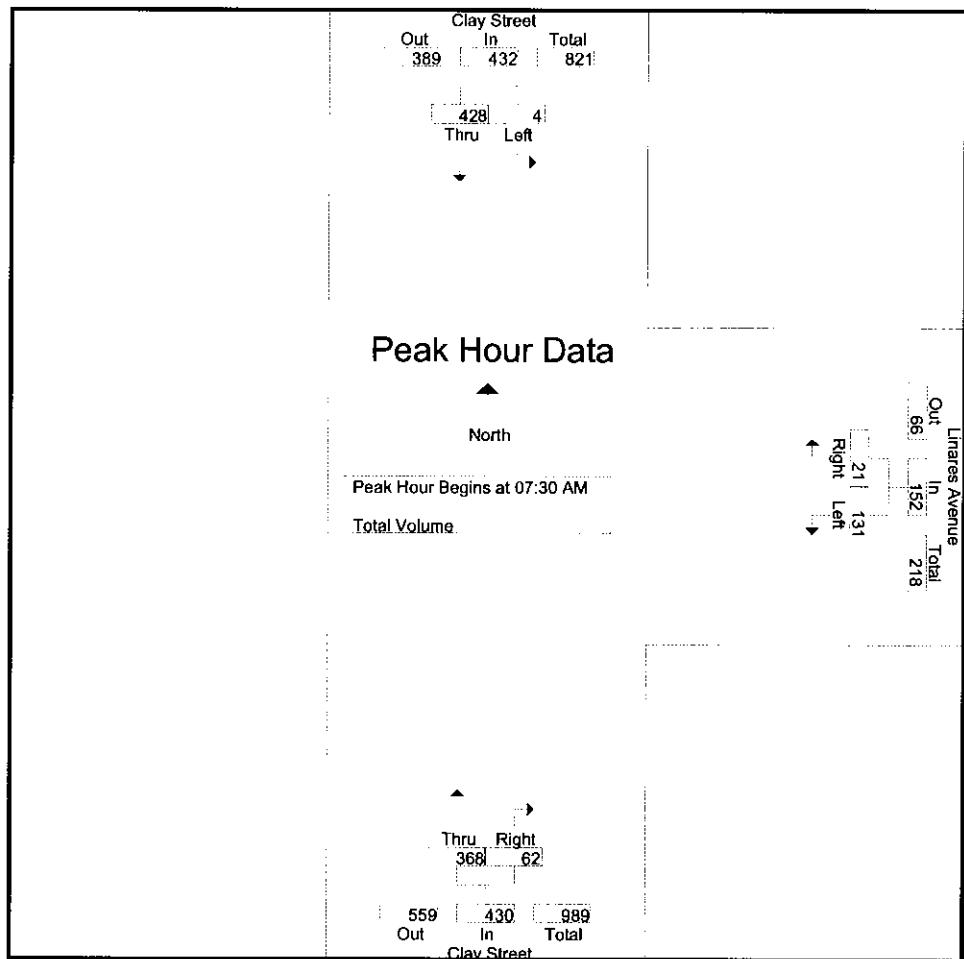
Start Time	Groups Printed- Total Volume											
	Clay Street Southbound			Linares Avenue Westbound				Clay Street Northbound				
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total		
07:00 AM	2	70	72	30	11	41	55	4	59	172		
07:15 AM	2	102	104	40	3	43	59	13	72	219		
07:30 AM	0	114	114	33	4	37	72	9	81	232		
07:45 AM	1	106	107	37	4	41	113	21	134	282		
Total	5	392	397	140	22	162	299	47	346	905		
08:00 AM	1	100	101	32	9	41	83	15	98	240		
08:15 AM	2	108	110	29	4	33	100	17	117	260		
08:30 AM	4	92	96	24	15	39	73	15	88	223		
08:45 AM	1	116	117	25	7	32	70	10	80	229		
Total	8	416	424	110	35	145	326	57	383	952		
Grand Total	13	808	821	250	57	307	625	104	729	1857		
Apprch %	1.6	98.4		81.4	18.6		85.7	14.3				
Total %	0.7	43.5	44.2	13.5	3.1	16.5	33.7	5.6	39.3			

Start Time	Clay Street Southbound			Linares Avenue Westbound			Clay Street Northbound			Int. Total	
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total		
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>											
<b>Peak Hour for Entire Intersection Begins at 07:30 AM</b>											
07:30 AM	0	114	114	33	4	37	72	9	81	232	
07:45 AM	1	106	107	37	4	41	113	21	134	282	
08:00 AM	1	100	101	32	9	41	83	15	98	240	
08:15 AM	2	108	110	29	4	33	100	17	117	260	
Total Volume	4	428	432	131	21	152	368	62	430	1014	
% App. Total	0.9	99.1		86.2	13.8		85.6	14.4			
PHF	.500	.939	947	.885	.583	.927	.814	.738	.802	.899	

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Clay Street  
E/W: Linares Avenue  
Weather: Sunny

File Name : RICLLIAM  
Site Code : 06741017  
Start Date : 11/20/2008  
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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:**

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Clay Street**  
**E/W: Linares Avenue**  
**Weather: Sunny**

**File Name : RICLLIPM**  
**Site Code : 06741017**  
**Start Date : 11/20/2008**  
**Page No : 1**

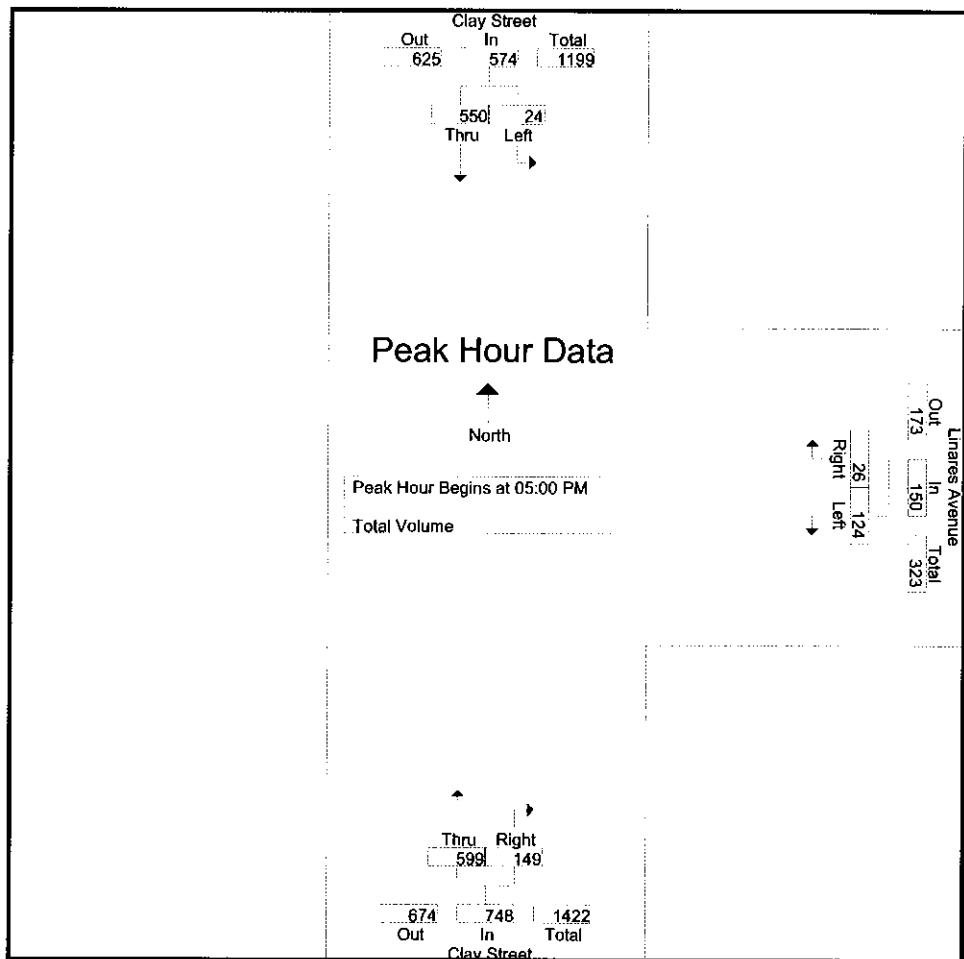
Groups Printed- Total Volume											
Start Time	Clay Street Southbound			Linares Avenue Westbound			Clay Street Northbound			App. Total	Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total		
04:00 PM	5	120	125	22	4	26	122	29	151	302	
04:15 PM	5	134	139	29	2	31	128	35	163	333	
04:30 PM	5	120	125	29	3	32	120	49	169	326	
04:45 PM	7	118	125	31	9	40	139	41	180	345	
Total	22	492	514	111	18	129	509	154	663	1306	
05:00 PM	1	143	144	37	2	39	149	42	191	374	
05:15 PM	6	148	154	26	8	34	151	38	189	377	
05:30 PM	9	136	145	28	1	29	137	31	168	342	
05:45 PM	8	123	131	33	15	48	162	38	200	379	
Total	24	550	574	124	26	150	599	149	748	1472	
Grand Total	46	1042	1088	235	44	279	1108	303	1411	2778	
Apprch %	4.2	95.8		84.2	15.8		78.5	21.5			
Total %	1.7	37.5	39.2	8.5	1.6	10	39.9	10.9	50.8		

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 05:00 PM											
Start Time	Clay Street Southbound			Linares Avenue Westbound			Clay Street Northbound			App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total		
05:00 PM	1	143	144	37	2	39	149	42	191	374	
05:15 PM	6	148	154	26	8	34	151	38	189	377	
05:30 PM	9	136	145	28	1	29	137	31	168	342	
05:45 PM	8	123	131	33	15	48	162	38	200	379	
Total Volume	24	550	574	124	26	150	599	149	748	1472	
% App. Total	4.2	95.8		82.7	17.3		80.1	19.9			
PHF	.667	.929	.932	.838	.433	.781	.924	.887	.935	.971	

City of Riverside  
 N/S: Clay Street  
 E/W: Linares Avenue  
 Weather: Sunny

Counts Unlimited Inc.  
 25286 Jaclyn Avenue  
 Moreno Valley, CA 92557  
 951-485-7934

File Name : RICLLIPM  
 Site Code : 06741017  
 Start Date : 11/20/2008  
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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:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	1	143	144	37	2	39	149	42	191
+15 mins.	6	148	154	26	8	34	151	38	189
+30 mins.	9	136	145	28	1	29	137	31	168
+45 mins.	8	123	131	33	15	48	162	38	200
Total Volume	24	550	574	124	26	150	599	149	748
% App. Total	4.2	95.8		82.7	17.3		80.1	19.9	
PHF	.667	.929	.932	.838	.433	.781	.924	.887	.935



Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Van Buren Boulevard  
E/W: Jurupa Avenue  
Weather: Sunny

File Name : RIVBJUAM  
Site Code : 06741044  
Start Date : 11/19/2008  
Page No : 1

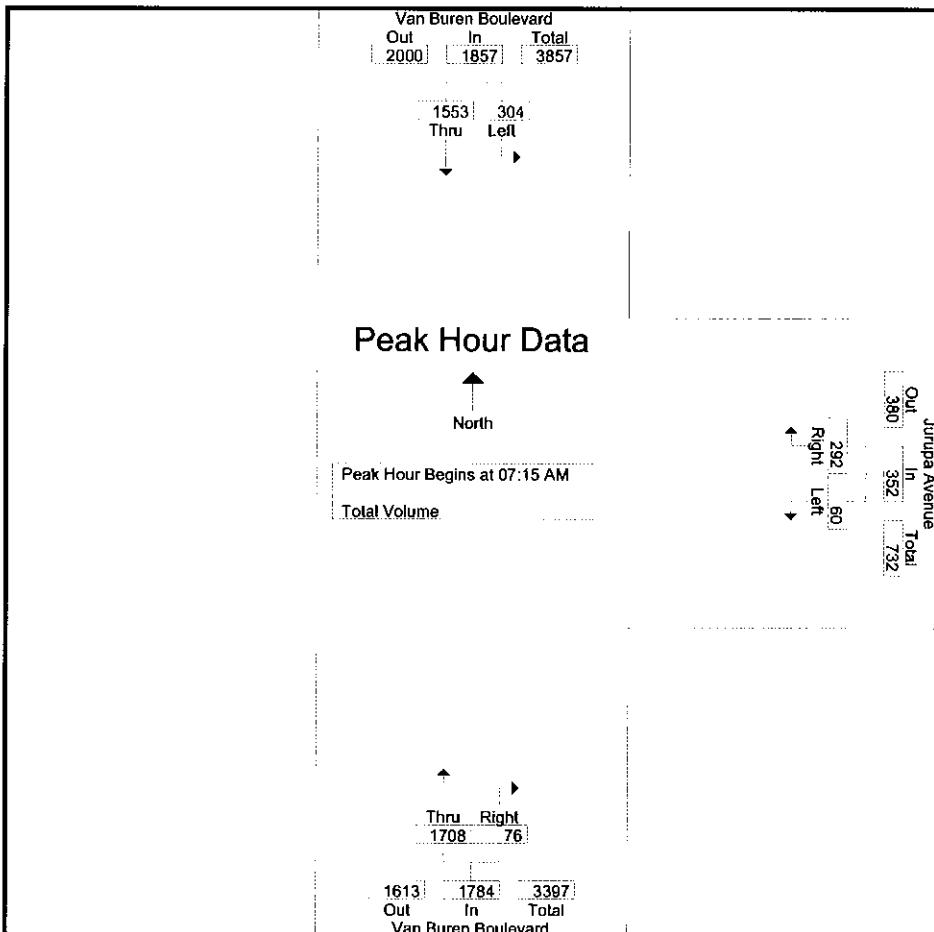
Start Time	Groups Printed- Total Volume											
	Van Buren Boulevard Southbound			Jurupa Avenue Westbound			Van Buren Boulevard Northbound					
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total		
07:00 AM	79	270	349	7	81	88	402	15	417	854		
07:15 AM	67	371	438	27	72	99	440	8	448	985		
07:30 AM	86	408	494	9	60	69	437	27	464	1027		
07:45 AM	86	412	498	11	71	82	450	24	474	1054		
Total	318	1461	1779	54	284	338	1729	74	1803	3920		
08:00 AM	65	362	427	13	89	102	381	17	398	927		
08:15 AM	73	369	442	13	60	73	398	25	423	938		
08:30 AM	70	297	367	12	70	82	304	14	318	767		
08:45 AM	76	370	446	18	50	68	281	0	281	795		
Total	284	1398	1682	56	269	325	1364	56	1420	3427		
Grand Total	602	2859	3461	110	553	663	3093	130	3223	7347		
Apprch %	17.4	82.6		16.6	83.4		96	4				
Total %	8.2	38.9	47.1	1.5	7.5	9	42.1	1.8	43.9			

Start Time	Van Buren Boulevard Southbound			Jurupa Avenue Westbound			Van Buren Boulevard Northbound					
	Left	Thru	App. Total	Left	Right	App. Total	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	67	371	438	27	72	99	440	8	448	985		
07:30 AM	86	408	494	9	60	69	437	27	464	1027		
07:45 AM	86	412	498	11	71	82	450	24	474	1054		
08:00 AM	65	362	427	13	89	102	381	17	398	927		
Total Volume	304	1553	1857	60	292	352	1708	76	1784	3993		
% App. Total	16.4	83.6		17	83		95.7	4.3				
PHF	.884	.942	.932	.556	.820	.863	.949	.704	.941	.947		

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
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951-485-7934

City of Riverside  
N/S: Van Buren Boulevard  
E/W: Jurupa Avenue  
Weather: Sunny

File Name : RIVBJUAM  
Site Code : 06741044  
Start Date : 11/19/2008  
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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:

	07:30 AM			07:15 AM			07:00 AM		
+0 mins.	86	408	494	27	72	99	402	15	417
+15 mins.	86	412	498	9	60	69	440	8	448
+30 mins.	65	362	427	11	71	82	437	27	464
+45 mins.	73	369	442	13	89	102	450	24	474
Total Volume	310	1551	1861	60	292	352	1729	74	1803
% App. Total	16.7	83.3		17	83		95.9	4.1	
PHF	.901	.941	.934	.556	.820	.863	.961	.685	.951

Counts Unlimited Inc.  
 25286 Jaclyn Avenue  
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 951-485-7934

City of Riverside  
 N/S: Van Buren Boulevard  
 E/W: Jurupa Avenue  
 Weather: Sunny

File Name : RIVBJUPM  
 Site Code : 06741044  
 Start Date : 11/19/2008  
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**Groups Printed- Total Volume**

Start Time	Van Buren Boulevard Southbound			Jurupa Avenue Westbound			Van Buren Boulevard Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	77	531	608	41	101	142	390	10	400	1150
04:15 PM	75	481	556	26	113	139	371	9	380	1075
04:30 PM	79	557	636	32	97	129	430	11	441	1206
04:45 PM	81	572	653	18	92	110	397	12	409	1172
Total	312	2141	2453	117	403	520	1588	42	1630	4603
05:00 PM	77	531	608	23	125	148	396	1	397	1153
05:15 PM	97	432	529	24	127	151	457	0	457	1137
05:30 PM	97	524	621	25	96	121	404	4	408	1150
05:45 PM	82	450	532	21	77	98	389	1	390	1020
Total	353	1937	2290	93	425	518	1646	6	1652	4460
Grand Total	665	4078	4743	210	828	1038	3234	48	3282	9063
Apprch %	14	86		20.2	79.8		98.5	1.5		
Total %	7.3	45	52.3	2.3	9.1	11.5	35.7	0.5	36.2	

**Van Buren Boulevard  
Southbound**

**Jurupa Avenue  
Westbound**

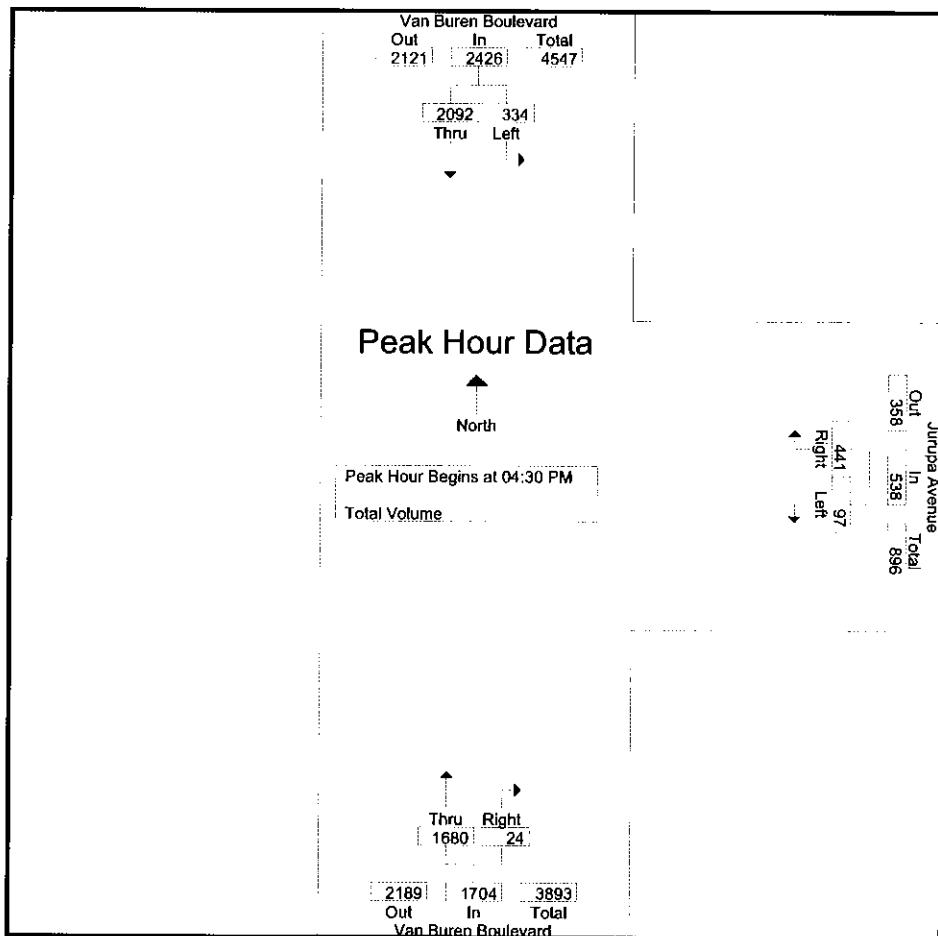
**Van Buren Boulevard  
Northbound**

Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>										
<b>Peak Hour for Entire Intersection Begins at 04:30 PM</b>										
04:30 PM	79	557	636	32	97	129	430	11	441	1206
04:45 PM	81	572	653	18	92	110	397	12	409	1172
05:00 PM	77	531	608	23	125	148	396	1	397	1153
05:15 PM	97	432	529	24	127	151	457	0	457	1137
Total Volume	334	2092	2426	97	441	538	1680	24	1704	4668
% App. Total	13.8	86.2		18	82		98.6	1.4		
PHF	.861	.914	.929	.758	.868	.891	.919	.500	.932	.968

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
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City of Riverside  
N/S: Van Buren Boulevard  
E/W: Jurupa Avenue  
Weather: Sunny

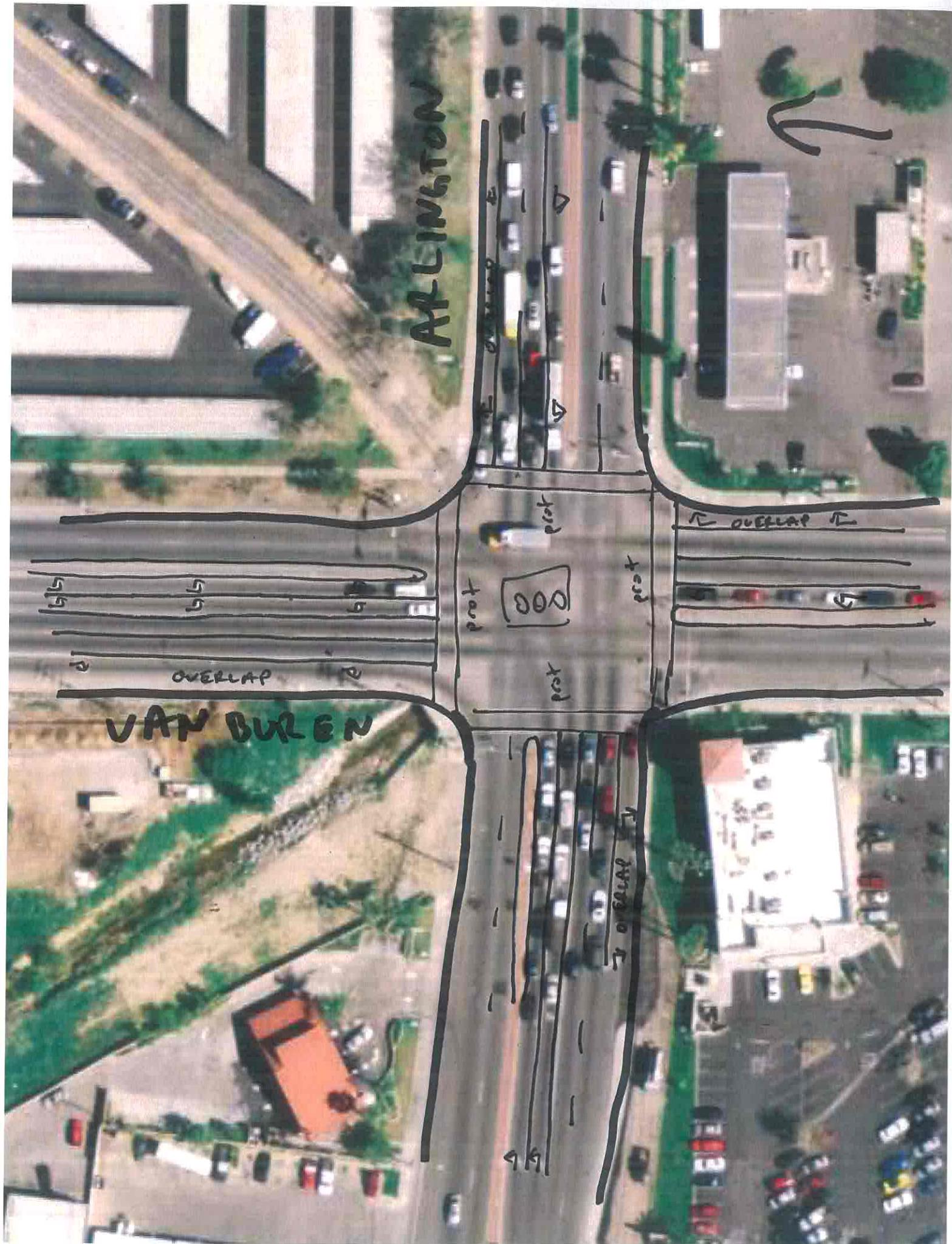
File Name : RIVBJUPM  
Site Code : 06741044  
Start Date : 11/19/2008  
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### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:30 PM			04:30 PM		
+0 mins.	77	531	608	32	97	129	430	11	441
+15 mins.	75	481	556	18	92	110	397	12	409
+30 mins.	79	557	636	23	125	148	396	1	397
+45 mins.	81	572	653	24	127	151	457	0	457
Total Volume	312	2141	2453	97	441	538	1680	24	1704
% App. Total	12.7	87.3		18	82		98.6	1.4	
PHF	.963	.936	.939	.758	.868	.891	.919	.500	.932



Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Van Buren Boulevard**  
**E/W: Arlington Avenue**  
**Weather: Sunny**

**File Name : RIVBARAM**  
**Site Code : 06741017**  
**Start Date : 11/19/2008**  
**Page No : 1**

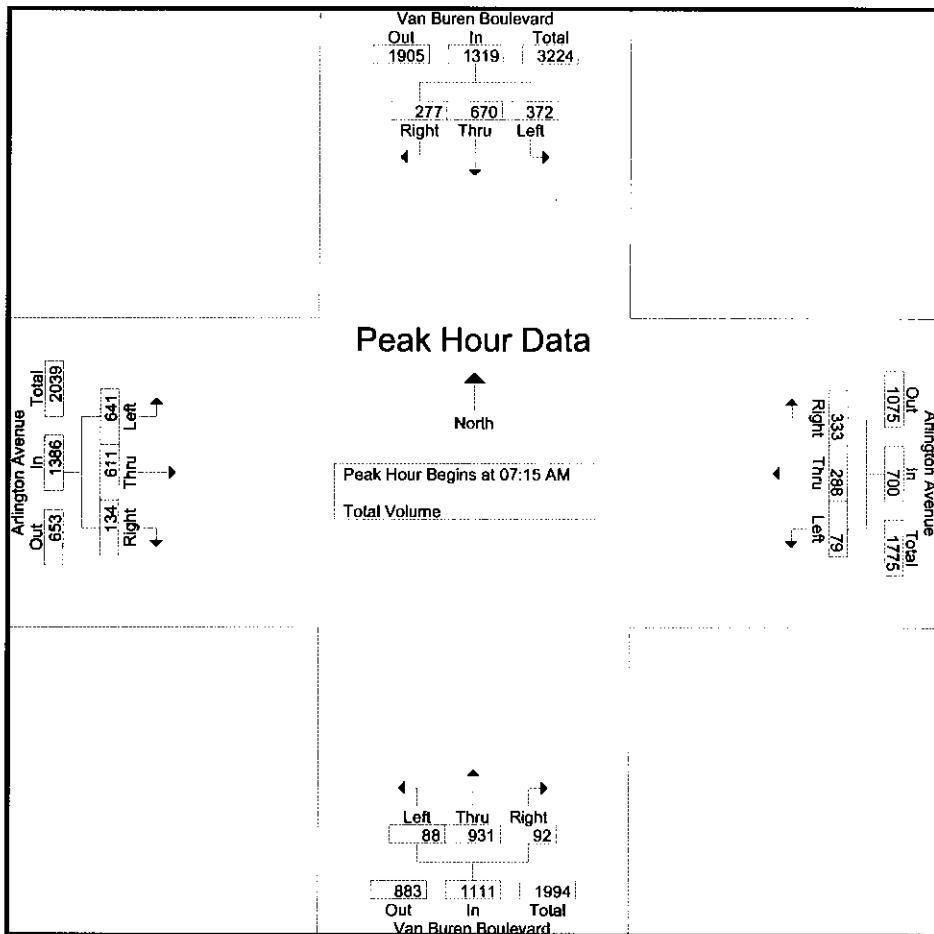
Groups Printed- Total Volume																	
Start Time	Van Buren Boulevard Southbound				Arlington Avenue Westbound				Van Buren Boulevard Northbound				Arlington Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	55	146	61	262	10	75	38	123	34	195	21	250	200	154	60	414	1049
07:15 AM	70	156	99	325	9	71	87	167	28	226	25	279	178	152	32	362	1133
07:30 AM	98	172	62	332	18	66	75	159	18	252	24	294	164	174	45	383	1168
07:45 AM	105	179	62	346	28	75	87	190	14	210	17	241	169	174	31	374	1151
Total	328	653	284	1265	65	287	287	639	94	883	87	1064	711	654	168	1533	4501
08:00 AM	99	163	54	316	24	76	84	184	28	243	26	297	130	111	26	267	1064
08:15 AM	72	161	66	299	42	66	64	172	27	174	32	233	155	124	25	304	1008
08:30 AM	85	156	59	300	36	56	53	145	24	172	29	225	121	133	38	292	962
08:45 AM	103	195	84	382	37	57	29	123	25	167	49	241	120	110	25	255	1001
Total	359	675	263	1297	139	255	230	624	104	756	136	996	526	478	114	1118	4035
Grand Total	687	1328	547	2562	204	542	517	1263	198	1639	223	2060	1237	1132	282	2651	8536
Apprch %	26.8	51.8	21.4		16.2	42.9	40.9		9.6	79.6	10.8		46.7	42.7	10.6		
Total %	8	15.6	6.4		30	2.4	6.3	6.1	14.8	2.3	19.2	2.6	24.1	14.5	13.3	3.3	31.1

Van Buren Boulevard Southbound				Arlington Avenue Westbound				Van Buren Boulevard Northbound				Arlington Avenue Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM To 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	70	156	99	325	9	71	87	167	28	226	25	279	178	152	32	362	1133
07:30 AM	98	172	62	332	18	66	75	159	18	252	24	294	164	174	45	383	1168
07:45 AM	105	179	62	346	28	75	87	190	14	210	17	241	169	174	31	374	1151
08:00 AM	99	163	54	316	24	76	84	184	28	243	26	297	130	111	26	267	1064
Total Volume	372	670	277	1319	79	288	333	700	88	931	92	1111	641	611	134	1386	4516
% App. Total	28.2	50.8	21		11.3	41.1	47.6		7.9	83.8	8.3		46.2	44.1	9.7		
PHF	.886	.936	.699	.953	.705	.947	.957	.921	.786	.924	.885	.935	.900	.878	.744	.905	.967

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
N/S: Van Buren Boulevard  
E/W: Arlington Avenue  
Weather: Sunny

File Name : RIVBARAM  
Site Code : 06741017  
Start Date : 11/19/2008  
Page No : 2



#### Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:00 AM			
+0 mins.	70	156	99	325	18	66	75	159	28	226	25	279	200	154	60	414
+15 mins.	98	172	62	332	28	75	87	190	18	252	24	294	178	152	32	362
+30 mins.	<b>105</b>	<b>179</b>	62	<b>346</b>	24	<b>76</b>	84	184	14	210	17	241	164	<b>174</b>	45	383
+45 mins.	99	163	54	316	<b>42</b>	66	64	172	28	243	<b>26</b>	<b>297</b>	169	174	31	374
Total Volume	372	670	277	1319	112	283	310	705	88	931	92	1111	711	654	168	1533
% App. Total	28.2	50.8	21		15.9	40.1	44		7.9	83.8	8.3		46.4	42.7	11	
PHF	.886	.936	.699	.953	.667	.931	.891	.928	.786	.924	.885	.935	.889	.940	.700	.926

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Van Buren Boulevard  
E/W: Arlington Avenue  
Weather: Sunny

File Name : RIVBARPM  
Site Code : 06741017  
Start Date : 11/19/2008  
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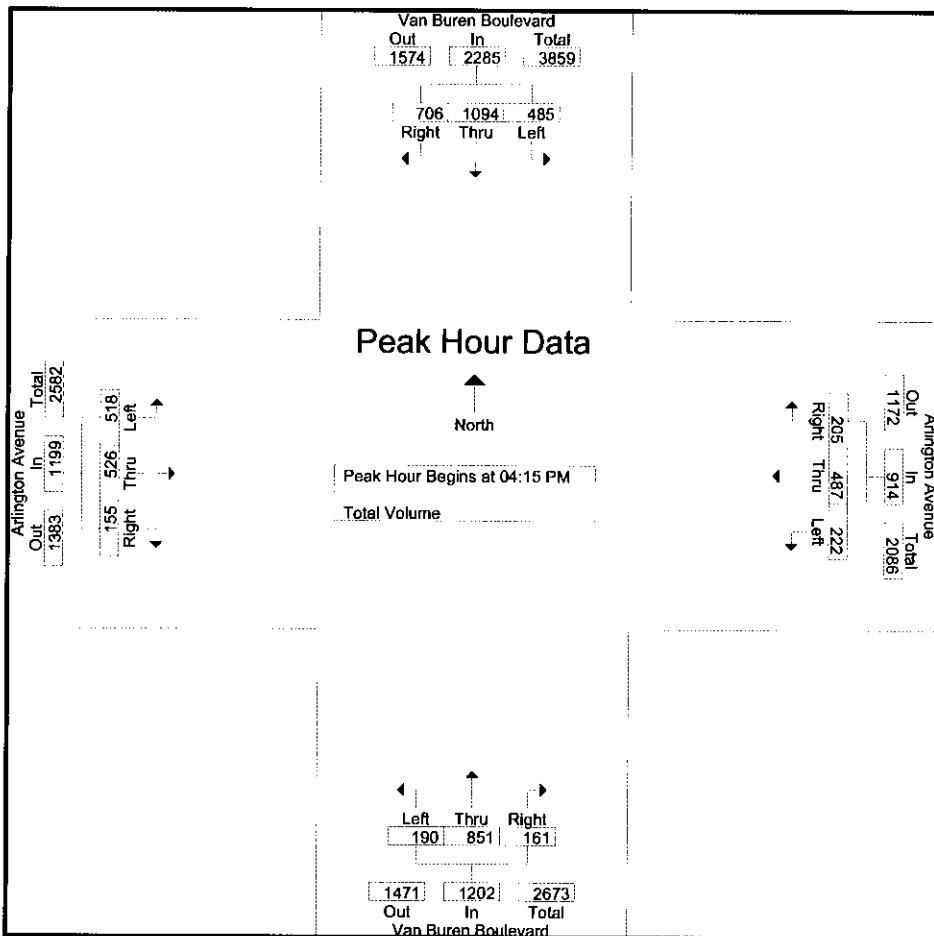
Groups Printed- Total Volume																	
	Van Buren Boulevard Southbound				Arlington Avenue Westbound				Van Buren Boulevard Northbound				Arlington Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	103	271	173	547	45	102	41	188	49	161	43	253	131	125	45	301	1289
04:15 PM	141	318	194	653	50	101	61	212	44	230	38	312	109	110	40	259	1436
04:30 PM	121	248	176	545	56	118	72	246	50	199	36	285	143	123	40	306	1382
04:45 PM	136	290	168	594	51	122	37	210	51	204	40	295	132	152	48	332	1431
Total	501	1127	711	2339	202	443	211	856	194	794	157	1145	515	510	173	1198	5538
05:00 PM	87	238	168	493	65	146	35	246	45	218	47	310	134	141	27	302	1351
05:15 PM	84	284	185	553	53	119	68	240	42	236	32	310	132	127	45	304	1407
05:30 PM	120	228	167	515	46	153	53	252	47	179	60	286	114	138	43	295	1348
05:45 PM	128	290	184	602	58	114	48	220	51	223	48	322	94	113	33	240	1384
Total	419	1040	704	2163	222	532	204	958	185	856	187	1228	474	519	148	1141	5490
Grand Total	920	2167	1415	4502	424	975	415	1814	379	1650	344	2373	989	1029	321	2339	11028
Appreh %	20.4	48.1	31.4		23.4	53.7	22.9		16	69.5	14.5		42.3	44	13.7		
Total %	8.3	19.6	12.8	40.8	3.8	8.8	3.8	16.4	3.4	15	3.1	21.5	9	9.3	2.9	21.2	

	Van Buren Boulevard Southbound				Arlington Avenue Westbound				Van Buren Boulevard Northbound				Arlington Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	141	318	194	653	50	101	61	212	44	230	38	312	109	110	40	259	1436
04:30 PM	121	248	176	545	56	118	72	246	50	199	36	285	143	123	40	306	1382
04:45 PM	136	290	168	594	51	122	37	210	51	204	40	295	132	152	48	332	1431
05:00 PM	87	238	168	493	65	146	35	246	45	218	47	310	134	141	27	302	1351
Total Volume	485	1094	706	2285	222	487	205	914	190	851	161	1202	518	526	155	1199	5600
% App. Total	21.2	47.9	30.9		24.3	53.3	22.4		15.8	70.8	13.4		43.2	43.9	12.9		
PHF	.860	.860	.910	.875	.854	.834	.712	.929	.931	.925	.856	.963	.906	.865	.807	.903	.975

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Van Buren Boulevard  
E/W: Arlington Avenue  
Weather: Sunny

File Name : RIVBAPRM  
Site Code : 06741017  
Start Date : 11/19/2008  
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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				05:00 PM				05:00 PM				04:30 PM			
+0 mins.	103	271	173	547	65	146	35	246	45	218	47	310	143	123	40	306
+15 mins.	141	318	194	653	53	119	68	240	42	236	32	310	132	152	48	332
+30 mins.	121	248	176	545	46	153	53	252	47	179	60	286	134	141	27	302
+45 mins.	136	290	168	594	58	114	48	220	51	223	48	322	132	127	45	304
Total Volume	501	1127	711	2339	222	532	204	958	185	856	187	1228	541	543	160	1244
% App. Total	21.4	48.2	30.4		23.2	55.5	21.3		15.1	69.7	15.2		43.5	43.6	12.9	
PHF	.888	.886	.916	.895	.854	.869	.750	.950	.907	.779	.953	.946	.893	.833	.937	



Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Van Buren Boulevard  
E/W: Jackson Street/Cypress Avenue  
Weather: Sunny

File Name : RIVBJAAM  
Site Code : 06741066  
Start Date : 11/19/2008  
Page No : 1

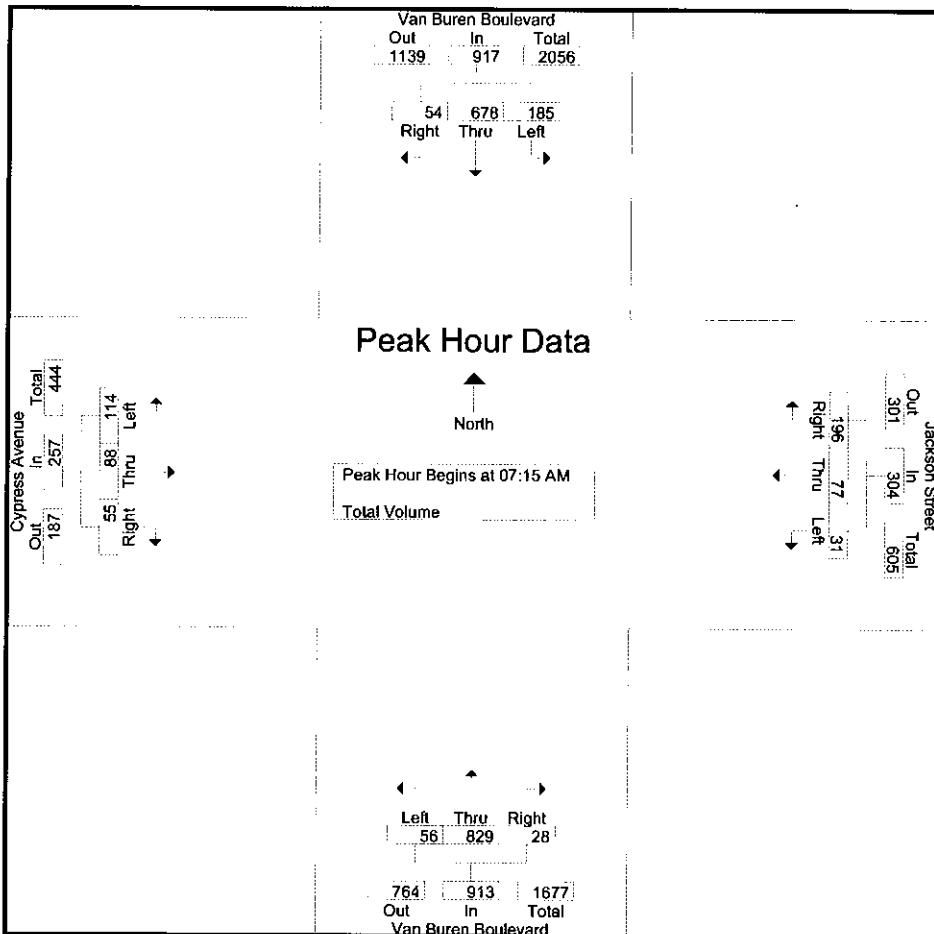
Start Time	Groups Printed- Total Volume								Int. Total								
	Van Buren Boulevard Southbound				Jackson Street Westbound		Van Buren Boulevard Northbound			Cypress Avenue Eastbound							
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		Left	Thru	Right	App. Total				
07:00 AM	20	147	21	188	4	16	52	72	5	180	3	188	18	9	8	35	483
07:15 AM	33	156	8	197	8	14	46	68	16	197	5	218	39	24	13	76	559
07:30 AM	50	187	14	251	7	14	52	73	8	242	4	254	31	15	9	55	633
07:45 AM	60	178	17	255	10	33	51	94	14	176	12	202	23	23	14	60	611
Total	163	668	60	891	29	77	201	307	43	795	24	862	111	71	44	226	2286
08:00 AM	42	157	15	214	6	16	47	69	18	214	7	239	21	26	19	66	588
08:15 AM	36	163	19	218	9	34	39	82	20	177	2	199	28	24	7	59	558
08:30 AM	36	177	14	227	15	30	45	90	17	163	5	185	34	16	14	64	566
08:45 AM	35	182	15	232	11	24	26	61	19	190	6	215	31	15	17	63	571
Total	149	679	63	891	41	104	157	302	74	744	20	838	114	81	57	252	2283
Grand Total	312	1347	123	1782	70	181	358	609	117	1539	44	1700	225	152	101	478	4569
Apprch %	17.5	75.6	6.9		11.5	29.7	58.8		6.9	90.5	2.6		47.1	31.8	21.1		
Total %	6.8	29.5	2.7		39	1.5	4	7.8	13.3	2.6	33.7	1	37.2	4.9	3.3	2.2	10.5

Start Time	Van Buren Boulevard Southbound				Jackson Street Westbound			Van Buren Boulevard Northbound			Cypress Avenue Eastbound			Int. Total			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total					
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	33	156	8	197	8	14	46	68	16	197	5	218	39	24	13	76	559
07:30 AM	50	187	14	251	7	14	52	73	8	242	4	254	31	15	9	55	633
07:45 AM	60	178	17	255	10	33	51	94	14	176	12	202	23	23	14	60	611
08:00 AM	42	157	15	214	6	16	47	69	18	214	7	239	21	26	19	66	588
Total Volume	185	678	54	917	31	77	196	304	56	829	28	913	114	88	55	257	2391
% App. Total	20.2	73.9	5.9		10.2	25.3	64.5		6.1	90.8	3.1		44.4	34.2	21.4		
PHF	.771	.906	.794	.899	.775	.583	.942	.809	.778	.856	.583	.899	.731	.846	.724	.845	.944

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Van Buren Boulevard  
E/W: Jackson Street/Cypress Avenue  
Weather: Sunny

File Name : RIVBJAAM  
Site Code : 06741066  
Start Date : 11/19/2008  
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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:

	07:30 AM				07:45 AM				07:15 AM				07:15 AM			
+0 mins.	50	187	14	251	10	33	51	94	16	197	5	218	39	24	13	76
+15 mins.	60	178	17	255	6	16	47	69	8	242	4	254	31	15	9	55
+30 mins.	42	157	15	214	9	34	39	82	14	176	12	202	23	23	14	60
+45 mins.	36	163	19	218	15	30	45	90	18	214	7	239	21	26	19	66
Total Volume	188	685	65	938	40	113	182	335	56	829	28	913	114	88	55	257
% App. Total	20	73	6.9		11.9	33.7	54.3		6.1	90.8	3.1		44.4	34.2	21.4	
PHF	.783	.916	.855	.920	.667	.831	.892	.891	.778	.856	.583	.899	.731	.846	.724	.845

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Van Buren Boulevard  
E/W: Jackson Street/Cypress Avenue  
Weather: Sunny

File Name : RIVBJAPM  
Site Code : 06741066  
Start Date : 11/19/2008  
Page No : 1

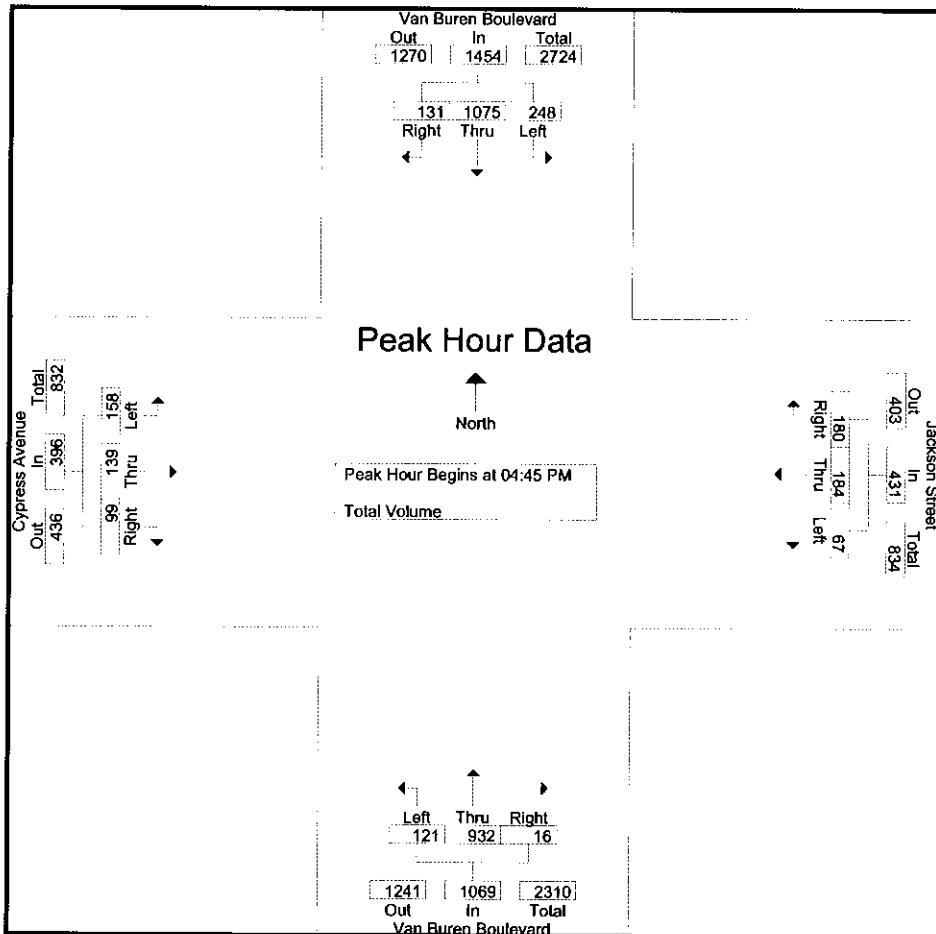
Groups Printed- Total Volume																	
Van Buren Boulevard Southbound					Jackson Street Westbound				Van Buren Boulevard Northbound				Cypress Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	68	257	24	349	20	35	50	105	27	214	5	246	37	35	19	91	791
04:15 PM	68	296	29	393	15	35	46	96	26	223	8	257	35	23	29	87	833
04:30 PM	68	232	25	325	12	44	50	106	31	225	6	262	30	29	15	74	767
04:45 PM	73	291	26	390	20	50	32	102	26	238	2	266	35	40	32	107	865
Total	277	1076	104	1457	67	164	178	409	110	900	21	1031	137	127	95	359	3256
05:00 PM	53	244	43	340	16	62	62	140	37	225	4	266	52	26	24	102	848
05:15 PM	69	284	31	384	20	37	36	93	25	248	4	277	32	37	19	88	842
05:30 PM	53	256	31	340	11	35	50	96	33	221	6	260	39	36	24	99	795
05:45 PM	74	262	33	369	21	42	46	109	25	189	9	223	23	25	18	66	767
Total	249	1046	138	1433	68	176	194	438	120	883	23	1026	146	124	85	355	3252
Grand Total	526	2122	242	2890	135	340	372	847	230	1783	44	2057	283	251	180	714	6508
Appreh %	18.2	73.4	8.4		15.9	40.1	43.9		11.2	86.7	2.1		39.6	35.2	25.2		
Total %	8.1	32.6	3.7	44.4	2.1	5.2	5.7	13	3.5	27.4	0.7	31.6	4.3	3.9	2.8	11	

Van Buren Boulevard Southbound					Jackson Street Westbound				Van Buren Boulevard Northbound				Cypress Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	73	291	26	390	20	50	32	102	26	238	2	266	35	40	32	107	865
05:00 PM	53	244	43	340	16	62	62	140	37	225	4	266	52	26	24	102	848
05:15 PM	69	284	31	384	20	37	36	93	25	248	4	277	32	37	19	88	842
05:30 PM	53	256	31	340	11	35	50	96	33	221	6	260	39	36	24	99	795
Total Volume	248	1075	131	1454	67	184	180	431	121	932	16	1069	158	139	99	396	3350
% App. Total	17.1	73.9	9		15.5	42.7	41.8		11.3	87.2	1.5		39.9	35.1	25		
PHF	.849	.924	.762	.932	.838	.742	.726	.770	.818	.940	.667	.965	.760	.869	.773	.925	.968

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Van Buren Boulevard  
E/W: Jackson Street/Cypress Avenue  
Weather: Sunny

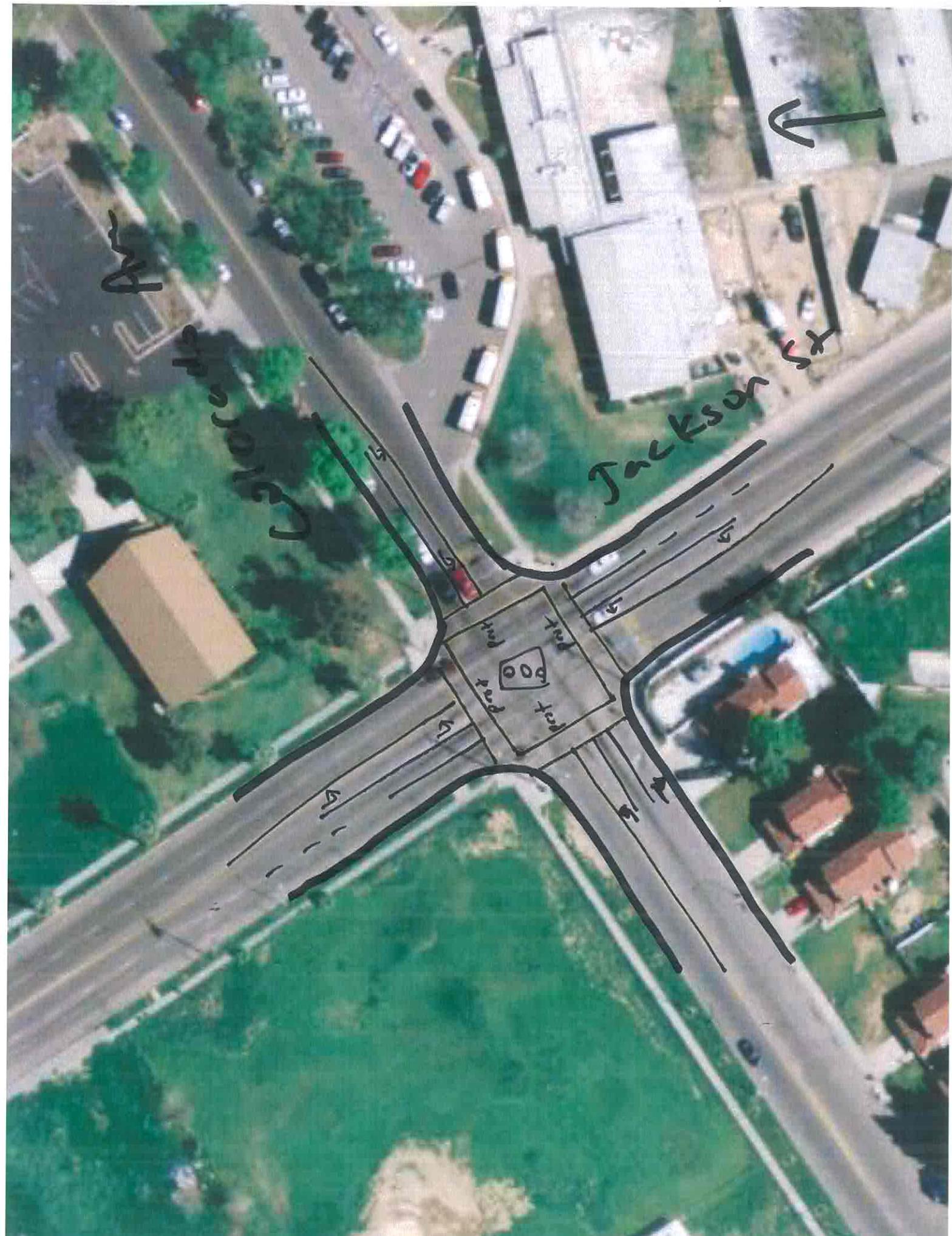
File Name : RIVBJAPM  
Site Code : 06741066  
Start Date : 11/19/2008  
Page No : 2



#### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM	04:15 PM	04:30 PM	04:45 PM
+0 mins.	68 257 24 349	15 35 46 96	31 225 6 262	35 40 32 107
+15 mins.	68 296 29 393	12 44 50 106	26 238 2 266	52 26 24 102
+30 mins.	68 232 25 325	20 50 32 102	37 225 4 266	32 37 19 88
+45 mins.	73 291 26 390	16 62 62 140	25 248 4 277	39 36 24 99
Total Volume	277 1076 104 1457	63 191 190 444	119 936 16 1071	158 139 99 396
% App. Total	19 73.9 7.1	14.2 43 42.8	11.1 87.4 1.5	39.9 35.1 25
PHF	.949 .909 .897	.927 .788 .770	.766 .793 .804	.944 .667 .967
				.760 .869 .773 .925



Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Jackson Street**  
**E/W: Colorado Avenue**  
**Weather: Sunny**

**File Name : RIJACOAM**  
**Site Code : 06741051**  
**Start Date : 11/19/2008**  
**Page No : 1**

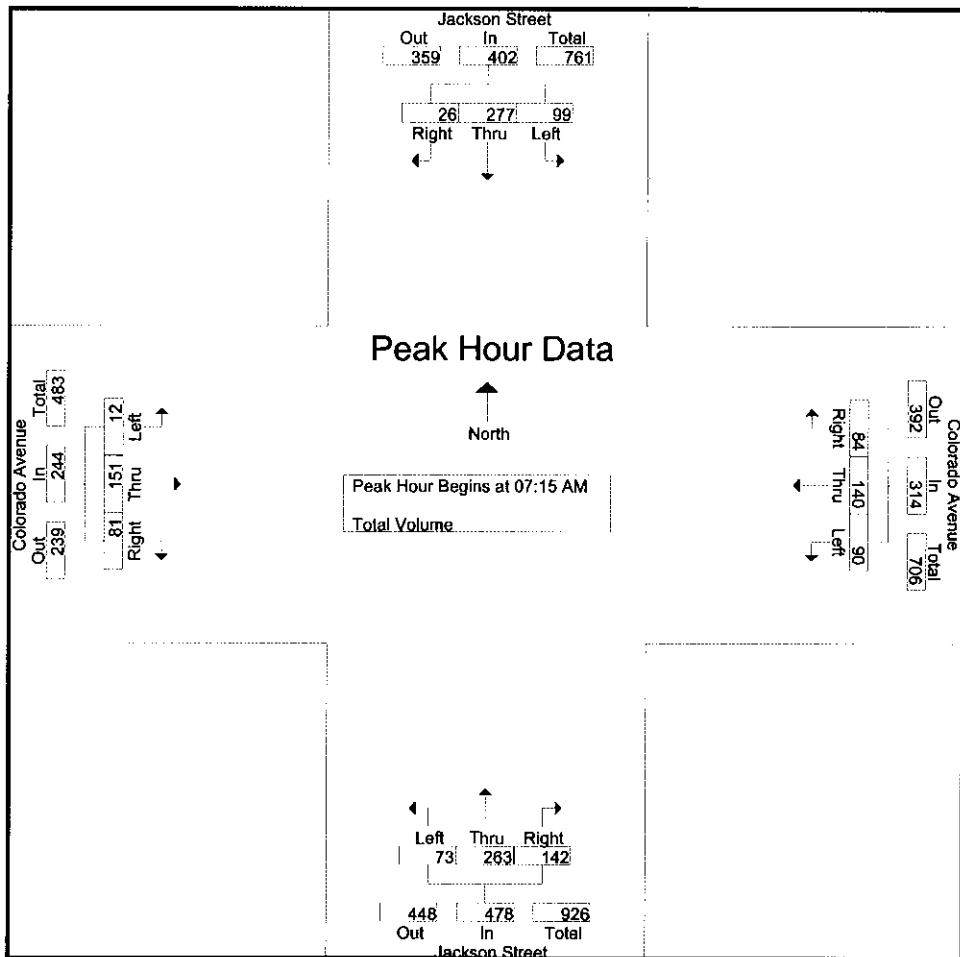
Groups Printed- Total Volume																	
Start Time	Jackson Street Southbound				Colorado Avenue Westbound				Jackson Street Northbound				Colorado Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	39	3	48	14	19	18	51	9	61	16	86	4	29	5	38	223
07:15 AM	37	55	9	101	20	28	13	61	18	49	51	118	2	36	10	48	328
07:30 AM	40	78	6	124	45	51	41	137	15	67	61	143	5	49	17	71	475
07:45 AM	14	81	7	102	16	32	16	64	22	78	18	118	1	41	28	70	354
Total	97	253	25	375	95	130	88	313	64	255	146	465	12	155	60	227	1380
08:00 AM	8	63	4	75	9	29	14	52	18	69	12	99	4	25	26	55	281
08:15 AM	10	74	4	88	8	29	13	50	16	71	13	100	3	41	14	58	296
08:30 AM	15	60	2	77	12	25	34	71	21	70	11	102	5	34	17	56	306
08:45 AM	12	66	4	82	6	21	21	48	11	55	10	76	2	24	8	34	240
Total	45	263	14	322	35	104	82	221	66	265	46	377	14	124	65	203	1123
Grand Total	142	516	39	697	130	234	170	534	130	520	192	842	26	279	125	430	2503
Apprch %	20.4	74	5.6		24.3	43.8	31.8		15.4	61.8	22.8		6	64.9	29.1		
Total %	5.7	20.6	1.6	27.8	5.2	9.3	6.8	21.3	5.2	20.8	7.7	33.6	1	11.1	5	17.2	

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																	
Start Time	Jackson Street Southbound				Colorado Avenue Westbound				Jackson Street Northbound				Colorado Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	37	55	9	101	20	28	13	61	18	49	51	118	2	36	10	48	328
07:30 AM	40	78	6	124	45	51	41	137	15	67	61	143	5	49	17	71	475
07:45 AM	14	81	7	102	16	32	16	64	22	78	18	118	1	41	28	70	354
08:00 AM	8	63	4	75	9	29	14	52	18	69	12	99	4	25	26	55	281
Total Volume	99	277	26	402	90	140	84	314	73	263	142	478	12	151	81	244	1438
% App. Total	24.6	68.9	6.5		28.7	44.6	26.8		15.3	55	29.7		4.9	61.9	33.2		
PHF	.619	.855	.722	.810	.500	.686	.512	.573	.830	.843	.582	.836	.600	.770	.723	.859	.757

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Jackson Street  
E/W: Colorado Avenue  
Weather: Sunny

File Name : RIJACOAM  
Site Code : 06741051  
Start Date : 11/19/2008  
Page No : 2



### Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	37	55	<b>9</b>	101	20	28	13	61	18	49	51	118	<b>5</b>	<b>49</b>	17	71
+15 mins.	40	78	6	<b>124</b>	<b>45</b>	<b>51</b>	<b>41</b>	<b>137</b>	15	67	<b>61</b>	<b>143</b>	1	41	<b>28</b>	70
+30 mins.	14	81	7	102	16	32	16	64	<b>22</b>	<b>78</b>	18	118	4	25	26	55
+45 mins.	8	63	4	75	9	29	14	52	18	69	12	99	3	41	14	58
Total Volume	99	277	26	402	90	140	84	314	73	263	142	478	13	156	85	254
% App. Total	24.6	68.9	6.5		28.7	44.6	26.8		15.3	55	29.7		5.1	61.4	33.5	
PHF	.619	.855	.722	.810	.500	.686	.512	.573	.830	.843	.582	.836	.650	.796	.759	.894

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Jackson Street  
E/W: Colorado Avenue  
Weather: Sunny

File Name : RIJACOPM  
Site Code : 06741051  
Start Date : 11/19/2008  
Page No : 1

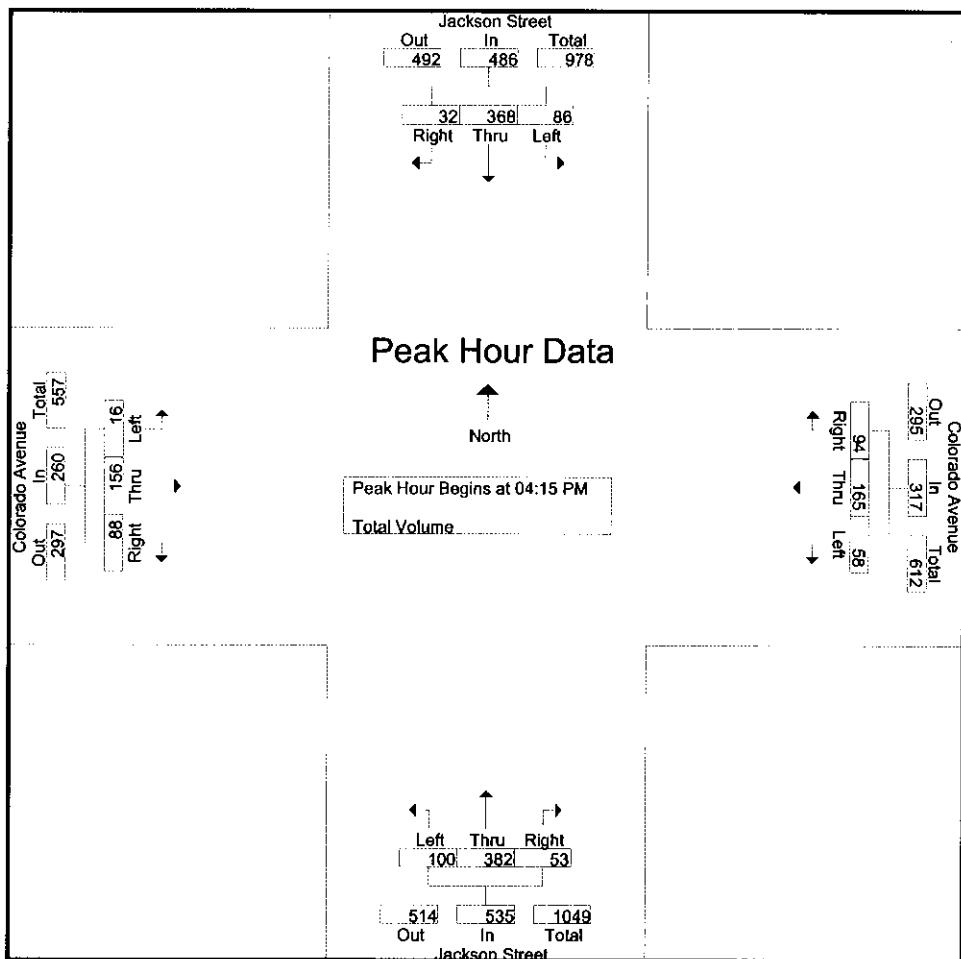
Groups Printed- Total Volume																	
	Jackson Street Southbound				Colorado Avenue Westbound				Jackson Street Northbound				Colorado Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	21	92	10	123	10	34	24	68	15	85	7	107	6	27	18	51	349
04:15 PM	26	92	7	125	12	37	30	79	28	85	12	125	4	43	24	71	400
04:30 PM	24	97	9	130	23	35	23	81	24	93	16	133	3	37	17	57	401
04:45 PM	18	101	6	125	8	56	28	92	17	77	12	106	7	43	23	73	396
Total	89	382	32	503	53	162	105	320	84	340	47	471	20	150	82	252	1546
05:00 PM	18	78	10	106	15	37	13	65	31	127	13	171	2	33	24	59	401
05:15 PM	16	82	7	105	6	42	26	74	19	90	15	124	7	42	27	76	379
05:30 PM	33	84	7	124	11	39	26	76	24	86	16	126	9	43	15	67	393
05:45 PM	16	95	9	120	11	51	32	94	17	77	12	106	7	29	18	54	374
Total	83	339	33	455	43	169	97	309	91	380	56	527	25	147	84	256	1547
Grand Total	172	721	65	958	96	331	202	629	175	720	103	998	45	297	166	508	3093
Apprch %	18	75.3	6.8		15.3	52.6	32.1		17.5	72.1	10.3		8.9	58.5	32.7		
Total %	5.6	23.3	2.1		31	3.1	10.7	6.5	20.3	5.7	23.3	3.3	32.3	1.5	9.6	5.4	16.4

	Jackson Street Southbound				Colorado Avenue Westbound				Jackson Street Northbound				Colorado Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	26	92	7	125	12	37	30	79	28	85	12	125	4	43	24	71	400
04:30 PM	24	97	9	130	23	35	23	81	24	93	16	133	3	37	17	57	401
04:45 PM	18	101	6	125	8	56	28	92	17	77	12	106	7	43	23	73	396
05:00 PM	18	78	10	106	15	37	13	65	31	127	13	171	2	33	24	59	401
Total Volume	86	368	32	486	58	165	94	317	100	382	53	535	16	156	88	260	1598
% App. Total	17.7	75.7	6.6		18.3	52.1	29.7		18.7	71.4	9.9		6.2	60	33.8		
PHF	.827	.911	.800	.935	.630	.737	.783	.861	.806	.752	.828	.782	.571	.907	.917	.890	.996

City of Riverside  
 N/S: Jackson Street  
 E/W: Colorado Avenue  
 Weather: Sunny

Counts Unlimited Inc.  
 25286 Jaclyn Avenue  
 Moreno Valley, CA 92557  
 951-485-7934

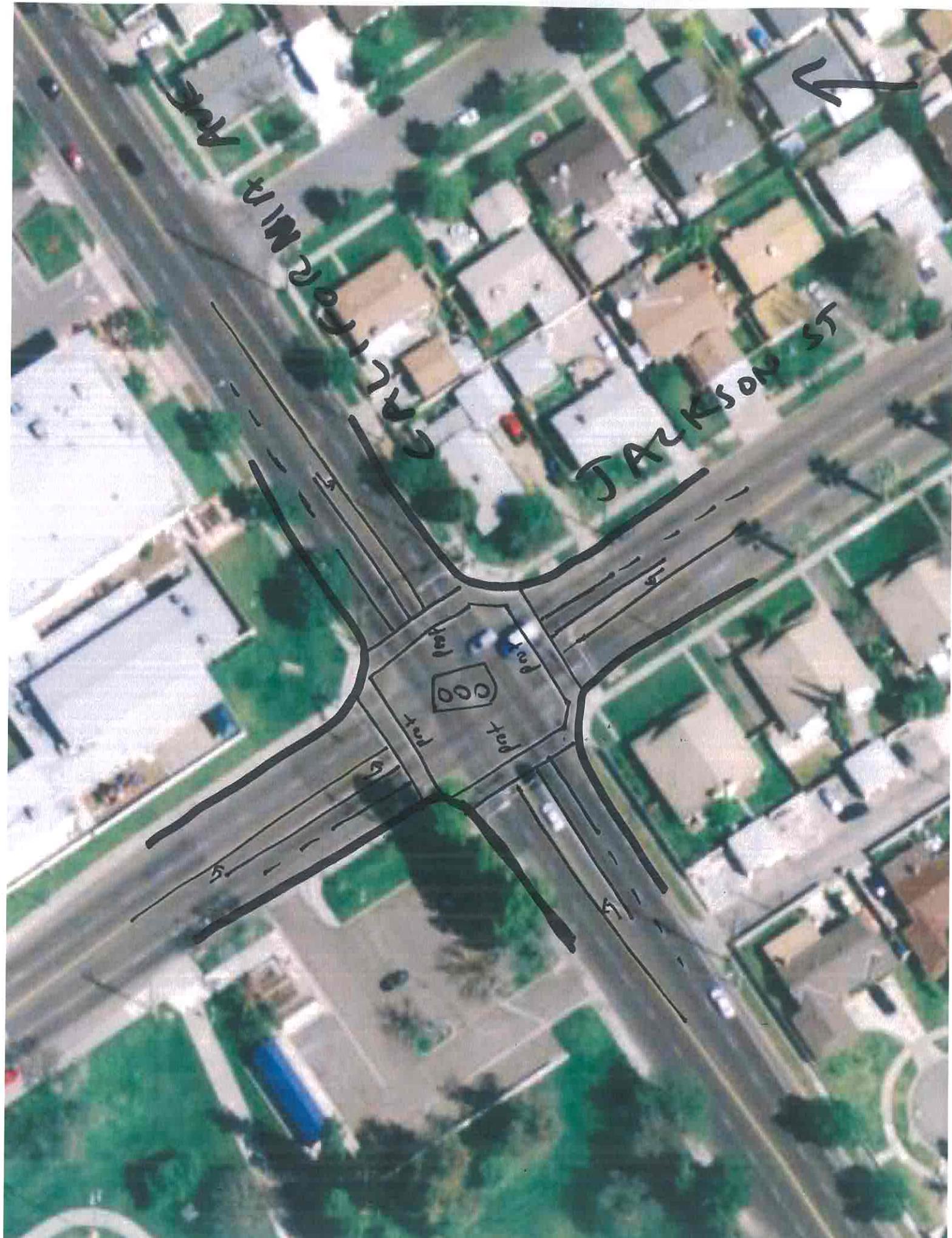
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 Start Date : 11/19/2008  
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### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:45 PM							
	21	92	10	123	10	34	24	68	28	85	12	125	7	43	23	73
+0 mins.	21	92	10	123	10	34	24	68	28	85	12	125	7	43	23	73
+15 mins.	26	92	7	125	12	37	30	79	24	93	16	133	2	33	24	59
+30 mins.	24	97	9	130	23	35	23	81	17	77	12	106	7	42	27	76
+45 mins.	18	101	6	125	8	56	28	92	31	127	13	171	9	43	15	67
Total Volume	89	382	32	503	53	162	105	320	100	382	53	535	25	161	89	275
% App. Total	17.7	75.9	6.4		16.6	50.6	32.8		18.7	71.4	9.9		9.1	58.5	32.4	
PHF	.856	.946	.800	.967	.576	.723	.875	.870	.806	.752	.828	.782	.694	.936	.824	.905



Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Jackson Street**  
**E/W: California Avenue**  
**Weather: Sunny**

**File Name : RIJACAAM**  
**Site Code : 06741050**  
**Start Date : 11/19/2008**  
**Page No : 1**

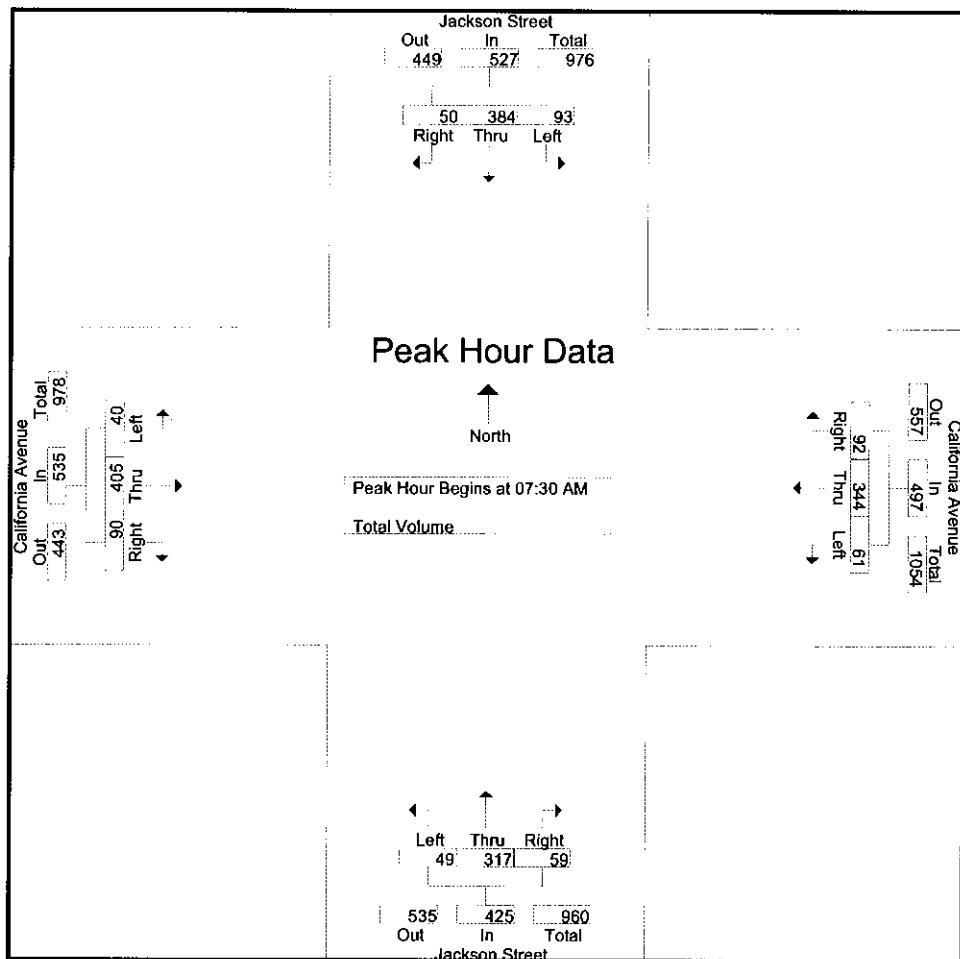
Groups Printed- Total Volume																	
Start Time	Jackson Street Southbound				California Avenue Westbound				Jackson Street Northbound				California Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	53	8	73	12	70	15	97	9	61	10	80	16	52	10	78	328
07:15 AM	17	62	14	93	12	73	20	105	13	74	8	95	18	63	6	87	380
07:30 AM	24	120	12	156	15	96	16	127	9	84	15	108	17	135	23	175	566
07:45 AM	25	112	12	149	24	87	25	136	14	79	18	111	11	92	29	132	528
Total	78	347	46	471	63	326	76	465	45	298	51	394	62	342	68	472	1802
08:00 AM	29	78	12	119	11	84	24	119	12	73	16	101	7	102	22	131	470
08:15 AM	15	74	14	103	11	77	27	115	14	81	10	105	5	76	16	97	420
08:30 AM	25	69	8	102	12	66	30	108	16	74	9	99	7	77	17	101	410
08:45 AM	11	62	13	86	15	71	20	106	9	43	6	58	7	64	21	92	342
Total	80	283	47	410	49	298	101	448	51	271	41	363	26	319	76	421	1642
<b>Grand Total</b>	<b>158</b>	<b>630</b>	<b>93</b>	<b>881</b>	<b>112</b>	<b>624</b>	<b>177</b>	<b>913</b>	<b>96</b>	<b>569</b>	<b>92</b>	<b>757</b>	<b>88</b>	<b>661</b>	<b>144</b>	<b>893</b>	<b>3444</b>
<b>Apprch %</b>	<b>17.9</b>	<b>71.5</b>	<b>10.6</b>		<b>12.3</b>	<b>68.3</b>	<b>19.4</b>		<b>12.7</b>	<b>75.2</b>	<b>12.2</b>		<b>9.9</b>	<b>74</b>	<b>16.1</b>		
<b>Total %</b>	<b>4.6</b>	<b>18.3</b>	<b>2.7</b>	<b>25.6</b>	<b>3.3</b>	<b>18.1</b>	<b>5.1</b>	<b>26.5</b>	<b>2.8</b>	<b>16.5</b>	<b>2.7</b>	<b>22</b>	<b>2.6</b>	<b>19.2</b>	<b>4.2</b>	<b>25.9</b>	

Groups Printed- Total Volume																	
Start Time	Jackson Street Southbound				California Avenue Westbound				Jackson Street Northbound				California Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																	
<b>Peak Hour for Entire Intersection Begins at 07:30 AM</b>																	
07:30 AM	24	<b>120</b>	12	<b>156</b>	15	96	16	127	9	84	15	108	17	135	23	<b>175</b>	<b>566</b>
07:45 AM	25	112	12	149	<b>24</b>	87	25	<b>136</b>	<b>14</b>	79	<b>18</b>	<b>111</b>	11	92	<b>29</b>	132	528
08:00 AM	<b>29</b>	78	12	119	11	84	24	119	12	73	16	101	7	102	22	131	470
08:15 AM	15	74	<b>14</b>	103	11	77	<b>27</b>	115	14	81	10	105	5	76	<b>16</b>	97	420
<b>Total Volume</b>	<b>93</b>	<b>384</b>	<b>50</b>	<b>527</b>	<b>61</b>	<b>344</b>	<b>92</b>	<b>497</b>	<b>49</b>	<b>317</b>	<b>59</b>	<b>425</b>	<b>40</b>	<b>405</b>	<b>90</b>	<b>535</b>	<b>1984</b>
<b>% App. Total</b>	<b>17.6</b>	<b>72.9</b>	<b>9.5</b>		<b>12.3</b>	<b>69.2</b>	<b>18.5</b>		<b>11.5</b>	<b>74.6</b>	<b>13.9</b>		<b>7.5</b>	<b>75.7</b>	<b>16.8</b>		
<b>PHF</b>	<b>.802</b>	<b>.800</b>	<b>.893</b>	<b>.845</b>	<b>.635</b>	<b>.896</b>	<b>.852</b>	<b>.914</b>	<b>.875</b>	<b>.943</b>	<b>.819</b>	<b>.957</b>	<b>.588</b>	<b>.750</b>	<b>.776</b>	<b>.764</b>	<b>.876</b>

City of Riverside  
 N/S: Jackson Street  
 E/W: California Avenue  
 Weather: Sunny

Counts Unlimited Inc.  
 25286 Jaclyn Avenue  
 Moreno Valley, CA 92557  
 951-485-7934

File Name : RIJACAAM  
 Site Code : 06741050  
 Start Date : 11/19/2008  
 Page No : 2



### Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	24	120	12	156	15	96	16	127	9	84	15	108	17	135	23	175
+15 mins.	25	112	12	149	24	87	25	136	14	79	18	111	11	92	29	132
+30 mins.	29	78	12	119	11	84	24	119	12	73	16	101	7	102	22	131
+45 mins.	15	74	14	103	11	77	27	115	14	81	10	105	5	76	16	97
Total Volume	93	384	50	527	61	344	92	497	49	317	59	425	40	405	90	535
% App. Total	17.6	72.9	9.5		12.3	69.2	18.5		11.5	74.6	13.9		7.5	75.7	16.8	
PHF	.802	.800	.893	.845	.635	.896	.852	.914	.875	.943	.819	.957	.588	.750	.776	.764

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Jackson Street**  
**E/W: California Avenue**  
**Weather: Sunny**

**File Name : RIJACAPM**  
**Site Code : 06741050**  
**Start Date : 11/19/2008**  
**Page No : 1**

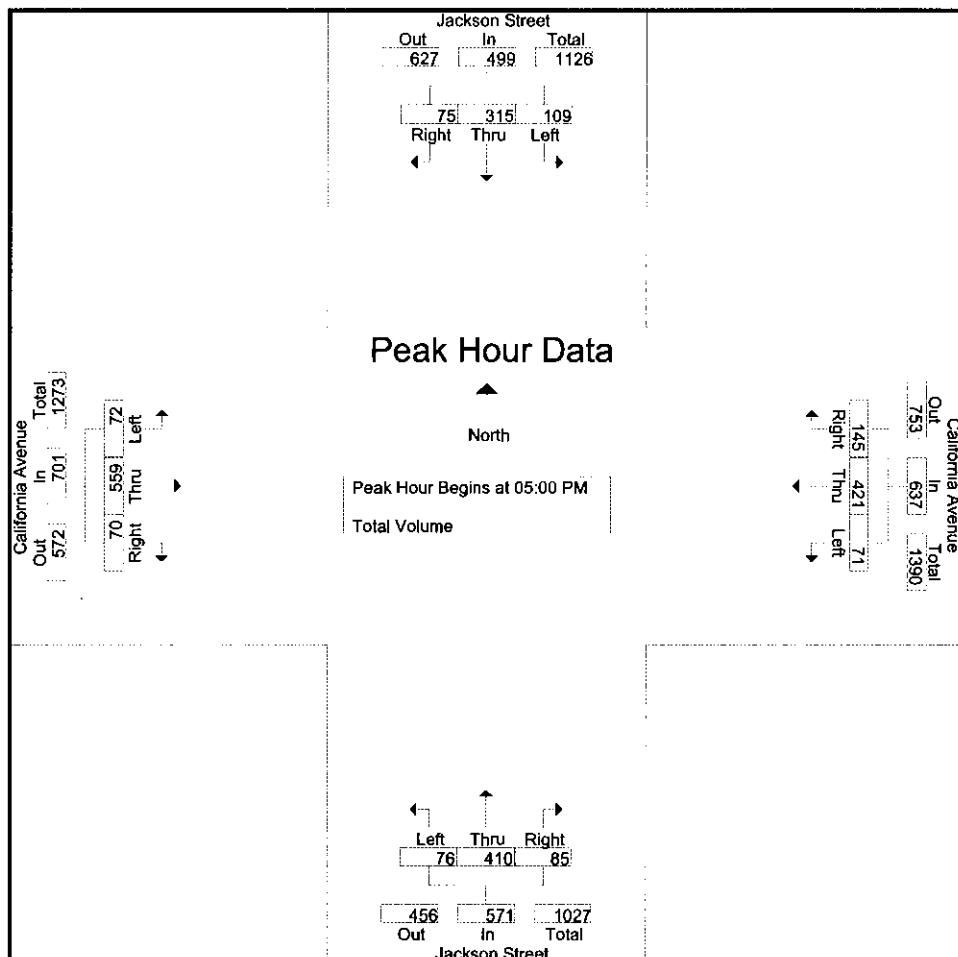
Groups Printed- Total Volume																	
Start Time	Jackson Street Southbound				California Avenue Westbound				Jackson Street Northbound				California Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	32	88	20	140	16	108	24	148	12	85	16	113	9	93	12	114	515
04:15 PM	29	78	16	123	13	94	26	133	15	104	15	134	16	114	19	149	539
04:30 PM	32	70	23	125	15	104	35	154	21	102	12	135	21	124	14	159	573
04:45 PM	41	85	13	139	13	107	19	139	22	89	22	133	15	119	11	145	556
Total	134	321	72	527	57	413	104	574	70	380	65	515	61	450	56	567	2183
05:00 PM	34	88	22	144	21	99	42	162	23	131	19	173	15	124	14	153	632
05:15 PM	22	80	17	119	21	114	39	174	18	102	25	145	16	159	20	195	633
05:30 PM	24	76	17	117	17	104	38	159	18	97	22	137	19	132	16	167	580
05:45 PM	29	71	19	119	12	104	26	142	17	80	19	116	22	144	20	186	563
Total	109	315	75	499	71	421	145	637	76	410	85	571	72	559	70	701	2408
Grand Total	243	636	147	1026	128	834	249	1211	146	790	150	1086	133	1009	126	1268	4591
Apprch %	23.7	62	14.3		10.6	68.9	20.6		13.4	72.7	13.8		10.5	79.6	9.9		
Total %	5.3	13.9	3.2	22.3	2.8	18.2	5.4	26.4	3.2	17.2	3.3	23.7	2.9	22	2.7	27.6	

Start Time	Jackson Street Southbound				California Avenue Westbound				Jackson Street Northbound				California Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	34	88	22	144	21	99	42	162	23	131	19	173	15	124	14	153	632
05:15 PM	22	80	17	119	21	114	39	174	18	102	25	145	16	159	20	195	633
05:30 PM	24	76	17	117	17	104	38	159	18	97	22	137	19	132	16	167	580
05:45 PM	29	71	19	119	12	104	26	142	17	80	19	116	22	144	20	186	563
Total Volume	109	315	75	499	71	421	145	637	76	410	85	571	72	559	70	701	2408
% App. Total	21.8	63.1	15		11.1	66.1	22.8		13.3	71.8	14.9		10.3	79.7	10		
PHF	.801	.895	.852	.866	.845	.923	.863	.915	.826	.782	.850	.825	.818	.879	.875	.899	.951

City of Riverside  
 N/S: Jackson Street  
 E/W: California Avenue  
 Weather: Sunny

Counts Unlimited Inc.  
 25286 Jaclyn Avenue  
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 951-485-7934

File Name : RIJACAPM  
 Site Code : 06741050  
 Start Date : 11/19/2008  
 Page No : 2



### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				04:45 PM				05:00 PM			
+0 mins.	29	78	16	123	21	99	42	162	22	89	22	133	15	124	14	153
+15 mins.	32	70	23	125	21	114	39	174	23	131	19	173	16	159	20	195
+30 mins.	41	85	13	139	17	104	38	159	18	102	25	145	19	132	16	167
+45 mins.	34	88	22	144	12	104	26	142	18	97	22	137	22	144	20	186
Total Volume	136	321	74	531	71	421	145	637	81	419	88	588	72	559	70	701
% App. Total	25.6	60.5	13.9		11.1	66.1	22.8		13.8	71.3	15		10.3	79.7	10	
PHF	.829	.912	.804	.922	.845	.923	.863	.915	.880	.800	.880	.850	.818	.879	.875	.899



Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Jackson Street**  
**E/W: Garfield Street**  
**Weather: Sunny**

**File Name : RIJAGAAM**  
**Site Code : 06741063**  
**Start Date : 11/19/2008**  
**Page No : 1**

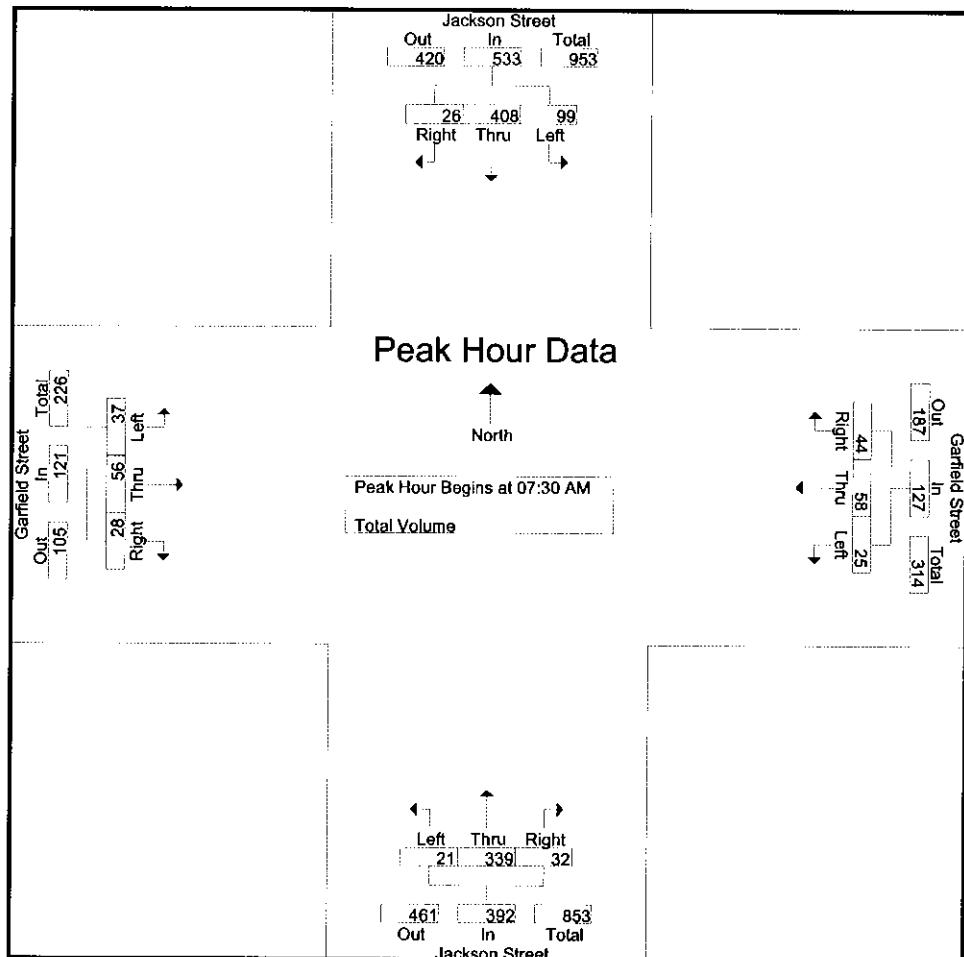
Groups Printed- Total Volume																	
Start Time	Jackson Street Southbound				Garfield Street Westbound				Jackson Street Northbound				Garfield Street Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	76	2	81	5	4	6	15	0	69	6	75	4	5	4	13	184
07:15 AM	7	73	8	88	5	3	4	12	1	78	2	81	7	4	5	16	197
07:30 AM	16	136	5	157	11	11	11	33	7	83	4	94	10	13	8	31	315
07:45 AM	32	116	10	158	7	18	9	34	7	90	10	107	10	12	10	32	331
Total	58	401	25	484	28	36	30	94	15	320	22	357	31	34	27	92	1027
08:00 AM	30	74	5	109	3	17	13	33	2	84	12	98	5	23	8	36	276
08:15 AM	21	82	6	109	4	12	11	27	5	82	6	93	12	8	2	22	251
08:30 AM	25	64	4	93	7	4	15	26	0	65	5	70	6	6	0	12	201
08:45 AM	17	78	6	101	8	5	10	23	3	50	10	63	4	5	3	12	199
Total	93	298	21	412	22	38	49	109	10	281	33	324	27	42	13	82	927
Grand Total	151	699	46	896	50	74	79	203	25	601	55	681	58	76	40	174	1954
Apprch %	16.9	78	5.1		24.6	36.5	38.9		3.7	88.3	8.1		33.3	43.7	23		
Total %	7.7	35.8	2.4	45.9	2.6	3.8	4	10.4	1.3	30.8	2.8	34.9	3	3.9	2	8.9	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Start Time	Jackson Street Southbound				Garfield Street Westbound				Jackson Street Northbound				Garfield Street Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	16	136	5	157	11	11	11	33	7	83	4	94	10	13	8	31	315
07:45 AM	32	116	10	158	7	18	9	34	7	90	10	107	10	12	10	32	331
08:00 AM	30	74	5	109	3	17	13	33	2	84	12	98	5	23	8	36	276
08:15 AM	21	82	6	109	4	12	11	27	5	82	6	93	12	8	2	22	251
Total Volume	99	408	26	533	25	58	44	127	21	339	32	392	37	56	28	121	1173
% App. Total	18.6	76.5	4.9		19.7	45.7	34.6		5.4	86.5	8.2		30.6	46.3	23.1		
PHF	.773	.750	.650	.843	.568	.806	.846	.934	.750	.942	.667	.916	.771	.609	.700	.840	.886

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Jackson Street  
E/W: Garfield Street  
Weather: Sunny

File Name : RIJAGAAM  
Site Code : 06741063  
Start Date : 11/19/2008  
Page No : 2



### Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	16	136	5	157	11	11	11	33	7	83	4	94	10	13	8	31
+15 mins.	32	116	10	158	7	18	9	34	7	90	10	107	10	12	10	32
+30 mins.	30	74	5	109	3	17	13	33	2	84	12	98	5	23	8	36
+45 mins.	21	82	6	109	4	12	11	27	5	82	6	93	12	8	2	22
Total Volume	99	408	26	533	25	58	44	127	21	339	32	392	37	56	28	121
% App. Total	18.6	76.5	4.9		19.7	45.7	34.6		5.4	86.5	8.2		30.6	46.3	23.1	
PHF	.773	.750	.650	.843	.568	.806	.846	.934	.750	.942	.667	.916	.771	.609	.700	.840

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Jackson Street**  
**E/W: Garfield Street**  
**Weather: Sunny**

**File Name : RIJAGAPM**  
**Site Code : 06741063**  
**Start Date : 11/19/2008**  
**Page No : 1**

**Groups Printed- Total Volume**

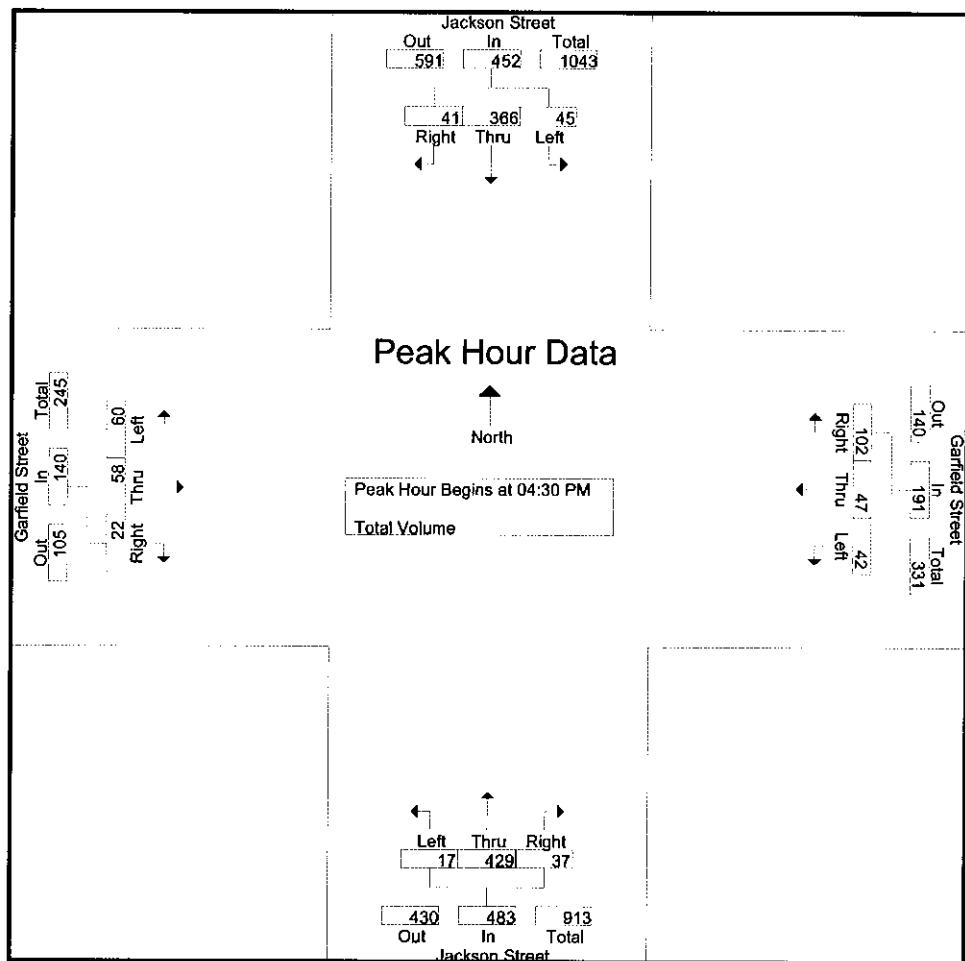
Start Time	Jackson Street Southbound				Garfield Street Westbound				Jackson Street Northbound				Garfield Street Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	84	18	112	12	13	24	49	1	95	9	105	5	13	4	22	288
04:15 PM	15	84	7	106	14	17	30	61	4	89	11	104	16	15	5	36	307
04:30 PM	15	76	7	98	10	15	24	49	6	102	14	122	9	17	6	32	301
04:45 PM	11	84	14	109	12	11	20	43	1	103	7	111	14	17	9	40	303
Total	51	328	46	425	48	56	98	202	12	389	41	442	44	62	24	130	1199
05:00 PM	6	106	11	123	9	11	40	60	6	112	9	127	22	14	4	40	350
05:15 PM	13	100	9	122	11	10	18	39	4	112	7	123	15	10	3	28	312
05:30 PM	7	73	14	94	5	13	14	32	3	102	8	113	16	17	4	37	276
05:45 PM	14	89	9	112	7	17	17	41	4	84	9	97	13	16	7	36	286
Total	40	368	43	451	32	51	89	172	17	410	33	460	66	57	18	141	1224
Grand Total	91	696	89	876	80	107	187	374	29	799	74	902	110	119	42	271	2423
Apprch %	10.4	79.5	10.2		21.4	28.6	50		3.2	88.6	8.2		40.6	43.9	15.5		
Total %	3.8	28.7	3.7	36.2	3.3	4.4	7.7	15.4	1.2	33	3.1	37.2	4.5	4.9	1.7	11.2	

Start Time	Jackson Street Southbound				Garfield Street Westbound				Jackson Street Northbound				Garfield Street Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																	
<b>Peak Hour for Entire Intersection Begins at 04:30 PM</b>																	
04:30 PM	15	76	7	98	10	15	24	49	6	102	14	122	9	17	6	32	301
04:45 PM	11	84	14	109	12	11	20	43	1	103	7	111	14	17	9	40	303
05:00 PM	6	106	11	123	9	11	40	60	6	112	9	127	22	14	4	40	350
05:15 PM	13	100	9	122	11	10	18	39	4	112	7	123	15	10	3	28	312
Total Volume	45	366	41	452	42	47	102	191	17	429	37	483	60	58	22	140	1266
% App. Total	10	81	9.1		22	24.6	53.4		3.5	88.8	7.7		42.9	41.4	15.7		
PHF	.750	.863	.732	.919	.875	.783	.638	.796	.708	.958	.661	.951	.682	.853	.611	.875	.904

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Jackson Street  
E/W: Garfield Street  
Weather: Sunny

File Name : RIJAGAPM  
Site Code : 06741063  
Start Date : 11/19/2008  
Page No : 2



### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM				04:30 PM				04:15 PM			
+0 mins.	15	76	7	98	14	17	30	61	6	102	14	122	16	15	5	36
+15 mins.	11	84	14	109	10	15	24	49	1	103	7	111	9	17	6	32
+30 mins.	6	106	11	123	12	11	20	43	6	112	9	127	14	17	9	40
+45 mins.	13	100	9	122	9	11	40	60	4	112	7	123	22	14	4	40
Total Volume	45	366	41	452	45	54	114	213	17	429	37	483	61	63	24	148
% App. Total	10	81	9.1		21.1	25.4	53.5		3.5	88.8	7.7		41.2	42.6	16.2	
PHF	.750	.863	.732	.919	.804	.794	.713	.873	.708	.958	.661	.951	.693	.926	.667	.925



Counts Unlimited, Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

City of Riverside  
N/S: Jackson Street  
E/W: Magnolia Avenue  
Weather: Sunny

File Name : RIJAMAAM  
Site Code : 06741060  
Start Date : 11/19/2008  
Page No : 1

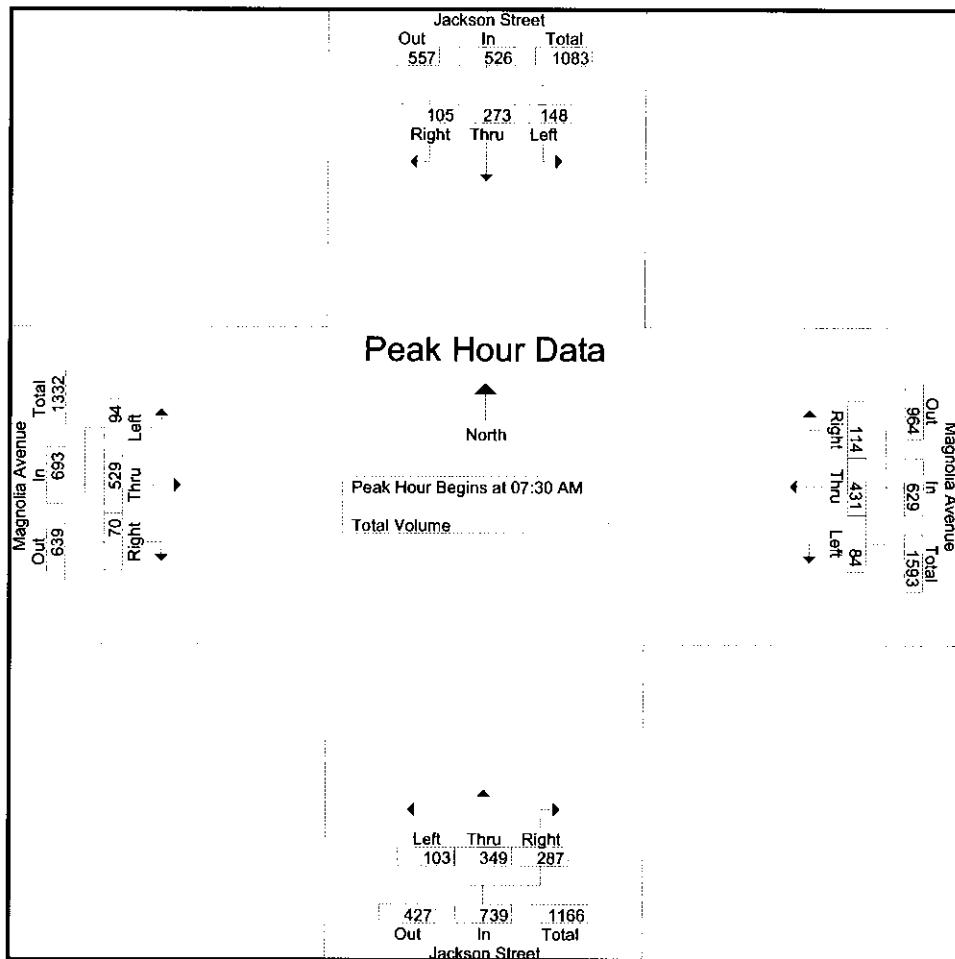
Groups Printed- Total Volume																	
Start Time	Jackson Street Southbound				Magnolia Avenue Westbound				Jackson Street Northbound				Magnolia Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	55	16	84	6	56	17	79	21	84	9	114	9	49	7	65	342
07:15 AM	23	53	10	86	13	67	11	91	6	77	16	99	24	92	9	125	401
07:30 AM	31	109	41	181	11	84	18	113	17	98	38	153	20	126	16	162	609
07:45 AM	41	85	34	160	28	79	33	140	27	94	69	190	33	145	20	198	688
Total	108	302	101	511	58	286	79	423	71	353	132	556	86	412	52	550	2040
08:00 AM	24	47	9	80	24	131	28	183	26	75	101	202	22	150	25	197	662
08:15 AM	52	32	21	105	21	137	35	193	33	82	79	194	19	108	9	136	628
08:30 AM	30	26	19	75	9	92	32	133	9	57	14	80	41	124	7	172	460
08:45 AM	32	32	21	85	4	103	19	126	8	62	22	92	23	107	6	136	439
Total	138	137	70	345	58	463	114	635	76	276	216	568	105	489	47	641	2189
Grand Total	246	439	171	856	116	749	193	1058	147	629	348	1124	191	901	99	1191	4229
Apprch %	28.7	51.3	20		11	70.8	18.2		13.1	56	31		16	75.7	8.3		
Total %	5.8	10.4	4	20.2	2.7	17.7	4.6	25	3.5	14.9	8.2	26.6	4.5	21.3	2.3	28.2	

Groups Printed- Total Volume																	
Start Time	Jackson Street Southbound				Magnolia Avenue Westbound				Jackson Street Northbound				Magnolia Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	31	109	41	181	11	84	18	113	17	98	38	153	20	126	16	162	609
07:45 AM	41	85	34	160	28	79	33	140	27	94	69	190	33	145	20	198	688
08:00 AM	24	47	9	80	24	131	28	183	26	75	101	202	22	150	25	197	662
08:15 AM	52	32	21	105	21	137	35	193	33	82	79	194	19	108	9	136	628
Total Volume	148	273	105	526	84	431	114	629	103	349	287	739	94	529	70	693	2587
% App. Total	28.1	51.9	20		13.4	68.5	18.1		13.9	47.2	38.8		13.6	76.3	10.1		
PHF	.712	.626	.640	.727	.750	.786	.814	.815	.780	.890	.710	.915	.712	.882	.700	.875	.940

Counts Unlimited, Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

City of Riverside  
N/S: Jackson Street  
E/W: Magnolia Avenue  
Weather: Sunny

File Name : RIJAMAAM  
Site Code : 06741060  
Start Date : 11/19/2008  
Page No : 2



#### Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:30 AM				07:45 AM			
+0 mins.	31	109	41	181	28	79	33	140	17	98	38	153	33	145	20	198
+15 mins.	41	85	34	160	24	131	28	183	27	94	69	190	22	150	25	197
+30 mins.	24	47	9	80	21	137	35	193	26	75	101	202	19	108	9	136
+45 mins.	52	32	21	105	9	92	32	133	33	82	79	194	41	124	7	172
Total Volume	148	273	105	526	82	439	128	649	103	349	287	739	115	527	61	703
% App. Total	28.1	51.9	20		12.6	67.6	19.7		13.9	47.2	38.8		16.4	75	8.7	
PHF	.712	.626	.640	.727	.732	.801	.914	.841	.780	.890	.710	.915	.701	.878	.610	.888

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Jackson Street  
E/W: Magnolia Avenue  
Weather: Sunny

File Name : RIJAMAPM  
Site Code : 06741028  
Start Date : 11/19/2008  
Page No : 1

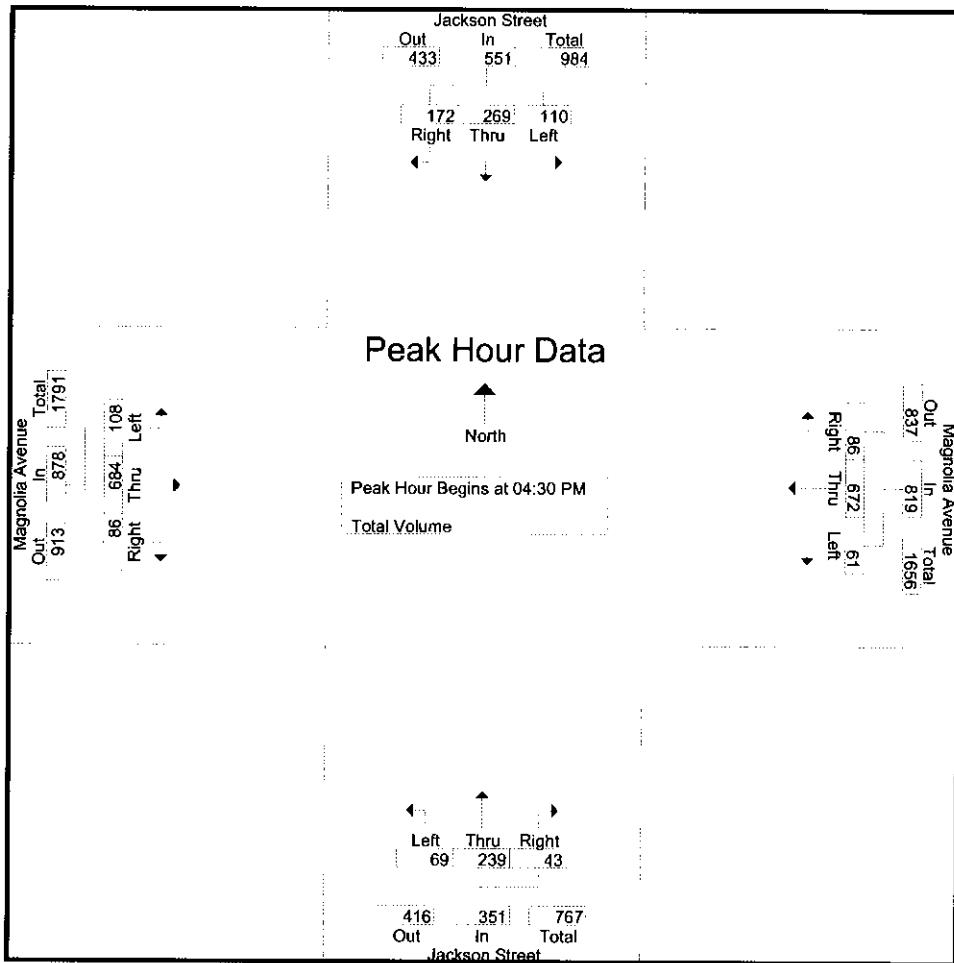
Groups Printed- Total Volume																	
	Jackson Street Southbound				Magnolia Avenue Westbound				Jackson Street Northbound				Magnolia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	36	44	53	133	20	149	23	192	19	66	9	94	41	177	20	238	657
04:15 PM	28	59	46	133	11	191	28	230	15	70	10	95	31	176	13	220	678
04:30 PM	35	69	57	161	12	159	26	197	19	57	11	87	18	141	22	181	626
04:45 PM	30	65	35	130	14	146	19	179	16	62	10	88	30	176	16	222	619
Total	129	237	191	557	57	645	96	798	69	255	40	364	120	670	71	861	2580
05:00 PM	24	74	31	129	24	172	21	217	18	49	10	77	31	184	27	242	665
05:15 PM	21	61	49	131	11	195	20	226	16	71	12	99	29	183	21	233	689
05:30 PM	26	58	37	121	9	153	29	191	11	60	6	77	36	156	22	214	603
05:45 PM	24	48	27	99	9	141	36	186	20	64	2	86	30	140	19	189	560
Total	95	241	144	480	53	661	106	820	65	244	30	339	126	663	89	878	2517
Grand Total	224	478	335	1037	110	1306	202	1618	134	499	70	703	246	1333	160	1739	5097
Apprch %	21.6	46.1	32.3		6.8	80.7	12.5		19.1	71	10		14.1	76.7	9.2		
Total %	4.4	9.4	6.6	20.3	2.2	25.6	4	31.7	2.6	9.8	1.4	13.8	4.8	26.2	3.1	34.1	

	Jackson Street Southbound				Magnolia Avenue Westbound				Jackson Street Northbound				Magnolia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	35	69	57	161	12	159	26	197	19	57	11	87	18	141	22	181	626
04:45 PM	30	65	35	130	14	146	19	179	16	62	10	88	30	176	16	222	619
05:00 PM	24	74	31	129	24	172	21	217	18	49	10	77	31	184	27	242	665
05:15 PM	21	61	49	131	11	195	20	226	16	71	12	99	29	183	21	233	689
Total Volume	110	269	172	551	61	672	86	819	69	239	43	351	108	684	86	878	2599
% App. Total	20	48.8	31.2		7.4	82.1	10.5		19.7	68.1	12.3		12.3	77.9	9.8		
PHF	.786	.909	.754	.856	.635	.862	.827	.906	.908	.842	.896	.886	.871	.929	.796	.907	.943

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Jackson Street**  
**E/W: Magnolia Avenue**  
**Weather: Sunny**

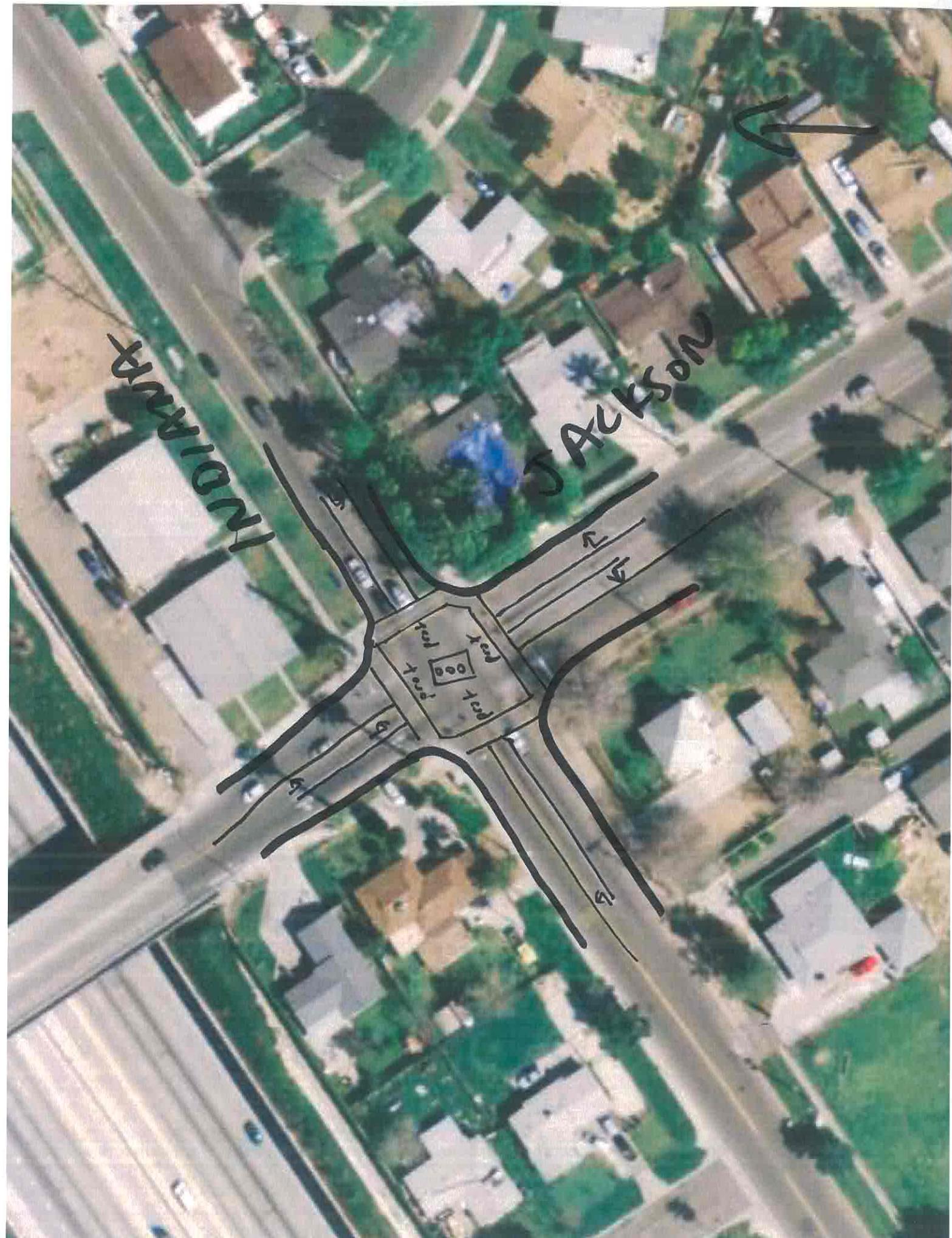
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**Site Code : 06741028**  
**Start Date : 11/19/2008**  
**Page No : 2**



### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:00 PM				04:45 PM			
+0 mins.	36	44	53	133	11	191	28	230	19	66	9	94	30	176	16	222
+15 mins.	28	59	46	133	12	159	26	197	15	70	10	95	31	184	27	242
+30 mins.	35	69	57	161	14	146	19	179	19	57	11	87	29	183	21	233
+45 mins.	30	65	35	130	24	172	21	217	16	62	10	88	36	156	22	214
Total Volume	129	237	191	557	61	668	94	823	69	255	40	364	126	699	86	911
% App. Total	23.2	42.5	34.3		7.4	81.2	11.4		19	70.1	11		13.8	76.7	9.4	
PHF	.896	.859	.838		.865	.635	.874	.839	.895	.908	.911	.909	.958	.875	.950	.941



Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Jackson Street**  
**E/W: Indiana Avenue**  
**Weather: Sunny**

**File Name : RIJAINAM**  
**Site Code : 06741035**  
**Start Date : 11/19/2008**  
**Page No : 1**

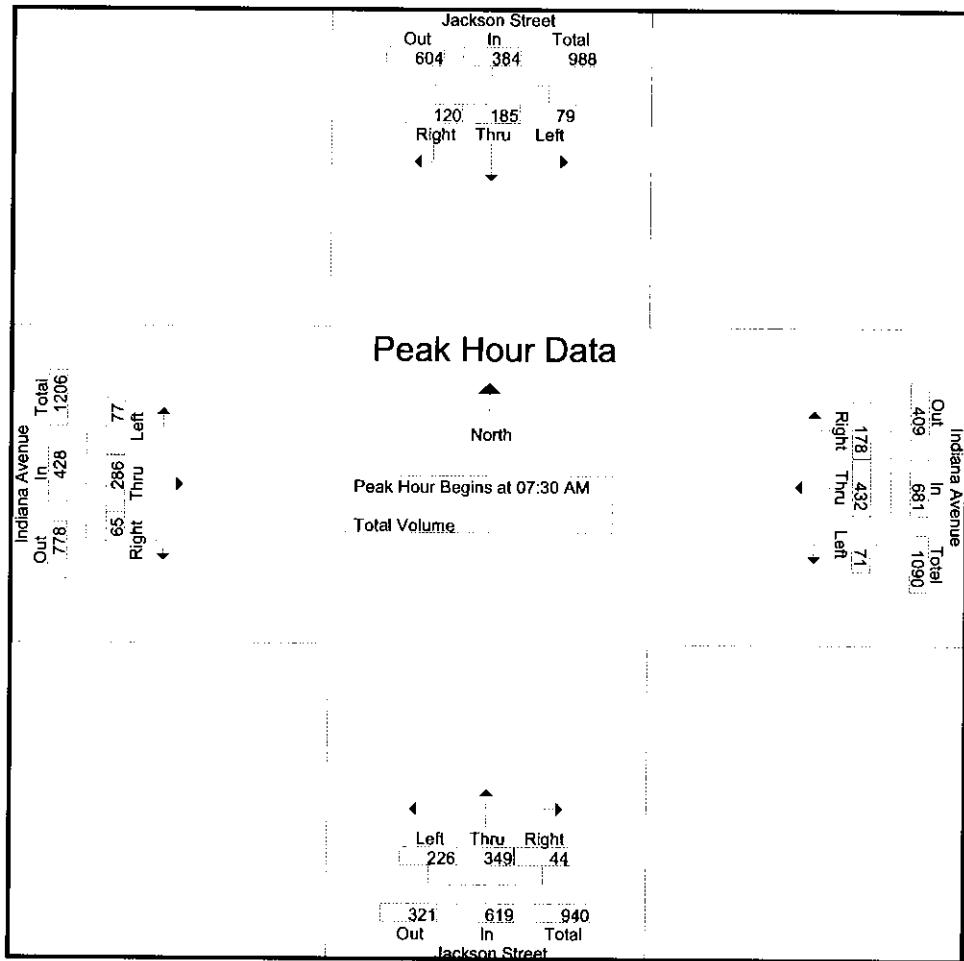
	Groups Printed- Total Volume																
	Jackson Street Southbound				Indiana Avenue Westbound				Jackson Street Northbound				Indiana Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	30	17	54	23	93	22	138	17	20	4	41	10	46	12	68	301
07:15 AM	9	29	18	56	13	68	14	95	23	38	9	70	13	49	3	65	286
07:30 AM	20	41	34	95	22	101	40	163	51	89	14	154	10	93	16	119	531
07:45 AM	37	39	30	106	30	128	67	225	68	109	21	198	19	100	10	129	658
Total	73	139	99	311	88	390	143	621	159	256	48	463	52	288	41	381	1776
08:00 AM	12	43	32	87	11	136	52	199	71	95	4	170	35	53	17	105	561
08:15 AM	10	62	24	96	8	67	19	94	36	56	5	97	13	40	22	75	362
08:30 AM	8	30	7	45	7	45	9	61	30	35	3	68	22	28	10	60	234
08:45 AM	5	41	12	58	12	46	7	65	30	37	5	72	13	19	13	45	240
Total	35	176	75	286	38	294	87	419	167	223	17	407	83	140	62	285	1397
Grand Total	108	315	174	597	126	684	230	1040	326	479	65	870	135	428	103	666	3173
Apprch %	18.1	52.8	29.1		12.1	65.8	22.1		37.5	55.1	7.5		20.3	64.3	15.5		
Total %	3.4	9.9	5.5	18.8	4	21.6	7.2	32.8	10.3	15.1	2	27.4	4.3	13.5	3.2	21	

	Jackson Street Southbound				Indiana Avenue Westbound				Jackson Street Northbound				Indiana Avenue Eastbound				
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	20	41	34	95	22	101	40	163	51	89	14	154	10	93	16	119	531
07:45 AM	37	39	30	106	30	128	67	225	68	109	21	198	19	100	10	129	658
08:00 AM	12	43	32	87	11	136	52	199	71	95	4	170	35	53	17	105	561
08:15 AM	10	62	24	96	8	67	19	94	36	56	5	97	13	40	22	75	362
Total Volume	79	185	120	384	71	432	178	681	226	349	44	619	77	286	65	428	2112
% App. Total	20.6	48.2	31.2		10.4	63.4	26.1		36.5	56.4	7.1		18	66.8	15.2		
PHF	.534	.746	.882	.906	.592	.794	.664	.757	.796	.800	.524	.782	.550	.715	.739	.829	.802

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Jackson Street  
E/W: Indiana Avenue  
Weather: Sunny

File Name : RIJAINAM  
Site Code : 06741035  
Start Date : 11/19/2008  
Page No : 2



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

#### **Peak Hour for Each Approach Begins at:**

	07:30 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	20	41	34	95	13	68	14	95	51	89	14	154	10	93	16	119
+15 mins.	37	39	30	106	22	101	40	163	68	109	21	198	19	100	10	129
+30 mins.	12	43	32	87	30	128	67	225	71	95	4	170	35	53	17	105
+45 mins.	10	62	24	96	11	136	52	199	36	56	5	97	13	40	22	75
Total Volume	79	185	120	384	76	433	173	682	226	349	44	619	77	286	65	428
% App. Total	20.6	48.2	31.2		11.1	63.5	25.4		36.5	56.4	7.1		18	66.8	15.2	
PHF	.534	.746	.882	.906	.633	.796	.646	.758	.796	.800	.524	.782	.550	.715	.739	.829

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Jackson Street**  
**E/W: Indiana Avenue**  
**Weather: Sunny**

**File Name : RIJAINPM**  
**Site Code : 06741035**  
**Start Date : 11/19/2008**  
**Page No : 1**

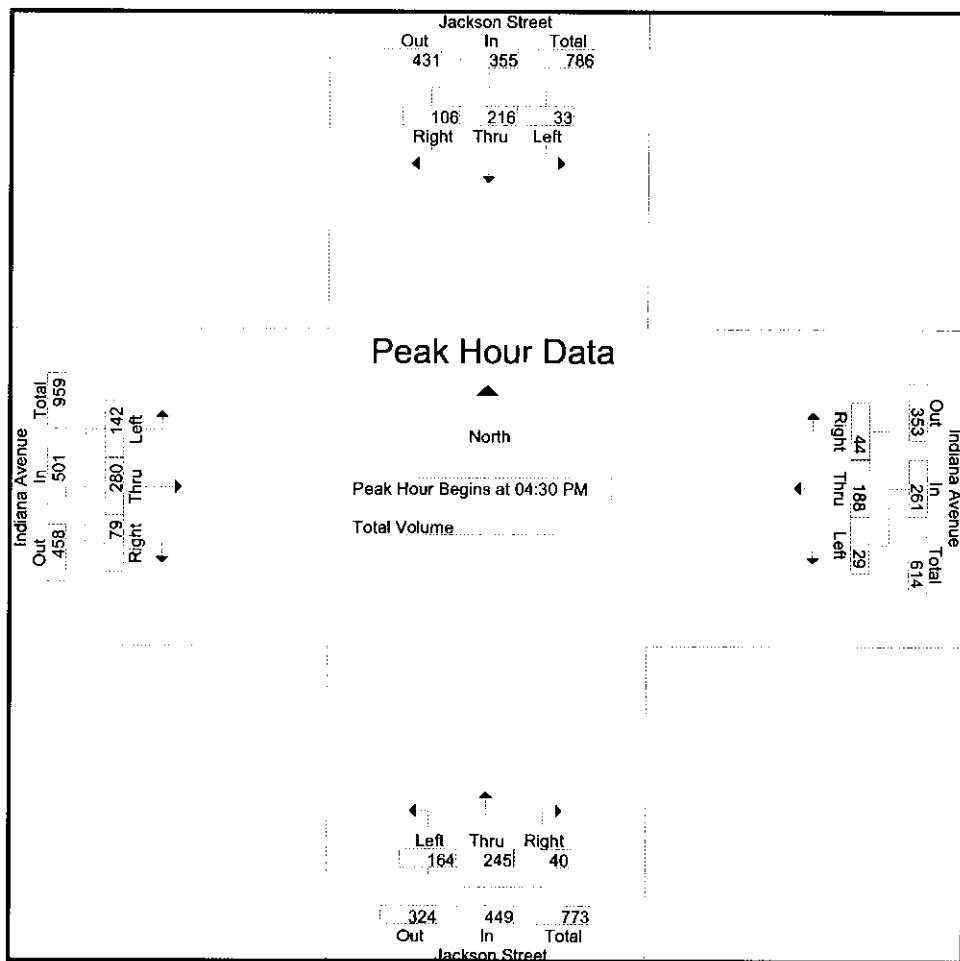
Groups Printed- Total Volume																	
Start Time	Jackson Street Southbound				Indiana Avenue Westbound				Jackson Street Northbound				Indiana Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	39	17	60	12	49	9	70	34	66	7	107	30	68	16	114	351
04:15 PM	11	40	23	74	7	48	9	64	36	53	9	98	29	63	14	106	342
04:30 PM	5	48	35	88	8	48	10	66	38	61	7	106	29	73	15	117	377
04:45 PM	13	47	23	83	4	47	10	61	47	72	9	128	45	65	20	130	402
Total	33	174	98	305	31	192	38	261	155	252	32	439	133	269	65	467	1472
05:00 PM	8	60	19	87	10	55	20	85	41	48	13	102	37	71	21	129	403
05:15 PM	7	61	29	97	7	38	4	49	38	64	11	113	31	71	23	125	384
05:30 PM	6	63	19	88	5	38	7	50	52	70	11	133	30	43	15	88	359
05:45 PM	8	35	19	62	3	40	7	50	51	50	6	107	40	50	19	109	328
Total	29	219	86	334	25	171	38	234	182	232	41	455	138	235	78	451	1474
Grand Total	62	393	184	639	56	363	76	495	337	484	73	894	271	504	143	918	2946
Apprch %	9.7	61.5	28.8		11.3	73.3	15.4		37.7	54.1	8.2		29.5	54.9	15.6		
Total %	2.1	13.3	6.2	21.7	1.9	12.3	2.6	16.8	11.4	16.4	2.5	30.3	9.2	17.1	4.9	31.2	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Start Time	Jackson Street Southbound				Indiana Avenue Westbound				Jackson Street Northbound				Indiana Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	5	48	35	88	8	48	10	66	38	61	7	106	29	73	15	117	377
04:45 PM	13	47	23	83	4	47	10	61	47	72	9	128	45	65	20	130	402
05:00 PM	8	60	19	87	10	55	20	85	41	48	13	102	37	71	21	129	403
05:15 PM	7	61	29	97	7	38	4	49	38	64	11	113	31	71	23	125	384
Total Volume	33	216	106	355	29	188	44	261	164	245	40	449	142	280	79	501	1566
% App. Total	9.3	60.8	29.9		11.1	72	16.9		36.5	54.6	8.9		28.3	55.9	15.8		
PHF	.635	.885	.757	.915	.725	.855	.550	.768	.872	.851	.769	.877	.789	.959	.859	.963	.971

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Jackson Street  
E/W: Indiana Avenue  
Weather: Sunny

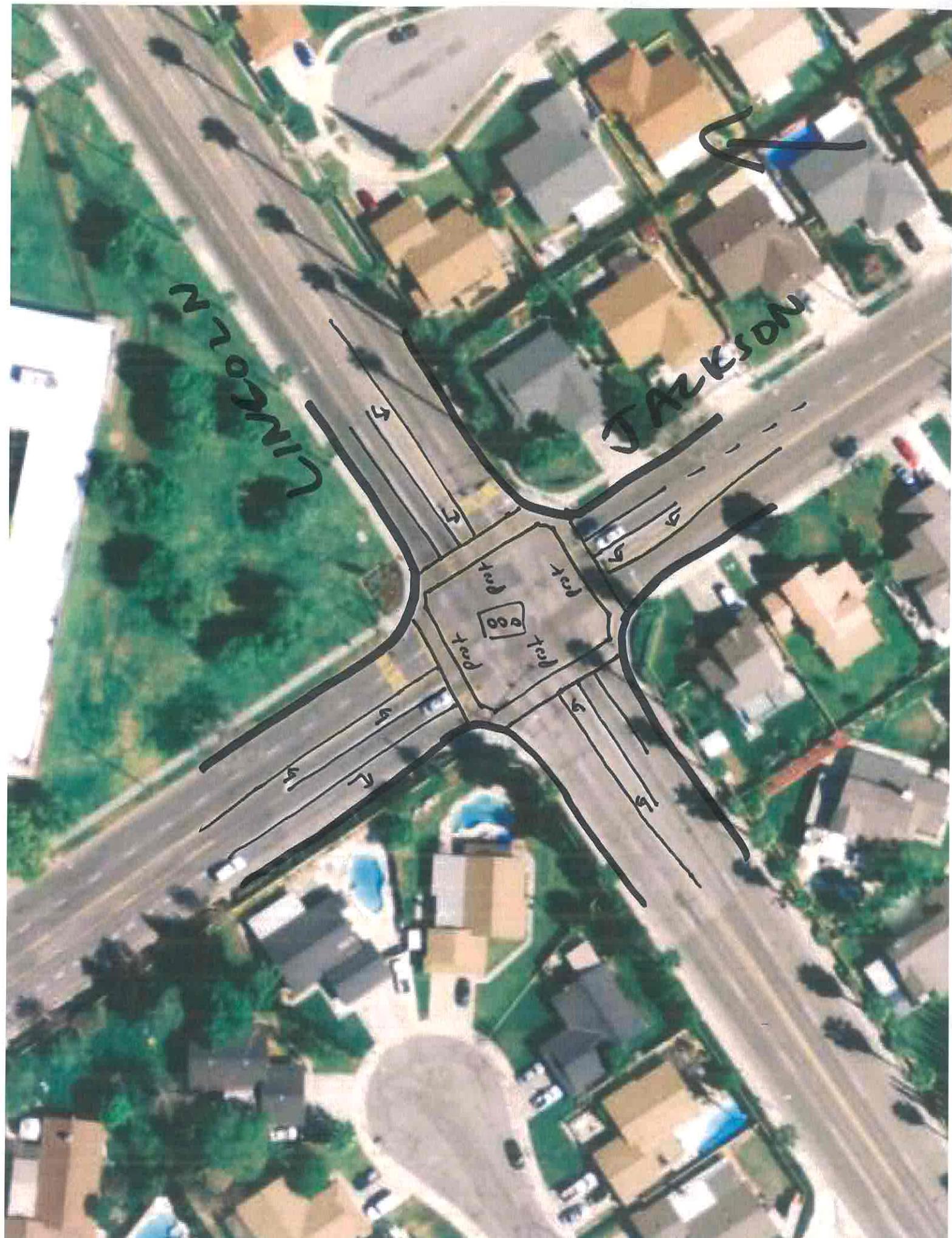
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Site Code : 06741035  
Start Date : 11/19/2008  
Page No : 2



### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:15 PM			04:45 PM			04:30 PM			
+0 mins.	5	48	35	88	7	48	9	64	47	72	9	128	117
+15 mins.	13	47	23	83	8	48	10	66	41	48	13	102	130
+30 mins.	8	60	19	87	4	47	10	61	38	64	11	113	129
+45 mins.	7	61	29	97	10	55	20	85	52	70	11	133	125
Total Volume	33	216	106	355	29	198	49	276	178	254	44	476	501
% App. Total	9.3	60.8	29.9		10.5	71.7	17.8		37.4	53.4	9.2	28.3	15.8
PHF	.635	.885	.757	.915	.725	.900	.613	.812	.856	.882	.846	.895	.789
												.859	.963



Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Jackson Street**  
**E/W: Lincoln Avenue**  
**Weather: Sunny**

**File Name : RIJALIAM**  
**Site Code : 06741034**  
**Start Date : 11/19/2008**  
**Page No : 1**

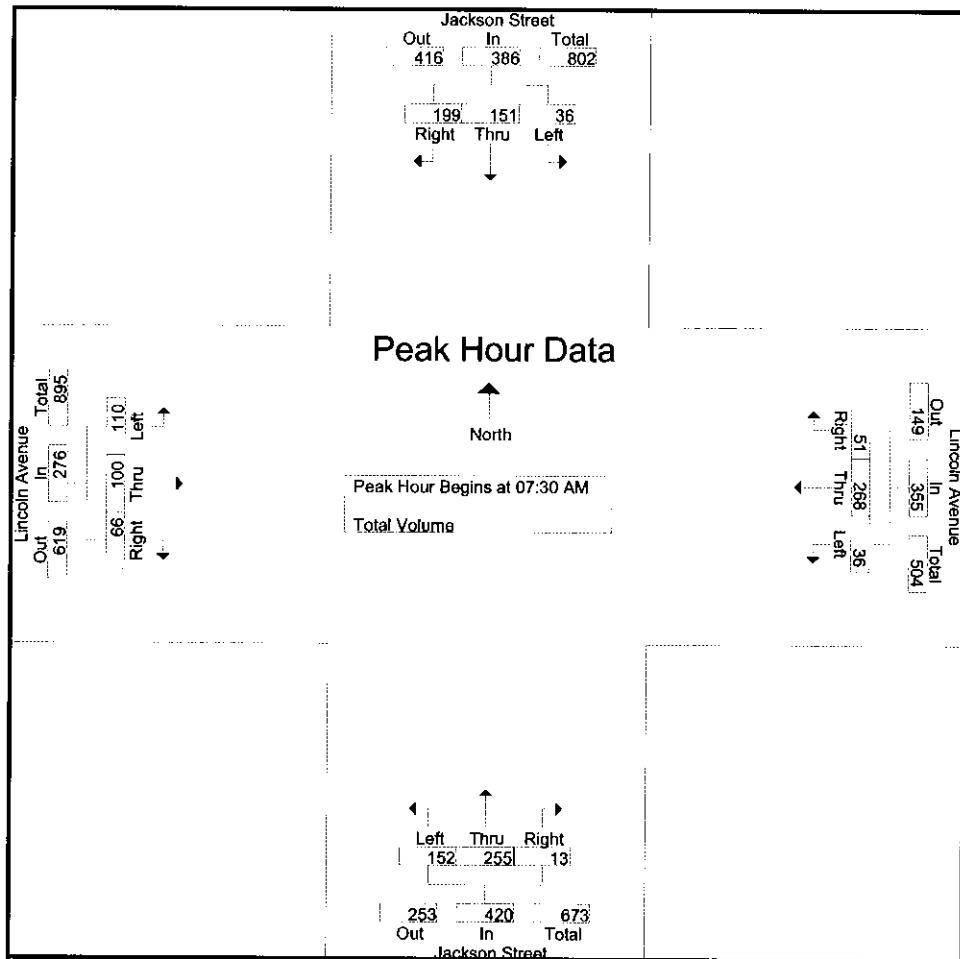
Groups Printed- Total Volume																	
Jackson Street Southbound				Lincoln Avenue Westbound				Jackson Street Northbound				Lincoln Avenue Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	23	12	35	2	36	7	45	26	20	0	46	15	16	17	48	174
07:15 AM	0	38	26	64	4	38	6	48	23	48	4	75	12	16	10	38	225
07:30 AM	6	39	44	89	5	60	23	88	53	66	1	120	19	18	13	50	347
07:45 AM	24	50	93	167	12	95	20	127	63	89	9	161	37	23	27	87	542
Total	30	150	175	355	23	229	56	308	165	223	14	402	83	73	67	223	1288
08:00 AM	4	35	33	72	7	61	3	71	24	52	1	77	32	35	14	81	301
08:15 AM	2	27	29	58	12	52	5	69	12	48	2	62	22	24	12	58	247
08:30 AM	2	20	19	41	5	25	4	34	10	38	1	49	8	13	6	27	151
08:45 AM	0	26	12	38	3	23	1	27	14	31	1	46	5	9	7	21	132
Total	8	108	93	209	27	161	13	201	60	169	5	234	67	81	39	187	831
Grand Total	38	258	268	564	50	390	69	509	225	392	19	636	150	154	106	410	2119
Apprch %	6.7	45.7	47.5		9.8	76.6	13.6		35.4	61.6	3		36.6	37.6	25.9		
Total %	1.8	12.2	12.6	26.6	2.4	18.4	3.3	24	10.6	18.5	0.9	30	7.1	7.3	5	19.3	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:30 AM	6	39	44	89	5	60	23	88	53	66	1	120	19	18	13	50	347
07:45 AM	24	50	93	167	12	95	20	127	63	89	9	161	37	23	27	87	542
08:00 AM	4	35	33	72	7	61	3	71	24	52	1	77	32	35	14	81	301
08:15 AM	2	27	29	58	12	52	5	69	12	48	2	62	22	24	12	58	247
Total Volume	36	151	199	386	36	268	51	355	152	255	13	420	110	100	66	276	1437
% App. Total	9.3	39.1	51.6		10.1	75.5	14.4		36.2	60.7	3.1		39.9	36.2	23.9		
PHF	.375	.755	.535	.578	.750	.705	.554	.699	.603	.716	.361	.652	.743	.714	.611	.793	.663

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Jackson Street  
E/W: Lincoln Avenue  
Weather: Sunny

File Name : RIJALIAM  
Site Code : 06741034  
Start Date : 11/19/2008  
Page No : 2



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

#### **Peak Hour for Each Approach Begins at:**

	07:15 AM				07:30 AM				07:15 AM				07:30 AM			
+0 mins.	0	38	26	64	5	60	23	88	23	48	4	75	19	18	13	50
+15 mins.	6	39	44	89	12	95	20	127	53	66	1	120	37	23	27	87
+30 mins.	24	50	93	167	7	61	3	71	63	89	9	161	32	35	14	81
+45 mins.	4	35	33	72	12	52	5	69	24	52	1	77	22	24	12	58
Total Volume	34	162	196	392	36	268	51	355	163	255	15	433	110	100	66	276
% App. Total	8.7	41.3	50		10.1	75.5	14.4		37.6	58.9	3.5		39.9	36.2	23.9	
PHF	.354	.810	.527	.587	.750	.705	.554	.699	.647	.716	.417	.672	.743	.714	.611	.793

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Jackson Street**  
**E/W: Lincoln Avenue**  
**Weather: Sunny**

**File Name : RIJALIPM**  
**Site Code : 06741034**  
**Start Date : 11/19/2008**  
**Page No : 1**

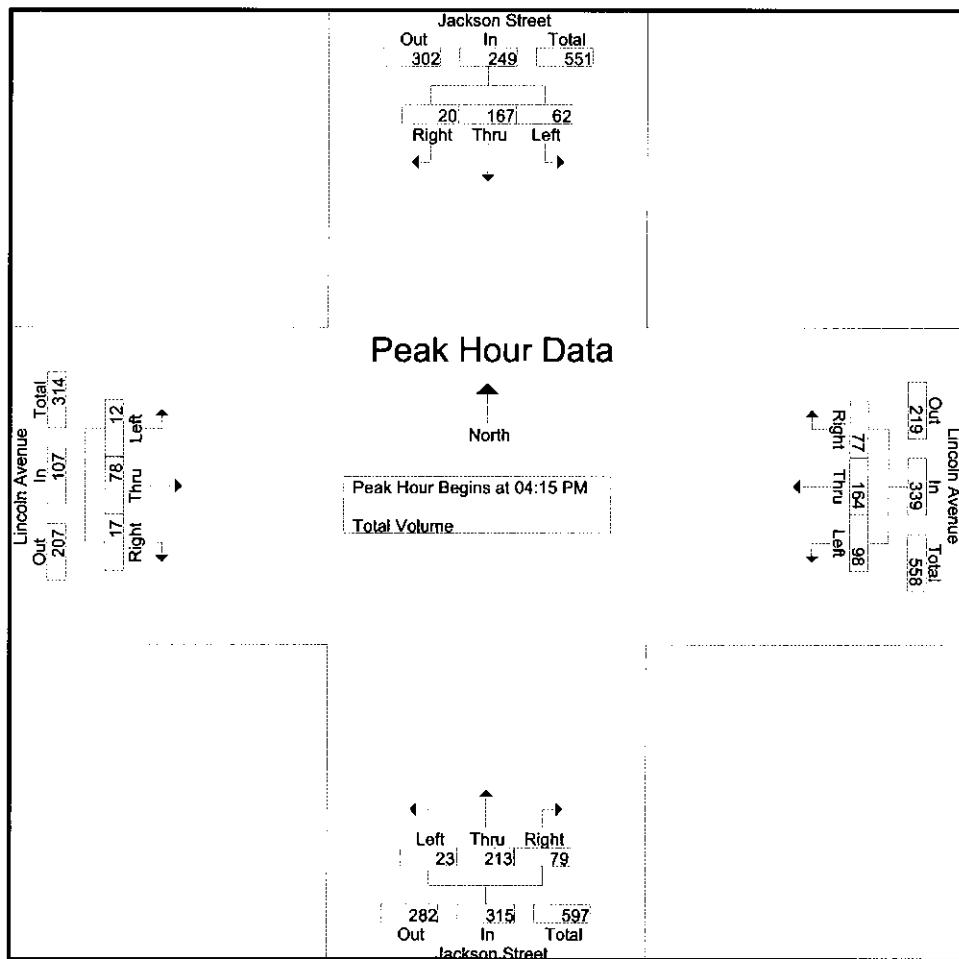
Groups Printed- Total Volume																	
		Jackson Street Southbound				Lincoln Avenue Westbound				Jackson Street Northbound				Lincoln Avenue Eastbound			
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	37	4	51	19	37	13	69	4	44	23	71	5	19	3	27	218
04:15 PM	16	50	7	73	21	32	21	74	8	47	19	74	4	18	5	27	248
04:30 PM	14	32	7	53	23	38	14	75	6	61	13	80	1	20	6	27	235
04:45 PM	12	43	2	57	24	43	21	88	5	49	22	76	0	24	4	28	249
Total	52	162	20	234	87	150	69	306	23	201	77	301	10	81	18	109	950
05:00 PM	20	42	4	66	30	51	21	102	4	56	25	85	7	16	2	25	278
05:15 PM	19	53	9	81	27	37	14	78	3	38	11	52	7	14	3	24	235
05:30 PM	14	36	6	56	14	21	16	51	3	37	7	47	4	26	2	32	186
05:45 PM	14	47	7	68	11	23	20	54	1	29	14	44	4	19	5	28	194
Total	67	178	26	271	82	132	71	285	11	160	57	228	22	75	12	109	893
Grand Total	119	340	46	505	169	282	140	591	34	361	134	529	32	156	30	218	1843
Apprch %	23.6	67.3	9.1		28.6	47.7	23.7		6.4	68.2	25.3		14.7	71.6	13.8		
Total %	6.5	18.4	2.5	27.4	9.2	15.3	7.6	32.1	1.8	19.6	7.3	28.7	1.7	8.5	1.6	11.8	

		Jackson Street Southbound				Lincoln Avenue Westbound				Jackson Street Northbound				Lincoln Avenue Eastbound			
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	16	50	7	73	21	32	21	74	8	47	19	74	4	18	5	27	248
04:30 PM	14	32	7	53	23	38	14	75	6	61	13	80	1	20	6	27	235
04:45 PM	12	43	2	57	24	43	21	88	5	49	22	76	0	24	4	28	249
05:00 PM	20	42	4	66	30	51	21	102	4	56	25	85	7	16	2	25	278
Total Volume	62	167	20	249	98	164	77	339	23	213	79	315	12	78	17	107	1010
% App. Total	24.9	67.1	8		28.9	48.4	22.7		7.3	67.6	25.1		11.2	72.9	15.9		
PHF	.775	.835	.714	.853	.817	.804	.917	.831	.719	.873	.790	.926	.429	.813	.708	.955	.908

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Jackson Street  
E/W: Lincoln Avenue  
Weather: Sunny

File Name : RIJALIPM  
Site Code : 06741034  
Start Date : 11/19/2008  
Page No : 2



### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			04:30 PM				04:15 PM				04:00 PM				
+0 mins.	20	42	4	66	23	38	14	75	8	47	19	74	5	19	3	27
+15 mins.	19	53	9	81	24	43	21	88	6	61	13	80	4	18	5	27
+30 mins.	14	36	6	56	30	51	21	102	5	49	22	76	1	20	6	27
+45 mins.	14	47	7	68	27	37	14	78	4	56	25	85	0	24	4	28
Total Volume	67	178	26	271	104	169	70	343	23	213	79	315	10	81	18	109
% App. Total	24.7	65.7	9.6	30.3	49.3	20.4		7.3	67.6	25.1		9.2	74.3	16.5		
PHF	.838	.840	.722	.836	.867	.828	.833	.841	.719	.873	.790	.926	.500	.844	.750	.973

*Jackson*

*Elk Park*

ONE WAY

STOP

STOP

STOP

ONE WAY

STOP

C

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Jackson Street**  
**E/W: Victoria Avenue**  
**Weather: Sunny**

File Name : RIJAVIAM  
Site Code : 06741019  
Start Date : 11/19/2008  
Page No : 1

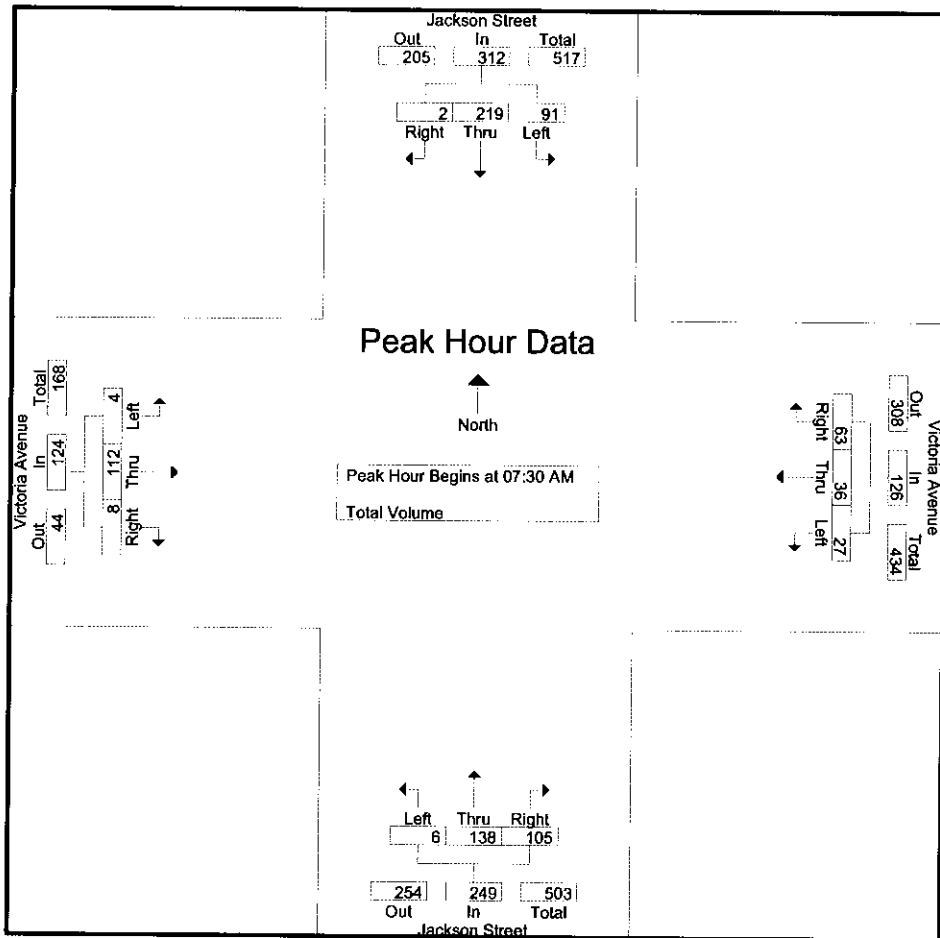
Groups Printed- Total Volume																	
		Jackson Street Southbound				Victoria Avenue Westbound				Jackson Street Northbound				Victoria Avenue Eastbound			
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	19	32	0	51	3	4	9	16	0	13	8	21	1	20	1	22	110
07:15 AM	18	43	1	62	3	2	8	13	1	23	9	33	1	19	1	21	129
07:30 AM	36	65	0	101	4	4	17	25	0	24	11	35	3	29	1	33	194
07:45 AM	30	53	1	84	11	11	20	42	2	40	21	63	0	59	0	59	248
Total	103	193	2	298	21	21	54	96	3	100	49	152	5	127	3	135	681
08:00 AM	20	52	1	73	6	11	14	31	1	38	33	72	0	11	4	15	191
08:15 AM	5	49	0	54	6	10	12	28	3	36	40	79	1	13	3	17	178
08:30 AM	13	32	0	45	3	6	5	14	0	25	12	37	0	10	1	11	107
08:45 AM	7	30	0	37	2	2	2	6	1	18	2	21	0	10	0	10	74
Total	45	163	1	209	17	29	33	79	5	117	87	209	1	44	8	53	550
Grand Total	148	356	3	507	38	50	87	175	8	217	136	361	6	171	11	188	1231
Appreh %	29.2	70.2	0.6		21.7	28.6	49.7		2.2	60.1	37.7		3.2	91	5.9		
Total %	12	28.9	0.2	41.2	3.1	4.1	7.1	14.2	0.6	17.6	11	29.3	0.5	13.9	0.9	15.3	

Peak Hour Analysis From 07:00 AM To 08:45 AM - Peak 1 of 1																	
		Jackson Street Southbound				Victoria Avenue Westbound				Jackson Street Northbound				Victoria Avenue Eastbound			
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	36	65	0	101	4	4	17	25	0	24	11	35	3	29	1	33	194
07:45 AM	30	53	1	84	11	11	20	42	2	40	21	63	0	59	0	59	248
08:00 AM	20	52	1	73	6	11	14	31	1	38	33	72	0	11	4	15	191
08:15 AM	5	49	0	54	6	10	12	28	3	36	40	79	1	13	3	17	178
Total Volume	91	219	2	312	27	36	63	126	6	138	105	249	4	112	8	124	811
% App. Total	29.2	70.2	0.6		21.4	28.6	50		2.4	55.4	42.2		3.2	90.3	6.5		
PHF	.632	.842	.500	.772	.614	.818	.788	.750	.500	.863	.656	.788	.333	.475	.500	.525	.818

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Jackson Street  
E/W: Victoria Avenue  
Weather: Sunny

File Name : RIJAVIAM  
Site Code : 06741019  
Start Date : 11/19/2008  
Page No : 2



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

#### **Peak Hour for Each Approach Begins at:**

	07:15 AM			07:30 AM				07:45 AM				07:00 AM				
+0 mins.	18	43	<b>1</b>	62	4	4	17	25	2	<b>40</b>	21	63	1	20	<b>1</b>	22
+15 mins.	<b>36</b>	<b>65</b>	0	<b>101</b>	<b>11</b>	<b>11</b>	<b>20</b>	<b>42</b>	1	38	33	72	1	19	1	21
+30 mins.	30	53	1	84	6	11	14	31	3	36	<b>40</b>	<b>79</b>	<b>3</b>	29	1	33
+45 mins.	20	52	1	73	6	10	12	28	0	25	12	37	0	<b>59</b>	0	<b>59</b>
Total Volume	104	213	3	320	27	36	63	126	6	139	106	251	5	127	3	135
% App. Total	32.5	66.6	0.9		21.4	<b>28.6</b>	50		2.4	55.4	42.2		3.7	94.1	2.2	
PHF	.722	.819	.750	.792	.614	.818	.788	.750	.500	.869	.663	.794	.417	.538	.750	.572

Counts Unlimited Inc.  
 25286 Jaclyn Avenue  
 Moreno Valley, CA 92557  
 951-485-7934

City of Riverside  
 N/S: Jackson Street  
 E/W: Victoria Avenue  
 Weather: Sunny

File Name : RIJAVIPM  
 Site Code : 06741019  
 Start Date : 11/19/2008  
 Page No : 1

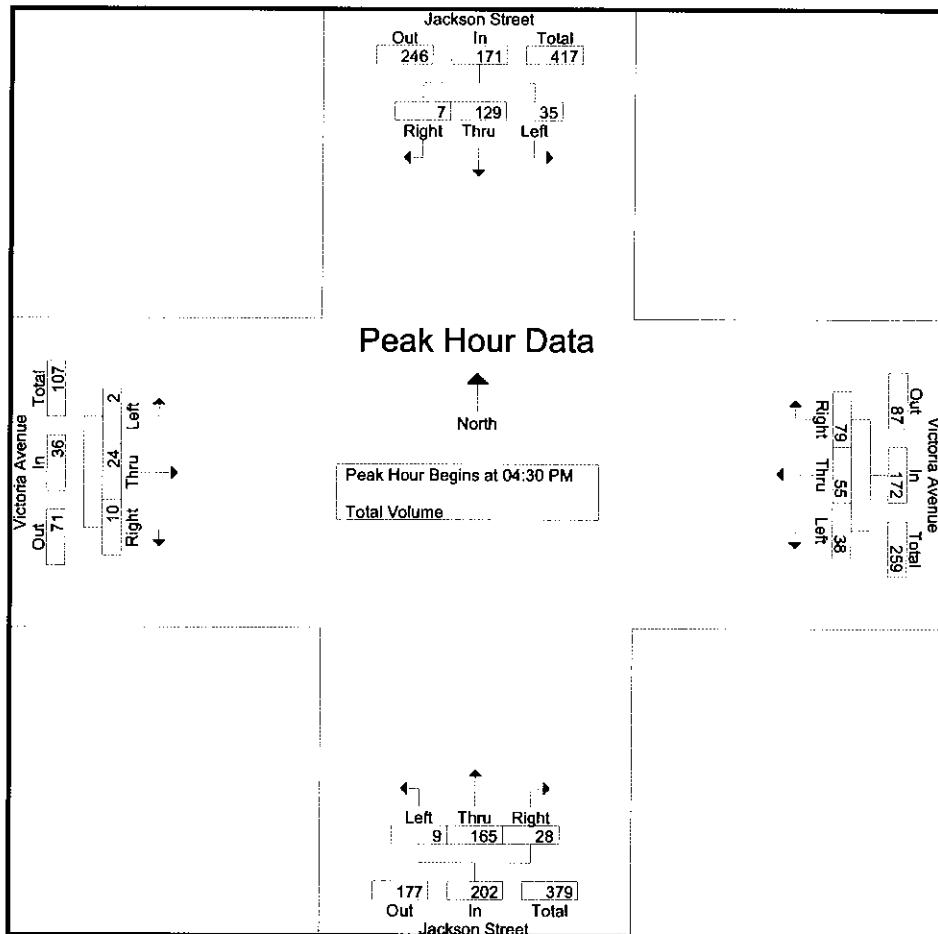
Groups Printed- Total Volume																	
	Jackson Street Southbound				Victoria Avenue Westbound				Jackson Street Northbound				Victoria Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	25	2	32	6	9	20	35	2	33	4	39	1	15	1	17	123
04:15 PM	9	34	0	43	6	11	21	38	0	38	3	41	0	8	0	8	130
04:30 PM	10	31	3	44	8	12	24	44	2	32	8	42	1	7	0	8	138
04:45 PM	10	27	1	38	12	14	16	42	3	45	9	57	0	8	4	12	149
Total	34	117	6	157	32	46	81	159	7	148	24	179	2	38	5	45	540
05:00 PM	8	41	2	51	9	15	24	48	3	42	6	51	1	3	3	7	157
05:15 PM	7	30	1	38	9	14	15	38	1	46	5	52	0	6	3	9	137
05:30 PM	11	18	1	30	10	11	9	30	1	35	5	41	1	3	1	5	106
05:45 PM	9	29	0	38	3	12	8	23	2	26	2	30	0	5	0	5	96
Total	35	118	4	157	31	52	56	139	7	149	18	174	2	17	7	26	496
Grand Total	69	235	10	314	63	98	137	298	14	297	42	353	4	55	12	71	1036
Apprch %	22	74.8	3.2		21.1	32.9	46		4	84.1	11.9		5.6	77.5	16.9		
Total %	6.7	22.7	1	30.3	6.1	9.5	13.2	28.8	1.4	28.7	4.1	34.1	0.4	5.3	1.2	6.9	

	Jackson Street Southbound				Victoria Avenue Westbound				Jackson Street Northbound				Victoria Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	10	31	3	44	8	12	24	44	2	32	8	42	1	7	0	8	138
04:45 PM	10	27	1	38	12	14	16	42	3	45	9	57	0	8	4	12	149
05:00 PM	8	41	2	51	9	15	24	48	3	42	6	51	1	3	3	7	157
05:15 PM	7	30	1	38	9	14	15	38	1	46	5	52	0	6	3	9	137
Total Volume	35	129	7	171	38	55	79	172	9	165	28	202	2	24	10	36	581
% App. Total	20.5	75.4	4.1		22.1	32	45.9		4.5	81.7	13.9		5.6	66.7	27.8		
PHF	.875	.787	.583	.838	.792	.917	.823	.896	.750	.897	.778	.886	.500	.750	.625	.750	.925

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Jackson Street  
E/W: Victoria Avenue  
Weather: Sunny

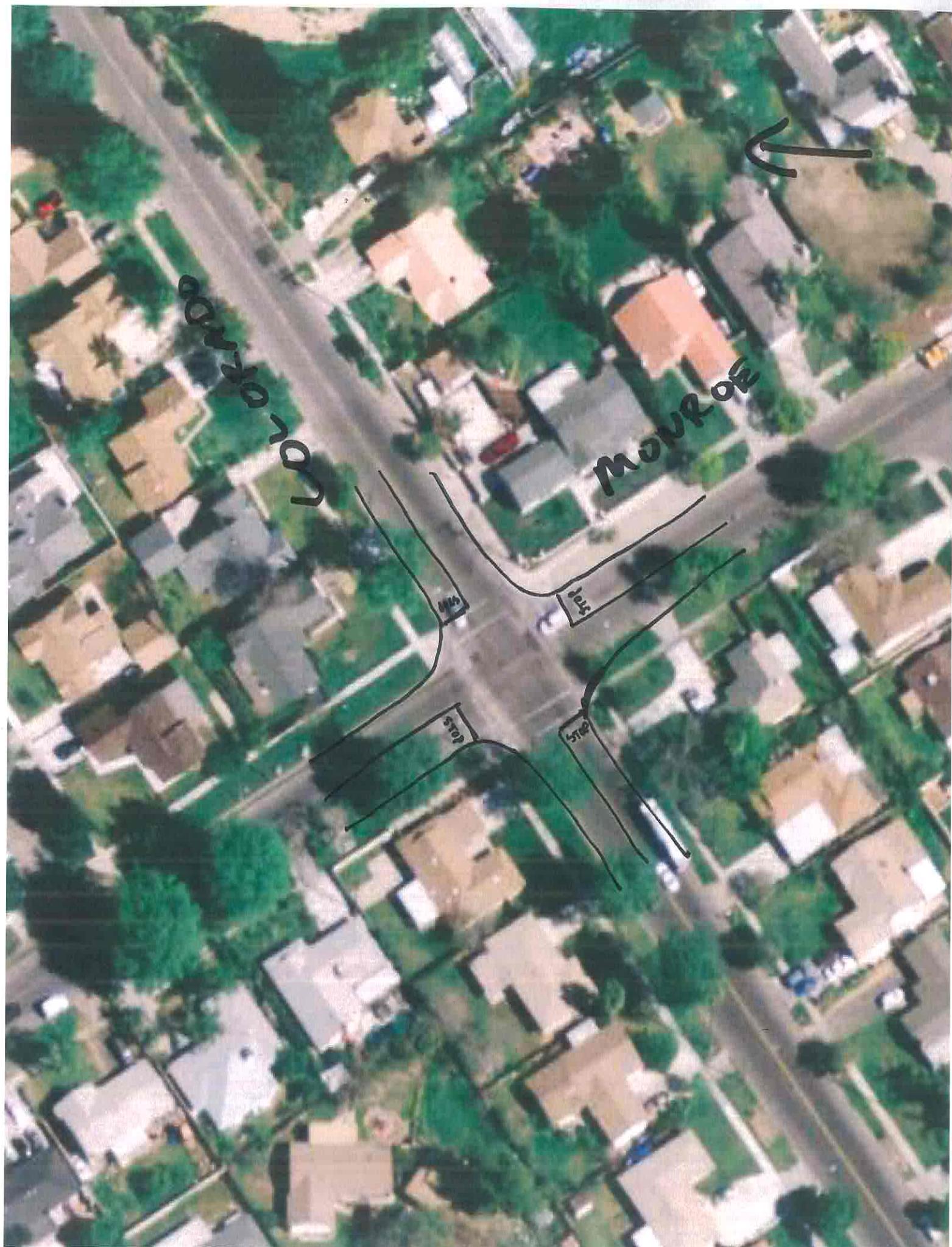
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Site Code : 06741019  
Start Date : 11/19/2008  
Page No : 2



#### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:30 PM				04:00 PM			
+0 mins.	9	34	0	43	6	11	21	38	2	32	8	42	1	15	1	17
+15 mins.	10	31	3	44	8	12	24	44	3	45	9	57	0	8	0	8
+30 mins.	10	27	1	38	12	14	16	42	3	42	6	51	1	7	0	8
+45 mins.	8	41	2	51	9	15	24	48	1	46	5	52	0	8	4	12
Total Volume	37	133	6	176	35	52	85	172	9	165	28	202	2	38	5	45
% App. Total	21	75.6	3.4		20.3	30.2	49.4		4.5	81.7	13.9		4.4	84.4	11.1	
PHF	.925	.811	.500	.863	.729	.867	.885	.896	.750	.897	.778	.886	.500	.633	.313	.662



Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Monroe Street  
E/W: Colorado Avenue  
Weather: Sunny

File Name : RIMOCOAM  
Site Code : 06741099  
Start Date : 11/19/2008  
Page No : 1

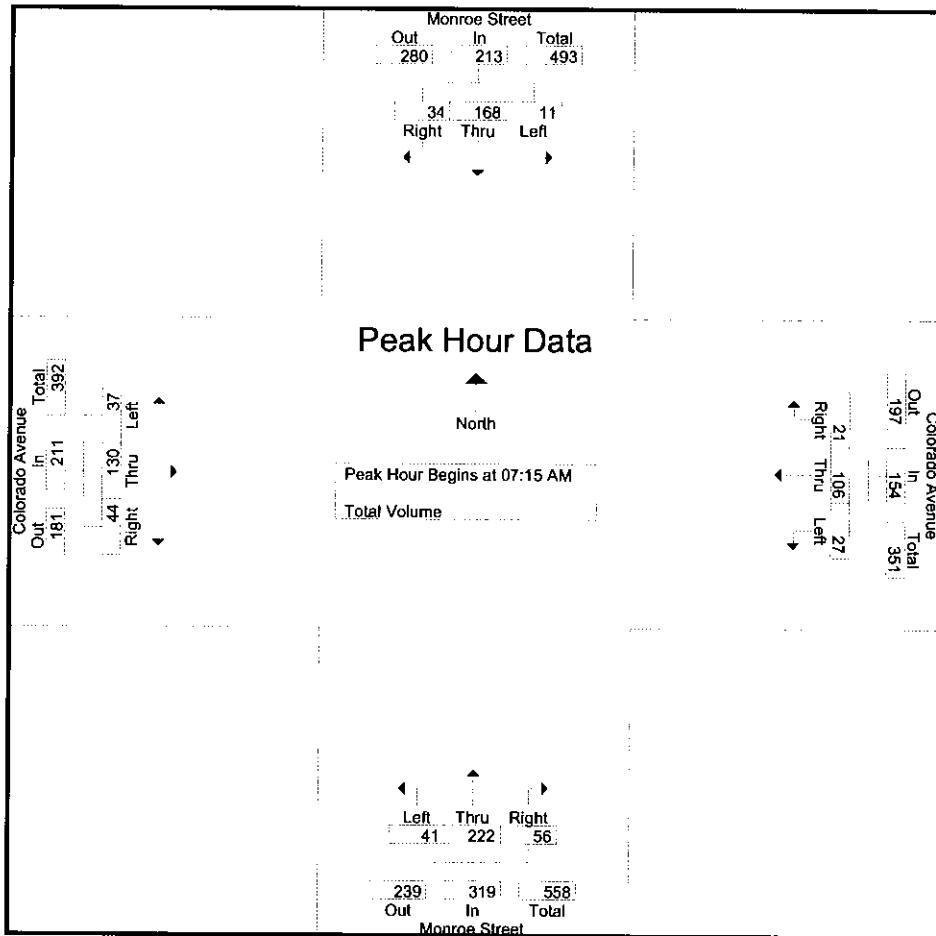
Groups Printed- Total Volume																	
Monroe Street Southbound				Colorado Avenue Westbound				Monroe Street Northbound				Colorado Avenue Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	29	4	35	1	27	4	32	7	35	3	45	7	28	2	37	149
07:15 AM	1	38	12	51	5	31	3	39	12	50	11	73	5	29	7	41	204
07:30 AM	0	46	9	55	7	28	4	39	7	52	5	64	16	45	20	81	239
07:45 AM	6	43	7	56	7	29	6	42	10	63	15	88	11	33	9	53	239
Total	9	156	32	197	20	115	17	152	36	200	34	270	39	135	38	212	831
08:00 AM	4	41	6	51	8	18	8	34	12	57	25	94	5	23	8	36	215
08:15 AM	2	33	6	41	6	29	3	38	8	45	11	64	7	43	7	57	200
08:30 AM	6	37	1	44	7	18	5	30	17	29	10	56	2	41	3	46	176
08:45 AM	2	33	2	37	8	29	3	40	14	32	8	54	4	20	14	38	169
Total	14	144	15	173	29	94	19	142	51	163	54	268	18	127	32	177	760
Grand Total	23	300	47	370	49	209	36	294	87	363	88	538	57	262	70	389	1591
Apprch %	6.2	81.1	12.7		16.7	71.1	12.2		16.2	67.5	16.4		14.7	67.4	18		
Total %	1.4	18.9	3	23.3	3.1	13.1	2.3	18.5	5.5	22.8	5.5	33.8	3.6	16.5	4.4	24.5	

Monroe Street Southbound				Colorado Avenue Westbound				Monroe Street Northbound				Colorado Avenue Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	38	12	51	5	31	3	39	12	50	11	73	5	29	7	41	204
07:30 AM	0	46	9	55	7	28	4	39	7	52	5	64	16	45	20	81	239
07:45 AM	6	43	7	56	7	29	6	42	10	63	15	88	11	33	9	53	239
08:00 AM	4	41	6	51	8	18	8	34	12	57	25	94	5	23	8	36	215
Total Volume	11	168	34	213	27	106	21	154	41	222	56	319	37	130	44	211	897
% App. Total	5.2	78.9	16		17.5	68.8	13.6		12.9	69.6	17.6		17.5	61.6	20.9		
PHF	.458	.913	.708	.951	.844	.855	.656	.917	.854	.881	.560	.848	.578	.722	.550	.651	.938

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Monroe Street  
E/W: Colorado Avenue  
Weather: Sunny

File Name : RIMOCOAM  
Site Code : 06741099  
Start Date : 11/19/2008  
Page No : 2



#### Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	1	38	12	51	5	31	3	39	12	50	11	73	16	45	20	81
+15 mins.	0	46	9	55	7	28	4	39	7	52	5	64	11	33	9	53
+30 mins.	6	43	7	56	7	29	6	42	10	63	15	88	5	23	8	36
+45 mins.	4	41	6	51	8	18	8	34	12	57	25	94	7	43	7	57
Total Volume	11	168	34	213	27	106	21	154	41	222	56	319	39	144	44	227
% App. Total	5.2	78.9	16		17.5	68.8	13.6		12.9	69.6	17.6		17.2	63.4	19.4	
PHF	.458	.913	.708	.951	.844	.855	.656	.917	.854	.881	.560	.848	.609	.800	.550	.701

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Monroe Street**  
**E/W: Colorado Avenue**  
**Weather: Sunny**

**File Name : RIMOCOPM**  
**Site Code : 06741099**  
**Start Date : 11/19/2008**  
**Page No : 1**

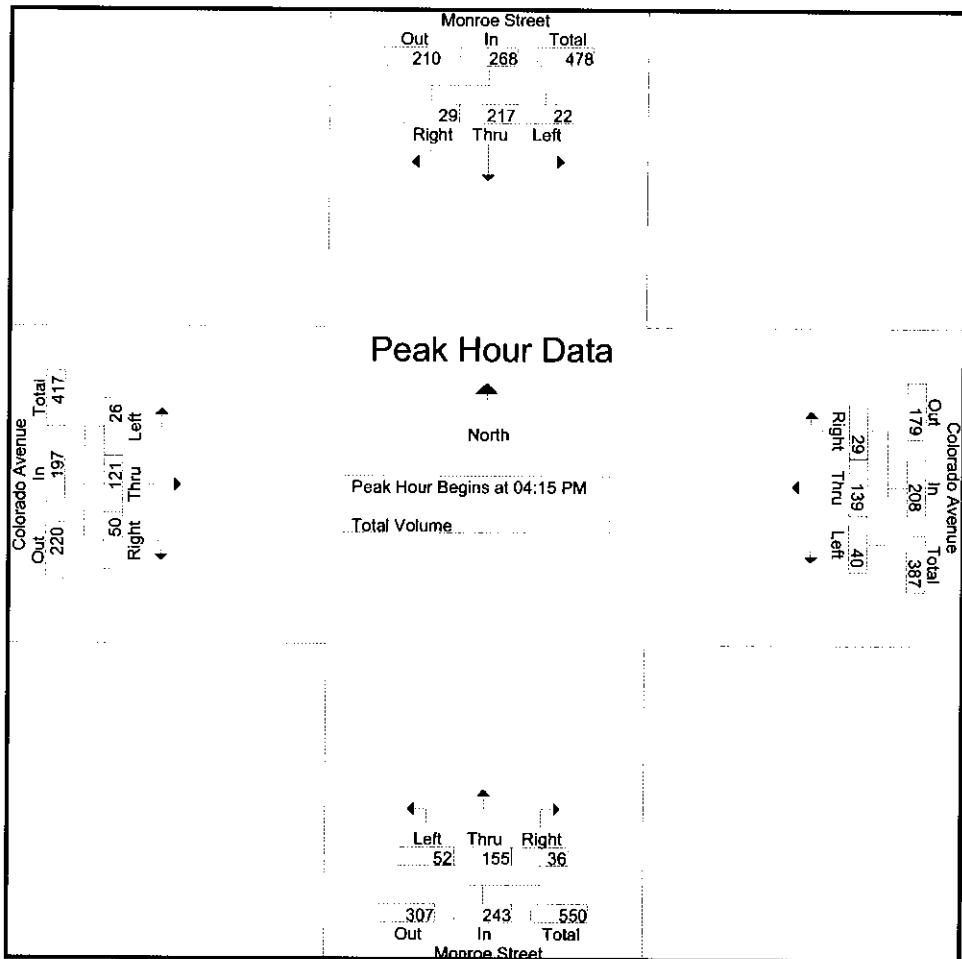
	Groups Printed- Total Volume																
	Monroe Street Southbound				Colorado Avenue Westbound				Monroe Street Northbound				Colorado Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	37	5	44	10	35	9	54	13	34	15	62	6	30	4	40	200
04:15 PM	8	54	6	68	9	36	6	51	12	41	7	60	5	35	16	56	235
04:30 PM	2	63	10	75	14	29	7	50	10	41	9	60	8	25	15	48	233
04:45 PM	6	46	5	57	10	41	6	57	15	27	10	52	9	27	11	47	213
Total	18	200	26	244	43	141	28	212	50	143	41	234	28	117	46	191	881
05:00 PM	6	54	8	68	7	33	10	50	15	46	10	71	4	34	8	46	235
05:15 PM	3	63	4	70	10	39	2	51	7	27	13	47	4	24	16	44	212
05:30 PM	0	55	11	66	12	36	9	57	15	40	8	63	7	33	12	52	238
05:45 PM	5	40	8	53	11	46	7	64	14	26	15	55	1	30	9	40	212
Total	14	212	31	257	40	154	28	222	51	139	46	236	16	121	45	182	897
Grand Total	32	412	57	501	83	295	56	434	101	282	87	470	44	238	91	373	1778
Apprch %	6.4	82.2	11.4		19.1	68	12.9		21.5	60	18.5		11.8	63.8	24.4		
Total %	1.8	23.2	3.2	28.2	4.7	16.6	3.1	24.4	5.7	15.9	4.9	26.4	2.5	13.4	5.1	21	

	Groups Printed- Total Volume																
	Monroe Street Southbound				Colorado Avenue Westbound				Monroe Street Northbound				Colorado Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																	
<b>Peak Hour for Entire Intersection Begins at 04:15 PM</b>																	
04:15 PM	8	54	6	68	9	36	6	51	12	41	7	60	5	35	16	56	235
04:30 PM	2	63	10	75	14	29	7	50	10	41	9	60	8	25	15	48	233
04:45 PM	6	46	5	57	10	41	6	57	15	27	10	52	9	27	11	47	213
05:00 PM	6	54	8	68	7	33	10	50	15	46	10	71	4	34	8	46	235
Total Volume	22	217	29	268	40	139	29	208	52	155	36	243	26	121	50	197	916
% App. Total	8.2	81	10.8		19.2	66.8	13.9		21.4	63.8	14.8		13.2	61.4	25.4		
PHF	.688	.861	.725	.893	.714	.848	.725	.912	.867	.842	.900	.856	.722	.864	.781	.879	.974

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

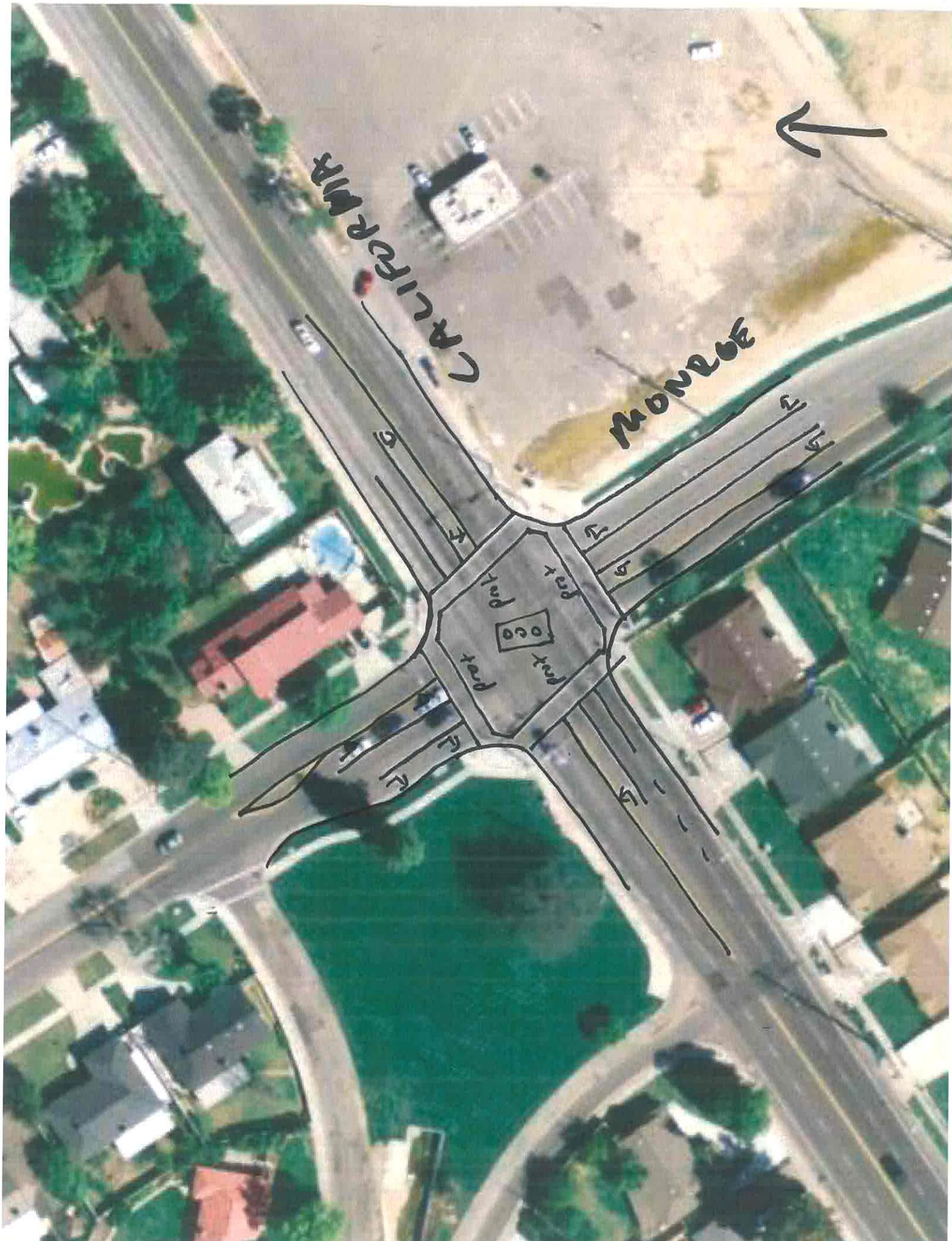
City of Riverside  
N/S: Monroe Street  
E/W: Colorado Avenue  
Weather: Sunny

File Name : RIMOCOPM  
Site Code : 06741099  
Start Date : 11/19/2008  
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

#### **Peak Hour for Each Approach Begins at:**



Counts Unlimited Inc.  
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951-485-7934

City of Riverside  
N/S: Monroe Street  
E/W: California Avenue  
Weather: Sunny

File Name : RIMOCAAM  
Site Code : 06741035  
Start Date : 11/19/2008  
Page No : 1

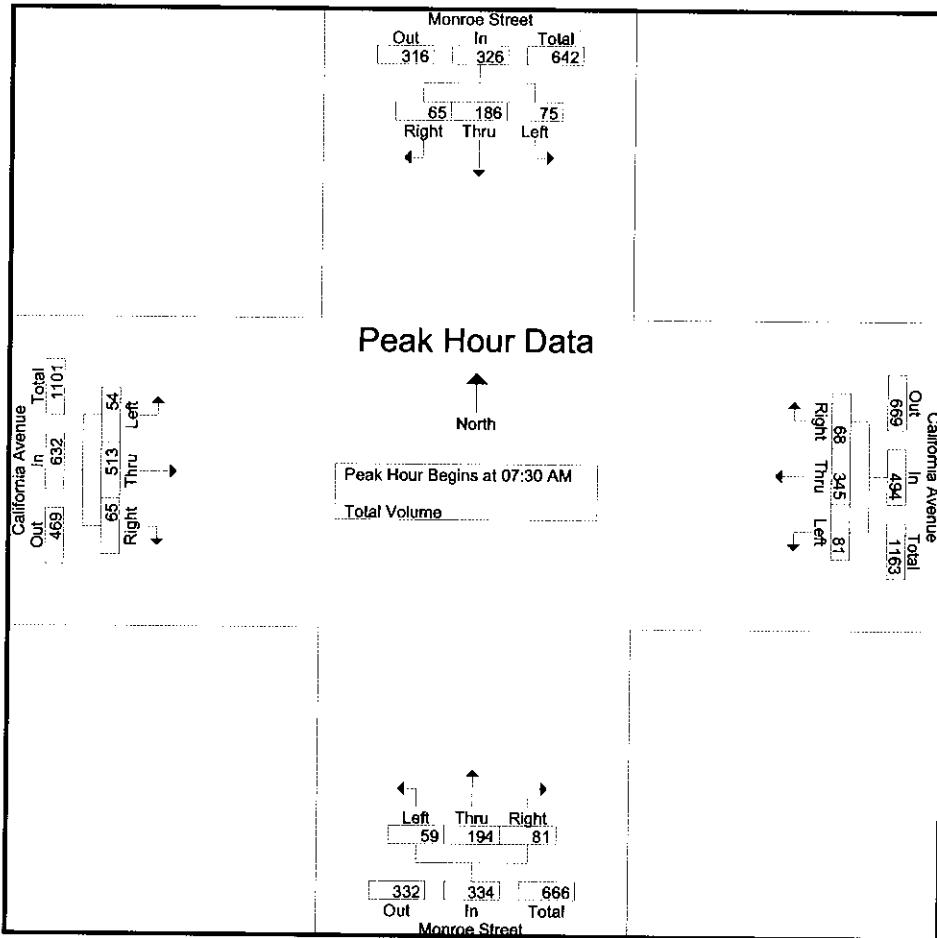
Groups Printed- Total Volume																	
	Monroe Street Southbound				California Avenue Westbound				Monroe Street Northbound				California Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	25	22	11	58	2	73	8	83	6	32	7	45	4	75	8	87	273
07:15 AM	21	43	12	76	19	77	14	110	8	32	15	55	15	84	10	109	350
07:30 AM	17	67	12	96	19	81	19	119	15	45	32	92	10	146	16	172	479
07:45 AM	19	46	23	88	24	91	17	132	12	50	21	83	11	129	19	159	462
Total	82	178	58	318	64	322	58	444	41	159	75	275	40	434	53	527	1564
08:00 AM	20	47	13	80	27	84	15	126	11	62	19	92	16	117	17	150	448
08:15 AM	19	26	17	62	11	89	17	117	21	37	9	67	17	121	13	151	397
08:30 AM	37	27	10	74	9	91	24	124	10	32	7	49	11	110	5	126	373
08:45 AM	30	25	13	68	2	84	28	114	2	30	12	44	7	77	3	87	313
Total	106	125	53	284	49	348	84	481	44	161	47	252	51	425	38	514	1531
Grand Total	188	303	111	602	113	670	142	925	85	320	122	527	91	859	91	1041	3095
Approch %	31.2	50.3	18.4		12.2	72.4	15.4		16.1	60.7	23.1		8.7	82.5	8.7		
Total %	6.1	9.8	3.6	19.5	3.7	21.6	4.6	29.9	2.7	10.3	3.9	17	2.9	27.8	2.9	33.6	

	Monroe Street Southbound				California Avenue Westbound				Monroe Street Northbound				California Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM To 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	17	67	12	96	19	81	19	119	15	45	32	92	10	146	16	172	479
07:45 AM	19	46	23	88	24	91	17	132	12	50	21	83	11	129	19	159	462
08:00 AM	20	47	13	80	27	84	15	126	11	62	19	92	16	117	17	150	448
08:15 AM	19	26	17	62	11	89	17	117	21	37	9	67	17	121	13	151	397
Total Volume	75	186	65	326	81	345	68	494	59	194	81	334	54	513	65	632	1786
% App. Total	23	57.1	19.9		16.4	69.8	13.8		17.7	58.1	24.3		8.5	81.2	10.3		
PHF	.938	.694	.707	.849	.750	.948	.895	.936	.702	.782	.633	.908	.794	.878	.855	.919	.932

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside  
N/S: Monroe Street  
E/W: California Avenue  
Weather: Sunny**

File Name : RIMOCAM  
Site Code : 06741035  
Start Date : 11/19/2008  
Page No : 2



## Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

#### **Peak Hour for Each Approach Begins at:**

	07:15 AM			07:45 AM				07:30 AM				07:30 AM				
+0 mins.	21	43	12	76	24	91	17	132	15	45	32	92	10	146	16	172
+15 mins.	17	67	12	96	27	84	15	126	12	50	21	83	11	129	19	159
+30 mins.	19	46	23	88	11	89	17	117	11	62	19	92	16	117	17	150
+45 mins.	20	47	13	80	9	91	24	124	21	37	9	67	17	121	13	151
Total Volume	77	203	60	340	71	355	73	499	59	194	81	334	54	513	65	632
% App. Total	22.6	59.7	17.6		14.2	71.1	14.6		17.7	58.1	24.3		8.5	81.2	10.3	
PHF	.917	.757	.652	.885	.657	.975	.760	.945	.702	.782	.633	.908	.794	.878	.855	.919

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Monroe Street**  
**E/W: California Avenue**  
**Weather: Sunny**

**File Name : RIMOCAPM**  
**Site Code : 06741035**  
**Start Date : 11/19/2008**  
**Page No : 1**

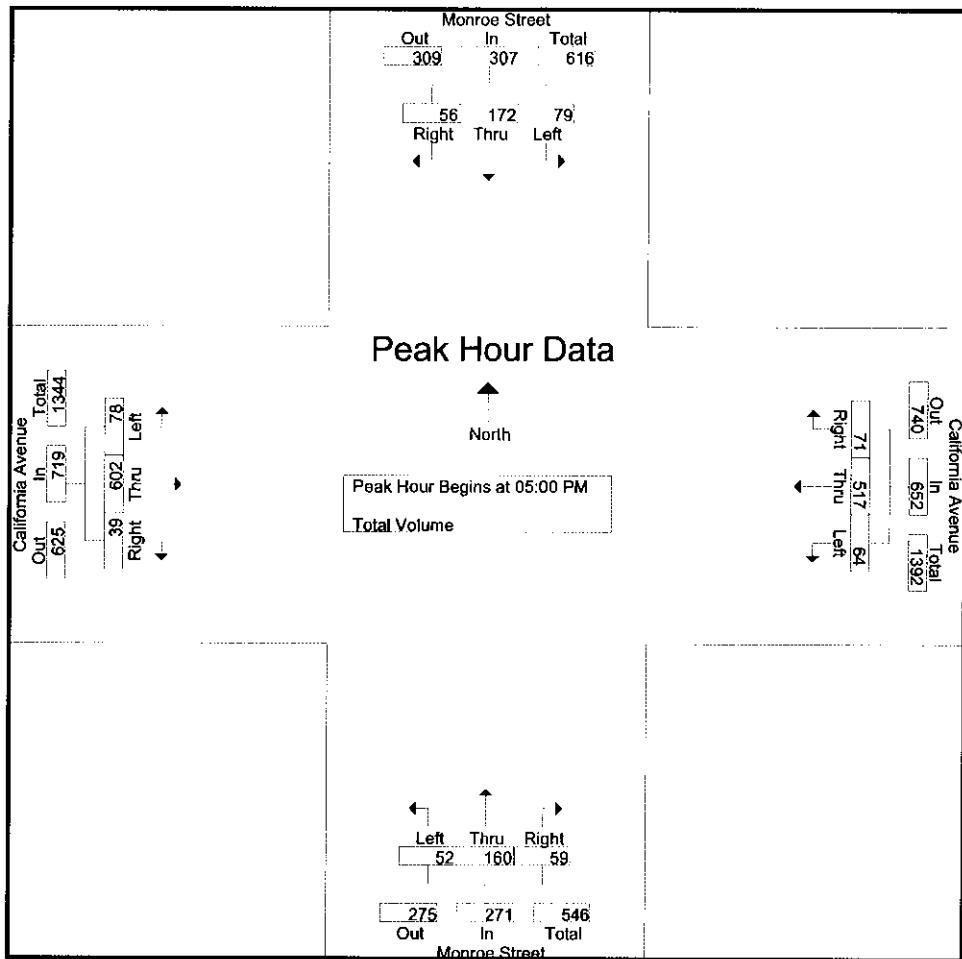
Groups Printed- Total Volume																	
	Monroe Street Southbound				California Avenue Westbound				Monroe Street Northbound				California Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	15	24	15	54	18	127	22	167	4	45	17	66	16	117	9	142	429
04:15 PM	13	45	13	71	19	112	13	144	10	41	14	65	15	131	9	155	435
04:30 PM	17	64	13	94	9	115	17	141	13	42	16	71	17	131	7	155	461
04:45 PM	16	43	13	72	8	120	25	153	10	39	15	64	13	129	7	149	438
Total	61	176	54	291	54	474	77	605	37	167	62	266	61	508	32	601	1763
05:00 PM	26	37	17	80	15	121	17	153	12	49	21	82	22	148	14	184	499
05:15 PM	17	49	10	76	22	149	18	189	16	35	9	60	15	160	11	186	511
05:30 PM	10	46	15	71	14	127	15	156	14	36	13	63	18	142	4	164	454
05:45 PM	26	40	14	80	13	120	21	154	10	40	16	66	23	152	10	185	485
Total	79	172	56	307	64	517	71	652	52	160	59	271	78	602	39	719	1949
Grand Total	140	348	110	598	118	991	148	1257	89	327	121	537	139	1110	71	1320	3712
Apprch %	23.4	58.2	18.4		9.4	78.8	11.8		16.6	60.9	22.5		10.5	84.1	5.4		
Total %	3.8	9.4	3	16.1	3.2	26.7	4	33.9	2.4	8.8	3.3	14.5	3.7	29.9	1.9	35.6	

	Monroe Street Southbound				California Avenue Westbound				Monroe Street Northbound				California Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																	
<b>Peak Hour for Entire Intersection Begins at 05:00 PM</b>																	
05:00 PM	26	37	17	80	15	121	17	153	12	49	21	82	22	148	14	184	499
05:15 PM	17	49	10	76	22	149	18	189	16	35	9	60	15	160	11	186	511
05:30 PM	10	46	15	71	14	127	15	156	14	36	13	63	18	142	4	164	454
05:45 PM	26	40	14	80	13	120	21	154	10	40	16	66	23	152	10	185	485
Total Volume	79	172	56	307	64	517	71	652	52	160	59	271	78	602	39	719	1949
% App. Total	25.7	56	18.2		9.8	79.3	10.9		19.2	59	21.8		10.8	83.7	5.4		
PHF	.760	.878	.824	.959	.727	.867	.845	.862	.813	.816	.702	.826	.848	.941	.696	.966	.954

City of Riverside  
 N/S: Monroe Street  
 E/W: California Avenue  
 Weather: Sunny

Counts Unlimited Inc.  
 25286 Jaclyn Avenue  
 Moreno Valley, CA 92557  
 951-485-7934

File Name : RIMOCAPM  
 Site Code : 06741035  
 Start Date : 11/19/2008  
 Page No : 2



### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:15 PM				05:00 PM			
+0 mins.	17	64	13	94	15	121	17	153	10	41	14	65	22	148	14	184
+15 mins.	16	43	13	72	22	149	18	189	13	42	16	71	15	160	11	186
+30 mins.	26	37	17	80	14	127	15	156	10	39	15	64	18	142	4	164
+45 mins.	17	49	10	76	13	120	21	154	12	49	21	82	23	152	10	185
Total Volume	76	193	53	322	64	517	71	652	45	171	66	282	78	602	39	719
% App. Total	23.6	59.9	16.5		9.8	79.3	10.9		16	60.6	23.4		10.8	83.7	5.4	
PHF	.731	.754	.779	.856	.727	.867	.845	.862	.865	.872	.786	.860	.848	.941	.696	.966



Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Monroe Street**  
**E/W: Garfield Street**  
**Weather: Sunny**

**File Name : RIMOGAAM**  
**Site Code : 06741048**  
**Start Date : 11/19/2008**  
**Page No : 1**

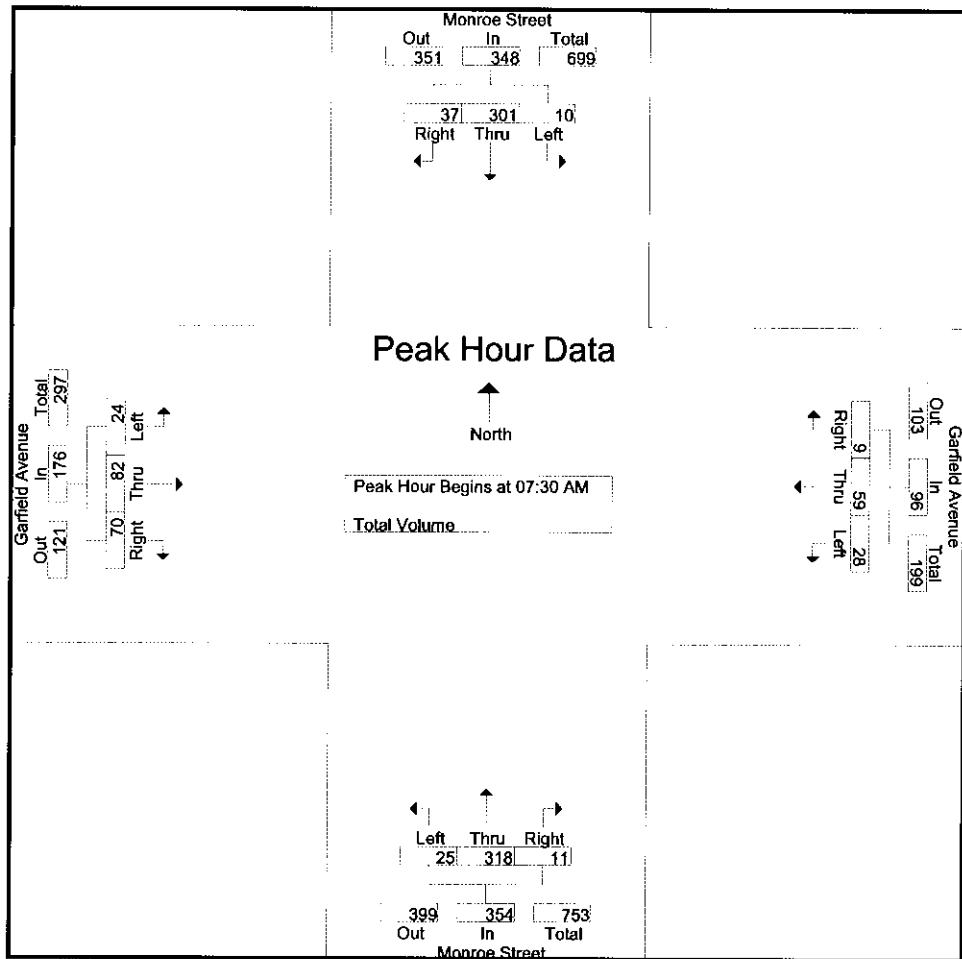
Groups Printed- Total Volume																	
Start Time	Monroe Street Southbound				Garfield Avenue Westbound				Monroe Street Northbound				Garfield Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	26	0	28	4	1	1	6	3	35	0	38	4	2	10	16	88
07:15 AM	2	61	9	72	2	1	2	5	3	57	5	65	5	3	6	14	156
07:30 AM	3	97	5	105	5	9	2	16	7	78	2	87	5	10	12	27	235
07:45 AM	0	84	3	87	8	13	1	22	5	84	2	91	9	17	19	45	245
Total	7	268	17	292	19	24	6	49	18	254	9	281	23	32	47	102	724
08:00 AM	3	79	14	96	4	19	2	25	6	88	3	97	4	20	18	42	260
08:15 AM	4	41	15	60	11	18	4	33	7	68	4	79	6	35	21	62	234
08:30 AM	2	40	3	45	9	11	3	23	5	33	2	40	6	8	15	29	137
08:45 AM	2	29	4	35	2	8	0	10	8	37	1	46	4	6	12	22	113
Total	11	189	36	236	26	56	9	91	26	226	10	262	20	69	66	155	744
Grand Total	18	457	53	528	45	80	15	140	44	480	19	543	43	101	113	257	1468
Apprch %	3.4	86.6	10		32.1	57.1	10.7		8.1	88.4	3.5		16.7	39.3	44		
Total %	1.2	31.1	3.6	36	3.1	5.4	1	9.5	3	32.7	1.3	37	2.9	6.9	7.7	17.5	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Start Time	Monroe Street Southbound				Garfield Avenue Westbound				Monroe Street Northbound				Garfield Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
<b>Peak Hour for Entire Intersection Begins at 07:30 AM</b>																	
07:30 AM	3	97	5	105	5	9	2	16	7	78	2	87	5	10	12	27	235
07:45 AM	0	84	3	87	8	13	1	22	5	84	2	91	9	17	19	45	245
08:00 AM	3	79	14	96	4	19	2	25	6	88	3	97	4	20	18	42	260
08:15 AM	4	41	15	60	11	18	4	33	7	68	4	79	6	35	21	62	234
Total Volume	10	301	37	348	28	59	9	96	25	318	11	354	24	82	70	176	974
% App. Total	2.9	86.5	10.6		29.2	61.5	9.4		7.1	89.8	3.1		13.6	46.6	39.8		
PHF	.625	.776	.617	.829	.636	.776	.563	.727	.893	.903	.688	.912	.667	.586	.833	.710	.937

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Monroe Street  
E/W: Garfield Street  
Weather: Sunny

File Name : RIMOGAAM  
Site Code : 06741048  
Start Date : 11/19/2008  
Page No : 2



### Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:45 AM				07:30 AM				07:45 AM			
	07:15 AM	07:15 AM	07:15 AM	07:15 AM	07:45 AM	07:45 AM	07:45 AM	07:45 AM	07:30 AM	07:45 AM	07:45 AM					
+0 mins.	2	61	9	72	8	13	1	22	7	78	2	87	9	17	19	45
+15 mins.	3	97	5	105	4	19	2	25	5	84	2	91	4	20	18	42
+30 mins.	0	84	3	87	11	18	4	33	6	88	3	97	6	35	21	62
+45 mins.	3	79	14	96	9	11	3	23	7	68	4	79	6	8	15	29
Total Volume	8	321	31	360	32	61	10	103	25	318	11	354	25	80	73	178
% App. Total	2.2	89.2	8.6		31.1	59.2	9.7		7.1	89.8	3.1		14	44.9	41	
PHF	.667	.827	.554	.857	.727	.803	.625	.780	.893	.903	.688	.912	.694	.571	.869	.718

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Monroe Street**  
**E/W: Garfield Street**  
**Weather: Sunny**

**File Name : RIMOGAPM**  
**Site Code : 06741048**  
**Start Date : 11/19/2008**  
**Page No : 1**

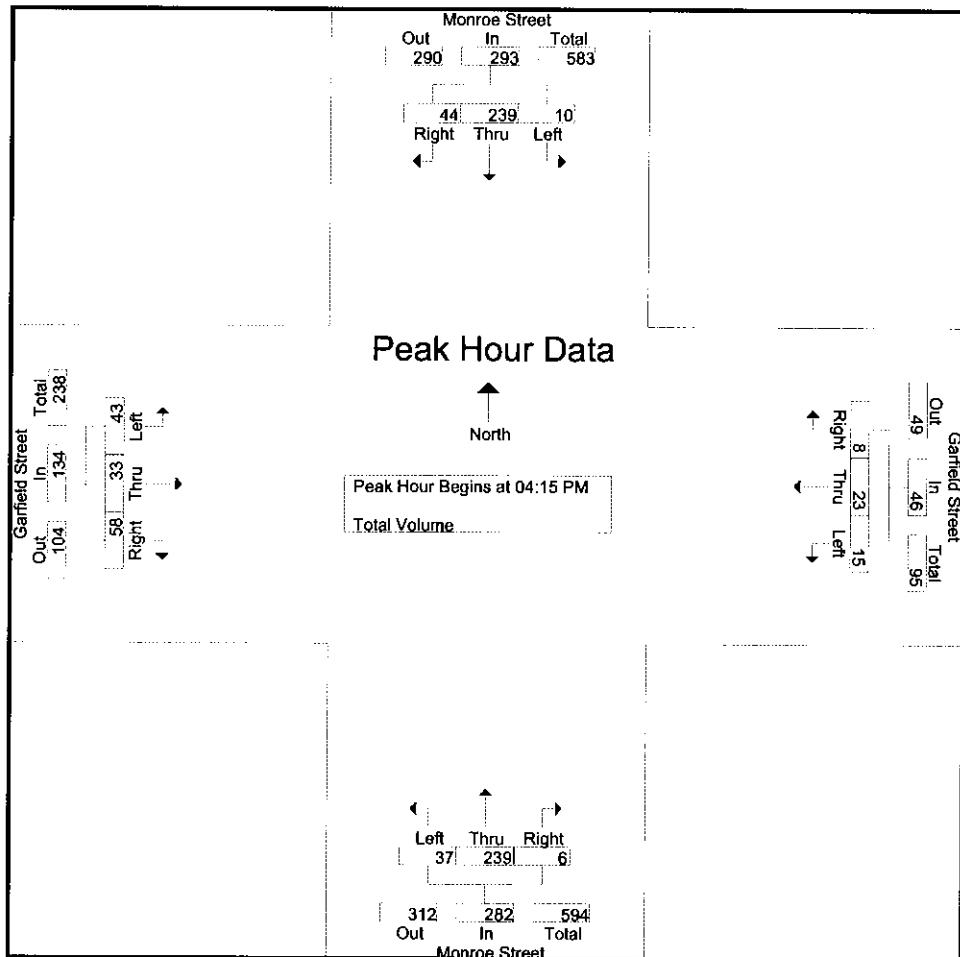
Groups Printed- Total Volume																	
Start Time	Monroe Street Southbound				Garfield Street Westbound				Monroe Street Northbound				Garfield Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	47	10	58	4	6	0	10	6	71	3	80	9	7	12	28	176
04:15 PM	3	60	13	76	7	4	1	12	8	60	2	70	7	4	8	19	177
04:30 PM	4	67	13	84	1	7	1	9	9	62	1	72	13	7	18	38	203
04:45 PM	1	47	11	59	5	6	2	13	13	55	2	70	9	12	18	39	181
Total	9	221	47	277	17	23	4	44	36	248	8	292	38	30	56	124	737
05:00 PM	2	65	7	74	2	6	4	12	7	62	1	70	14	10	14	38	194
05:15 PM	4	69	10	83	2	3	2	7	7	45	3	55	6	5	17	28	173
05:30 PM	2	56	7	65	4	4	2	10	8	62	5	75	5	8	15	28	178
05:45 PM	3	58	5	66	2	4	2	8	6	54	3	63	7	7	14	28	165
Total	11	248	29	288	10	17	10	37	28	223	12	263	32	30	60	122	710
Grand Total	20	469	76	565	27	40	14	81	64	471	20	555	70	60	116	246	1447
Apprch %	3.5	83	13.5		33.3	49.4	17.3		11.5	84.9	3.6		28.5	24.4	47.2		
Total %	1.4	32.4	5.3	39	1.9	2.8	1	5.6	4.4	32.6	1.4	38.4	4.8	4.1	8	17	

Start Time	Monroe Street Southbound				Garfield Street Westbound				Monroe Street Northbound				Garfield Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	3	60	13	76	7	4	1	12	8	60	2	70	7	4	8	19	177
04:30 PM	4	67	13	84	1	7	1	9	9	62	1	72	13	7	18	28	203
04:45 PM	1	47	11	59	5	6	2	13	13	55	2	70	9	12	18	38	181
05:00 PM	2	65	7	74	2	6	4	12	7	62	1	70	14	10	14	38	194
Total Volume	10	239	44	293	15	23	8	46	37	239	6	282	43	33	58	134	755
% App. Total	3.4	81.6	15		32.6	50	17.4		13.1	84.8	2.1		32.1	24.6	43.3		
PHF	.625	.892	.846	.872	.536	.821	.500	.885	.712	.964	.750	.979	.768	.806	.859	.930	

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Monroe Street  
E/W: Garfield Street  
Weather: Sunny

File Name : RIMOGAPM  
Site Code : 06741048  
Start Date : 11/19/2008  
Page No : 2



### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM				04:00 PM				04:30 PM			
+0 mins.	4	67	13	84	7	4	1	12	6	71	3	80	13	7	18	38
+15 mins.	1	47	11	59	1	7	1	9	8	60	2	70	9	12	18	39
+30 mins.	2	65	7	74	5	6	2	13	9	62	1	72	14	10	14	38
+45 mins.	4	69	10	83	2	6	4	12	13	55	2	70	6	5	17	28
Total Volume	11	248	41	300	15	23	8	46	36	248	8	292	42	34	67	143
% App. Total	3.7	82.7	13.7		32.6	50	17.4		12.3	84.9	2.7		29.4	23.8	46.9	
PHF	.688	.899	.788	.893	.536	.821	.500	.885	.692	.873	.667	.913	.750	.708	.931	.917



Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Monroe Street**  
**E/W: Magnolia Avenue**  
**Weather: Sunny**

**File Name : RIMOMAAM**  
**Site Code : 06741061**  
**Start Date : 11/19/2008**  
**Page No : 1**

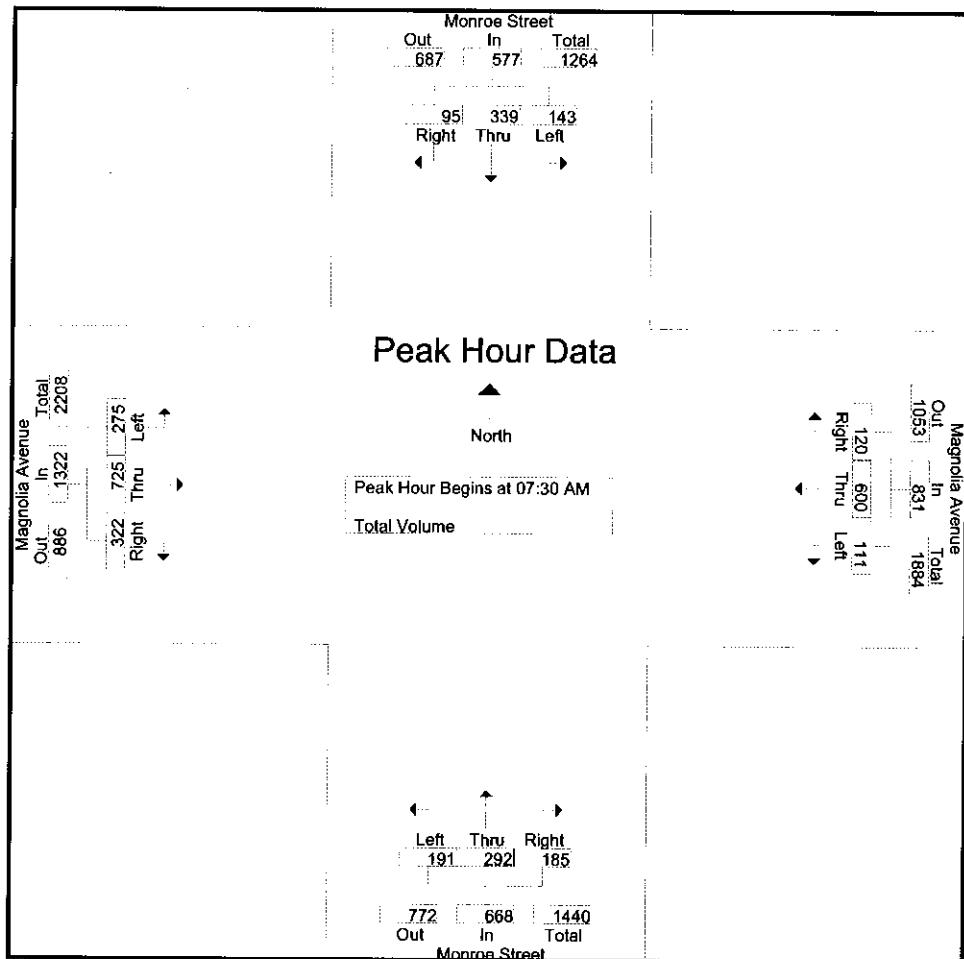
Groups Printed- Total Volume																	
Monroe Street Southbound				Magnolia Avenue Westbound				Monroe Street Northbound				Magnolia Avenue Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	39	5	61	8	58	8	74	12	37	17	66	1	65	5	71	272
07:15 AM	9	58	5	72	14	104	9	127	13	50	25	88	5	104	11	120	407
07:30 AM	25	106	10	141	21	114	14	149	35	77	50	162	17	167	38	222	674
07:45 AM	18	97	27	142	27	152	22	201	32	96	40	168	52	177	50	279	790
Total	69	300	47	416	70	428	53	551	92	260	132	484	75	513	104	692	2143
08:00 AM	58	100	30	188	33	146	22	201	66	81	44	191	77	182	95	354	934
08:15 AM	42	36	28	106	30	188	62	280	58	38	51	147	129	199	139	467	1000
08:30 AM	34	33	11	78	15	160	12	187	29	25	15	69	23	184	28	235	569
08:45 AM	29	30	2	61	7	161	21	189	14	32	27	73	4	162	16	182	505
Total	163	199	71	433	85	655	117	857	167	176	137	480	233	727	278	1238	3008
Grand Total	232	499	118	849	155	1083	170	1408	259	436	269	964	308	1240	382	1930	5151
Apprch %	27.3	58.8	13.9		11	76.9	12.1		26.9	45.2	27.9		16	64.2	19.8		
Total %	4.5	9.7	2.3	16.5	3	21	3.3	27.3	5	8.5	5.2	18.7	6	24.1	7.4	37.5	

Groups Printed- Total Volume																	
Monroe Street Southbound				Magnolia Avenue Westbound				Monroe Street Northbound				Magnolia Avenue Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	25	106	10	141	21	114	14	149	35	77	50	162	17	167	38	222	674
07:45 AM	18	97	27	142	27	152	22	201	32	96	40	168	52	177	50	279	790
08:00 AM	58	100	30	188	33	146	22	201	66	81	44	191	77	182	95	354	934
08:15 AM	42	36	28	106	30	188	62	280	58	38	51	147	129	199	139	467	1000
Total Volume	143	339	95	577	111	600	120	831	191	292	185	668	275	725	322	1322	3398
% App. Total	24.8	58.8	16.5		13.4	72.2	14.4		28.6	43.7	27.7		20.8	54.8	24.4		
PHF	.616	.800	.792	.767	.841	.798	.484	.742	.723	.760	.907	.874	.533	.911	.579	.708	.850

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside  
N/S: Monroe Street  
E/W: Magnolia Avenue  
Weather: Sunny**

File Name : RIMOMAAM  
Site Code : 06741061  
Start Date : 11/19/2008  
Page No : 2



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

**Peak Hour for Each Approach Begins at:**

	07:30 AM				07:45 AM				07:30 AM				07:45 AM			
+0 mins.	25	<b>106</b>	10	141	27	152	22	201	35	77	50	162	52	177	50	279
+15 mins.	18	97	27	142	<b>33</b>	146	22	201	32	<b>96</b>	40	168	77	182	95	354
+30 mins.	<b>58</b>	100	<b>30</b>	188	30	<b>188</b>	<b>62</b>	<b>280</b>	<b>66</b>	81	44	<b>191</b>	<b>129</b>	<b>199</b>	<b>139</b>	<b>467</b>
+45 mins.	42	36	28	106	<b>15</b>	160	12	187	58	38	<b>51</b>	147	23	184	28	235
Total Volume	143	339	95	577	105	646	118	869	191	292	185	668	281	742	312	1335
% App. Total	24.8	58.8	16.5		12.1	74.3	13.6		28.6	43.7	27.7		21	55.6	23.4	
PHF	.616	.800	.792	.767	.795	.859	.476	.776	.723	.760	.907	.874	.545	.932	.561	.715

Counts Unlimited, Inc.  
 25286 Jaclyn Avenue  
 Moreno Valley, CA 92557  
 (951) 485-7934

City of Riverside  
 N/S: Monroe Street  
 E/W: Magnolia Avenue  
 Weather: Sunny

File Name : RIMOMAPM  
 Site Code : 06741061  
 Start Date : 11/19/2008  
 Page No : 1

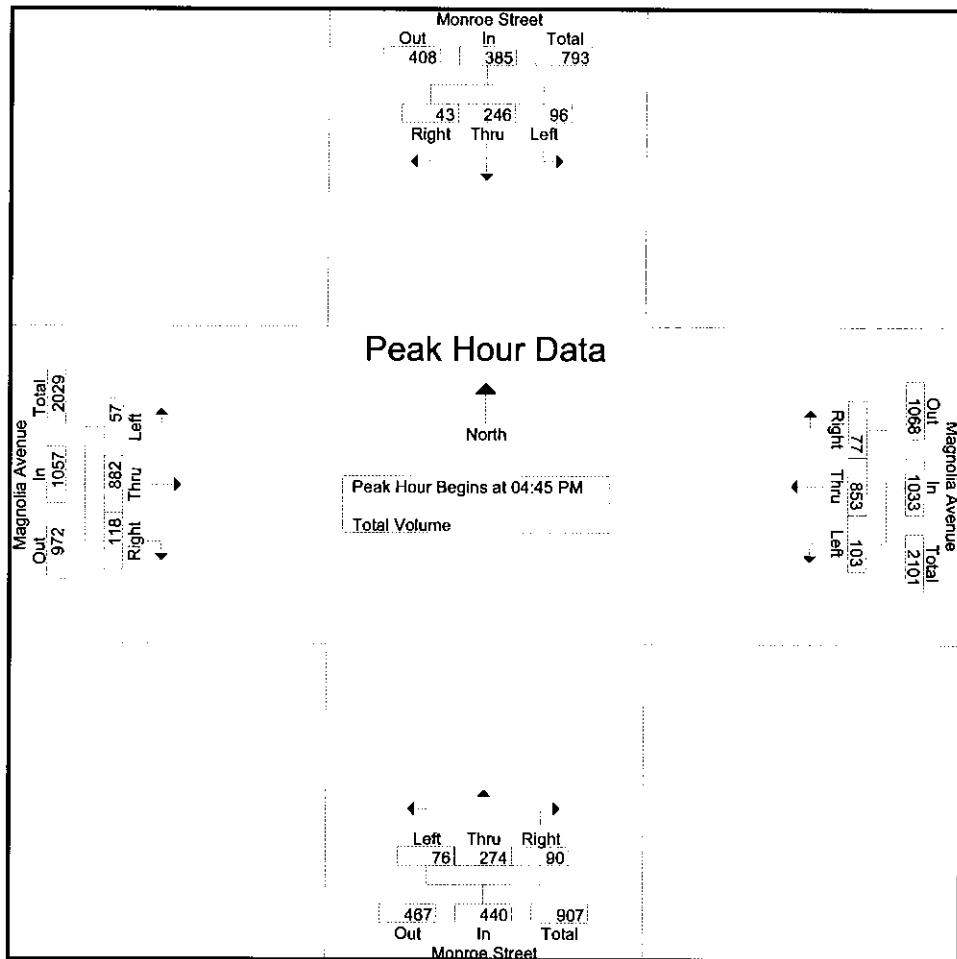
Groups Printed- Total Volume																	
	Monroe Street Southbound				Magnolia Avenue Westbound				Monroe Street Northbound				Magnolia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	56	10	78	12	161	9	182	14	67	14	95	22	161	14	197	552
04:15 PM	12	60	11	83	22	159	21	202	11	62	17	90	9	187	21	217	592
04:30 PM	25	65	11	101	26	175	16	217	20	57	35	112	10	204	48	262	692
04:45 PM	16	63	13	92	22	223	16	261	17	61	13	91	16	244	31	291	735
Total	65	244	45	354	82	718	62	862	62	247	79	388	57	796	114	967	2571
05:00 PM	23	53	9	85	25	198	28	251	26	64	14	104	14	229	33	276	716
05:15 PM	35	75	6	116	27	223	12	262	16	64	31	111	13	203	28	244	733
05:30 PM	22	55	15	92	29	209	21	259	17	85	32	134	14	206	26	246	731
05:45 PM	20	52	9	81	18	176	21	215	14	55	31	100	6	225	20	251	647
Total	100	235	39	374	99	806	82	987	73	268	108	449	47	863	107	1017	2827
Grand Total	165	479	84	728	181	1524	144	1849	135	515	187	837	104	1659	221	1984	5398
Apprch %	22.7	65.8	11.5		9.8	82.4	7.8		16.1	61.5	22.3		5.2	83.6	11.1		
Total %	3.1	8.9	1.6	13.5	3.4	28.2	2.7	34.3	2.5	9.5	3.5	15.5	1.9	30.7	4.1		36.8

Groups Printed- Total Volume																	
	Monroe Street Southbound				Magnolia Avenue Westbound				Monroe Street Northbound				Magnolia Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	16	63	13	92	22	223	16	261	17	61	13	91	16	244	31	291	735
05:00 PM	23	53	9	85	25	198	28	251	26	64	14	104	14	229	33	276	716
05:15 PM	35	75	6	116	27	223	12	262	16	64	31	111	13	203	28	244	733
05:30 PM	22	55	15	92	29	209	21	259	17	85	32	134	14	206	26	246	731
Total Volume	96	246	43	385	103	853	77	1033	76	274	90	440	57	882	118	1057	2915
% App. Total	24.9	63.9	11.2		10	82.6	7.5		17.3	62.3	20.5		5.4	83.4	11.2		
PHF	.686	.820	.717	.830	.888	.956	.688	.986	.731	.806	.703	.821	.891	.904	.894	.908	.991

City of Riverside  
 N/S: Monroe Street  
 E/W: Magnolia Avenue  
 Weather: Sunny

Counts Unlimited, Inc.  
 25286 Jaclyn Avenue  
 Moreno Valley, CA 92557  
 (951) 485-7934

File Name : RIMOMAPM  
 Site Code : 06741061  
 Start Date : 11/19/2008  
 Page No : 2



#### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				05:00 PM				04:30 PM			
+0 mins.	25	65	11	101	22	223	16	261	26	64	14	104	10	204	48	262
+15 mins.	16	63	13	92	25	198	28	251	16	64	31	111	16	244	31	291
+30 mins.	23	53	9	85	27	223	12	262	17	85	32	134	14	229	33	276
+45 mins.	35	75	6	116	29	209	21	259	14	55	31	100	13	203	28	244
Total Volume	99	256	39	394	103	853	77	1033	73	268	108	449	53	880	140	1073
% App. Total	25.1	65	9.9		10	82.6	7.5		16.3	59.7	24.1		4.9	82	13	
PHF	.707	.853	.750	.849	.888	.956	.688	.986	.702	.788	.844	.838	.828	.902	.729	.922



Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Monroe Street  
E/W: Indiana Avenue  
Weather: Sunny

File Name : RIMOINAM  
Site Code : 06741024  
Start Date : 11/19/2008  
Page No : 1

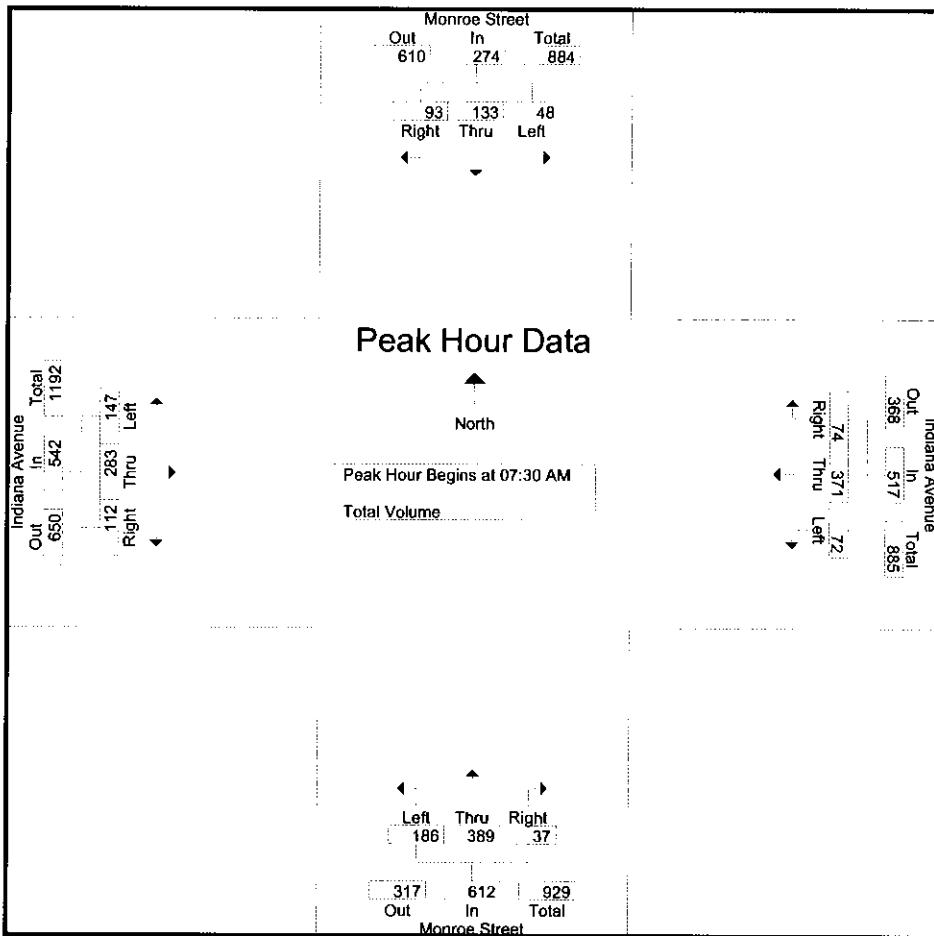
Groups Printed- Total Volume																		
	Monroe Street Southbound				Indiana Avenue Westbound				Monroe Street Northbound				Indiana Avenue Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
07:00 AM	10	19	13	42	10	43	24	77	6	49	3	58	23	22	7	52	229	
07:15 AM	3	29	21	53	13	62	13	88	10	49	4	63	16	27	9	52	256	
07:30 AM	8	29	32	69	12	104	16	132	38	76	10	124	34	49	22	105	430	
07:45 AM	17	34	24	75	24	115	18	157	56	116	12	184	37	95	35	167	583	
Total	38	111	90	239	59	324	71	454	110	290	29	429	110	193	73	376	1498	
08:00 AM	14	33	23	70	25	94	29	148	63	119	6	188	37	71	22	130	536	
08:15 AM	9	37	14	60	11	58	11	80	29	78	9	116	39	68	33	140	396	
08:30 AM	2	22	10	34	8	34	10	52	13	48	4	65	17	46	12	75	226	
08:45 AM	5	33	8	46	8	44	13	65	10	39	5	54	15	27	8	50	215	
Total	30	125	55	210	52	230	63	345	115	284	24	423	108	212	75	395	1373	
Grand Total	68	236	145	449	111	554	134	799	225	574	53	852	218	405	148	771	2871	
Apprch %	15.1	52.6	32.3		13.9	69.3	16.8		26.4	67.4	6.2		28.3	52.5	19.2			
Total %	2.4	8.2	5.1	15.6	3.9	19.3	4.7		27.8	7.8	20	1.8	29.7	7.6	14.1	5.2	26.9	

	Monroe Street Southbound				Indiana Avenue Westbound				Monroe Street Northbound				Indiana Avenue Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:30 AM																		
07:30 AM	8	29	32	69	12	104	16	132	38	76	10	124	34	49	22	105	430	
07:45 AM	17	34	24	75	24	115	18	157	56	116	12	184	37	95	35	167	583	
08:00 AM	14	33	23	70	25	94	29	148	63	119	6	188	37	71	22	130	536	
08:15 AM	9	37	14	60	11	58	11	80	29	78	9	116	39	68	33	140	396	
Total Volume	48	133	93	274	72	371	74	517	186	389	37	612	147	283	112	542	1945	
% App. Total	17.5	48.5	33.9		13.9	71.8	14.3		30.4	63.6	6		27.1	52.2	20.7			
PHF	.706	.899	.727	.913	.720	.807	.638	.823	.738	.817	.771	.814	.942	.745	.800	.811	.834	

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Monroe Street  
E/W: Indiana Avenue  
Weather: Sunny

File Name : RIMOINAM  
Site Code : 06741024  
Start Date : 11/19/2008  
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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:

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Monroe Street**  
**E/W: Indiana Avenue**  
**Weather: Sunny**

**File Name : RIMOINPM**  
**Site Code : 06741032**  
**Start Date : 11/19/2008**  
**Page No : 1**

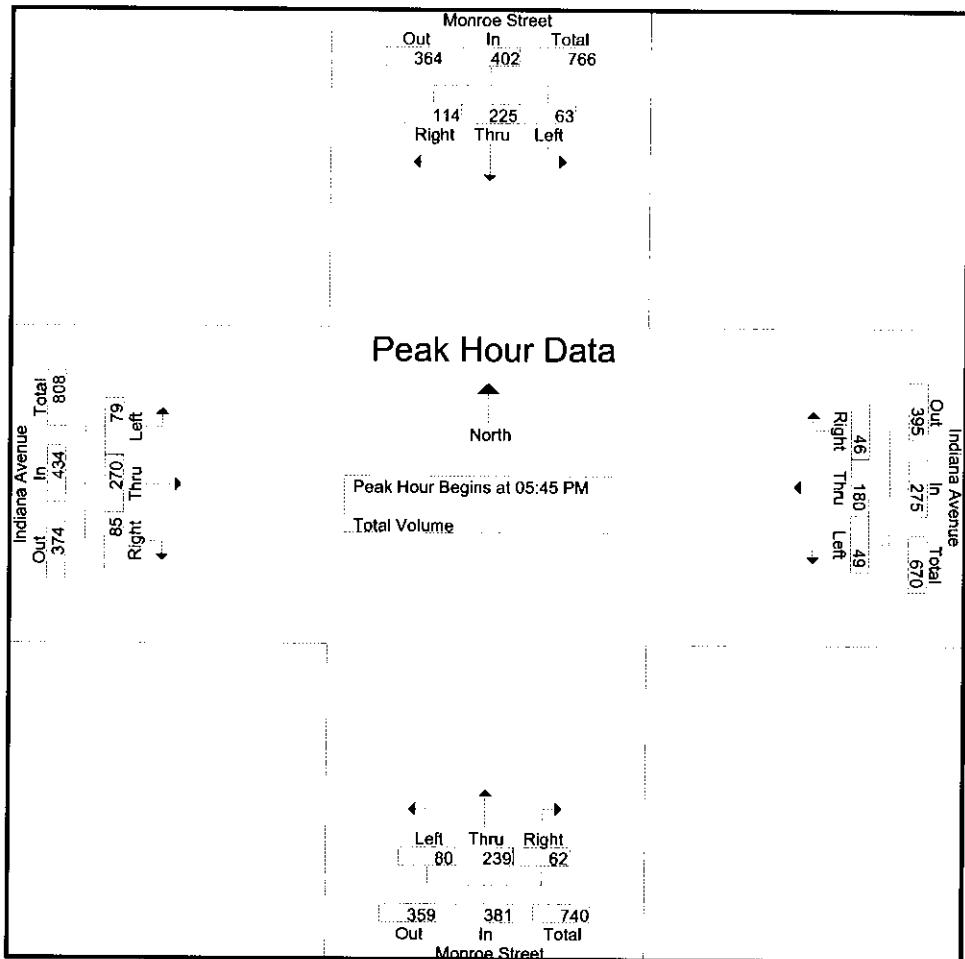
Groups Printed- Total Volume																	
Start Time	Monroe Street Southbound				Indiana Avenue Westbound				Monroe Street Northbound				Indiana Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:00 PM	6	39	17	62	13	47	17	77	26	62	12	100	19	60	8	87	326
05:15 PM	13	51	18	82	11	49	16	76	17	55	14	86	16	50	20	86	330
05:30 PM	15	59	19	93	10	54	11	75	24	46	15	85	20	65	14	99	352
05:45 PM	16	57	22	95	8	36	5	49	20	62	17	99	14	72	10	96	339
Total	50	206	76	332	42	186	49	277	87	225	58	370	69	247	52	368	1347
06:00 PM	19	58	30	107	8	44	18	70	18	67	14	99	22	79	33	134	410
06:15 PM	12	50	21	83	21	55	8	84	18	52	14	84	24	61	22	107	358
06:30 PM	16	60	41	117	12	45	15	72	24	58	17	99	19	58	20	97	385
06:45 PM	15	36	20	71	5	40	6	51	20	43	15	78	21	51	20	92	292
Total	62	204	112	378	46	184	47	277	80	220	60	360	86	249	95	430	1445
Grand Total	112	410	188	710	88	370	96	554	167	445	118	730	155	496	147	798	2792
Apprch %	15.8	57.7	26.5		15.9	66.8	17.3		22.9	61	16.2		19.4	62.2	18.4		
Total %	4	14.7	6.7	25.4	3.2	13.3	3.4	19.8	6	15.9	4.2	26.1	5.6	17.8	5.3	28.6	

Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
Start Time	Monroe Street Southbound				Indiana Avenue Westbound				Monroe Street Northbound				Indiana Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:45 PM	16	57	22	95	8	36	5	49	20	62	17	99	14	72	10	96	339
06:00 PM	19	58	30	107	8	44	18	70	18	67	14	99	22	79	33	134	410
06:15 PM	12	50	21	83	21	55	8	84	18	52	14	84	24	61	22	107	358
06:30 PM	16	60	41	117	12	45	15	72	24	58	17	99	19	58	20	97	385
Total Volume	63	225	114	402	49	180	46	275	80	239	62	381	79	270	85	434	1492
% App. Total	15.7	56	28.4		17.8	65.5	16.7		21	62.7	16.3		18.2	62.2	19.6		
PHF	.829	.938	.695	.859	.583	.818	.639	.818	.833	.892	.912	.962	.823	.854	.644	.810	.910

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Monroe Street**  
**E/W: Indiana Avenue**  
**Weather: Sunny**

**File Name : RIMOINPM**  
**Site Code : 06741032**  
**Start Date : 11/19/2008**  
**Page No : 2**



### Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:45 PM				05:30 PM				05:45 PM				05:30 PM			
+0 mins.	16	57	22	95	10	54	11	75	20	62	17	99	20	65	14	99
+15 mins.	19	58	30	107	8	36	5	49	18	67	14	99	14	72	10	96
+30 mins.	12	50	21	83	8	44	18	70	18	52	14	84	22	79	33	134
+45 mins.	16	60	41	117	21	55	8	84	24	58	17	99	24	61	22	107
Total Volume	63	225	114	402	47	189	42	278	80	239	62	381	80	277	79	436
% App. Total	15.7	56	28.4		16.9	68	15.1		21	62.7	16.3		18.3	63.5	18.1	
PHF	.829	.938	.695	.859	.560	.859	.583	.827	.833	.892	.912	.962	.833	.877	.598	.813



Counts Unlimited Inc.  
25286 Jaclyn Avenue  
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951-485-7934

**City of Riverside**  
**N/S: Monroe Street**  
**E/W: Lincoln Avenue**  
**Weather: Sunny**

**File Name : RIMOLIAM**  
**Site Code : 06741031**  
**Start Date : 11/19/2008**  
**Page No : 1**

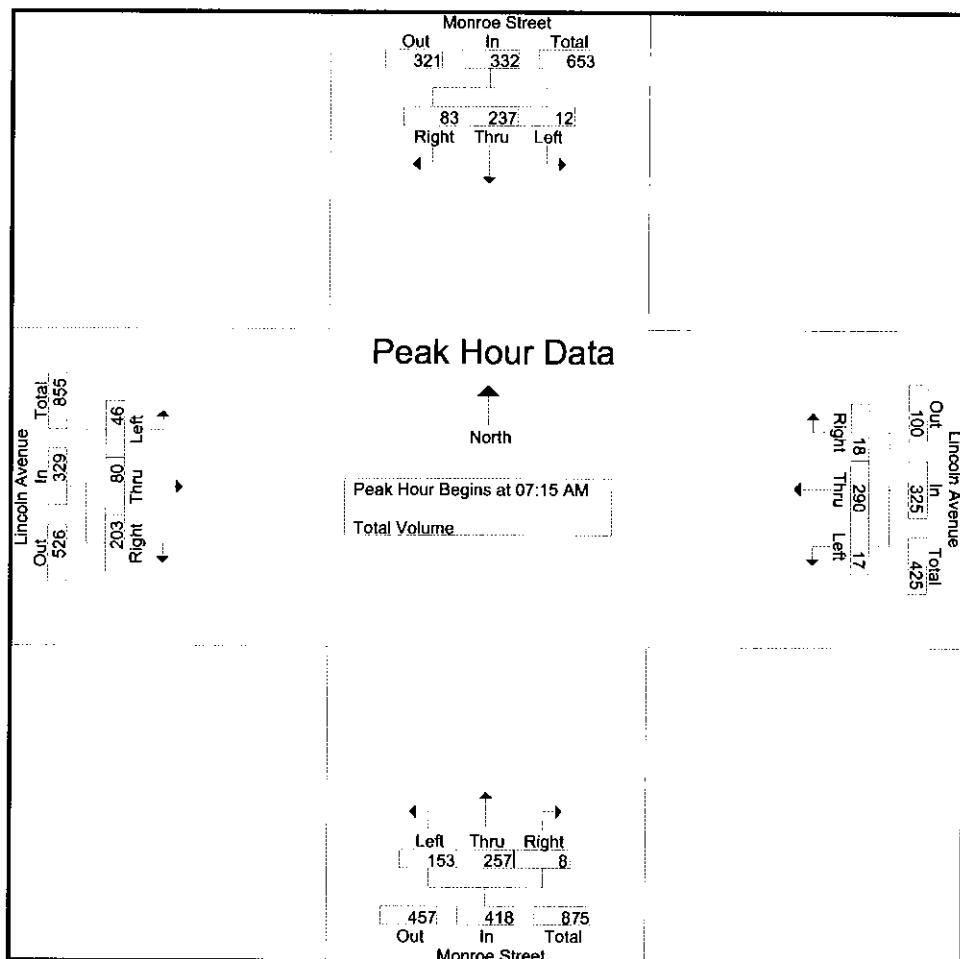
Groups Printed- Total Volume																	
Start Time	Monroe Street Southbound				Lincoln Avenue Westbound				Monroe Street Northbound				Lincoln Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	35	11	52	5	27	5	37	12	19	2	33	10	15	9	34	156
07:15 AM	2	49	19	70	8	58	6	72	23	45	1	69	10	13	16	39	250
07:30 AM	4	78	18	100	4	67	2	73	28	60	3	91	9	18	42	69	333
07:45 AM	1	86	29	116	4	78	5	87	57	89	1	147	10	26	100	136	486
Total	13	248	77	338	21	230	18	269	120	213	7	340	39	72	167	278	1225
08:00 AM	5	24	17	46	1	87	5	93	45	63	3	111	17	23	45	85	335
08:15 AM	2	33	8	43	3	46	7	56	14	37	2	53	9	25	44	78	230
08:30 AM	2	21	13	36	3	22	4	29	13	33	2	48	12	28	14	54	167
08:45 AM	4	23	5	32	1	27	1	29	17	21	1	39	5	16	6	27	127
Total	13	101	43	157	8	182	17	207	89	154	8	251	43	92	109	244	859
Grand Total	26	349	120	495	29	412	35	476	209	367	15	591	82	164	276	522	2084
Apprch %	5.3	70.5	24.2		6.1	86.6	7.4		35.4	62.1	2.5		15.7	31.4	52.9		
Total %	1.2	16.7	5.8	23.8	1.4	19.8	1.7	22.8	10	17.6	0.7	28.4	3.9	7.9	13.2	25	

Groups Printed- Total Volume																	
Start Time	Monroe Street Southbound				Lincoln Avenue Westbound				Monroe Street Northbound				Lincoln Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	49	19	70	8	58	6	72	23	45	1	69	10	13	16	39	250
07:30 AM	4	78	18	100	4	67	2	73	28	60	3	91	9	18	42	69	333
07:45 AM	1	86	29	116	4	78	5	87	57	89	1	147	10	26	100	136	486
08:00 AM	5	24	17	46	1	87	5	93	45	63	3	111	17	23	45	85	335
Total Volume	12	237	83	332	17	290	18	325	153	257	8	418	46	80	203	329	1404
% App. Total	3.6	71.4	25		5.2	89.2	5.5		36.6	61.5	1.9		14	24.3	61.7		
PHF	.600	.689	.716	.716	.531	.833	.750	.874	.671	.722	.667	.711	.676	.769	.508	.605	.722

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Monroe Street  
E/W: Lincoln Avenue  
Weather: Sunny

File Name : RIMOLIAM  
Site Code : 06741031  
Start Date : 11/19/2008  
Page No : 2



### Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	6	35	11	52	8	58	6	72	23	45	1	69	9	18	42	69
+15 mins.	2	49	19	70	4	67	2	73	28	60	3	91	10	26	100	136
+30 mins.	4	78	18	100	4	78	5	87	57	89	1	147	17	23	45	85
+45 mins.	1	86	29	116	1	87	5	93	45	63	3	111	9	25	44	78
Total Volume	13	248	77	338	17	290	18	325	153	257	8	418	45	92	231	368
% App. Total	3.8	73.4	22.8		5.2	89.2	5.5		36.6	61.5	1.9		12.2	25	62.8	
PHF	.542	.721	.664	.728	.531	.833	.750	.874	.671	.722	.667	.711	.662	.885	.578	.676

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Monroe Street**  
**E/W: Lincoln Avenue**  
**Weather: Sunny**

**File Name : RIMOLIPM**  
**Site Code : 06741031**  
**Start Date : 11/19/2008**  
**Page No : 1**

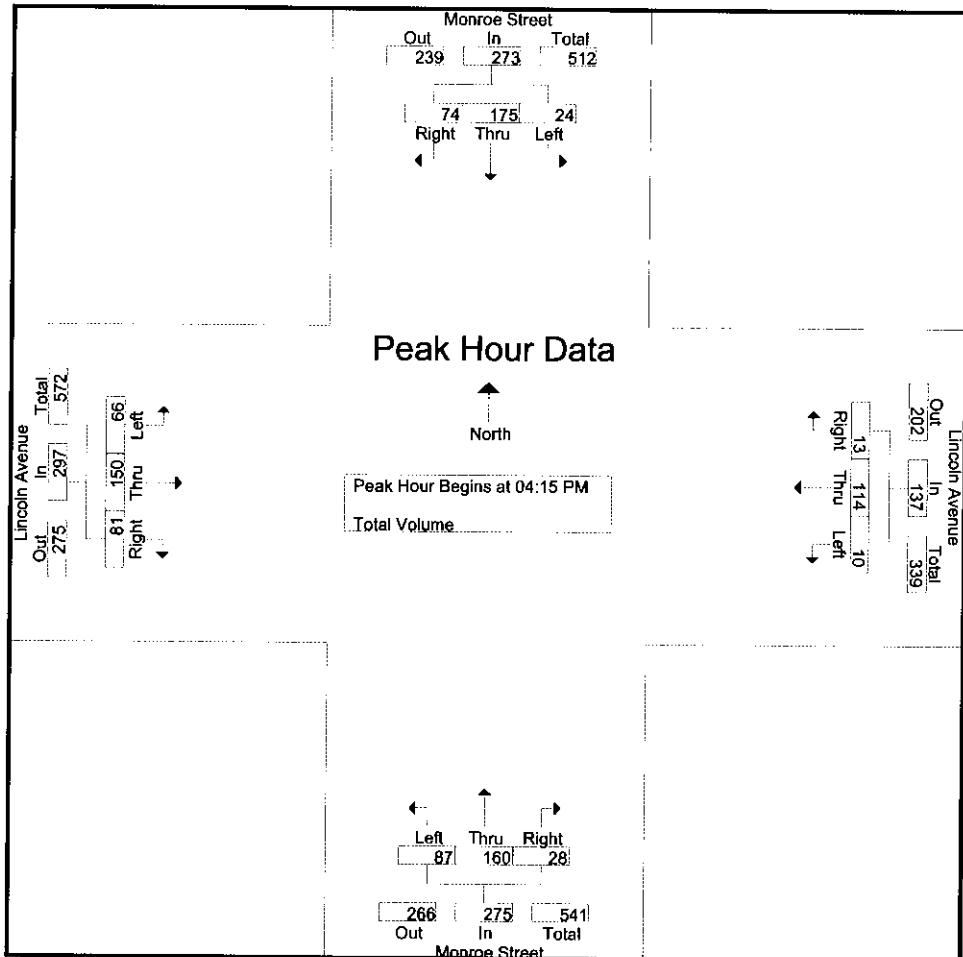
Groups Printed- Total Volume																	
		Monroe Street Southbound				Lincoln Avenue Westbound				Monroe Street Northbound				Lincoln Avenue Eastbound			
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	57	15	77	1	19	6	26	14	43	7	64	12	24	15	51	218
04:15 PM	6	37	15	58	1	38	1	40	26	44	8	78	18	34	21	73	249
04:30 PM	2	47	18	67	4	28	4	36	23	40	7	70	17	35	20	72	245
04:45 PM	5	46	18	69	1	19	3	23	14	44	7	65	18	40	20	78	235
Total	18	187	66	271	7	104	14	125	77	171	29	277	65	133	76	274	947
05:00 PM	11	45	23	79	4	29	5	38	24	32	6	62	13	41	20	74	253
05:15 PM	5	32	19	56	5	25	1	31	21	46	6	73	16	36	16	68	228
05:30 PM	3	29	15	47	3	23	4	30	18	28	3	49	14	30	18	62	188
05:45 PM	3	33	12	48	1	27	7	35	15	24	1	40	15	22	15	52	175
Total	22	139	69	230	13	104	17	134	78	130	16	224	58	129	69	256	844
Grand Total	40	326	135	501	20	208	31	259	155	301	45	501	123	262	145	530	1791
Apprch %	8	65.1	26.9		7.7	80.3	12		30.9	60.1	9		23.2	49.4	27.4		
Total %	2.2	18.2	7.5	28	1.1	11.6	1.7	14.5	8.7	16.8	2.5	28	6.9	14.6	8.1	29.6	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
		Monroe Street Southbound				Lincoln Avenue Westbound				Monroe Street Northbound				Lincoln Avenue Eastbound			
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:15 PM	6	37	15	58	1	38	1	40	26	44	8	78	18	34	21	73	249
04:30 PM	2	47	18	67	4	28	4	36	23	40	7	70	17	35	20	72	245
04:45 PM	5	46	18	69	1	19	3	23	14	44	7	65	18	40	20	78	235
05:00 PM	11	45	23	79	4	29	5	38	24	32	6	62	13	41	20	74	253
Total Volume	24	175	74	273	10	114	13	137	87	160	28	275	66	150	81	297	982
% App. Total	8.8	64.1	27.1		7.3	83.2	9.5		31.6	58.2	10.2		22.2	50.5	27.3		
PHF	.545	.931	.804	.864	.625	.750	.650	.856	.837	.909	.875	.881	.917	.915	.964	.952	.970

City of Riverside  
 N/S: Monroe Street  
 E/W: Lincoln Avenue  
 Weather: Sunny

Counts Unlimited Inc.  
 25286 Jaclyn Avenue  
 Moreno Valley, CA 92557  
 951-485-7934

File Name : RIMOLIPM  
 Site Code : 06741031  
 Start Date : 11/19/2008  
 Page No : 2



### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:00 PM				04:15 PM			
+0 mins.	6	37	15	58	1	38	1	40	14	43	7	64	18	34	21	73
+15 mins.	2	47	18	67	4	28	4	36	26	44	8	78	17	35	20	72
+30 mins.	5	46	18	69	1	19	3	23	23	40	7	70	18	40	20	78
+45 mins.	11	45	23	79	4	29	5	38	14	44	7	65	13	41	20	74
Total Volume	24	175	74	273	10	114	13	137	77	171	29	277	66	150	81	297
% App. Total	8.8	64.1	27.1		7.3	83.2	9.5		27.8	61.7	10.5		22.2	50.5	27.3	
PHF	.545	.931	.804	.864	.625	.750	.650	.856	.740	.972	.906	.888	.917	.915	.964	.952



Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Monroe Street**  
**E/W: Victoria Avenue**  
**Weather: Sunny**

**File Name : RIMOVIAM**  
**Site Code : 06741029**  
**Start Date : 11/19/2008**  
**Page No : 1**

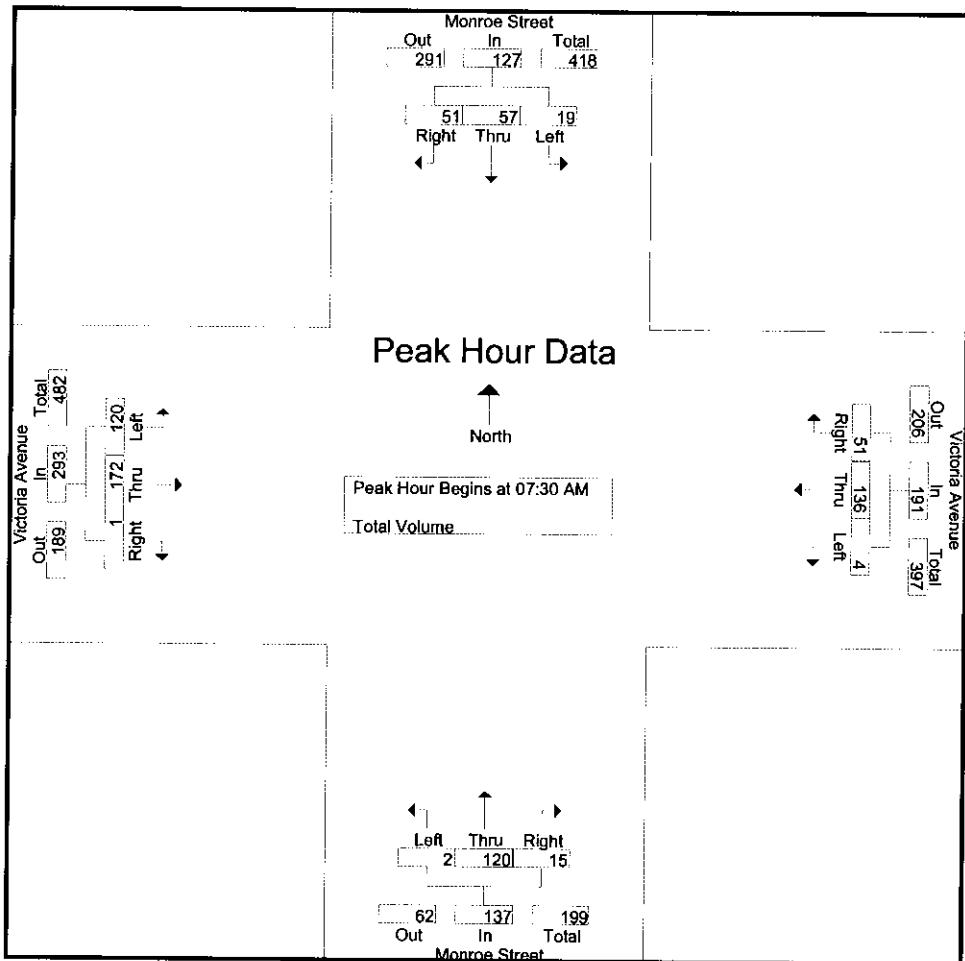
Groups Printed- Total Volume																	
Monroe Street Southbound					Victoria Avenue Westbound				Monroe Street Northbound				Victoria Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	8	7	21	0	17	13	30	1	13	1	15	4	37	0	41	107
07:15 AM	7	8	6	21	2	27	12	41	1	25	4	30	4	31	0	35	127
07:30 AM	3	10	9	22	1	33	18	52	1	36	4	41	21	41	0	62	177
07:45 AM	4	15	12	31	2	41	12	55	1	39	5	45	19	44	0	63	194
Total	20	41	34	95	5	118	55	178	4	113	14	131	48	153	0	201	605
08:00 AM	7	13	16	36	1	37	14	52	0	30	3	33	42	49	1	92	213
08:15 AM	5	19	14	38	0	25	7	32	0	15	3	18	38	38	0	76	164
08:30 AM	4	19	11	34	0	16	4	20	1	13	3	17	12	31	0	43	114
08:45 AM	9	10	6	25	0	21	6	27	2	17	3	22	5	38	0	43	117
Total	25	61	47	133	1	99	31	131	3	75	12	90	97	156	1	254	608
Grand Total	45	102	81	228	6	217	86	309	7	188	26	221	145	309	1	455	1213
Apprch %	19.7	44.7	35.5		1.9	70.2	27.8		3.2	85.1	11.8		31.9	67.9	0.2		
Total %	3.7	8.4	6.7	18.8	0.5	17.9	7.1	25.5	0.6	15.5	2.1	18.2	12	25.5	0.1	37.5	

Peak Hour Analysis From 07:00 AM To 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
Start Time	Monroe Street Southbound				Victoria Avenue Westbound				Monroe Street Northbound				Victoria Avenue 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	Int. Total
07:30 AM	3	10	9	22	1	33	18	52	1	36	4	41	21	41	0	62	177
07:45 AM	4	15	12	31	2	41	12	55	1	39	5	45	19	44	0	63	194
08:00 AM	7	13	16	36	1	37	14	52	0	30	3	33	42	49	1	92	213
08:15 AM	5	19	14	38	0	25	7	32	0	15	3	18	38	38	0	76	164
Total Volume	19	57	51	127	4	136	51	191	2	120	15	137	120	172	1	293	748
% App. Total	15	44.9	40.2		2.1	71.2	26.7		1.5	87.6	10.9		41	58.7	0.3		
PHF	.679	.750	.797	.836	.500	.829	.708	.868	.500	.769	.750	.761	.714	.878	.250	.796	.878

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Monroe Street  
E/W: Victoria Avenue  
Weather: Sunny

File Name : RIMOVIAM  
Site Code : 06741029  
Start Date : 11/19/2008  
Page No : 2



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

#### **Peak Hour for Each Approach Begins at:**

	07:45 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	4	15	12	31	2	27	12	41	1	25	4	30	21	41	0	62
+15 mins.	7	13	16	36	1	33	18	52	1	36	4	41	19	44	0	63
+30 mins.	5	19	14	38	2	41	12	55	1	39	5	45	42	49	1	92
+45 mins.	4	19	11	34	1	37	14	52	0	30	3	33	38	38	0	76
Total Volume	20	66	53	139	6	138	56	200	3	130	16	149	120	172	1	293
% App. Total	14.4	47.5	38.1		3	69	28		2	87.2	10.7		41	58.7	0.3	
PHF	.714	.868	.828	.914	.750	.841	.778	.909	.750	.833	.800	.828	.714	.878	.250	.796

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

**City of Riverside**  
**N/S: Monroe Street**  
**E/W: Victoria Avenue**  
**Weather: Sunny**

**File Name : RIMOVIPM**  
**Site Code : 06741029**  
**Start Date : 11/19/2008**  
**Page No : 1**

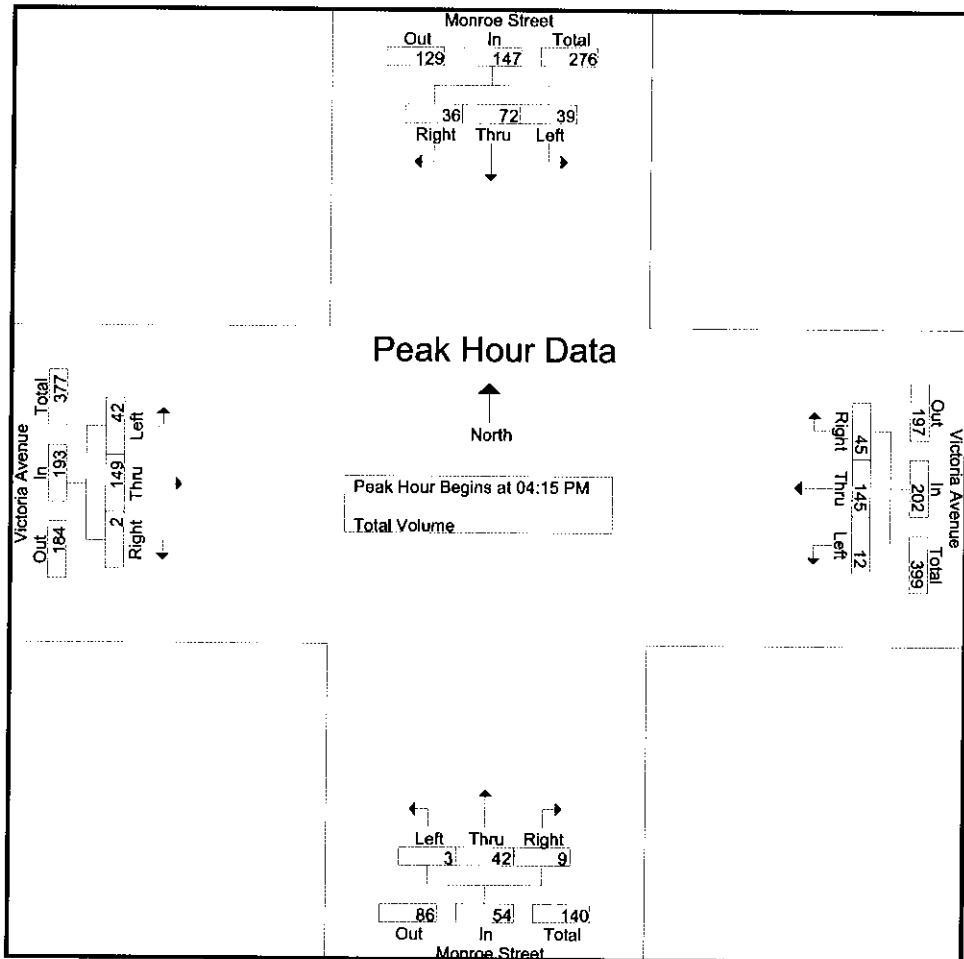
Groups Printed- Total Volume																	
Start Time	Monroe Street Southbound				Victoria Avenue Westbound				Monroe Street Northbound				Victoria Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	9	15	6	30	1	28	7	36	1	17	1	19	5	31	1	37	122
04:15 PM	12	11	9	32	3	27	14	44	1	11	2	14	13	33	0	46	136
04:30 PM	10	21	6	37	5	35	10	50	0	14	3	17	11	38	0	49	153
04:45 PM	9	18	10	37	0	46	10	56	0	7	1	8	8	38	0	46	147
Total	40	65	31	136	9	136	41	186	2	49	7	58	37	140	1	178	558
05:00 PM	8	22	11	41	4	37	11	52	2	10	3	15	10	40	2	52	160
05:15 PM	11	12	12	35	3	42	10	55	0	7	1	8	5	31	2	38	136
05:30 PM	12	12	3	27	2	39	8	49	2	12	0	14	6	20	0	26	116
05:45 PM	1	9	4	14	2	26	12	40	0	11	1	12	7	20	0	27	93
Total	32	55	30	117	11	144	41	196	4	40	5	49	28	111	4	143	505
Grand Total	72	120	61	253	20	280	82	382	6	89	12	107	65	251	5	321	1063
Apprch %	28.5	47.4	24.1		5.2	73.3	21.5		5.6	83.2	11.2		20.2	78.2	1.6		
Total %	6.8	11.3	5.7	23.8	1.9	26.3	7.7	35.9	0.6	8.4	1.1	10.1	6.1	23.6	0.5	30.2	

Start Time	Monroe Street Southbound				Victoria Avenue Westbound				Monroe Street Northbound				Victoria Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																	
<b>Peak Hour for Entire Intersection Begins at 04:15 PM</b>																	
04:15 PM	12	11	9	32	3	27	14	44	1	11	2	14	13	33	0	46	136
04:30 PM	10	21	6	37	5	35	10	50	0	14	3	17	11	38	0	49	153
04:45 PM	9	18	10	37	0	46	10	56	0	7	1	8	8	38	0	46	147
05:00 PM	8	22	11	41	4	37	11	52	2	10	3	15	10	40	2	52	160
Total Volume	39	72	36	147	12	145	45	202	3	42	9	54	42	149	2	193	596
% App. Total	26.5	49	24.5		5.9	71.8	22.3		5.6	77.8	16.7		21.8	77.2	1		
PHF	.813	.818	.818	.896	.600	.788	.804	.902	.375	.750	.750	.794	.808	.931	.250	.928	.931

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Monroe Street  
E/W: Victoria Avenue  
Weather: Sunny

File Name : RIMOVIPM  
Site Code : 06741029  
Start Date : 11/19/2008  
Page No : 2



### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:00 PM				04:15 PM			
	10	21	6	37	5	35	10	50	1	17	1	19	13	33	0	46
+0 mins.	10	21	6	37	5	35	10	50	1	17	1	19	13	33	0	46
+15 mins.	9	18	10	37	0	46	10	56	1	11	2	14	11	38	0	49
+30 mins.	8	22	11	41	4	37	11	52	0	14	3	17	8	38	0	46
+45 mins.	11	12	12	35	3	42	10	55	0	7	1	8	10	40	2	52
Total Volume	38	73	39	150	12	160	41	213	2	49	7	58	42	149	2	193
% App. Total	25.3	48.7	26		5.6	75.1	19.2		3.4	84.5	12.1		21.8	77.2	1	
PHF	.864	.830	.813	.915	.600	.870	.932	.951	.500	.721	.583	.763	.808	.931	.250	.928

## **APPENDIX B**



## **Existing Level of Service Calculations**







COMPARE

Weside-Corona Feeder Pipeline Revisit  
W.O. 07-0377  
Existing Condition  
Level Of Service Computation Report

Riverside-Corona Feeder Pipeline Realignment  
W.O. 07-0377  
Existing Condition  
Level of Service Consultation Report

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Initial Veh: Lanes: 0 0

Signal=Split: Right=Include

Signal=Protector: Right=Include

Vol Ctrl Date: 1/12/2003

Cycle Time (sec): 100

Loss Time (sec): 12

Critical V/C: 0.826

Avg Crit Dif (sec/veh): 25.0

Avg Delay (sec/veh): 19.5

LOS: B

Lanes: Initial Veh: Lanes: 0 0

Lanes: Initial Veh: Lanes: 2 0

Lanes: Initial Veh: Lanes: 0 0

Lanes: Initial Veh: Lanes: 0 1

Signal=Split: Right=Include

Signal=Protector: Right=Include

Vol Ctrl Date: 1/12/2003

Cycle Time (sec): 100

Loss Time (sec): 12

Critical V/C: 0.826

Avg Crit Dif (sec/veh): 25.0

Avg Delay (sec/veh): 19.5

LOS: B

Lanes: Initial Veh: Lanes: 0 0

Lanes: Initial Veh: Lanes: 2 0

Lanes: Initial Veh: Lanes: 0 0

Lanes: Initial Veh: Lanes: 0 1

Street Name:	Van Buren Boulevard											
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Minn. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Volume Module:	>> Count Date: 20 Nov 2008 << 7:15:8-15 AM											
Base Vol:	0	1708	76	304	1553	0	0	0	0	0	0	60
rowth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1708	76	304	1553	0	0	0	0	0	0	60
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PFH Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1804	0	321	1640	0	0	0	0	0	0	63
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1804	0	321	1640	0	0	0	0	0	0	63
PF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVol:	0	1804	0	321	1640	0	0	0	0	0	0	63
Saturation Flow Module:	*****											
sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.00	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93
Final Sat.:	1900	3538	1900	1769	3538	0	0	0	0	0	0	1769
Capacity Analysis Module:	*****											
Vol/Sat:	0.00	0.51	0.00	0.18	0.46	0.00	0.00	0.00	0.00	0.00	0.00	0.04
Green Moves:	0.00	0.60	0.00	0.21	0.70	0.00	0.00	0.00	0.00	0.00	0.00	0.07
Volume/Cap:	0.00	0.85	0.00	0.85	0.66	0.00	0.00	0.00	0.00	0.00	0.00	0.51
Volume/Veh:	0.00	20.1	0.0	54.8	8.8	0.0	0.0	0.0	0.0	0.0	0.0	48.4
User DelAdj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj/Veh:	0.0	20.1	0.0	54.8	8.8	0.0	0.0	0.0	0.0	0.0	0.0	48.4
QoS Move:	A	C	A	D	A	A	A	A	A	A	A	D
CMCMKRSQ:	0	26	0	12	15	0	0	0	0	0	0	3

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Riverside-Corona Feeder Pipeline Realignment  
W.O. 07-0377  
Existing Condition  
Level of Service Consultation Report

2008 HEDWIG

Wed Feb 04 16:45:45 2009

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**Livermore-Corona Feeder Pipeline Reassignment**  
W.C. 07-3377  
**Existing Condition**

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**Level Of Service Computation Report**

**Riverside-Corona Feeder Pipeline Realigniment**  
W.O. 07-0377  
**Existing Condition**

Intersection #1: Von Briesen Boulevard / Airlane Street

Initial Voi: Lanes: Signal=Protect Rights=Overlap	277 1 0 277--	Initial Voi: Lanes: Signal=Protect Rights=Overlap	670 1 0 670--	Initial Voi: Lanes: Signal=Protect Rights=Overlap	372 1 0 372--
Vol Ctrl Date: Cycle Time (sec):	11/19/2008 100	Loss Time (sec):	16	Critical VIC:	0.813
Avg Crit Cell (second):	41.3	Avg Delay (second):	35.6	Lanes:	1 0 2 333--
Avg Delay (second):	35.6	Lanes:	1 0 2 288	Avg Delay (second):	0 0 1 79

Street Name: Van Buren Boulevard Arlington Avenue  
 Approach: North Bound East Bound West  
 Movement: L - T - R L - T - R L - T - R  
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7  
 VOLUME MODULE: >> Count Date: 19 Nov 2008 /> 7.15.8.15 .NM

	Initial Vol:	Growth Adj:	Initial Bee:	User Adj:	BPHF Adj:	BPHF Volume:	ReReact Vol:
Current Vol:	88	931	92	372	670	277	641
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bee:	88	931	92	372	670	277	641
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
BPHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97
BPHF Volume:	91	963	95	385	693	286	663
ReReact Vol:	0	0	0	0	0	0	0

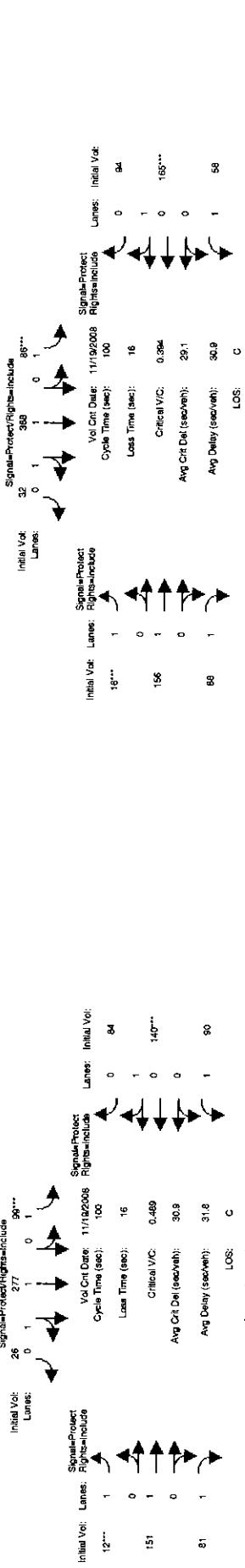
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Riverside Corona Foothills Pipeline Realignment  
W.O. 07-0277  
Existing Condition

Level Of Service Computation Report  
2000 HCM Operations (Base & Future Alternative)  
E AM

## Intersection #6: Jackson Street / Colorado Avenue



Saturation Flow Module:									
Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900
Adjustment:	0.93 0.88	0.93 0.92	0.92 0.93	0.93 0.93	0.93 0.93	0.93 0.93	0.93 0.93	0.93 0.93	0.93 0.93
Lanes:	1.00 1.10	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Final Sat.:	1769 2176	1175 1769	3122 3000	1769 1862	1583 1759	1099 1099	659		

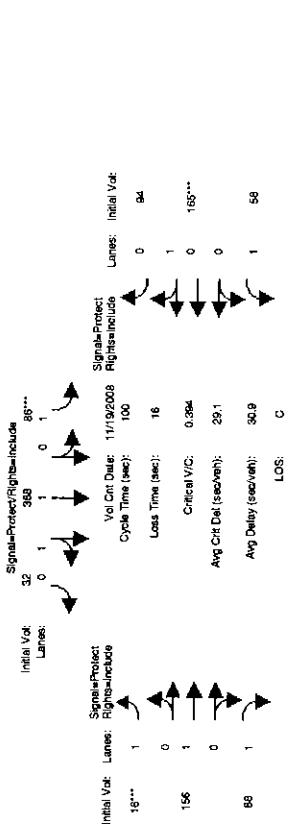
Capacity Analysis Module:									
Vol/Sat:	0.05 0.16	0.07 0.11	0.11 0.01	0.11 0.07	0.17 0.07	0.17 0.07	0.17 0.07	0.17 0.07	0.17 0.07
Crit Moves:	***	***	***	***	***	***	***	***	***
Green/Cycle:	0.17 0.31	0.31 0.17	0.14 0.28	0.28 0.07	0.24 0.16	0.32 0.16	0.32 0.16	0.32 0.16	0.32 0.16
Volume/Cap:	0.32 0.52	0.52 0.32	0.41 0.52	0.41 0.13	0.45 0.13	0.52 0.13	0.52 0.13	0.52 0.13	0.52 0.13
Delay/Veh:	37.1 29.2	29.2 41.8	29.7 29.7	29.7 41.1	33.3 33.3	31.6 39.4	28.5 42.4	31.3 31.3	31.3 31.3
User DelAdj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
AdjDel/Veh:	37.1 29.2	29.2 41.8	29.7 29.7	29.7 44.1	33.3 33.3	31.6 39.4	28.5 42.4	31.3 31.3	31.3 31.3
LOS by Move:	D C	C D	C C	D C	C C	D C	C C	D C	C C
HCM2AvgQ:	3 8	8 4	5 5	1 6	3 4	8 8	6 6	6 6	6 6

Note: Queue reported is the number of cars per lane.

Riverside Corona Foothills Pipeline Realignment  
W.O. 07-0277  
Existing Condition

Level Of Service Computation Report  
2000 HCM Operations (Base & Future Alternative)  
E AM

## Intersection #6: Jackson Street / Colorado Avenue

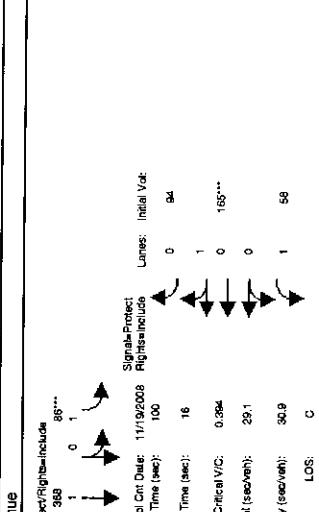


Intersection #6: Jackson Street / Colorado Avenue									
Street Name:	Jackson Street	Jackson Street	Colorado Avenue	Colorado Avenue	North Bound	South Bound	East Bound	West Bound	Approach:
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	Movement:
Movement:	-----	-----	-----	-----	-----	-----	-----	-----	Min. Green:
Min. Green:	7 7	7 7	7 7	7 7	7 7	7 7	7 7	7 7	7 7
Volume Module:	> Count Date: 19 Nov 2008 < 7:15:8:15 AM								
Base Vol:	73	263	142	99	277	26	12	151	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	73	263	142	99	277	26	12	151	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	96	347	188	131	366	34	16	199	107
Reduced Vol.:	0	0	0	0	0	0	0	0	0
Reduced Vol.:	96	347	188	131	366	34	16	199	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	96	347	188	131	366	34	16	199	107
Saturation Flow Module:	> Count Date: 19 Nov 2008 < 4:15:5:15 PM								
Vol/Lane:	100	382	53	86	368	32	16	156	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bee:	100	382	53	86	368	32	16	156	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	384	53	86	369	32	16	157	88
Reduced Vol.:	0	0	0	0	0	0	0	0	0
Reduced Vol.:	100	384	53	86	369	32	16	157	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	384	53	86	369	32	16	157	88
Capacity Analysis Module:	> Count Date: 19 Nov 2008 < 4:15:5:15 PM								
Vol/Sat:	0.06 0.13	0.13 0.05	0.11 0.11	0.11 0.11	0.08 0.08	0.06 0.06	0.03 0.15	0.15 0.15	***
Crit Moves:	0	0	0	0	0	0	0	0	***
Green/Cycle:	0.16	0.30	0.30	0.12	0.26	0.26	0.23	0.19	0.35
Volume/Cap:	0.36	0.42	0.42	0.44	0.44	0.44	0.44	0.42	0.42
Delay/Veh:	38.4	28.3	28.3	34.2	34.2	34.2	34.2	34.2	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	28.3	28.3	34.2	34.2	34.2	34.2	34.2	34.2
LOS by Move:	D C	C D	C C	D C	C C	C C	C C	C C	C C
HCM2AvgQ:	3	6	6	3	6	6	2	2	6

Note: Queue reported is the number of cars per lane.

Riverside Corona Foothills Pipeline Realignment  
W.O. 07-0277  
Existing Condition

Level Of Service Computation Report  
2000 HCM Operations (Base & Future Alternative)  
E AM



Intersection #6: Jackson Street / Colorado Avenue									
Street Name:	Jackson Street	Jackson Street	Colorado Avenue	Colorado Avenue	North Bound	South Bound	East Bound	West Bound	Approach:
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	Movement:
Movement:	-----	-----	-----	-----	-----	-----	-----	-----	Min. Green:
Min. Green:	7 7	7 7	7 7	7 7	7 7	7 7	7 7	7 7	7 7
Volume Module:	> Count Date: 19 Nov 2008 < 7:15:8:15 AM								
Base Vol:	73	263	142	99	277	26	12	151	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	73	263	142	99	277	26	12	151	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	96	347	188	131	366	34	16	199	107
Reduced Vol.:	0	0	0	0	0	0	0	0	0
Reduced Vol.:	96	347	188	131	366	34	16	199	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	96	347	188	131	366	34	16	199	107
Saturation Flow Module:	> Count Date: 19 Nov 2008 < 4:15:5:15 PM								
Vol/Lane:	100	382	53	86	368	32	16	156	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bee:	100	382	53	86	368	32	16	156	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	384	53	86	369	32	16	157	88
Reduced Vol.:	0	0	0	0	0	0	0	0	0
Reduced Vol.:	100	384	53	86	369	32	16	157	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	384	53	86	369	32	16	157	88
Capacity Analysis Module:	> Count Date: 19 Nov 2008 < 4:15:5:15 PM								
Vol/Sat:	0.05 0.16	0.07 0.11	0.11 0.01	0.11 0.07	0.17 0.07	0.17 0.07	0.17 0.07	0.17 0.07	0.17 0.07
Crit Moves:	0.17 0.31	0.31 0.17	0.14 0.28	0.28 0.07	0.24 0.16	0.32 0.16	0.32 0.16	0.32 0.16	0.32 0.16
Green/Cycle:	0.32 0.52	0.52 0.32	0.41 0.24	0.24					









## COMPARE

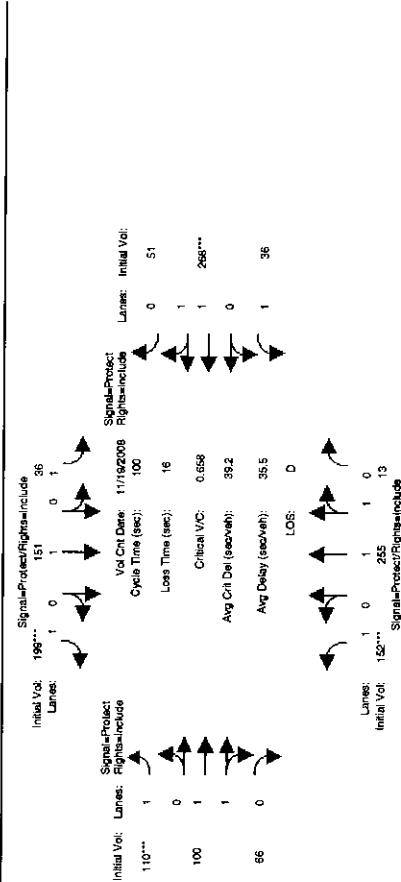
Wed Feb 04 15:45:15 2009

Wind Feb 04 16:54:06 2009

Riverside-Corona Freeway Pipeline Realignment  
Evaluating Condition  
W.O. 07-0377

Level Of Service Computation Report  
2000 HCM Operations (Base Volume Alternative)  
EAM

## Intersection #11: Jackson Street / Lincoln Avenue



## Street Name: Jackson Street Lincoln Avenue

## Approach:

North Bound

South Bound

East Bound

West Bound

L - T - R L - T - R L - T - R L - T - R

Lanes: 7 7 7 7

Initial Vol:

120\*\*\*

Signal-Protected/Rights-of-Way-Included

Vol Cnt:

255

Signal-Protected/Rights-of-Way-Included

Cycle Time (sec):

100

Loss Time (sec):

16

Critical V/C:

0.658

Avg Crit Del (sec/veh):

39.2

Avg Delay (sec/veh):

35.5

LOS:

D

Lanes: 1 0 1 0

Initial Vol:

151

Signal-Protected/Rights-of-Way-Included

Vol Cnt:

36

Signal-Protected/Rights-of-Way-Included

Cycle Time (sec):

100

Loss Time (sec):

16

Critical V/C:

0.914

Avg Crit Del (sec/veh):

164\*\*\*

Avg Delay (sec/veh):

164\*\*\*

LOS:

C

Lanes: 1 0 1 0

Initial Vol:

196\*\*\*

Signal-Protected/Rights-of-Way-Included

Vol Cnt:

36

Signal-Protected/Rights-of-Way-Included

Cycle Time (sec):

100

Loss Time (sec):

16

Critical V/C:

0.914

Avg Crit Del (sec/veh):

164\*\*\*

Avg Delay (sec/veh):

164\*\*\*

LOS:

C

Lanes: 1 0 1 0

Initial Vol:

120\*\*\*

Signal-Protected/Rights-of-Way-Included

Vol Cnt:

13

Signal-Protected/Rights-of-Way-Included

Cycle Time (sec):

100

Loss Time (sec):

16

Critical V/C:

0.658

Avg Crit Del (sec/veh):

39.2

Avg Delay (sec/veh):

35.5

LOS:

D

Lanes: 1 0 1 0

Initial Vol:

86

Signal-Protected/Rights-of-Way-Included

Vol Cnt:

36

Signal-Protected/Rights-of-Way-Included

Cycle Time (sec):

100

Loss Time (sec):

16

Critical V/C:

0.658

Avg Crit Del (sec/veh):

39.2

Avg Delay (sec/veh):

35.5

LOS:

D

Lanes: 1 0 1 0

Initial Vol:

100

Signal-Protected/Rights-of-Way-Included

Vol Cnt:

36

Signal-Protected/Rights-of-Way-Included

Cycle Time (sec):

100

Loss Time (sec):

16

Critical V/C:

0.658

Avg Crit Del (sec/veh):

39.2

Avg Delay (sec/veh):

35.5

LOS:

D

Lanes: 1 0 1 0

Initial Vol:

120\*\*\*

Signal-Protected/Rights-of-Way-Included

Vol Cnt:

13

Signal-Protected/Rights-of-Way-Included

Cycle Time (sec):

100

Loss Time (sec):

16

Critical V/C:

0.658

Avg Crit Del (sec/veh):

39.2

Avg Delay (sec/veh):

35.5

LOS:

D

Lanes: 1 0 1 0

Initial Vol:

100

Signal-Protected/Rights-of-Way-Included

Vol Cnt:

36

Signal-Protected/Rights-of-Way-Included

Cycle Time (sec):

100

Loss Time (sec):

16

Critical V/C:

0.658

Avg Crit Del (sec/veh):

39.2

Avg Delay (sec/veh):

35.5

LOS:

D

Lanes: 1 0 1 0

Initial Vol:

100

Signal-Protected/Rights-of-Way-Included

Vol Cnt:

36

Signal-Protected/Rights-of-Way-Included

Cycle Time (sec):

100

Loss Time (sec):

16

Critical V/C:

0.658

Avg Crit Del (sec/veh):

39.2

Avg Delay (sec/veh):

35.5

LOS:

D

Lanes: 1 0 1 0

Initial Vol:

100

Signal-Protected/Rights-of-Way-Included

Vol Cnt:

36

Signal-Protected/Rights-of-Way-Included

Cycle Time (sec):

100

Loss Time (sec):

16

Critical V/C:

0.658

Avg Crit Del (sec/veh):

39.2

Avg Delay (sec/veh):

35.5

LOS:

D

Lanes: 1 0 1 0

Initial Vol:

100

Signal-Protected/Rights-of-Way-Included

Vol Cnt:

36

Signal-Protected/Rights-of-Way-Included

Cycle Time (sec):

100

Loss Time (sec):

16

Critical V/C:

0.658

Avg Crit Del (sec/veh):

39.2

Avg Delay (sec/veh):

35.5

LOS:

D

Lanes: 1 0 1 0

Initial Vol:

100

Signal-Protected/Rights-of-Way-Included

Vol Cnt:

36

Signal-Protected/Rights-of-Way-Included

Cycle Time (sec):

100

Loss Time (sec):

16

Critical V/C:

0.658

Avg Crit Del (sec/veh):

39.2

Avg Delay (sec/veh):

35.5

LOS:

D

Lanes: 1 0 1 0

Initial Vol:

100

Signal-Protected/Rights-of-Way-Included

Vol Cnt:

36

Signal-Protected/Rights-of-Way-Included

Cycle Time (sec):

100

Loss Time (sec):

16

Critical V/C:

0.658

Avg Crit Del (sec/veh):

39.2

Avg Delay (sec/veh):

35.5

LOS:

D

Lanes: 1 0 1 0

Initial Vol:

100

Signal-Protected/Rights-of-Way-Included

Vol Cnt:

36

Signal-Protected/Rights-of-Way-Included

Cycle Time (sec):

100

Loss Time (sec):

16

Critical V/C:

0.658

Avg Crit Del (sec/veh):

39.2

Avg Delay (sec/veh):

35.5

LOS:

D

Lanes: 1 0 1 0

Initial Vol:

100

Signal-Protected/Rights-of-Way-Included

Vol Cnt:

36

Signal-Protected/Rights-of-Way-Included

Cycle Time (sec):

100

Loss Time (sec):

16

Critical V/C:

0.658

Avg Crit Del (sec/veh):

39.2

Avg Delay (sec/veh):

35.5

LOS:

D

Lanes: 1 0 1 0

Initial Vol:

100

Signal-Protected/Rights-of-Way-Included

Vol Cnt:

36

Signal-Protected/Rights-of-Way-Included

Cycle Time (sec):

100

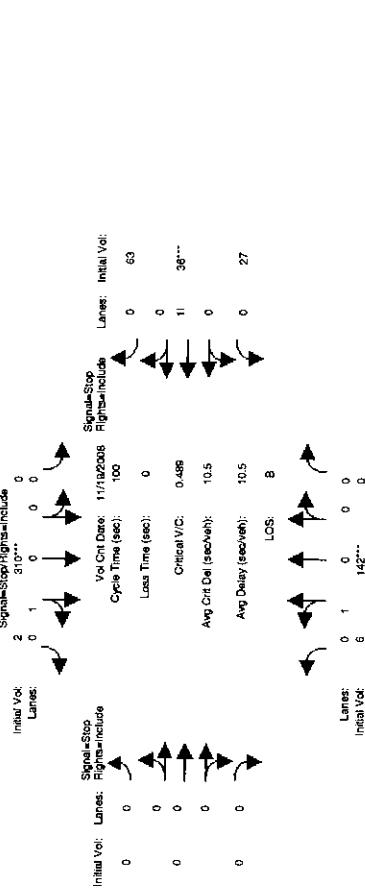
Loss Time (sec):

16

Riverside-Corona Traffic Realignment  
W.C. 07-0277  
Existing Condition

Level Of Service Computation Report  
2000 HCM 4 by Slice (Base Volume Alternative)  
2 AM

## Intersection #112: Jackson Street / Victoria Avenue (North)



## Street Name: Jackson Street Victoria Avenue (North)

Approach: North Bound

South Bound

West Bound

East Bound

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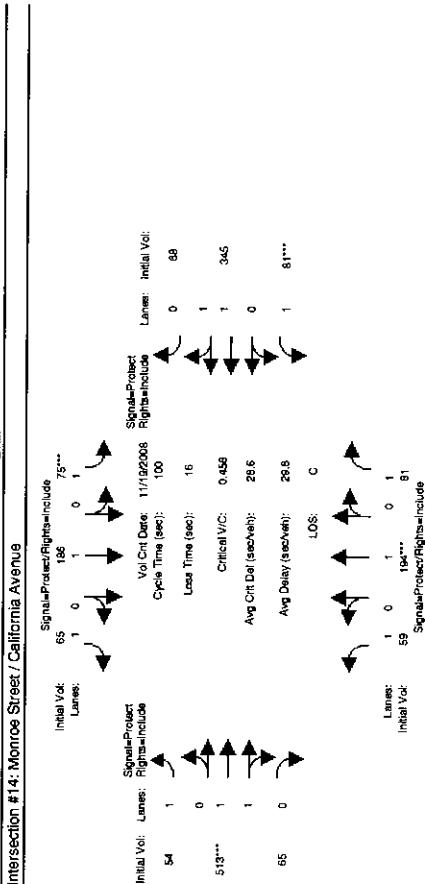
L - T - R

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Street Name: Monroe Street

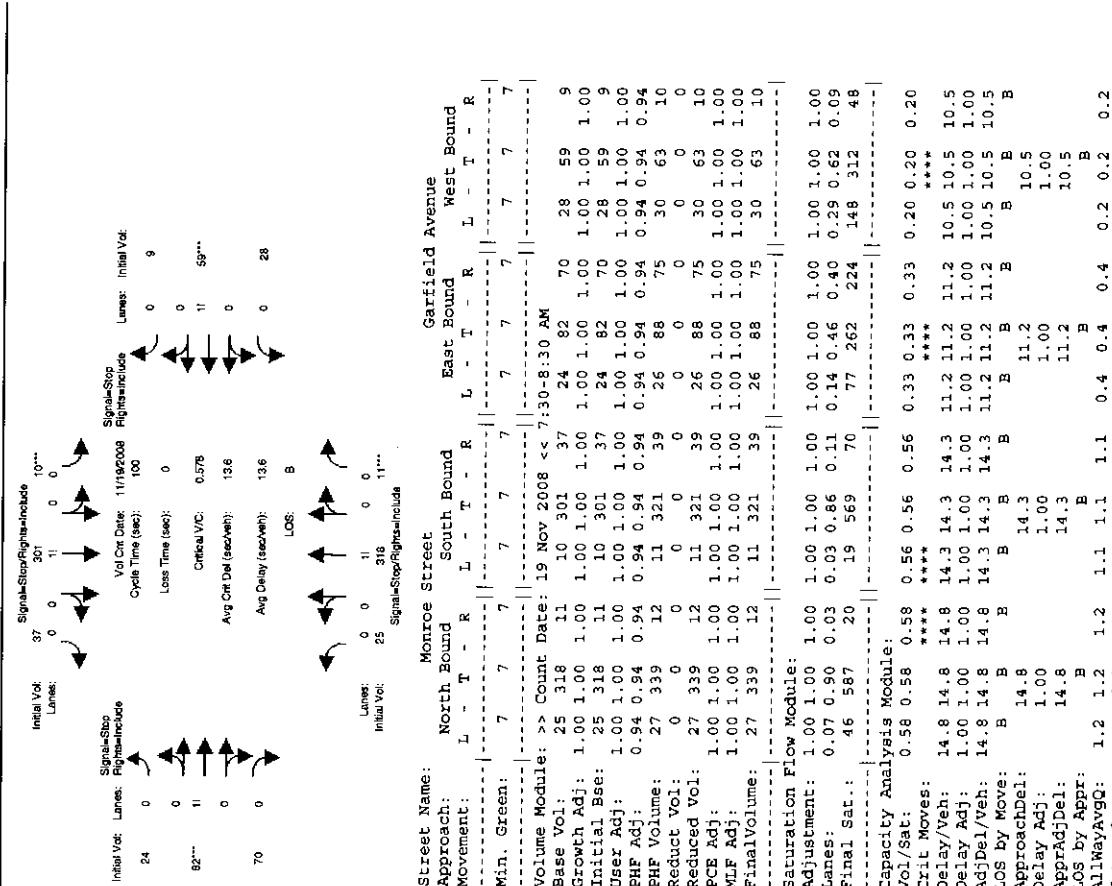
Saturation Flow Module:											
sat at/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
adj/adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.92	0.92	0.93	0.91
amplification:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
final Sat.:	1769	1862	1593	1769	1862	1583	1769	13087	391	1759	22881
Capacity Analysis Module:											
Move/Sat:	0.04	0.11	0.05	0.05	0.11	0.04	0.03	0.18	0.18	0.05	0.13
current Moves:	***	***	***	***	***	***	***	***	***	***	***
Volume/Cycle:	0.14	0.24	0.24	0.10	0.21	0.21	0.18	0.39	0.39	0.11	0.32
Volume/Veh:	0.26	0.46	0.22	0.46	0.32	0.21	0.19	0.46	0.46	0.16	0.40
User DelAdj:	39.3	32.9	30.5	44.4	36.4	33.2	35.5	22.9	22.9	43.7	26.7
Adj/Del/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
by Move:	D	C	C	D	D	C	D	C	C	D	C
OS CMKArgQ:	2	6	2	3	6	2	2	8	8	3	6

תאונה: מחרה - כשלג רוחב און גווען זונען ערנש פֿאַלְעָן.

Pinehurst-Corona Feeder Pipeline Realignment  
W.O. 07-0077  
Existing Condition

Level Of Service Contribution Report  
2000 HCM 4AM - Day Stop (Base Volume Alternative)

## Intersection #15: Monroe Street / Garfield Avenue



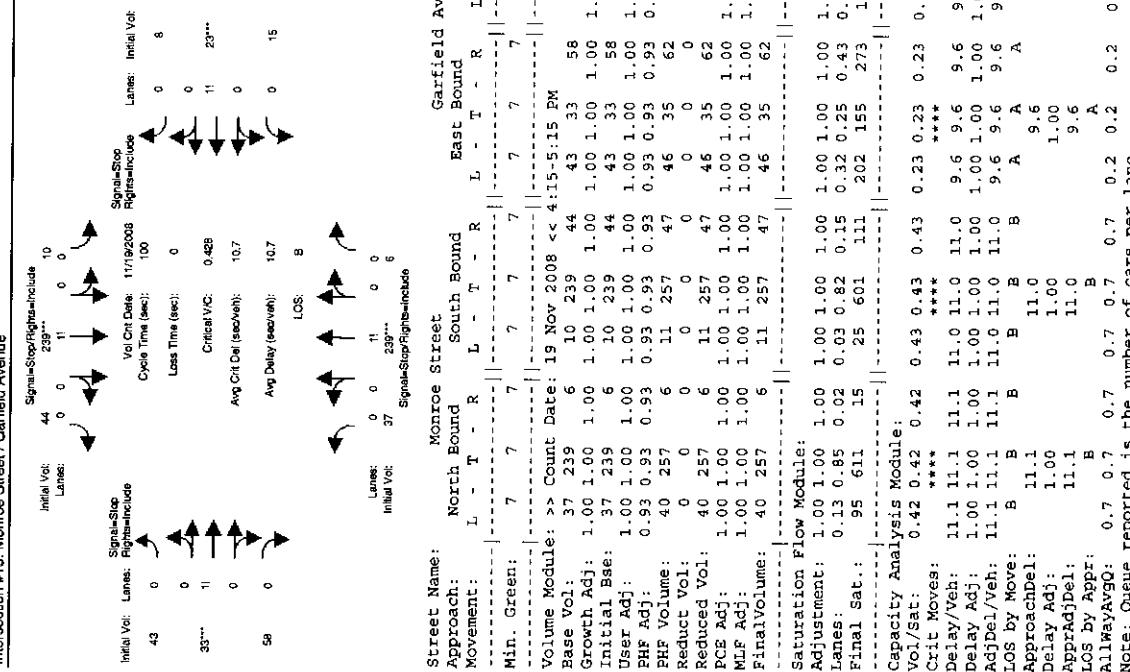
Note: Queue reported is the number of cars per lane.

## COMPARE

Riverside-Corona Feeder Pipeline Realignment  
W.O. 07-0077  
Existing Condition

Level Of Service Contribution Report  
2000 HCM 4AM - Day Stop (Base Volume Alternative)

## Intersection #15: Monroe Street / Garfield Avenue



Note: Queue reported is the number of cars per lane.



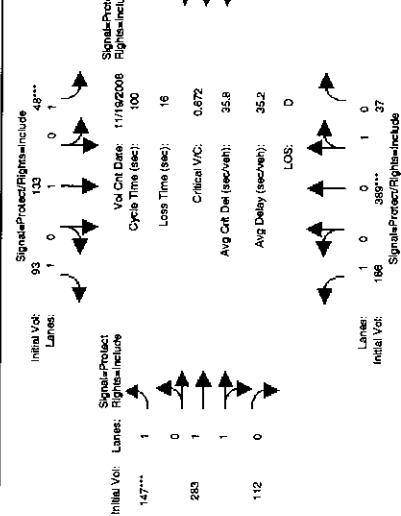
## COMPARE

Wed Feb 04 16:45:45 2009

Riverside-Coronado Federal Pipeline Realignment  
N.O. 07-0577  
Existing Condition

Level Of Service Computation Report  
2000 HCM Operations (Base Volume Alternative)  
AM

## Intersection #17: Monroe Street / Indiana Avenue



## Street Name: Monroe Street

Approach: North Bound

Movement: L - T - R

South Bound

R - T - L

West Bound

L - T - R

East Bound

R - T - L

Bound

R - T - R

West Bound

L - T - R

East Bound

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East Bound

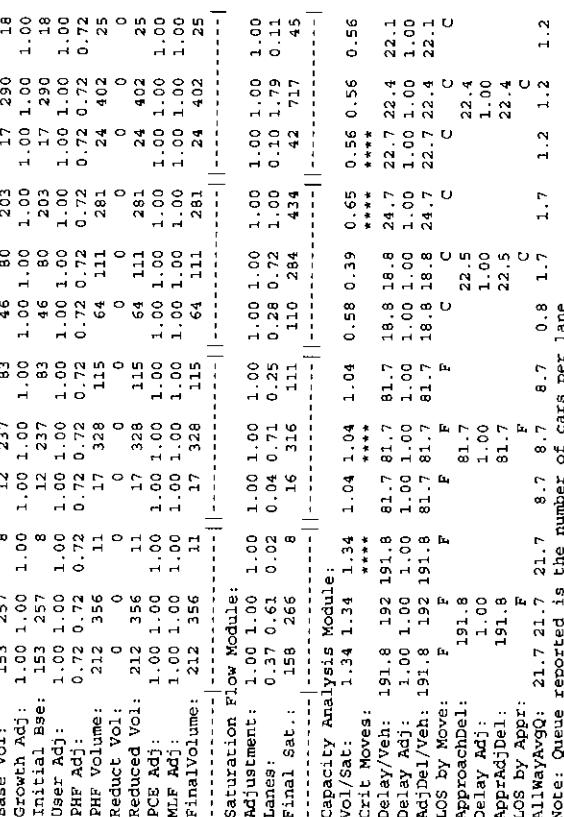
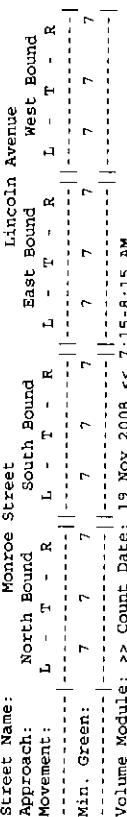
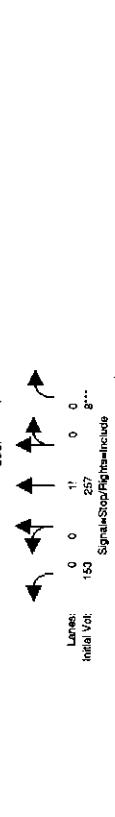
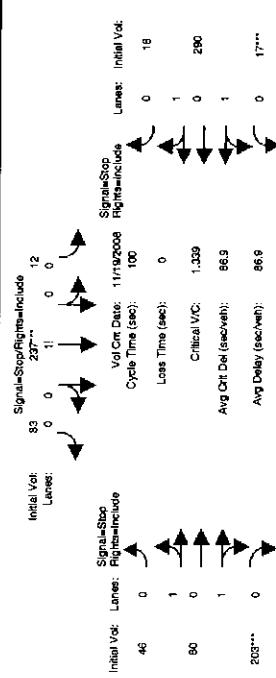
R - T - L

Bound

R - T - R

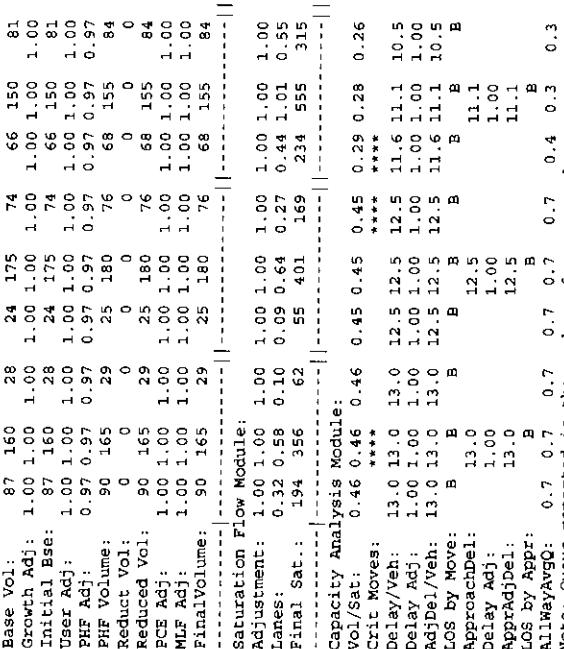
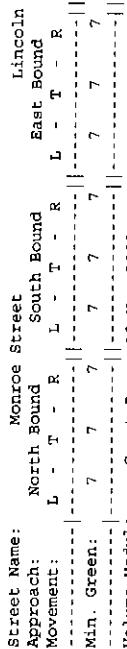
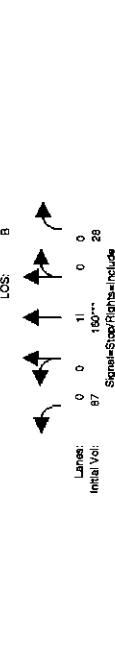
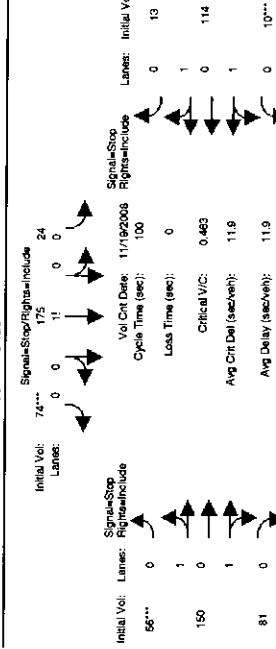
Riverside Corridor Pipeline Relocation  
W.C. 07-3077  
Existing Condition  
2000 HCM 4-way Stop (Base Volume Alternative)  
E.A.M.

## Intersection #18: Monroe Street / Lincoln Avenue



Riverside Corridor Pipeline Relocation  
W.C. 07-3077  
Existing Condition  
2000 HCM 4-way Stop (Base Volume Alternative)  
E.A.M.

## Intersection #18: Monroe Street / Lincoln Avenue



Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.





## **Existing plus Ambient Growth Level of Service Calculations**











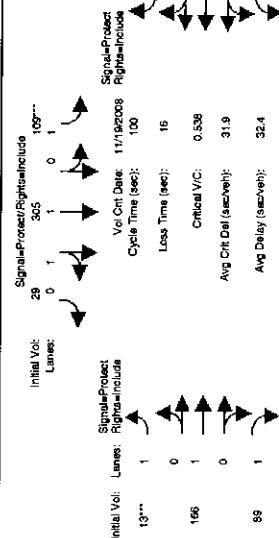


## COMPARE

Thu Feb 05 13:10:28 2009

Riverside-Corona Foothills Pipeline Relignment  
W.O. 07-2577  
Existing + Ambient Growth Condition  
Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
EA AM

## Intersection #6: Jackson Street / Colorado Avenue



Street Name: Jackson Street  
Approach: North Bound  
Movement: L - T - R  
Min. Green: 7 7  
Volume Module: >> Count Date: 19 Nov 2008 << 7:15:8:15 AM  
Base Vol: 73 263 99 277 26 12 151 81 90 140 84  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 80 289 156 109 305 29 13 166 89 99 154 92  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PassengerVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fur: 80 289 156 109 305 29 13 166 89 99 154 92  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.76 0.76 0.76 0.76 0.76 0.76 0.76 0.76 0.76 0.76  
PHF Volume: 106 382 206 144 403 38 17 219 118 131 203 122  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 106 382 206 144 403 38 17 219 118 131 203 122  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVol/Module: 106 382 206 144 403 38 17 219 118 131 203 122

## Capacity Analysis Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.93 0.88 0.88 0.93 0.92 0.92 0.93 0.93 0.93 0.93  
Lanes: 1.00 1.30 1.00 1.30 1.00 1.30 1.00 1.30 1.00 1.30  
Final Sat.: 1769 2176 1175 1769 3192 300 1269 1862 1583 1769 1099 659

## Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.93 0.88 0.88 0.93 0.92 0.92 0.93 0.93 0.93 0.93  
Lanes: 1.00 1.30 1.00 1.30 1.00 1.30 1.00 1.30 1.00 1.30  
Final Sat.: 1769 2176 1175 1769 3192 300 1269 1862 1583 1769 1099 659

## Capacity Analysis Module:

Vol/Sat: 0.06 0.18 0.08 0.13 0.13 0.01 0.12 0.07 0.07 0.19 0.19  
Crit Moves: \*\*\*\* 0.31 0.14 0.29 0.29 0.07 0.24 0.24 0.15 0.32 0.32  
Green/Cycle: 0.16 0.31 0.14 0.29 0.29 0.07 0.24 0.24 0.15 0.32 0.32  
Volume/Cap: 0.38 0.57 0.57 0.57 0.57 0.57 0.57 0.57 0.57 0.57 0.57  
Delay/Veh: 38.4 30.0 30.0 43.3 29.3 29.3 44.2 33.5 31.6 40.3 29.6 29.6  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 38.4 30.0 30.0 43.3 29.3 29.3 44.2 33.5 31.6 40.3 29.6 29.6  
LOS by Move: D C C D C C D C C D C C  
HCM2KArgQ: 3 9 9 5 6 6 3 4 9 9 6 3  
Note: Queue reported is the number of cars per lane.

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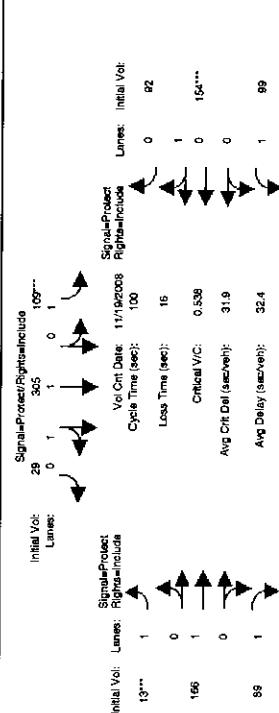
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## COMPARE

Thu Feb 05 13:10:28 2009

Riverside-Corona Foothills Pipeline Relignment  
W.O. 07-2577  
Existing + Ambient Growth Condition  
Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
EA PM

## Intersection #6: Jackson Street / Colorado Avenue



Street Name: Jackson Street  
Approach: North Bound  
Movement: L - T - R  
Min. Green: 7 7  
Volume Module: >> Count Date: 19 Nov 2008 << 4:15:15 PM  
Base Vol: 100 382 53 86 368 32 16 156 88 58 165 94  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 110 420 58 95 405 35 18 172 97 64 182 103  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PassengerVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 110 420 58 95 405 35 18 172 97 64 182 103  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 110 422 59 95 406 35 18 172 97 64 182 104  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 110 422 59 95 406 35 18 172 97 64 182 104  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 110 422 59 95 406 35 18 172 97 64 182 104

Street Name: Jackson Street  
Approach: South Bound  
Movement: L - T - R  
Min. Green: 7 7  
Volume Module: >> Count Date: 19 Nov 2008 << 4:15:15 PM  
Base Vol: 100 382 53 86 368 32 16 156 88 58 165 94  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 110 420 58 95 405 35 18 172 97 64 182 103  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PassengerVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 110 420 58 95 405 35 18 172 97 64 182 103  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 110 422 59 95 406 35 18 172 97 64 182 104  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 110 422 59 95 406 35 18 172 97 64 182 104  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 110 422 59 95 406 35 18 172 97 64 182 104

Street Name: Jackson Street  
Approach: West Bound  
Movement: L - T - R  
Min. Green: 7 7  
Volume Module: >> Count Date: 19 Nov 2008 << 4:15:15 PM  
Base Vol: 100 382 53 86 368 32 16 156 88 58 165 94  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 110 420 58 95 405 35 18 172 97 64 182 103  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PassengerVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 110 420 58 95 405 35 18 172 97 64 182 103  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 110 422 59 95 406 35 18 172 97 64 182 104  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 110 422 59 95 406 35 18 172 97 64 182 104  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 110 422 59 95 406 35 18 172 97 64 182 104

Street Name: Jackson Street  
Approach: East Bound  
Movement: L - T - R  
Min. Green: 7 7  
Volume Module: >> Count Date: 19 Nov 2008 << 4:15:15 PM  
Base Vol: 100 382 53 86 368 32 16 156 88 58 165 94  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 110 420 58 95 405 35 18 172 97 64 182 103  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PassengerVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 110 420 58 95 405 35 18 172 97 64 182 103  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 110 422 59 95 406 35 18 172 97 64 182 104  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 110 422 59 95 406 35 18 172 97 64 182 104  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 110 422 59 95 406 35 18 172 97 64 182 104

Street Name: Jackson Street  
Approach: South Bound  
Movement: L - T - R  
Min. Green: 7 7  
Volume Module: >> Count Date: 19 Nov 2008 << 4:15:15 PM  
Base Vol: 100 382 53 86 368 32 16 156 88 58 165 94  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 110 420 58 95 405 35 18 172 97 64 182 103  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PassengerVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 110 420 58 95 405 35 18 172 97 64 182 103  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 110 422 59 95 406 35 18 172 97 64 182 104  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 110 422 59 95 406 35 18 172 97 64 182 104  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 110 422 59 95 406 35 18 172 97 64 182 104

Street Name: Jackson Street  
Approach: West Bound  
Movement: L - T - R  
Min. Green: 7 7  
Volume Module: >> Count Date: 19 Nov 2008 << 4:15:15 PM  
Base Vol: 100 382 53 86 368 32 16 156 88 58 165 94  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 110 420 58 95 405 35 18 172 97 64 182 103  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PassengerVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 110 420 58 95 405 35 18 172 97 64 182 103  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 110 422 59 95 406 35 18 172 97 64 182 104  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 110 422 59 95 406 35 18 172 97 64 182 104  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 110 422 59 95 406 35 18 172 97 64 182 104

Street Name: Jackson Street  
Approach: East Bound  
Movement: L - T - R  
Min. Green: 7 7  
Volume Module: >> Count Date: 19 Nov 2008 << 4:15:15 PM  
Base Vol: 100 382 53 86 368 32 16 156 88 58 165 94  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 110 420 58 95 405 35 18 172 97 64 182 103  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PassengerVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 110 420 58 95 405 35 18 172 97 64 182 103  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 110 422 59 95 406 35 18 172 97 64 182 104  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 110 422 59 95 406 35 18 172 97 64 182 104  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 110 422 59 95 406 35 18 172 97 64 182 104

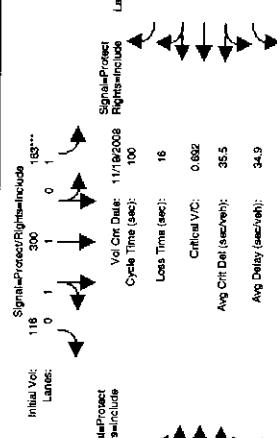
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Crit Moves: \*\*\*\*  
Green/Cycle: 0.15 0.30 0.30 0.30 0.30 0.30 0.12 0.27 0.27 0.24 0.24 0.24  
Volume/Cap: 0.42 0.46 0.46 0.46 0.46 0.46 0.46 0.47 0.47 0.47 0.47 0.47  
Delay/Veh: 39.7 28.7 28.7 28.7 28.7 28.7 42.9 31.0 31.0 32.3 32.3 32.3  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Adj/Del/Veh: 39.7 28.7 28.7 28.7 28.7 28.7 42.9 31.0 31.0 32.3 32.3 32.3  
LOS by Move: D C C D C C D C C D C C  
HCM2KArgQ: 3 7 3 6 6 3 4 9 9 6 3 2 7  
Note: Queue reported is the number of cars per lane.





Riverside-Corona Feeder Pipeline Relignment  
W.O. 07-0277  
Evening + Ambient Growth Condition  
Level Of Service Computation Report  
2000 HCM Operators (Future Volume Alternative)  
EA PM

## Intersection #9: Jackson Street / Magnolia Avenue



Intersection #9: Jackson Street / Magnolia Avenue

## Street Name: Jackson Street

## Approach: North Bound

## Movement: L - T - R L - T - R L - T - R

## Min. Green: 7 7 7

## Volume Module: &gt;&gt; Count: 103 Nov 2008 &lt;&lt; 7:30:30 AM

## Base Vol: 345 287 148 273 105 529 70 84 431 114

## Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10

## Initial Bse: 113 316 163 300 116 103 582 77 92 474

## Added Vol: 0 0 0 0 0 0 0 0 0 0

## PasserByVol: 0 0 0 0 0 0 0 0 0 0

## Initial Fut: 113 316 163 300 116 103 582 77 92 474

## User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

## PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94

## PHF Volume: 121 408 336 173 319 123 619 82 98 504

## Reduc Vol: 0 0 0 0 0 0 0 0 0 0

## Reduced Vol: 121 408 336 173 319 123 619 82 98 504

## PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

## MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

## FinalVol: 121 408 336 173 319 123 619 82 98 504

## Saturation Flow Module:

## Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900

## Adjustment: 0.93 0.87 0.87 0.93 0.89 0.89 0.93 0.91 0.93 0.90

## Lanes: 1 00 1 10 0 90 1 00 1 44 0 56 1 00 1 77 0 23 1 00 1 58

## Final Sat.: 1769 1809 1488 1769 2446 941 1769 3068 406 1769 2711 717

## Capacity Analysis Module:

## Vol/Sat: 0.07 0.23 0.23 0.10 0.13 0.13 0.06 0.20 0.20 0.06 0.19 0.19

## Crit Moves: \*\*\*

## Green/Cycle: 0.16 0.33 0.33 0.14 0.30 0.30 0.10 0.29 0.29 0.08 0.27 0.27

## Volume/Cap: 0.42 0.69 0.69 0.69 0.43 0.43 0.61 0.65 0.69 0.69 0.69 0.69

## Delay/Veh: 38.5 31.3 31.3 48.9 28.1 28.1 49.1 33.5 33.5 58.4 34.9 34.9

## User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

## AdjDel/Veh: 38.5 31.3 31.3 48.9 28.1 28.1 49.1 33.5 33.5 58.4 34.9 34.9

## LOS by Move: D C C D C C D C C C D C C C

## HCM2AvgQ: 4 12 12 6 6 6 4 11 11 4 10 10

## Note: Queue reported is the number of cars per lane.

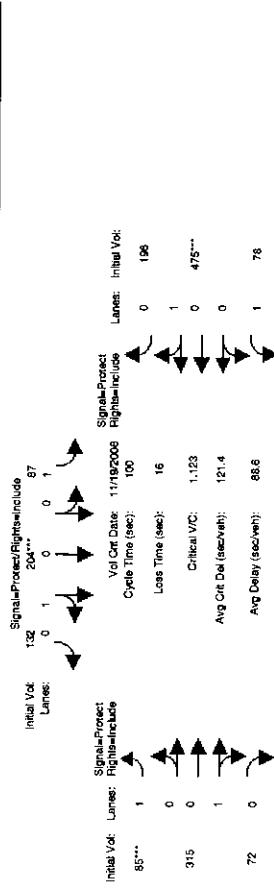
Traffic 7.9.0216

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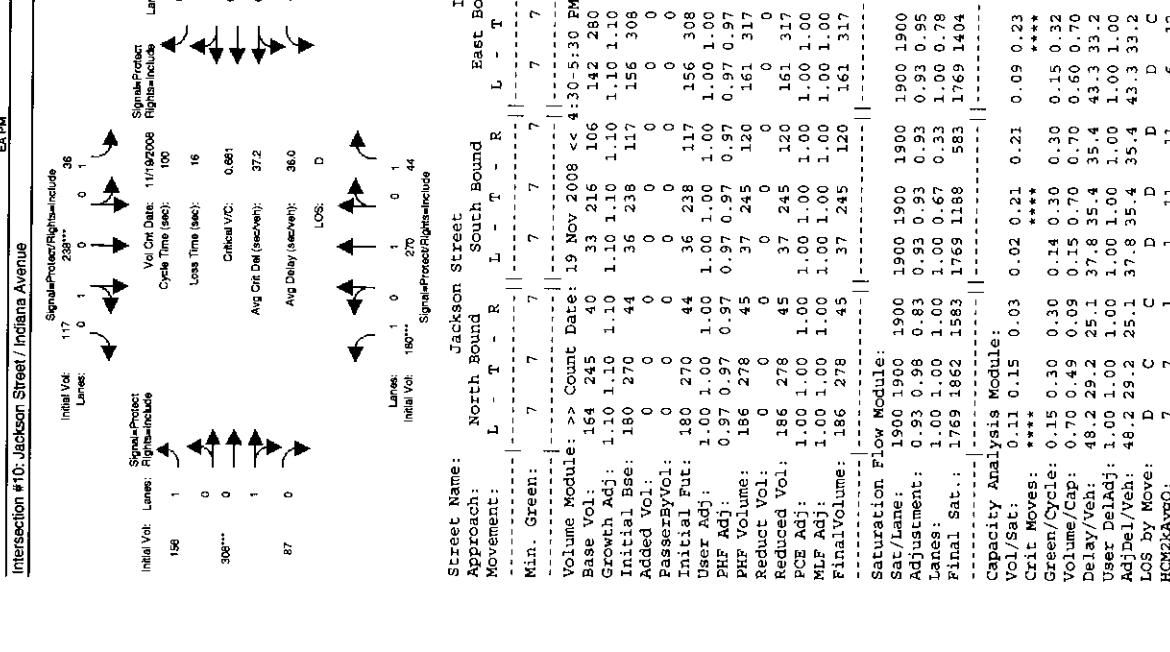
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Riverside-Coronado Bridge Pipeline Realignment  
Existing + W.C. On-Corridor  
Level Of Service Computation Report  
2000 HCM Operator (Future Volume Alternative)  
ER ANN

## Intersection #10: Jackson Street / Indiana Avenue



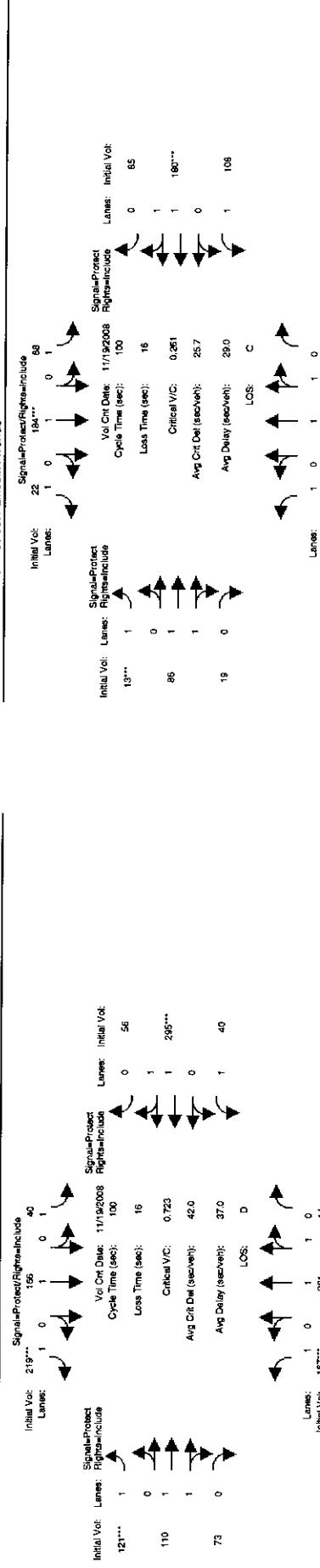
Street Name:	Jackson Street								Indiana Avenue								
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L - T	- R	L - T	- R	L - T	- R	L - T	- R	L - T	- R	L - T	- R	L - T	- R	L - T	- R	
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
Volume Module:	>>	Count Date:	19 Nov 2008	<< 7:30-8:30 AM													
Base Vol:	226	349	44	79	185	120	286	65	71	432	178						
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10						
Initial Bse:	249	384	48	87	204	132	315	72	78	475	196						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0						
PassesByVol:	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	249	384	48	87	204	132	315	72	78	475	196						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80						
PHF Volume:	310	479	60	108	254	165	392	89	97	593	244						
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	310	479	60	108	254	165	392	89	97	593	244						
PCP Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
FinalVol:	310	479	60	108	254	165	392	89	97	593	244						
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	0.93	0.98	0.83	0.93	0.92	0.93	0.95	0.95	0.93	0.94	0.94						
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.61	0.39	1.00	0.81	0.19						
Final Sat.:	1769	1862	1583	1769	1063	689	1769	1475	335	1769	1261	519					
Capacity Analysis Module:	Vol/Sar:	0.18	0.26	0.04	0.06	0.24	0.24	0.06	0.27	0.27	0.16	0.47					
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****						
Green/Cycle:	0.15	0.28	0.28	0.08	0.21	0.21	0.07	0.38	0.38	0.10	0.41	0.41					
Volume/Cap:	1.15	0.91	0.13	0.79	1.15	1.15	0.85	0.70	0.70	0.55	1.15	1.15					
Delay/Veh:	143.2	53.9	26.8	71.9	133	133.4	86.1	29.5	29.5	46.6	112	111.7					
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
AdjDel/Veh:	143.2	53.9	26.8	71.9	133	133.4	86.1	29.5	29.5	45.6	112	111.7					
LOS by Move:	F	D	C	E	F	F	C	F	C	D	D	D					
HCM2AvgQ:	18	18	1	5	23	23	6	13	13	4	42	42					
Note: Queue reported is the number of cars per lane.																	



Riverside Corridor Feeder Pipeline Realignment  
Elder + Ambler Growth Condition  
W.O. 07-0377

Level Of Service Computation Report  
2000 ACM Operators (Future Volume Alternative)  
Ex. MM

## Intersection #11: Jackson Street / Lincoln Avenue



## Street Name: Jackson Street

Approach: North Bound

South Bound

East Bound

West Bound

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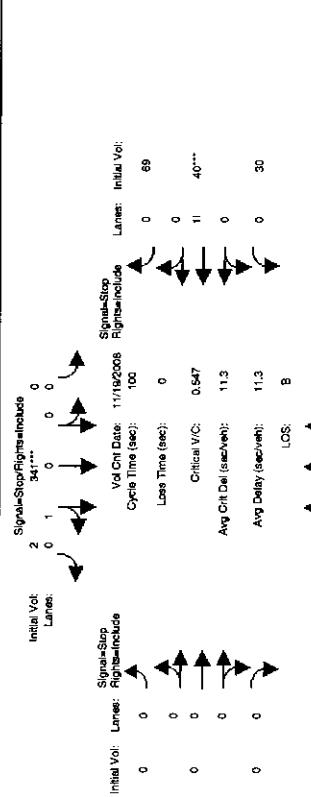
L - T - R

## COMPARE

Thu Feb 05 13:10:28 2009

Riverside-Corona Freeway Pipeline Relocation  
W. O. 07-3077  
Existing + Ambient Growth Condition  
Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)

## Intersection #112: Jackson Street / Victoria Avenue (North)



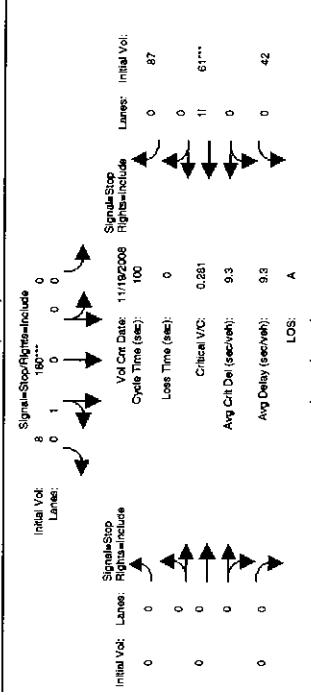
Street Name:	Jackson Street	Victoria Avenue (North)						
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	South Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	7	7	7	7	7	7	7	7
Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM								
Base Vol: 6 142 0 310 2 0 0 0 27 36 63								
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10								
Initial Bse: 7 156 0 341 2 0 0 0 30 40 69								
Added Vol: 0 0 0 0 0 0 0 0 0 0 0								
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0								
Initial Fut: 7 156 0 341 2 0 0 0 30 40 69								
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00								
PHF Adj: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82								
PHF Volume: 8 191 0 417 3 0 0 0 36 48 85								
Reduced Vol: 8 191 0 417 3 0 0 0 36 48 85								
Reduced Vol: 8 191 0 417 3 0 0 0 36 48 85								
PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00								
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00								
Final Volume: 8 191 0 417 3 0 0 0 36 48 85								
Saturation Flow Module:								
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00								
Lanes: 0.04 0.96 0.00 0.00 0.99 0.01 0.00 0.00 0.1 0.29 0.50								
Final Sat.: 29 687 0 762 5 0 0 0 142 189 331								
Capacity Analysis Module:								
Vol/Sat: 0.28 0.28 xxxx 0.55 0.55 xxxx xxxx xxxx 0.26 0.26 0.26								
Crit Moves: ***								
Delay/Veh: 9.6 9.6 0.0 0.0 12.8 0.0 0.0 0.0 9.6 9.6 9.6								
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00								
AdjDel/Veh: 9.6 9.6 0.0 0.0 12.8 0.0 0.0 0.0 9.6 9.6 9.6								
LOS by Move: A A * * B B * * A A								
ApproachDel: 9.6 1.00 1.00 xxxx xxxx xxxx 1.00 xxxx 1.00								
Delay Adj: 1.00 1.00 xxxx xxxx xxxx 1.00 xxxx 1.00								
ApprAdjDel: 9.6 12.8 xxxx xxxx xxxx 9.6 9.4 9.4								
LOS by Appr: A A 0.4 0.4 1.1 1.1 1.1 0.0 0.0 0.3 0.3 0.3								
AllWayAvgQ: 0.4 0.4 0.4 0.4 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3								
Note: Queue reported is the number of cars per lane.								

## COMPARE

The Feb 05 13:10:28 2009

Riverside-Corona Freeway Pipeline Relocation  
W. O. 07-3077  
Existing + Ambient Growth Condition  
Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)

## Intersection #112: Jackson Street / Victoria Avenue (North)

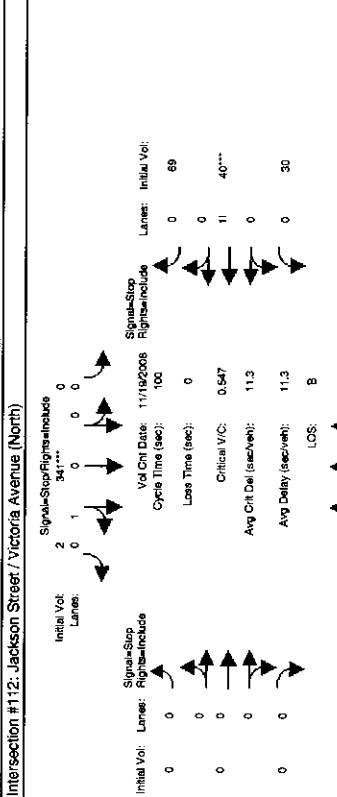


Street Name:	Jackson Street	Victoria Avenue (North)						
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	South Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	7	7	7	7	7	7	7	7
Volume Module: >> Count Date: 19 Nov 2008 << 4:30-5:30 PM								
Base Vol: 9 167 0 164 7 0 0 0 0 0 0								
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10								
Initial Bse: 10 184 0 180 8 0 0 0 0 0 0								
Added Vol: 0 0 0 0 0 0 0 0 0 0 0								
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0								
Initial Fut: 10 184 0 180 8 0 0 0 0 0 0								
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00								
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93								
PHF Volume: 11 199 0 195 8 0 0 0 0 0 0								
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0								
Reduced Vol: 11 199 0 195 8 0 0 0 0 0 0								
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00								
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00								
Final Volume: 11 199 0 195 8 0 0 0 0 0 0								
Saturation Flow Module:								
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00								
Lanes: 0.05 0.95 0.00 0.00 0.96 0.0 0.0 0.0 0.22 0.32 0.46								
Final Sat.: 38 708 0 718 31 0 0 0 0 0 0								
Capacity Analysis Module:								
Vol/Sat: 0.28 0.28 xxxx 0.27 xxxx xxxx 0.28 0.28 0.28								
Crit Moves: ***								
Delay/Veh: 9.4 9.4 0.0 0.0 9.3 9.3 0.0 0.0 0.0 0.0 0.0								
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00								
AdjDel/Veh: 9.4 9.4 0.0 0.0 9.3 9.3 0.0 0.0 0.0 0.0 0.0								
LOS by Move: A A * * A A * * A A								
ApproachDel: 9.4 9.4 0.0 0.0 9.3 9.3 0.0 0.0 0.0 0.0 0.0								
Delay Adj: 1.00 1.00 xxxx xxxx xxxx 1.00 xxxx 1.00								
ApprAdjDel: 9.4 9.4 0.0 0.0 9.3 9.3 0.0 0.0 0.0 0.0 0.0								
LOS by Appr: A A 0.4 0.4 0.3 0.3 0.0 0.0 0.0 0.0 0.0								
AllWayAvgQ: 0.4 0.4 0.4 0.4 0.3 0.3 0.0 0.0 0.0 0.0 0.0								
Note: Queue reported is the number of cars per lane.								

## COMPARE

Thu Feb 05 13:10:28 2009

Riverside-Corona Freeway Pipeline Relocation  
W. O. 07-3077  
Existing + Ambient Growth Condition  
Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)



Street Name:	Jackson Street	Victoria Avenue (North)						
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	South Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	7	7	7	7	7	7	7	7
Volume Module: >> Count Date: 19 Nov 2008 << 4:30-5:30 PM								
Base Vol: 9 167 0 164 7 0 0 0 0 0 0								
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10								
Initial Bse: 10 184 0 180 8 0 0 0 0 0 0								
Added Vol: 0 0 0 0 0 0 0 0 0 0 0								
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0								
Initial Fut: 10 184 0 180 8 0 0 0 0 0 0								
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00								
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93								
PHF Volume: 11 199 0 195 8 0 0 0 0 0 0								
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0								
Reduced Vol: 11 199 0 195 8 0 0 0 0 0 0								
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00								
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00								
Final Volume: 11 199 0 195 8 0 0 0 0 0 0								
Saturation Flow Module:								
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00								
Lanes: 0.05 0.95 0.00 0.00 0.96 0.0 0.0 0.0 0.22 0.32 0.46								
Final Sat.: 38 708 0 718 31 0 0 0 0 0 0								
Capacity Analysis Module:								
Vol/Sat: 0.28 0.28 xxxx 0.27 xxxx xxxx 0.28 0.28 0.28								
Crit Moves: ***								
Delay/Veh: 9.4 9.4 0.0 0.0 9.3 9.3 0.0 0.0 0.0 0.0 0.0								
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00								
AdjDel/Veh: 9.4 9.4 0.0 0.0 9.3 9.3 0.0 0.0 0.0 0.0 0.0								
LOS by Move: A A * * A A * * A A								
ApproachDel: 9.4 9.4 0.0 0.0 9.3 9.3 0.0 0.0 0.0 0.0 0.0								
Delay Adj: 1.00 1.00 xxxx xxxx xxxx 1.00 xxxx 1.00								
ApprAdjDel: 9.4 9.4 0.0 0.0 9.3 9.3 0.0 0.0 0.0 0.0 0.0								
LOS by Appr: A A 0.4 0.4 0.3 0.3 0.0 0.0 0.0 0.0 0.0								
AllWayAvgQ: 0.4 0.4 0.4 0.4 0.3 0.3 0.0 0.0 0.0 0.0 0.0								
Note: Queue reported is the number of cars per lane.								



Thu Feb 05 13:10:28 2009

COMPARE

This Edition 05/12/10-39 2000

W.O. 07-4377 Existing + Ambient Growth Condition  
Level Of Service Computation Report  
HCM 4-Way Stop (Future Volume Alternatives)

California Gas Pipeline Reaugument  
W.O. 07-0377  
Existing + Ambient Growth Condition  
Level Of Service Computation Report

Intersection #13: Monroe Street / Colorado Avenue

Gianni - Storia D'India - Individuazione

**Top Row (Cycle Time: 111.92003 seconds):**

Lanes:	Initial Vot:	Signal-Stop Rights+Include	Signal-Stop Rights+Include	Lanes:
0 0 0 0	41	0	0	0 23
11 0 0 0	143**	0	1!	0
0 0 0 0	0	0	0	1 17**
0 0 0 0	48	0	0	0 30

**Bottom Row (Cycle Time: 48 seconds):**

Lanes:	Initial Vot:	Signal-Stop Rights+Include	Signal-Stop Rights+Include	Lanes:
0 0 0 0	45	0	0	0 62
11 0 0 0	240***	0	11	0 0
0 0 0 0	0	0	0	Initial Vot:

Intersection #13: Monroe Street / Colorado Avenue

Initial Vol:	Lanes:	Signals/Stop	RightLaneEnd	Initial Vol:	Lanes:	Signals/Stop	RightLaneEnd	Initial Vol:	Lanes:	Signals/Stop	RightLaneEnd
32	0	0	0	24	0	0	0	32	0	0	0
234	11	0	0	24	0	0	0	153**	11	0	0
32	0	0	0	24	0	0	0	44	0	0	0
Initial Vol:	Lanes:	Signals/Stop	RightLaneEnd	Initial Vol:	Lanes:	Signals/Stop	RightLaneEnd	Initial Vol:	Lanes:	Signals/Stop	RightLaneEnd
29	0	0	0	11	0	0	0	55	0	0	0
133**	11	0	0	11	0	0	0				
Avg Delta (sec/veh):				Avg Crit Del (sec/veh):				Avg Delta (sec/veh):			
12.9				12.9				12.9			
Loss Time (sec):				Critical V/C:				Loss Time (sec):			
0				0.565				0			
Val Crit Date:				Avg Crit Del (sec/veh):				Val Crit Date:			
11/15/2003				12.9				11/15/2003			
Opn Time (sec):				Opn Time (sec):				Opn Time (sec):			
100				100				100			

Initial Vol: 57 Sigmoid-Shaped Inhibition 40

Street Name:	Colorado Avenue											
	Monroe Street				South Bound				East Bound			
Approach:	North Bound				L - T		R		L - T		R	
Movement:	L - T	R	L - T	R	L - T	R	L - T	R	L - T	R	L - T	R
Mid. Green:	7	7	7	7	7	7	7	7	7	7	7	7
VolleyModule: >> Count Date: 19 Nov 2008 << 4:15:5:15 PM												
Base Vol:	52	155	36	22	217	29	26	121	50	40	139	29
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Vol:	57	171	40	24	239	32	29	133	55	44	153	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PassengerVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial FUT:	57	171	40	24	239	32	29	133	55	44	153	32
PassengerAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHRF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHRF Volume:	59	175	41	25	245	33	29	137	56	45	157	33
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	175	41	25	245	33	29	137	56	45	157	33
PCCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolVolume:	59	175	41	25	245	33	29	137	56	45	157	33

Intersection #13: Monroe Street / Colorado Avenue  
Sightings: Stow's Bittern - Immature

Initial Vol:	Lanes:	Signals/Stop	RightLaneEnd	Initial Vol:	Lanes:	Signals/Stop	RightLaneEnd	Initial Vol:	Lanes:	Signals/Stop	RightLaneEnd
32	0	0	0	24	0	0	0	32	0	0	0
234	11	0	0	24	0	0	0	153**	11	0	0
32	0	0	0	24	0	0	0	44	0	0	0
Initial Vol:	Lanes:	Signals/Stop	RightLaneEnd	Initial Vol:	Lanes:	Signals/Stop	RightLaneEnd	Initial Vol:	Lanes:	Signals/Stop	RightLaneEnd
29	0	0	0	11	0	0	0	55	0	0	0
133**	11	0	0	11	0	0	0				
Avg Delta (sec/vhl):				Avg Crit Del (sec/vhl):				Avg Delta (sec/vhl):			
12.9				12.9				12.9			
Loss Time (sec):				Critical V/C:				Loss Time (sec):			
0				0.565				0			
Val Crit Date:				Avg Crit Del (sec/vhl):				Val Crit Date:			
11/15/2003				12.9				11/15/2003			
Opn Time (sec):				Opn Time (sec):				Opn Time (sec):			
100				100				100			

Initial Vc:	57	Signal-StopRight	include	40
Street Name:	Monroe Street	Colorado Avenue		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	7	7	7	7
VOLUME Module:	>> Count Date: 19 Nov 2008 << 4:15:5.15 PM			
Base Vol:	52	155	36	22
Growth Adj:	1.10	1.10	1.10	1.10
Initial Bcs:	57	171	40	24
Added Vol:	0	0	0	0
PassengerVol:	0	0	0	0
Initial FUR:	57	171	40	24
Initial USR:	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97
PHF Volume:	59	175	41	245
Reduced Vol:	0	0	0	0
Reduced Vol:	59	175	41	245
PCPC Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
FinalVol:	59	175	41	245



Thu Feb 06 12:10:29 2020

Riverside-Corona Feeder Pipeline Realignment  
W.O. 07-0377  
Existing + Ambient Growth Condition  
Level Of Service Computation Report  
HCM 4-Way Stop (Future Volume Alternatives)  
FAA

Intersection #15: Monroe Street / Garfield Avenue

Diagram illustrating traffic signal cycles and volumes:

- Left Cycle (Signal-Stop Rights-of-Way):**
  - Initial Vol: 41 Lanes
  - Vol Chg Rate: 0.011...  
Cycle Time (sec): 331
  - Loss Time (sec): 0
  - Critical V/C: 0.880
  - Avg Chg Del (active): 15.9
  - Avg Delay (sec/ven): 15.9
  - LOS: C
  - Lanes: Initial Vol: 41 Lanes; Signal-Stop Rights-of-Way
- Right Cycle (Signal-Stop Rights-Inclusive):**
  - Initial Vol: 77 Lanes
  - Vol Chg Rate: 0.011...  
Cycle Time (sec): 111
  - Loss Time (sec): 0
  - Critical V/C: 0.65...
  - Avg Chg Del (active): 0
  - Avg Delay (sec/ven): 0
  - LOS: C
  - Lanes: Initial Vol: 77 Lanes; Signal-Stop Rights-Inclusive

Street Name:	Monroe Street	Garfield Avenue	West Bound
Approach:	North Bound	South Bound	East Bound
User Movement:	L - T - R	L - T - R	L - T - R
Min. Green:	7	7	7
Volume Module:	> Count Date: 19 Nov 2008 < 7:30-8:30 AM		
Base Vol:	25 318 11	10 301 37	24 82 70
Growth Adj:	1.10 1.10 1.10	1.10 1.10 1.10	1.10 1.10 1.10
Initial Bse:	28 350 12	11 331 41	26 90 77
Added Vol:	0 0 0	0 0 0	0 0 0
PasserbyVol:	0 0 0	0 0 0	0 0 0
Initial Put:	28 350 12	11 331 41	26 90 77
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PMP Adj:	0.94 0.94 0.94	0.94 0.94 0.94	0.94 0.94 0.94
PMP Volume:	29 373 13	12 353 43	28 96 82
Reducut Vol:	0 0 0	0 0 0	0 0 0
Reduced Vol:	29 373 13	12 353 43	28 96 82
PCPE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLMF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	29 373 13	12 353 43	28 96 82
Saturation Module:			
Adj Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.07 0.90 0.03	0.03 0.86 0.11	0.14 0.46 0.40
Final Sat.:	44 565 20	18 547 67	73 248 212
Capacity Analysis Module:			
Vol/Sat:	0.66 0.66 0.66	0.65 0.65 0.65	0.39 0.39 0.39
Crit Moves:	***	***	***
Delay/Veh:	17.8 17.8 17.8	17.2 17.2 17.2	12.3 12.3 12.3
Delay Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Adj Delay/Veh:	17.8 17.8 17.8	17.2 17.2 17.2	12.3 12.3 12.3
Loss By Move:	C C C	C C C	B B B
ApproachDel:	17.8	17.2	12.3
Delay Adj:	1.00	1.00	1.00
Adj ApproachDel:	17.8	17.2	12.3
Loss By Apr:	C	C	B
AllWayAvg:	1.6 1.6 1.6	1.5 1.5 1.5	0.5 0.5 0.5
Note:	Cause reported is the number of vehicles per second.		

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FEATURED IN AN BEGOT WEBSITE RIVERSIDE

Thu Feb 05 13:10:29 2009  
COMPARE  
Riverside-Corona Facer Pipeline Rev  
W.C. 07-0377  
Existing + Ambient Growth Conc  
Level Of Service Computation Rev  
2000-1CH 5-Way (Future Volume

EAPM

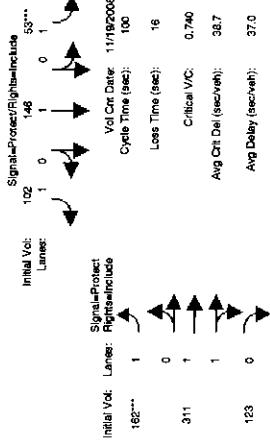
Lanes:	0	0	11	0	0	
Initial Vol:	41	263**				
Signal/Stop Right/Left/Inside	7					
Street Name:	Monroe Street	South Bound	East Bound	West Bound		
Approach:	North Bound	L - R	T - R	L - T - R	L - T - R	
Movement:	L - T - R					
Min. Green:	7	7	7	7	7	7
Volume Module: >> Count Date: 19 Nov 2008 << 4:15:15 PM						
Base Vol:	37	239	6	10 239	44 43	58
Growth Adj:	1.10	1.10	1.10	1.10 1.10	1.10 1.10	1.10 1.10
Initial Bse:	41	263	7	11 263	48 47	64
Added Vol:	0	0	0	0 0	0 0	0 0
PasserByVol:	0	0	0	0 0	0 0	0 0
Initial Fut:	41	263	7	11 263	48 47	64
User Adj:	1.00	1.00	1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHF Adj:	0.43	0.93	0.53	0.93 0.93	0.93 0.93	0.93 0.93
PHF Volume:	44	283	7	12 283	52 51	69 69
Reducut Vol:	0	0	0	0 0	0 0	0 0
Reduced Vol:	44	283	7	12 283	52 51	69 69
PCE Adj:	1.00	1.00	1.00	1.00 1.00	1.00 1.00	1.00 1.00
MLF Adj:	1.00	1.00	1.00	1.00 1.00	1.00 1.00	1.00 1.00
Final Volume:	44	283	7	12 283	52 51	69 69
Saturation Flow Module:						
Adjustment:	1.00	1.00	1.00	1.00 1.00	1.00 1.00	1.00 1.00
Lanes:	0.13	0.85	0.02	0.03 0.82	0.01 0.32	0.01 0.30
Final Sat.:	92	595	15	25 586	103 195	150 263
Capacity Analysis Module:						
Vol/Sat:	0.47	0.47	0.46	0.46 0.46	0.48 0.48	0.26 0.26
Crit Moves:	*****	*****	*****	*****	*****	*****
Delay/Veh:	12.1	12.1	12.1	12.0 12.0	12.0 10.1	10.1 9.3
Delay Adj:	1.00	1.00	1.00	1.00 1.00	1.00 1.00	1.00 1.00
AdjDelay/Veh:	12.1	12.1	12.1	12.0 12.0	12.0 10.1	10.1 9.3
Los By Move:	B	B	B	B B	B B	A A
ApproachAdj:	12.1	12.1	12.1	12.0 12.0	10.1 10.1	9.3 9.3
Delay Adj:	1.00			1.00	1.00	1.00
AppAdj/Adj:	12.1			12.0 12.0	10.1 10.1	9.3 9.3
Los By Addr:						
AllDayAvgQ:	0.8	0.8	0.8	0.8 0.8	0.8 0.8	0.3 0.3

مکتبہ مذکورہ میں پڑھنے والے افراد کا فہرست



Riverside-Corona Foothills Pipeline Realignment  
Existing + Ambient Growth Condition  
Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)

## Intersection #7: Monroe Street / Indiana Avenue



## Street Name: Monroe Street

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	7 7	7 7	7 7	7 7
Volume Module:	>> Count Date: 19 Nov 2008 << 7:30:8-3:30 AM			
Base Vol:	186 389 37 48 133 93 147 283 112 371 74			
Growth Adj:	1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10			
Initial Bse:	205 428 41 53 146 102 162 311 123 79 408 81			
Added Vol:	0 0 0 0 0 0 0 0 0 0 0 0			
PasserbyVol:	0 0 0 0 0 0 0 0 0 0 0 0			
Initial Fut:	205 428 41 53 146 102 162 311 123 79 408 81			
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00			
PHF Adj:	0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83			
PHF Volume:	245 513 49 63 175 123 194 373 148 95 489 98			
Reduced Vol:	0 0 0 0 0 0 0 0 0 0 0 0			
Reduced Vol:	245 513 49 63 175 123 194 373 148 95 489 98			
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00			
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00			
FinalVol:	245 513 49 63 175 123 194 373 148 95 489 98			
Saturation Flow Module:				
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900			
Adjustment:	0.93 0.97 0.97 0.93 0.98 0.83 0.93 0.89 0.89 0.93 0.91 0.91			
Lanes:	1.00 0.91 0.91 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00			
Final Sat.:	1769 1678 160 1769 1862 1583 1769 2426 960 1769 2876 574			
Capacity Analysis Module:				
Vol/Sat:	0.14 0.31 0.31 0.04 0.09 0.08 0.11 0.15 0.15 0.05 0.17 0.17			
Crit Moves:	****			
Green/Cycle:	0.28 0.40 0.40 0.07 0.19 0.19 0.14 0.25 0.25 0.12 0.22 0.22			
Volume/Cap:	0.49 0.76 0.76 0.51 0.49 0.41 0.76 0.61 0.47 0.76 0.76			
Delay/Veh:	30.8 30.4 30.4 48.4 37.2 36.4 53.7 34.3 34.3 43.1 40.7 40.7			
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00			
Adj1/Veh:	30.8 30.4 30.4 48.4 37.2 36.4 53.7 34.3 34.3 43.1 40.7 40.7			
LOS by Move:	C C C D D D C C D D			
HCM2AvgQ:	7 16 16 3 5 4 8 8 3 11 11			
Note: Queue reported is the number of cars per lane.				

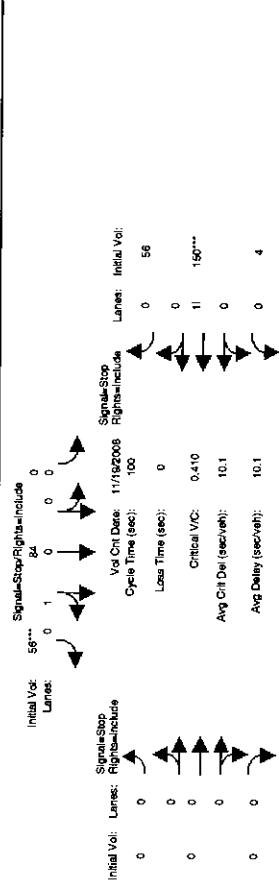
Note: Queue reported is the number of cars per lane.



Riverside-Corona Feeder Pipeline Realignment  
W.D. 07-2077  
Existing + Ambient Growth Condition  
Lanes Of Service Computation Report

2000 hCM-Avg Stop (Future Volume Alternative)

## Intersection #119: Monroe Street / Victoria Avenue (North)



## Street Name: Monroe Street Victoria Avenue (North)

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Min. Green: 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM  
Base Vol: 2 240 0 76 51 0 0 0 4 136 51  
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10  
Initial Bse: 2 264 0 84 56 0 0 0 4 150 56  
Added Vol: 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 2 264 0 84 56 0 0 0 4 150 56  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88  
PHF Volume: 3 301 0 95 64 0 0 0 5 170 64  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 3 301 0 95 64 0 0 0 5 170 64  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 3 301 0 95 64 0 0 0 5 170 64

## Saturation Flow Module:

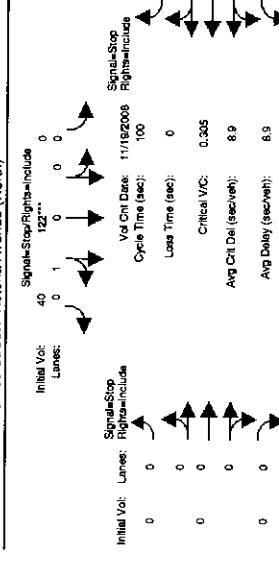
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.01 0.99 0.00 0.00 0.60 0.40 0.00 0.00 0.02 0.71 0.27  
Final Sat.: 6 733 0 442 297 0 0 0 15 504 189

## Capacity Analysis Module:

Vol/Sat: 0.41 xxxxx 0.22 0.22 xxxxx xxxxx 0.34 0.34 0.34

Crit Moves: \*\*\*\*

Delay/Veh: 10.8 10.8 0.0 0.0 0.8.8 0.0 0.0 0.0 10.0 10.0 10.0  
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 10.8 10.8 0.0 0.0 0.8.8 0.0 0.0 0.0 10.0 10.0 10.0  
Los by Move: B B \* \* A A \* \* B B B B  
ApproachDel: 10.8 10.8 8.8 8.8 xxxxxxxx 10.0 10.0 10.0 10.0 10.0  
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
ApprAdjDel: 10.8 10.8 8.8 8.8 xxxxxxxx 10.0 10.0 10.0 10.0 10.0  
Los by Appr: B B A A \* \* A A \* \* A A A A  
AllWayAvg: 0.6 0.6 0.6 0.6 0.2 0.2 0.0 0.0 0.4 0.4 0.4  
Note: Queue reported is the number of cars per lane.



## Street Name: Monroe Street Victoria Avenue (North)

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Min. Green: 7 7 7 7

Volume Module: &gt;&gt; Count Date: 19 Nov 2008 &lt;&lt; 4:15-5:15 PM

Base Vol: 3 84 0 111 36 0 0 0 12 145 45

Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10

Initial Bse: 3 92 0 122 40 0 0 0 13 160 50

Added Vol: 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 3 92 0 122 40 0 0 0 13 160 50

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93

PHF Volume: 4 99 0 131 43 0 0 0 14 171 53

Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 4 99 0 131 43 0 0 0 14 171 53

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 4 99 0 131 43 0 0 0 14 171 53

Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.03 0.97 0.00 0.00 0.76 0.24 0.00 0.00 0.06 0.72 0.22

Final Sat.: 25 709 0 0 0 586 190 0 0 47 52 175

Capacity Analysis Module:

Vol/Sat: 0.14 0.14 xxxxx 0.22 xxxxx xxxxx 0.30 0.30 0.30

Crit Moves: \*\*\*\*

Delay/Veh: 8.4 8.4 0.0 0.0 8.7 8.7 0.0 0.0 9.2 9.2 9.2

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 8.4 8.4 0.0 0.0 8.7 8.7 0.0 0.0 9.2 9.2 9.2

Los by Move: A A \* \* A A \* \* A A A A

ApproachDel: 8.4 8.4 0.0 0.0 8.7 8.7 0.0 0.0 9.2 9.2 9.2

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

ApprAdjDel: 8.4 8.4 0.0 0.0 8.7 8.7 0.0 0.0 9.2 9.2 9.2

Los by Appr: A A \* \* A A \* \* A A A A

AllWayAvg: 0.1 0.1 0.2 0.2 0.0 0.0 0.4 0.4 0.4 0.4 0.4

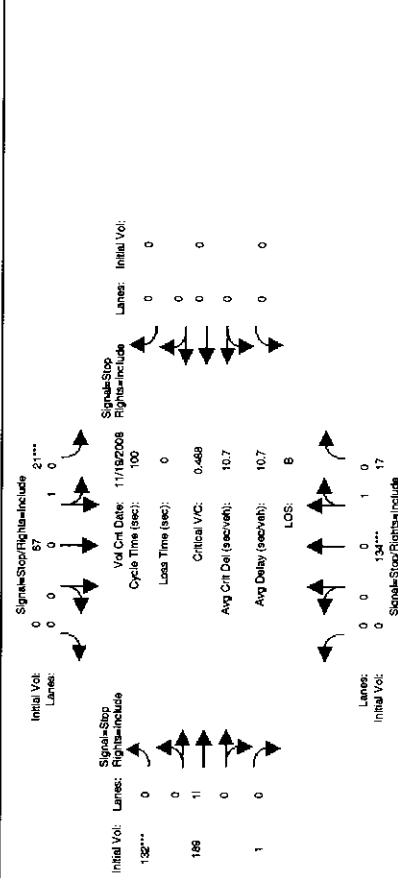
Note: Queue reported is the number of cars per lane.

## COMPARE

Thu Feb 05 13:12:28 2009

Riverside Corridor Pipeline Realignment  
Existing + Ambient Growth Condition  
Level Of Service Computation Report  
2000 HCM 4-way Stop (Future Volume Alternative)

## Intersection #219: Monroe Street / Victoria Avenue (South)



## Victoria Avenue (South)

Street Name:	Monroe Street	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Movement:					
Min. Green:	7	7	7	7	7
Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM					
Base Vol:	0	122	15	19	61
Growth Adj:	1.10	1.10	1.10	1.10	1.10
Initial Bas:	0	134	17	21	67
Added Vol:	0	0	0	0	0
Passenger Vol:	0	0	0	0	0
Initial Put:	0	134	17	21	67
User Adj:	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	153	19	24	76
Reduc Vol:	0	0	0	0	0
Reduced Vol:	0	153	19	24	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	153	19	24	76

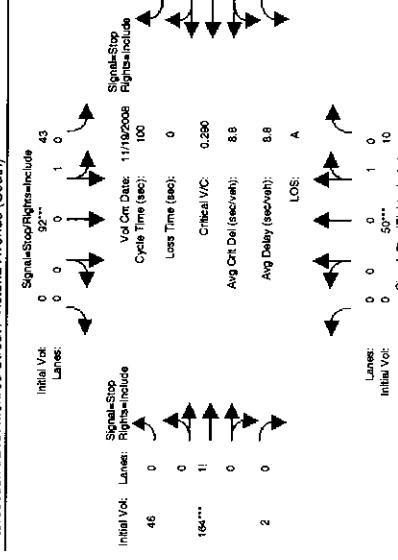
## Saturation Flow Module:

Vol/Sat:	xxxxx	0.25	0.15	0.15	xxxxx	0.49	0.49	0.49	xxxxx															
Crit Moves:	***				***				xxxxx															
Delay/Veh:	0.0	9.4	9.4	8.9	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	0.0	9.4	9.4	8.9	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Los by Move:	*	A	A	A	A	*	B	B	*	*	A	A	A	A	*	A	A	*	*	*	*	*	*	
ApproachAdj:		9.4		8.9			11.8																	
Delay Adj:		1.00		1.00			1.00																	
ApprAdjDel:		9.4		8.9			11.8																	
LOS by Appr:	0.3	0.3	0.2	0.2	0.2	A	B	B	*	*	A	A	A	A	*	A	A	*	*	*	*	*	*	*
AllWayAvg:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Note: Queue reported is the number of cars per lane.																								

Thu Feb 05 13:12:28 2009

Riverside Corridor Pipeline Realignment  
W.O. 07-3077  
Existing + Ambient Growth Condition  
Level Of Service Computation Report  
2000 HCM 4-way Stop (Future Volume Alternative)

## Intersection #219: Monroe Street / Victoria Avenue (South)



## Victoria Avenue (South)

Street Name:	Monroe Street	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Movement:					
Min. Green:	7	7	7	7	7
Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM					
Base Vol:	0	45	9	39	84
Growth Adj:	1.10	1.10	1.10	1.10	1.10
Initial Bas:	0	50	10	43	92
Added Vol:	0	0	0	0	0
Passenger Vol:	0	0	0	0	0
Initial Put:	0	50	10	43	92
User Adj:	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	53	11	46	99
Reduc Vol:	0	0	0	0	0
Reduced Vol:	0	53	11	46	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	53	11	46	99

## Saturation Flow Module:

Vol/Sat:	xxxxx	0.08	0.08	0.19	xxxxx	0.29	0.29	0.29	xxxxx															
Crit Moves:	****				****				xxxxx															
Delay/Veh:	0.0	7.9			7.9				8.6	8.6	8.6	8.6	8.6	8.6	8.6	8.6	8.6	8.6	8.6	8.6	8.6	8.6	8.6	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	7.9			7.9				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Los by Move:	*	A	A	A	*	B	B	B	*	A	A	A	A	A	A	*	A	A	*	*	*	*	*	
ApproachAdj:		9.4		8.9			11.8																	
Delay Adj:		1.00		1.00			1.00																	
ApprAdjDel:		9.4		8.9			11.8																	
LOS by Appr:	0.3	0.3	0.2	0.2	0.2	A	B	B	*	xxxxx														
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Note: Queue reported is the number of cars per lane.																								

Street Name:	Monroe Street	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Movement:					
Min. Green:	7	7	7	7	7
Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM					
Base Vol:	0	45	9	39	84
Growth Adj:	1.10	1.10	1.10	1.10	1.10
Initial Bas:	0	50	10	43	92
Added Vol:	0	0	0	0	0
Passenger Vol:	0	0	0	0	0
Initial Put:	0	50	10	43	92
User Adj:	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	53	11	46	99
Reduc Vol:	0	0	0	0	0
Reduced Vol:	0	53	11	46	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	53	11	46	99

## COMPARE

Riverside Corridor Pipeline Realignment  
W.O. 07-3077  
Existing + Ambient Growth Condition  
Level Of Service Computation Report  
2000 HCM 4-way Stop (Future Volume Alternative)

## Intersection #219: Monroe Street / Victoria Avenue (South)



## Victoria Avenue (South)

Street Name:	Monroe Street	North Bound	South Bound	East Bound	West Bound

**Existing plus Ambient Growth plus Project with  
Construction South of the Intersection  
Level of Service Calculations**



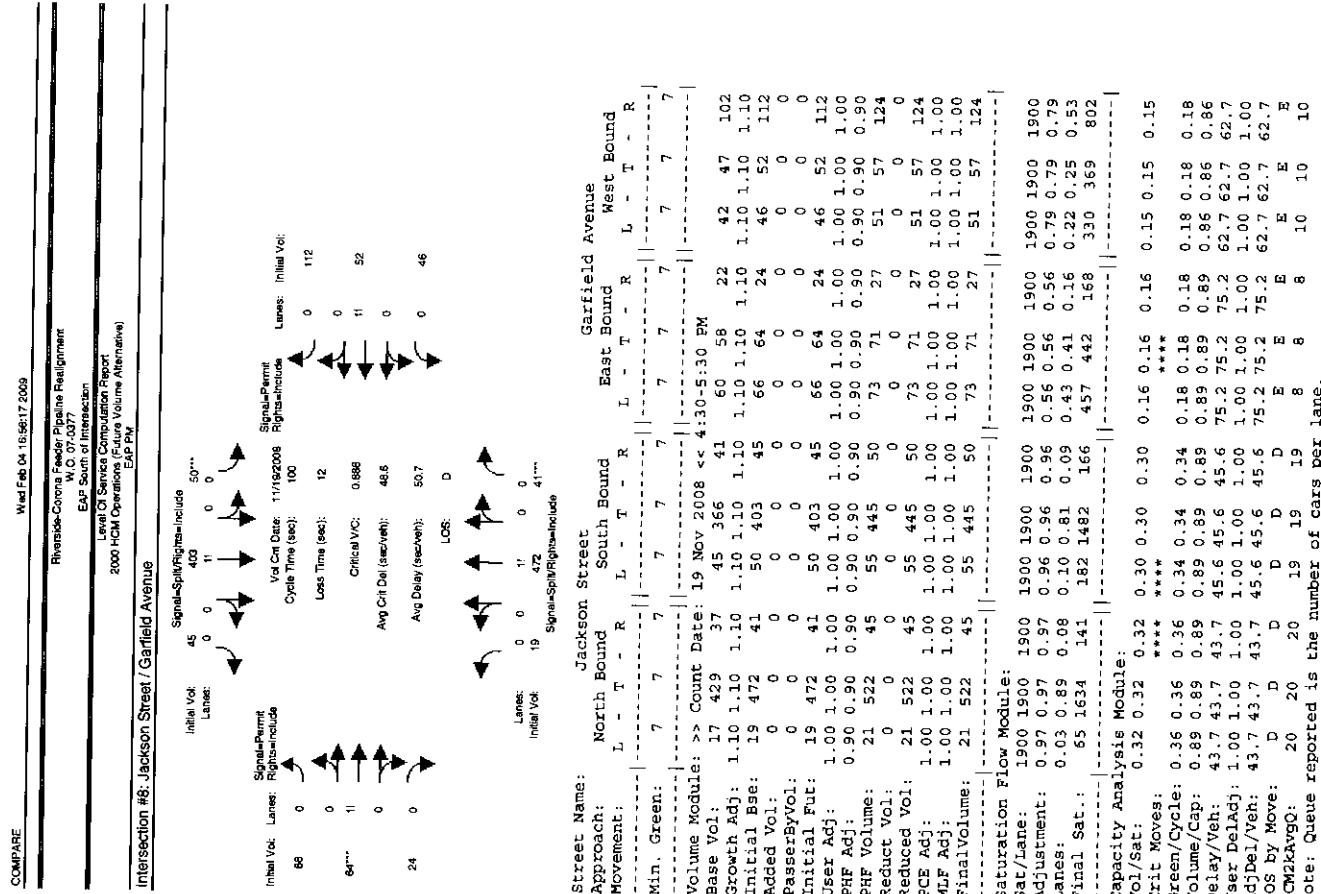
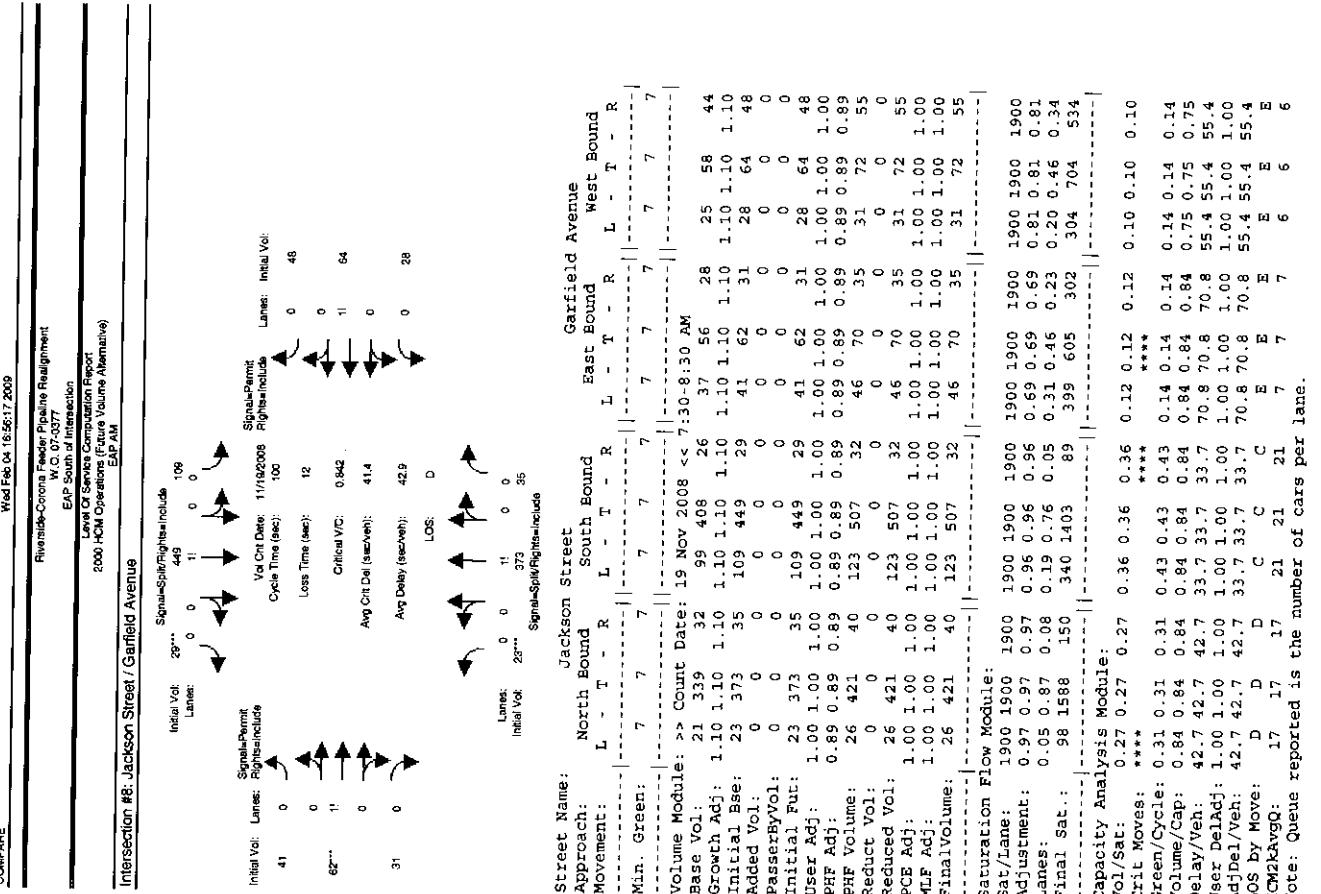






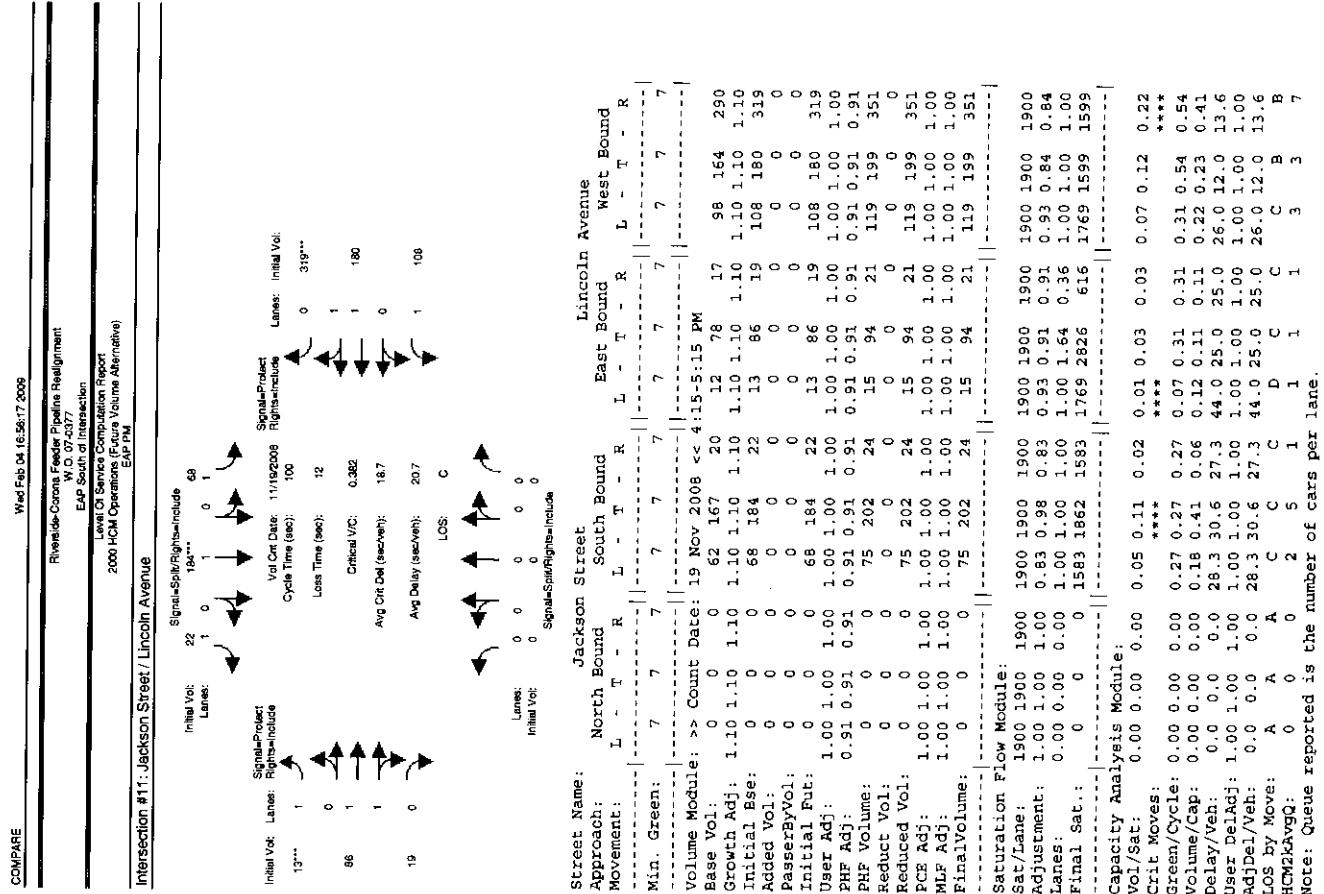
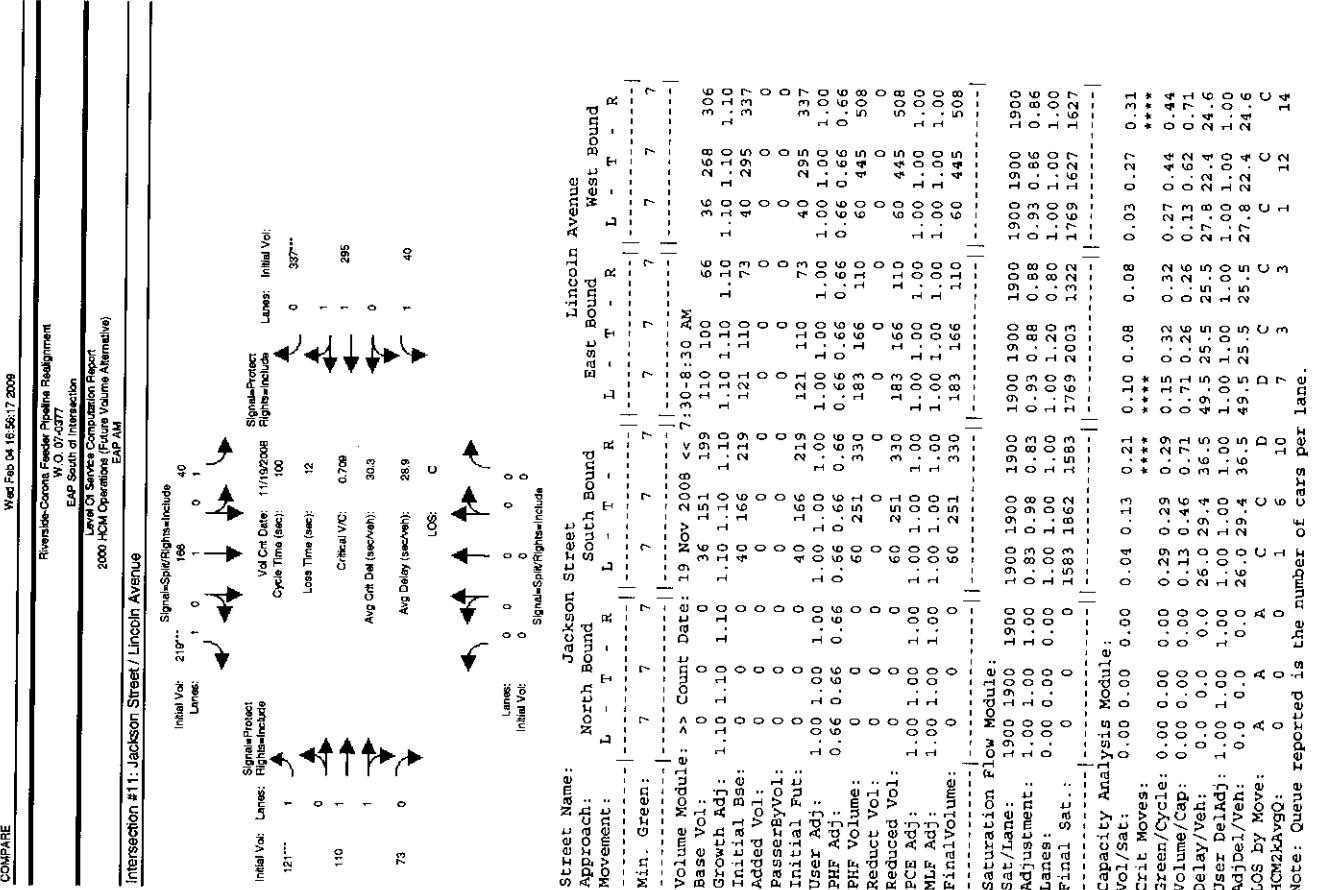










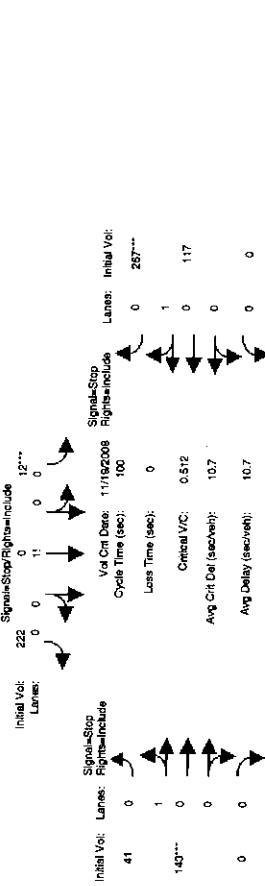






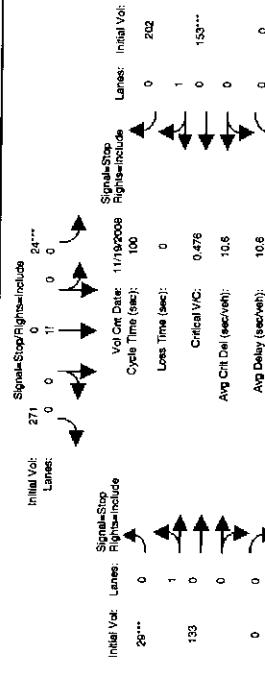
Riverside-Clover Federal Pipeline Realignment  
EPD South of Intersection  
Level of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
EPD PM

## Intersection #13: Monroe Street / Colorado Avenue



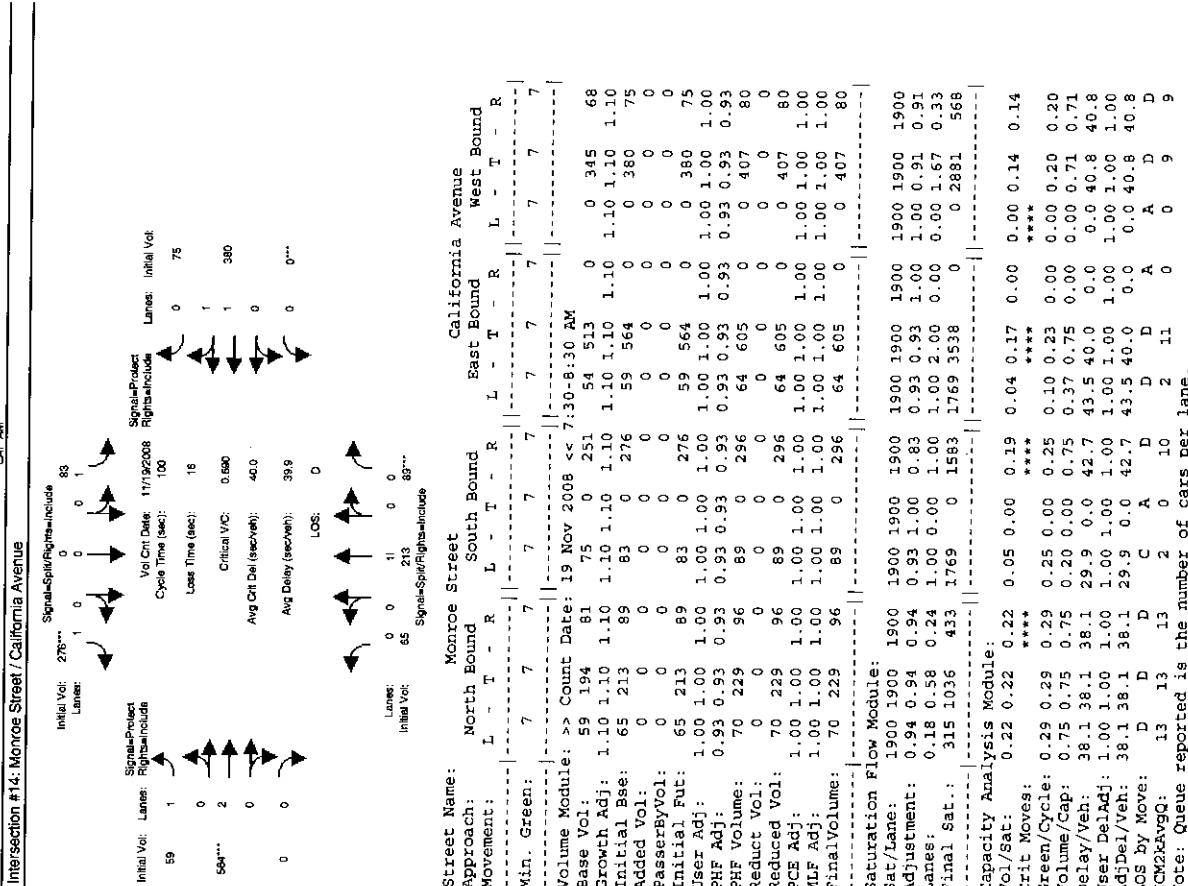
Initial Vol:	Lanes:	222	Signal-Stop Rights-of-Way include	12***
	Lanes:	0 0 1 0		
Initial Vol:	41	0	Signal-Stop Rights-of-Way include	
	1			
140***	0	0	Crit/Ctl:	0.512
	0	0	Avg Ctl Del (sec/veh):	10.7
0	0	0	Avg Delay (sec/veh):	10.7
	0	0	LOS:	B
Initial Vol:	0 0 0 0	0 0 0 0	Signal-Stop Rights-of-Way include	267***
	0 0 0 0	0 0 0 0	Cycle Time (sec):	100
Lanes Time (sec):	0	0	Lanes: Initial Vol:	0 267***
Critical VIC:	0.512	0	Initial Vol:	271 0 0 1 0 0 0 0 24***
Avg Ctl Del (sec/veh):	10.7	0	Lanes:	Initial Vol: 0 202
Avg Delay (sec/veh):	10.7	0	Initial Vol:	0 0 0 0 0 0 0 0 0
LOS:	B	0	Initial Vol:	0 0 0 0 0 0 0 0 0
Initial Vol:	0 0 0 0	0 0 0 0	Initial Vol:	0 0 0 0 0 0 0 0 0
	0 0 0 0	0 0 0 0	Initial Vol:	0 0 0 0 0 0 0 0 0
Signal-Stop Rights-of-Way include			Initial Vol:	0 0 0 0 0 0 0 0 0

## Intersection #13: Monroe Street / Colorado Avenue



Initial Vol:	Lanes:	222	Signal-Stop Rights-of-Way include	12***
	Lanes:	0 0 1 0		
Initial Vol:	41	0	Signal-Stop Rights-of-Way include	
	1			
140***	0	0	Crit/Ctl:	0.512
	0	0	Avg Ctl Del (sec/veh):	10.7
0	0	0	Avg Delay (sec/veh):	10.7
	0	0	LOS:	B
Initial Vol:	0 0 0 0	0 0 0 0	Signal-Stop Rights-of-Way include	267***
	0 0 0 0	0 0 0 0	Cycle Time (sec):	100
Lanes Time (sec):	0	0	Lanes: Initial Vol:	0 267***
Critical VIC:	0.512	0	Initial Vol:	28*** 0 0 1 0 0 0 0 24***
Avg Ctl Del (sec/veh):	10.7	0	Lanes:	Initial Vol: 0 202
Avg Delay (sec/veh):	10.7	0	Initial Vol:	0 0 0 0 0 0 0 0 0
LOS:	B	0	Initial Vol:	0 0 0 0 0 0 0 0 0
Initial Vol:	0 0 0 0	0 0 0 0	Initial Vol:	0 0 0 0 0 0 0 0 0
	0 0 0 0	0 0 0 0	Initial Vol:	0 0 0 0 0 0 0 0 0
Signal-Stop Rights-of-Way include			Initial Vol:	0 0 0 0 0 0 0 0 0

Intersection #13: Monroe Street / Colorado Avenue									
Signal-Stop Rights-of-Way include									
11/19/2008									
Cycle Time (sec):									
28***									
Lanes: Initial Vol:									
0 0 0 0 0 0 0 0 0 0									
Signal-Stop Rights-of-Way include									
11/19/2008									
Cycle Time (sec):									
100									
Lanes: Initial Vol:									
0 0 0 0 0 0 0 0 0 0									
Signal-Stop Rights-of-Way include									
11/19/2008									
Cycle Time (sec):									
100									
Lanes: Initial Vol:									
0 0 0 0 0 0 0 0 0 0									
Signal-Stop Rights-of-Way include									
11/19/2008									
Cycle Time (sec):									
100									
Lanes: Initial Vol:									
0 0 0 0 0 0 0 0 0 0									
Signal-Stop Rights-of-Way include									
11/19/2008									
Cycle Time (sec):									
100									
Lanes: Initial Vol:									
0 0 0 0 0 0 0 0 0 0									
Signal-Stop Rights-of-Way include									
11/19/2008									
Cycle Time (sec):									
100									
Lanes: Initial Vol:									
0 0 0 0 0 0 0 0 0 0									
Signal-Stop Rights-of-Way include									
11/19/2008									
Cycle Time (sec):									
100									
Lanes: Initial Vol:									
0 0 0 0 0 0 0 0 0 0									
Signal-Stop Rights-of-Way include									
11/19/2008									
Cycle Time (sec):									
100									
Lanes: Initial Vol:									
0 0 0 0 0 0 0 0 0 0									
Signal-Stop Rights-of-Way include									
11/19/2008									
Cycle Time (sec):									
100									
Lanes: Initial Vol:									
0 0 0 0 0 0 0 0 0 0									
Signal-Stop Rights-of-Way include									
11/19/2008									
Cycle Time (sec):									
100									
Lanes: Initial Vol:									
0 0 0 0 0 0 0 0 0 0									
Signal-Stop Rights-of-Way include									
11/19/2008									
Cycle Time (sec):									
100									
Lanes: Initial Vol:									
0 0 0 0 0 0 0 0 0 0									
Signal-Stop Rights-of-Way include									
11/19/2008									
Cycle Time (sec):									
100									
Lanes: Initial Vol:									
0 0 0 0 0 0 0 0 0 0									
Signal-Stop Rights-of-Way include									
11/19/2008									
Cycle Time (sec):									
100									
Lanes: Initial Vol:									
0 0 0 0 0 0 0 0 0 0									
Signal-Stop Rights-of-Way include									
11/19/2008									
Cycle Time (sec):									
100									
Lanes: Initial Vol:									



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Note: Queue reported is the number of cars per lane.

Wed Feb 04 16:58:17 2009

## **COMPARE**

Versalda-Corona Feeder Pipeline Reassignment  
W.O. 07-0377

EAP South of Intersection Level Of Service Computation Report

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COMPNAME Wed Feb 04 16:58:17 2009

W.O. 07-0377  
EAP South of Intersection  
Level Of Service Computation Report

Executive Summary Stop (Future Volume Alternative)  
EAP AM

Intersection #15: Monroe Street / Garfield Avenue

Connie's Home Downsize

Wed Feb 08 16:56:17 2009

COMPARE

**Angola-Corona Feeder Pipeline Realignment  
W.O. 07-0377  
EAP South of Interstate  
Level Of Service Comparison Report  
HCH Operations (Future Volume Alternatives)**

Intersection #16: Monroe Street / Marshall Avenue

```

graph TD
    A[Initial Vol.] --> B[Signal-Split(Rights-Include)]
    B --> C[Lanes: 1]
    B --> D[Vol Ctrl (sec): 1/18/2008]
    D --> E[Rights-Include]
    D --> F[Signal-Protect]
    E --> G[Lanes: 0]
    E --> H[Loss Time (sec): 12]
    F --> I[Lanes: 1]
    F --> J[Critical V/C: 0.819]
    I --> K[Signal-Protect: Rights-Include]
    K --> L[Lanes: 1]
    K --> M[Avg Crit Dist (sec/veh): 55.0]
    L --> N[Avg Delay (sec/veh): 43.7]
    M --> N
  
```

Lanes: 0 0 0 0  
Initial Vol: 0 0 0 0  
Signal=Spin/PortletsInclude

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Wet Fwd On 18/01/17 2009  
Riverside-Corona Fender Pipeline Realignment  
W.C.07-0377  
EA-Soiln At Intersection  
Level Of Service Comparison Report

**EAP PM**  
**HCM Operations (Future Volume Alternative)**

Street Name:		Monroe Street		Magnolia Ave	
Approach:		North Bound	South Bound	East Bound	
Movement:		L - T - R	L - T - R	L - T - R	
Lanes:	0 0 0 0 0 0				
Initial Vol:	0 0 0 0 0 0				
Signal/Split/Rights/Include					
Min. Green:	7 7 7 7 7 7				
Volume Modulus: >> Count Date: 19 Nov 2008 << 4:45:54:45 PM					
Base Vol:	0 0 0 96 0 96				
Growth Adj:	1.10 1.10 1.10 1.10 1.10 1.10				
Initial Bse:	0 0 0 106 0 318				
Added Vol:	0 0 0 0 0 0				
PasserByVol:	0 0 0 106 0 318				
Initial Fut:	0 0 0 1.00 1.00 1.00				
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00				
FPH Adj:	0.99 0.99 0.99 0.99 0.99 0.99				
PHF Volume:	0 0 0 107 0 321				
Reduc Vol:	0 0 0 0 0 0				
Reduced Vol:	0 0 0 107 0 321				
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00				
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00				
FinalVolume:	0 0 0 107 0 321				

Rivernude-Corona W. Cedar Pipeline Realignement  
W.C. 07-0377  
EAP South of Intersection  
Level Of Service Computation Report  
.....

2000 HCM Operations (Future Volume Alternative)  
EAP Prod

Diagram	Signal State	Vol (Veh/min)	Crt Date	Cycle Time (sec)	Loss Time (sec)	Critical V/C:	Avg Crt Del (sec/veh)	Avg Delay (sec/veh)
1	Lane 1 Green	315**						
2	Lane 1 Red, Lane 2 Green	63**	11/19/2008	100	12	0.607	23.5	23.2
3	Lane 2 Red, Lane 3 Green	970						
4	Lane 3 Red	0						

Legend: Initial Vol: Total vehicles per hour; Signal & Split Rights: include or exclude signal control for other lanes; Lanes: Number of lanes; Critical V/C: Critical vehicle count; Avg Crt Del (sec/veh): Average critical delay per vehicle; Avg Delay (sec/veh): Average delay per vehicle.

Lanes: 0 0 0 0 0 0  
 Initial Vol: 0 0 0 0 0 0  
 Signal=Splitlights=include

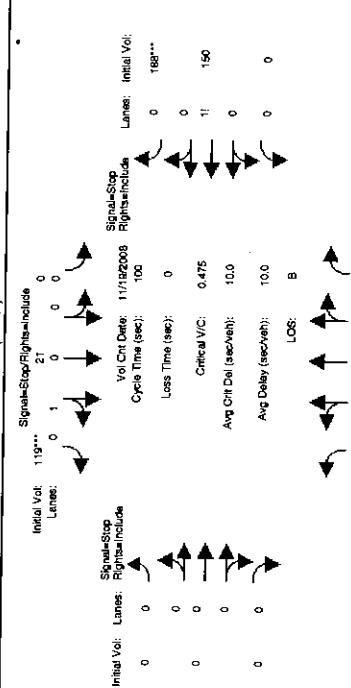
Street Name: Monroe Street						Street Name: Magnolia Avenue						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R	T - R	L - R	L - T - R	T - R	L - R	L - T - R	T - R	L - T - R	T - R	L - T - R	T - R
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Volume Module: >> Count Date: 19 Nov 2008 << 4:45-5:45 PM												
Base Vol:	0	0	96	0	96	0	289	57	892	0	0	853
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	0	106	0	318	63	970	0	0	938
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	106	0	318	63	970	0	0	938
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	0	0	0	107	0	321	63	979	0	0	947	85
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	107	0	321	63	979	0	0	947	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	107	0	321	63	979	0	0	947	85





Riverside-Corona Federal Pipeline Realignment  
W.O. 07-02777  
EAP South of Intervention  
Lane Of Service Computation Report  
2000 HCM - Lay Stop (Future Volume Alternative)  
EAP:AM

## Intersection #119: Monroe Street / Victoria Avenue (North)



## Victoria Avenue (North)

## Monroe Street

## South Bound

## West Bound

## East Bound

## L - T - R



**Existing plus Ambient Growth plus Project with  
Construction North of the Intersection  
Level of Service Calculations**





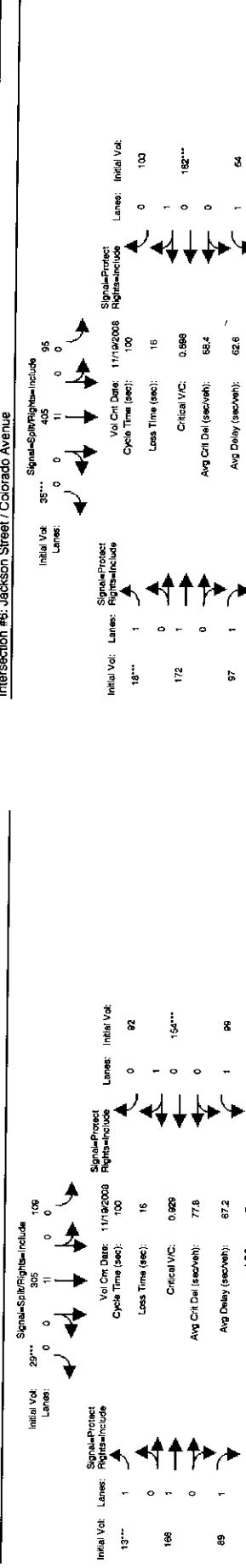




Riverside Corona Freeway Pipeline Realignment  
W.O. 07-4377  
E.P. North of Intersection

Level Of Service Computation Report  
2000 HCM Operations Future Volume Alternative  
E.P. AM

## Intersection #6: Jackson Street / Colorado Avenue



Street Name:	Jackson Street				Colorado Avenue				Colorado Avenue			
Approach:	North Bound		South Bound		East Bound		West Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Volume Module: >> Count Date: 19 Nov 2008 << 7:15:8:15 AM												
Base Vol:	73	263	142	99	277	26	12	151	81	90	140	84
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	80	289	156	109	305	29	13	166	89	99	154	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Passer-ByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Ful:	80	289	156	109	305	29	13	166	89	99	154	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	106	382	206	144	403	38	17	219	118	131	203	122
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	382	206	144	403	38	17	219	118	131	203	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	106	382	206	144	403	38	17	219	118	131	203	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.83	0.96	0.96	0.93	0.98	0.83	0.93	0.98	0.93	0.93
Lanes:	0.22	0.78	1.00	0.25	0.69	0.05	1.00	1.00	0.62	0.38	0.06	1.00
Final Sat.:	400	1441	449	1556	118	1769	1862	1583	1769	1099	659	349
Capacity Analysis Module:												
Vol/Sat:	0.27	0.13	0.32	0.32	0.32	0.01	0.12	0.07	0.19	0.19	0.29	0.29
Crit Moves:	****	****	****	****	****	0.32	0.32	0.07	0.16	0.16	0.29	0.29
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.32	0.32	0.07	0.16	0.16	0.29	0.29
Volume/Cap:	1.00	1.00	0.49	1.00	1.00	0.14	0.14	0.10	0.19	0.19	0.30	0.30
Delay/Veh:	77.7	77.7	32.0	71.5	71.5	44.2	44.2	0.47	0.75	1.00	0.97	0.97
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.45
AdjDel/Veh:	77.7	77.7	32.0	71.5	71.5	44.2	44.2	0.47	0.75	1.00	0.97	0.97
LOS by Move:	E	E	B	D	D	E	E	F	P	P	43.0	43.0
HCM2XAVGQ:	21	21	6	25	25	1	8	4	6	15	84.6	84.6
Note: Queue reported is the number of cars per lane.												

## Intersection #7: Jackson Street / California Avenue

Saturation Flow Module:									
<b>Sat/Lane:</b> 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900									
Vol/Sat:	0.25	0.25	0.05	0.36	0.36	0.03	0.18	0.18	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.24	0.24	0.24	0.35	0.35	0.07	0.18	0.17	0.17
Volume/Cap:	1.03	1.03	0.19	1.03	1.03	0.38	1.03	1.03	0.17
Delay/Veh:	88.2	88.2	30.4	75.5	75.5	45.9	85.5	85.5	0.94
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj/Delay:	88.2	88.2	30.4	75.5	75.5	45.9	85.5	85.5	0.94
LOS by Move:	F	F	C	E	E	D	F	F	E
HCN2KArgQ:	21	21	2	29	29	2	16	16	E
Note: Queue reported is the number of cars per lane.									

## Intersection #7: Jackson Street / California Avenue

Capacity Analysis Module:									
<b>Vol/Sat:</b> 0.25 0.25 0.05 0.36 0.36 0.03 0.18 0.18 0.16 0.16									
Crit Moves:	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.24	0.24	0.24	0.35	0.35	0.07	0.18	0.17	0.17
Volume/Cap:	1.03	1.03	0.19	1.03	1.03	0.38	1.03	1.03	0.17
Delay/Veh:	88.2	88.2	30.4	75.5	75.5	45.9	85.5	85.5	0.94
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj/Delay:	88.2	88.2	30.4	75.5	75.5	45.9	85.5	85.5	0.94
LOS by Move:	F	F	C	E	E	D	F	F	E
HCN2KArgQ:	21	21	2	29	29	2	16	16	E
Note: Queue reported is the number of cars per lane.									

## Intersection #7: Jackson Street / California Avenue

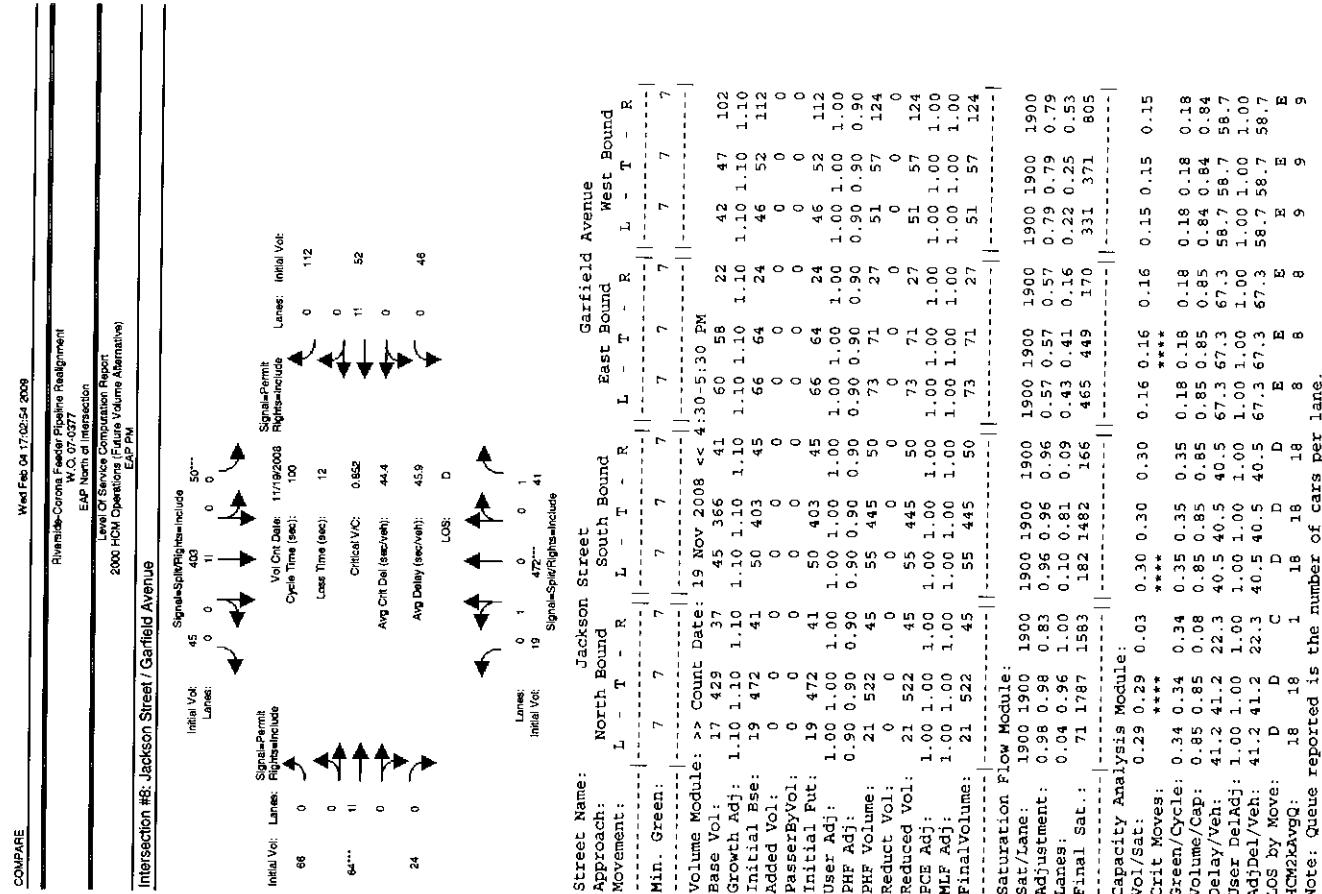
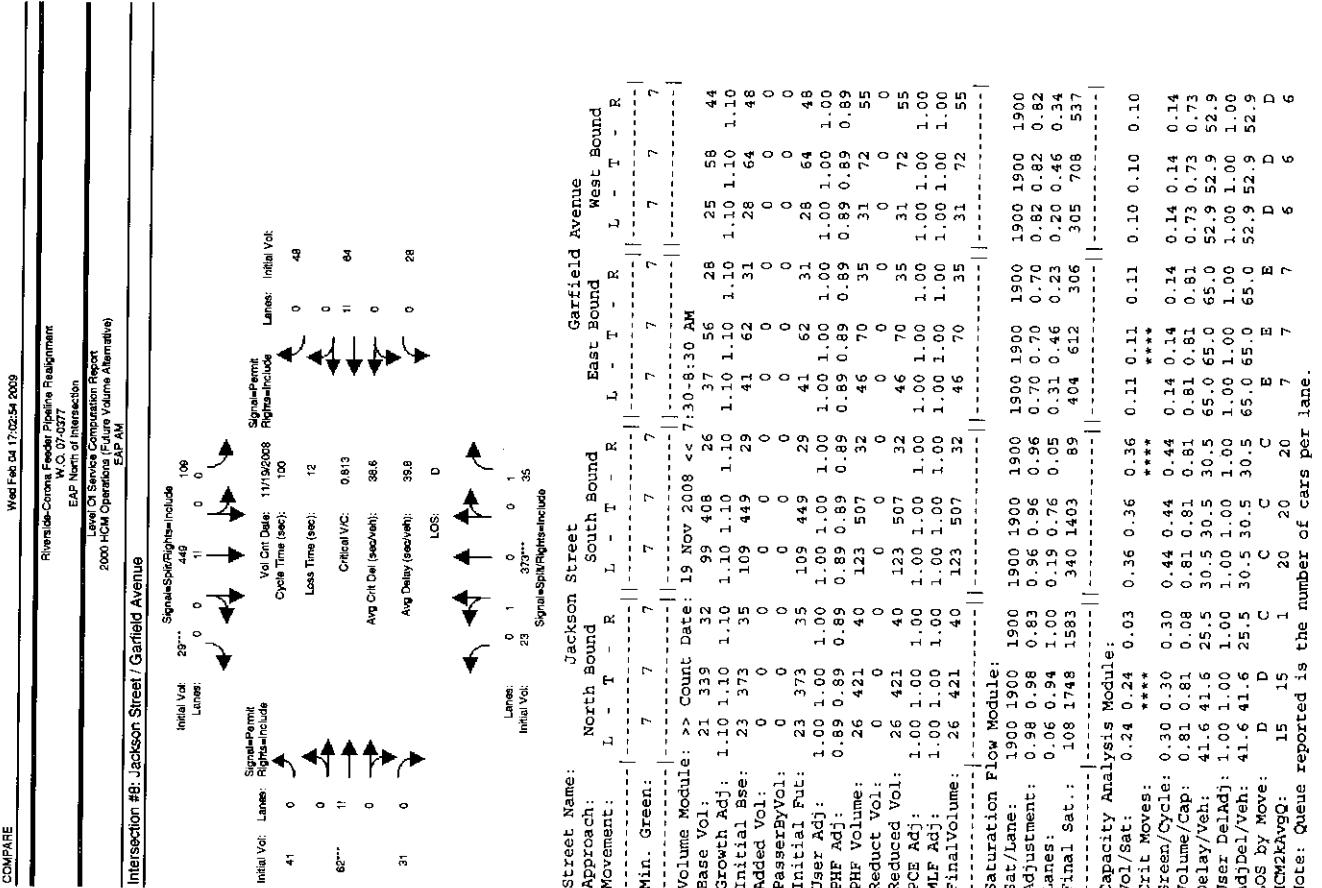
Signal Spills/Rights-of-Way Include										
<b>Initial Vol:</b> 65 0 0 422 0 0 0 102***										
Lanes:	5	0	11	0	0	0	0	0	0	
Street Name:	Jackson Street	South Bound	East Bound	West Bound	South Bound	East Bound	West Bound	South Bound	East Bound	
Approach:	North Bound	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Movement:	L - T	-	-	-	-	-	-	-	-	
Min. Green:	7	7	7	7	7	7	7	7	7	
Volume Module:	>> Count Date: 19 Nov 2008 << 7:30-6:30 AM									
Base Vol:	49	317	59	384	50	40	405	90	61	344
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	92
Initial Bse:	54	349	65	102	422	55	44	446	99	67
Added Vol:	0	0	0	0	0	0	0	0	0	101
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Filt:	54	349	65	102	422	55	44	446	99	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	101
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	88
PHF Volume:	62	398	74	117	482	63	50	509	113	77
Reducit Vol:	0	0	0	0	0	0	0	0	0	116
Reduced Vol:	62	398	74	117	482	63	50	509	113	77
FCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	116
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	100
FinalVolume:	62	398	74	117	482	63	50	509	113	77
Saturation Flow Module:	>> Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900									
Adjustment:	0.97	0.97	0.83	0.96	0.96	0.93	0.31	0.91	0.93	0.90
Lanes:	12	13	18	73	19	10	1.64	0.36	1.00	1.58
Final Sat.:	248	1601	1583	321	1327	173	1769	2816	626	1769
Capacity Analysis Module:	>> Capacity Analysis Module:									
Vol/Sat:	0.25	0.25	0.05	0.36	0.36	0.03	0.18	0.18	0.16	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.24	0.24	0.24	0.35	0.35	0.07	0.18	0.17	0.17	0.17
Volume/Cap:	1.03	1.03	0.19	1.03	1.03	0.38	1.03	1.03	0.17	0.17
Delay/Veh:	88.2	88.2	30.4	75.5	75.5	45.9	85.5	85.5	0.94	0.94
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj/Delay:	88.2	88.2	30.4	75.5	75.5	45.9	85.5	85.5	0.94	0.94
LOS by Move:	F	F	C	E	E	D	F	F	E	E
HCN2KArgQ:	21	21	2	29	29	2	16	16	3	13
Note: Queue reported is the number of cars per lane.										

## Intersection #7: Jackson Street / California Avenue

Signal Spills/Rights-of-Way Include											
<b>Initial Vol:</b> 63***											
Lanes:	0	0	11	0	0	0	0	0	0		
Street Name:	Jackson Street	South Bound	East Bound	West Bound	South Bound	East Bound	West Bound	South Bound	East Bound		
Approach:	North Bound	L - T	R	-	L - T	R	-	L - T	R		
Movement:	L - T	-	-	-	-	-	-	-	-		
Min. Green:	7	7	7	7	7	7	7	7	7		
Volume Module:	>> Count Date: 19 Nov 2008 << 5:00-6:00 PM										
Base Vol:	76	410	85	109	315	75	72	559	70	71	421
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	145
Initial Bse:	84	451	94	120	347	83	79	615	77	78	463
Added Vol:	0	0	0	0	0	0	0	0	0	0	160
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Filt:	84	451	94	120	347	83	79	615	77	78	463
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	88	474	98	126	364	87	83	647	81	82	487
Reducit Vol:	0	0	0	0	0	0	0	0	0	0	168
Reduced Vol:	88	474	98	126	364	87	83	647	81	82	487
FCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	474	98	126	364	87	83	647	81	82	487
Saturation Flow Module:	>> Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900										
Adjustment:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	1900
Lanes:	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	0.16	1.00
Final Sat.:	289	1556	1583	394	1139	274	1769	3091	387	1769	2531
Capacity Analysis Module:	>> Capacity Analysis Module:										
Vol/Sat:	0.30	0.30	0.06	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	0.19
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.19
Volume/Cap:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	0.19
Delay/Veh:	99.5	99.5	27.8	98.3	98.3	98.3	98.3	98.3	98.3	98.3	0.19
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj/Delay:	99.5	99.5	27.8	98.3	98.3	98.3	98.3	98.3	98.3	98.3	0.19
LOS by Move:	F	F	C	F	F	E	F	E	F	E	0.51
HCN2KArgQ:	27	27	2	28	28	28	28	28	28	28	16
Note: Queue reported is the number of cars per lane.											

## Intersection #7: Jackson Street / California Avenue

Signal Spills/Rights-of-Way Include									
<b>Initial Vol:</b> 6									





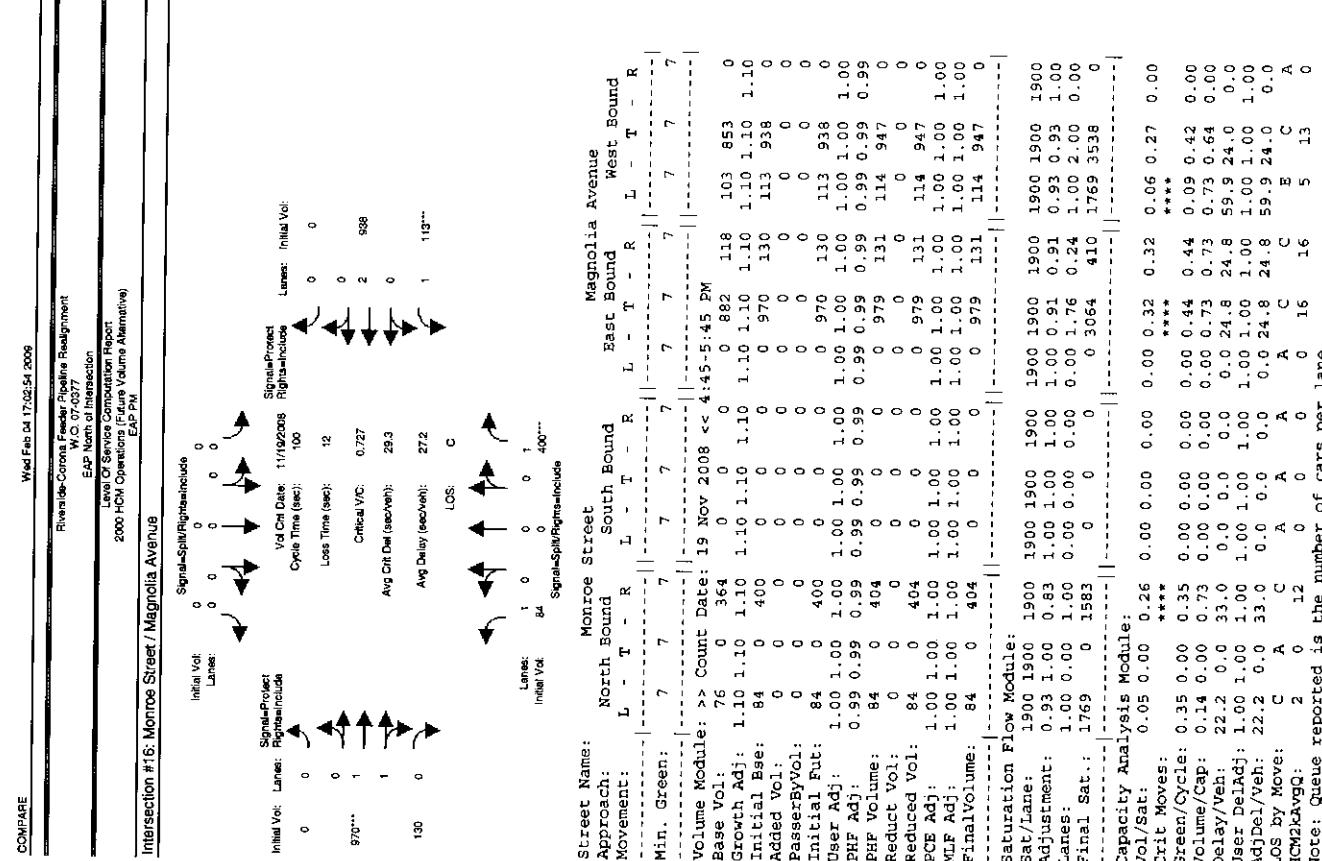
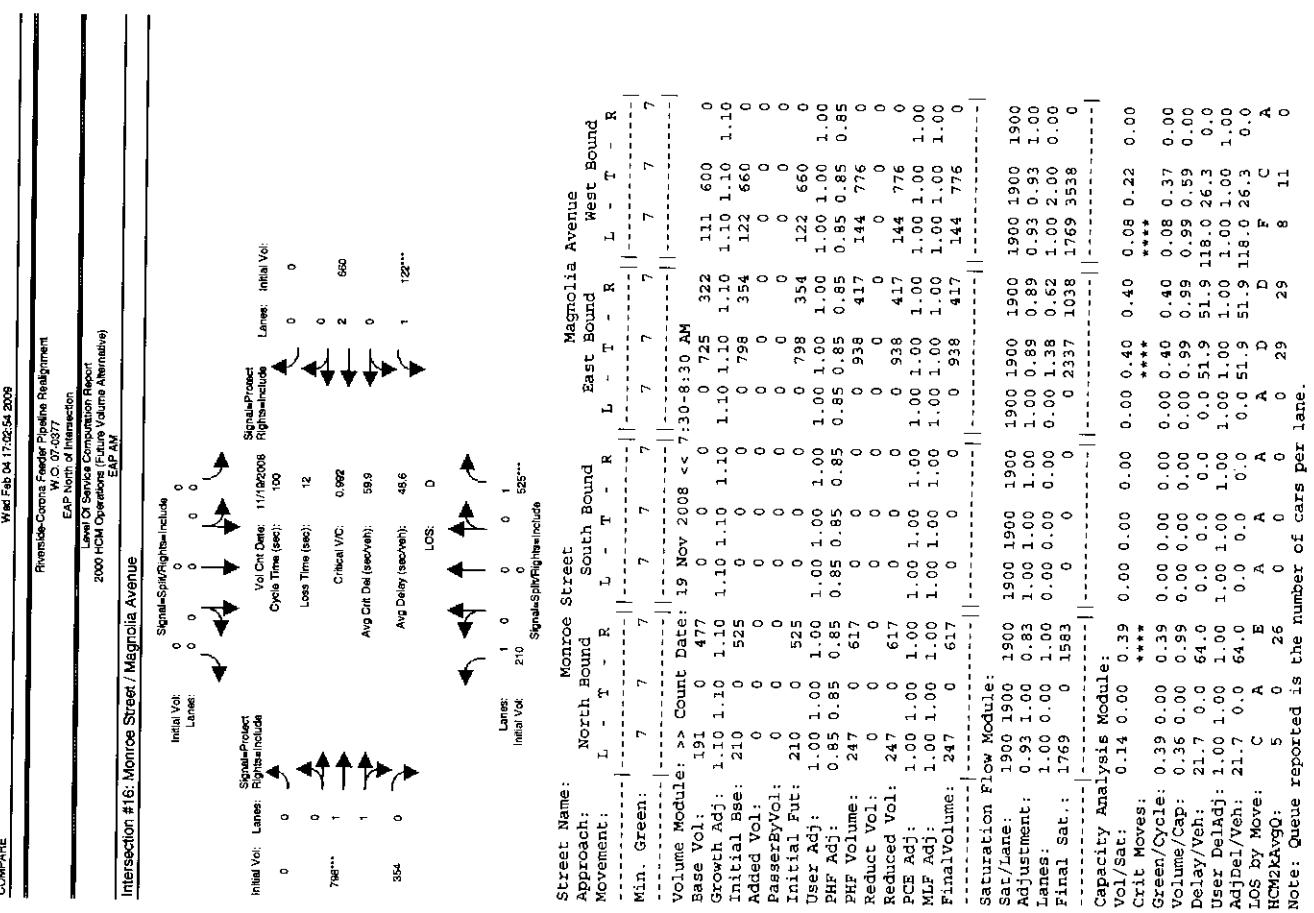
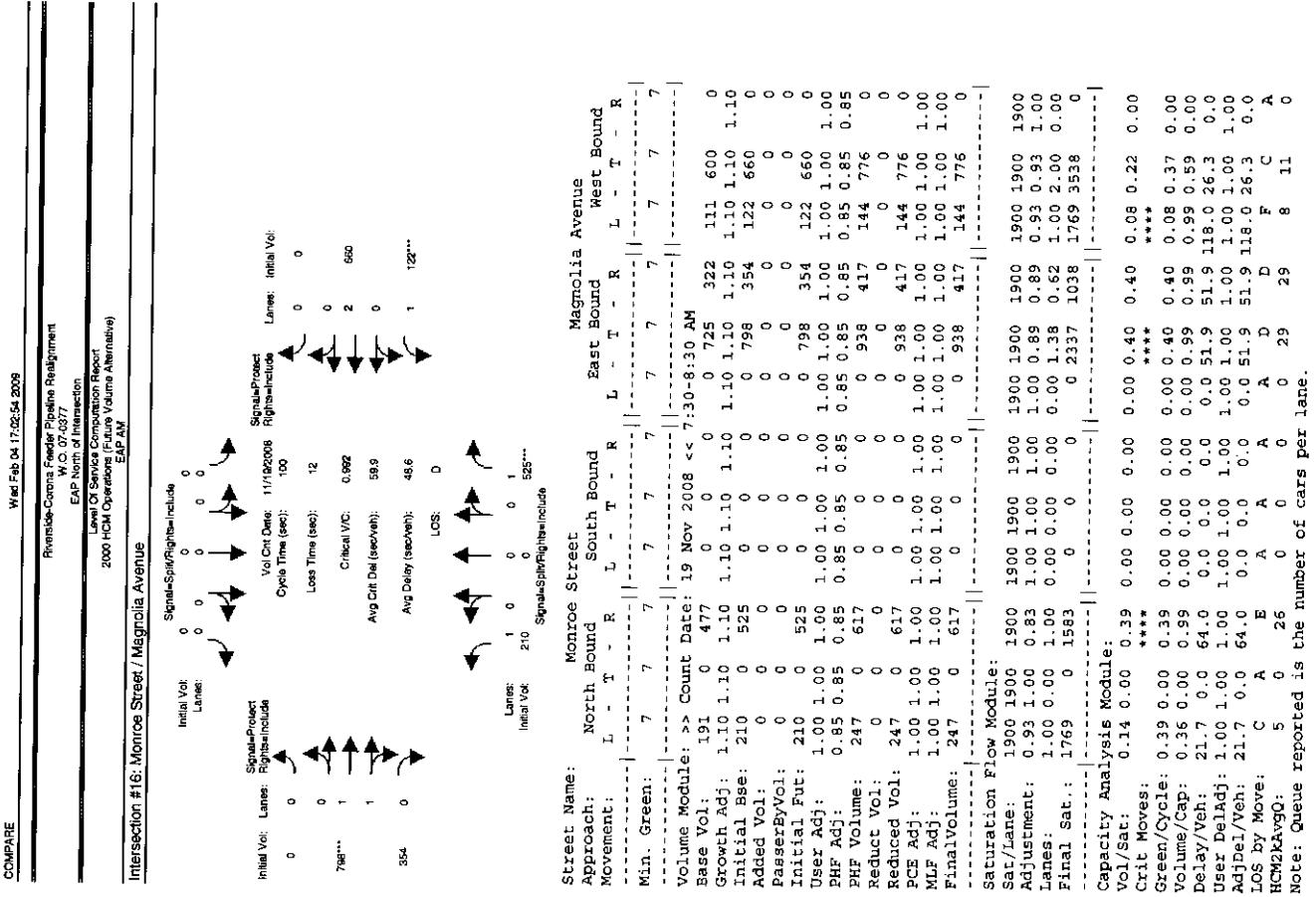




















**Existing plus Ambient Growth plus Project with  
Construction West of the Intersection  
Level of Service Calculations**



## **COMPARE**

805 Feb 04 17:04:45 2008

**Elmwood-Corona Gas Pipeline Realignment  
W.O. 07-0377  
EAP West of Intersection  
Level Of Service Computation Report  
HCM Operations (Future Volume Alternatives)**

Intersection #10: Jackson Street / Indiana Avenue

Time	Lanes: Right-in	Lanes: Left-out	Initial Vol:	Vol Cnt Date:	Cycle Time (sec):	Loss Time (sec):	Critical V/C:	Avg Crit Del (sec/veh):	Avg Delay (sec/veh):	LOS:	Initial Vol:
1/16/2008	0	0	204				0.688	39.1	34.6	C	87***
1:00	0	0	0	100	12	0	0.688	39.1	34.6	C	196
12	0	0	0			12	0	0	0		0
39.1	0	0	0				0	0	0		553***

Indiana Avenue									
Jackson Street					Indiana Avenue				
Street Name:	North Bound		South Bound		East Bound		West Bound		
Approach:	L - T	R	L - T	R	L - T	R	L - T	R	L - T - R
Initial Green:	7	7	7	7	7	7	7	7	7
Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM									
Base Vol: 0	349	330	79	185	0	0	0	0	503
Through Adj: 1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse: 0	384	363	87	204	0	0	0	0	553
Reduced Vol: 0	0	0	0	0	0	0	0	0	0
PassengerVol: 0	0	0	0	0	0	0	0	0	0
Initial Fut: 0	384	363	87	204	0	0	0	0	553
Surf Adj: 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HWF Adj: 0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
HHP Volume: 0	479	453	108	254	0	0	0	0	690
Reduced Vol: 0	0	0	0	0	0	0	0	0	0
Reduced Vol: 0	0	0	0	0	0	0	0	0	0
CBE Adj: 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TLF Adj: 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVol/Volume: 0	479	453	108	254	0	0	0	0	690
Saturation Flow Module:									
at/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.83	0.93	0.98	0.70	0.27	0.00	0.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Initial Sat.:	0	1862	1583	1769	1862	0	0	0	1769
Capacity Analysis Module:									
Cap/Sat:	0.00	0.26	0.29	0.06	0.14	0.00	0.00	0.00	0.39
Right Moves:	*****	*****	*****	*****	*****	*****	*****	*****	0.15
Screen/Cycle:	0.00	0.34	0.07	0.27	0.00	0.00	0.00	0.00	0.47
Blume/Cap:	0.00	0.75	0.84	0.04	0.50	0.00	0.00	0.00	0.84
Surf DelAdj:	1.00	0.34	41.4	81.5	31.3	0.0	0.0	0.0	31.0
High/Veh:	0.0	34.3	41.4	81.5	31.3	1.00	1.00	1.00	1.00
DS by Move:	A	C	D	P	C	A	A	A	C
ZM2KavgQ:	0	14	15	6	7	0	0	0	21

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COMPARE

File # 10-34-17404-5  
Riverside-Corona Freeway Realignment  
W.O. 07-037  
EAP West of Interstate  
Level Of Service Computation Report  
2000 HDM Drawings Figure 104e (Route Alternative)  
EAP PM

Intersection #10: Jackson Street / Indiana Avenue

Street Name: Jackson Street Indiana Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 7 7 7

Volume Module: > Count Date: 19 Nov 2008 < 4:30-5:30 PM

Base Vol:	0 245	320	33 236	1.10 1.10	1.10 1.10	1.10 1.10	1.10 1.10	217 0	44
Growth Adj:	1.10 1.10	1.10 1.10	1.10 1.10	1.10 1.10	1.10 1.10	1.10 1.10	1.10 1.10	1.10 1.10	1.10 1.10
Initial Bse:	0 270	352	36 239	0 0	0 0	0 0	0 0	239 0	48
Added Vol:	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
PasserByVol:	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Internal Fnt:	0 270	352	36 238	0 0	0 0	0 0	0 0	239 0	48
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHF Adj:	0.97 0.97	0.97 0.97	0.97 0.97	0.97 0.97	0.97 0.97	0.97 0.97	0.97 0.97	0.97 0.97	0.97 0.97
PHF Reduct Vol:	0 278	363	37 245	0 0	0 0	0 0	0 0	246 0	50
Reduced Vol:	0 278	363	37 245	0 0	0 0	0 0	0 0	0 0	0 0
PEU Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
MLF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Final Volume:	0 278	363	37 245	0 0	0 0	0 0	0 0	246 0	50

Saturation Flow Module:

Vol/Lane:	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900
Adj:	1.00 0.98	0.83 0.93	0.98 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Lanes:	0.00 1.00	1.00 1.00	1.00 1.00	0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00
Initial Sat.:	0 1862	1583	1759 1862	0 0	0 0	0 0	0 0	1769 0	1583 0

Capacity Analysis Module:

Vol/Sat:	0.00 0.15	0.23 0.23	0.02 0.13	0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00
crit Moves:	****	****	****	****	****	****	****	****	****
Volume/Cap:	0.00 0.50	0.50 0.50	0.07 0.07	0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00	0.31 0.31	0.00 0.31
Delay/Veh:	0.0 0.30	0.45 0.45	0.30 0.35	0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00	0.45 0.45	0.00 0.45
User Del/Veh:	0.0 14.6	16.4 16.4	45.6 45.6	22.8 22.8	0.0 0.0	0.0 0.0	0.0 0.0	28.6 28.6	0.0 25.0
OS by Move:	A 0	B 5	C 7	D 1	E 5	F 0	G 0	A 0	B 0
CH2kAVGQ:	0 0	5 0	7 0	1 0	5 0	0 0	0 0	C 0	C 0



**Existing plus Ambient Growth plus Project with  
Construction East of the Intersection  
Level of Service Calculations**







**Existing plus Ambient Growth plus Project with  
Construction Through the Intersection  
Level of Service Calculations**

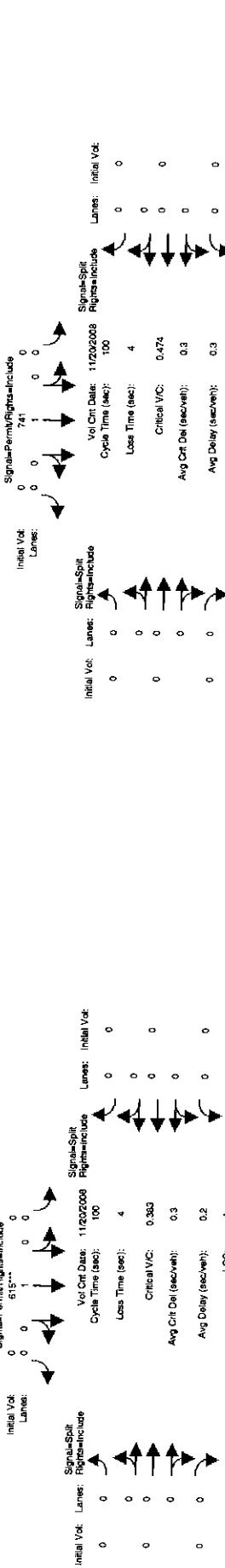




Riverside-Corona Federal Building Management  
EAP Through Intersection  
Level Of Service Computation Report  
2000 HCM Operations (Future Traffic Alternative)  
EAP AM

## Intersection #2: Clay Street / Linaires Avenue

Signal=Permit/RightsOfWayInclude



Street Name: Clay Street

Linaires Avenue

North Bound

South Bound

East Bound

West Bound

L - T - R

L - T - R

L - T - R

L - T - R

L - T - R

L - T - R

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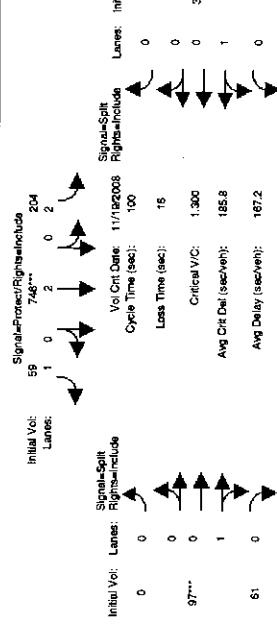
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Riverside-Corona Freeway Pipeline Relocation  
W.O. 07-0277  
EAP Through Intersection  
Level of Service Computation Report  
2000 HCM Operations (Future Young's Alternative)

## Intersection #5: Van Buren Boulevard / Jackson Street



Street Name: Van Buren Boulevard  
Approach: North Bound  
Movement: L - T - R    L - T - R    South Bound  
Min. Green: 7    7    7    7    7    7    7    7

Jackson Street							
Initial Vol:	59	0	0	0	224	0	0
Lanes:	1	0	2	0	2	0	0
Vol/Crit Date:	11/12/2006	RightIncide	0	0	0	0	0
Cycle Time (sec):	100	-	-	-	-	-	-
Loss Time (sec):	15	-	-	-	-	-	-
Critical V/C:	1.300	-	-	-	-	-	-
Avg Crit Del (sec/veh):	85.8	-	-	-	-	-	-
Avg Delay (sec/veh):	167.2	-	-	-	-	-	-
LOS:	F	-	-	-	-	-	-

Street Name: Jackson Street  
Approach: North Bound  
Movement: L - T - R    L - T - R    South Bound  
Min. Green: 7    7    7    7    7    7    7    7

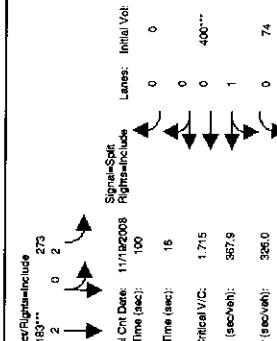
Van Buren Boulevard							
Initial Vol:	144	0	2	0	273	0	0
Lanes:	1	0	2	0	2	0	0
Vol/Crit Date:	11/12/2006	RightIncide	0	0	0	0	0
Cycle Time (sec):	100	-	-	-	-	-	-
Loss Time (sec):	16	-	-	-	-	-	-
Critical V/C:	1.715	-	-	-	-	-	-
Avg Crit Del (sec/veh):	367.9	-	-	-	-	-	-
Avg Delay (sec/veh):	3285.0	-	-	-	-	-	-
LOS:	F	-	-	-	-	-	-

Jackson Street							
Initial Vol:	144	0	2	0	273	0	0
Lanes:	1	0	2	0	2	0	0
Vol/Crit Date:	11/12/2006	RightIncide	0	0	0	0	0
Cycle Time (sec):	100	-	-	-	-	-	-
Loss Time (sec):	16	-	-	-	-	-	-
Critical V/C:	1.715	-	-	-	-	-	-
Avg Crit Del (sec/veh):	367.9	-	-	-	-	-	-
Avg Delay (sec/veh):	3285.0	-	-	-	-	-	-
LOS:	F	-	-	-	-	-	-

Note: Queue reported is the number of cars per lane.

Riverside-Corona Freeway Pipeline Relocation  
W.O. 07-0277  
EAP Through Intersection  
Level of Service Computation Report  
2000 HCM Operations (Future Young's Alternative)

## Intersection #6: Van Buren Boulevard / Jackson Street

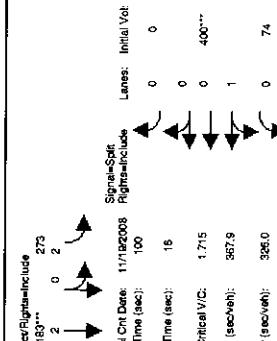


Street Name: Jackson Street  
Approach: North Bound  
Movement: L - T - R    L - T - R    South Bound  
Min. Green: 7    7    7    7    7    7    7    7

Van Buren Boulevard							
Initial Vol:	144	0	2	0	273	0	0
Lanes:	1	0	2	0	2	0	0
Vol/Crit Date:	11/12/2006	RightIncide	0	0	0	0	0
Cycle Time (sec):	100	-	-	-	-	-	-
Loss Time (sec):	16	-	-	-	-	-	-
Critical V/C:	1.715	-	-	-	-	-	-
Avg Crit Del (sec/veh):	367.9	-	-	-	-	-	-
Avg Delay (sec/veh):	3285.0	-	-	-	-	-	-
LOS:	F	-	-	-	-	-	-

Riverside-Corona Freeway Pipeline Relocation  
W.O. 07-0277  
EAP Through Intersection  
Level of Service Computation Report  
2000 HCM Operations (Future Young's Alternative)

## Intersection #5: Van Buren Boulevard / Jackson Street

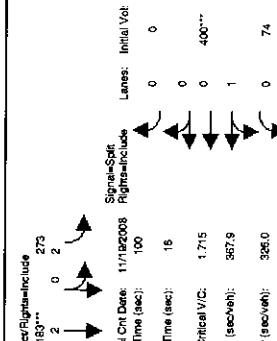


Street Name: Jackson Street  
Approach: North Bound  
Movement: L - T - R    L - T - R    South Bound  
Min. Green: 7    7    7    7    7    7    7    7

Van Buren Boulevard							
Initial Vol:	144	0	2	0	273	0	0
Lanes:	1	0	2	0	2	0	0
Vol/Crit Date:	11/12/2006	RightIncide	0	0	0	0	0
Cycle Time (sec):	100	-	-	-	-	-	-
Loss Time (sec):	16	-	-	-	-	-	-
Critical V/C:	1.715	-	-	-	-	-	-
Avg Crit Del (sec/veh):	367.9	-	-	-	-	-	-
Avg Delay (sec/veh):	3285.0	-	-	-	-	-	-
LOS:	F	-	-	-	-	-	-

Riverside-Corona Freeway Pipeline Relocation  
W.O. 07-0277  
EAP Through Intersection  
Level of Service Computation Report  
2000 HCM Operations (Future Young's Alternative)

## Intersection #6: Van Buren Boulevard / Jackson Street

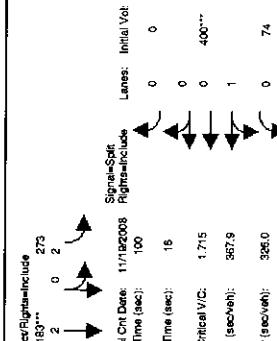


Street Name: Jackson Street  
Approach: North Bound  
Movement: L - T - R    L - T - R    South Bound  
Min. Green: 7    7    7    7    7    7    7    7

Van Buren Boulevard							
Initial Vol:	144	0	2	0	273	0	0
Lanes:	1	0	2	0	2	0	0
Vol/Crit Date:	11/12/2006	RightIncide	0	0	0	0	0
Cycle Time (sec):	100	-	-	-	-	-	-
Loss Time (sec):	16	-	-	-	-	-	-
Critical V/C:	1.715	-	-	-	-	-	-
Avg Crit Del (sec/veh):	367.9	-	-	-	-	-	-
Avg Delay (sec/veh):	3285.0	-	-	-	-	-	-
LOS:	F	-	-	-	-	-	-

Riverside-Corona Freeway Pipeline Relocation  
W.O. 07-0277  
EAP Through Intersection  
Level of Service Computation Report  
2000 HCM Operations (Future Young's Alternative)

## Intersection #5: Van Buren Boulevard / Jackson Street

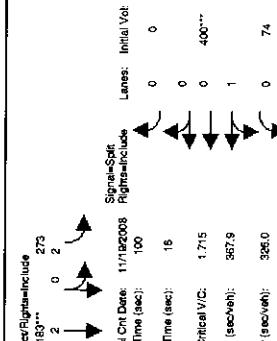


Street Name: Jackson Street  
Approach: North Bound  
Movement: L - T - R    L - T - R    South Bound  
Min. Green: 7    7    7    7    7    7    7    7

Van Buren Boulevard							
Initial Vol:	144	0	2	0	273	0	0
Lanes:	1	0	2	0	2	0	0
Vol/Crit Date:	11/12/2006	RightIncide	0	0	0	0	0
Cycle Time (sec):	100	-	-	-	-	-	-
Loss Time (sec):	16	-	-	-	-	-	-
Critical V/C:	1.715	-	-	-	-	-	-
Avg Crit Del (sec/veh):	367.9	-	-	-	-	-	-
Avg Delay (sec/veh):	3285.0	-	-	-	-	-	-
LOS:	F	-	-	-	-	-	-

Riverside-Corona Freeway Pipeline Relocation  
W.O. 07-0277  
EAP Through Intersection  
Level of Service Computation Report  
2000 HCM Operations (Future Young's Alternative)

## Intersection #6: Van Buren Boulevard / Jackson Street

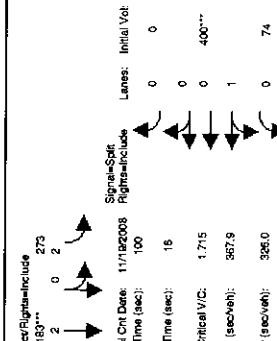


Street Name: Jackson Street  
Approach: North Bound  
Movement: L - T - R    L - T - R    South Bound  
Min. Green: 7    7    7    7    7    7    7    7

Van Buren Boulevard							
Initial Vol:	144	0	2	0	273	0	0
Lanes:	1	0	2	0	2	0	0
Vol/Crit Date:	11/12/2006	RightIncide	0	0	0	0	0
Cycle Time (sec):	100	-	-	-	-	-	-
Loss Time (sec):	16	-	-	-	-	-	-
Critical V/C:	1.715	-	-	-	-	-	-
Avg Crit Del (sec/veh):	367.9	-	-	-	-	-	-
Avg Delay (sec/veh):	3285.0	-	-	-	-	-	-
LOS:	F	-	-	-	-	-	-

Riverside-Corona Freeway Pipeline Relocation  
W.O. 07-0277  
EAP Through Intersection  
Level of Service Computation Report  
2000 HCM Operations (Future Young's Alternative)

## Intersection #5: Van Buren Boulevard / Jackson Street



Street Name: Jackson Street  
Approach: North Bound  
Movement: L - T - R    L - T - R    South Bound  
Min. Green: 7    7    7    7    7    7    7    7

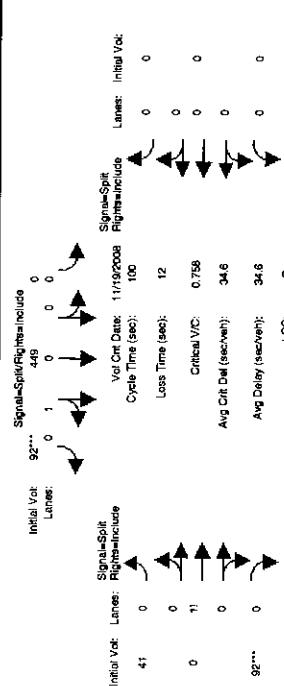
Van Buren Boulevard							
Initial Vol:	144	0	2	0	273	0	0
Lanes:	1	0	2	0	2	0	0
Vol/Crit Date:	11/12/2006	RightIncide	0	0	0	0	0
Cycle Time (sec):	100	-	-	-	-	-	-
Loss Time (sec):	16	-	-	-	-	-	-
C							



Riverside-Corona Freeway Pipeline Relignment  
W.O. 07-3277  
EAP Through Intersection

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
EAP PM

## Intersection #8: Jackson Street / Garfield Avenue



## Street Name: Jackson Street

## Approach: North Bound

## Movement: L - T - R

## South Bound

## L - T - R

## West Bound

## L - T - R

## Garfield Avenue

## Approach: South Bound

## Movement: L - T - R

## East Bound

## L - T - R

## West Bound

## L - T - R

## Volume Module: &gt;&gt; Count Date: 19 Nov 2008 &lt;&lt; 7:30:8:30 AM

Base Vol: 21 339 0 0 408 84 37 0 84 0 0 0

Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10

Initial Bse: 23 373 0 0 449 92 41 0 92 0 0 0

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 23 373 0 0 449 92 41 0 92 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89

PHF Volume: 26 421 0 0 507 104 46 0 104 0 0 0

Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 26 421 0 0 507 104 46 0 104 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 26 421 0 0 507 104 46 0 104 0 0 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.98 0.98 1.00 1.00 0.96 0.87 1.00 0.87 1.00 1.00 1.00 1.00

Lanes: 0.06 0.94 0.00 0.00 0.83 0.17 0.31 0.00 0.69 0.00 0.00 0.00

Final Sat.: 108 1748 0 0 1509 311 508 0 1154 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.24 0.00 0.00 0.34 0.34 0.09 0.00 0.09 0.00 0.00 0.00 0.00

Crit Moves: \*\*\*

Green/Cycle: 0.32 0.32 0.00 0.00 0.44 0.44 0.12 0.00 0.12 0.00 0.00 0.00

Volume/Cap: 0.76 0.76 0.00 0.00 0.76 0.76 0.76 0.00 0.76 0.00 0.00 0.00

Delay/Veh: 36.3 36.3 0.0 0.0 27.5 27.5 58.1 0.0 58.1 0.0 0.0 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 36.3 36.3 0.0 0.0 27.5 27.5 58.1 0.0 58.1 0.0 0.0 0.0

LOS by Move: D A C E A A A A A A

HCM2KArgQ: 14 14 0 0 17 17 6 0 6 0 0 0

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

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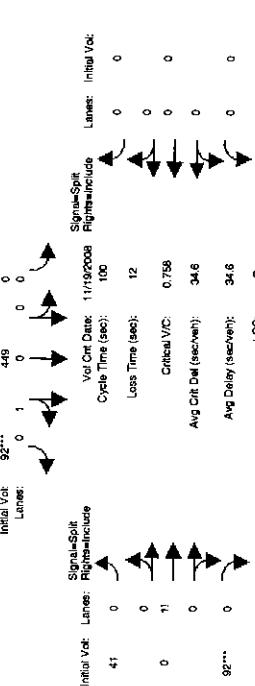
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## Intersection #8: Jackson Street / Garfield Avenue



## Street Name: Jackson Street

## Approach: North Bound

## Movement: L - T - R

## South Bound

## L - T - R

## West Bound

## L - T - R

## Garfield Avenue

## Approach: South Bound

## Movement: L - T - R

## East Bound

## L - T - R

## West Bound

## L - T - R

Volume Module: &gt;&gt; Count Date: 19 Nov 2008 &lt;&lt; 4:30:5-3:30 PM

Base Vol: 17 429 0 0 366 88 60 0 80 0 0 0

Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10

Initial Bse: 19 472 0 0 403 97 66 0 88 0 0 0

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Put: 19 472 0 0 403 97 66 0 88 0 0 0

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 21 522 0 0 445 107 73 0 97 0 0 0

Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 21 522 0 0 445 107 73 0 97 0 0 0

PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 21 522 0 0 445 107 73 0 97 0 0 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.98 0.98 1.00 1.00 0.95 0.95 0.95 0.95 0.95 1.00 1.00 1.00

Lanes: 0.04 0.96 0.00 0.00 0.81 0.19 0.43 0.00 0.57 0.00 0.00 0.00

Final Sat.: 71 1787 0 0 1462 352 721 0 961 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.29 0.00 0.00 0.30 0.30 0.00 0.00 0.30 0.30 0.00 0.00 0.00

Crit Moves: \*\*\*

Green/Cycle: 0.37 0.37 0.00 0.00 0.38 0.13 0.00 0.13 0.00 0.00 0.00 0.00

Volume/Cap: 0.79 0.79 0.00 0.00 0.79 0.79 0.00 0.79 0.00 0.00 0.00 0.00

Delay/Veh: 34.5 34.5 0.0 0.0 33.5 60.4 0.0 60.4 0.0 0.0 0.0 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 34.5 34.5 0.0 0.0 33.5 60.4 0.0 60.4 0.0 0.0 0.0 0.0

LOS by Move: C C A A C E A A A A A A

HCM2KArgQ: 17 17 0 0 17 17 6 0 6 0 0 0

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

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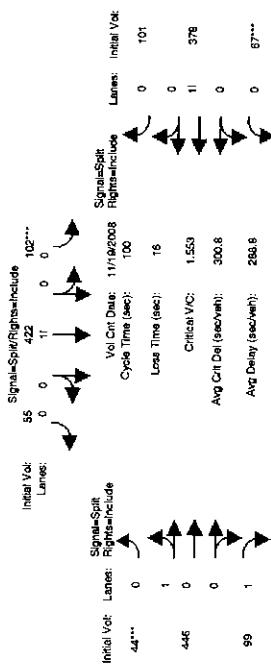
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**Existing plus Ambient Growth plus Project with  
Construction Through the South Side of the Intersection  
Level of Service Calculations**



Riverside-Corona Traffic Picture Redesign  
W.C. CR-07  
EAP Through South Side of Intersection  
Level Of Service Computation Report  
2000 HCM Operators Future Volume Alternative  
EAP PM

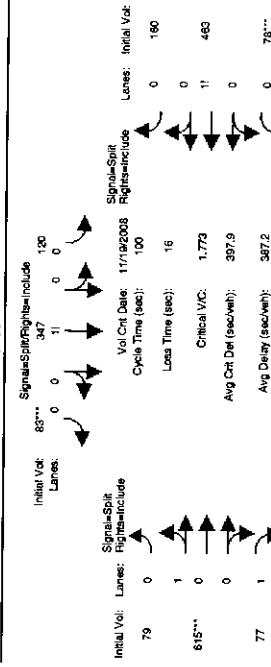
## Intersection #7: Jackson Street / California Avenue



Initial Vol: 54 Lanes: 0 0 11 0. Signal-Split/Rights-of-Way include.

Street Name:	Jackson Street				California Avenue			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T	- R	L - T	- R	L	- T	R	
Min. Green:	7	7	7	7	7	7	7	7
Volume Module:	>> Count Date: 19 Nov 2008 << 7:30:00-3:00 AM							
Base Vol:	49	317	59	93	384	50	40	405
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	54	349	65	102	422	55	44	446
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Put:	54	349	65	102	422	55	44	446
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
EPR Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	62	398	74	117	462	63	50	509
Reduced Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	62	398	74	117	482	63	50	509
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MFL Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	62	398	74	117	482	63	50	509
Saturation Flow Module:	1900	1900	1900	1900	1900	1900	1900	1900
Adj/Sat:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Final Sat.:	209	1354	252	321	1327	173	167	1688
Capacity Analysis Module:	0.29	0.29	0.29	0.29	0.36	0.36	0.36	0.36
Vol/Sat:	0.29	0.29	0.29	0.29	0.36	0.36	0.36	0.36
Crit Moves:	****	****	****	****	****	****	****	****
Green/Cycle:	0.19	0.19	0.19	0.23	0.23	0.19	0.19	0.19
Volume/Cap:	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55
Delay/Veh:	303.3	303	303.3	298.4	298.4	302.4	302	300
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj/Delay:	303.3	303	303.3	298.4	298.4	302.4	302	300
LOS by Move:	F	F	F	F	F	D	F	F
HCM2kAvgQ:	41	41	50	50	43	43	48	48
Note:	Queue reported is the number of cars per lane.							

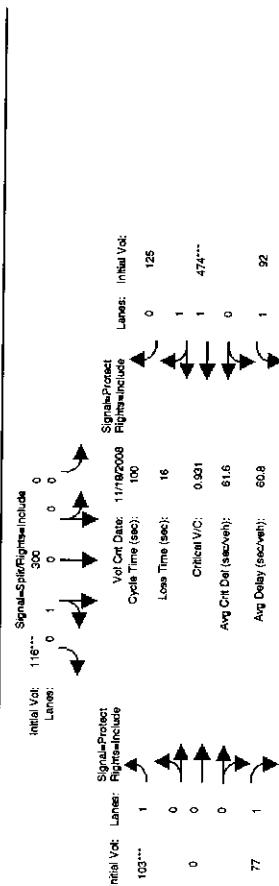
Intersection #7: Jackson Street / California Avenue



Street Name:	Jackson Street				California Avenue			
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound	East Bound	West Bound
Movement:	L - T	- R	L - T	- R	L - T	- R	L - T	- R
Min. Green:	7	7	7	7	7	7	7	7
Volume Module:	>> Count Date: 19 Nov 2008 << 5:00:00 PM							
Base Vol:	76	410	85	109	315	75	72	559
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	84	451	94	120	347	83	79	615
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Put:	84	451	94	120	347	83	79	615
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	88	474	98	126	364	87	83	647
Reduced Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	88	474	98	126	364	87	83	647
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MFL Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	474	98	126	364	87	83	647
Saturation Flow Module:	1900	1900	1900	1900	1900	1900	1900	1900
Adj/Sat:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Final Sat.:	241	1301	270	394	1139	271	211	1640
Capacity Analysis Module:	0.36	0.36	0.36	0.36	0.32	0.32	0.32	0.32
Crit Moves:	*****	*****	*****	*****	*****	*****	*****	*****
Green/Cycle:	0.21	0.21	0.21	0.21	0.18	0.18	0.18	0.18
Volume/Cap:	1.77	1.77	1.77	1.77	1.77	1.77	1.77	1.77
Delay/Veh:	398.4	398.4	398.4	398.4	401.2	401.2	401.2	396.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj/Delay:	398.4	398.4	398.4	398.4	401.2	401.2	401.2	396.6
LOS By Move:	F	F	F	F	F	F	F	F
HCM2kAvgQ:	57	57	57	57	50	50	52	53
Note:	Queue reported is the number of cars per lane.							

Riverside-Corona Federal Pipeline Realignment  
W.C. 07-2077  
EAP Through South Side of Intersection  
Level Of Service Computation Report  
2000 HCM Operations Future Volume Alternative  
EAP-AN

## Intersection #3: Jackson Street / Magnolia Avenue



Signal-Split Rights-Include

Street Name:	Jackson Street					Magnolia Avenue				
Approach:	North Bound		South Bound		West Bound	North Bound		South Bound		West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	7	7	7	7	7	7	7	7	7	7
Volume Module:	>> Count Date: 19 Nov 2008 << 7:30-8:30 AM									
Base Vol:	103	349	0	273	105	94	0	70	84	431
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	113	384	0	300	116	103	0	77	92	474
Added Vol:	0	0	0	0	0	0	0	0	0	125
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	384	0	300	116	103	0	77	92	474
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.25
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	121	408	0	319	123	110	0	82	98	504
Reduced Vol:	0	0	0	0	0	0	0	0	0	133
Reduced Vol:	121	408	0	319	123	110	0	82	98	504
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	121	408	0	319	123	110	0	82	98	504
Saturation Flow Module:										
Sat/Lane:	1500	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	1.00	0.94	0.94	0.93	1.00	0.83	0.93	0.90
Final Sat.:	420	1422	0	0	0.72	0.28	1.00	0.00	1.00	1.58
Capacity Analysis Module:										
Vol/Sat:	0.29	0.29	0.00	0.00	0.25	0.25	0.05	0.05	0.06	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.31	0.31	0.00	0.00	0.26	0.26	0.07	0.07	0.13	0.20
Volume/Cap:	0.94	0.94	0.00	0.00	0.94	0.94	0.94	0.94	0.94	0.94
Delay/Veh:	56.7	56.7	0.0	0.0	62.0	94.5	0.0	68.5	40.8	59.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	56.7	0.0	0.0	62.0	94.5	0.0	68.5	40.8	59.6
LOS by Move:	E	E	A	A	E	F	A	D	E	E
HCM2ArgO:	20	20	0	0	18	18	6	4	3	14
Note: Queue reported is the number of cars per lane.										

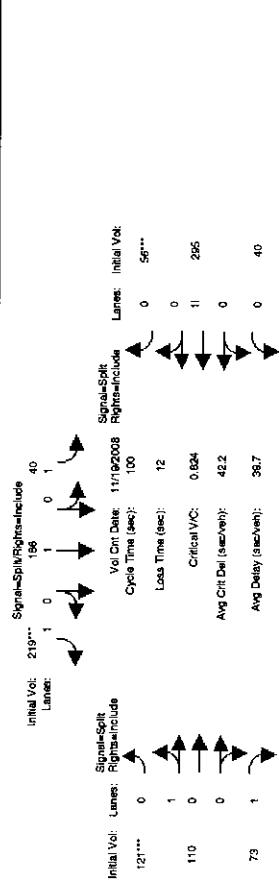
Vol/Sat:	0.20	0.20	0.00	0.00	0.29	0.29	0.07	0.00	0.06	0.04	0.25
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.20	0.20	0.00	0.00	0.30	0.30	0.07	0.00	0.07	0.17	0.26
Volume/Cap:	0.97	0.97	0.00	0.00	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Delay/Veh:	77.5	77.5	0.0	0.0	65.1	65.1	114.6	0.0	89.5	36.5	58.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.5	77.5	0.0	0.0	65.1	65.1	114.6	0.0	89.5	36.5	58.4
LOS by Move:	E	E	A	A	E	F	A	D	E	E	E
HCM2ArgO:	16	16	0	0	21	21	7	0	5	2	19
Note: Queue reported is the number of cars per lane.											

Street Name:	Jackson Street		Magnolia Avenue		
Approach:	North Bound	South Bound	North Bound	South Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	
Min. Green:	7	7	7	7	
Volume Module:	>> Count Date: 19 Nov 2008 << 4:30-5:30 PM				
Base Vol:	69	239	0	0	269
Growth Adj:	1.10	1.10	1.10	1.10	1.10
Initial Bse:	76	263	0	0	296
Added Vol:	0	0	0	0	0
PasserByVol:	0	0	0	0	0
Initial Fut:	76	263	0	0	296
User Adj:	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94
PHF Volume:	80	279	0	0	314
Reduced Vol:	0	0	0	0	201
Reduced Vol:	80	279	0	0	314
PCE Adj:	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	279	0	0	314
Saturation Flow Module:					
Sat/Lane:	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	1.00	0.93	0.93
Lanes:	0.22	0.22	0.78	0.00	0.61
Final Sat.:	413	1429	0	0	1076
Capacity Analysis Module:					
Vol/Sat:	0.20	0.20	0.00	0.00	0.29
Crit Moves:	****	****	****	****	****
Green/Cycle:	0.20	0.20	0.00	0.00	0.30
Volume/Cap:	0.97	0.97	0.00	0.00	0.97
Delay/Veh:	77.5	77.5	0.0	0.0	0.97
User DelAdj:	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.5	77.5	0.0	0.0	0.97
LOS by Move:	E	E	A	A	E
HCM2ArgO:	16	16	0	0	21
Note: Queue reported is the number of cars per lane.					

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Riverside-Corona Fender Pipeline Relocation  
W.D. 07-03577  
EAP Through South Side of Intersections  
Level Of Service Comparison Report  
2000 Hour Operations (Vehicle Alternative)  
EAP PM

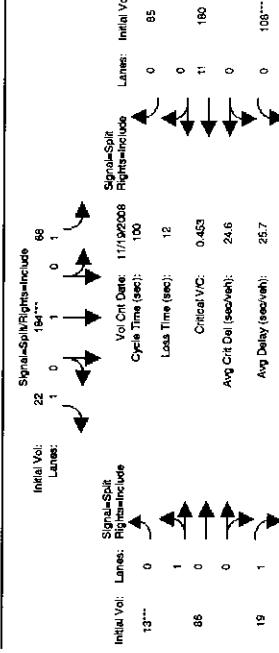
## Intersection #11: Jackson Street / Lincoln Avenue



Street Name:	Jackson Street				Lincoln Avenue			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T	- R	L - T	- R	L - T	- R	L - T	- R
Min. Green:	7	7	7	7	7	7	7	7
Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM								
Base Vol:	0	0	36 151	199 110 100	66 36 268	51		
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	40 166	219 121 110	73 40 295	56		
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	0	0	40 166	219 121 110	73 40 295	56		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
PHF Volume:	0	0	60 251	330 183 166	110 60 445	85		
Reduced Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	60 251	330 183 166	110 60 445	85		
PCB Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	60 251	330 183 166	110 60 445	85		
Saturation Flow Module:								
Sat/Lane:	1800	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.83	0.98	0.83	0.95	0.95	0.96
Lanes:	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	0	0	1583	1862	1583	950	864	1583
Capacity Analysis Module:								
Vol/Sat:	0.00	0.00	0.04	0.13	0.21	0.19	0.19	0.07
Crit Moves:	*****	*****	*****	*****	*****	*****	*****	*****
Green/Cycle:	0.00	0.00	0.25	0.25	0.25	0.23	0.23	0.39
Volume/Cap:	0.00	0.00	0.15	0.53	0.82	0.82	0.30	0.82
Delay/Veh:	0.0	0.0	29.1	33.4	48.2	48.7	48.7	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	29.1	33.4	48.2	48.7	48.7	32.0
LOS by Move:	A	A	C	D	D	C	C	C
HCM2AVGQ:	0	0	1	7	12	13	3	18
Note: Queue reported is the number of cars per lane.								

Riverside-Corona Fender Pipeline Relocation  
W.D. 07-03577  
EAP Through South Side of Intersections  
Level Of Service Comparison Report  
2000 Hour Operations (Vehicle Alternative)  
EAP PM

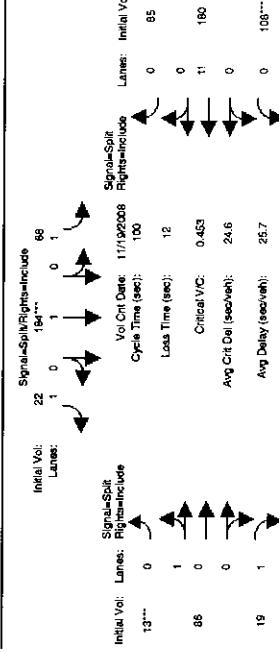
## Intersection #11: Jackson Street / Lincoln Avenue



Street Name:	Jackson Street				Lincoln Avenue			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T	- R	L - T	- R	L - T	- R	L - T	- R
Min. Green:	7	7	7	7	7	7	7	7
Volume Module: >> Count Date: 19 Nov 2008 << 4:15:51:5 PM								
Base Vol:	0	0	0	0	0	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	40 166	219 121 110	73 40 295	56		
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	0	0	40 166	219 121 110	73 40 295	56		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
PHF Volume:	0	0	60 251	330 183 166	110 60 445	85		
Reduced Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	60 251	330 183 166	110 60 445	85		
PCB Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	60 251	330 183 166	110 60 445	85		
Saturation Flow Module:								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	1583	1862	1583	950	864	1583
Capacity Analysis Module:								
Vol/Sat:	0.00	0.00	0.04	0.13	0.21	0.19	0.19	0.07
Crit Moves:	*****	*****	*****	*****	*****	*****	*****	*****
Green/Cycle:	0.00	0.00	0.25	0.25	0.25	0.23	0.23	0.39
Volume/Cap:	0.00	0.00	0.15	0.53	0.82	0.82	0.30	0.82
Delay/Veh:	0.0	0.0	29.1	33.4	48.2	48.7	48.7	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	29.1	33.4	48.2	48.7	48.7	32.0
LOS by Move:	A	A	C	D	D	C	C	C
HCM2AVGQ:	0	0	1	7	12	13	3	18
Note: Queue reported is the number of cars per lane.								

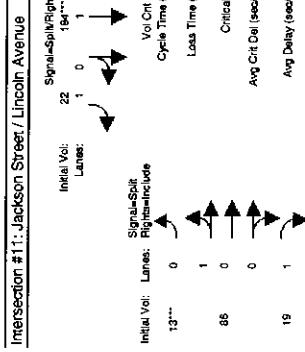
Riverside-Corona Fender Pipeline Relocation  
W.D. 07-03577  
EAP Through South Side of Intersections  
Level Of Service Comparison Report  
2000 Hour Operations (Vehicle Alternative)  
EAP PM

## Intersection #11: Jackson Street / Lincoln Avenue

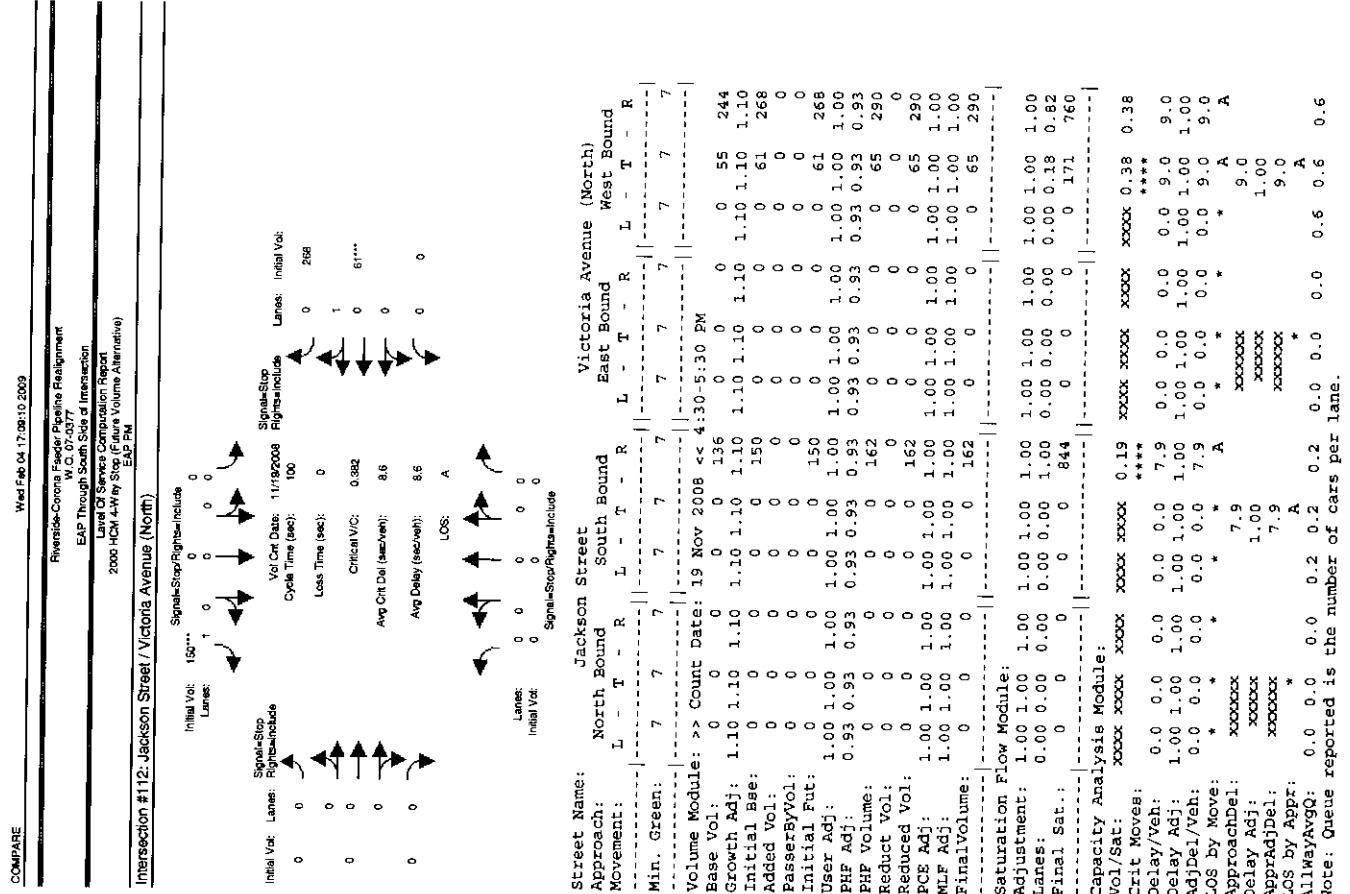
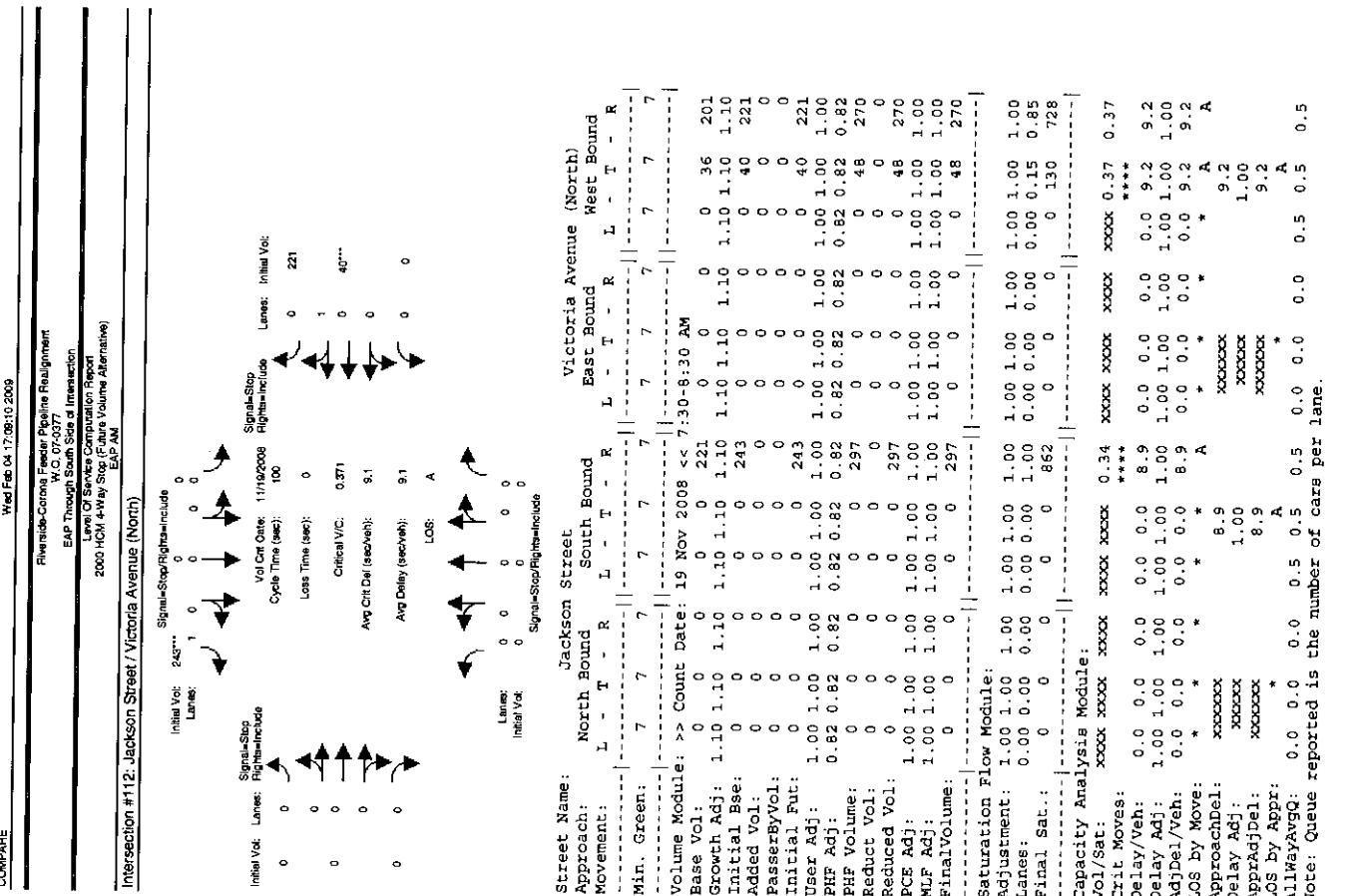


Street Name:	Jackson Street				Lincoln Avenue			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T	- R	L - T	- R	L - T	- R	L - T	- R
Min. Green:	7	7	7	7	7	7	7	7
Volume Module: >> Count Date: 19 Nov 2008 << 4:15:51:5 PM								
Base Vol:	0	0	0	0	0	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	40 166	219 121 110	73 40 295	56		
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	0	0	40 166	219 121 110	73 40 295	56		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
PHF Volume:	0	0	60 251	330 183 166	110 60 445	85		
Reduced Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	60 251	330 183 166	110 60 445	85		
PCB Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	60 251	330 183 166	110 60 445	85		
Saturation Flow Module:								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	1583	1862	1583	950	864	1583
Capacity Analysis Module:								
Vol/Sat:	0.00	0.00	0.04	0.13	0.21	0.19	0.19	0.07
Crit Moves:	*****	*****	*****	*****	*****	*****	*****	*****
Green/Cycle:	0.00	0.00	0.25	0.25	0.25	0.23	0.23	0.39
Volume/Cap:	0.00	0.00	0.15	0.53	0.82	0.82	0.30	0.82
Delay/Veh:	0.0	0.0	29.1	33.4	48.2	48.7	48.7	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	29.1	33.4	48.2	48.7	48.7	32.0
LOS by Move:	A	A	C	D	D	C	C	C
HCM2AVGQ:	0	0	1	7	12	13	3	18
Note: Queue reported is the number of cars per lane.								

Riverside-Corona Fender Pipeline Relocation  
W.D. 07-03577  
EAP Through South Side of Intersections  
Level Of Service Comparison Report  
2000 Hour Operations (Vehicle Alternative)  
EAP PM



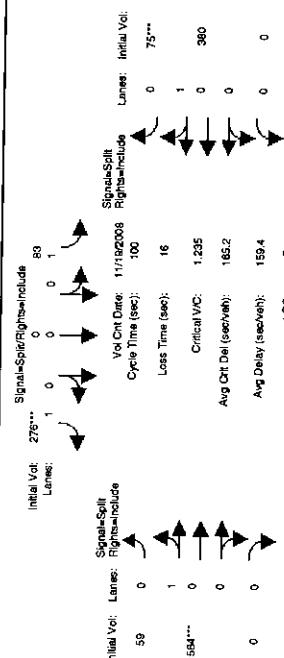
Street Name:	Jackson Street				Lincoln Avenue			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T	- R						



Riverside-Corona Fwyer Pipeline Realignment  
W.O. 07-5377  
EAF Through South Side of Intersection

Level of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
EAF AM

## Intersection #14: Monroe Street / California Avenue



## Street Name: Monroe Street

## California Avenue

## West Bound

## East Bound

## South Bound

## North Bound

## Approach: L - T - R L - T - R L - T - R L - T - R

Movement: |-----|-----|-----|-----|-----|-----|-----|-----|

Min. Green: 7 7 7 7

Volume Module: &gt;&gt; count Date: 19 Nov 2008 &lt;&lt; 7:30-8:30 AM

Base Vol: 59 194 81 75 0 251 513 0 0 345 68

Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10

Initial Bse: 65 213 83 0 276 59 564 0 0 380 75

Added Vol: 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0

Initial Put: 65 213 83 0 276 59 564 0 0 380 75

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93

PHF Volume: 70 229 96 89 0 296 64 605 0 0 407 80

Reduc Vol: 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 70 229 96 89 0 296 64 605 0 0 407 80

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MFL Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 70 229 96 89 0 296 64 605 0 0 407 80

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.94 0.94 0.93 1.00 0.83 0.98 0.98 1.00 1.00 0.96

Lanes: 0.18 0.58 1.23 1.23 0.33 0.00 1.23 1.23 0.00 0.22

Final Sat.: 315 1036 433 1759 0 1583 176 1676 0 0 1521 300

Capacity Analysis Module:

Vol/Sat: 0.22 0.22 0.05 0.00 0.19 0.36 0.36 0.00 0.00 0.27

Crit Moves: \*\*\*\*

Green/Cycle: 0.18 0.18 0.15 0.00 0.15 0.29 0.29 0.00 0.00 0.22

Volume/Cap: 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 0.00 1.23

Delay/Veh: 170.7 171 170.7 31.6 0.0 178.6 156.2 156 0.0 165

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Adj/Del/Veh: 170.7 171 170.7 38.6 0.0 178.6 156.2 156 0.0 165

LOS by Move: F F D A F F F A F F

HCM2AvgQ: 24 24 3 0 19 39 0 0 29 29

Note: Queue reported is the number of cars per lane.

## COMPARE

## Approach: N - S E - W

## Movement: |-----|-----|-----|-----|-----|-----|-----|-----|

Min. Green: 7 7 7 7

Volume Module: &gt;&gt; Count Date: 19 Nov 2008 &lt;&lt; 5:00-6:00 PM

Base Vol: 52 160 59 79 0 228 78 602 0 0 517 71

Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10

Initial Bse: 57 176 65 87 0 251 86 662 0 0 569 78

Added Vol: 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0

Initial Put: 57 176 65 87 0 251 86 662 0 0 569 78

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 60 184 68 91 0 263 90 694 0 0 596 82

Reduc Vol: 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 60 184 68 91 0 263 90 694 0 0 596 82

PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 60 184 68 91 0 263 90 694 0 0 596 82

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.94 0.94 0.93 1.00 0.83 0.98 0.98 1.00 1.00 0.96

Lanes: 0.18 0.58 1.23 1.23 0.33 0.00 1.23 1.23 0.00 0.22

Final Sat.: 315 1036 433 1759 0 1583 176 1676 0 0 1521 300

Capacity Analysis Module:

Vol/Sat: 0.22 0.22 0.05 0.00 0.19 0.36 0.36 0.00 0.00 0.27

Crit Moves: \*\*\*\*

Green/Cycle: 0.18 0.18 0.15 0.00 0.15 0.29 0.29 0.00 0.00 0.22

Volume/Cap: 1.23 1.23 1.23 1.23 1.23 1.23 1.23 1.23 0.00 1.23

Delay/Veh: 170.7 171 170.7 31.6 0.0 178.6 156.2 156 0.0 165

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Adj/Del/Veh: 170.7 171 170.7 38.6 0.0 178.6 156.2 156 0.0 165

LOS by Move: F F D A F F F A F F

HCM2AvgQ: 24 24 3 0 19 39 0 0 29 29

Note: Queue reported is the number of cars per lane.



Riverside-Corona Fender Realignment  
W.C. 07-07-077  
EAP Through South Side of Intersection  
Level Of Service Computation Report  
2008 HCM Operations - Future Volume Alternative  
EAP Adj.

## Intersection #17: Monroe Street / Indiana Avenue

Initial Vol:	102***	Signal-Split/Rights-of-Way-include	Lanes:	1	0	0	0	1	53	Initial Vol:	102***	Signal-Split/Rights-of-Way-include	Lanes:	1	0	0	0	1	69
Initial Vol:	102***	0	Lanes:	1	0	0	0	1	53	Initial Vol:	125***	Signal-Split/Rights-of-Way-include	Lanes:	1	0	0	0	1	51
Vol Cnt Date:	11/19/2008	Signal-Split/Rights-of-Way-include	Cycle Time (sec):	100	0	81	0	1	53	Vol Cnt Date:	11/19/2008	Signal-Split/Rights-of-Way-include	Cycle Time (sec):	100	0	12	0	1	51
Loss Time (sec):	12	0	Critical V/C:	0.988	0	0	0	0	53	Loss Time (sec):	12	0	Critical V/C:	0.531	0	198**	0	0	198**
Avg Crit Del (sec/veh):	37.3	0	Avg Crit Del (sec/veh):	37.3	0	0	0	0	53	Avg Crit Del (sec/veh):	27.9	0	Avg Delay (sec/veh):	37.6	0	0	0	0	28.6
Avg Delay (sec/veh):	37.6	0	LOS:	D	0	0	0	0	53	LOS:	C	LOS:	C	0	0	0	0	0	53
Initial Vol:	0	0	Lanes:	0	0	0	0	0	53	Initial Vol:	0	0	Lanes:	0	0	0	0	0	53
Initial Vol:	0	0	Signal-Split/Rights-of-Way-include	0	0	0	0	0	53	Initial Vol:	0	0	Signal-Split/Rights-of-Way-include	0	0	0	0	0	53

## Intersection #17: Monroe Street / Indiana Avenue

Initial Vol:	125***	Signal-Split/Rights-of-Way-include	Lanes:	1	0	0	0	1	69	Initial Vol:	125***	Signal-Split/Rights-of-Way-include	Lanes:	1	0	0	0	1	51
Initial Vol:	125***	0	Lanes:	1	0	0	0	1	69	Initial Vol:	125***	Signal-Split/Rights-of-Way-include	Lanes:	1	0	0	0	1	51
Vol Cnt Date:	11/19/2008	Signal-Split/Rights-of-Way-include	Cycle Time (sec):	100	0	81	0	1	69	Vol Cnt Date:	11/19/2008	Signal-Split/Rights-of-Way-include	Cycle Time (sec):	100	0	12	0	1	51
Loss Time (sec):	12	0	Critical V/C:	0.988	0	0	0	0	69	Loss Time (sec):	12	0	Critical V/C:	0.531	0	198**	0	0	198**
Avg Crit Del (sec/veh):	37.3	0	Avg Crit Del (sec/veh):	37.3	0	0	0	0	69	Avg Crit Del (sec/veh):	27.9	0	Avg Delay (sec/veh):	37.6	0	0	0	0	28.6
Avg Delay (sec/veh):	37.6	0	LOS:	D	0	0	0	0	69	LOS:	C	LOS:	C	0	0	0	0	0	53
Initial Vol:	0	0	Lanes:	0	0	0	0	0	69	Initial Vol:	0	0	Lanes:	0	0	0	0	0	53
Initial Vol:	0	0	Signal-Split/Rights-of-Way-include	0	0	0	0	0	69	Initial Vol:	0	0	Signal-Split/Rights-of-Way-include	0	0	0	0	0	53

## Intersection #17: Monroe Street / Indiana Avenue

Street Name:	Monroe Street	Indiana Avenue	Street Name:	Monroe Street	Indiana Avenue	Street Name:	Monroe Street	Indiana Avenue	Street Name:	Monroe Street	Indiana Avenue	Street Name:	Monroe Street	Indiana Avenue	Street Name:	Monroe Street	Indiana Avenue	Street Name:
Approach:	North Bound	South Bound	Approach:															
Movement:	L - T - R	L - T - R	Movement:	L - T - R	L - T - R	Movement:	L - T - R	L - T - R	Movement:	L - T - R	L - T - R	Movement:	L - T - R	L - T - R	Movement:	L - T - R	L - T - R	Movement:
Min. Green:	7	7	Min. Green:															
Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM			Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM			Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM			Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM			Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM			Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM			Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM
Base Vol:	0	0	Base Vol:															
Growth Adj:	1.10	1.10	Growth Adj:															
Initial Bse:	0	0	Initial Bse:	53	0	Initial Bse:	0	0	Initial Bse:									
Added Vol:	0	0	Added Vol:															
Passer/Bsvol:	0	0	Passer/Bsvol:															
Initial Fut:	0	0	Initial Fut:	53	0	Initial Fut:	102	0	Initial Fut:	162	311	Initial Fut:	211	0	Initial Fut:	260	0	Initial Fut:
User Adj:	1.00	1.00	User Adj:															
PHF Adj:	0.83	0.83	PHF Adj:															
PHF Volume:	0	0	PHF Volume:	63	0	PHF Volume:	123	0	PHF Volume:	194	373	PHF Volume:	263	0	PHF Volume:	332	0	PHF Volume:
Reducit Vol:	0	0	Reducit Vol:															
Reduced Vol:	0	0	Reduced Vol:	63	0	Reduced Vol:	123	0	Reduced Vol:	194	373	Reduced Vol:	263	0	Reduced Vol:	332	0	Reduced Vol:
PCB Adj:	1.00	1.00	PCB Adj:															
MLF Adj:	1.00	1.00	MLF Adj:															
FinalVolume:	0	0	FinalVolume:	63	0	FinalVolume:	1769	0	FinalVolume:	1583	626	FinalVolume:	1205	0	FinalVolume:	1518	0	FinalVolume:
Capacity Analysis Module:			Capacity Analysis Module:			Capacity Analysis Module:			Capacity Analysis Module:			Capacity Analysis Module:			Capacity Analysis Module:			Capacity Analysis Module:
Vol/Sat:	0.00	0.00	Vol/Sat:	0.00	0.04	Vol/Sat:	0.00	0.04	Vol/Sat:	0.00	0.08	Vol/Sat:	0.00	0.31	Vol/Sat:	0.00	0.32	Vol/Sat:
Crit Moves:	0.00	0.00	Crit Moves:	0.00	0.10	Crit Moves:												
Green/Cycle:	0.00	0.00	Green/Cycle:	0.00	0.37	Green/Cycle:	0.00	0.37	Green/Cycle:	0.00	0.43	Green/Cycle:	0.00	0.43	Green/Cycle:	0.00	0.43	Green/Cycle:
Volume/Cap:	0.00	0.00	Volume/Cap:	0.00	0.81	Volume/Cap:												
Delay/Veh:	0.0	0.0	Delay/Veh:	0.0	43.7	Delay/Veh:	0.0	70.5	Delay/Veh:	0.0	34.3	Delay/Veh:	0.0	33.2	Delay/Veh:	0.0	33.2	Delay/Veh:
User DelAdj:	1.00	1.00	User DelAdj:															
AddDelVeh:	0.0	0.0	AddDelVeh:	0.0	43.7	AddDelVeh:	0.0	70.5	AddDelVeh:	0.0	34.3	AddDelVeh:	0.0	33.2	AddDelVeh:	0.0	33.2	AddDelVeh:
LOS by More:	A	A	LOS by More:	A	D	LOS by More:	A	E	LOS by More:	C	A	LOS by More:	A	D	LOS by More:	C	A	LOS by More:
HCM2AvgQ:	0	0	HCM2AvgQ:	0	0	HCM2AvgQ:	0	2	HCM2AvgQ:	0	6	HCM2AvgQ:	0	18	HCM2AvgQ:	0	5	HCM2AvgQ:
Note: Queue reported is the number of cars per lane.			Note: Queue reported is the number of cars per lane.			Note: Queue reported is the number of cars per lane.			Note: Queue reported is the number of cars per lane.			Note: Queue reported is the number of cars per lane.			Note: Queue reported is the number of cars per lane.			Note: Queue reported is the number of cars per lane.





**Existing plus Ambient Growth plus Project with  
Construction Through the North Side of the Intersection  
Level of Service Calculations**















Riverside-Corona Street Right-of-Way  
W.O. 07-0277  
EAP Through North Side of Intersection  
Level Of Service Computation Report  
2000 HCM Operator Future Volumes Alternative  
EAP PK

## Intersection #17, Monroe Street / Indiana Avenue

Street Name:	Monroe Street			Indiana Avenue		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	7	7	7	7	7	7
Volume Module:	>> Count Date: 19 Nov 2008 << 7:30-0:30 AM					
Base Vol:	186	0	0	283	112	72
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	205	0	41	0	0	0
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	205	0	41	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	245	0	49	0	0	0
Reduc Vol:	0	0	0	0	0	0
Reduced Vol:	245	0	49	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	0	49	0	0	0
Saturation Flow Module:	Sat/Lane: 1900 1900 1900 1900 1900 1900					
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1769	0	1583	0	0	0
Capacity Analysis Module:	Vol/Sat: 0.14 0.00 0.03 0.00 0.00 0.00					
Crit Moves:	****					
Green/Cycle:	0.16 0.00 0.16 0.00 0.00 0.00					
Volume/Cap:	0.85 0.00 0.19 0.00 0.00 0.00					
Delay/Veh:	60.8 0.0 36.4 0.0 0.0 0.0					
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00					
AdjDel/Veh:	60.8 0.0 36.4 0.0 0.0 0.0					
LOS by Move:	E A D A A D D D A					
HCM2AvgQ:	10 0 1 0 0 0 18 19 19 19					
Note: Queue reported is the number of cars per lane.						

Riverside-Corona Street Right-of-Way  
W.O. 07-0277  
EAP Through North Side of Intersection  
Level Of Service Computation Report  
2000 HCM Operator Future Volumes Alternative  
EAP PK

## Intersection #17, Monroe Street / Indiana Avenue

Street Name:	Monroe Street			Indiana Avenue		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	7	7	7	7	7	7
Volume Module:	>> Count Date: 19 Nov 2008 << 5:45-6:45 PM					
Base Vol:	80	0	62	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	88	0	68	0	0	0
Added Vol:	0	0	0	0	0	0
PasserVol:	0	0	0	0	0	0
Initial Fut:	97	0	75	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	97	0	75	0	0	0
Reduc Vol:	0	0	0	0	0	0
Reduced Vol:	97	0	75	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	0	75	0	0	0
Saturation Flow Module:	Sat/Lane: 1900 1900 1900 1900 1900 1900					
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1769	0	1583	0	0	0
Capacity Analysis Module:	Vol/Sat: 0.05 0.00 0.03 0.00 0.00 0.00					
Crit Moves:	****					
Green/Cycle:	0.16 0.00 0.16 0.00 0.00 0.00					
Volume/Cap:	0.85 0.00 0.19 0.00 0.00 0.00					
Delay/Veh:	60.8 0.0 36.4 0.0 0.0 0.0					
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00					
AdjDel/Veh:	60.8 0.0 36.4 0.0 0.0 0.0					
LOS by Move:	D A D A A B B C A					
HCM2AvgQ:	3 0 1 0 0 0 18 19 19 19					
Note: Queue reported is the number of cars per lane.						





## **APPENDIX C**



# **Signed Scoping Agreement**



## **SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY**

This letter acknowledges the City of Riverside Transportation Department requirements for traffic impact analysis of the following project.

**Case No.**

**Related Cases**

**Project Name:**

Riverside-Corona Feeder Pipeline Realignment

**Project Address:**

Existing roadways in City of Riverside and unincorporated County of Riverside

**Project Description:**

Construction impacts from the installation of a water supply line

**Consultant**

**Developer**

Name      Albert A. Webb Associates

Western Municipal Water District

Address    3788 McCray Street

450 Alessandro Boulevard

Riverside, CA 92506

Riverside, CA 92508

Telephone: (951) 686-1070 Fax: (951) 788-1256

(951) 789-5000 Fax: (951) 780-3837

**A. Project Purpose:**

Western Municipal Water District (WMWD) is proposing to install a pipeline to service local water districts. An Environmental Impact Report (EIR) will be required for the installation and maintenance of the pipeline. A traffic study is required to analyze the short-term impacts from the construction/installation of the pipeline.

**B. Project Location:**

The proposed project alignment analyzed continues south under Clay Street from Limonite Avenue and crosses under the Santa Ana River east of Van Buren Boulevard. South of the Santa Ana River, the alignment crosses under Van Buren Boulevard to Doolittle Avenue, continues south under Doolittle Avenue to Van Buren Boulevard, where it continues south under Van Buren Boulevard. The alignment then traverses southeast under Jackson Street to Diana Avenue where it traverses southwest to Wilbur Street, then south under State Route 91. South of State Route 91, the alignment then traverses northeast under Indiana Avenue to Jackson Street, where it then traverses southeast under Jackson Street and connects to the approved Riverside-Corona alignment near the intersection of Jackson Street and Cleveland Avenue.

As an alternative to the Jackson Street alignment, the placement of a portion of the project under Monroe Street is also being considered. The Monroe Street alignment would follow the above-described alignment until the intersection of Jackson Street and Colorado Avenue, where it would then traverse northeast under Colorado Avenue to Monroe Street. At Monroe Street, the alignment will continue in a southeast direction to Cleveland Avenue, where it would then traverse southwest under Cleveland Avenue to connect with the approved Riverside-Corona Feeder alignment at the intersection of Cleveland Avenue and Irving Street.

**C. Project Description:**

The pipe in the Central Reach portion of the Riverside-Corona Feeder will be 54 inches in diameter and will include shored open trench construction. The construction of this Central Reach portion of the Riverside-Corona Feeder Project will affect roadways in the City of Riverside and unincorporated areas of Riverside County. WMWD is also proposing an alternative alignment for the pipeline, the Monroe Alternative. The traffic study proposes to analyze intersections where the construction/installation of the pipeline might disrupt traffic flow.

**D. Project Alignment:**

See attached plan sheets (Monroe Alternative alignment not provided)

#### E. Background Traffic

Project Build-out Year 2013 Annual Ambient Growth Rate: 2%

#### F. Study Intersections (Required LOS):

1. Jackson Street / Victoria Avenue (D)
2. Jackson Street / Lincoln Avenue (D)
3. Jackson Street / Indiana Avenue (D)
4. Jackson Street / Magnolia Avenue (D)
5. Jackson Street / Garfield Street (D)
6. Jackson Street / California Avenue (D)
7. Jackson Street / Colorado Avenue (D)
8. Jackson Street / Van Buren Boulevard (D)
9. Monroe Street / Victoria Avenue (D)
10. Monroe Street / Lincoln Avenue (D)
11. Monroe Street / Indiana Avenue (D)
12. Monroe Street / Magnolia Avenue (D)
13. Monroe Street / Garfield Street (D)
14. Monroe Street / California Avenue (D)
15. Monroe Street / Colorado Avenue (D)
16. Van Buren Boulevard / Arlington Avenue(E)
17. Van Buren Boulevard / Jurupa Avenue (E)
18. Clay Street / Linares Avenue (D)
19. Clay Street / Limonite Avenue (D)
20. \_\_\_\_\_

#### G. Scenarios:

1. Existing
2. Existing Plus Ambient Growth
3. Existing Plus Ambient Growth Plus Project

#### H. Other Jurisdictional Impacts:

Is this project outside the city's sphere of influence?  Yes  No

If so, name of Jurisdiction: County of Riverside

#### I. Specific issues to be addressed in the Study (In addition to the standard analysis described in the Guidelines) (To be filled out by Transportation Department)

SHOULD MAINTAIN LOS D / LOS E ON A CASE-BY-CASE BASIS

#### J. Existing Conditions

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

Date of counts: \_\_\_\_\_

#### Recommended by:

Miguel Gaytan  
Consultant's Representative

Date

Scoping Agreement Submitted on

12/02/08

Date

Revised on

01/22/09

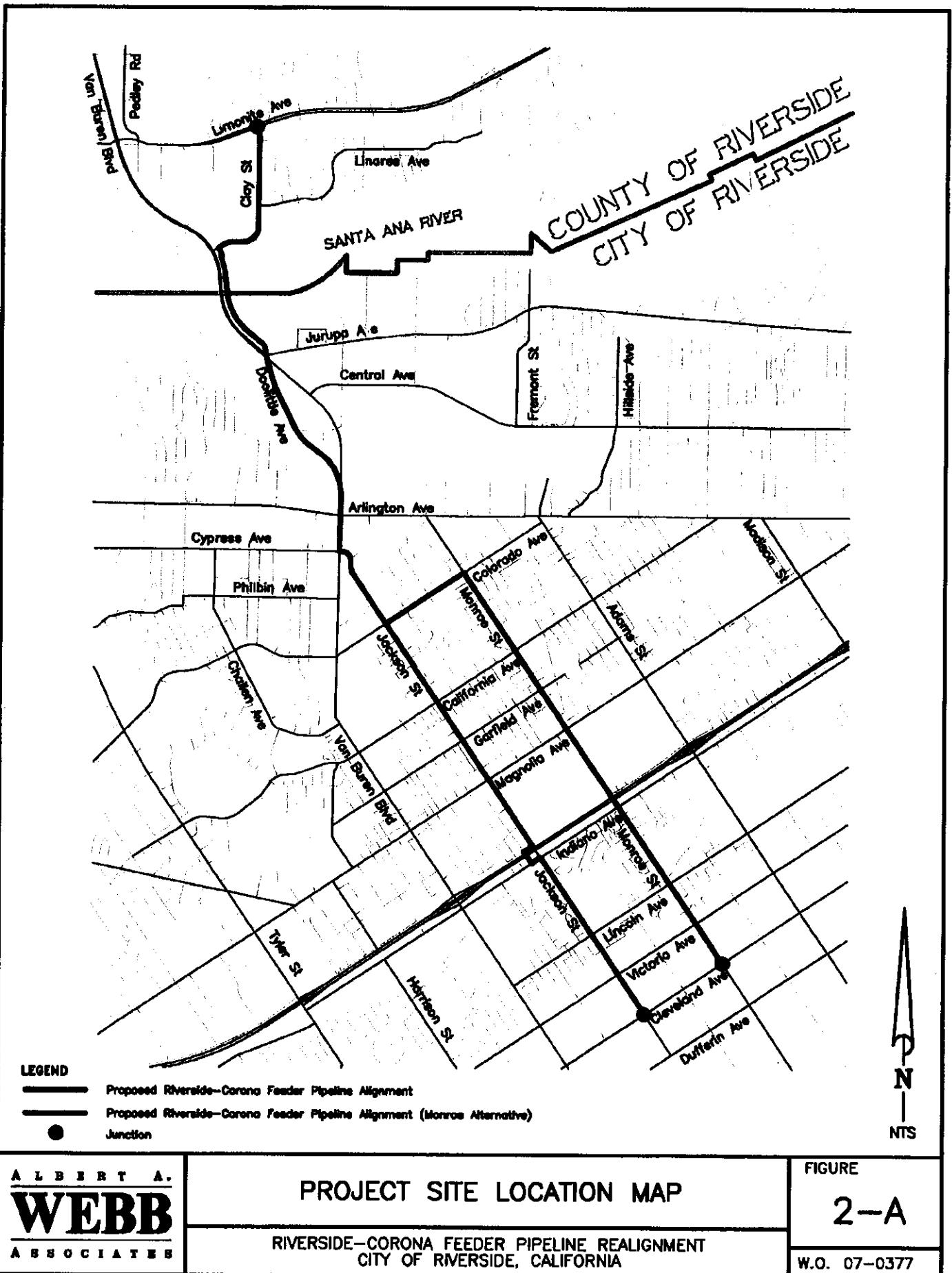
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#### Approved Scoping Agreement:

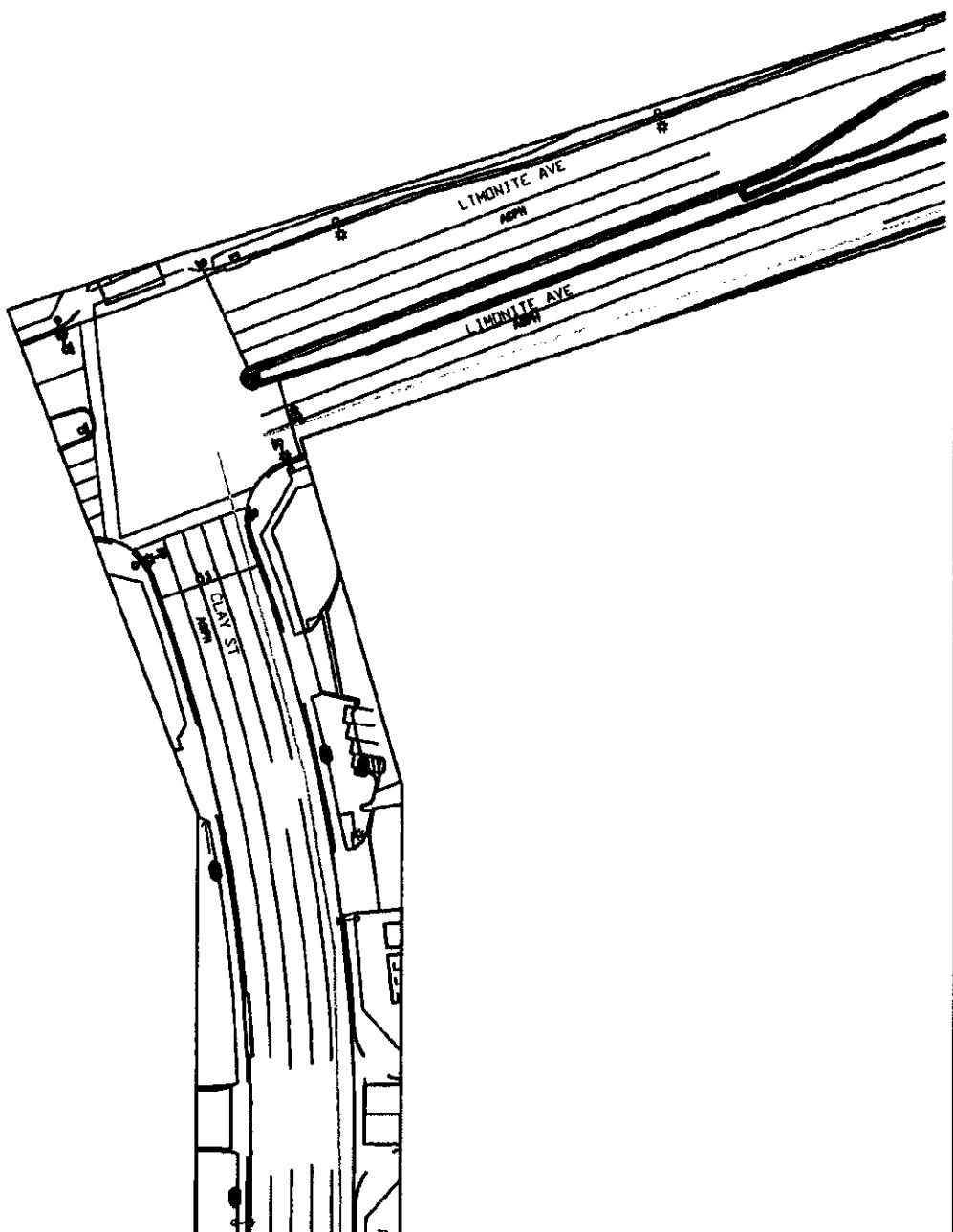
Clyde Morgan  
City of Riverside Transportation Department

1/28/09

Date



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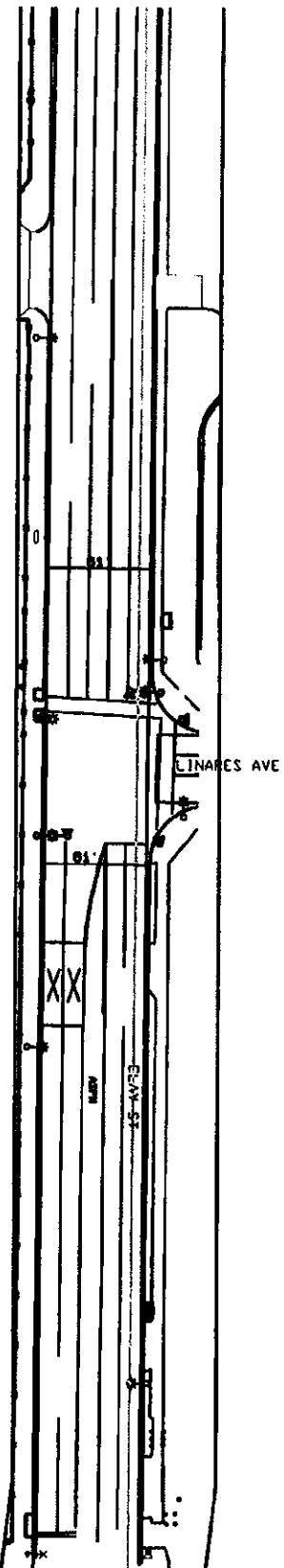
ALBERT A.  
**WEBB**  
ASSOCIATES

CLAY ST & LIMONITE AVE

RIVERSIDE-CORONA FEEDER PIPELINE REALIGNMENT  
CITY OF RIVERSIDE, CALIFORNIA

FIGURE  
2-B1  
W.O. 07-0377

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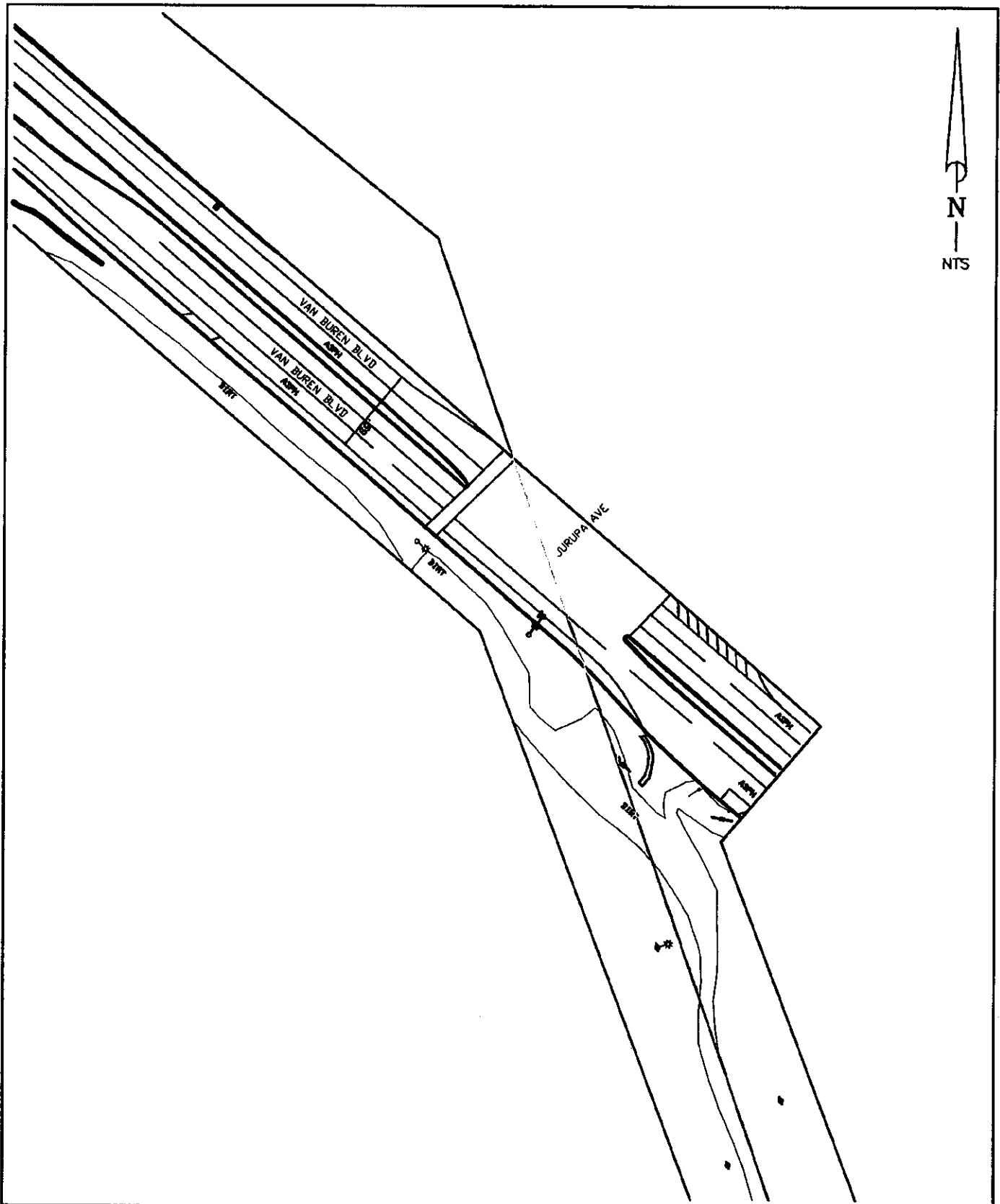
CLAY ST & LINARES AVE FIGURE  
RIVERSIDE-CORONA FEEDER PIPELINE REALIGNMENT  
CITY OF RIVERSIDE, CALIFORNIA  
W.O. 07-0377

ALBERT A.  
**WEBB**  
ASSOCIATES

CLAY ST & LINARES AVE

FIGURE  
2-B2

RIVERSIDE-CORONA FEEDER PIPELINE REALIGNMENT  
CITY OF RIVERSIDE, CALIFORNIA



**ALBERT A.  
WEBB  
ASSOCIATES**

VAN BUREN BLVD & JURUPA AVE

RIVERSIDE-CORONA FEEDER PIPELINE REALIGNMENT  
CITY OF RIVERSIDE, CALIFORNIA

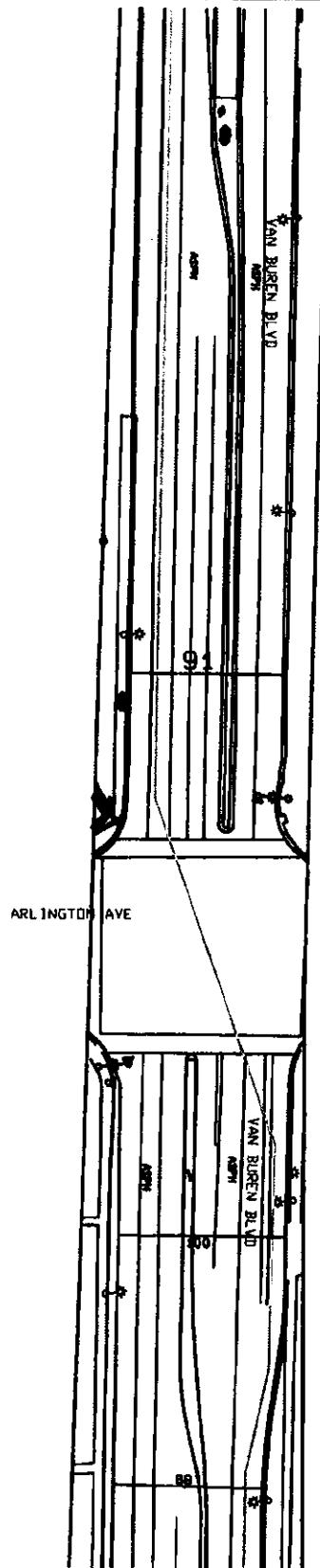
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**FIGURE**

2-B3

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ASSOCIATES

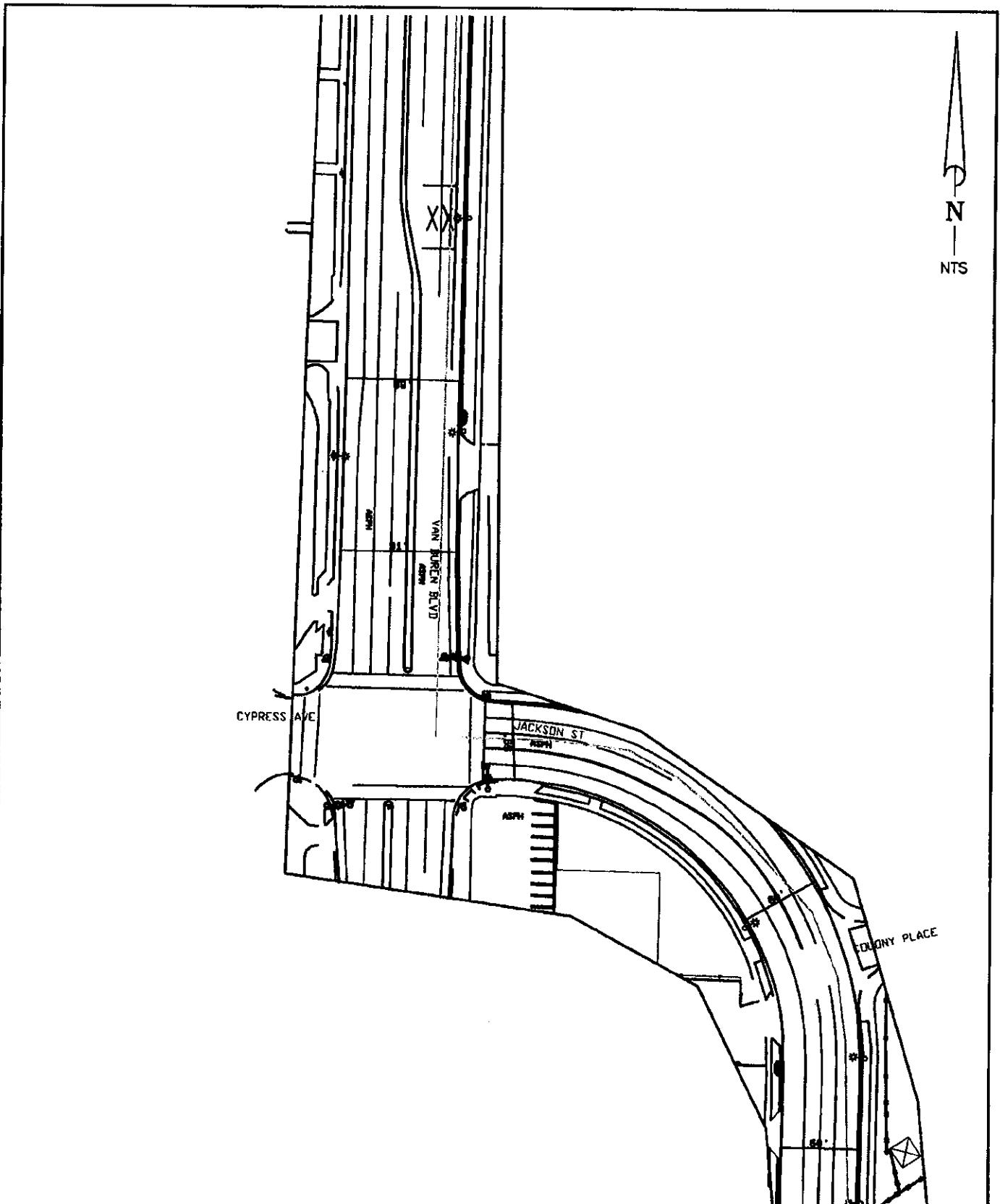
VAN BUREN BLVD & ARLINGTON AVE

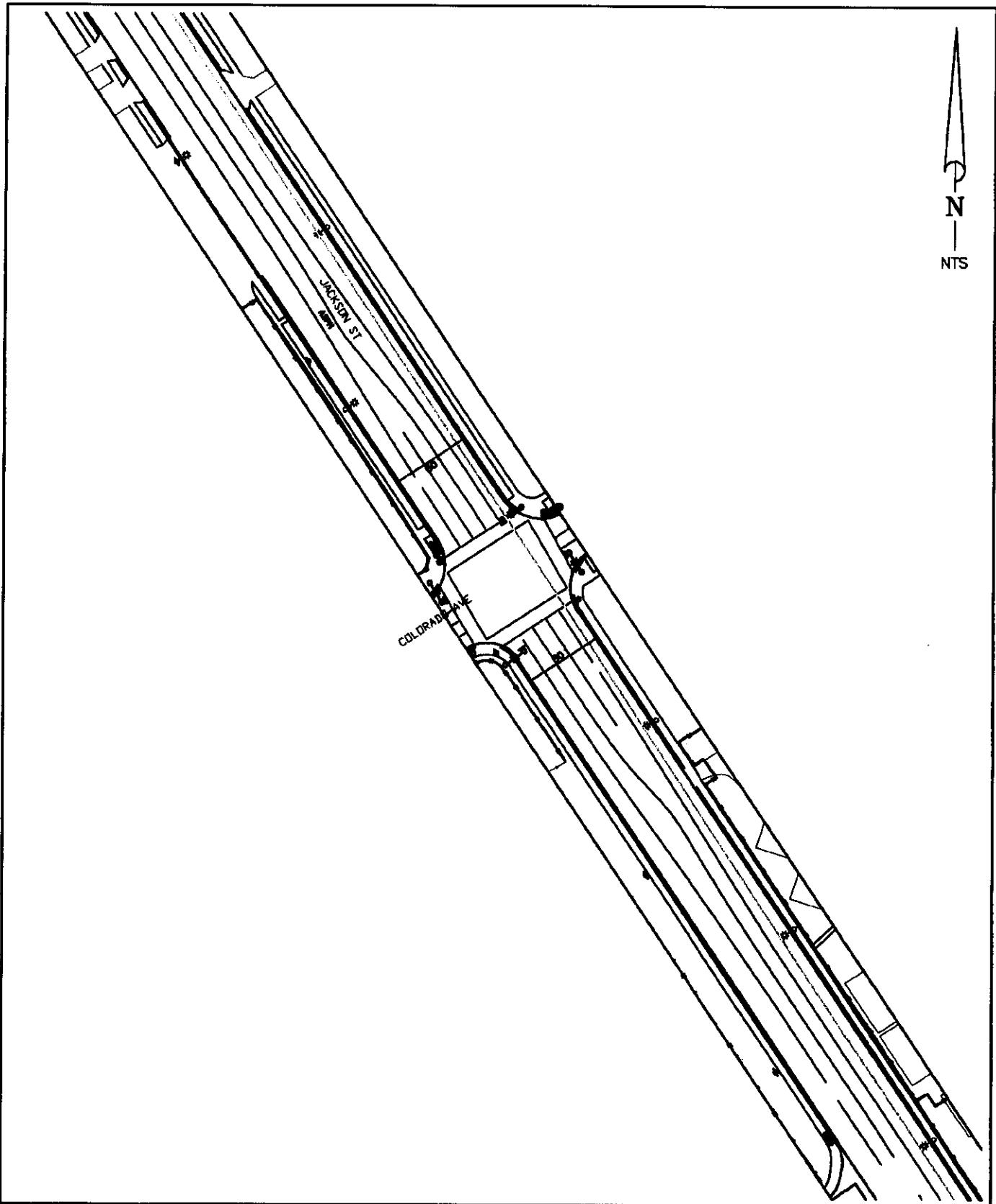
RIVERSIDE-CORONA FEEDER PIPELINE REALIGNMENT  
CITY OF RIVERSIDE, CALIFORNIA

FIGURE

2-B4

W.O. 07-0377





**ALBERT A.  
WEBB  
ASSOCIATES**

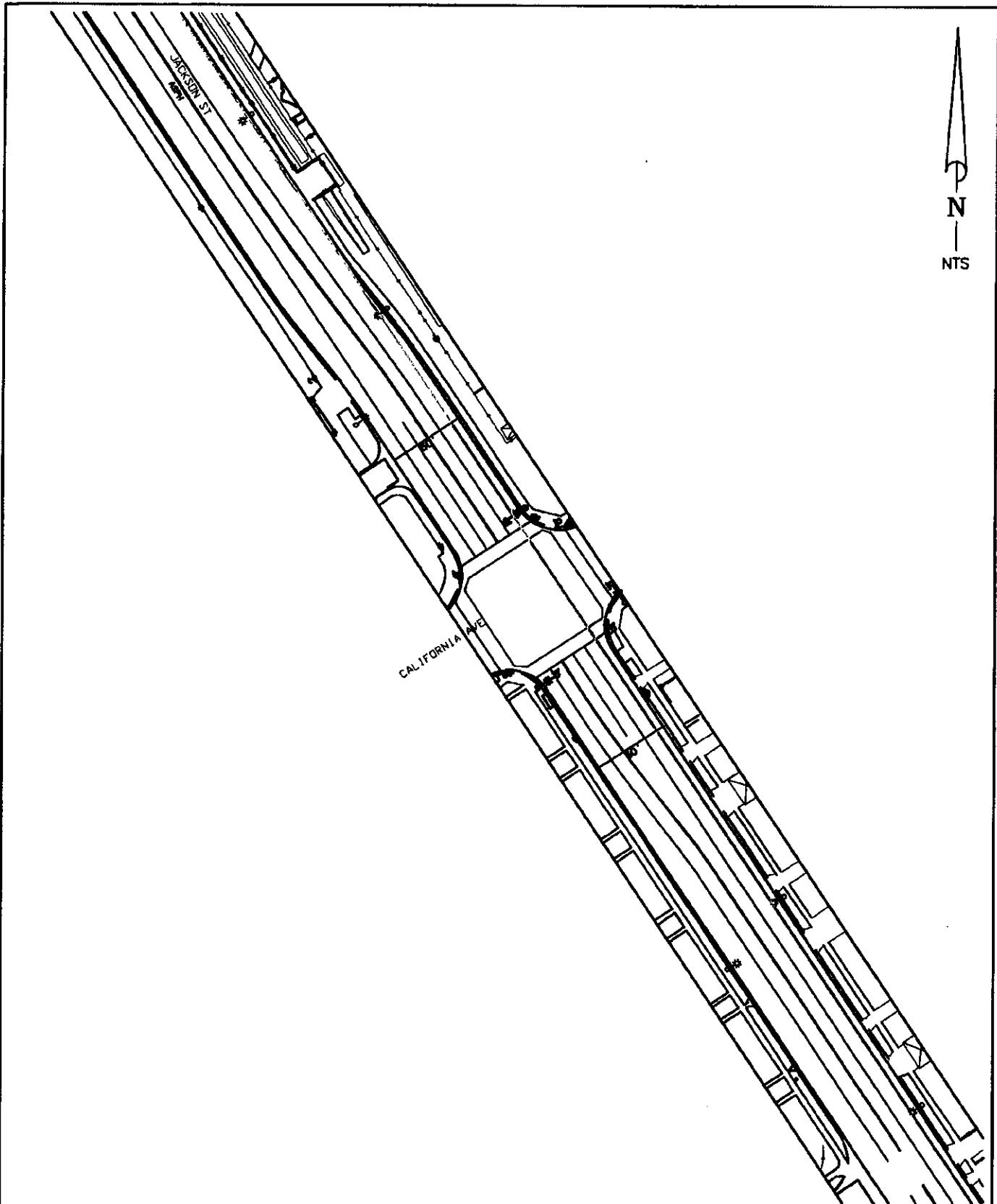
JACKSON ST & COLORADO AVE

RIVERSIDE-CORONA FEEDER PIPELINE REALIGNMENT  
CITY OF RIVERSIDE, CALIFORNIA

## **FIGURE**

2-B6

W.O. 07-0377



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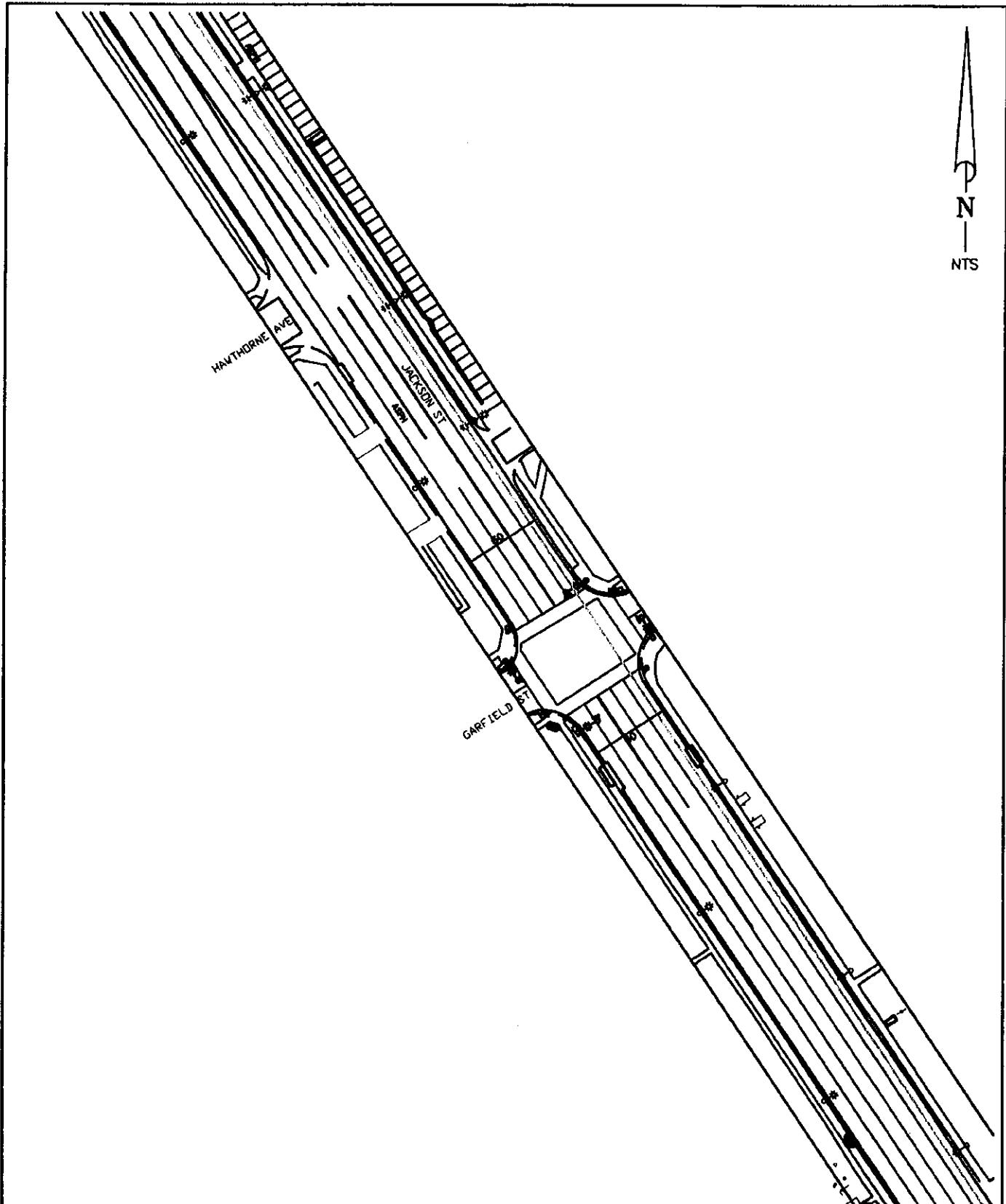
ALBERT A.  
**WEBB**  
ASSOCIATES

JACKSON ST & CALIFORNIA AVE

RIVERSIDE-CORONA FEEDER PIPELINE REALIGNMENT  
CITY OF RIVERSIDE, CALIFORNIA

FIGURE  
2-B7

W.O. 07-0377



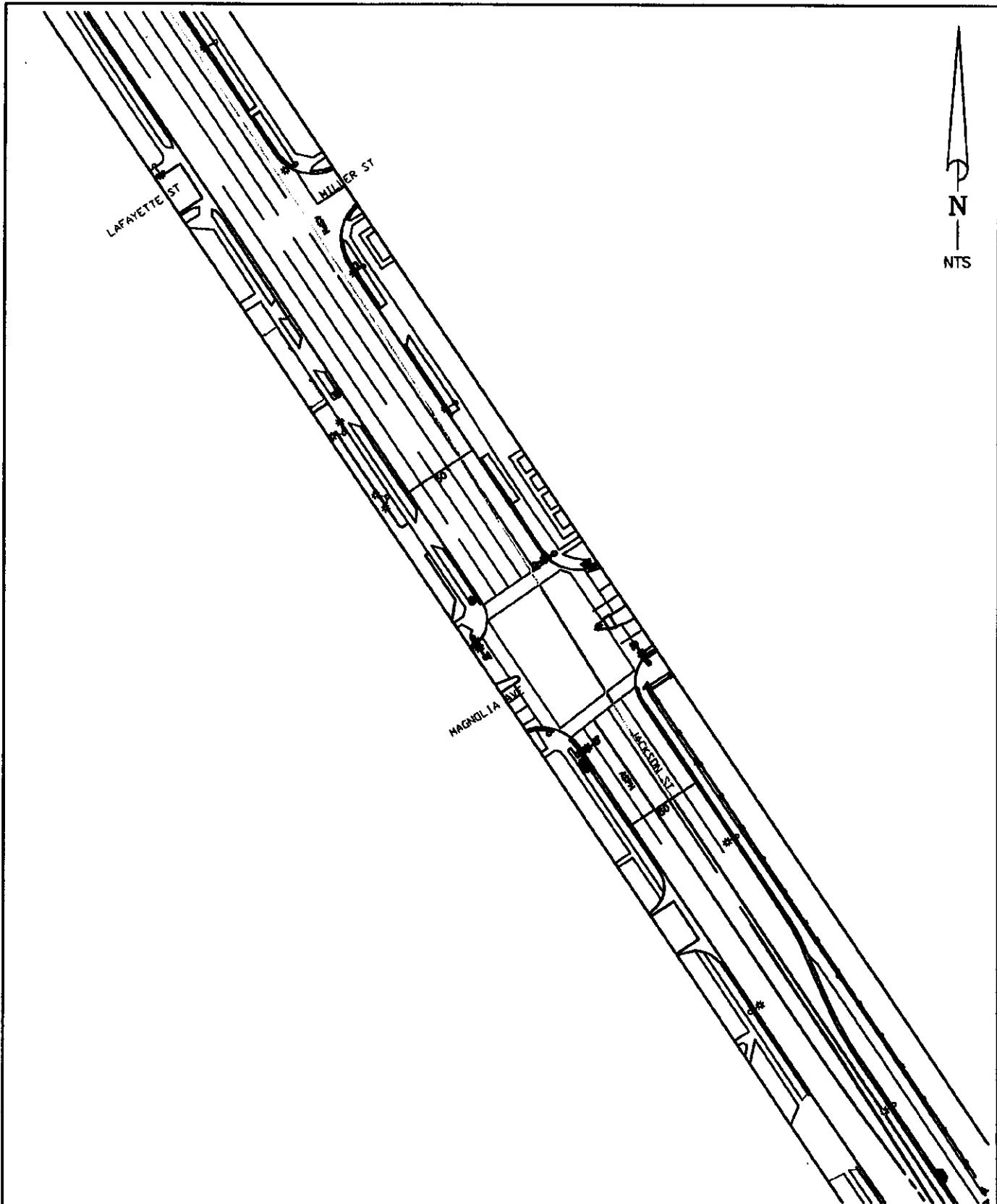
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**WEBB**  
ASSOCIATES

JACKSON ST & GARFIELD AVE

RIVERSIDE-CORONA FEEDER PIPELINE REALIGNMENT  
CITY OF RIVERSIDE, CALIFORNIA

**FIGURE**  
**2-B8**

W.O. 07-0377



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**WEBB**  
ASSOCIATES

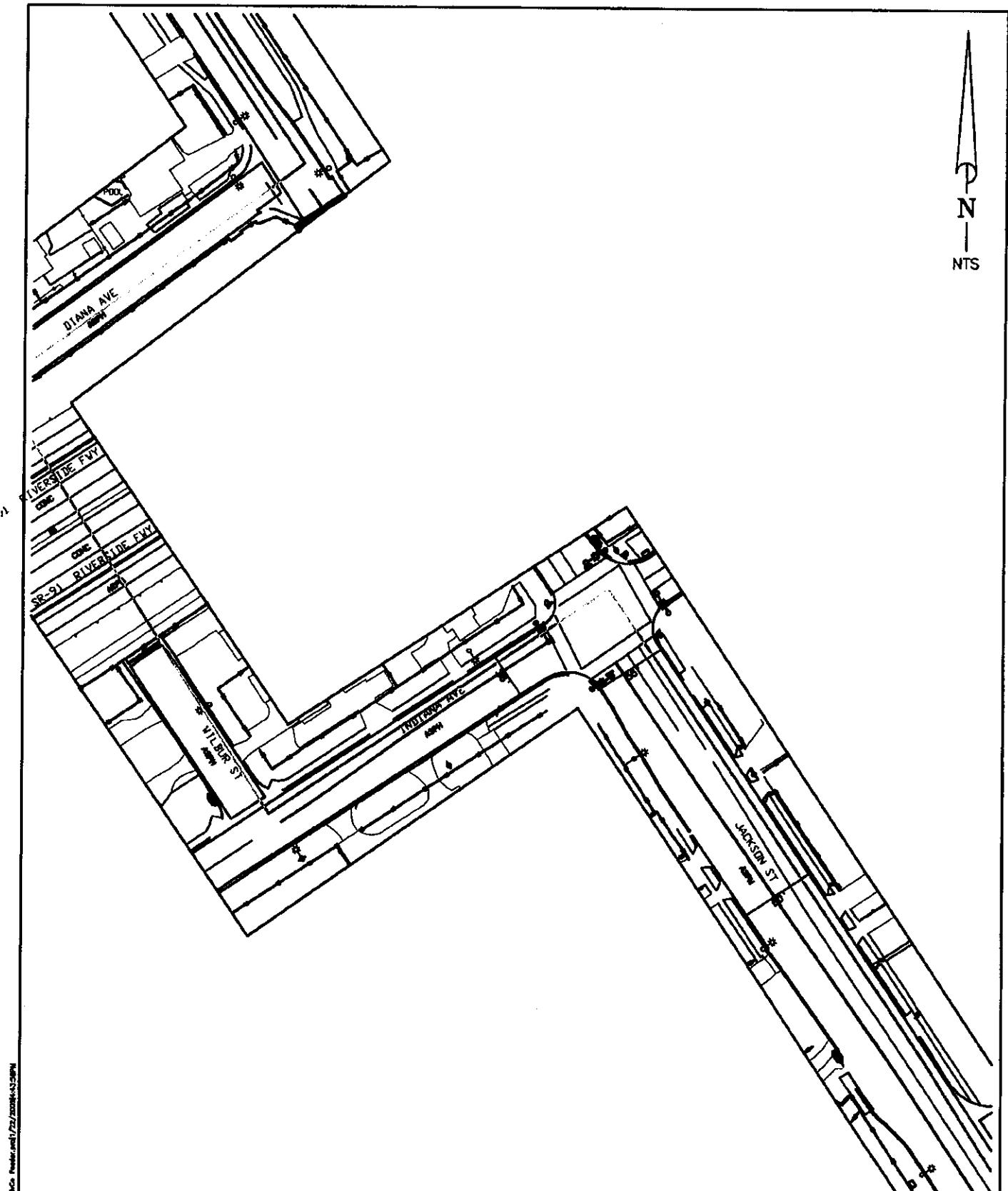
JACKSON ST & MAGNOLIA AVE

RIVERSIDE-CORONA FEEDER PIPELINE REALIGNMENT  
CITY OF RIVERSIDE, CALIFORNIA

FIGURE

2-B9

W.O. 07-0377



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**ALBERT A.  
WEBB  
ASSOCIATES**

JACKSON ST & INDIANA AVE

RIVERSIDE-CORONA FEEDER PIPELINE REALIGNMENT  
CITY OF RIVERSIDE, CALIFORNIA

**FIGURE**  
**2-B10**

W.O. 07-0377

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LINCOLN AVE

JACKSON ST

ALBERT A.  
**WEBB**  
ASSOCIATES

JACKSON ST & LINCOLN AVE

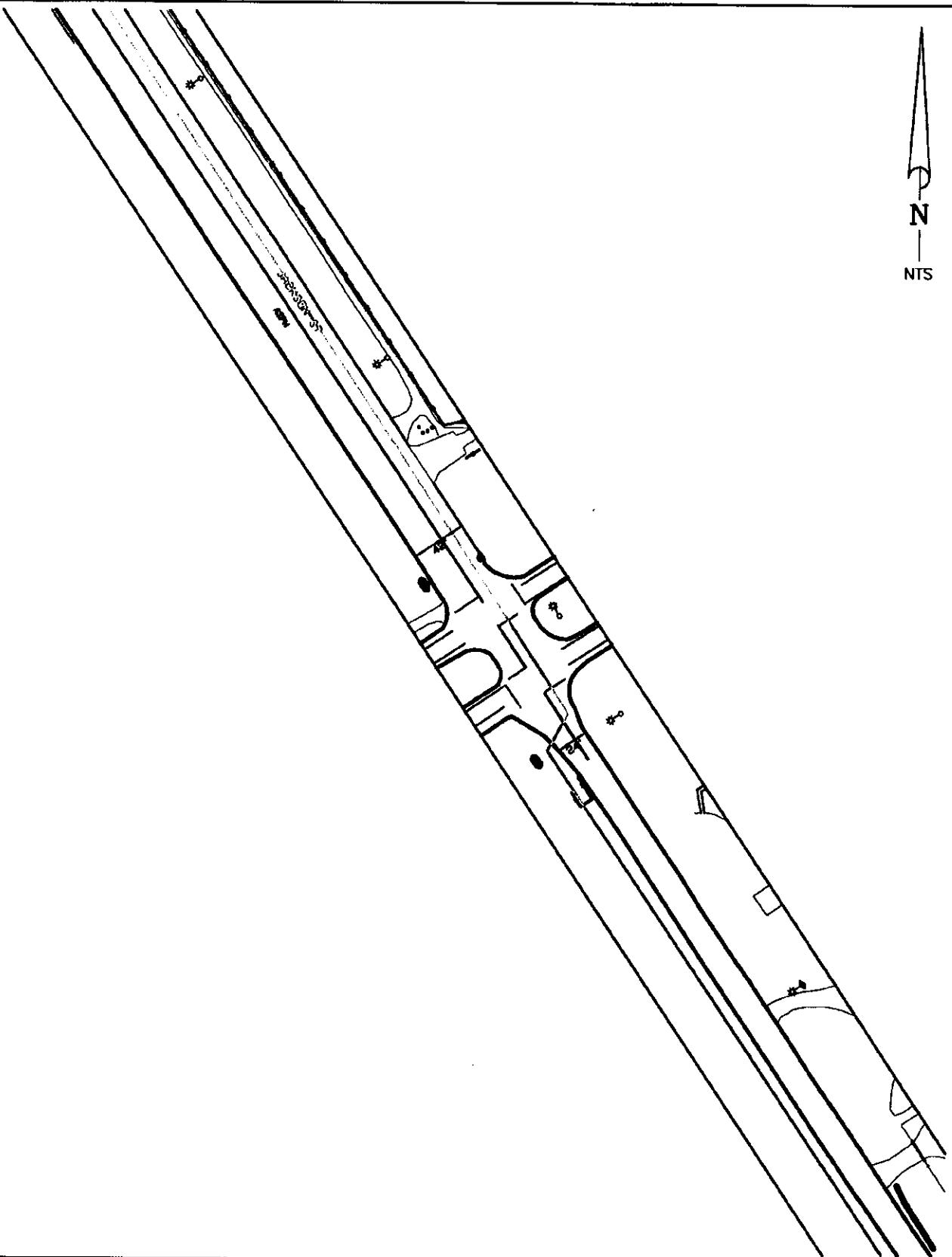
RIVERSIDE-CORONA FEEDER PIPELINE REALIGNMENT  
CITY OF RIVERSIDE, CALIFORNIA

FIGURE  
2-B11

W.O. 07-0377



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**ALBERT A.  
WEBB  
ASSOCIATES**

JACKSON ST & VICTORIA AVE

RIVERSIDE-CORONA FEEDER PIPELINE REALIGNMENT  
CITY OF RIVERSIDE, CALIFORNIA

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**FIGURE**

2-B12

W.O. 07-0377

A L B E R T A.

**WEBB**

A S S O C I A T E S

*Addendum to Traffic Impact Study Report*  
**Riverside – Corona Feeder  
Realignment Project**

*Prepared for*  
**Western Municipal Water District**

October 2009



A L B E R T

A.

# WEBB

A S S O C I A T E S

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PHONE: 951.686.1070 • FAX: 951.788.1256  
[WWW.WEBBASSOCIATES.COM](http://WWW.WEBBASSOCIATES.COM)

W.O. 07-0377

October 22, 2009

Jack Safely, P.E.  
Director of Water Resources  
Western Municipal Water District  
450 Alessandro Blvd.  
Riverside, CA 92508

RE: Addendum to Traffic Impact Study Report, Riverside-Corona Feeder Realignment Project, Riverside County and San Bernardino County, CA.

Dear Mr. Safely:

We are pleased to submit herewith our Addendum to the Traffic Impact Study Report for the proposed Riverside-Corona Feeder Realignment Project which we have prepared at your request. This addendum is proposed for the additional pipelines of La Sierra Avenue from Cleveland Avenue to El Sobrante Road, the Clay Street Connection between Pedley Road / 56<sup>th</sup> Street and Clay Street / Limonite Avenue, the Central Feeder Connection between Alabama Street / San Bernardino Avenue and Texas Street / San Bernardino Avenue, and the Mockingbird Connection between Irving Street and Van Buren Boulevard.

If you have any questions regarding this report, please call the undersigned for clarification.

Sincerely yours,

ALBERT A. WEBB ASSOCIATES



Dilesh Sheth, P.E., T.E.  
Director, Traffic and Transportation



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## **SECTION 1 - INTRODUCTION AND SUMMARY**

### **PURPOSE OF REPORT AND STUDY OBJECTIVES**

The purpose of this study is to evaluate the effects on traffic circulation produced from the installation of the La Sierra Pipeline, Clay Street Connection, Central Feeder Connection, and the Mockingbird Connection pipelines of the Riverside-Corona Feeder Realignment Project.

The objectives of this study include the following:

- Determine existing traffic conditions in the vicinity of the alignment;
- Determine the short-term impacts at the study area intersections due to the installation of the Riverside-Corona Feeder pipelines;
- Determine if the level of service (LOS) required by the Riverside County General Plan and City of Redlands/County of San Bernardino General Plan will be maintained at all affected intersections.

### **EXECUTIVE SUMMARY**

#### **Project Location**

The proposed Riverside-Corona Feeder Realignment Project is located within the boundaries of the cities of Colton, Rialto, Riverside and San Bernardino, and unincorporated areas of the counties of Riverside and San Bernardino. This study will focus on the impacts from the individual pipeline installations of the La Sierra Pipeline (County of Riverside), Clay Street Connection (County of Riverside), Central Feeder Connection (City of Redlands/County of San Bernardino), and the Mockingbird Connection (County of Riverside).

#### **Project Description**

The project is a pipeline that will be used to deliver water from the Riverside and San Bernardino County groundwater basins to communities throughout western Riverside County and San Bernardino County during drought and emergency periods and when water is otherwise available. The completed project is to be located underground primarily within existing road rights-of-way.

## **Project Construction**

The construction involved with the installation of the pipelines includes both boring/tunneling and shored open trench construction. Where open trench construction is planned, the shored open trench method is preferred when there is minimal allowable construction width and restricted right-of-way. The required construction width for an open trench with shored walls is 30 to 35 feet, to allow for heavy vehicle operation. Figure 1-A shows the typical detail for this type of construction.

An available option to this type of construction is open trench construction with flared sidewalls. This method requires greater construction width and is not typical for roadways with minimal right-of-way widths.

Construction may also include backfilling and/or plating the open trench. This will allow for the traffic to continue using the roadway at the time construction does not occur.

The pipeline will be manufactured in 40 foot lengths. A typical work day will allow for the installation of approximately 120 feet of pipeline.

## **Principal Findings**

### **Required Level of Service**

According to the County of Riverside General Plan, Policy C 2.1:

*Maintain the following countywide target Levels of Service:*

*LOS "C" along all County maintained roads and conventional state highways. As an exception, LOS "D" may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways or freeway ramp intersections.*

*LOS "E" may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities.*

According to the City of Redlands General Plan, Policy 5.20:

*5.20a Maintain LOS C or better as the standard at all intersections presently at LOS C or better.*

*5.20b Within the area identified in GP Figure 5.3, including that unincorporated County area identified on GP Figure 5.3 as the "donut hole," maintain LOS C or better; however, accept a reduced LOS on a case by case basis upon approval by a four-fifths (4/5ths) vote of the total authorized membership of the City Council.*

*5.20c Where the current level of service at a location within the City of Redlands is below the Level of Service (LOS) C standard, no development project shall be approved that cannot be mitigated so that it does not reduce the existing level of service at that location except as provided in Section 5.20b.*

## **Conclusions**

Based on the traffic study, it is concluded that the traffic impacts generated from the installation of the pipeline will require several mitigation factors including non-peak hour construction (AM peak hours are 7:00 AM to 9:00 AM, PM peak hours are 4:00 PM to 6:00 PM), temporary lane closures, temporary lane shifts using channelizing devices, temporary signal phasing modifications, and detours to divert traffic through nearby streets. The required mitigations are specified for following pipelines:

### **La Sierra Pipeline**

#### **La Sierra Avenue and Cleveland Avenue:**

- Construction should not be allowed during the AM or PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Detours may be used to divert traffic through nearby streets

#### **La Sierra Avenue and Dufferin Avenue:**

- Construction should not be allowed during the AM or PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Detours may be used to divert traffic through nearby streets

#### **La Sierra Avenue and McAllister Parkway:**

- Construction should not be allowed during the AM or PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Temporary signal phasing modification is required
- Detours may be used to divert traffic through nearby streets

#### **La Sierra Avenue and Orchard View Lane:**

- Construction should not be allowed during the AM or PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Detours may be used to divert traffic through nearby streets

**La Sierra Avenue and Lake Knoll Parkway:**

- Construction should not be allowed during the AM or PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Temporary signal phasing modification is required
- Detours may be used to divert traffic through nearby streets

**La Sierra Avenue and Lake Crest Drive:**

- Construction should not be allowed during the AM or PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Temporary signal phasing modification is required
- Detours may be used to divert traffic through nearby streets

**La Sierra Avenue and Blackburn Road:**

- Construction should not be allowed during the AM or PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Temporary signal phasing modification is required
- Detours may be used to divert traffic through nearby streets

**La Sierra Avenue and El Sobrante Road:**

- Construction should not be allowed during the PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Detours may be used to divert traffic through nearby streets

**Clay Street Connection****Pedley Road and 56<sup>th</sup> Street:**

- Construction should not be allowed during the AM or PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Detours are required to divert eastbound right, southbound through, westbound left and all northbound traffic through Fagan Road and 58<sup>th</sup> Street (contractor must maintain access to local residents at all times)

**Pedley Road and 58<sup>th</sup> Street:**

- Construction should not be allowed during the AM or PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Detours are required to divert all eastbound, southbound, westbound and northbound traffic through Fagan Road and 56<sup>th</sup> Street (contractor must maintain access to local residents at all times)

**Pedley Road and Limonite Avenue:**

- Construction should not be allowed during the PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Temporary signal phasing modification is required

- Detours may be used to divert traffic through nearby streets

#### **Baldwin Avenue and Limonite Avenue:**

- Construction should not be allowed during the PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Temporary signal phasing modification is required
- Detours are required to divert all eastbound traffic through Pedley Road

#### **Clay Street and Limonite Avenue:**

- Construction should not be allowed during the AM or PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Temporary signal phasing modification is required
- Detours may be used to divert traffic through nearby streets

### **Central Feeder Connection**

#### **Alabama Street and San Bernardino Avenue:**

- Construction should only be allowed during night time hours (9:00 PM to 5:00 AM)
- Temporary lane closures and lane shifts using channelizing devices are required
- Temporary signal phasing modification is required

#### **SR-210 SB Ramps and San Bernardino Avenue:**

- Construction should only be allowed during night time hours (9:00 PM to 5:00 AM)
- Temporary lane closures and lane shifts using channelizing devices are required
- Temporary signal phasing modification is required
- Detours may be used to divert traffic through nearby streets

#### **SR-210 NB Ramps and San Bernardino Avenue:**

- Construction should only be allowed during night time hours (9:00 PM to 5:00 AM)
- Temporary lane closures and lane shifts using channelizing devices are required
- Temporary signal phasing modification is required
- Detours may be used to divert traffic through nearby streets

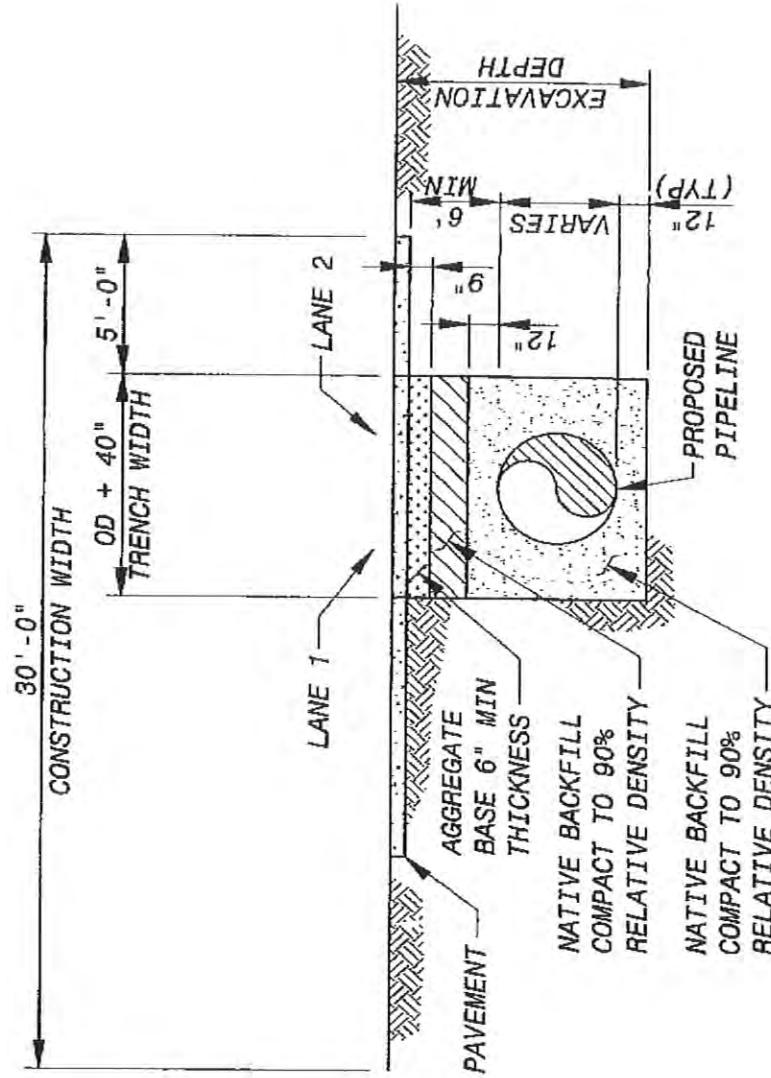
#### **Texas Street and San Bernardino Avenue:**

- Construction should not be allowed during the AM or PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Detours are required to divert all eastbound, southbound, westbound and northbound traffic through Tennessee Street, Pioneer Avenue, Orange Street and Pennsylvania Avenue (contractor must maintain access to local residents at all times)

## **Mockingbird Connection**

### **Through Local Streets:**

- Detours may be used to divert traffic through nearby streets
- The contractor must maintain access to local residents at all times
- At the connection underneath Van Buren Boulevard, a jack and bore method of construction shall be used so construction will not impact the roadway segment



NOTES:

1. FOR POOR SOILS, EXCAVATION BELOW THE PIPE WILL BE 3 FEET OR TO FIRM MATERIAL.
2. NATIVE SOIL AND SOIL CEMENT WILL BE ALLOWED FOR BEDDING/BACKFILL MATERIAL IF IT MEETS SPEC AND IS COMPATIBLE WITH PIPE COATING SYSTEM.

TRENCH SECTION  
NTS

## **SECTION 2 - PROPOSED PROJECT**

### **SUMMARY OF THE PROJECT**

#### **Pipelines**

##### *La Sierra Pipeline*

The La Sierra Pipeline consists of approximately 10,800 linear feet of an up to 42-inch diameter pipeline located within the La Sierra Avenue right-of-way in unincorporated Riverside County. The proposed pipeline extends south from the intersection of La Sierra Avenue and Cleveland Avenue to connect to the existing Mills Gravity Pipeline, located at the intersection of La Sierra Avenue and El Sobrante Road.

##### *Clay Street Connection*

The Clay Street Connection consists of approximately 7,800 linear feet of an up to 48-inch diameter pipeline located within unincorporated Riverside County. The proposed pipeline extends south within Pedley Road from the intersection of Pedley Road and 56<sup>th</sup> Street to the intersection of Pedley Road and Limonite Avenue, where it continues east within Limonite Avenue to the intersection of Clay Street and Limonite Avenue.

##### *Central Feeder Connection*

The Central Feeder Connection consists of approximately 6,350 linear feet of an up to 54-inch diameter pipeline located within the San Bernardino Avenue right-of-way in unincorporated San Bernardino County and the City of Redlands. The proposed pipeline extends east from the intersection of Alabama Street and San Bernardino Avenue to just east of the intersection of Texas Street and San Bernardino Avenue.

##### *Mockingbird Connection*

The Mockingbird Connection consists of approximately 5,900 linear feet of an up to 42-inch diameter pipeline located within street right-of-way and pipeline easements in the City of Riverside and adjacent unincorporated Riverside County. The proposed pipeline extends easterly within Irving Street, south of its intersection with Firethorn Avenue, and then east through pipeline easements to connect to a proposed pump station and reservoir. The pipeline will then extend east within a pipeline easement and then south within Constable Road to the existing Mills Gravity Pipeline easement. At this point, the pipeline will continue west within the pipeline easement and cross under Van Buren Boulevard to connect to an existing water station.

The project site locations are presented on Figure 2-A.

## **Description**

The project is a pipeline that will be used to deliver water from the Riverside County and San Bernardino County groundwater basins to communities throughout western Riverside County and San Bernardino County during drought and emergency periods and when water is otherwise available. The completed project is to be located underground primarily within existing road rights-of-way.

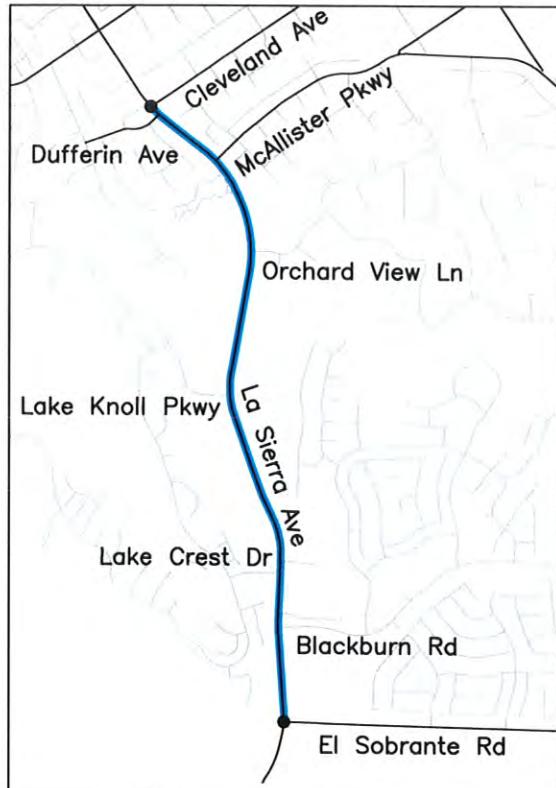
## **Alignment Plan**

At this time, there is not an alignment for the proposed pipelines.

## **Timing of the Proposed Project**

For analysis purposes, it is anticipated that the analyzed portions of the Riverside-Corona Feeder Realignment Project will be installed by 2013.

## LA SIERRA PIPELINE



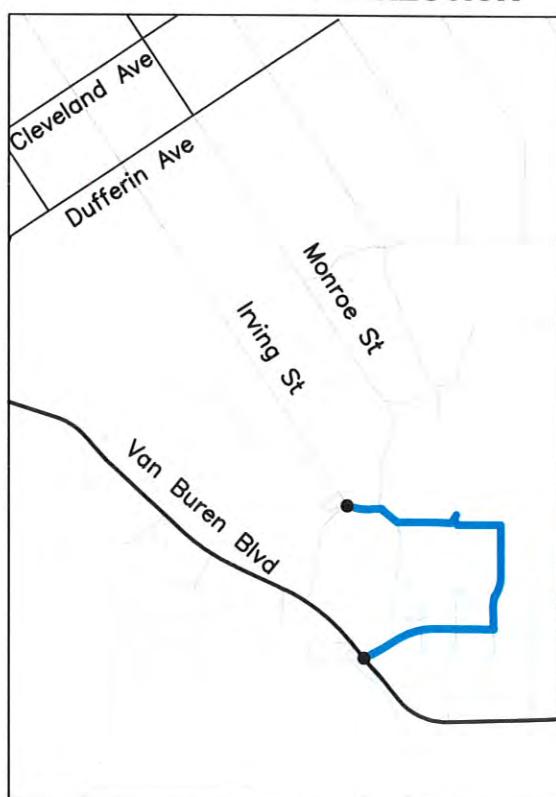
## CLAY STREET CONNECTION



## CENTRAL FEEDER CONNECTION



## MOCKINGBIRD CONNECTION



PROPOSED PIPELINE ALIGNMENT

JUNCTION/CONNECTION

NTS

ALBERT A.  
**WEBB**  
ASSOCIATES

PROJECT SITES

RIVERSIDE-CORONA FEEDER REALIGNMENT PROJECT  
RIVERSIDE COUNTY AND SAN BERNARDINO COUNTY, CALIFORNIA

FIGURE

2-A

W.O. 07-0377

## **SECTION 3 - AREA CONDITIONS**

### **STUDY AREAS**

The study areas include the following intersections:

#### **La Sierra Pipeline (County of Riverside):**

- La Sierra Avenue / Cleveland Avenue
- La Sierra Avenue / Dufferin Avenue
- La Sierra Avenue / McAllister Parkway
- La Sierra Avenue / Orchard View Lane
- La Sierra Avenue / Lake Knoll Parkway
- La Sierra Avenue / Lake Crest Drive
- La Sierra Avenue / Blackburn Road
- La Sierra Avenue / El Sobrante Road

#### **Clay Street Connection (County of Riverside):**

- Pedley Road / 56th Street
- Pedley Road / 58th Street
- Pedley Road / Limonite Avenue
- Baldwin Avenue / Limonite Avenue
- Clay Street/ Limonite Avenue

#### **Central Feeder Connection (City of Redlands, County of San Bernardino):**

- Alabama Street / San Bernardino Avenue
- SR-210 SB Ramps / San Bernardino Avenue
- SR-210 NB Ramps / San Bernardino Avenue
- Texas Street / San Bernardino Avenue

#### **Mockingbird Connection (City of Riverside, County of Riverside):**

- N/A

### **SITE ACCESSIBILITY**

#### **Existing Roadway System**

The existing roadway system is shown on Figure 3-A. It identifies the existing intersection controls (i.e. signals and signage), intersection geometrics, and the number of through traffic lanes within the study area.

## **Existing Traffic Volumes**

The existing AM and PM peak hour intersection volume counts conducted by Counts Unlimited, Inc. are shown on Figures 3-B and 3-C, respectively. The traffic count worksheets are provided in Appendix A. It should be noted that the 2008 intersection count of Clay Street / Limonite Avenue has an additional 2 percent growth to account for current 2009 existing conditions.

## **Level of Service Methodology**

The Riverside County Transportation Department and City of Redlands/County of San Bernardino require that the Highway Capacity Manual (HCM; Methodologies – Section 3) be used to analyze the Level of Service (LOS). The Riverside County Transportation Department requires the current guidelines from the Riverside County Traffic Impact Analysis Preparation Guide be followed while the City of Redlands/County of San Bernardino require the San Bernardino County CMP, 2003 Update (Appendix C) guidelines be followed. These guidelines were applied to the intersections within their according jurisdiction.

The HCM evaluates the LOS of intersections based upon the control delay per vehicle. The methodology used to evaluate the intersection level of service differs on whether the intersection is signalized or unsignalized. Levels of service at signalized and unsignalized intersections have been evaluated using Traffix Version 7.9, which are based upon 2000 HCM methodologies.

### **Signalized Intersections**

According to the 2000 HCM, the level of service for signalized intersections is based upon the weighted average control delay of all vehicles in seconds per vehicle. Table 3-1 shows the criteria used to determine the level of service for signalized intersections.

Table 3-1 – Level of Service for Signalized Intersections

Level of Service	Control Delay per Vehicle (Sec/Veh)
A	$\leq 10$
B	$> 10 \text{ and } \leq 20$
C	$> 20 \text{ and } \leq 35$
D	$> 35 \text{ and } \leq 55$
E	$> 55 \text{ and } \leq 80$
F	$> 80$

## **Unsignalized Intersections**

The 2000 HCM defines the level of service for all-way stop intersections as the weighted average control delay in seconds per vehicle. For two-way stop controlled intersections, the delay is computed for each controlled movement and the level of service is based on the highest control delay. Table 3-2 shows the criteria used to determine the level of service for unsignalized intersections.

Table 3-2 – Level of Service for Unsignalized Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	$\leq 10$
B	$> 10 \text{ and } \leq 15$
C	$> 15 \text{ and } \leq 25$
D	$> 25 \text{ and } \leq 35$
E	$> 35 \text{ and } \leq 50$
F	$> 50$

## **Required Level of Service**

According to the County of Riverside General Plan, Policy C 2.1:

*Maintain the following countywide target Levels of Service:*

*LOS “C” along all County maintained roads and conventional state highways. As an exception, LOS “D” may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways or freeway ramp intersections.*

*LOS “E” may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities.*

According to the City of Redlands General Plan, Policy 5.20:

*5.20a Maintain LOS C or better as the standard at all intersections presently at LOS C or better.*

*5.20b Within the area identified in GP Figure 5.3, including that unincorporated County area identified on GP Figure 5.3 as the "donut hole," maintain LOS C or better; however, accept a reduced LOS on a case by case basis upon approval by a four-fifths (4/5ths) vote of the total authorized membership of the City Council.*

*5.20c Where the current level of service at a location within the City of Redlands is below the Level of Service (LOS) C standard, no development project shall be approved that cannot be mitigated so that it does not reduce the existing level of service at that location except as provided in Section 5.20b.*

## **Levels of Service – Existing Conditions**

The intersection levels of service for existing conditions shown on Table 3-3 are based upon the existing roadway system and the existing AM and PM peak hour intersection volumes. The level of service calculation worksheets are provided in Appendix B.

### **Through Traffic Method of Projection**

The method of traffic projection is based on the following criteria:

- Existing traffic conditions;
- Ambient growth projections;
- Lane closures and turning movement detours.

This report uses a study year of 2013 for analysis purposes.

### **Ambient Growth**

In order to evaluate traffic conditions for the project analysis year, area wide growth on the existing roadways must be projected. This study will utilize a 2 percent per year growth rate.

## **Levels of Service – Existing Plus Ambient Growth Conditions**

The intersection levels of service for existing plus ambient growth conditions shown on Table 3-4 are based upon the existing roadway system and the existing plus ambient growth AM and PM peak hour intersection volumes. The level of service calculation worksheets are provided in Appendix B.

## **General Plan Circulation and Roadway Cross-Sections**

The current Riverside County General Plan circulation element for the Lake Mathews/Woodcrest area is shown on Figure 3-D. The current Riverside County General Plan circulation element for the Jurupa area is shown on Figure 3-E. The current San Bernardino County General Plan circulation element is shown on Figure 3-F. The Riverside County General Plan roadway cross-sections are shown on Figure 3-G.

Table 3-3 – Levels of Service – Existing Conditions

Intersection	Traffic Control	Peak Hour	Existing	
			Delay (Sec)	LOS
1. La Sierra Ave / Cleveland Ave	OWSC	AM	23.9	C
		PM	15.8	C
2. La Sierra Ave / Dufferin Ave	OWSC	AM	<b>27.4</b>	<b>D</b>
		PM	<b>78.2</b>	<b>F</b>
3. La Sierra Ave / McAllister Pkwy	Signal	AM	19.7	B
		PM	14.8	B
4. La Sierra Ave / Orchard View Ln	OWSC	AM	18.5	C
		PM	14.0	B
5. La Sierra Ave / Lake Knoll Pkwy	Signal	AM	13.9	B
		PM	9.5	A
6. La Sierra Ave / Lake Crest Dr	Signal	AM	13.9	B
		PM	9.5	A
7. La Sierra Ave / Blackburn Rd	Signal	AM	29.6	C
		PM	21.5	C
8. La Sierra Ave / El Sobrante Rd	AWSC	AM	14.2	B
		PM	<b>40.2</b>	<b>E</b>
9. Pedley Rd / 56th St	TWSC	AM	14.6	B
		PM	14.2	B
10. Pedley Rd / 58th St	OWSC	AM	13.8	B
		PM	14.5	B
11. Pedley Rd / Limonite Ave	Signal	AM	28.6	C
		PM	27.8	C
12. Baldwin Ave / Limonite Ave	Signal	AM	12.7	B
		PM	17.4	B
13. Clay St / Limonite Ave	Signal	AM	30.3	C
		PM	33.4	C
14. Alabama St / San Bernardino Ave	Signal	AM	27.8	C
		PM	30.6	C
15. SR-210 SB Ramps / San Bernardino Ave	Signal	AM	20.9	C
		PM	31.3	C
16. SR-210 NB Ramps / San Bernardino Ave	Signal	AM	23.8	C
		PM	32.6	C
17. Texas St / San Bernardino Ave	Signal	AM	14.6	B
		PM	13.0	B

OWSC = One Way Stop Controlled

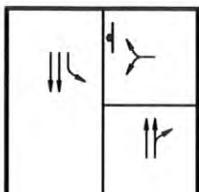
TWSC = Two Way Stop Controlled

AWSC = All Way Stop Controlled

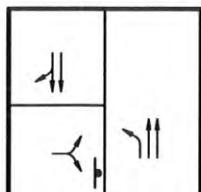
Table 3-4 – Levels of Service – Existing Plus Ambient Growth Conditions

Intersection	Traffic Control	Peak Hour	Existing		EA	
			Delay (Sec)	LOS	Delay (Sec)	LOS
1. La Sierra Ave / Cleveland Ave	OWSC	AM	23.9	C	<b>28.0</b>	<b>D</b>
		PM	15.8	C	17.5	C
2. La Sierra Ave / Dufferin Ave	OWSC	AM	<b>27.4</b>	<b>D</b>	<b>32.6</b>	<b>D</b>
		PM	<b>78.2</b>	<b>F</b>	<b>116.0</b>	<b>F</b>
3. La Sierra Ave / McAllister Pkwy	Signal	AM	19.7	B	20.8	C
		PM	14.8	B	15.5	B
4. La Sierra Ave / Orchard View Ln	OWSC	AM	18.5	C	20.9	C
		PM	14.0	B	15.2	C
5. La Sierra Ave / Lake Knoll Pkwy	Signal	AM	13.9	B	14.2	B
		PM	9.5	A	9.8	A
6. La Sierra Ave / Lake Crest Dr	Signal	AM	13.9	B	14.0	B
		PM	9.5	A	9.6	A
7. La Sierra Ave / Blackburn Rd	Signal	AM	29.6	C	30.6	C
		PM	21.5	C	21.9	C
8. La Sierra Ave / El Sobrante Rd	AWSC	AM	14.2	B	16.4	C
		PM	<b>40.2</b>	<b>E</b>	<b>56.3</b>	<b>F</b>
9. Pedley Rd / 56th St	TWSC	AM	14.6	B	15.4	C
		PM	14.2	B	15.1	C
10. Pedley Rd / 58th St	OWSC	AM	13.8	B	14.6	B
		PM	14.5	B	15.4	C
11. Pedley Rd / Limonite Ave	Signal	AM	28.6	C	29.0	C
		PM	27.8	C	28.6	C
12. Baldwin Ave / Limonite Ave	Signal	AM	12.7	B	12.5	B
		PM	17.4	B	17.7	B
13. Clay St / Limonite Ave	Signal	AM	30.3	C	30.6	C
		PM	33.4	C	34.3	C
14. Alabama St / San Bernardino Ave	Signal	AM	27.8	C	28.1	C
		PM	30.6	C	31.0	C
15. SR-210 SB Ramps / San Bernardino Ave	Signal	AM	20.9	C	21.2	C
		PM	31.3	C	33.8	C
16. SR-210 NB Ramps / San Bernardino Ave	Signal	AM	23.8	C	24.8	C
		PM	32.6	C	34.0	C
17. Texas St / San Bernardino Ave	Signal	AM	14.6	B	15.3	B
		PM	13.0	B	13.6	B

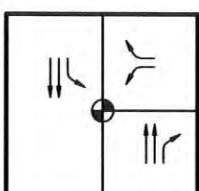
EA = Existing + Ambient Growth  
 OWSC = One Way Stop Controlled  
 TWSC = Two Way Stop Controlled  
 AWSC = All Way Stop Controlled



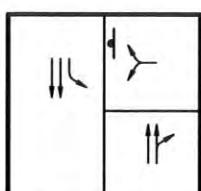
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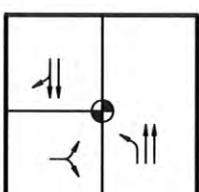
2. La Sierra Ave /  
Dufferin Ave



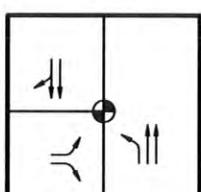
3. La Sierra Ave /  
McAllister Pkwy



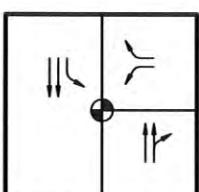
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Orchard View Ln



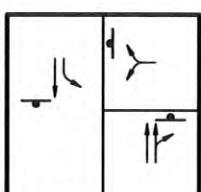
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Lake Knoll Pkwy



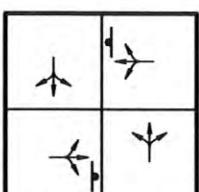
6. La Sierra Ave /  
Lake Crest Dr



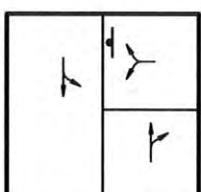
7. La Sierra Ave /  
Blackburn Rd



8. La Sierra Ave /  
El Sobrante Rd

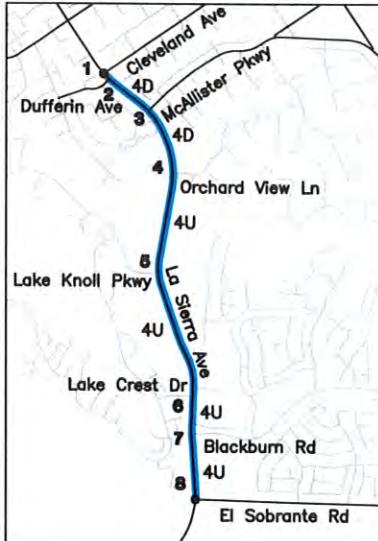


9. Pedley Rd /  
56th St



10. Pedley Rd /  
58th St

### LA SIERRA PIPELINE



### CLAY STREET CONNECTION



### CENTRAL FEEDER CONNECTION

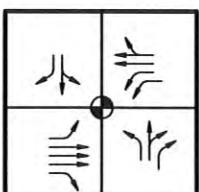


### MOCKINGBIRD CONNECTION

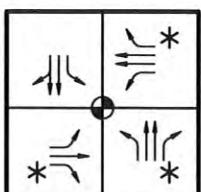


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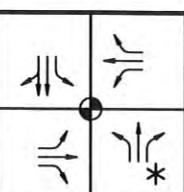
- LEGEND**
- TRAFFIC SIGNAL
  - STOP SIGN
  - X NO. THROUGH LANES
  - D DIVIDED ROAD
  - U UNDIVIDED ROAD
  - \* DEFACTO RIGHT TURN LANE



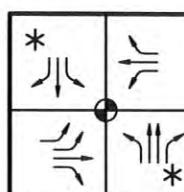
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Limonite Ave



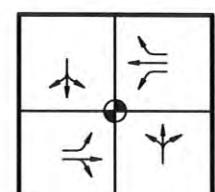
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San Bernardino Ave



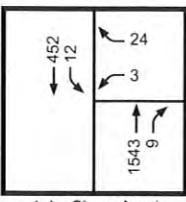
15. SR-210 SB Ramps /  
San Bernardino Ave



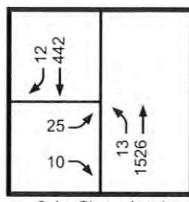
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San Bernardino Ave



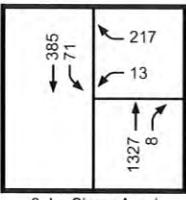
17. Texas St /  
San Bernardino Ave



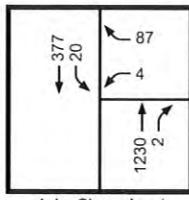
1. La Sierra Ave / Cleveland Ave



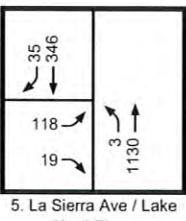
2. La Sierra Ave / Dufferin Ave



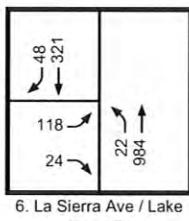
3. La Sierra Ave / McAllister Pkwy



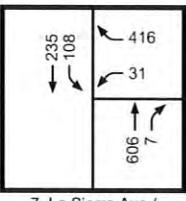
4. La Sierra Ave / Orchard View Ln



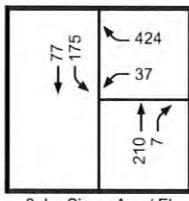
5. La Sierra Ave / Lake Knoll Pkwy



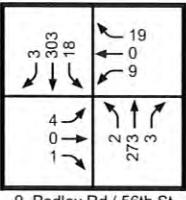
6. La Sierra Ave / Lake Crest Dr



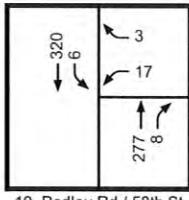
7. La Sierra Ave / Blackburn Rd



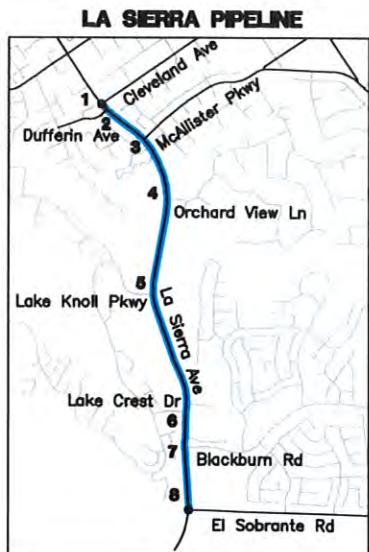
8. La Sierra Ave / El Sobrante Rd



9. Pedley Rd / 56th St



10. Pedley Rd / 58th St



CLAY STREET CONNECTION



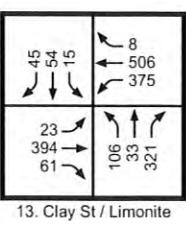
CENTRAL FEEDER CONNECTION



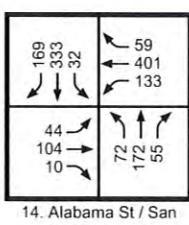
MOCKINGBIRD CONNECTION



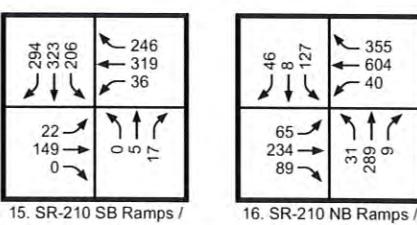
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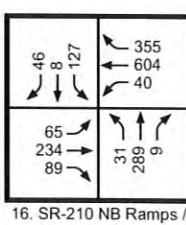
13. Clay St / Limonite Ave



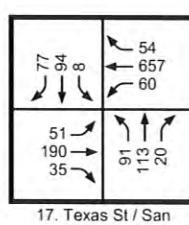
14. Alabama St / San Bernardino Ave



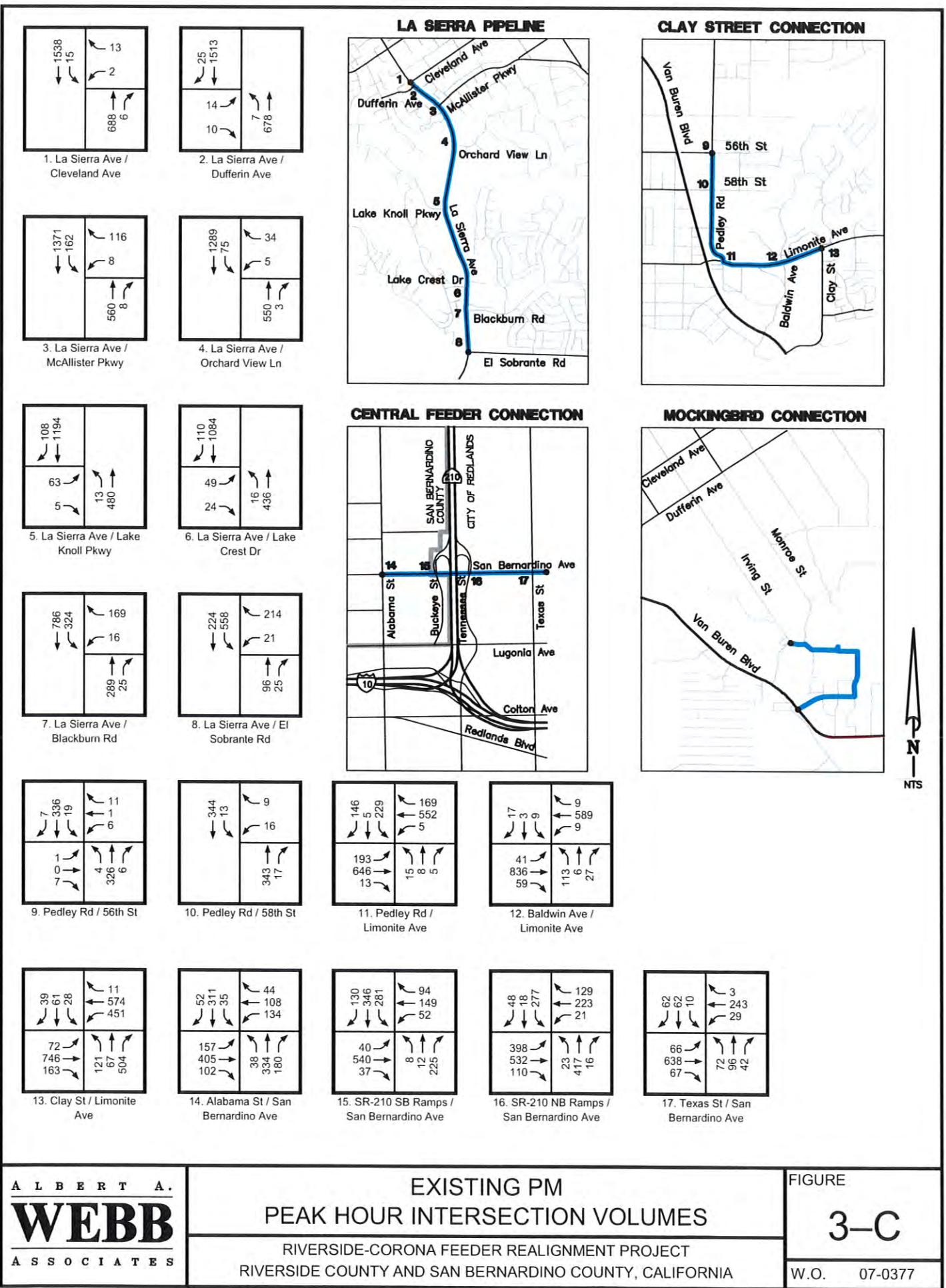
15. SR-210 SB Ramps / San Bernardino Ave

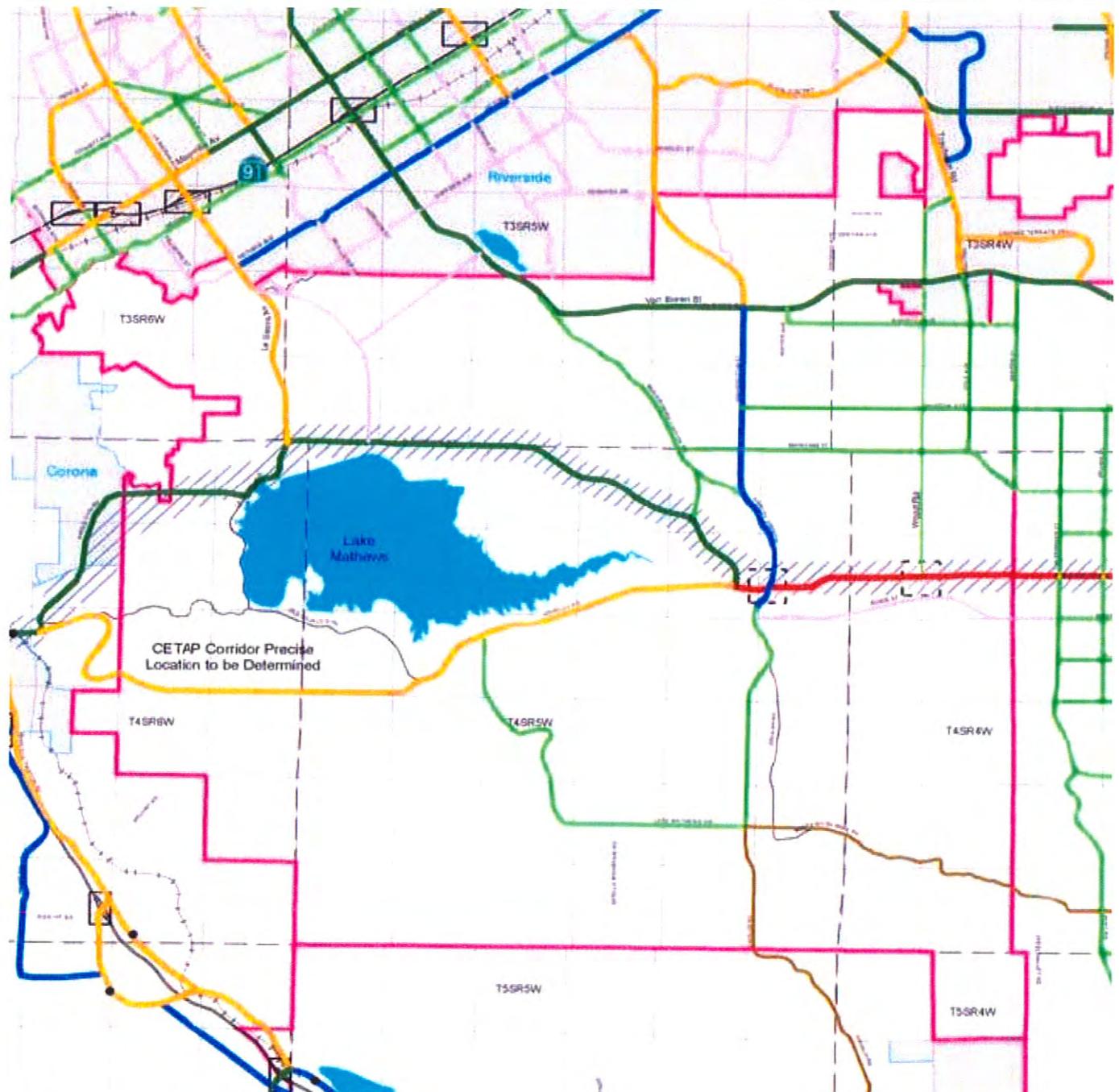


16. SR-210 NB Ramps / San Bernardino Ave



17. Texas St / San Bernardino Ave



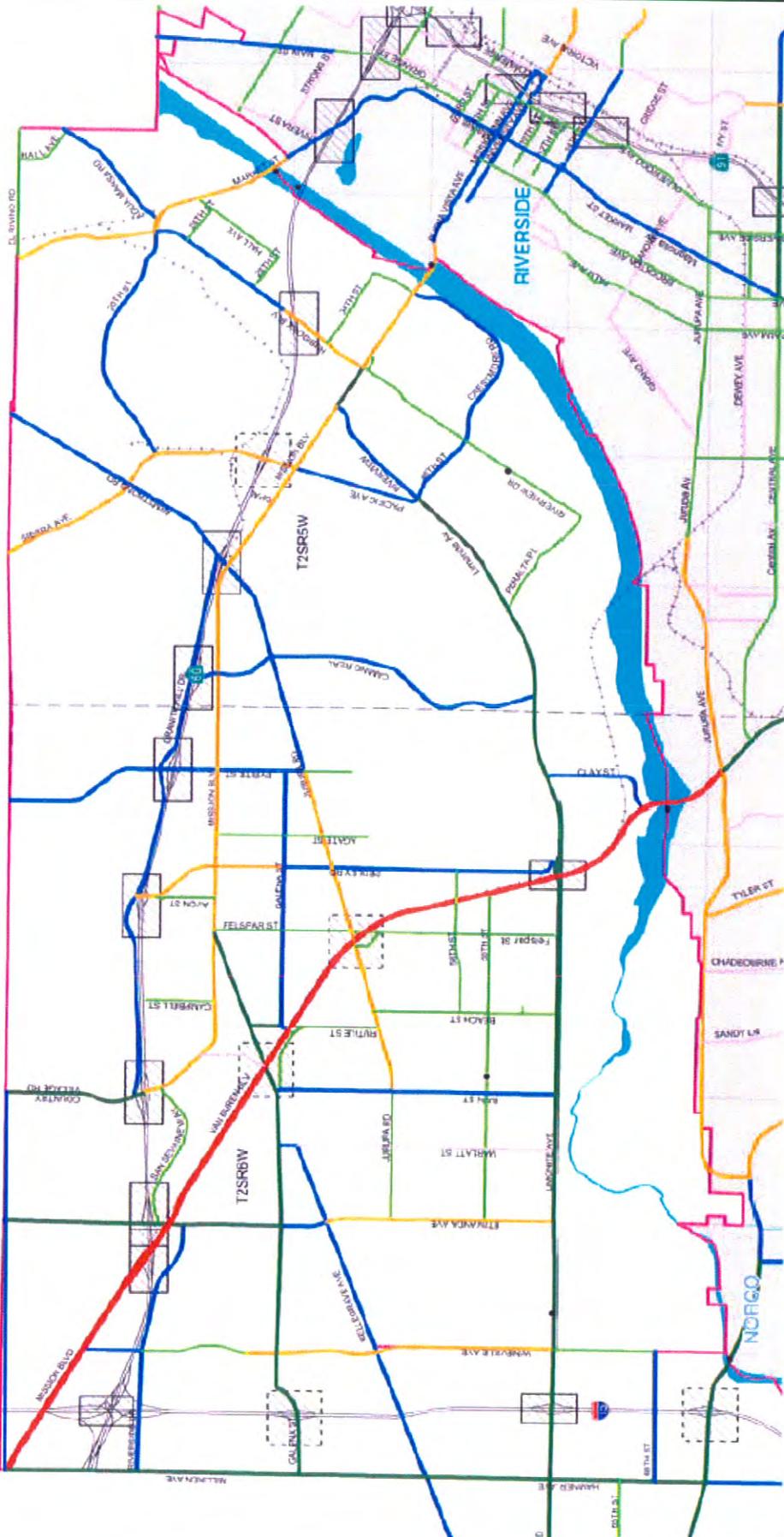


- Expressway (184' to 220' ROW)
- Urban Arterial (152' ROW)
- Arterial (128' ROW)
- Major (118' ROW)
- Secondary (100' ROW)
- Collector (74' ROW)
- Mountain Arterial (110' ROW)
- Freeway
- Railroad

- Bridges
- Moreno Valley to San Bernardino Corridor Alternatives
- Hemet to Corona/Lake Elsinore Corridor Alternatives
- SR-79 Re-alignment Alternatives
- Proposed Interchange
- Existing Interchange

- Area Plan Boundary
- Township
- Section
- Water
- City

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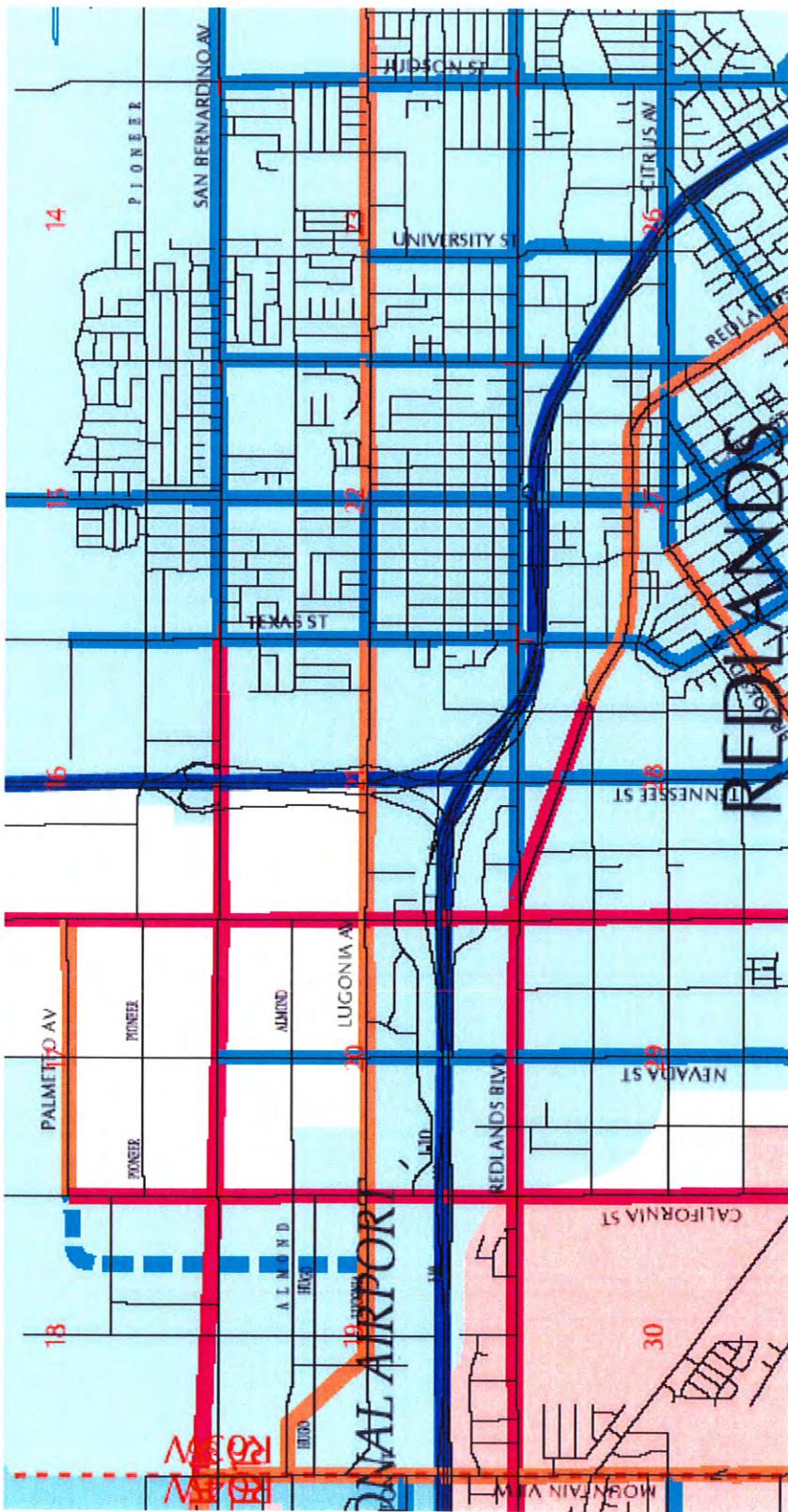
## RIVERSIDE COUNTY GENERAL PLAN CIRCULATION ELEMENT – JURUPA

RIVERSIDE-CORONA FEEDER REALIGNMENT PROJECT  
RIVERSIDE COUNTY AND SAN BERNARDINO COUNTY, CALIFORNIA

## FIGURE

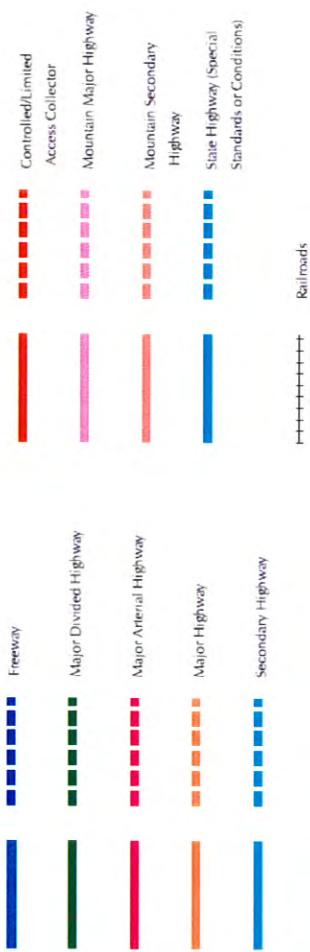
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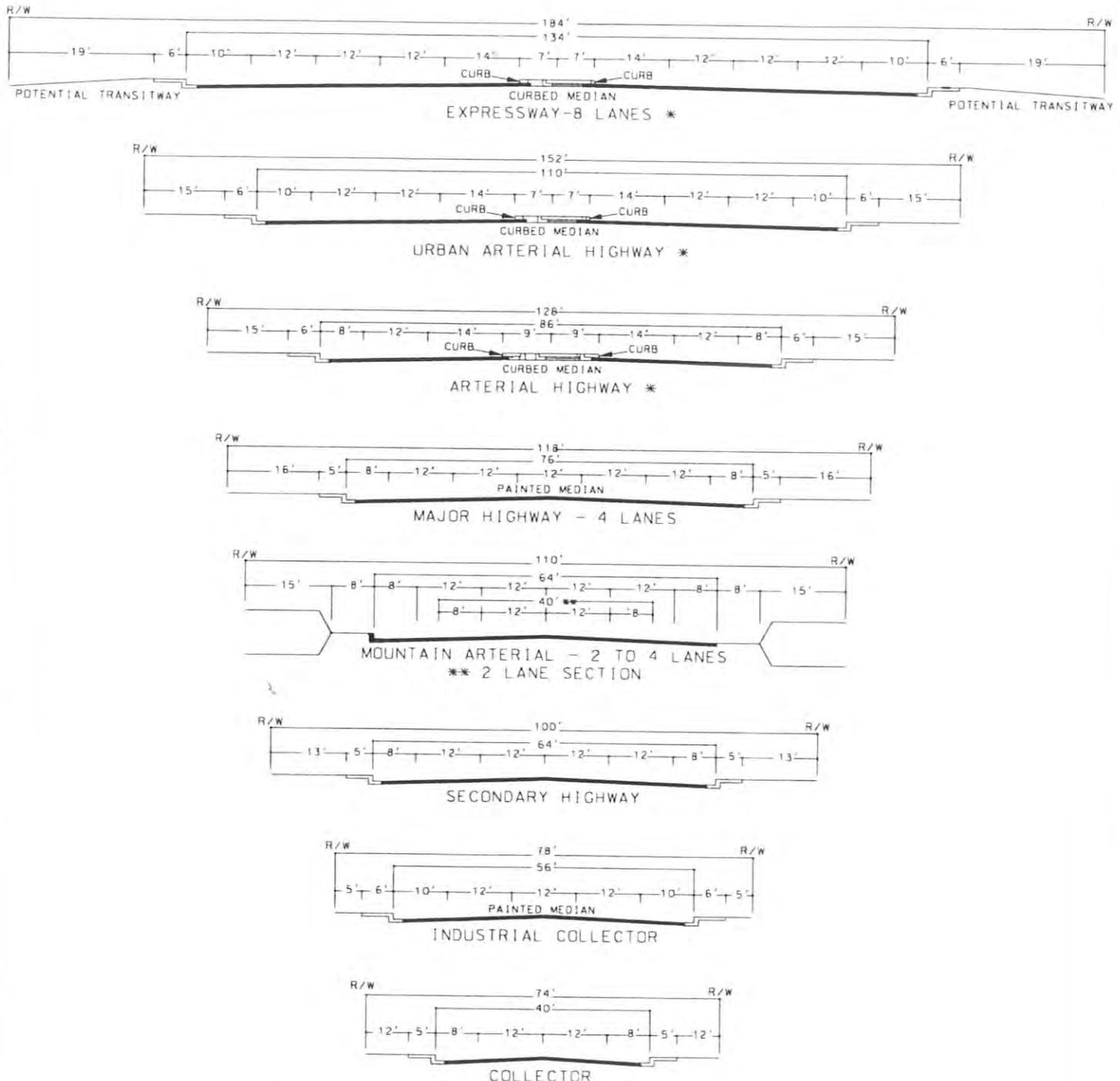


### Circulation and Transportation

#### EXISTING PROPOSED



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## **SECTION 4 - TRAFFIC ANALYSIS**

### **LA SIERRA PIPELINE LEVEL OF SERVICE ANALYSIS**

#### **Levels of Service – La Sierra Avenue and Cleveland Avenue**

The projected levels of service at the intersection of La Sierra Avenue and Cleveland Avenue under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project – La Sierra Pipeline. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements if any. The level of service calculation worksheets are provided in Appendix B. The intersection of La Sierra Avenue and Cleveland Avenue is expected to operate at an unacceptable level of service during the time of construction.

In order to achieve satisfactory levels of service during construction at this intersection, non-peak hour construction and/or detours will be required.

#### **Levels of Service – La Sierra Avenue and Dufferin Avenue**

The projected levels of service at the intersection of La Sierra Avenue and Dufferin Avenue under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project – La Sierra Pipeline. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements if any. The level of service calculation worksheets are provided in Appendix B. The intersection of La Sierra Avenue and Dufferin Avenue is expected to operate at an unacceptable level of service during the time of construction.

In order to achieve satisfactory levels of service during construction at this intersection, non-peak hour construction and/or detours will be required.

#### **Levels of Service – La Sierra Avenue and McAllister Parkway**

The projected levels of service at the intersection of La Sierra Avenue and McAllister Parkway under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project – La Sierra Pipeline. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements if any. The level of service calculation worksheets are

provided in Appendix B. The intersection of La Sierra Avenue and McAllister Parkway is expected to operate at an unacceptable level of service during the time of construction.

In order to achieve satisfactory levels of service during construction at this intersection, non-peak hour construction and/or detours will be required.

### **Levels of Service – La Sierra Avenue and Orchard View Lane**

The projected levels of service at the intersection of La Sierra Avenue and Orchard View Lane under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project – La Sierra Pipeline. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements if any. The level of service calculation worksheets are provided in Appendix B. The intersection of La Sierra Avenue and Orchard View Lane is expected to operate at an unacceptable level of service during the time of construction.

In order to achieve satisfactory levels of service during construction at this intersection, non-peak hour construction and/or detours will be required.

### **Levels of Service – La Sierra Avenue and Lake Knoll Parkway**

The projected levels of service at the intersection of La Sierra Avenue and Lake Knoll Parkway under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project – La Sierra Pipeline. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements if any. The level of service calculation worksheets are provided in Appendix B. The intersection of La Sierra Avenue and Lake Knoll Parkway is expected to operate at an unacceptable level of service during the time of construction.

In order to achieve satisfactory levels of service during construction at this intersection, non-peak hour construction and/or detours will be required.

### **Levels of Service – La Sierra Avenue and Lake Crest Drive**

The projected levels of service at the intersection of La Sierra Avenue and Lake Crest Drive under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project – La Sierra Pipeline. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements if any. The level of service calculation worksheets are

provided in Appendix B. The intersection of La Sierra Avenue and Lake Crest Drive is expected to operate at an unacceptable level of service during the time of construction.

In order to achieve satisfactory levels of service during construction at this intersection, non-peak hour construction and/or detours will be required.

### **Levels of Service – La Sierra Avenue and Blackburn Road**

The projected levels of service at the intersection of La Sierra Avenue and Blackburn Road under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project – La Sierra Pipeline. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements if any. The level of service calculation worksheets are provided in Appendix B. The intersection of La Sierra Avenue and Blackburn Road is expected to operate at an unacceptable level of service during the time of construction.

In order to achieve satisfactory levels of service during construction at this intersection, non-peak hour construction and/or detours will be required.

### **Levels of Service – La Sierra Avenue and El Sobrante Road**

The projected levels of service at the intersection of La Sierra Avenue and El Sobrante Road under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project – La Sierra Pipeline. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements if any. The level of service calculation worksheets are provided in Appendix B. The intersection of La Sierra Avenue and El Sobrante Road is expected to operate at an unacceptable level of service during the time of construction.

In order to achieve satisfactory levels of service during construction at this intersection, non-peak hour construction and/or detours will be required.

## **CLAY STREET CONNECTION LEVEL OF SERVICE ANALYSIS**

### **Levels of Service – Pedley Road and 56<sup>th</sup> Street**

The projected levels of service at the intersection of Pedley Road and 56<sup>th</sup> Street under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project – Clay Street Connection. The levels of

service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements if any. The level of service calculation worksheets are provided in Appendix B. The intersection of Pedley Road and 56<sup>th</sup> Street is expected to operate at an unacceptable level of service during the time of construction.

In order to achieve satisfactory levels of service during construction at this intersection, non-peak hour construction and/or additional detours will be required.

### **Levels of Service – Pedley Road and 58<sup>th</sup> Street**

The construction of the Riverside-Corona Feeder Realignment Project – Clay Street Connection at the intersection of Pedley Road and 58<sup>th</sup> Street would require all movements to be detoured due to insufficient road width to facilitate the required construction width and travel way.

### **Levels of Service – Pedley Road and Limonite Avenue**

The projected levels of service at the intersection of Pedley Road and Limonite Avenue under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project – Clay Street Connection. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements if any. The level of service calculation worksheets are provided in Appendix B. The intersection of Pedley Road and Limonite Avenue is expected to operate at an unacceptable level of service during the time of construction.

In order to achieve satisfactory levels of service during construction at this intersection, non-peak hour construction and/or detours will be required.

### **Levels of Service – Baldwin Avenue and Limonite Avenue**

The projected levels of service at the intersection of Baldwin Avenue and Limonite Avenue under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project – Clay Street Connection. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements if any. The level of service calculation worksheets are provided in Appendix B. The intersection of Baldwin Avenue and Limonite Avenue is expected to operate at an unacceptable level of service during the time of construction.

In order to achieve satisfactory levels of service during construction at this intersection, non-peak hour construction and/or additional detours will be required.

### **Levels of Service – Clay Street and Limonite Avenue**

The projected levels of service at the intersection of Clay Street and Limonite Avenue under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project – Clay Street Connection. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements if any. The level of service calculation worksheets are provided in Appendix B. The intersection of Clay Street and Limonite Avenue is expected to operate at an unacceptable level of service during the time of construction.

In order to achieve satisfactory levels of service during construction at this intersection, non-peak hour construction and/or detours will be required.

## **CENTRAL FEEDER CONNECTION LEVEL OF SERVICE ANALYSIS**

### **Levels of Service – Alabama Street and San Bernardino Avenue**

The projected levels of service at the intersection of Alabama Street and San Bernardino Avenue under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project – Central Feeder Connection. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements if any. The level of service calculation worksheets are provided in Appendix B. The intersection of Alabama Street and San Bernardino Avenue is expected to operate at an acceptable level of service during the time of construction.

### **Levels of Service – SR-210 SB Ramps and San Bernardino Avenue**

The projected levels of service at the intersection of SR-210 SB Ramps and San Bernardino Avenue under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project – Central Feeder Connection. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements if any. The level of service calculation worksheets are provided in Appendix B. The intersection of SR-210 SB Ramps and San Bernardino Avenue is expected to operate at an unacceptable level of service during the time of construction.

In order to achieve satisfactory levels of service during construction at this intersection, non-peak hour construction and/or detours will be required.

## **Levels of Service – SR-210 NB Ramps and San Bernardino Avenue**

The projected levels of service at the intersection of SR-210 NB Ramps and San Bernardino Avenue under existing plus ambient growth plus project conditions include the short term impacts from the construction of the Riverside-Corona Feeder Realignment Project – Central Feeder Connection. The levels of service are based upon the existing geometrics with the required lane closures and the existing plus ambient growth AM and PM peak hour intersection turning movement volumes with the required detoured movements if any. The level of service calculation worksheets are provided in Appendix B. The intersection of SR-210 NB Ramps and San Bernardino Avenue is expected to operate at an unacceptable level of service during the time of construction.

In order to achieve satisfactory levels of service during construction at this intersection, non-peak hour construction and/or detours will be required.

## **Levels of Service – Texas Street and San Bernardino Avenue**

The construction of the Riverside-Corona Feeder Realignment Project – Central Feeder Connection at the intersection of Texas Street and San Bernardino Avenue would require all movements to be detoured due to insufficient road width to facilitate the required construction width and travel way.

## **MOCKINGBIRD CONNECTION LEVEL OF SERVICE ANALYSIS**

The construction of the Riverside-Corona Feeder Realignment Project – Mockingbird Connection does not require the analysis of any intersections since the proposed pipeline will not affect any General Plan intersections. At the connection underneath Van Buren Boulevard, a jack and bore method of construction shall be used so construction will not impact the roadway segment. Construction should be handled to continue to allow access to local residents.

## **SECTION 5 - FINDINGS**

### **TRAFFIC IMPACTS**

Based on the traffic study, it is concluded that the traffic impacts generated from the installation of the pipeline will require several mitigation factors including non-peak hour construction (AM peak hours are 7:00 AM to 9:00 AM, PM peak hours are 4:00 PM to 6:00 PM), temporary lane closures, temporary lane shifts using channelizing devices, temporary signal phasing modifications, and detours to divert traffic through nearby streets. The required mitigations are specified for following pipelines:

#### **La Sierra Pipeline**

##### **La Sierra Avenue and Cleveland Avenue:**

- Construction should not be allowed during the AM or PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Detours may be used to divert traffic through nearby streets

##### **La Sierra Avenue and Dufferin Avenue:**

- Construction should not be allowed during the AM or PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Detours may be used to divert traffic through nearby streets

##### **La Sierra Avenue and McAllister Parkway:**

- Construction should not be allowed during the AM or PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Temporary signal phasing modification is required
- Detours may be used to divert traffic through nearby streets

##### **La Sierra Avenue and Orchard View Lane:**

- Construction should not be allowed during the AM or PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Detours may be used to divert traffic through nearby streets

##### **La Sierra Avenue and Lake Knoll Parkway:**

- Construction should not be allowed during the AM or PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Temporary signal phasing modification is required
- Detours may be used to divert traffic through nearby streets

**La Sierra Avenue and Lake Crest Drive:**

- Construction should not be allowed during the AM or PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Temporary signal phasing modification is required
- Detours may be used to divert traffic through nearby streets

**La Sierra Avenue and Blackburn Road:**

- Construction should not be allowed during the AM or PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Temporary signal phasing modification is required
- Detours may be used to divert traffic through nearby streets

**La Sierra Avenue and El Sobrante Road:**

- Construction should not be allowed during the PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Detours may be used to divert traffic through nearby streets

**Clay Street Connection****Pedley Road and 56<sup>th</sup> Street:**

- Construction should not be allowed during the AM or PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Detours are required to divert eastbound right, southbound through, westbound left and all northbound traffic through Fagan Road and 58<sup>th</sup> Street (contractor must maintain access to local residents at all times)

**Pedley Road and 58<sup>th</sup> Street:**

- Construction should not be allowed during the AM or PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Detours are required to divert all eastbound, southbound, westbound and northbound traffic through Fagan Road and 56<sup>th</sup> Street (contractor must maintain access to local residents at all times)

**Pedley Road and Limonite Avenue:**

- Construction should not be allowed during the PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Temporary signal phasing modification is required
- Detours may be used to divert traffic through nearby streets

**Baldwin Avenue and Limonite Avenue:**

- Construction should not be allowed during the PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Temporary signal phasing modification is required

- Detours are required to divert all eastbound traffic through Pedley Road

#### **Clay Street and Limonite Avenue:**

- Construction should not be allowed during the AM or PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Temporary signal phasing modification is required
- Detours may be used to divert traffic through nearby streets

#### **Central Feeder Connection**

##### **Alabama Street and San Bernardino Avenue:**

- Construction should only be allowed during night time hours (9:00 PM to 5:00 AM)
- Temporary lane closures and lane shifts using channelizing devices are required
- Temporary signal phasing modification is required

##### **SR-210 SB Ramps and San Bernardino Avenue:**

- Construction should only be allowed during night time hours (9:00 PM to 5:00 AM)
- Temporary lane closures and lane shifts using channelizing devices are required
- Temporary signal phasing modification is required
- Detours may be used to divert traffic through nearby streets

##### **SR-210 NB Ramps and San Bernardino Avenue:**

- Construction should only be allowed during night time hours (9:00 PM to 5:00 AM)
- Temporary lane closures and lane shifts using channelizing devices are required
- Temporary signal phasing modification is required
- Detours may be used to divert traffic through nearby streets

##### **Texas Street and San Bernardino Avenue:**

- Construction should not be allowed during the AM or PM peak hours
- Temporary lane closures and lane shifts using channelizing devices are required
- Detours are required to divert all eastbound, southbound, westbound and northbound traffic through Tennessee Street, Pioneer Avenue, Orange Street and Pennsylvania Avenue (contractor must maintain access to local residents at all times)

#### **Mockingbird Connection**

##### **Through Local Streets:**

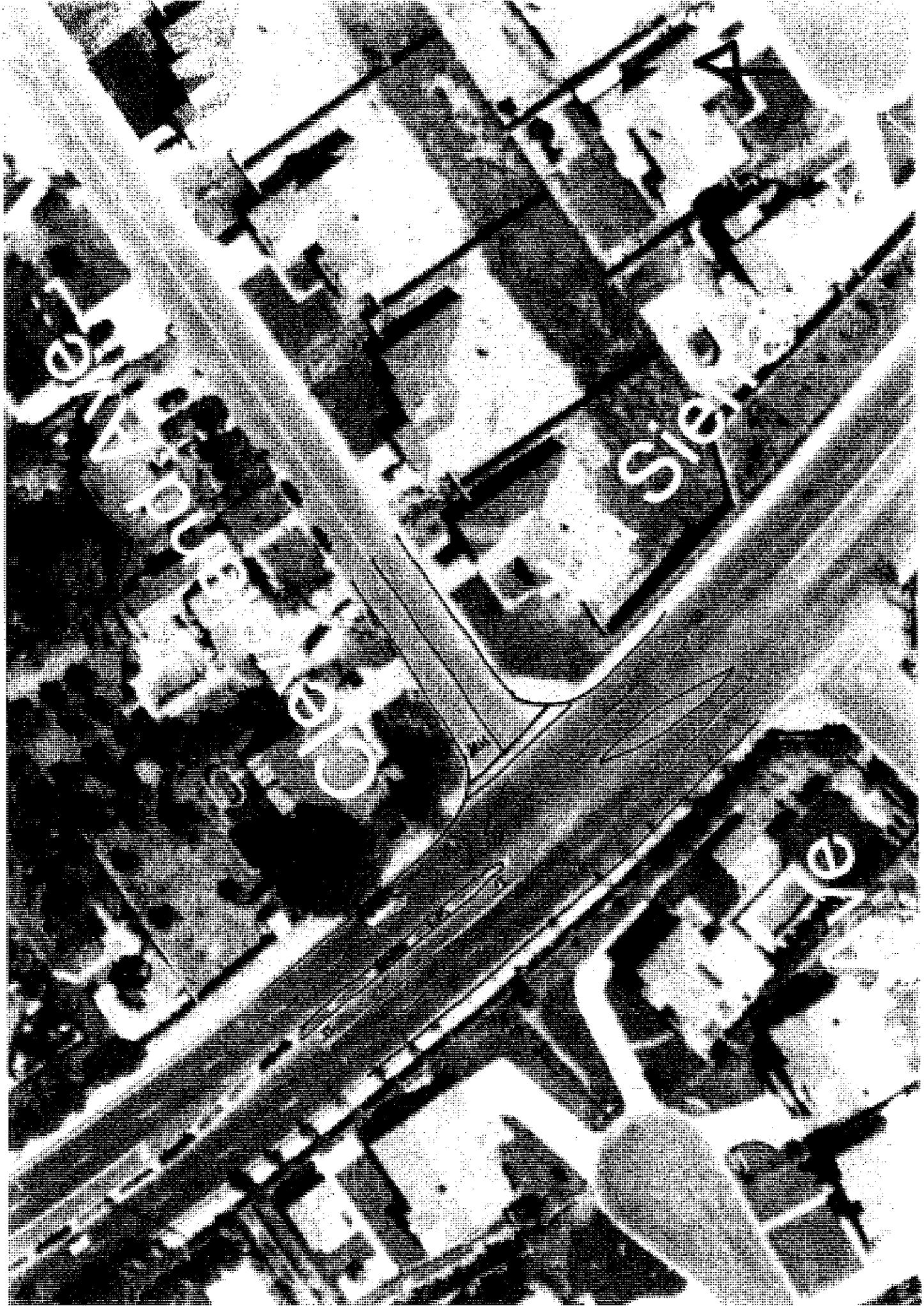
- Detours may be used to divert traffic through nearby streets
- The contractor must maintain access to local residents at all times
- At the connection underneath Van Buren Boulevard, a jack and bore method of construction shall be used so construction will not impact the roadway segment

## **APPENDIX A**



## **Traffic Count Worksheets**





Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: La Sierra Avenue  
E/W: Cleveland Avenue  
Weather:Sunny

File Name : CRVLSCLAM  
Site Code : 9254013  
Start Date : 9/23/2009  
Page No : 1

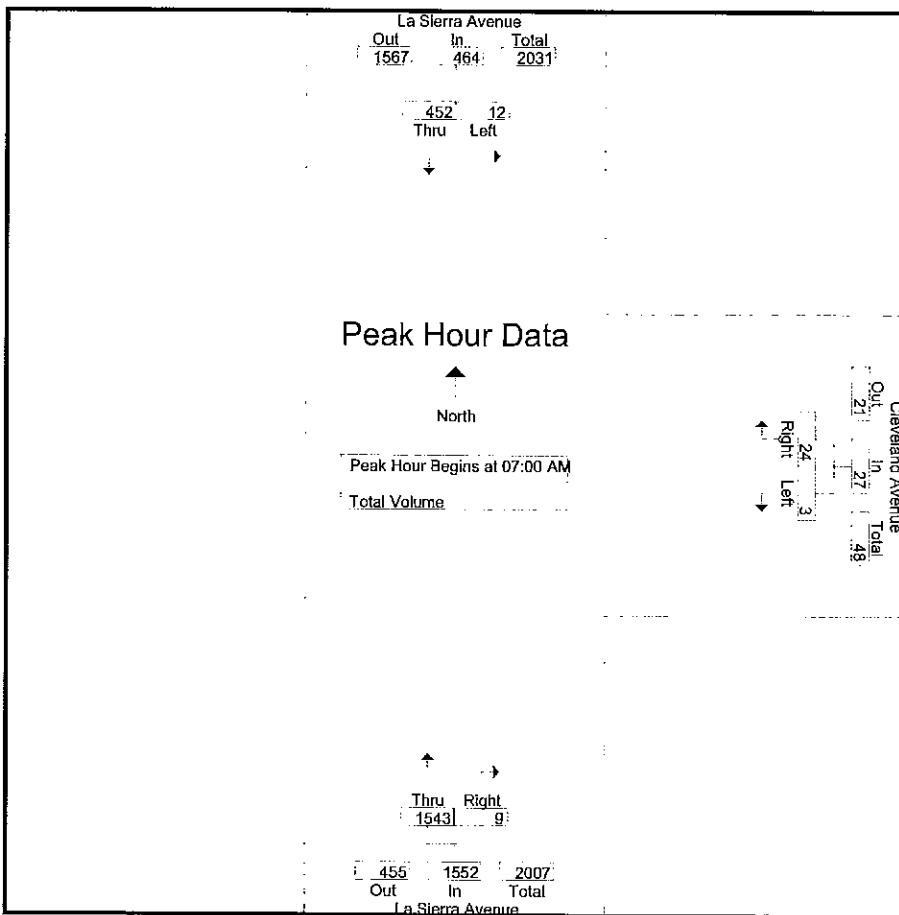
	Groups Printed- Total Volume									
	La Sierra Avenue			Cleveland Avenue			La Sierra Avenue			
	Southbound			Westbound			Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	90	91	1	5	6	371	3	374	471
07:15 AM	3	112	115	0	6	6	383	2	385	506
07:30 AM	2	110	112	1	4	5	412	3	415	532
07:45 AM	6	140	146	1	9	10	377	1	378	534
Total	12	452	464	3	24	27	1543	9	1552	2043
08:00 AM	3	137	140	1	4	5	297	0	297	442
08:15 AM	1	120	121	1	7	8	262	1	263	392
08:30 AM	4	118	122	5	6	11	272	2	274	407
08:45 AM	3	118	121	0	8	8	316	3	319	448
Total	11	493	504	7	25	32	1147	6	1153	1689
Grand Total	23	945	968	10	49	59	2690	15	2705	3732
Apprch %	2.4	97.6		16.9	83.1		99.4	0.6		
Total %	0.6	25.3	25.9	0.3	1.3	1.6	72.1	0.4	72.5	

La Sierra Avenue Southbound				Cleveland Avenue Westbound				La Sierra Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>											
<b>Peak Hour for Entire Intersection Begins at 07:00 AM</b>											
07:00 AM	1	90	91	1	5	6	371	3	374	471	
07:15 AM	3	112	115	0	6	6	383	2	385	506	
07:30 AM	2	110	112	1	4	5	412	3	415	532	
07:45 AM	6	140	146	1	9	10	377	1	378	534	
Total Volume	12	452	464	3	24	27	1543	9	1552	2043	
% App. Total	2.6	97.4		11.1	88.9		99.4	0.6			
PHF	.500	.807	.795	.750	.667	.675	.936	.750	.935	.956	

Counts Unlimited Inc.  
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Moreno Valley, CA 92557  
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County of Riverside  
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E/W: Cleveland Avenue  
Weather: Sunny

File Name : CRVLSCLAM  
Site Code : 9254013  
Start Date : 9/23/2009  
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:00 AM		
+0 mins.	6	140	146	1	9	10	371	3	374
+15 mins.	3	137	140	1	4	5	383	2	385
+30 mins.	1	120	121	1	7	8	412	3	415
+45 mins.	4	118	122	5	6	11	377	1	378
Total Volume	14	515	529	8	26	34	1543	9	1552
% App. Total	2.6	97.4		23.5	76.5		99.4	0.6	
PHF	.583	.920	.906	.400	.722	.773	.936	.750	.935

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N/S: La Sierra Avenue  
E/W: Cleveland Avenue  
Weather: Sunny

File Name : CRVLSCLPM  
Site Code : 9254013  
Start Date : 9/23/2009  
Page No : 1

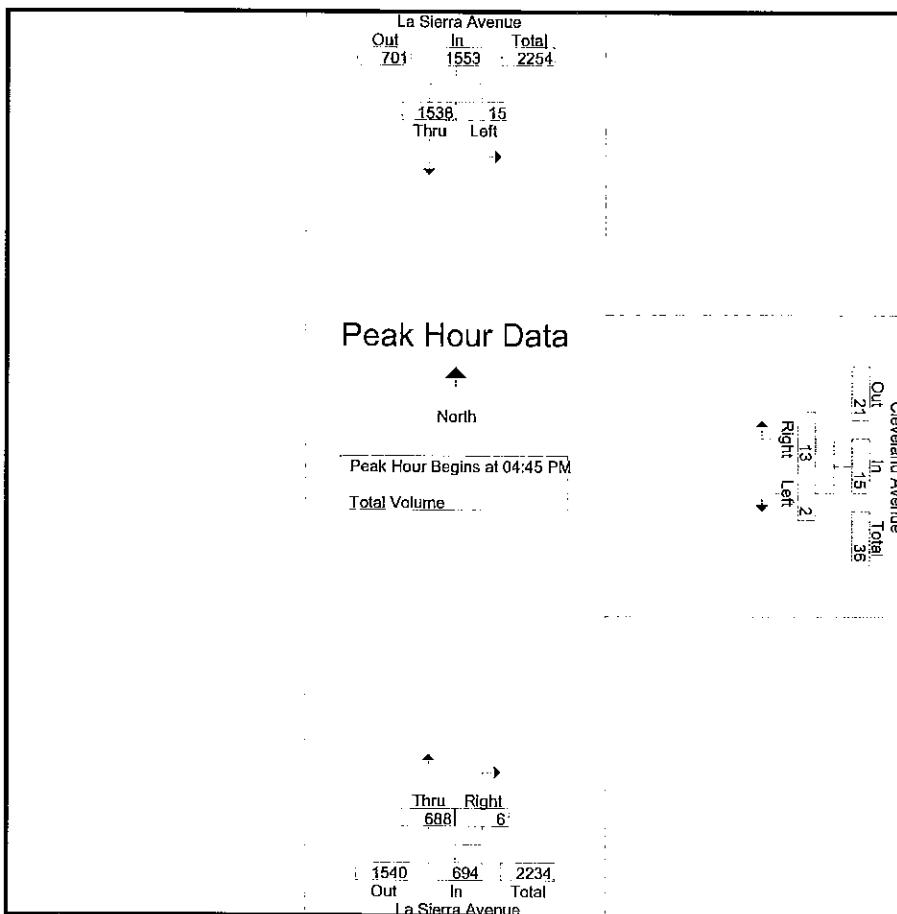
Start Time	Groups Printed- Total Volume											
	La Sierra Avenue			Cleveland Avenue			La Sierra Avenue					
	Southbound		Left	Thru	App. Total	Westbound		Left	Right	App. Total	Northbound	
04:00 PM	4	300	304	1	2	3	187	0	187	494		
04:15 PM	6	319	325	0	4	4	179	1	180	509		
04:30 PM	7	329	336	0	2	2	186	0	186	524		
04:45 PM	4	338	342	0	4	4	173	2	175	521		
Total	21	1286	1307	1	12	13	725	3	728	2048		
05:00 PM	3	379	382	1	5	6	172	1	173	561		
05:15 PM	6	411	417	0	3	3	197	2	199	619		
05:30 PM	2	410	412	1	1	2	146	1	147	561		
05:45 PM	5	331	336	1	2	3	163	4	167	506		
Total	16	1531	1547	3	11	14	678	8	686	2247		
Grand Total	37	2817	2854	4	23	27	1403	11	1414	4295		
Appreh %	1.3	98.7		14.8	85.2		99.2	0.8				
Total %	0.9	65.6	66.4	0.1	0.5	0.6	32.7	0.3	32.9			

Start Time	La Sierra Avenue			Cleveland Avenue			La Sierra Avenue											
	Southbound		Left	Thru	App. Total	Westbound		Left	Right	App. Total	Northbound							
	Northbound		Left	Thru	App. Total	Eastbound		Left	Right	App. Total	Southbound							
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:45 PM																		
04:45 PM	4	338	342	0	4	4	173	2	175	521								
05:00 PM	3	379	382	1	5	6	172	1	173	561								
05:15 PM	6	411	417	0	3	3	197	2	199	619								
05:30 PM	2	410	412	1	1	2	146	1	147	561								
Total Volume	15	1538	1553	2	13	15	688	6	694	2262								
% App. Total	1	99		13.3	86.7		99.1	0.9										
PHF	.625	.936	.931	.500	.650		.625	.873	.750	.872		.914						

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County of Riverside  
N/S: La Sierra Avenue  
E/W: Cleveland Avenue  
Weather: Sunny

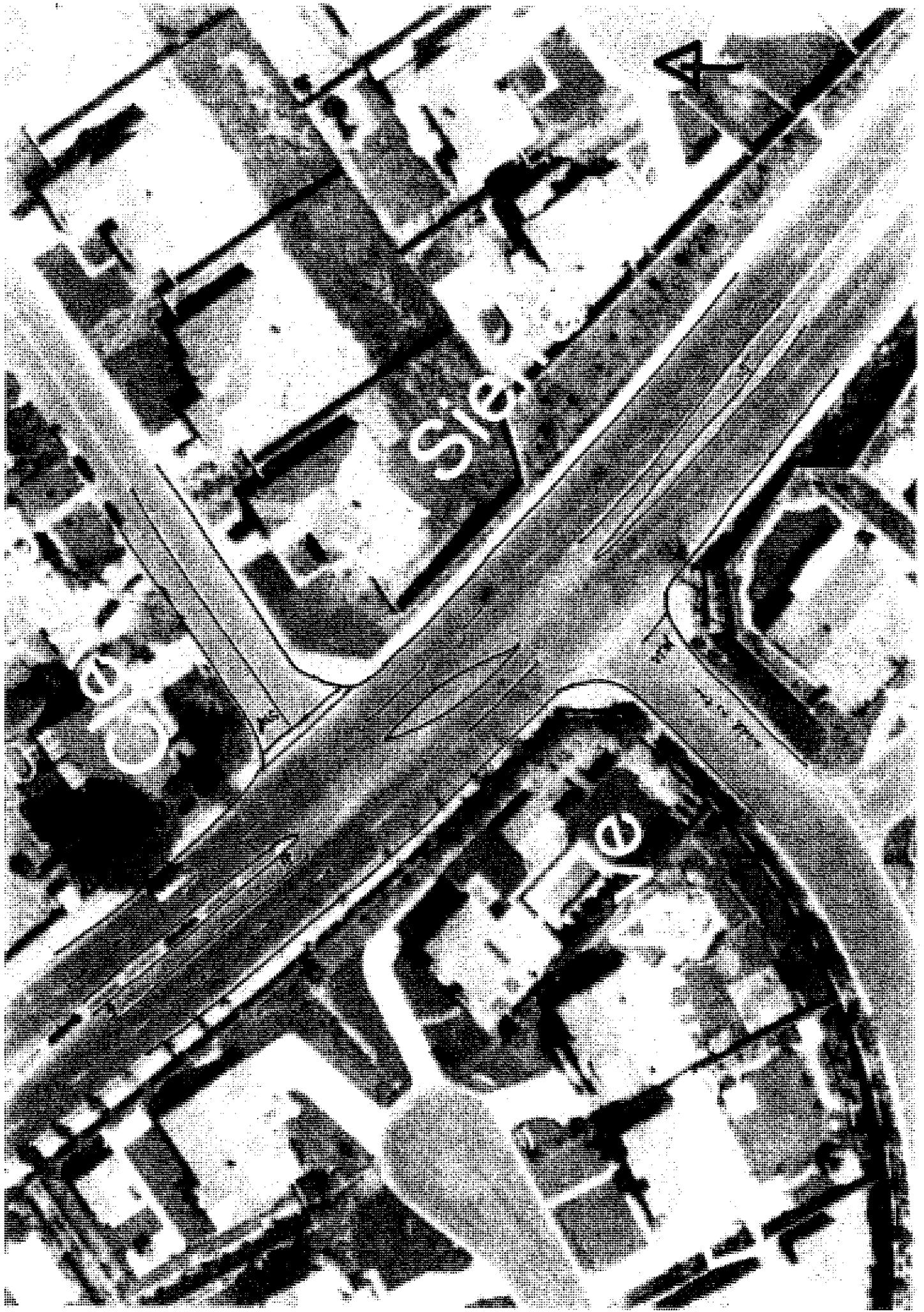
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Site Code : 9254013  
Start Date : 9/23/2009  
Page No : 2



#### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:15 PM			04:30 PM		
+0 mins.	4	338	342	0	4	4	186	0	186
+15 mins.	3	379	382	0	2	2	173	2	175
+30 mins.	6	411	417	0	4	4	172	1	173
+45 mins.	2	410	412	1	5	6	197	2	199
Total Volume	15	1538	1553	1	15	16	728	5	733
% App. Total	1	99		6.2	93.8	99.3	0.7		
PHF	.625	.936	.931	.250	.750	.667	.924	.625	.921



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County of Riverside  
N/S: La Sierra Avenue  
E/W: Dufferin Avenue  
Weather: Sunny

File Name : CRVLSDUAM  
Site Code : 9254035  
Start Date : 9/23/2009  
Page No : 1

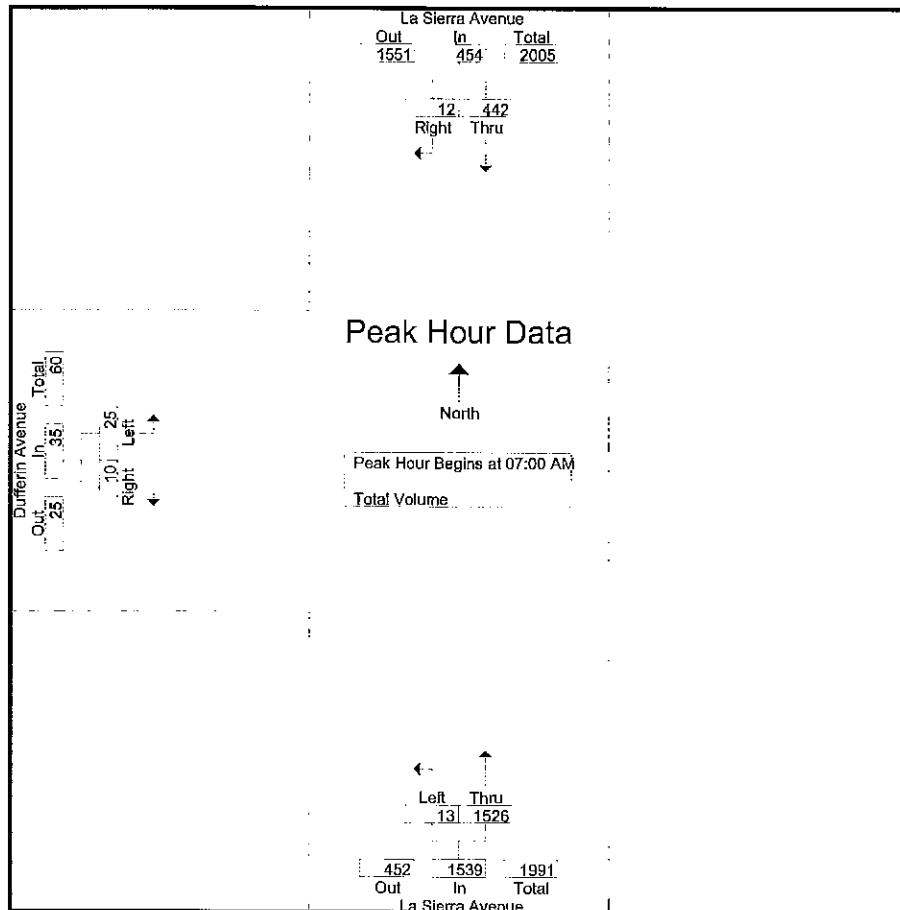
Groups Printed- Total Volume											
Start Time	La Sierra Avenue Southbound			La Sierra Avenue Northbound			Dufferin Avenue Eastbound				
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total	
07:00 AM	89	1	90	3	368	371	6	2	8	469	
07:15 AM	111	2	113	3	379	382	6	2	8	503	
07:30 AM	109	2	111	5	406	411	8	2	10	532	
07:45 AM	133	7	140	2	373	375	5	4	9	524	
Total	442	12	454	13	1526	1539	25	10	35	2028	
08:00 AM	135	2	137	1	292	293	5	0	5	435	
08:15 AM	117	3	120	0	263	263	1	3	4	387	
08:30 AM	120	1	121	3	271	274	5	1	6	401	
08:45 AM	114	4	118	1	312	313	6	0	6	437	
Total	486	10	496	5	1138	1143	17	4	21	1660	
Grand Total	928	22	950	18	2664	2682	42	14	56	3688	
Apprch %	97.7	2.3		0.7	99.3		75	25			
Total %	25.2	0.6	25.8	0.5	72.2	72.7	1.1	0.4	1.5		

Groups Printed- Total Volume											
Start Time	La Sierra Avenue Southbound			La Sierra Avenue Northbound			Dufferin Avenue Eastbound				
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>											
<b>Peak Hour for Entire Intersection Begins at 07:00 AM</b>											
07:00 AM	89	1	90	3	368	371	6	2	8	469	
07:15 AM	111	2	113	3	379	382	6	2	8	503	
07:30 AM	109	2	111	5	406	411	8	2	10	532	
07:45 AM	133	7	140	2	373	375	5	4	9	524	
Total Volume	442	12	454	13	1526	1539	25	10	35	2028	
% App. Total	97.4	2.6		0.8	99.2		71.4	28.6			
PHF	.831	.429	.811	.650	.940	.936	.781	.625	.875	.953	

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
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N/S: La Sierra Avenue  
E/W: Dufferin Avenue  
Weather: Sunny

File Name : CRVLSDUAM  
Site Code : 9254035  
Start Date : 9/23/2009  
Page No : 2



#### Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM			07:00 AM			07:00 AM		
+0 mins.	133	7	140	3	368	371	6	2	8
+15 mins.	135	2	137	3	379	382	6	2	8
+30 mins.	117	3	120	5	406	411	8	2	10
+45 mins.	120	1	121	2	373	375	5	4	9
Total Volume	505	13	518	13	1526	1539	25	10	35
% App. Total	97.5	2.5		0.8	99.2	71.4	28.6		
PHF	.935	.464	.925	.650	.940	.936	.781	.625	.875

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Moreno Valley, CA 92557  
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N/S: La Sierra Avenue  
E/W: Dufferin Avenue  
Weather: Sunny

File Name : CRVLSUPM  
Site Code : 9254013  
Start Date : 9/23/2009  
Page No : 1

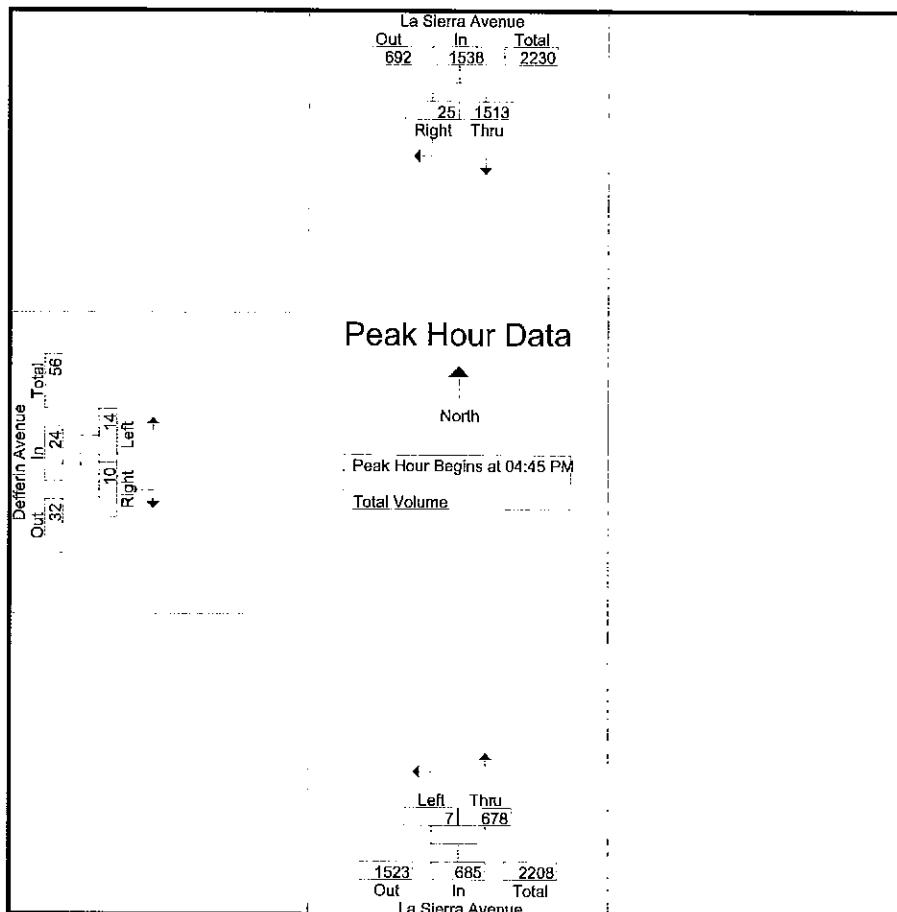
Groups Printed- Total Volume											
	La Sierra Avenue			La Sierra Avenue			Defferin Avenue				
	Southbound			Northbound			Eastbound				
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int.	Total
04:00 PM	290	10	300	2	185	187	2	2	4	491	
04:15 PM	310	10	320	4	175	179	6	0	6	505	
04:30 PM	324	5	329	0	179	179	7	5	12	520	
04:45 PM	336	3	339	4	171	175	3	1	4	518	
Total	1260	28	1288	10	710	720	18	8	26	2034	
05:00 PM	375	4	379	3	169	172	4	5	9	560	
05:15 PM	403	7	410	0	192	192	6	3	9	611	
05:30 PM	399	11	410	0	146	146	1	1	2	558	
05:45 PM	321	10	331	1	164	165	3	0	3	499	
Total	1498	32	1530	4	671	675	14	9	23	2228	
Grand Total	2758	60	2818	14	1381	1395	32	17	49	4262	
Apprch %	97.9	2.1		1	99		65.3	34.7			
Total %	64.7	1.4	66.1	0.3	32.4	32.7	0.8	0.4		1.1	

	La Sierra Avenue			La Sierra Avenue			Defferin Avenue				
	Southbound			Northbound			Eastbound				
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	336	3	339	4	171	175	3	1	4	518	
05:00 PM	375	4	379	3	169	172	4	5	9	560	
05:15 PM	403	7	410	0	192	192	6	3	9	611	
05:30 PM	399	11	410	0	146	146	1	1	2	558	
Total Volume	1513	25	1538	7	678	685	14	10	24	2247	
% App. Total	98.4	1.6		1	99		58.3	41.7			
PHF	.939	.568	.938	.438	.883	.892	.583	.500		.667	.919

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: La Sierra Avenue  
E/W: Dufferin Avenue  
Weather: Sunny

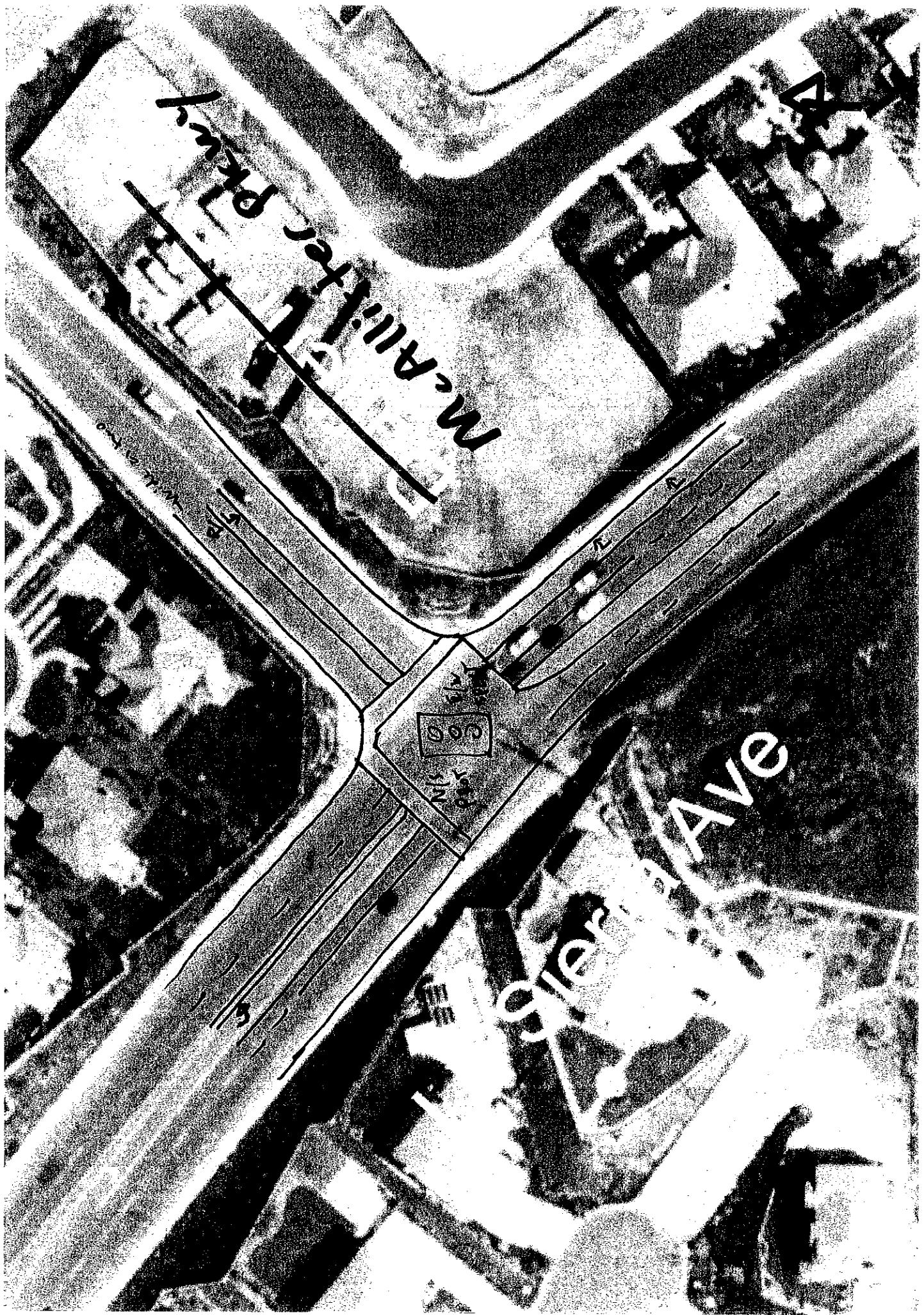
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Site Code : 9254013  
Start Date : 9/23/2009  
Page No : 2



#### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:30 PM		
+0 mins.	336	3	339	2	185	187	7	5	12
+15 mins.	375	4	379	4	175	179	3	1	4
+30 mins.	403	7	410	0	179	179	4	5	9
+45 mins.	399	11	410	4	171	175	6	3	9
Total Volume	1513	25	1538	10	710	720	20	14	34
% App. Total	98.4	1.6	4	1.4	98.6	58.8	41.2	.....	.....
PHF	.939	.568	.938	.625	.959	.963	.714	.700	.708



Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: La Sierra Avenue  
E/W: McAllister Parkway  
Weather: Sunny

File Name : CRVLSMCAM  
Site Code : 9254028  
Start Date : 9/23/2009  
Page No : 1

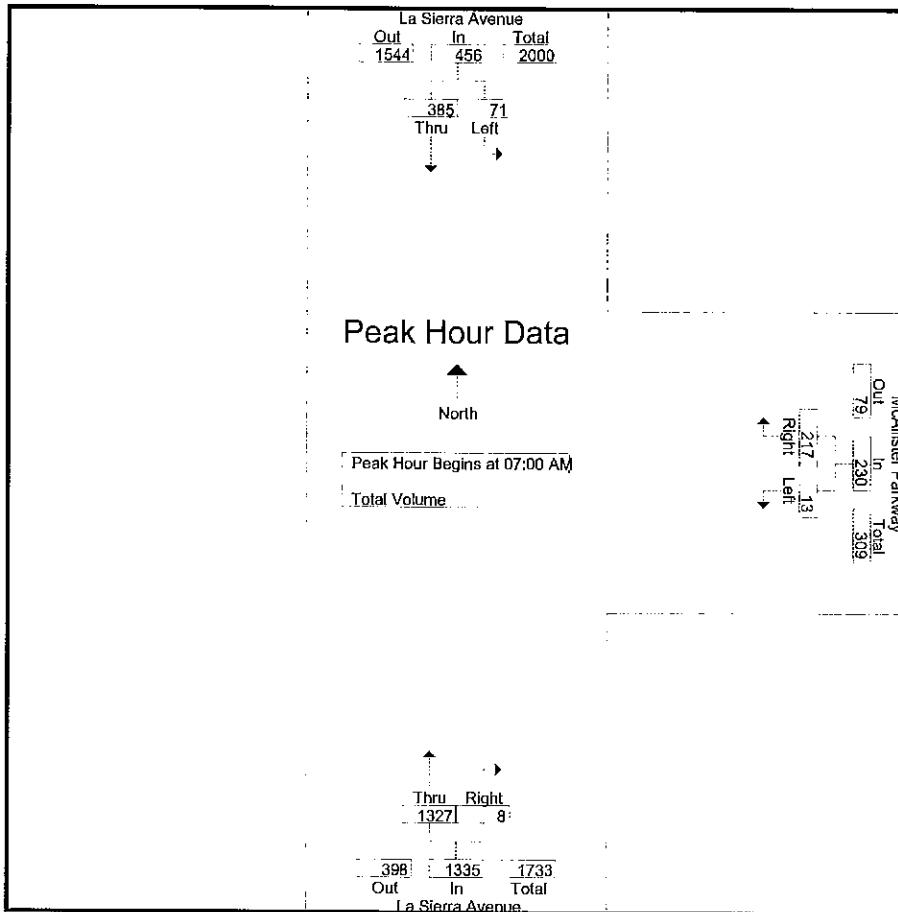
Groups Printed- Total Volume													
	La Sierra Avenue Southbound				McAllister Parkway Westbound				La Sierra Avenue Northbound				
Start Time	Left	Thru	App.	Total	Left	Right	App.	Total	Thru	Right	App.	Total	Int. Total
07:00 AM	20	72	92		2	59	61		311	3	314		467
07:15 AM	18	96	114		4	56	60		332	2	334		508
07:30 AM	19	95	114		3	53	56		358	2	360		530
07:45 AM	14	122	136		4	49	53		326	1	327		516
Total	71	385	456		13	217	230		1327	8	1335		2021
08:00 AM	28	106	134		3	36	39		255	1	256		429
08:15 AM	13	105	118		7	31	38		225	3	228		384
08:30 AM	18	106	124		13	38	51		241	2	243		418
08:45 AM	15	101	116		9	34	43		287	7	294		453
Total	74	418	492		32	139	171		1008	13	1021		1684
Grand Total	145	803	948		45	356	401		2335	21	2356		3705
Approch %	15.3	84.7			11.2	88.8			99.1	0.9			
Total %	3.9	21.7	25.6		1.2	9.6	10.8		63	0.6	63.6		

	La Sierra Avenue Southbound				McAllister Parkway Westbound				La Sierra Avenue Northbound				
Start Time	Left	Thru	App.	Total	Left	Right	App.	Total	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 07:00 AM													
07:00 AM	20	72	92		2	59	61		311	3	314		467
07:15 AM	18	96	114		4	56	60		332	2	334		508
07:30 AM	19	95	114		3	53	56		358	2	360		530
07:45 AM	14	122	136		4	49	53		326	1	327		516
Total Volume	71	385	456		13	217	230		1327	8	1335		2021
% App. Total	15.6	84.4			5.7	94.3			99.4	0.6			
PHF	.888	.789	.838		.813	.919	.943		.927	.667	.927		.953

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: La Sierra Avenue  
E/W: McAllister Parkway  
Weather: Sunny

File Name : CRVLSMCAM  
Site Code : 9254028  
Start Date : 9/23/2009  
Page No : 2



## Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

#### Peak Hour for Each Approach Begins at:

	07:45 AM		07:00 AM		07:00 AM		
+0 mins.	14	122	136	2	59	61	311
+15 mins.	28	106	134	4	56	60	332
+30 mins.	13	105	118	3	53	56	358
+45 mins.	18	106	124	4	49	53	326
Total Volume	73	439	512	13	217	230	1327
% App. Total	14.3	85.7		5.7	94.3	99.4	0.6
PHF	.652	.900	.941	.813	.919	.943	.927

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: La Sierra Avenue  
E/W: McAllister Parkway  
Weather: Sunny

File Name : CRVLSMCPM  
Site Code : 9254028  
Start Date : 9/23/2009  
Page No : 1

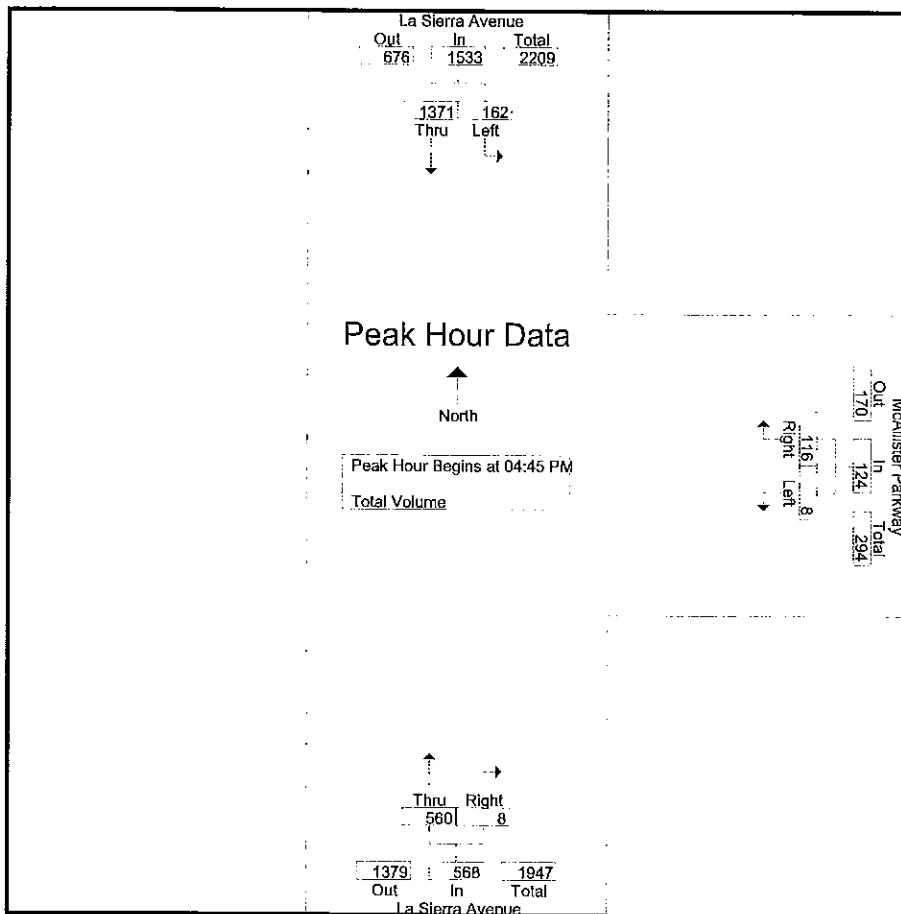
Groups Printed- Total Volume											
	La Sierra Avenue Southbound			McAllister Parkway Westbound			La Sierra Avenue Northbound				
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int.	Total
04:00 PM	33	262	295	1	32	33	162	4	166	494	
04:15 PM	35	269	304	2	31	33	156	3	159	496	
04:30 PM	37	295	332	1	34	35	150	1	151	518	
04:45 PM	35	301	336	2	29	31	132	2	134	501	
Total	140	1127	1267	6	126	132	600	10	610	2009	
05:00 PM	46	337	383	4	25	29	148	2	150	562	
05:15 PM	40	370	410	0	38	38	158	1	159	607	
05:30 PM	41	363	404	2	24	26	122	3	125	555	
05:45 PM	35	295	330	0	21	21	146	2	148	499	
Total	162	1365	1527	6	108	114	574	8	582	2223	
Grand Total	302	2492	2794	12	234	246	1174	18	1192	4232	
Apprch %	10.8	89.2		4.9	95.1		98.5	1.5			
Total %	7.1	58.9	66	0.3	5.5	5.8	27.7	0.4	28.2		

	La Sierra Avenue Southbound			McAllister Parkway Westbound			La Sierra Avenue Northbound				
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	35	301	336	2	29	31	132	2	134	501	
05:00 PM	46	337	383	4	25	29	148	2	150	562	
05:15 PM	40	370	410	0	38	38	158	1	159	607	
05:30 PM	41	363	404	2	24	26	122	3	125	555	
Total Volume	162	1371	1533	8	116	124	560	8	568	2225	
% App. Total	10.6	89.4		6.5	93.5		98.6	1.4			
PHF	.880	.926	.935	.500	.763	.816	.886	.667	.893	.916	

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
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County of Riverside  
N/S: La Sierra Avenue  
E/W: McAllister Parkway  
Weather: Sunny

File Name : CRVLSMCPM  
Site Code : 9254028  
Start Date : 9/23/2009  
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

#### **Peak Hour for Each Approach Begins at:**

	04:45 PM			04:30 PM			04:00 PM		
+0 mins.	35	301	336	1	34	35	162	4	166
+15 mins.	46	337	383	2	29	31	156	3	159
+30 mins.	40	370	410	4	25	29	150	1	151
+45 mins.	41	363	404	0	38	38	132	2	134
Total Volume	162	1371	1533	7	126	133	600	10	610
% App. Total	10.6	89.4		5.3	94.7		98.4	1.6	
PHF	.880	.926	.935	.438	.829	.875	.926	.625	.919

Orchard View  
Resort

LASIK AVE

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25286 Jaclyn Avenue  
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County of Riverside  
N/S: La Sierra Avenue  
E/W: Orchard View Lane  
Weather: Sunny

File Name : CRVLSOVAM  
Site Code : 9254051  
Start Date : 9/23/2009  
Page No : 1

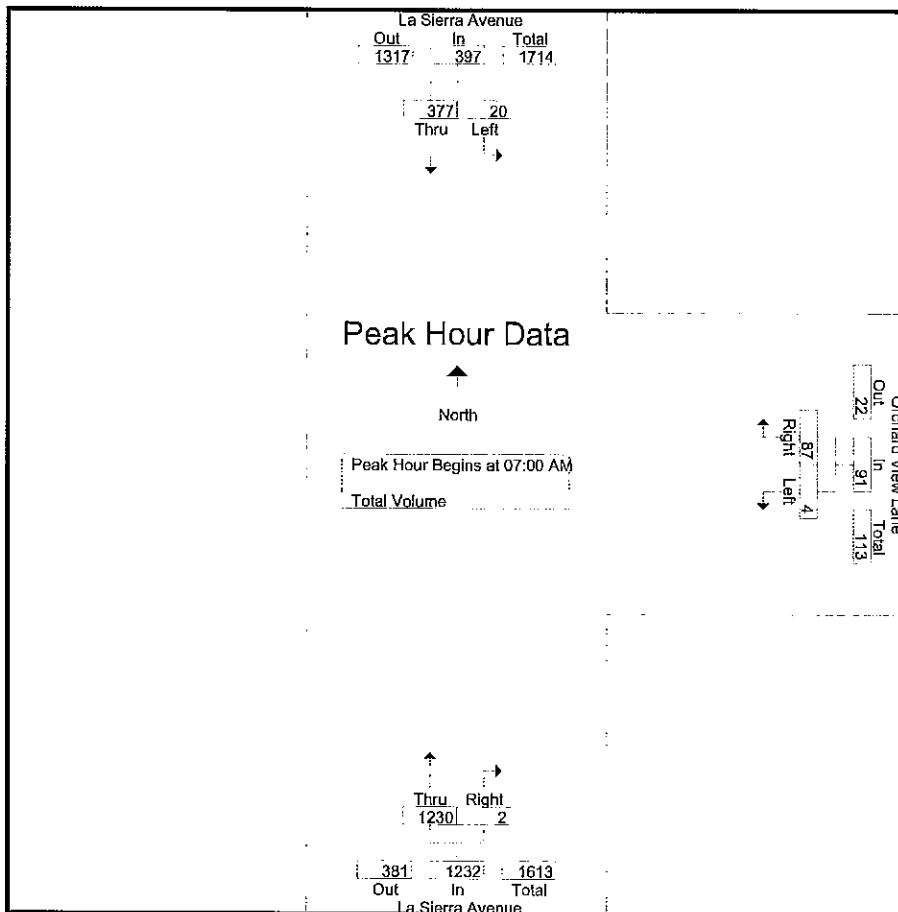
Groups Printed- Total Volume										
	La Sierra Avenue Southbound			Orchard View Lane Westbound			La Sierra Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	3	72	75	2	18	20	291	0	291	386
07:15 AM	6	93	99	1	25	26	314	1	315	440
07:30 AM	5	94	99	1	26	27	328	1	329	455
07:45 AM	6	118	124	0	18	18	297	0	297	439
Total	20	377	397	4	87	91	1230	2	1232	1720
08:00 AM	12	96	108	1	13	14	250	1	251	373
08:15 AM	11	99	110	0	10	10	207	1	208	328
08:30 AM	7	112	119	2	9	11	240	1	241	371
08:45 AM	13	108	121	5	14	19	286	2	288	428
Total	43	415	458	8	46	54	983	5	988	1500
Grand Total	63	792	855	12	133	145	2213	7	2220	3220
Apprch %	7.4	92.6		8.3	91.7		99.7	0.3		
Total %	2	24.6	26.6	0.4	4.1	4.5	68.7	0.2	68.9	

	La Sierra Avenue Southbound			Orchard View Lane Westbound			La Sierra Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>										
<b>Peak Hour for Entire Intersection Begins at 07:00 AM</b>										
07:00 AM	3	72	75	2	18	20	291	0	291	386
07:15 AM	6	93	99	1	25	26	314	1	315	440
07:30 AM	5	94	99	1	26	27	328	1	329	455
07:45 AM	6	118	124	0	18	18	297	0	297	439
Total Volume	20	377	397	4	87	91	1230	2	1232	1720
% App. Total	5	95		4.4	95.6		99.8	0.2		
PHF	.833	.799	.800	.500	.837	.843	.938	.500	.936	.945

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
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County of Riverside  
N/S: La Sierra Avenue  
E/W: Orchard View Lane  
Weather: Sunny

File Name : CRVLSOVAM  
Site Code : 9254051  
Start Date : 9/23/2009  
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:45 AM			07:00 AM			07:00 AM		
+0 mins.	6	118	124	2	18	20	291	0	291
+15 mins.	12	96	108	1	25	26	314	1	315
+30 mins.	11	99	110	1	26	27	328	1	329
+45 mins.	7	112	119	0	18	18	297	0	297
Total Volume	36	425	461	4	87	91	1230	2	1232
% App. Total	7.8	92.2		4.4	95.6		99.8	0.2	
PHF	.750	.900	.929	.500	.837	.843	.938	.500	.936

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
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County of Riverside  
N/S: La Sierra Avenue  
E/W: Orchard View Lane  
Weather: Sunny

File Name : CRVLSOVP  
Site Code : 9254051  
Start Date : 9/23/2009  
Page No : 1

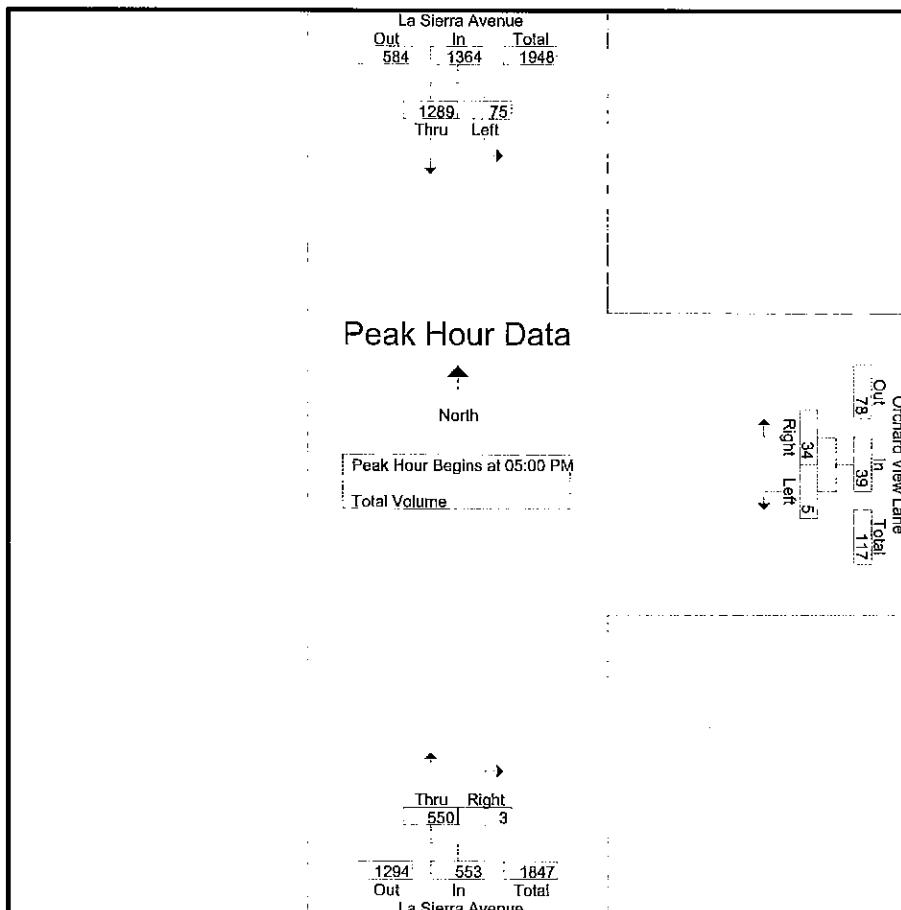
Start Time	Groups Printed- Total Volume											
	La Sierra Avenue Southbound			Orchard View Lane Westbound			La Sierra Avenue Northbound					
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total		
04:00 PM	19	243	262	2	9	11	154	2	156	429		
04:15 PM	18	255	273	1	12	13	146	0	146	432		
04:30 PM	20	266	286	2	10	12	141	1	142	440		
04:45 PM	13	303	316	0	8	8	126	1	127	451		
Total	70	1067	1137	5	39	44	567	4	571	1752		
05:00 PM	19	319	338	2	12	14	134	1	135	487		
05:15 PM	16	337	353	1	8	9	148	0	148	510		
05:30 PM	21	342	363	1	8	9	131	1	132	504		
05:45 PM	19	291	310	1	6	7	137	1	138	455		
Total	75	1289	1364	5	34	39	550	3	553	1956		
Grand Total	145	2356	2501	10	73	83	1117	7	1124	3708		
Apprch %	5.8	94.2		12	88		99.4	0.6				
Total %	3.9	63.5	67.4	0.3	2	2.2	30.1	0.2	30.3			

Start Time	La Sierra Avenue Southbound			Orchard View Lane Westbound			La Sierra Avenue Northbound					
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 05:00 PM												
05:00 PM	19	319	338	2	12	14	134	1	135	487		
05:15 PM	16	337	353	1	8	9	148	0	148	510		
05:30 PM	21	342	363	1	8	9	131	1	132	504		
05:45 PM	19	291	310	1	6	7	137	1	138	455		
Total Volume	75	1289	1364	5	34	39	550	3	553	1956		
% App. Total	5.5	94.5		12.8	87.2		99.5	0.5				
PHF	.893	.942	.939	.625	.708	.696	.929	.750	.934	.959		

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
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County of Riverside  
N/S: La Sierra Avenue  
E/W: Orchard View Lane  
Weather: Sunny

File Name : CRVLSOVP  
Site Code : 9254051  
Start Date : 9/23/2009  
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#### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:15 PM			04:00 PM		
+0 mins.	13	303	316	1	12	13	154	2	156
+15 mins.	19	319	338	2	10	12	146	0	146
+30 mins.	16	337	353	0	8	8	141	1	142
+45 mins.	21	342	363	2	12	14	126	1	127
Total Volume	69	1301	1370	5	42	47	567	4	571
% App. Total	5	95		10.6	89.4		99.3	0.7	
PHF	.821	.951	.944	.625	.875	.839	.920	.500	.915

La Sierra Ave

Lake Knob Pkwy

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25286 Jaclyn Avenue  
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County of Riverside  
N/S: La Sierra Avenue  
E/W: Lake Knoll Parkway  
Weather: Sunny

File Name : CRVLSLKAM  
Site Code : 9254035  
Start Date : 9/23/2009  
Page No : 1

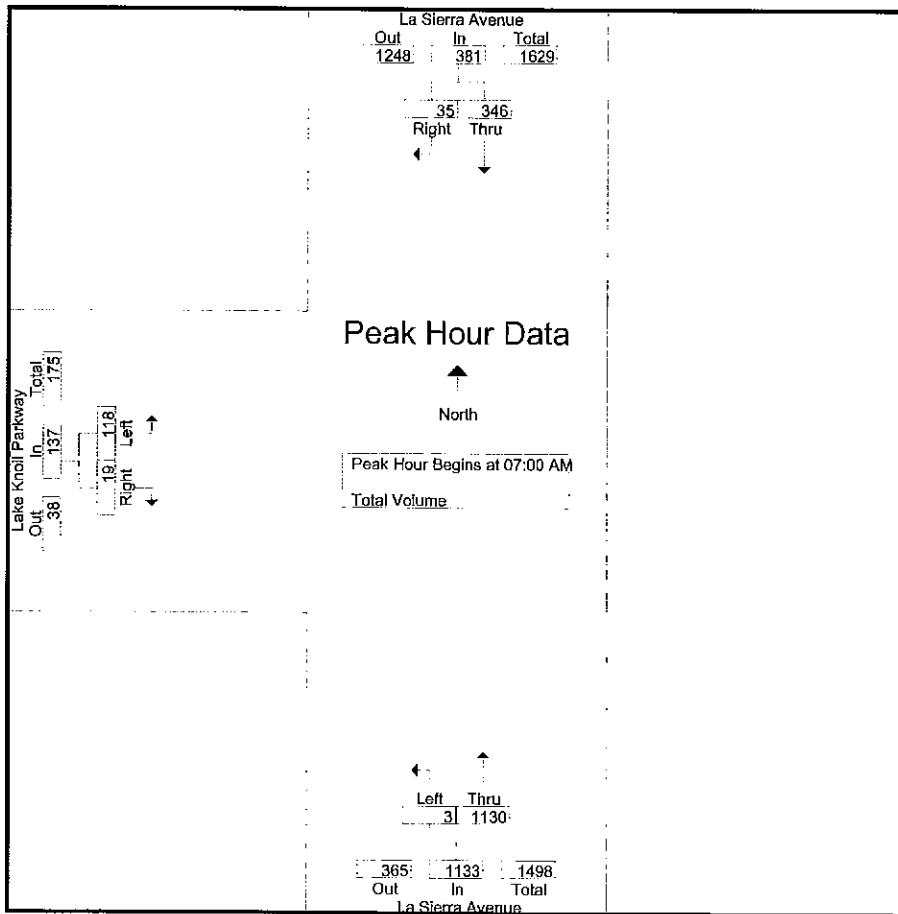
Groups Printed- Total Volume											
Start Time	La Sierra Avenue Southbound			La Sierra Avenue Northbound			Lake Knoll Parkway Eastbound				
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total	
07:00 AM	73	5	78	0	254	254	36	5	41	373	
07:15 AM	76	12	88	2	290	292	29	4	33	413	
07:30 AM	89	10	99	1	317	318	23	8	31	448	
07:45 AM	108	8	116	0	269	269	30	2	32	417	
Total	346	35	381	3	1130	1133	118	19	137	1651	
08:00 AM	86	9	95	0	215	215	28	0	28	338	
08:15 AM	88	5	93	1	209	210	17	3	20	323	
08:30 AM	104	8	112	1	228	229	18	2	20	361	
08:45 AM	109	2	111	0	256	256	25	2	27	394	
Total	387	24	411	2	908	910	88	7	95	1416	
Grand Total	733	59	792	5	2038	2043	206	26	232	3067	
Apprch %	92.6	7.4		0.2	99.8		88.8	11.2			
Total %	23.9	1.9	25.8	0.2	66.4	66.6	6.7	0.8	7.6		

	La Sierra Avenue Southbound			La Sierra Avenue Northbound			Lake Knoll Parkway Eastbound				
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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 07:00 AM											
07:00 AM	73	5	78	0	254	254	36	5	41	373	
07:15 AM	76	12	88	2	290	292	29	4	33	413	
07:30 AM	89	10	99	1	317	318	23	8	31	448	
07:45 AM	108	8	116	0	269	269	30	2	32	417	
Total Volume	346	35	381	3	1130	1133	118	19	137	1651	
% App. Total	90.8	9.2		0.3	99.7		86.1	13.9			
PHF	.801	.729	.821	.375	.891	.891	.819	.594	.835	.921	

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
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County of Riverside  
N/S: La Sierra Avenue  
E/W: Lake Knoll Parkway  
Weather: Sunny

File Name : CRVLSLKAM  
Site Code : 9254035  
Start Date : 9/23/2009  
Page No : 2



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

#### **Peak Hour for Each Approach Begins at:**

Peak Hour for Each Approach Begins at	07:45 AM	07:00 AM							
+0 mins.	108	8	116	0	254	254	36	5	41
+15 mins.	86	9	95	2	290	292	29	4	33
+30 mins.	88	5	93	1	317	318	23	8	31
+45 mins.	104	8	112	0	269	269	30	2	32
Total Volume	386	30	416	3	1130	1133	118	19	137
% App. Total	92.8	7.2		0.3	99.7		86.1	13.9	
PHF	.894	.833	.897	.375	.891	.891	.819	.594	.835

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County of Riverside  
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Weather: Sunny

File Name : CRVLSLKPM  
Site Code : 9254035  
Start Date : 9/23/2009  
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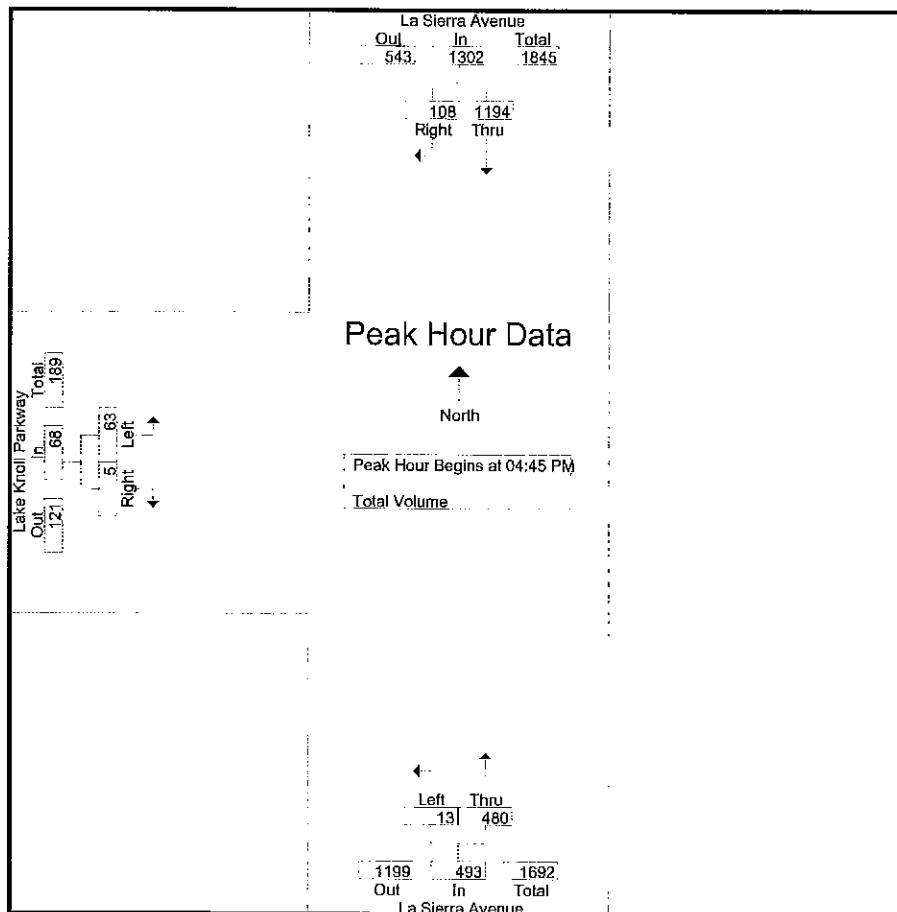
Groups Printed- Total Volume											
	La Sierra Avenue			La Sierra Avenue			Lake Knoll Parkway				
	Southbound			Northbound			Eastbound				
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total	
04:00 PM	232	14	246	2	130	132	19	1	20	398	
04:15 PM	230	20	250	0	133	133	13	2	15	398	
04:30 PM	252	27	279	1	137	138	14	0	14	431	
04:45 PM	276	25	301	4	113	117	13	1	14	432	
Total	990	86	1076	7	513	520	59	4	63	1659	
05:00 PM	292	28	320	3	120	123	15	1	16	459	
05:15 PM	315	25	340	3	136	139	15	1	16	495	
05:30 PM	311	30	341	3	111	114	20	2	22	477	
05:45 PM	253	34	287	2	124	126	15	0	15	428	
Total	1171	117	1288	11	491	502	65	4	69	1859	
Grand Total	2161	203	2364	18	1004	1022	124	8	132	3518	
Appreh %	91.4	8.6		1.8	98.2		93.9	6.1			
Total %	61.4	5.8	67.2	0.5	28.5	29.1	3.5	0.2	3.8		

Groups Printed- Total Volume											
	La Sierra Avenue			La Sierra Avenue			Lake Knoll Parkway				
	Southbound			Northbound			Eastbound				
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	276	25	301	4	113	117	13	1	14	432	
05:00 PM	292	28	320	3	120	123	15	1	16	459	
05:15 PM	315	25	340	3	136	139	15	1	16	495	
05:30 PM	311	30	341	3	111	114	20	2	22	477	
Total Volume	1194	108	1302	13	480	493	63	5	68	1863	
% App. Total	91.7	8.3		2.6	97.4		92.6	7.4			
PHF	.948	.900	.955	.813	.882	.887	.788	.625	.773	.941	

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
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County of Riverside  
N/S: La Sierra Avenue  
E/W: Lake Knoll Parkway  
Weather: Sunny

File Name : CRVLSLKPM  
Site Code : 9254035  
Start Date : 9/23/2009  
Page No : 2



#### Peak Hour Analysis From 04:00 PM to 05:45 PM ~ Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			05:00 PM		
+0 mins.	276	25	301	2	130	132	15	1	16
+15 mins.	292	28	320	0	133	133	15	1	16
+30 mins.	315	25	340	1	137	138	20	2	22
+45 mins.	311	30	341	4	113	117	15	0	15
Total Volume	1194	108	1302	7	513	520	65	4	69
% App. Total	91.7	8.3		1.3	98.7	94.2	5.8		
PHF	.948	.900	.955	.438	.936	.942	.813	.500	.784

Lake Crest Dr

La Sierra Ave

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: La Sierra Avenue  
E/W: Lake Crest Drive  
Weather: Sunny

File Name : CRVLSLCAM  
Site Code : 9254063  
Start Date : 9/23/2009  
Page No : 1

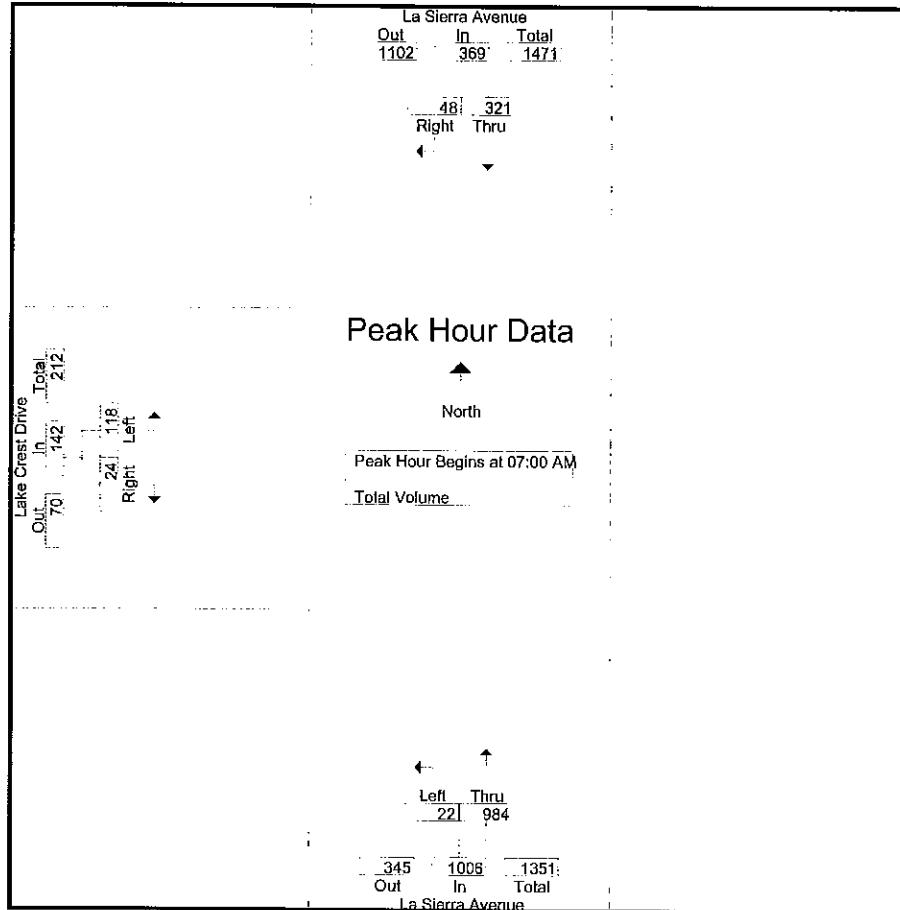
Groups Printed- Total Volume											
	La Sierra Avenue Southbound			La Sierra Avenue Northbound			Lake Crest Drive Eastbound				
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total	
07:00 AM	72	10	82	4	219	223	37	6	43	348	
07:15 AM	71	13	84	6	253	259	23	3	26	369	
07:30 AM	75	15	90	5	279	284	29	8	37	411	
07:45 AM	103	10	113	7	233	240	29	7	36	389	
Total	321	48	369	22	984	1006	118	24	142	1517	
08:00 AM	82	6	88	2	200	202	17	5	22	312	
08:15 AM	82	10	92	4	175	179	29	5	34	305	
08:30 AM	82	13	95	3	208	211	15	8	23	329	
08:45 AM	102	9	111	4	234	238	20	6	26	375	
Total	348	38	386	13	817	830	81	24	105	1321	
Grand Total	669	86	755	35	1801	1836	199	48	247	2838	
Apprch %	88.6	11.4		1.9	98.1		80.6	19.4			
Total %	23.6	3	26.6	1.2	63.5	64.7	7	1.7	8.7		

	La Sierra Avenue Southbound			La Sierra Avenue Northbound			Lake Crest Drive Eastbound				
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	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 07:00 AM											
07:00 AM	72	10	82	4	219	223	37	6	43	348	
07:15 AM	71	13	84	6	253	259	23	3	26	369	
07:30 AM	75	15	90	5	279	284	29	8	37	411	
07:45 AM	103	10	113	7	233	240	29	7	36	389	
Total Volume	321	48	369	22	984	1006	118	24	142	1517	
% App. Total	87	13		2.2	97.8		83.1	16.9			
PHF	.779	.800	.816	.786	.882	.886	.797	.750	.826	.923	

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
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County of Riverside  
N/S: La Sierra Avenue  
E/W: Lake Crest Drive  
Weather: Sunny

File Name : CRVLSLCAM  
Site Code : 9254063  
Start Date : 9/23/2009  
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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			07:00 AM			07:00 AM		
+0 mins.	103	10	113	4	219	223	37	6	43
+15 mins.	82	6	88	6	253	259	23	3	26
+30 mins.	82	10	92	5	279	284	29	8	37
+45 mins.	82	13	95	7	233	240	29	7	36
Total Volume	349	39	388	22	984	1006	118	24	142
% App. Total	89.9	10.1		2.2	97.8	83.1	16.9		
PHF	.847	.750	.858	.786	.882	.886	.797	.750	.826

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: La Sierra Avenue  
E/W: Lake Crest Drive  
Weather: Sunny

File Name : CRVLSLCPM  
Site Code : 9254063  
Start Date : 9/23/2009  
Page No : 1

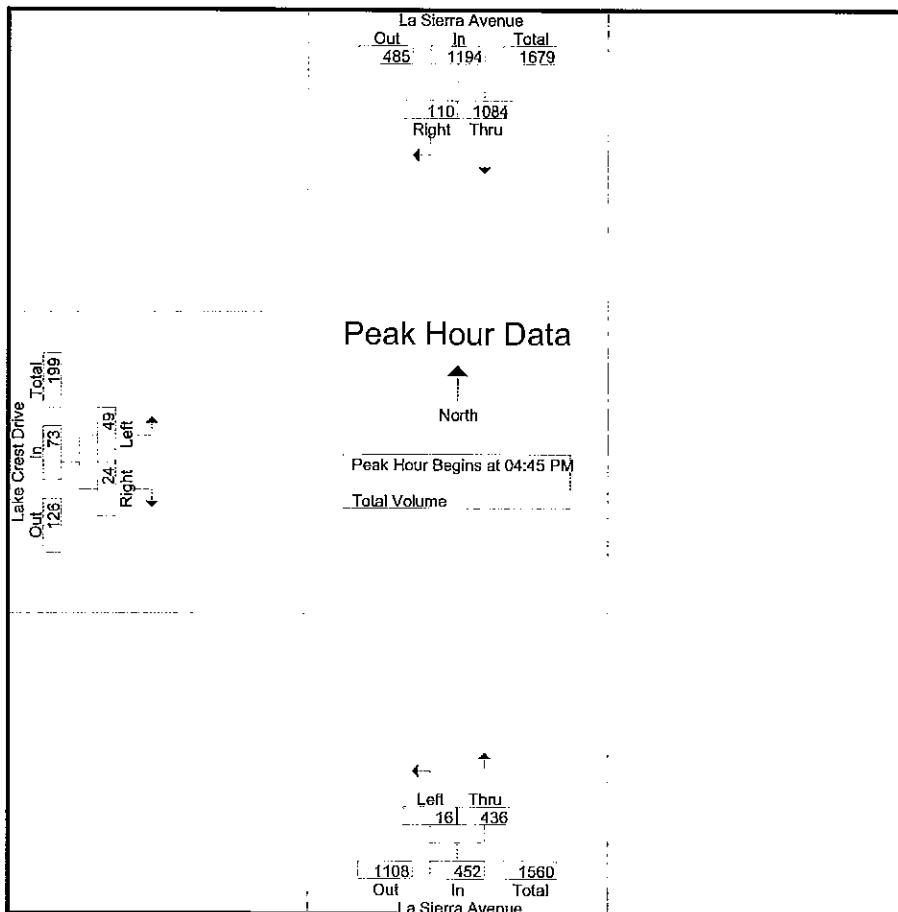
Start Time	Groups Printed- Total Volume											
	La Sierra Avenue Southbound			La Sierra Avenue Northbound			Lake Crest Drive Eastbound					
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total		
04:00 PM	208	24	232	2	125	127	15	4	19	378		
04:15 PM	213	22	235	3	100	103	20	1	21	359		
04:30 PM	227	22	249	7	120	127	10	6	16	392		
04:45 PM	247	25	272	5	111	116	7	6	13	401		
Total	895	93	988	17	456	473	52	17	69	1530		
05:00 PM	253	24	277	2	103	105	12	7	19	401		
05:15 PM	301	38	339	5	117	122	18	5	23	484		
05:30 PM	283	23	306	4	105	109	12	6	18	433		
05:45 PM	229	23	252	2	105	107	17	10	27	386		
Total	1066	108	1174	13	430	443	59	28	87	1704		
Grand Total	1961	201	2162	30	886	916	111	45	156	3234		
Approch %	90.7	9.3		3.3	96.7		71.2	28.8				
Total %	60.6	6.2	66.9	0.9	27.4	28.3	3.4	1.4	4.8			

Start Time	La Sierra Avenue Southbound			La Sierra Avenue Northbound			Lake Crest Drive Eastbound					
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 04:45 PM												
04:45 PM	247	25	272	5	111	116	7	6	13	401		
05:00 PM	253	24	277	2	103	105	12	7	19	401		
05:15 PM	301	38	339	5	117	122	18	5	23	484		
05:30 PM	283	23	306	4	105	109	12	6	18	433		
Total Volume	1084	110	1194	16	436	452	49	24	73	1719		
% App. Total	90.8	9.2		3.5	96.5		67.1	32.9				
PHF	.900	.724	.881	.800	.932	.926	.681	.857	.793	.888		

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: La Sierra Avenue  
E/W: Lake Crest Drive  
Weather: Sunny

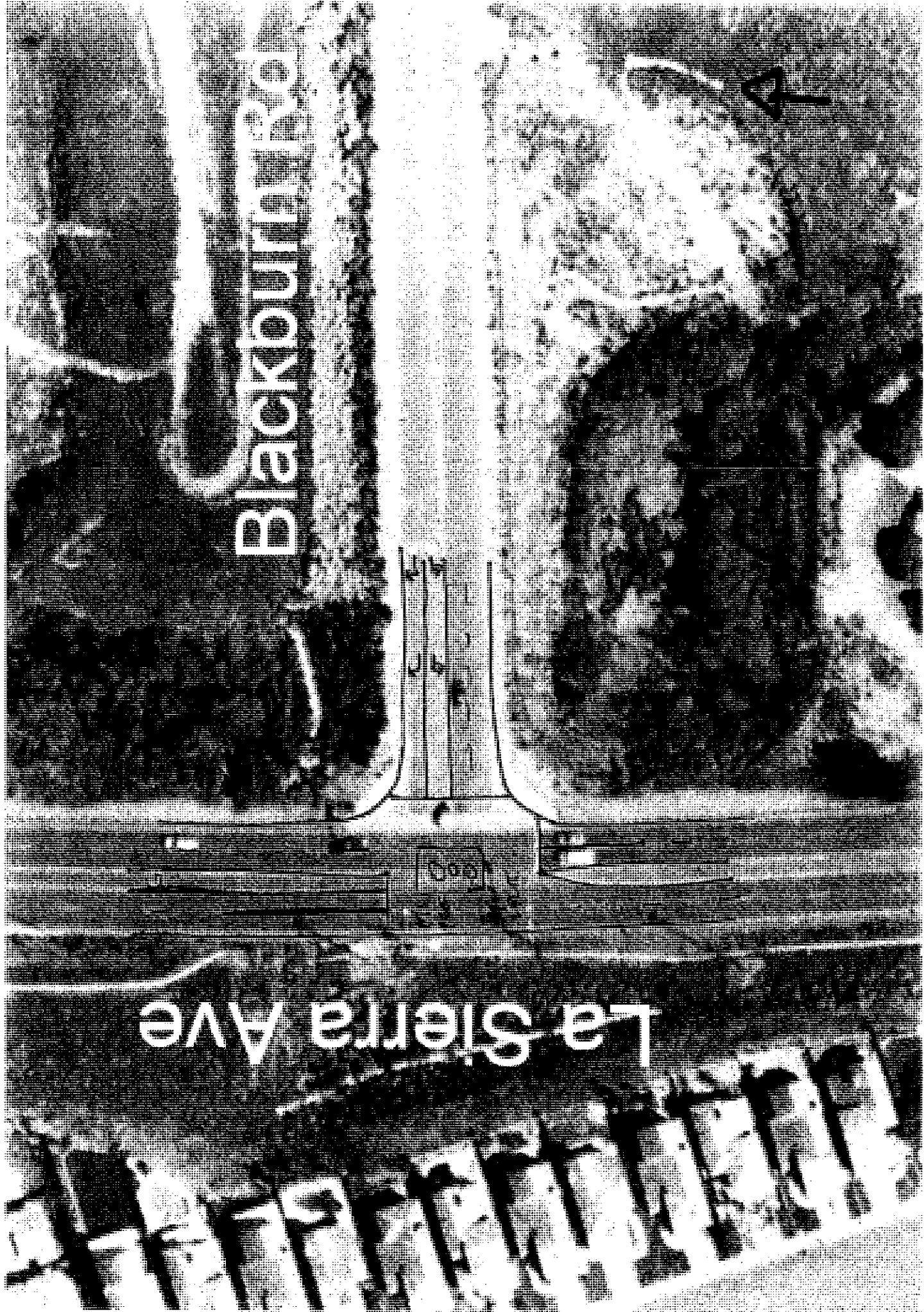
File Name : CRVLSLCPM  
Site Code : 9254063  
Start Date : 9/23/2009  
Page No : 2



#### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			05:00 PM		
+0 mins.	247	25	272	2	125	127	12	7	19
+15 mins.	253	24	277	3	100	103	18	5	23
+30 mins.	301	38	339	7	120	127	12	6	18
+45 mins.	283	23	306	5	111	116	17	10	27
Total Volume	1084	110	1194	17	456	473	59	28	87
% App. Total	90.8	9.2		3.6	96.4		67.8	32.2	
PHF	.900	.724	.881	.607	.912	.931	.819	.700	.806



LA SIERRA AÑE

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: La Sierra Avenue  
E/W: Blackburn Road  
Weather: Sunny

File Name : CRVLSBLAM  
Site Code : 9254066  
Start Date : 9/23/2009  
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Groups Printed- Total Volume											
	La Sierra Avenue Southbound			Blackburn Road Westbound			La Sierra Avenue Northbound				
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int.	Total
07:00 AM	20	54	74	12	115	127	117	2	119	320	
07:15 AM	14	64	78	8	119	127	141	2	143	348	
07:30 AM	23	58	81	5	103	108	192	2	194	383	
07:45 AM	51	59	110	6	79	85	156	1	157	352	
Total	108	235	343	31	416	447	606	7	613	1403	
08:00 AM	43	48	91	3	51	54	152	3	155	300	
08:15 AM	33	50	83	3	45	48	143	1	144	275	
08:30 AM	49	47	96	7	96	103	118	0	118	317	
08:45 AM	52	57	109	7	111	118	133	0	133	360	
Total	177	202	379	20	303	323	546	4	550	1252	
Grand Total	285	437	722	51	719	770	1152	11	1163	2655	
Apprch %	39.5	60.5		6.6	93.4		99.1	0.9			
Total %	10.7	16.5	27.2	1.9	27.1	29	43.4	0.4	43.8		

	La Sierra Avenue Southbound			Blackburn Road Westbound			La Sierra Avenue Northbound				
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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 07:00 AM											
07:00 AM	20	54	74	12	115	127	117	2	119	320	
07:15 AM	14	64	78	8	119	127	141	2	143	348	
07:30 AM	23	58	81	5	103	108	192	2	194	383	
07:45 AM	51	59	110	6	79	85	156	1	157	352	
Total Volume	108	235	343	31	416	447	606	7	613	1403	
% App. Total	31.5	68.5		6.9	93.1		98.9	1.1			
PHF	.529	.918	.780	.646	.874	.880	.789	.875	.790	.916	

Counts Unlimited Inc.  
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County of Riverside  
N/S: La Sierra Avenue  
E/W: Blackburn Road  
Weather: Sunny

File Name : CRVLSBLAM  
Site Code : 9254066  
Start Date : 9/23/2009  
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**La Sierra Avenue**

235 108  
Thru Left

## Peak Hour Data

North

**Peak Hour Begins at 07:00 AM**

### Total Volume

**Blackburn Road**

Thru Right  
606 7

266    613    879  
Out      In      Total  
La Sierra Avenue

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

**Peak Hour for Each Approach Begins at:**

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: La Sierra Avenue  
E/W: Blackburn Road  
Weather: Sunny

File Name : CRVLSBLPM  
Site Code : 9254066  
Start Date : 9/23/2009  
Page No : 1

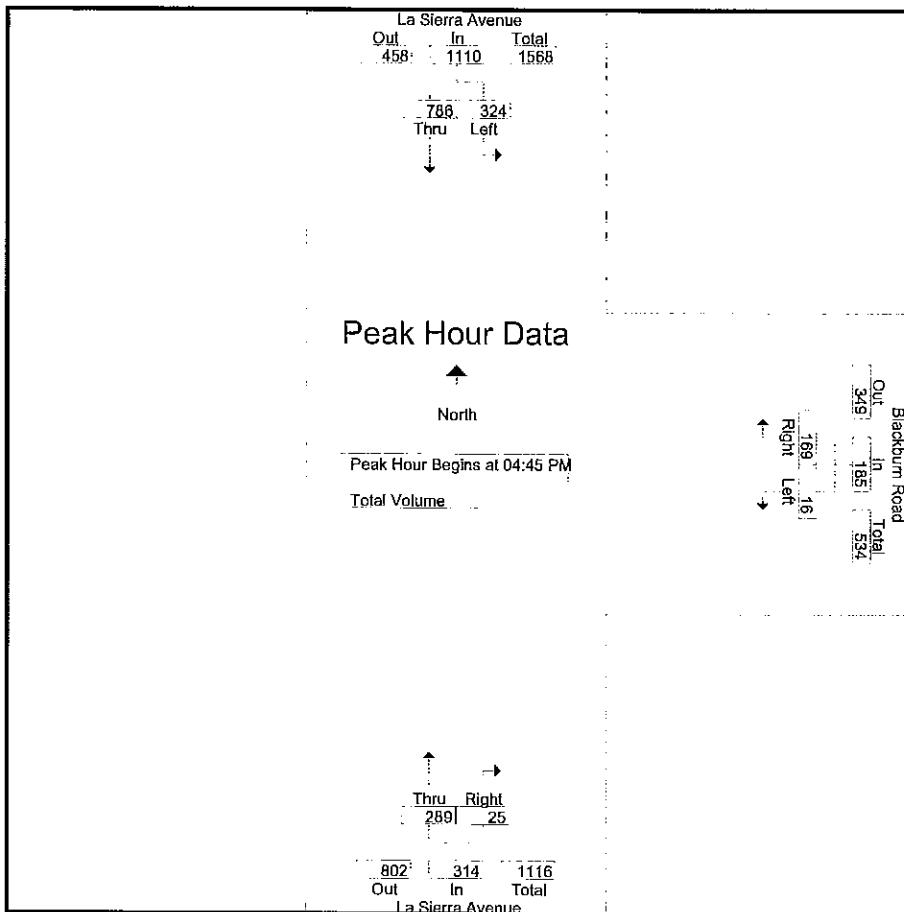
Groups Printed- Total Volume											
	La Sierra Avenue			Blackburn Road			La Sierra Avenue				
	Southbound			Westbound			Northbound				
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total	
04:00 PM	71	142	213	4	40	44	94	1	95	352	
04:15 PM	64	152	216	7	32	39	77	8	85	340	
04:30 PM	63	173	236	3	46	49	81	3	84	369	
04:45 PM	78	178	256	0	41	41	77	9	86	383	
Total	276	645	921	14	159	173	329	21	350	1444	
05:00 PM	83	184	267	4	38	42	72	3	75	384	
05:15 PM	76	217	293	4	44	48	77	9	86	427	
05:30 PM	87	207	294	8	46	54	63	4	67	415	
05:45 PM	81	164	245	4	53	57	57	7	64	366	
Total	327	772	1099	20	181	201	269	23	292	1592	
Grand Total	603	1417	2020	34	340	374	598	44	642	3036	
Apprch %	29.9	70.1		9.1	90.9		93.1	6.9			
Total %	19.9	46.7	66.5	1.1	11.2	12.3	19.7	1.4	21.1		

	La Sierra Avenue			Blackburn Road			La Sierra Avenue			
	Southbound			Westbound			Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	78	178	256	0	41	41	77	9	86	383
05:00 PM	83	184	267	4	38	42	72	3	75	384
05:15 PM	76	217	293	4	44	48	77	9	86	427
05:30 PM	87	207	294	8	46	54	63	4	67	415
Total Volume	324	786	1110	16	169	185	289	25	314	1609
% App. Total	29.2	70.8		8.6	91.4		92	8		
PHF	931	906	.944	.500	.918	.856	938	.694	.913	.942

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: La Sierra Avenue  
E/W: Blackburn Road  
Weather: Sunny

File Name : CRVLSB\PM  
Site Code : 9254066  
Start Date : 9/23/2009  
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

#### **Peak Hour for Each Approach Begins at:**

La Sierra Ave

RO  
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GOS  
O

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: La Sierra Avenue  
E/W: El Sobrante Road  
Weather: Sunny

File Name : CRVLSESAM  
Site Code : 9254043  
Start Date : 9/23/2009  
Page No : 1

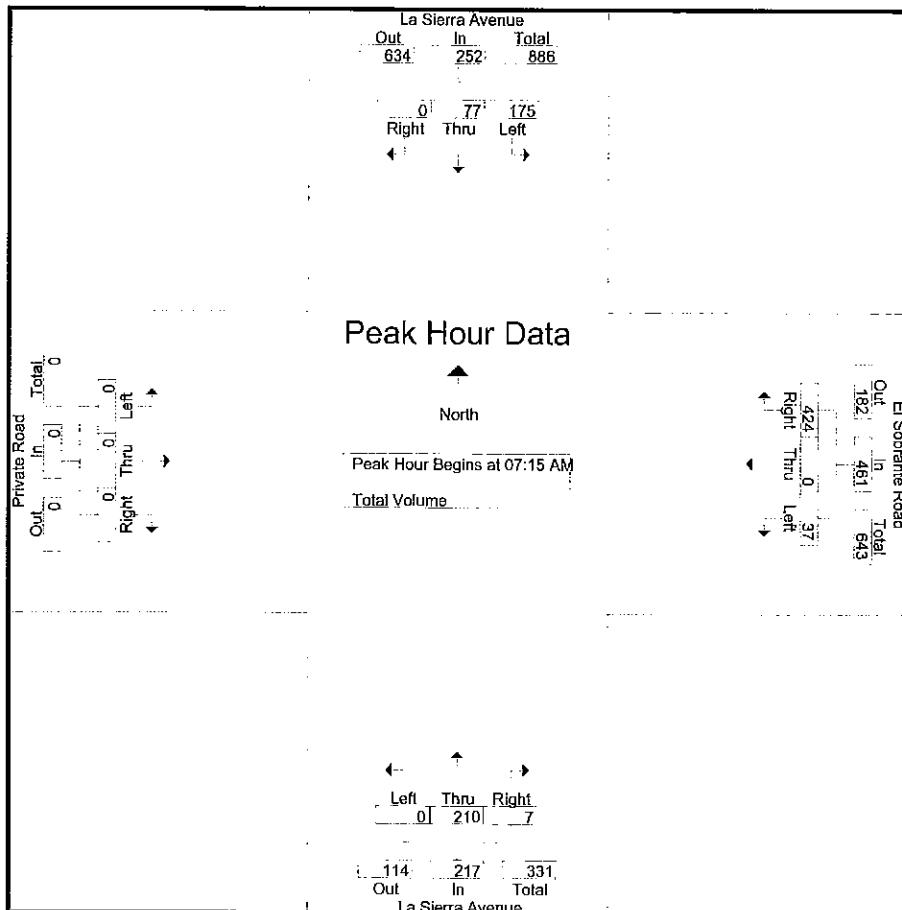
Groups Printed- Total Volume																			
La Sierra Avenue Southbound					El Sobrante Road Westbound					La Sierra Avenue Northbound					Private Road Eastbound				
Start Time	Left	Thru	Righ	App. Total	Left	Thru	Righ	App. Total	Left	Thru	Righ	App. Total	Left	Thru	Righ	App. Total	Int. Total		
07:00 AM	32	32	0	64	10	0	112	122	0	22	2	24	0	0	0	0	210		
07:15 AM	50	23	0	73	7	0	82	89	0	52	4	56	0	0	0	0	218		
07:30 AM	43	21	0	64	12	0	125	137	0	56	1	57	0	0	0	0	258		
07:45 AM	46	20	0	66	10	0	106	116	0	48	1	49	0	0	0	0	231		
Total	171	96	0	267	39	0	425	464	0	178	8	186	0	0	0	0	917		
08:00 AM	36	13	0	49	8	0	111	119	0	54	1	55	0	0	0	0	223		
08:15 AM	33	20	0	53	12	0	105	117	0	27	1	28	0	0	0	0	198		
08:30 AM	36	17	0	53	4	0	85	89	0	27	7	34	0	0	0	0	176		
08:45 AM	45	18	1	64	10	0	109	119	0	28	2	30	0	0	0	0	213		
Total	150	68	1	219	34	0	410	444	0	136	11	147	0	0	0	0	810		
Grand Total	321	164	1	486	73	0	835	908	0	314	19	333	0	0	0	0	1727		
Apprch %	66	33.7	0.2		8	0	92		0	94.3	5.7		0	0	0	0			
Total %	18.6	9.5	0.1	28.1	4.2	0	48.3	52.6	0	18.2	1.1	19.3	0	0	0	0			

Groups Printed- Total Volume																			
La Sierra Avenue Southbound					El Sobrante Road Westbound					La Sierra Avenue Northbound					Private Road Eastbound				
Start Time	Left	Thru	Righ	App. Total	Left	Thru	Righ	App. Total	Left	Thru	Righ	App. Total	Left	Thru	Righ	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	50	23	0	73	7	0	82	89	0	52	4	56	0	0	0	0	218		
07:30 AM	43	21	0	64	12	0	125	137	0	56	1	57	0	0	0	0	258		
07:45 AM	46	20	0	66	10	0	106	116	0	48	1	49	0	0	0	0	231		
08:00 AM	36	13	0	49	8	0	111	119	0	54	1	55	0	0	0	0	223		
Total Volume	175	77	0	252	37	0	424	461	0	210	7	217	0	0	0	0	930		
% App. Total	69.4	30.6	0		8	0	92		0	96.8	3.2		0	0	0	0			
PHF	.875	.837	.000	.863	.771	.000	.848	.841	.000	.938	.438	.952	.000	.000	.000	.000	.901		

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
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County of Riverside  
N/S: La Sierra Avenue  
E/W: El Sobrante Road  
Weather: Sunny

File Name : CRVLSESAM  
Site Code : 9254043  
Start Date : 9/23/2009  
Page No : 2



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

**Peak Hour for Each Approach Begins at:**

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: La Sierra Avenue  
E/W: El Sobrante Road  
Weather: Sunny

File Name : CRVLSESPM  
Site Code : 9254043  
Start Date : 9/23/2009  
Page No : 1

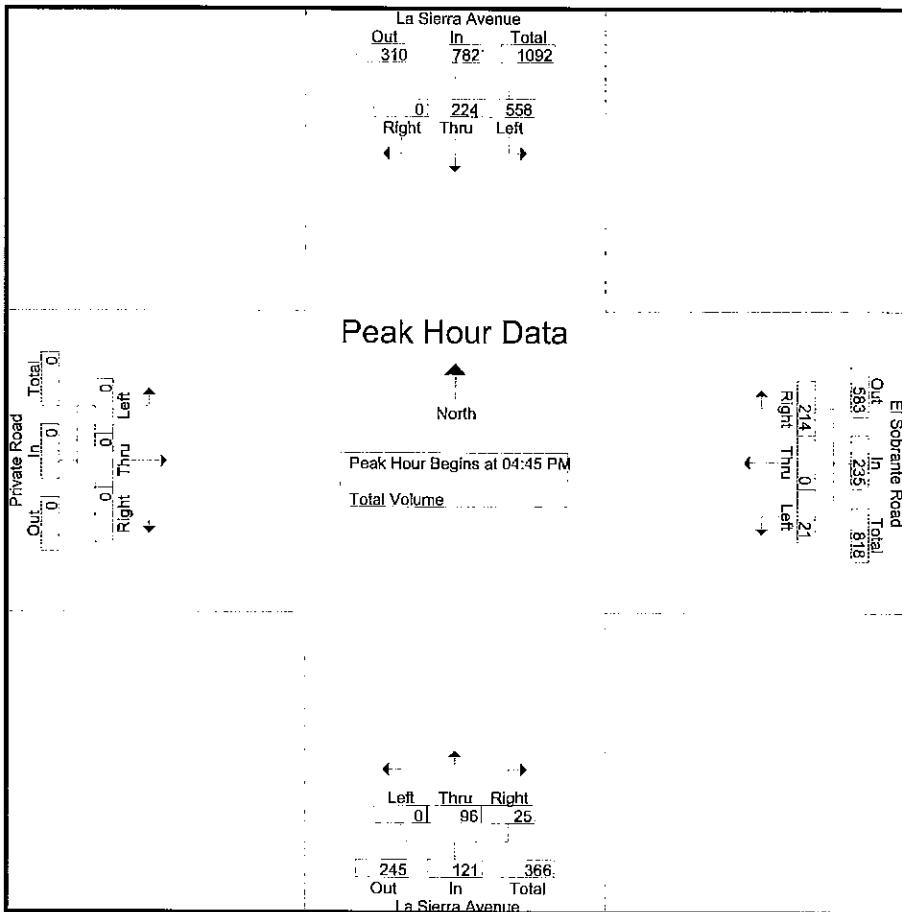
Groups Printed- Total Volume																	
	La Sierra Avenue Southbound				El Sobrante Road Westbound				La Sierra Avenue Northbound				Private Road Eastbound				
Start Time	Left	Thru	Righ	App.	Left	Thru	Righ	App.	Left	Thru	Righ	App.	Left	Thru	Righ	App.	Int.
04:00 PM	103	31	0	134	2	0	69	71	0	25	8	33	0	0	0	0	238
04:15 PM	129	27	0	156	5	0	62	67	0	24	10	34	0	0	0	0	257
04:30 PM	145	31	0	176	9	0	65	74	0	18	8	26	0	0	0	0	276
04:45 PM	123	51	0	174	5	0	61	66	0	24	7	31	0	0	0	0	271
Total	500	140	0	640	21	0	257	278	0	91	33	124	0	0	0	0	1042
05:00 PM	127	42	0	169	2	0	55	57	0	25	8	33	0	0	0	0	259
05:15 PM	158	69	0	227	6	0	55	61	0	25	7	32	0	0	0	0	320
05:30 PM	150	62	0	212	8	0	43	51	0	22	3	25	0	0	0	0	288
05:45 PM	117	55	0	172	2	0	40	42	0	24	9	33	0	0	0	0	247
Total	552	228	0	780	18	0	193	211	0	96	27	123	0	0	0	0	1114
Grand Total	1052	368	0	1420	39	0	450	489	0	187	60	247	0	0	0	0	2156
Apprch %	74.1	25.9	0		8	0	92		0	75.7	24.3		0	0	0	0	
Total %	48.8	17.1	0	65.9	1.8	0	20.9	22.7	0	8.7	2.8	11.5	0	0	0	0	

	La Sierra Avenue Southbound				El Sobrante Road Westbound				La Sierra Avenue Northbound				Private Road Eastbound				
Start Time	Left	Thru	Righ	App.	Left	Thru	Righ	App.	Left	Thru	Righ	App.	Left	Thru	Righ	App.	Int.
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	123	51	0	174	5	0	61	66	0	24	7	31	0	0	0	0	271
05:00 PM	127	42	0	169	2	0	55	57	0	25	8	33	0	0	0	0	259
05:15 PM	158	69	0	227	6	0	55	61	0	25	7	32	0	0	0	0	320
05:30 PM	150	62	0	212	8	0	43	51	0	22	3	25	0	0	0	0	288
Total	558	224	0	782	21	0	214	235	0	96	25	121	0	0	0	0	1138
Total Volume	71.4	28.6	0		8.9	0	91.1		0	79.3	20.7		0	0	0	0	
% App. Total	.883	.812	.000	.861	.656	.000	.877	.890	.000	.960	.781	.917	.000	.000	.000	.000	.889

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: La Sierra Avenue  
E/W: El Sobrante Road  
Weather: Sunny

File Name : CRVLSESPM  
Site Code : 9254043  
Start Date : 9/23/2009  
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

#### **Peak Hour for Each Approach Begins at:**

Each hour for each approach begins at:			04:45 PM			04:00 PM			04:00 PM			04:00 PM			
+0 mins.	123	51	0	174	2	0	69	71	0	25	8	33	0	0	0
+15 mins.	127	42	0	169	5	0	62	67	0	24	10	34	0	0	0
+30 mins.	158	69	0	227	9	0	65	74	0	18	8	26	0	0	0
+45 mins.	150	62	0	212	5	0	61	66	0	24	7	31	0	0	0
Total Volume	558	224	0	782	21	0	257	278	0	91	33	124	0	0	0
% App. Total	71.4	28.6	0	7.6	0	92.4		0	73.4	26.6		0	0	0	
PHF	.883	.812	.000	.861	.583	.000	.931	.939	.000	.910	.825	.912	.000	.000	.000



Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: Pedley Road  
E/W: 56th Street  
Weather: Sunny

File Name : CRVPE56AM  
Site Code : 9254097  
Start Date : 9/23/2009  
Page No : 1

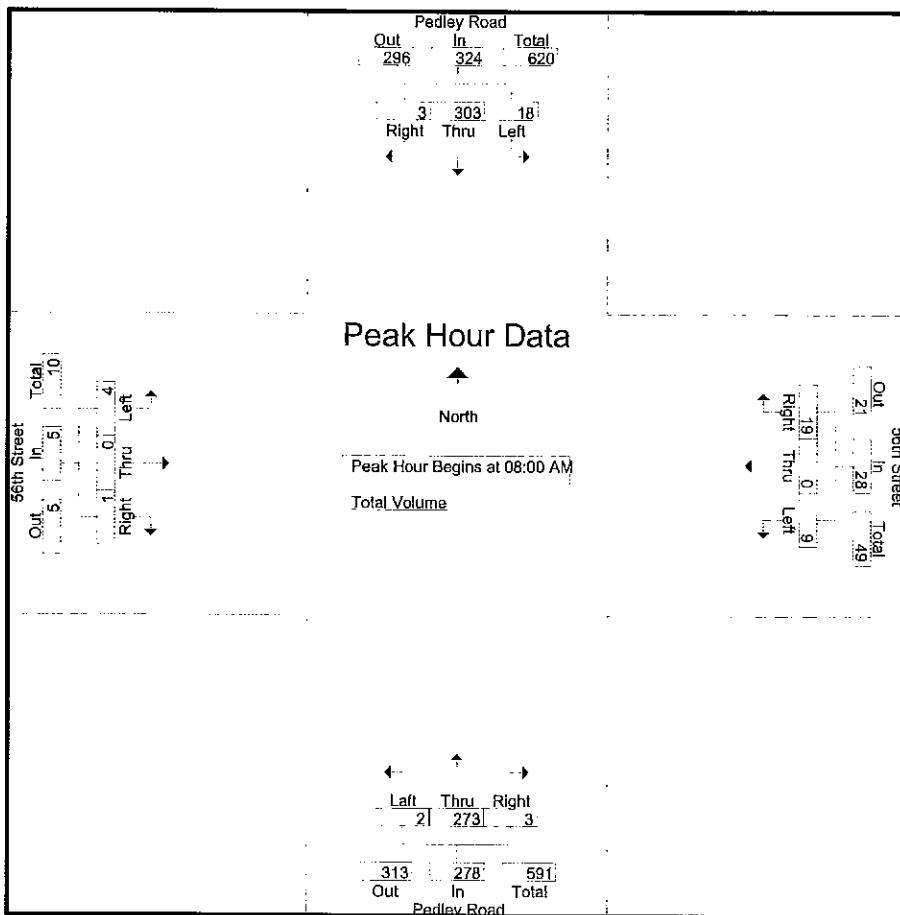
Groups Printed- Total Volume																	
	Pedley Road Southbound				56th Street Westbound				Pedley Road Northbound				56th Street Eastbound				
Start Time	Left	Thru	Righ	App. Total	Left	Thru	Righ	App. Total	Left	Thru	Righ	App. Total	Left	Thru	Righ	App. Total	Int. Total
07:00 AM	8	48	0	56	2	0	7	9	0	56	1	57	0	0	0	0	122
07:15 AM	1	60	0	61	2	0	4	6	0	67	0	67	0	0	0	0	134
07:30 AM	0	61	0	61	2	0	10	12	0	73	0	73	0	0	1	1	147
07:45 AM	2	60	0	62	1	0	7	8	1	73	0	74	0	0	1	1	145
Total	11	229	0	240	7	0	28	35	1	269	1	271	0	0	2	2	548
08:00 AM	3	69	2	74	0	0	6	6	0	80	1	81	1	0	1	2	163
08:15 AM	4	66	0	70	0	0	2	2	1	67	0	68	1	0	0	1	141
08:30 AM	7	78	0	85	5	0	7	12	0	58	1	59	0	0	0	0	156
08:45 AM	4	90	1	95	4	0	4	8	1	68	1	70	2	0	0	2	175
Total	18	303	3	324	9	0	19	28	2	273	3	278	4	0	1	5	635
Grand Total	29	532	3	564	16	0	47	63	3	542	4	549	4	0	3	7	1183
Apprch %	5.1	94.3	0.5		25.4	0	74.6		0.5	98.7	0.7		57.1	0	42.9		
Total %	2.5	45	0.3	47.7	1.4	0	4	5.3	0.3	45.8	0.3	46.4	0.3	0	0.3	0.6	

	Pedley Road Southbound				56th Street Westbound				Pedley Road Northbound				56th Street Eastbound				
Start Time	Left	Thru	Righ	App. Total	Left	Thru	Righ	App. Total	Left	Thru	Righ	App. Total	Left	Thru	Righ	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 08:00 AM																	
08:00 AM	3	69	2	74	0	0	6	6	0	80	1	81	1	0	1	2	163
08:15 AM	4	66	0	70	0	0	2	2	1	67	0	68	1	0	0	1	141
08:30 AM	7	78	0	85	5	0	7	12	0	58	1	59	0	0	0	0	156
08:45 AM	4	90	1	95	4	0	4	8	1	68	1	70	2	0	0	2	175
Total Volume	18	303	3	324	9	0	19	28	2	273	3	278	4	0	1	5	635
% App. Total	5.6	93.5	0.9		32.1	0	67.9		0.7	98.2	1.1		80	0	20		
PHF	.643	.842	.375	.853	.450	.000	.679	.583	.500	.853	.750	.858	.500	.000	.250	.625	.907

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: Pedley Road  
E/W: 56th Street  
Weather: Sunny

File Name : CRVPE56AM  
Site Code : 9254097  
Start Date : 9/23/2009  
Page No : 2



## **Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1**

### **Peak Hour for Each Approach Begins at:**

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: Pedley Road  
E/W: 56th Street  
Weather: Sunny

File Name : CRVPE56PM  
Site Code : 9254097  
Start Date : 9/23/2009  
Page No : 1

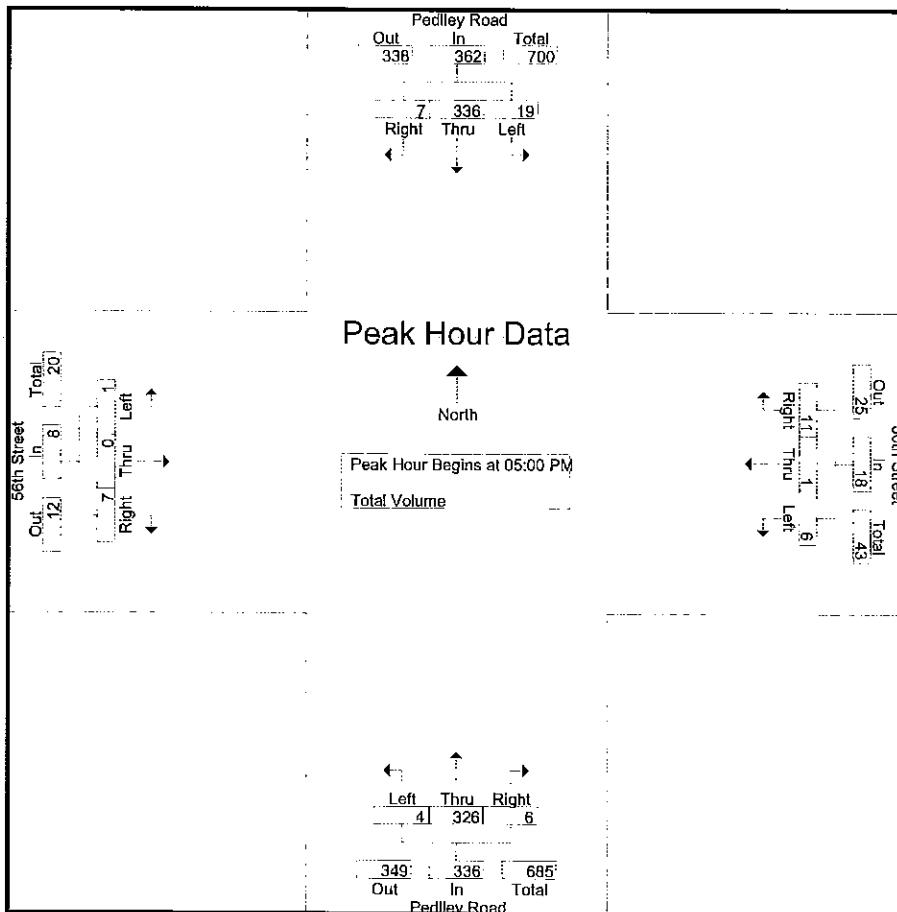
Groups Printed- Total Volume																	
	Pedley Road Southbound				56th Street Westbound				Pedley Road Northbound				56th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	8	78	0	86	0	0	2	2	1	68	1	70	0	0	0	0	158
04:15 PM	2	78	0	80	2	0	2	4	2	57	4	63	0	0	2	2	149
04:30 PM	3	88	0	91	1	0	4	5	0	56	2	58	0	0	0	0	154
04:45 PM	2	98	0	100	2	0	2	4	0	76	1	77	1	0	0	1	182
Total	15	342	0	357	5	0	10	15	3	257	8	268	1	0	2	3	643
05:00 PM	5	79	3	87	0	0	3	3	0	73	1	74	0	0	1	1	165
05:15 PM	3	76	1	80	2	0	0	2	1	61	2	64	0	0	1	1	147
05:30 PM	6	87	3	96	2	1	4	7	3	110	0	113	0	0	5	5	221
05:45 PM	5	94	0	99	2	0	4	6	0	82	3	85	1	0	0	1	191
Total	19	336	7	362	6	1	11	18	4	326	6	336	1	0	7	8	724
Grand Total	34	678	7	719	11	1	21	33	7	583	14	604	2	0	9	11	1367
Apprch %	4.7	94.3	1		33.3	3	63.6		1.2	96.5	2.3		18.2	0	81.8		
Total %	2.5	49.6	0.5	52.6	0.8	0.1	1.5	2.4	0.5	42.6	1	44.2	0.1	0	0.7	0.8	

	Pedley Road Southbound				56th Street Westbound				Pedley Road Northbound				56th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:00 PM	5	79	3	87	0	0	3	3	0	73	1	74	0	0	1	1	165
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:15 PM	3	76	1	80	2	0	0	2	1	61	2	64	0	0	1	1	147
05:30 PM	6	87	3	96	2	1	4	7	3	110	0	113	0	0	5	5	221
05:45 PM	5	94	0	99	2	0	4	6	0	82	3	85	1	0	0	1	191
Total Volume	19	336	7	362	6	1	11	18	4	326	6	336	1	0	7	8	724
% App. Total	5.2	92.8	1.9		33.3	5.6	61.1		1.2	97	1.8		12.5	0	87.5		
PHF	.792	.894	.583	.914	.750	.250	.688	.643	.333	.741	.500	.743	.250	.000	.350	.400	.819

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
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County of Riverside  
N/S: Pedley Road  
E/W: 56th Street  
Weather: Sunny

File Name : CRVPE56PM  
Site Code : 9254097  
Start Date : 9/23/2009  
Page No : 2



#### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				05:00 PM				04:45 PM			
+0 mins.	2	98	0	100	0	0	3	3	0	73	1	74	1	0	0	1
+15 mins.	5	79	3	87	2	0	0	2	1	61	2	64	0	0	1	1
+30 mins.	3	76	1	80	2	1	4	7	3	110	0	113	0	0	1	1
+45 mins.	6	87	3	96	2	0	4	6	0	82	3	85	0	0	5	5
Total Volume	16	340	7	363	6	1	11	18	4	326	6	336	1	0	7	8
% App. Total	4.4	93.7	1.9		33.3	5.6	61.1		1.2	97	1.8		12.5	0	87.5	
PHF	.667	.867	.583	.908	.750	.250	.688	.643	.333	.741	.500	.743	.250	.000	.350	.400

15  
10  
5  
0  
5

4

Pedley & Co.

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: Pedley Road  
E/W: 58th Street  
Weather: Sunny

File Name : CRVPE58AM  
Site Code : 9254135  
Start Date : 9/23/2009  
Page No : 1

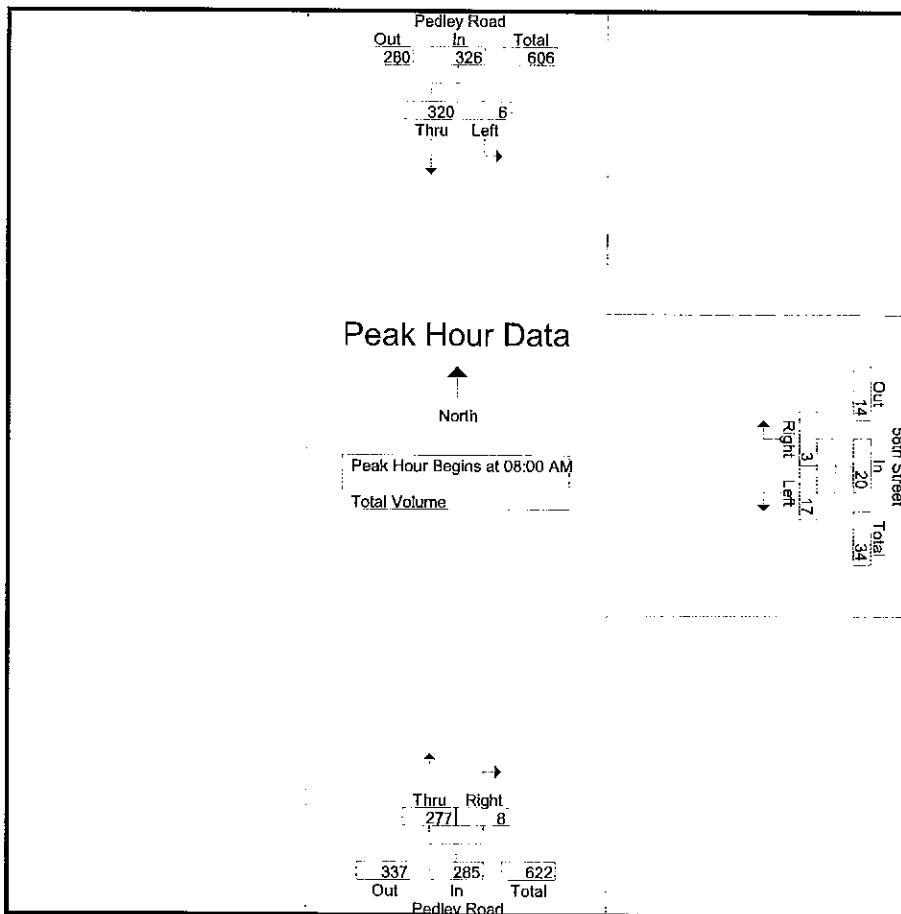
Groups Printed- Total Volume											
	Pedley Road Southbound			58th Street Westbound			Pedley Road Northbound				
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total	
07:00 AM	3	50	53	6	2	8	54	2	56	117	
07:15 AM	4	62	66	4	7	11	58	1	59	136	
07:30 AM	0	61	61	4	4	8	68	1	69	138	
07:45 AM	1	68	69	5	2	7	77	4	81	157	
Total	8	241	249	19	15	34	257	8	265	548	
08:00 AM	1	70	71	4	0	4	79	2	81	156	
08:15 AM	0	74	74	5	0	5	70	1	71	150	
08:30 AM	3	75	78	4	1	5	59	2	61	144	
08:45 AM	2	101	103	4	2	6	69	3	72	181	
Total	6	320	326	17	3	20	277	8	285	631	
Grand Total	14	561	575	36	18	54	534	16	550	1179	
Apprch %	2.4	97.6		66.7	33.3		97.1	2.9			
Total %	1.2	47.6	48.8	3.1	1.5	4.6	45.3	1.4	46.6		

	Pedley Road Southbound			58th Street Westbound			Pedley Road Northbound				
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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 08:00 AM											
08:00 AM	1	70	71	4	0	4	79	2	81	156	
08:15 AM	0	74	74	5	0	5	70	1	71	150	
08:30 AM	3	75	78	4	1	5	59	2	61	144	
08:45 AM	2	101	103	4	2	6	69	3	72	181	
Total Volume	6	320	326	17	3	20	277	8	285	631	
% App. Total	1.8	98.2		85	15		97.2	2.8			
PHF	.500	.792	.791	.850	.375		.833	.877	.667	.880	.872

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25286 Jaclyn Avenue  
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County of Riverside  
N/S: Pedley Road  
E/W: 58th Street  
Weather: Sunny

File Name : CRVPE58AM  
Site Code : 9254135  
Start Date : 9/23/2009  
Page No : 2



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

**Peak Hour for Each Approach Begins at:**

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: Pedley Road  
E/W: 58th Street  
Weather: Sunny

File Name : CRVPE58PM  
Site Code : 9254135  
Start Date : 9/23/2009  
Page No : 1

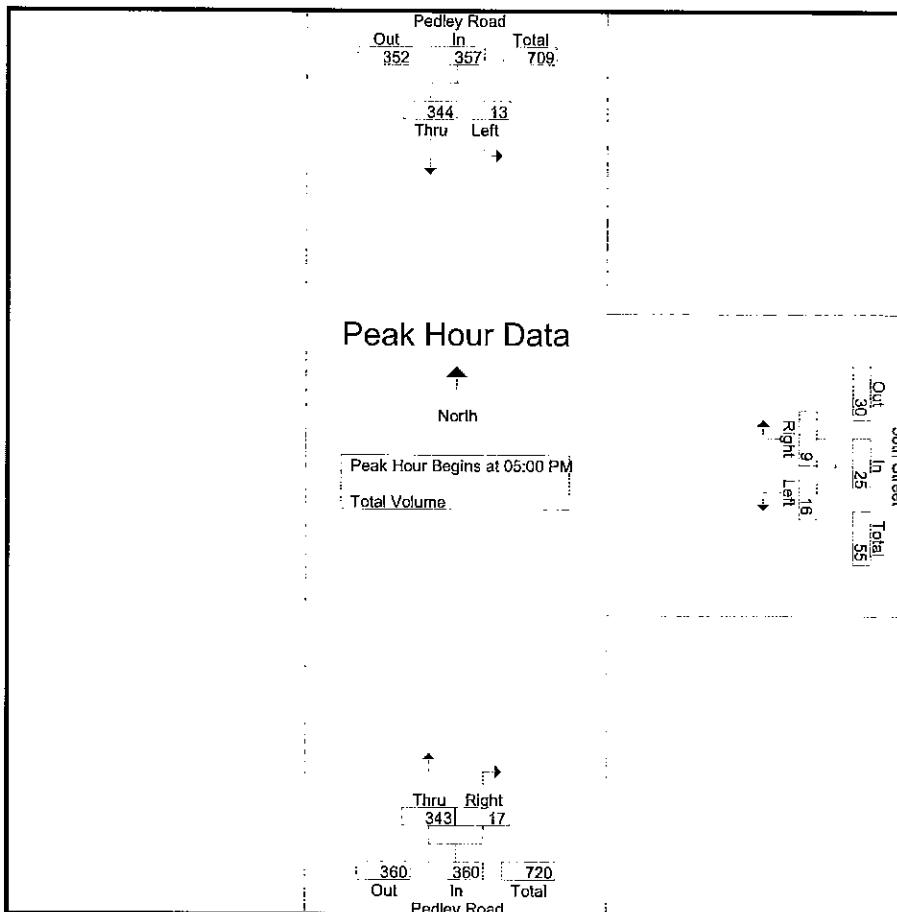
Groups Printed- Total Volume											
	Pedley Road Southbound			58th Street Westbound			Pedley Road Northbound				
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total	
04:00 PM	1	79	80	4	0	4	71	3	74	158	
04:15 PM	1	85	86	2	1	3	64	4	68	157	
04:30 PM	4	85	89	7	2	9	57	5	62	160	
04:45 PM	3	92	95	5	1	6	77	10	87	188	
Total	9	341	350	18	4	22	269	22	291	663	
05:00 PM	0	85	85	7	1	8	76	4	80	173	
05:15 PM	4	81	85	3	3	6	69	3	72	163	
05:30 PM	4	85	89	4	4	8	111	4	115	212	
05:45 PM	5	93	98	2	1	3	87	6	93	194	
Total	13	344	357	16	9	25	343	17	360	742	
Grand Total	22	685	707	34	13	47	612	39	651	1405	
Approch %	3.1	96.9		72.3	27.7		94	6			
Total %	1.6	48.8	50.3	2.4	0.9	3.3	43.6	2.8	46.3		

	Pedley Road Southbound			58th Street Westbound			Pedley Road Northbound				
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 05:00 PM											
05:00 PM	0	85	85	7	1	8	76	4	80	173	
05:15 PM	4	81	85	3	3	6	69	3	72	163	
05:30 PM	4	85	89	4	4	8	111	4	115	212	
05:45 PM	5	93	98	2	1	3	87	6	93	194	
Total Volume	13	344	357	16	9	25	343	17	360	742	
% App. Total	3.6	96.4		64	36		95.3	4.7			
PHF	.650	.925	.911	.571	.563	.781	.773	.708	.783	.875	

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
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County of Riverside  
N/S: Pedley Road  
E/W: 58th Street  
Weather: Sunny

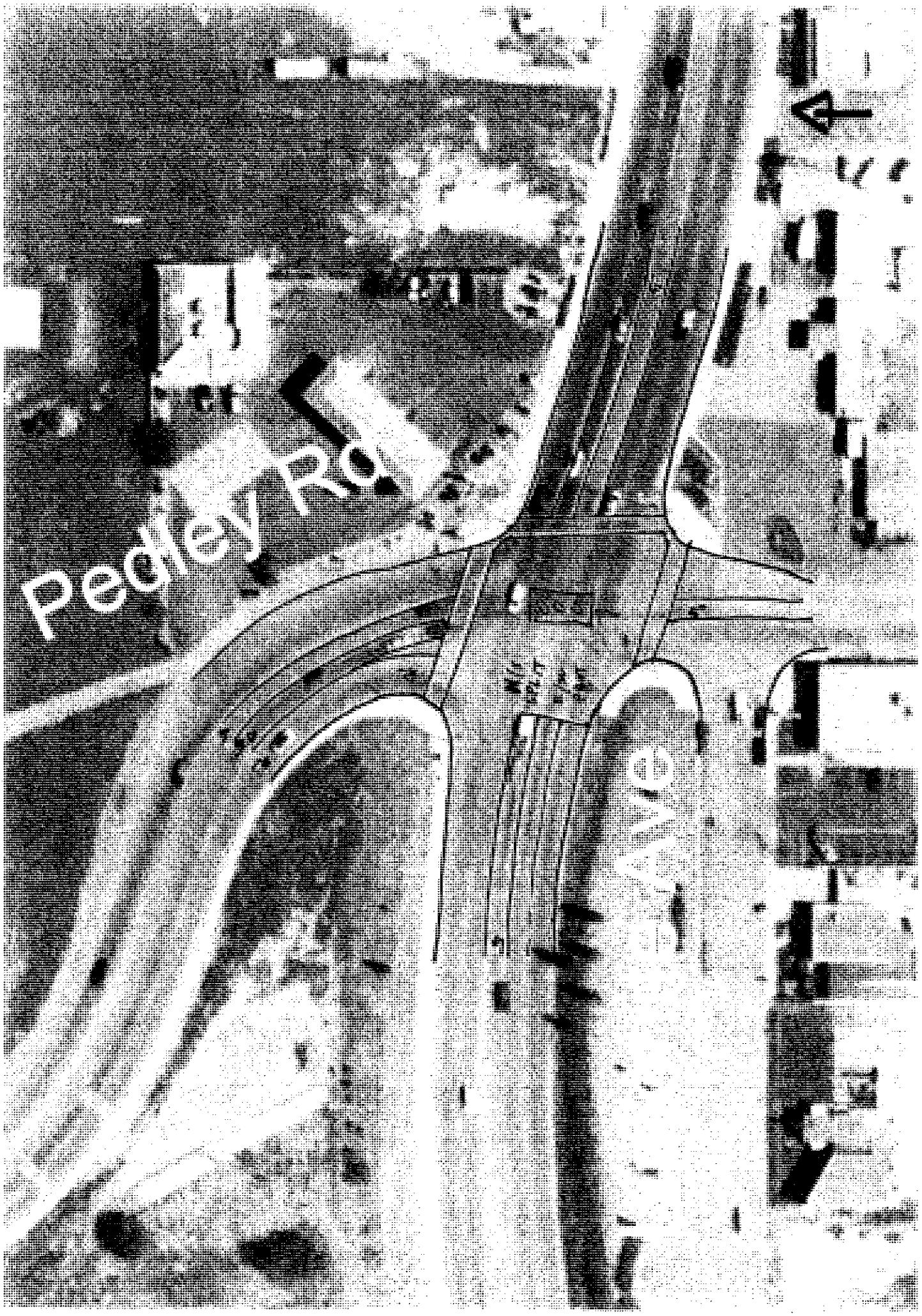
File Name : CRVPE58PM  
Site Code : 9254135  
Start Date : 9/23/2009  
Page No : 2



#### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM		04:30 PM		05:00 PM	
+0 mins.	0	85	85	7	2	9
+15 mins.	4	81	85	5	1	6
+30 mins.	4	85	89	7	1	8
+45 mins.	5	93	98	3	3	6
Total Volume	13	344	357	22	7	29
% App. Total	3.6	96.4		75.9	24.1	95.3
PHF	.650	.925	.911	.786	.583	.806
						.773
						.708
						.783



Counts Unlimited Inc.  
25286 Jaclyn Avenue  
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County of Riverside  
N/S: Pedley Road  
E/W: Limonite Avenue  
Weather: Sunny

File Name : CRVPELIAM  
Site Code : 9254137  
Start Date : 9/23/2009  
Page No : 1

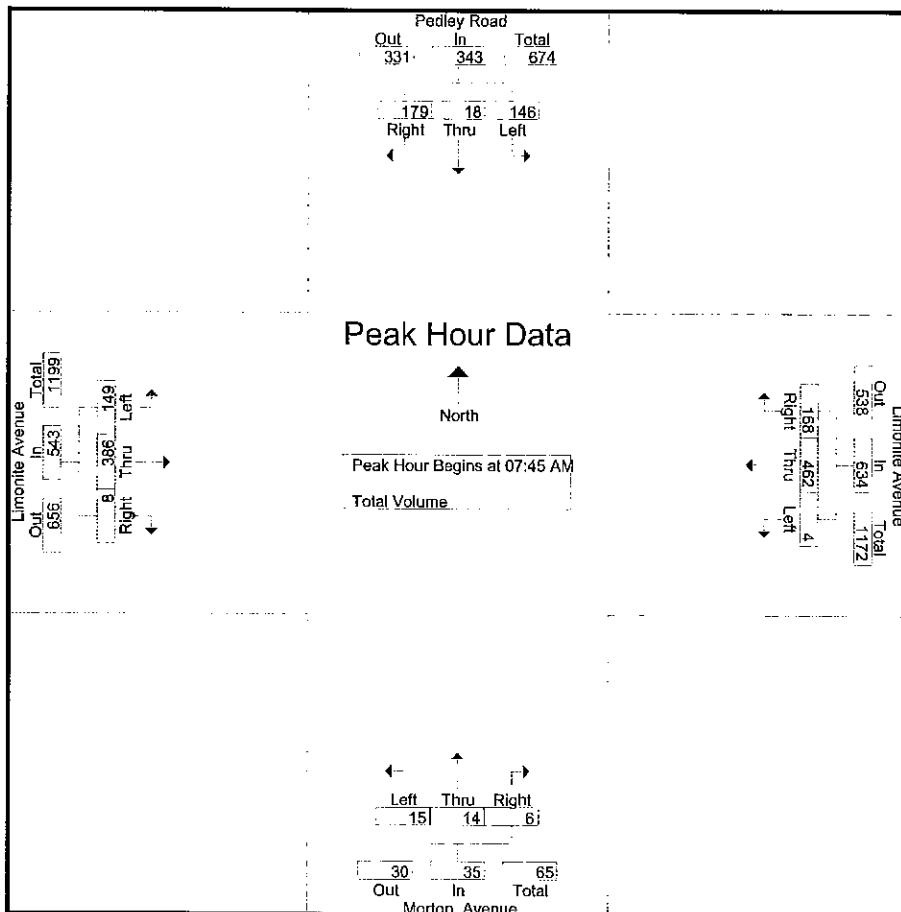
Groups Printed- Total Volume																	
Pedley Road Southbound				Limonite Avenue Westbound				Morton Avenue Northbound				Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	23	3	40	66	0	109	35	144	4	3	0	7	31	89	3	123	340
07:15 AM	22	1	40	63	0	110	36	146	3	1	0	4	38	71	3	112	325
07:30 AM	30	0	42	72	0	127	33	160	4	2	1	7	47	75	3	125	364
07:45 AM	36	6	40	82	1	111	33	145	5	2	1	8	44	86	3	133	368
Total	111	10	162	283	1	457	137	595	16	8	2	26	160	321	12	493	1397
08:00 AM	38	5	38	81	2	114	53	169	4	4	2	10	42	98	2	142	402
08:15 AM	35	2	50	87	0	110	34	144	5	1	3	9	34	100	2	136	376
08:30 AM	37	5	51	93	1	127	48	176	1	7	0	8	29	102	1	132	409
08:45 AM	53	3	59	115	1	100	29	130	2	3	0	5	30	70	3	103	353
Total	163	15	198	376	4	451	164	619	12	15	5	32	135	370	8	513	1540
Grand Total	274	25	360	659	5	908	301	1214	28	23	7	58	295	691	20	1006	2937
Apprch %	41.6	3.8	54.6		0.4	74.8	24.8		48.3	39.7	12.1		29.3	68.7	2		
Total %	9.3	0.9	12.3	22.4	0.2	30.9	10.2	41.3	1	0.8	0.2	2	10	23.5	0.7	34.3	

Groups Printed- Total Volume																	
Pedley Road Southbound				Limonite Avenue Westbound				Morton Avenue Northbound				Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	36	6	40	82	1	111	33	145	5	2	1	8	44	86	3	133	368
08:00 AM	38	5	38	81	2	114	53	169	4	4	2	10	42	98	2	142	402
08:15 AM	35	2	50	87	0	110	34	144	5	1	3	9	34	100	2	136	376
08:30 AM	37	5	51	93	1	127	48	176	1	7	0	8	29	102	1	132	409
Total Volume	146	18	179	343	4	462	168	634	15	14	6	35	149	386	8	543	1555
% App.	42.6	5.2	52.2		0.6	72.9	26.5		42.9	40	17.1		27.4	71.1	1.5		
Total PHF	.961	.750	.877	.922	.500	.909	.792	.901	.750	.500	.500	.875	.847	.946	.667	.956	.950

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
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County of Riverside  
N/S: Pedley Road  
E/W: Limonite Avenue  
Weather: Sunny

File Name : CRVPELIAM  
Site Code : 9254137  
Start Date : 9/23/2009  
Page No : 2



#### Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	38	5	38	81	1	111	33	145	5	2	1	8	44	86	3	133
+15 mins.	35	2	50	87	2	114	53	169	4	4	2	10	42	98	2	142
+30 mins.	37	5	51	93	0	110	34	144	5	1	3	9	34	100	2	136
+45 mins.	53	3	59	115	1	127	48	176	1	7	0	8	29	102	1	132
Total Volume	163	15	198	376	4	462	168	634	15	14	6	35	149	386	8	543
% App. Total	43.4	4	52.7		0.6	72.9	26.5		42.9	40	17.1		27.4	71.1	1.5	
PHF	.769	.750	.839	.817	.500	.909	.792	.901	.750	.500	.500	.875	.847	.946	.667	.956

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
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County of Riverside  
N/S: Pedley Road  
E/W: Limonite Avenue  
Weather: Sunny

File Name : CRVPELIPM  
Site Code : 9254137  
Start Date : 9/23/2009  
Page No : 1

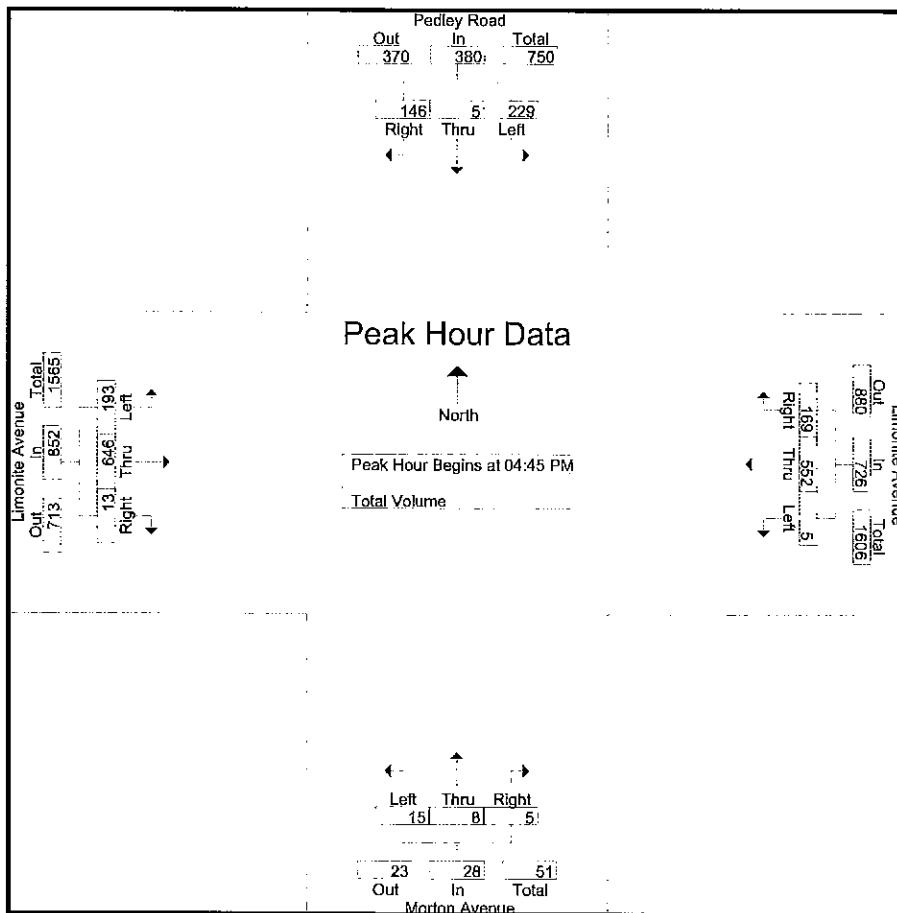
Groups Printed- Total Volume																	
Pedley Road Southbound				Limonite Avenue Westbound				Morton Avenue Northbound				Limonite Avenue Eastbound					
Start Time	Left	Thru	Righ	App. Total	Left	Thru	Righ	App. Total	Left	Thru	Righ	App. Total	Left	Thru	Righ	App. Total	Int. Total
04:00 PM	56	3	39	98	1	115	44	160	8	3	1	12	43	163	4	210	480
04:15 PM	60	1	29	90	0	105	45	150	9	4	0	13	38	168	6	212	465
04:30 PM	65	2	28	95	0	132	40	172	10	4	3	17	28	178	7	213	497
04:45 PM	55	0	34	89	3	155	54	212	1	1	3	5	34	177	0	211	517
Total	236	6	130	372	4	507	183	694	28	12	7	47	143	686	17	846	1959
05:00 PM	58	2	25	85	0	103	39	142	3	4	1	8	45	149	4	198	433
05:15 PM	51	1	27	79	0	137	33	170	3	1	0	4	41	157	3	201	454
05:30 PM	65	2	60	127	2	157	43	202	8	2	1	11	73	163	6	242	582
05:45 PM	57	2	41	100	0	122	43	165	7	3	4	14	58	170	4	232	511
Total	231	7	153	391	2	519	158	679	21	10	6	37	217	639	17	873	1980
Grand Total	467	13	283	763	6	1026	341	1373	49	22	13	84	360	1325	34	1719	3939
Apprch %	61.2	1.7	37.1		0.4	74.7	24.8		58.3	26.2	15.5		20.9	77.1	2		
Total %	11.9	0.3	7.2	19.4	0.2	26	8.7	34.9	1.2	0.6	0.3	2.1	9.1	33.6	0.9	43.6	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
Start Time	Left	Thru	Righ	App. Total	Left	Thru	Righ	App. Total	Left	Thru	Righ	App. Total	Left	Thru	Righ	App. Total	Int. Total
04:45 PM	55	0	34	89	3	155	54	212	1	1	3	5	34	177	0	211	517
05:00 PM	58	2	25	85	0	103	39	142	3	4	1	8	45	149	4	198	433
05:15 PM	51	1	27	79	0	137	33	170	3	1	0	4	41	157	3	201	454
05:30 PM	65	2	60	127	2	157	43	202	8	2	1	11	73	163	6	242	582
Total Volume	229	5	146	380	5	552	169	726	15	8	5	28	193	646	13	852	1986
% App. Total	60.3	1.3	38.4		0.7	76	23.3		53.6	28.6	17.9		22.7	75.8	1.5		
PHF	.881	.625	.608	.748	.417	.879	.782	.856	.469	.500	.417	.636	.661	.912	.542	.880	.853

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: Pedley Road  
E/W: Limonite Avenue  
Weather: Sunny

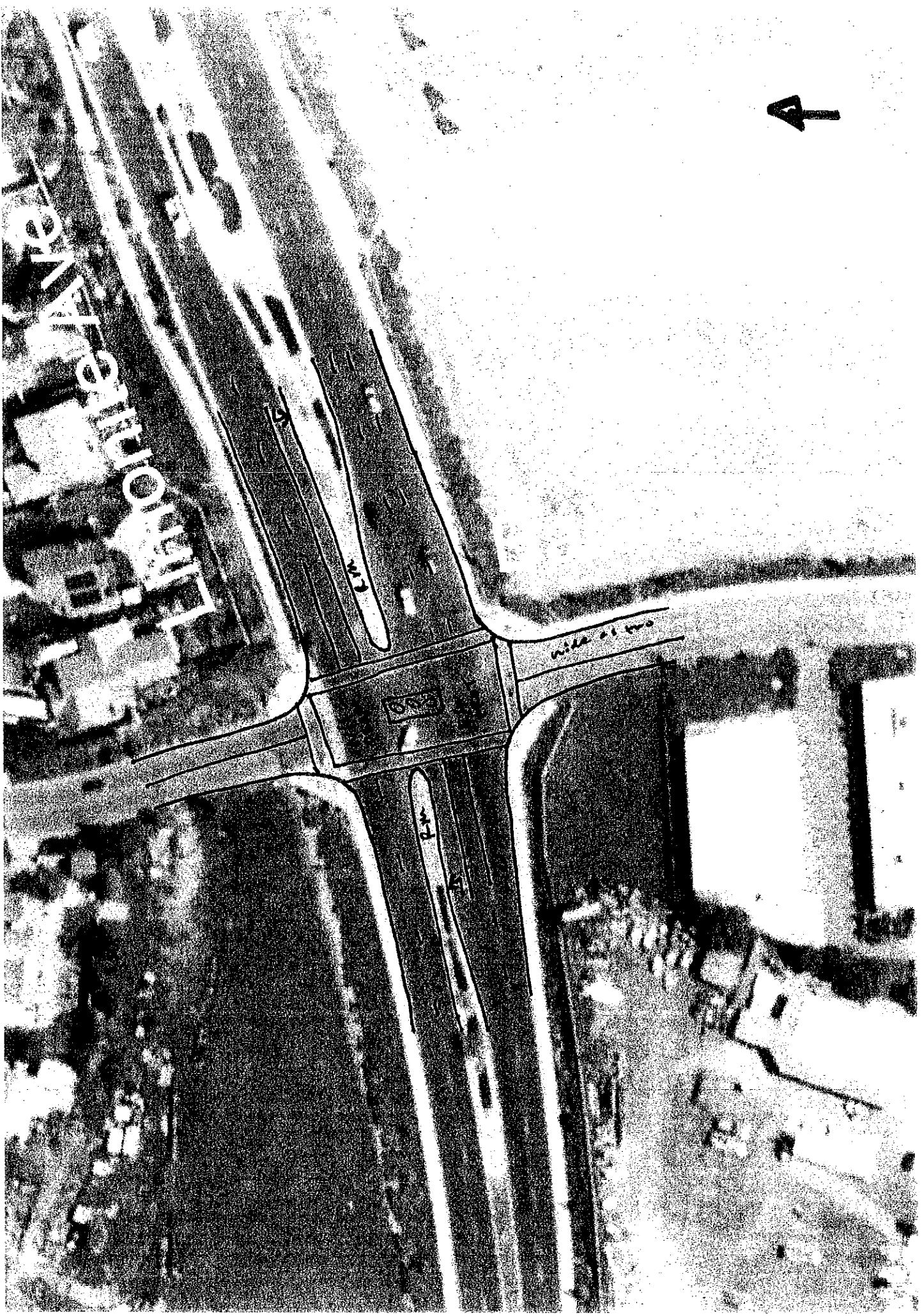
File Name : CRVPELIPM  
Site Code : 9254137  
Start Date : 9/23/2009  
Page No : 2



#### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:00 PM				05:00 PM			
+0 mins.	58	2	25	85	3	155	54	212	8	3	1	12	45	149	4	198
+15 mins.	51	1	27	79	0	103	39	142	9	4	0	13	41	157	3	201
+30 mins.	65	2	60	127	0	137	33	170	10	4	3	17	73	163	6	242
+45 mins.	57	2	41	100	2	157	43	202	1	1	3	5	58	170	4	232
Total Volume	231	7	153	391	5	552	169	726	28	12	7	47	217	639	17	873
% App. Total	59.1	1.8	39.1		0.7	76	23.3		59.6	25.5	14.9		24.9	73.2	1.9	
PHF	.888	.875	.638	.770	.417	.879	.782	.856	.700	.750	.583	.691	.743	.940	.708	.902



Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: Baldwin Avenue  
E/W: Limonite Avenue  
Weather: Sunny

File Name : CRVBALIAM  
Site Code : 9254139  
Start Date : 9/23/2009  
Page No : 1

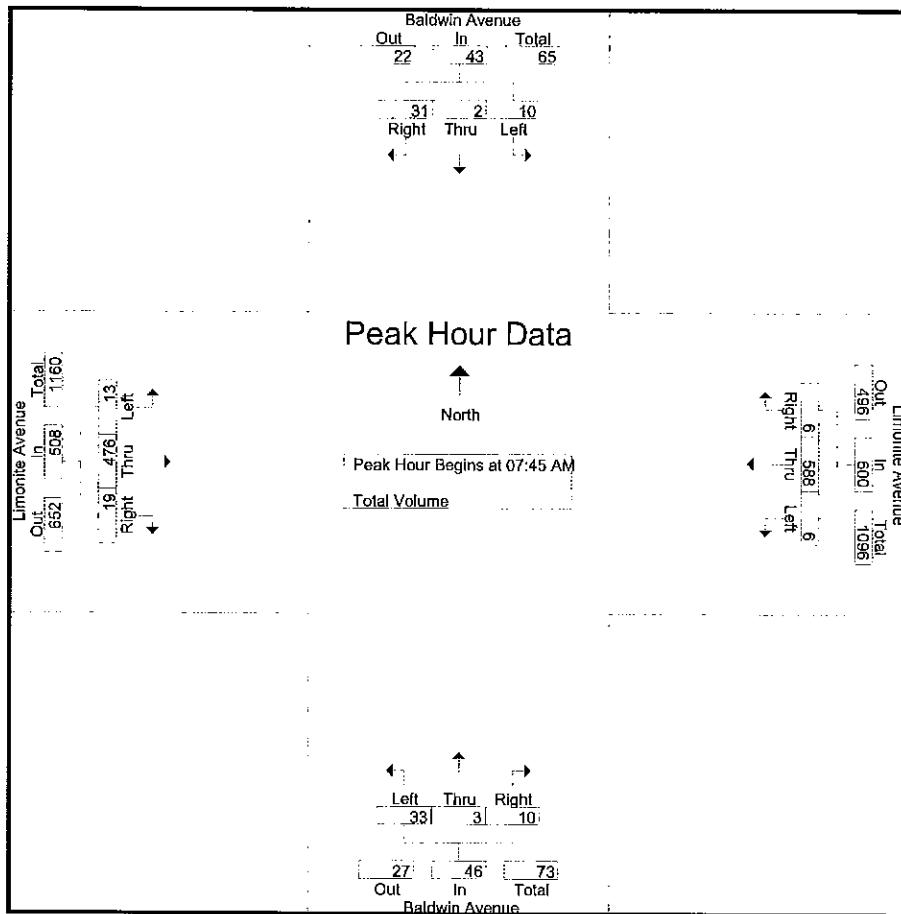
Baldwin Avenue Southbound				Limonite Avenue Westbound				Baldwin Avenue Northbound				Limonite Avenue Eastbound						
Start Time	Left	Thru	Right	App.	Left	Thru	Right	App.	Left	Thru	Right	App.	Left	Thru	Right	App.	Int.	Total
07:00 AM	6	2	8	16	1	137	2	140	5	0	2	7	7	100	2	109	272	
07:15 AM	3	1	7	11	1	123	1	125	5	0	1	6	2	86	3	91	233	
07:30 AM	3	1	2	6	3	156	1	160	5	3	3	11	3	94	5	102	279	
07:45 AM	4	1	5	10	1	156	3	160	5	0	2	7	3	104	8	115	292	
Total	16	5	22	43	6	572	7	585	20	3	8	31	15	384	18	417	1076	
08:00 AM	2	1	9	12	4	148	2	154	10	3	1	14	3	120	3	126	306	
08:15 AM	2	0	10	12	0	138	1	139	10	0	3	13	3	126	3	132	296	
08:30 AM	2	0	7	9	1	146	0	147	8	0	4	12	4	126	5	135	303	
08:45 AM	3	0	1	4	1	132	4	137	6	0	0	6	3	122	10	135	282	
Total	9	1	27	37	6	564	7	577	34	3	8	45	13	494	21	528	1187	
Grand Total	25	6	49	80	12	1136	14	1162	54	6	16	76	28	878	39	945	2263	
Apprch %	31.2	7.5	61.2		1	97.8	1.2		71.1	7.9	21.1		3	92.9	4.1			
Total %	1.1	0.3	2.2	3.5	0.5	50.2	0.6	51.3	2.4	0.3	0.7	3.4	1.2	38.8	1.7	41.8		

Baldwin Avenue Southbound				Limonite Avenue Westbound				Baldwin Avenue Northbound				Limonite Avenue Eastbound						
Start Time	Left	Thru	Right	App.	Left	Thru	Right	App.	Left	Thru	Right	App.	Left	Thru	Right	App.	Int.	Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:45 AM																		
07:45 AM	4	1	5	10	1	156	3	160	5	0	2	7	3	104	8	115	292	
08:00 AM	2	1	9	12	4	148	2	154	10	3	1	14	3	120	3	126	306	
08:15 AM	2	0	10	12	0	138	1	139	10	0	3	13	3	126	3	132	296	
08:30 AM	2	0	7	9	1	146	0	147	8	0	4	12	4	126	5	135	303	
Total	10	2	31	43	6	588	6	600	33	3	10	46	13	476	19	508	1197	
Volume	23.3	4.7	72.1		1	98	1		71.7	6.5	21.7		2.6	93.7	3.7			
% App.	.625	.500	.775	.896	.375	.942	.500	.938	.825	.250	.625	.821	.813	.944	.594	.941	.978	

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: Baldwin Avenue  
E/W: Limonite Avenue  
Weather: Sunny

File Name : CRVBALIAM  
Site Code : 9254139  
Start Date : 9/23/2009  
Page No : 2



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

Car Hour	Each Approach Begins at:				07:00 AM				07:30 AM				07:45 AM				08:00 AM			
+0 mins.	6	2	8	16	3	156	1	160	5	0	2	7	3	120	3	126				
+15 mins.	3	1	7	11	1	156	3	160	10	3	1	14	3	126	3	132				
+30 mins.	3	1	2	6	4	148	2	154	10	0	3	13	4	126	5	135				
+45 mins.	4	1	5	10	0	138	1	139	8	0	4	12	3	122	10	135				
Total Volume	16	5	22	43	8	598	7	613	33	3	10	46	13	494	21	528				
% App. Total	37.2	11.6	51.2		1.3	97.6	1.1		71.7	6.5	21.7		2.5	93.6	4					
PHF	.667	.625	.688	.672	.500	.958	.583	.958	.825	.250	.625	.821	.813	.980	.525	.978				

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: Baldwin Avenue  
E/W: Limonite Avenue  
Weather: Sunny

File Name : CRVBALIPM  
Site Code : 92540139  
Start Date : 9/23/2009  
Page No : 1

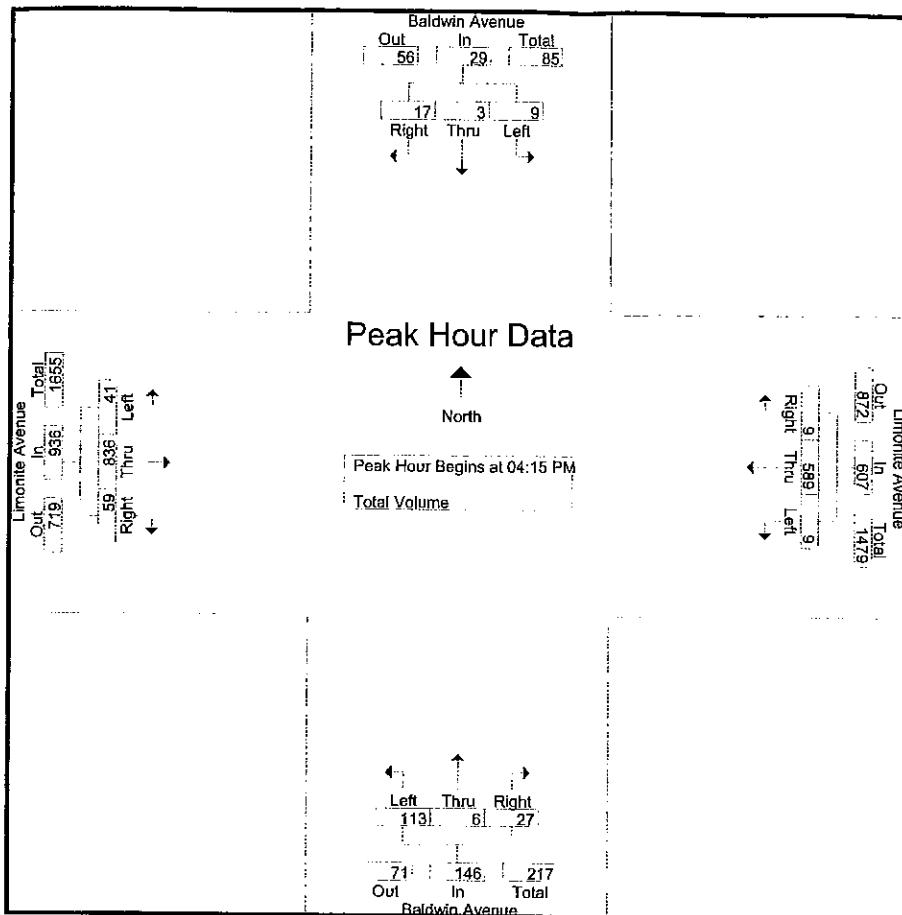
Groups Printed- Total Volume																	
Baldwin Avenue Southbound				Limonite Avenue Westbound				Baldwin Avenue Northbound				Limonite Avenue Eastbound					
Start Time	Left	Thru	Righ	App.	Left	Thru	Righ	App.	Left	Thru	Righ	App.	Left	Thru	Righ	App.	Int.
04:00 PM	3	0	2	5	7	134	1	142	17	2	4	23	9	213	16	238	408
04:15 PM	3	2	4	9	3	140	3	146	31	2	6	39	9	207	16	232	426
04:30 PM	3	1	5	9	2	120	3	125	26	3	7	36	8	220	17	245	415
04:45 PM	2	0	3	5	2	181	2	185	28	0	9	37	11	215	12	238	465
Total	11	3	14	28	14	575	9	598	102	7	26	135	37	855	61	953	1714
05:00 PM	1	0	5	6	2	148	1	151	28	1	5	34	13	194	14	221	412
05:15 PM	3	0	5	8	1	148	8	157	18	0	5	23	4	179	21	204	392
05:30 PM	1	0	3	4	1	186	2	189	17	1	4	22	5	208	12	225	440
05:45 PM	5	0	3	8	3	147	2	152	16	1	9	26	5	209	15	229	415
Total	10	0	16	26	7	629	13	649	79	3	23	105	27	790	62	879	1659
Grand Total	21	3	30	54	21	1204	22	1247	181	10	49	240	64	1645	123	1832	3373
Apprch %	38.9	5.6	55.6		1.7	96.6	1.8	75.4	4.2	20.4		3.5	89.8	6.7			
Total %	0.6	0.1	0.9	1.6	0.6	35.7	0.7	37	5.4	0.3	1.5	7.1	1.9	48.8	3.6	54.3	

Groups Printed- Total Volume																	
Baldwin Avenue Southbound				Limonite Avenue Westbound				Baldwin Avenue Northbound				Limonite Avenue Eastbound					
Start Time	Left	Thru	Righ	App.	Left	Thru	Righ	App.	Left	Thru	Righ	App.	Left	Thru	Righ	App.	Int.
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak I of I																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	3	2	4	9	3	140	3	146	31	2	6	39	9	207	16	232	426
04:30 PM	3	1	5	9	2	120	3	125	26	3	7	36	8	220	17	245	415
04:45 PM	2	0	3	5	2	181	2	185	28	0	9	37	11	215	12	238	465
05:00 PM	1	0	5	6	2	148	1	151	28	1	5	34	13	194	14	221	412
Total	9	3	17	29	9	589	9	607	113	6	27	146	41	836	59	936	1718
Volume % App.	31	10.3	58.6		1.5	97	1.5		77.4	4.1	18.5		4.4	89.3	6.3		
PHF	.750	.375	.850	.806	.750	.814	.750	.820	.911	.500	.750	.936	.788	.950	.868	.955	.924

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of Riverside  
N/S: Baldwin Avenue  
E/W: Limonite Avenue  
Weather: Sunny

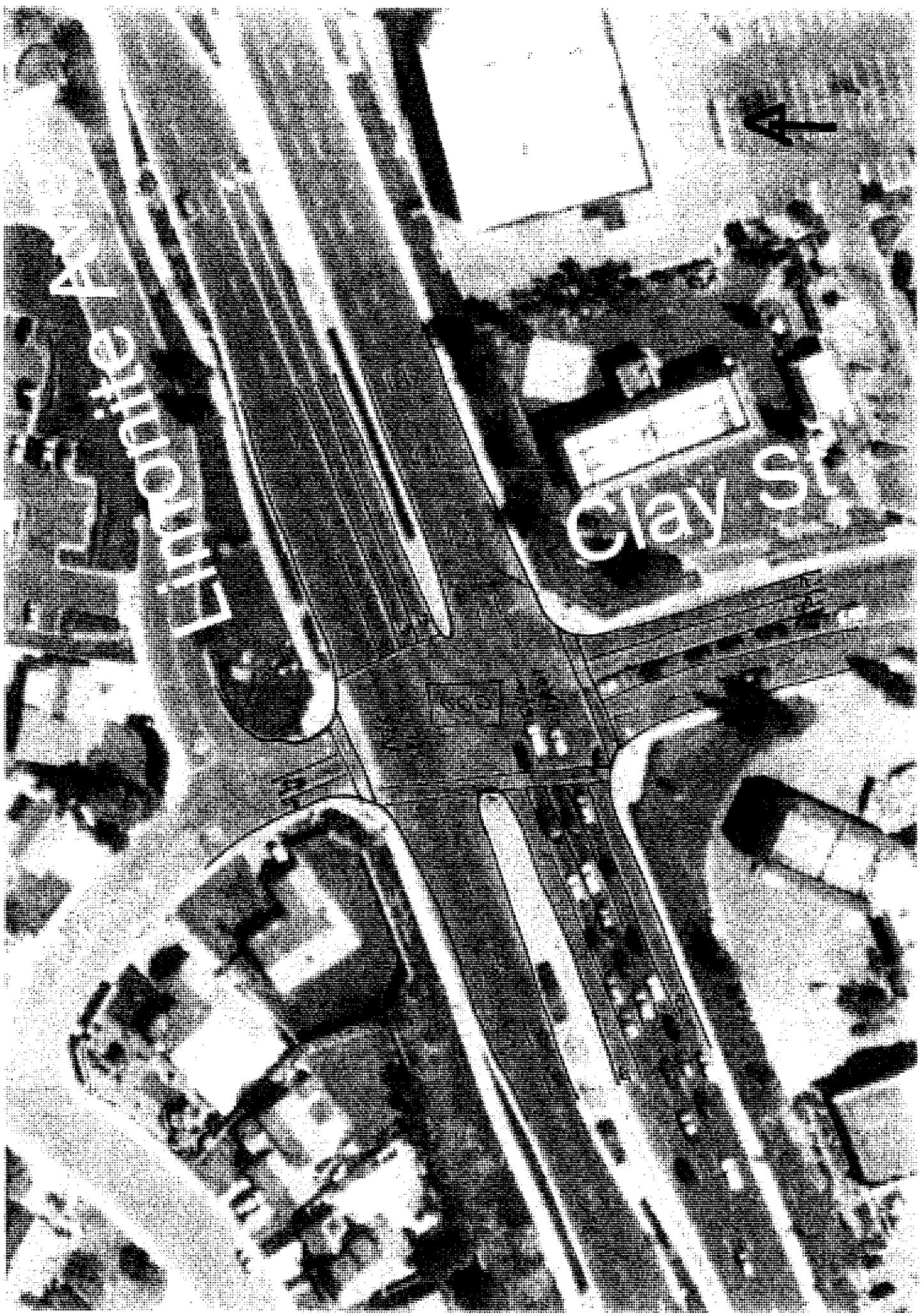
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Site Code : 92540139  
Start Date : 9/23/2009  
Page No : 2



#### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				04:15 PM				04:00 PM			
+0 mins.	3	2	4	9	2	181	2	185	31	2	6	39	9	213	16	238
+15 mins.	3	1	5	9	2	148	1	151	26	3	7	36	9	207	16	232
+30 mins.	2	0	3	5	1	148	8	157	28	0	9	37	8	220	17	245
+45 mins.	1	0	5	6	1	186	2	189	28	1	5	34	11	215	12	238
Total Volume	9	3	17	29	6	663	13	682	113	6	27	146	37	855	61	953
% App. Total	31	10.3	58.6		0.9	97.2	1.9		77.4	4.1	18.5		3.9	89.7	6.4	
PHF	.750	.375	.850	.806	.750	.891	.406	.902	.911	.500	.750	.936	.841	.972	.897	.972



Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Clay Street  
E/W: Limonite Avenue  
Weather: Sunny

File Name : RICLLIMAM  
Site Code : 06741044  
Start Date : 11/20/2008  
Page No : 1

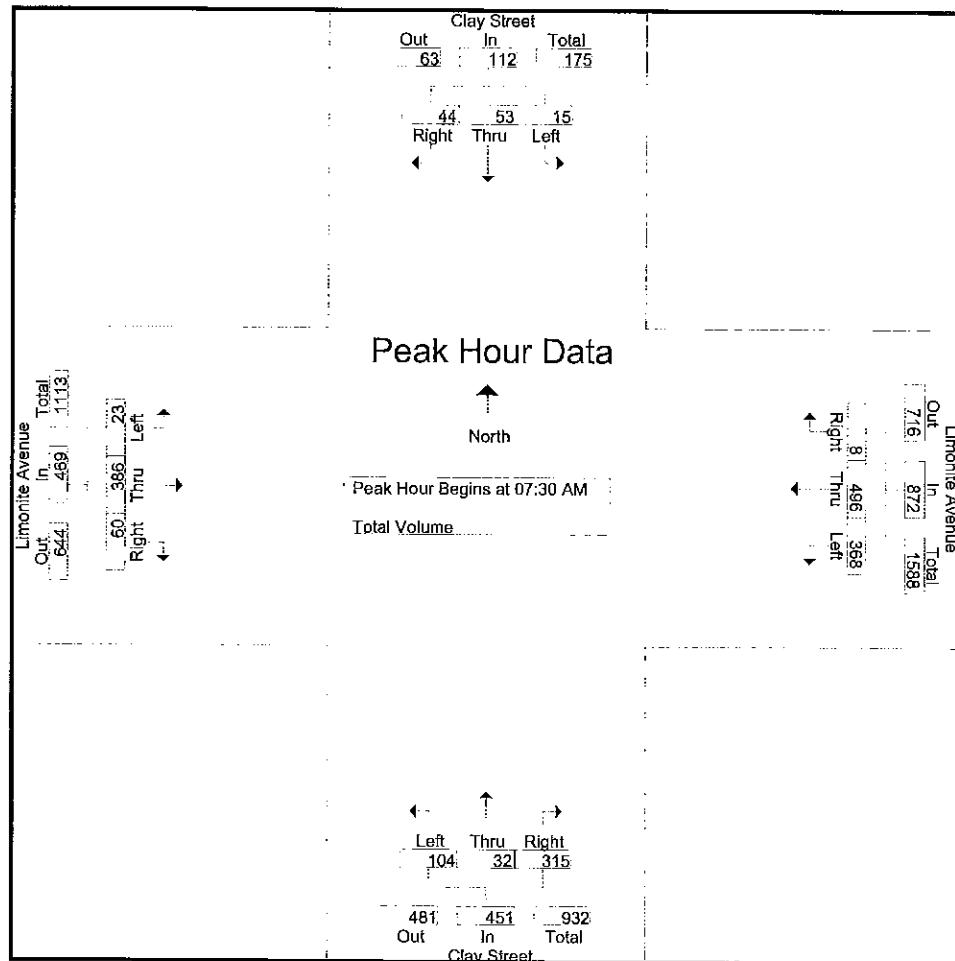
Groups Printed- Total Volume																	
Clay Street Southbound				Limonite Avenue Westbound				Clay Street Northbound				Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	9	10	25	58	99	0	157	21	2	49	72	5	65	8	78	332
07:15 AM	6	21	6	33	77	101	0	178	24	5	64	93	5	67	12	84	388
07:30 AM	4	11	11	26	99	128	2	229	29	5	66	100	5	104	11	120	475
07:45 AM	5	14	8	27	89	107	4	200	19	10	91	120	5	89	14	108	455
Total	21	55	35	111	323	435	6	764	93	22	270	385	20	325	45	390	1650
08:00 AM	1	13	15	29	87	148	1	236	35	8	78	121	7	97	15	119	505
08:15 AM	5	15	10	30	93	113	1	207	21	9	80	110	6	96	20	122	469
08:30 AM	3	28	4	35	64	136	2	202	15	15	63	93	11	94	27	132	462
08:45 AM	3	15	14	32	82	92	0	174	24	13	66	103	4	81	16	101	410
Total	12	71	43	126	326	489	4	819	95	45	287	427	28	368	78	474	1846
Grand Total	33	126	78	237	649	924	10	1583	188	67	557	812	48	693	123	864	3496
Apprch %	13.9	53.2	32.9		41	58.4	0.6		23.2	8.3	68.6		5.6	80.2	14.2		
Total %	0.9	3.6	2.2	6.8	18.6	26.4	0.3	45.3	5.4	1.9	15.9	23.2	1.4	19.8	3.5	24.7	

	Clay Street Southbound				Limonite Avenue Westbound				Clay Street Northbound				Limonite Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	11	11	26	99	128	2	229	29	5	66	100	5	104	11	120	475
07:45 AM	5	14	8	27	89	107	4	200	19	10	91	120	5	89	14	108	455
08:00 AM	1	13	15	29	87	148	1	236	35	8	78	121	7	97	15	119	505
08:15 AM	5	15	10	30	93	113	1	207	21	9	80	110	6	96	20	122	469
Total Volume	15	53	44	112	368	496	8	872	104	32	315	451	23	386	60	469	1904
% App. Total	13.4	47.3	39.3		42.2	56.9	0.9		23.1	7.1	69.8		4.9	82.3	12.8		
PHF	.750	.883	.733	.933	.929	.838	.500	.924	.743	.800	.865	.932	.821	.928	.750	.961	.943

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Clay Street  
E/W: Limonite Avenue  
Weather: Sunny

File Name : RICLLIMAM  
Site Code : 06741044  
Start Date : 11/20/2008  
Page No : 2



### Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

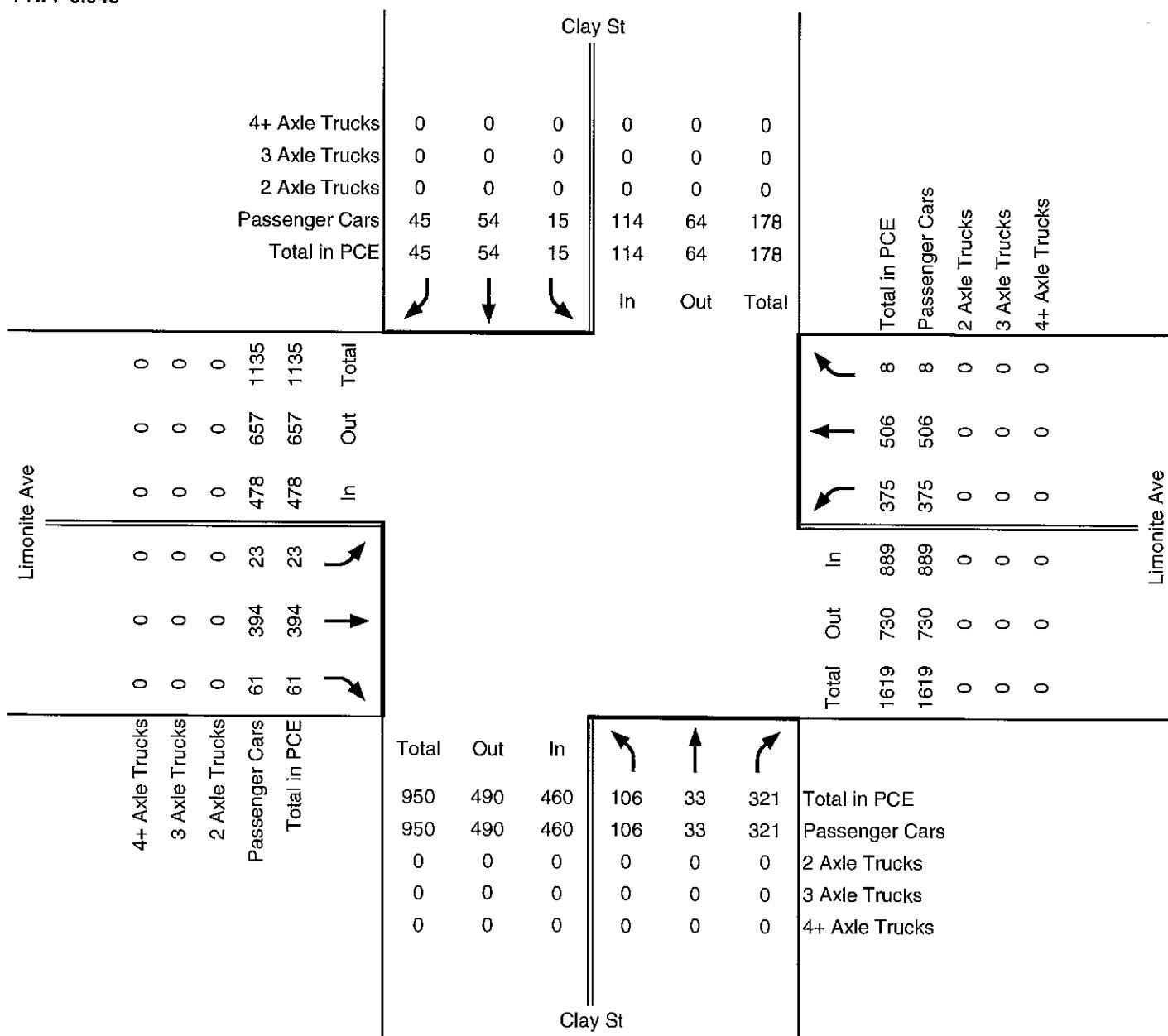
	08:00 AM				07:30 AM				07:30 AM				07:45 AM			
+0 mins.	1	13	15	29	99	128	2	229	29	5	66	100	5	89	14	108
+15 mins.	5	15	10	30	89	107	4	200	19	10	91	120	7	97	15	119
+30 mins.	3	28	4	35	87	148	1	236	35	8	78	121	6	96	20	122
+45 mins.	3	15	14	32	93	113	1	207	21	9	80	110	11	94	27	132
Total Volume	12	71	43	126	368	496	8	872	104	32	315	451	29	376	76	481
% App. Total	9.5	56.3	34.1		42.2	56.9	0.9		23.1	7.1	69.8		6	78.2	15.8	
PHF	.600	.634	.717	.900	.929	.838	.500	.924	.743	.800	.865	.932	.659	.969	.704	.911

### 13. Clay St / Limonite Ave

Count Date: 11/20/2008

Peak Hour: 7:30-8:30 AM

PHF: 0.943



#### PCE Factors

Passenger Cars = 1 PCE

2 Axle Trucks = 1 PCE

3 Axle Trucks = 1 PCE

4+ Axle Trucks = 1 PCE

Ambient Growth of 2% for 1 year

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Clay Street  
E/W: Limonite Avenue  
Weather: Sunny

File Name : RICLLIMPM  
Site Code : 06741044  
Start Date : 11/20/2008  
Page No : 1

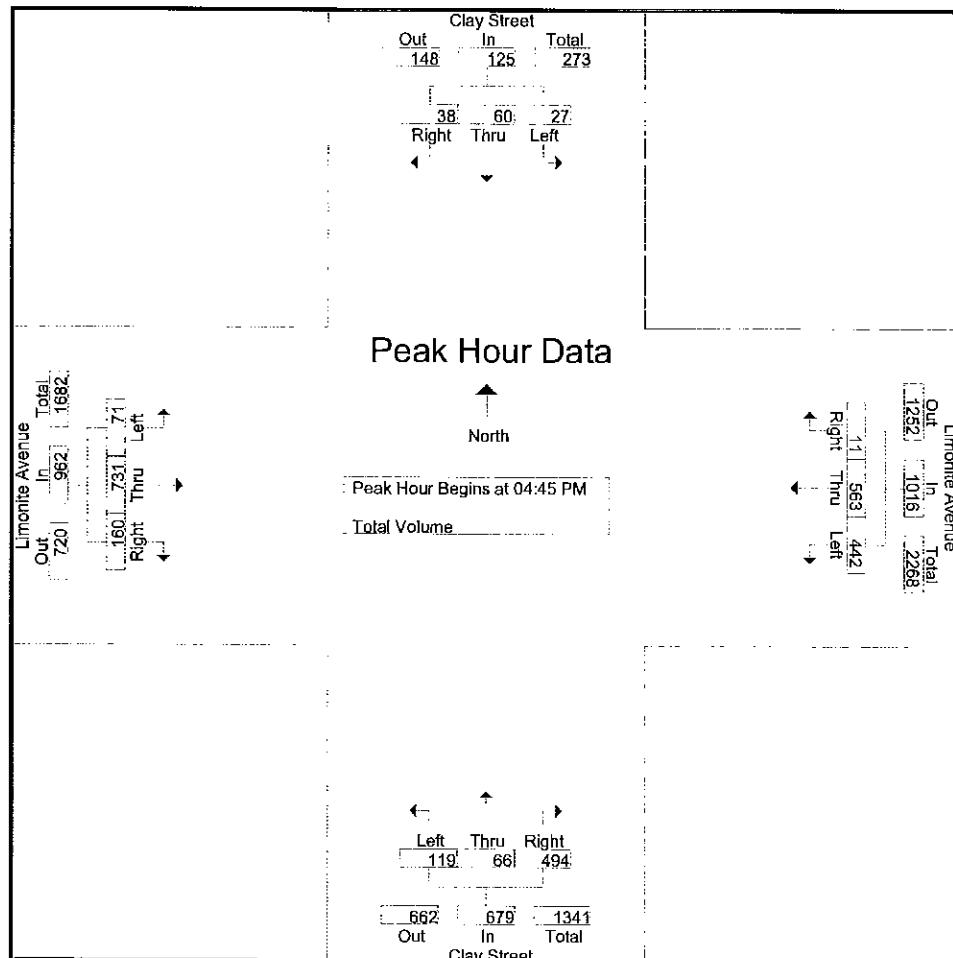
Groups Printed- Total Volume																	
Clay Street Southbound				Limonite Avenue Westbound				Clay Street Northbound				Limonite Avenue Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	9	13	26	91	106	0	197	17	8	79	104	11	157	24	192	519
04:15 PM	7	16	18	41	98	137	0	235	25	13	95	133	13	178	27	218	627
04:30 PM	4	10	8	22	105	162	4	271	27	8	121	156	12	196	41	249	698
04:45 PM	9	9	11	29	112	129	7	248	33	14	119	166	17	188	44	249	692
Total	24	44	50	118	406	534	11	951	102	43	414	559	53	719	136	908	2536
05:00 PM	7	13	7	27	97	129	0	226	24	18	121	163	20	193	54	267	683
05:15 PM	5	22	13	40	126	148	1	275	27	19	128	174	16	151	26	193	682
05:30 PM	6	16	7	29	107	157	3	267	35	15	126	176	18	199	36	253	725
05:45 PM	2	15	9	26	89	115	4	208	42	14	134	190	13	200	29	242	666
Total	20	66	36	122	419	549	8	976	128	66	509	703	67	743	145	955	2756
Grand Total	44	110	86	240	825	1083	19	1927	230	109	923	1262	120	1462	281	1863	5292
Apprch %	18.3	45.8	35.8		42.8	56.2	1		18.2	8.6	73.1		6.4	78.5	15.1		
Total %	0.8	2.1	1.6	4.5	15.6	20.5	0.4	36.4	4.3	2.1	17.4	23.8	2.3	27.6	5.3	35.2	

Clay Street Southbound												Limonite Avenue Westbound				Clay Street Northbound				Limonite Avenue Eastbound			
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total						
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 04:45 PM																							
04:45 PM	9	9	11	29	112	129	7	248	33	14	119	166	17	188	44	249	692						
05:00 PM	7	13	7	27	97	129	0	226	24	18	121	163	20	193	54	267	683						
05:15 PM	5	22	13	40	126	148	1	275	27	19	128	174	16	151	26	193	682						
05:30 PM	6	16	7	29	107	157	3	267	35	15	126	176	18	199	36	253	725						
Total Volume	27	60	38	125	442	563	11	1016	119	66	494	679	71	731	160	962	2782						
% App. Total	21.6	48	30.4		43.5	56.4	1.1		17.5	9.7	72.8		7.4	76	16.6								
PHF	.750	.682	.731	.781	.877	.896	.393	.924	.850	.868	.965	.964	.888	.918	.741	.901	.959						

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
951-485-7934

City of Riverside  
N/S: Clay Street  
E/W: Limonite Avenue  
Weather: Sunny

File Name : RICLLIMPM  
Site Code : 06741044  
Start Date : 11/20/2008  
Page No : 2



### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

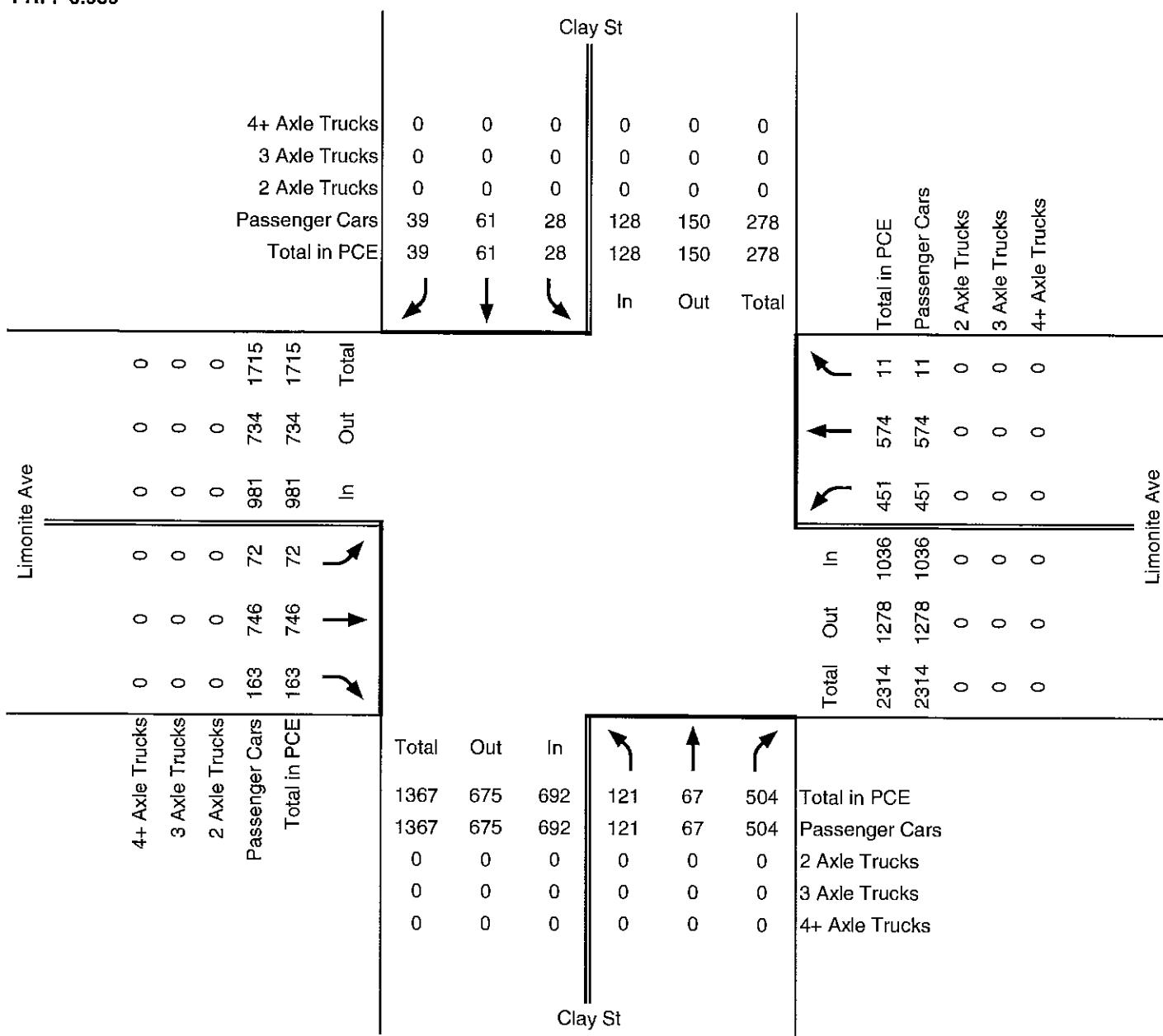
	04:45 PM				04:30 PM				05:00 PM				04:15 PM			
+0 mins.	9	9	11	29	105	162	4	271	24	18	121	163	13	178	27	218
+15 mins.	7	13	7	27	112	129	7	248	27	19	128	174	12	196	41	249
+30 mins.	5	22	13	40	97	129	0	226	35	15	126	176	17	188	44	249
+45 mins.	6	16	7	29	126	148	1	275	42	14	134	190	20	193	54	267
Total Volume	27	60	38	125	440	568	12	1020	128	66	509	703	62	755	166	983
% App. Total	21.6	48	30.4		43.1	55.7	1.2		18.2	9.4	72.4		6.3	76.8	16.9	
PHF	.750	.682	.731	.781	.873	.877	.429	.927	.762	.868	.950	.925	.775	.963	.769	.920

## 13. Clay St / Limonite Ave

Count Date: 11/20/2008

Peak Hour: 4:45-5:45 PM

PHF: 0.959



### PCE Factors

Passenger Cars = 1 PCE

2 Axle Trucks = 1 PCE

3 Axle Trucks = 1 PCE

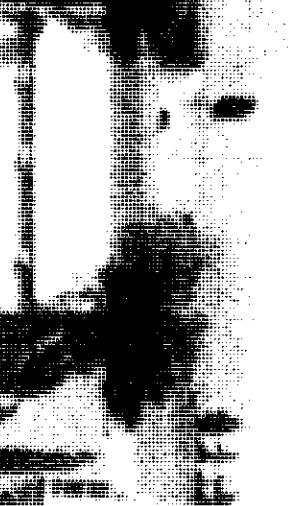
4+ Axle Trucks = 1 PCE

Ambient Growth of 2% for 1 year

IS AWESOME

10  
9  
8  
7  
6  
5  
4  
3  
2  
1

Yesterdays



Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of San Bernardino  
N/S: Alabama Street  
E/W: San Bernardino Avenue  
Weather: Sunny

File Name : SBCALSBAM  
Site Code : 9254001  
Start Date : 9/23/2009  
Page No : 1

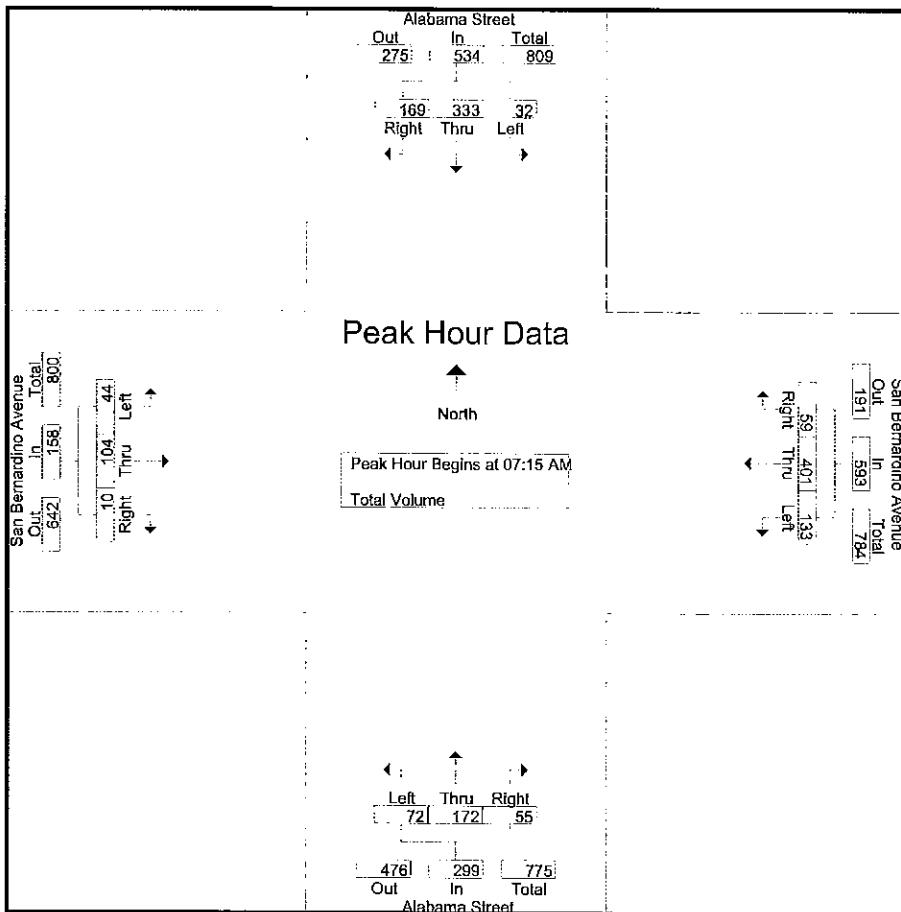
Groups Printed: Total Volume																	
Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	32	23	61	27	65	13	105	12	37	4	53	7	13	3	23	242
07:15 AM	11	56	52	119	24	94	29	147	22	36	9	67	7	19	1	27	360
07:30 AM	10	105	52	167	29	111	20	160	15	50	15	80	10	34	2	46	453
07:45 AM	6	99	43	148	44	119	6	169	21	48	14	83	14	29	3	46	446
Total	33	292	170	495	124	389	68	581	70	171	42	283	38	95	9	142	1501
08:00 AM	5	73	22	100	36	77	4	117	14	38	17	69	13	22	4	39	325
08:15 AM	4	41	25	70	42	89	2	133	14	34	14	62	12	33	8	53	318
08:30 AM	6	44	11	61	32	51	12	95	3	34	14	51	8	29	9	46	253
08:45 AM	2	44	13	59	29	40	6	75	8	25	15	48	4	37	5	46	228
Total	17	202	71	290	139	257	24	420	39	131	60	230	37	121	26	184	1124
Grand Total	50	494	241	785	263	646	92	1001	109	302	102	513	75	216	35	326	2625
Aprch %	6.4	62.9	30.7		26.3	64.5	9.2		21.2	58.9	19.9		23	66.3	10.7		
Total %	1.9	18.8	9.2	29.9	10	24.6	3.5	38.1	4.2	11.5	3.9	19.5	2.9	8.2	1.3	12.4	

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																	
Start Time	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue 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	Int. Total
07:15 AM	11	56	52	119	24	94	29	147	22	36	9	67	7	19	1	27	360
07:30 AM	10	105	52	167	29	111	20	160	15	50	15	80	10	34	2	46	453
07:45 AM	6	99	43	148	44	119	6	169	21	48	14	83	14	29	3	46	446
08:00 AM	5	73	22	100	36	77	4	117	14	38	17	69	13	22	4	39	325
Total Volume	32	333	169	534	133	401	59	593	72	172	55	299	44	104	10	158	1584
% App. Total	6	62.4	31.6		22.4	67.6	9.9		24.1	57.5	18.4		27.8	65.8	6.3		
PHF	.727	.793	.813	.799	.756	.842	.509	.877	.818	.860	.809	.901	.786	.765	.625	.859	.874

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of San Bernardino  
N/S: Alabama Street  
E/W: San Bernardino Avenue  
Weather: Sunny

File Name : SBCALSBAM  
Site Code : 9254001  
Start Date : 9/23/2009  
Page No : 2



#### Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

**Peak Hour for Each Approach Begins at:**

	07:15 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	11	56	52	119	24	94	29	147	22	36	9	67	10	34	2	46
+15 mins.	10	105	52	167	29	111	20	160	15	50	15	80	14	29	3	46
+30 mins.	6	99	43	148	44	119	6	169	21	48	14	83	13	22	4	39
+45 mins.	5	73	22	100	36	77	4	117	14	38	17	69	12	33	8	53
Total Volume	32	333	169	534	133	401	59	593	72	172	55	299	49	118	17	184
% App. Total	6	62.4	31.6		22.4	67.6	9.9		24.1	57.5	18.4		26.6	64.1	9.2	
PHF	.727	.793	.813	.799	.756	.842	.509	.877	.818	.860	.809	.901	.875	.868	.531	.868

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of San Bernardino  
N/S: Alabama Street  
E/W: San Bernardino Avenue  
Weather: Sunny

File Name : SBCALSBPM  
Site Code : 9254001  
Start Date : 9/23/2009  
Page No : 1

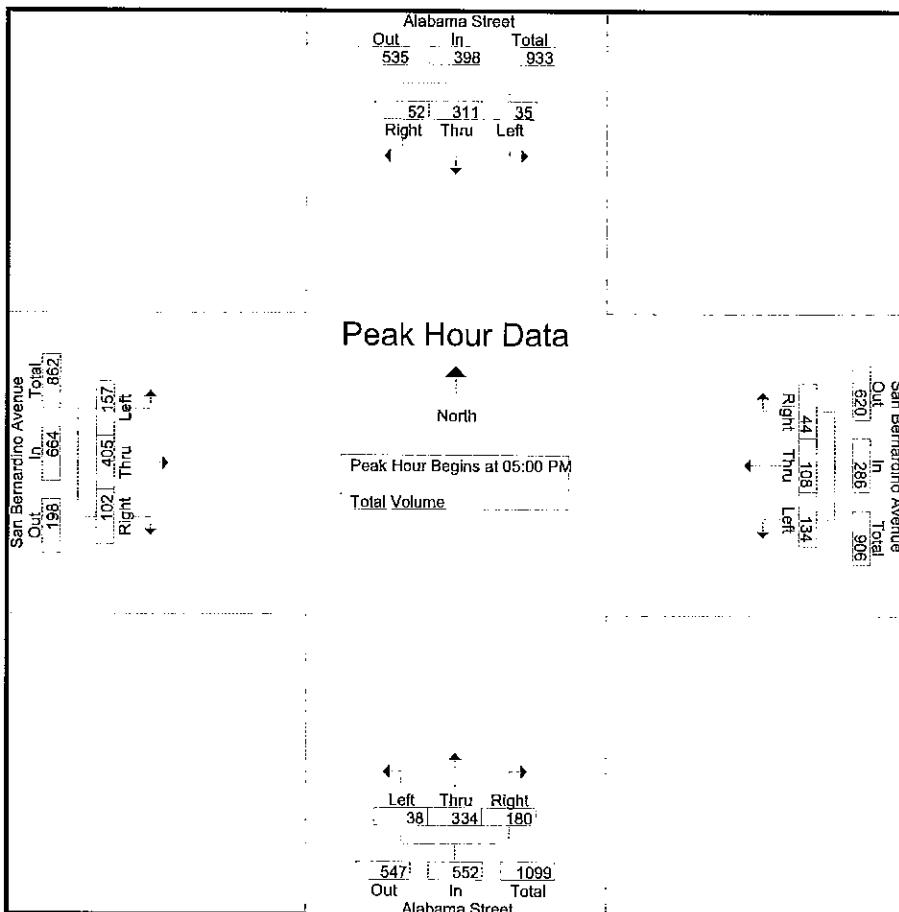
		Alabama Street			Groups Printed- Total Volume													
		Southbound			San Bernardino Avenue				Alabama Street				San Bernardino Avenue					
Start Time	Left	Thru	Righ	App. Total	Westbound				Northbound				Eastbound				Int. Total	
					Left	Thru	Righ	App. Total	Left	Thru	Righ	App. Total	Left	Thru	Righ	App. Total		
04:00 PM	9	49	6	64	18	45	8	71	7	57	35	99	19	57	19	95	329	
04:15 PM	23	63	11	97	28	28	6	62	16	71	33	120	23	91	19	133	412	
04:30 PM	23	97	19	139	32	26	11	69	7	60	37	104	28	95	32	155	467	
04:45 PM	14	86	13	113	33	28	5	66	5	68	28	101	26	89	31	146	426	
Total	69	295	49	413	111	127	30	268	35	256	133	424	96	332	101	529	1634	
05:00 PM	10	76	8	94	39	23	8	70	11	102	58	171	37	102	18	157	492	
05:15 PM	9	69	14	92	30	29	7	66	12	71	45	128	49	122	31	202	488	
05:30 PM	6	85	10	101	35	23	17	75	6	96	41	143	35	84	27	146	465	
05:45 PM	10	81	20	111	30	33	12	75	9	65	36	110	36	97	26	159	455	
Total	35	311	52	398	134	108	44	286	38	334	180	552	157	405	102	664	1900	
Grand Total	104	606	101	811	245	235	74	554	73	590	313	976	253	737	203	1193	3534	
Apprch %	12.8	74.7	12.5		44.2	42.4	13.4		7.5	60.5	32.1		21.2	61.8	17			
Total %	2.9	17.1	2.9	22.9	6.9	6.6	2.1	15.7	2.1	16.7	8.9	27.6	7.2	20.9	5.7	33.8		

	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																	
<b>Peak Hour for Entire Intersection Begins at 05:00 PM</b>																	
05:00 PM	10	76	8	94	39	23	8	70	11	102	58	171	37	102	18	157	492
05:15 PM	9	69	14	92	30	29	7	66	12	71	45	128	49	122	31	202	488
05:30 PM	6	85	10	101	35	23	17	75	6	96	41	143	35	84	27	146	465
05:45 PM	10	81	20	111	30	33	12	75	9	65	36	110	36	97	26	159	455
Total Volume	35	311	52	398	134	108	44	286	38	334	180	552	157	405	102	664	1900
% App. Total	8.8	78.1	13.1		46.9	37.8	15.4		6.9	60.5	32.6		23.6	61	15.4		
PHF	.875	.915	.650	.896	.859	.818	.647	.953	.792	.819	.776	.807	.801	.830	.823	.822	.965

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of San Bernardino  
N/S: Alabama Street  
E/W: San Bernardino Avenue  
Weather: Sunny

File Name : SBCALSBPM  
Site Code : 9254001  
Start Date : 9/23/2009  
Page No : 2



#### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	23	63	11	97	39	23	8	70	11	102	58	171	37	102	18	157
+15 mins.	23	97	19	139	30	29	7	66	12	71	45	128	49	122	31	202
+30 mins.	14	86	13	113	35	23	17	75	6	96	41	143	35	84	27	146
+45 mins.	10	76	8	94	30	33	12	75	9	65	36	110	36	97	26	159
Total Volume	70	322	51	443	134	108	44	286	38	334	180	552	157	405	102	664
% App. Total	15.8	72.7	11.5		46.9	37.8	15.4		6.9	60.5	32.6		23.6	61	15.4	
PHF	.761	.830	.671		.797	.859	.818	.647	.953	.792	.819	.776	.807	.801	.830	.822

San Bernardo Avenue



SR-210

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of San Bernardino  
N/S: SR-210 Southbound Ramps  
E/W: San Bernardino Avenue  
Weather: Sunny

File Name : SBC210SSBAM  
Site Code : 9254013  
Start Date : 9/23/2009  
Page No : 1

Groups Printed- Total Volume

SR-210 Southbound On & Off Ramps Southbound					San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	73	39	46	158	3	55	73	131	0	0	6	6	1	17	0	18	313
07:15 AM	79	58	72	209	4	85	73	162	0	0	2	2	1	31	0	32	405
07:30 AM	49	86	61	196	12	83	65	160	0	2	2	4	9	46	0	55	415
07:45 AM	34	97	87	218	10	88	64	162	0	2	9	11	9	40	0	49	440
Total	235	280	266	781	29	311	275	615	0	4	19	23	20	134	0	154	1573
08:00 AM	44	82	74	200	10	63	44	117	0	1	4	5	3	32	0	35	357
08:15 AM	39	69	93	201	3	47	41	91	1	2	5	8	4	55	3	62	362
08:30 AM	33	61	32	126	6	48	48	102	3	0	9	12	3	42	1	46	286
08:45 AM	54	86	45	185	6	36	44	86	0	0	9	9	1	53	1	55	335
Total	170	298	244	712	25	194	177	396	4	3	27	34	11	182	5	198	1340
Grand Total	405	578	510	1493	54	505	452	1011	4	7	46	57	31	316	5	352	2913
Approch %	27.1	38.7	34.2		5.3	50	44.7		7	12.3	80.7		8.8	89.8	1.4		
Total %	13.9	19.8	17.5	51.3	1.9	17.3	15.5	34.7	0.1	0.2	1.6	2	1.1	10.8	0.2	12.1	

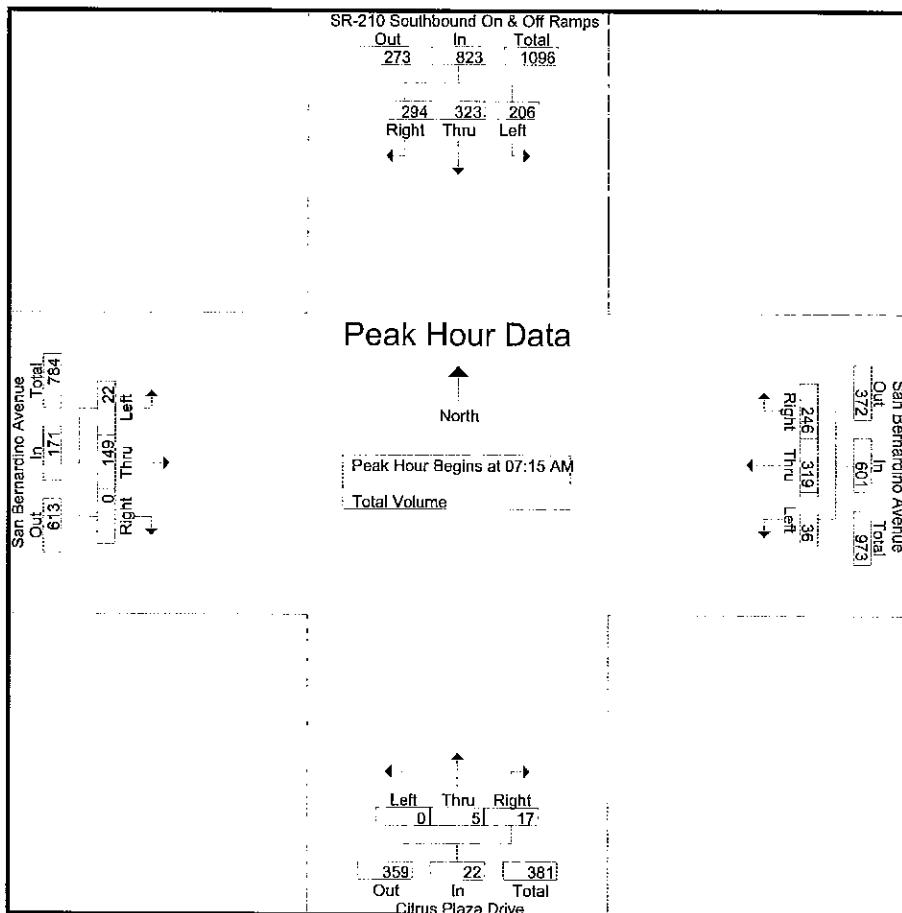
Groups Printed- Total Volume

SR-210 Southbound On & Off Ramps Southbound					San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak I of I																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	79	58	72	209	4	85	73	162	0	0	2	2	1	31	0	32	405
07:30 AM	49	86	61	196	12	83	65	160	0	2	2	4	9	46	0	55	415
07:45 AM	34	97	87	218	10	88	64	162	0	2	9	11	9	40	0	49	440
08:00 AM	44	82	74	200	10	63	44	117	0	1	4	5	3	32	0	35	357
Total Volume	206	323	294	823	36	319	246	601	0	5	17	22	22	149	0	171	1617
% App. Total	25	39.2	35.7		6	53.1	40.9		0	22.7	77.3		12.9	87.1	0		
PHF	.652	.832	.845	.944	.750	.906	.842	.927	.000	.625	.472	.500	.611	.810	.000	.777	.919

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of San Bernardino  
N/S: SR-210 Southbound Ramps  
E/W: San Bernardino Avenue  
Weather: Sunny

File Name : SBC210SSBAM  
Site Code : 9254013  
Start Date : 9/23/2009  
Page No : 2



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

**Peak Hour for Each Approach Begins at:**

	07:15 AM				07:00 AM				07:45 AM				07:30 AM			
+0 mins.	79	58	72	209	3	55	73	131	0	2	9	11	9	46	0	55
+15 mins.	49	86	61	196	4	85	73	162	0	1	4	5	9	40	0	49
+30 mins.	34	97	87	218	12	83	65	160	1	2	5	8	3	32	0	35
+45 mins.	44	82	74	200	10	88	64	162	3	0	9	12	4	55	3	62
Total Volume	206	323	294	823	29	311	275	615	4	5	27	36	25	173	3	201
% App. Total	25	39.2	35.7		4.7	50.6	44.7		11.1	13.9	75		12.4	86.1	1.5	
PHF	.652	.832	.845	.944	.604	.884	.942	.949	.333	.625	.750	.750	.694	.786	.250	.810

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of San Bernardino  
N/S: SR-210 Southbound Ramps  
E/W: San Bernardino Avenue  
Weather: Sunny

File Name : SBC210SSBPM  
Site Code : 9254033  
Start Date : 9/23/2009  
Page No : 1

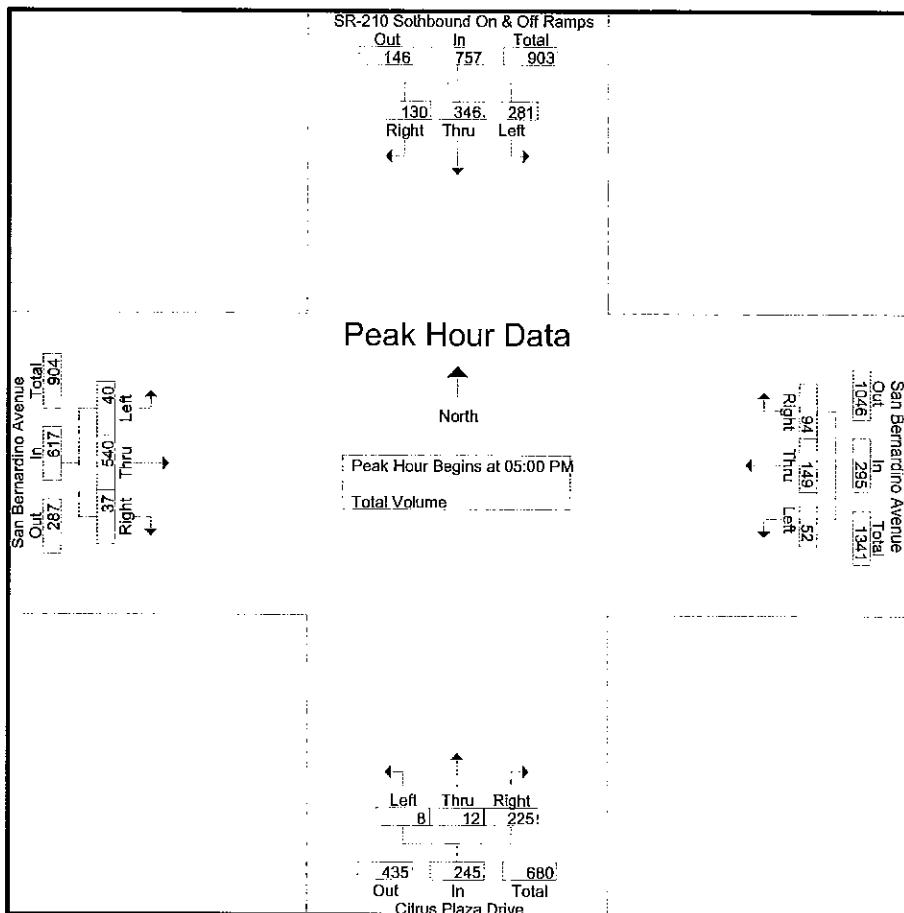
Groups Printed- Total Volume																		
SR-210 Sothbound On & Off Ramps Southbound					San Bernardino Avenue Westbound			Citrus Plaza Drive Northbound			San Bernardino Avenue Eastbound							
Start Time	Left	Thru	Righ	App.	Left	Thru	Righ	App.	Left	Thru	Righ	App.	Left	Thru	Righ	App.	Int.	
04:00 PM	56	78	34	168	14	34	25	73	5	2	48	55	2	91	13	106	402	
04:15 PM	69	124	27	220	15	25	33	73	2	2	44	48	9	118	9	136	477	
04:30 PM	62	89	35	186	9	29	21	59	0	4	53	57	12	123	4	139	441	
04:45 PM	61	96	31	188	15	28	25	68	3	6	57	66	7	126	9	142	464	
Total	248	387	127	762	53	116	104	273	10	14	202	226	30	458	35	523	1784	
05:00 PM	77	70	38	185	21	30	22	73	2	2	69	73	13	115	9	137	468	
05:15 PM	64	109	31	204	7	30	22	59	3	2	56	61	13	178	10	201	525	
05:30 PM	77	91	34	202	10	41	20	71	1	3	44	48	6	118	9	133	454	
05:45 PM	63	76	27	166	14	48	30	92	2	5	56	63	8	129	9	146	467	
Total	281	346	130	757	52	149	94	295	8	12	225	245	40	540	37	617	1914	
Grand Total	529	733	257	1519	105	265	198	568	18	26	427	471	70	998	72	1140	3698	
Approch %	34.8	48.3	16.9		18.5	46.7	34.9		3.8	5.5	90.7		6.1	87.5	6.3			
Total %	14.3	19.8	6.9	41.1	2.8	7.2	5.4	15.4	0.5	0.7	11.5	12.7	1.9	27	1.9		30.8	

SR-210 Sothbound On & Off Ramps Southbound												San Bernardino Avenue Westbound			Citrus Plaza Drive Northbound			San Bernardino Avenue Eastbound			
Start Time	Left	Thru	Righ	App.	Total	Left	Thru	Righ	App.	Total	Left	Thru	Righ	App.	Total	Int.					
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	77	70	38	185	21	30	22	73	2	2	69	73	13	115	9	137	468				
05:15 PM	64	109	31	204	7	30	22	59	3	2	56	61	13	178	10	201	525				
05:30 PM	77	91	34	202	10	41	20	71	1	3	44	48	6	118	9	133	454				
05:45 PM	63	76	27	166	14	48	30	92	2	5	56	63	8	129	9	146	467				
Total Volume	281	346	130	757	52	149	94	295	8	12	225	245	40	540	37	617	1914				
% App. Total	37.1	45.7	17.2		17.6	50.5	31.9		3.3	4.9	91.8		6.5	87.5	6						
PHF	.912	.794	.855	.928	.619	.776	.783	.802	.667	.600	.815	.839	.769	.758	.925	.767	.911				

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

County of San Bernardino  
N/S: SR-210 Southbound Ramps  
E/W: San Bernardino Avenue  
Weather: Sunny

File Name : SBC210SSBPM  
Site Code : 9254033  
Start Date : 9/23/2009  
Page No : 2



#### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				04:30 PM				04:30 PM			
+0 mins.	69	124	27	220	21	30	22	73	0	4	53	57	12	123	4	139
+15 mins.	62	89	35	186	7	30	22	59	3	6	57	66	7	126	9	142
+30 mins.	61	96	31	188	10	41	20	71	2	2	69	73	13	115	9	137
+45 mins.	77	70	38	185	14	48	30	92	3	2	56	61	13	178	10	201
Total Volume	269	379	131	779	52	149	94	295	8	14	235	257	45	542	32	619
% App. Total	34.5	48.7	16.8		17.6	50.5	31.9		3.1	5.4	91.4		7.3	87.6	5.2	
PHF	.873	.764	.862	.885	.619	.776	.783	.802	.667	.583	.851	.880	.865	.761	.800	.770

San Bernardino Ave

SR-210

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
(951) 485-7934

City of Redlands  
N/S: SR-210 Northbound Ramps  
E/W: San Bernardino Avenue  
Weather: Sunny

File Name : RED210NSBAM  
Site Code : 9254092  
Start Date : 9/23/2009  
Page No : 1

Groups Printed- Total Volume

		SR-210 Northbound On & Off Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				
Start Time		Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM		50	0	4	54	11	128	75	214	8	53	3	64	12	63	15	90	422
07:15 AM		38	2	9	49	7	161	109	277	7	77	5	89	12	97	16	125	540
07:30 AM		25	5	15	45	11	157	94	262	6	74	0	80	15	42	33	90	477
07:45 AM		14	1	18	33	11	158	77	246	10	85	1	96	26	32	25	83	458
Total		127	8	46	181	40	604	355	999	31	289	9	329	65	234	89	388	1897
08:00 AM		17	3	16	36	6	97	41	144	8	86	3	97	17	48	21	86	363
08:15 AM		11	3	13	27	5	84	60	149	1	86	7	94	28	55	25	108	378
08:30 AM		19	0	12	31	5	84	44	133	3	55	2	60	23	34	18	75	299
08:45 AM		21	6	5	32	4	75	43	122	7	55	0	62	29	46	42	117	333
Total		68	12	46	126	20	340	188	548	19	282	12	313	97	183	106	386	1373
Grand Total		195	20	92	307	60	944	543	1547	50	571	21	642	162	417	195	774	3270
Apprch %		63.5	6.5	30		3.9	61	35.1		7.8	88.9	3.3		20.9	53.9	25.2		
Total %		6	0.6	2.8	9.4	1.8	28.9	16.6	47.3	1.5	17.5	0.6	19.6	5	12.8	6	23.7	

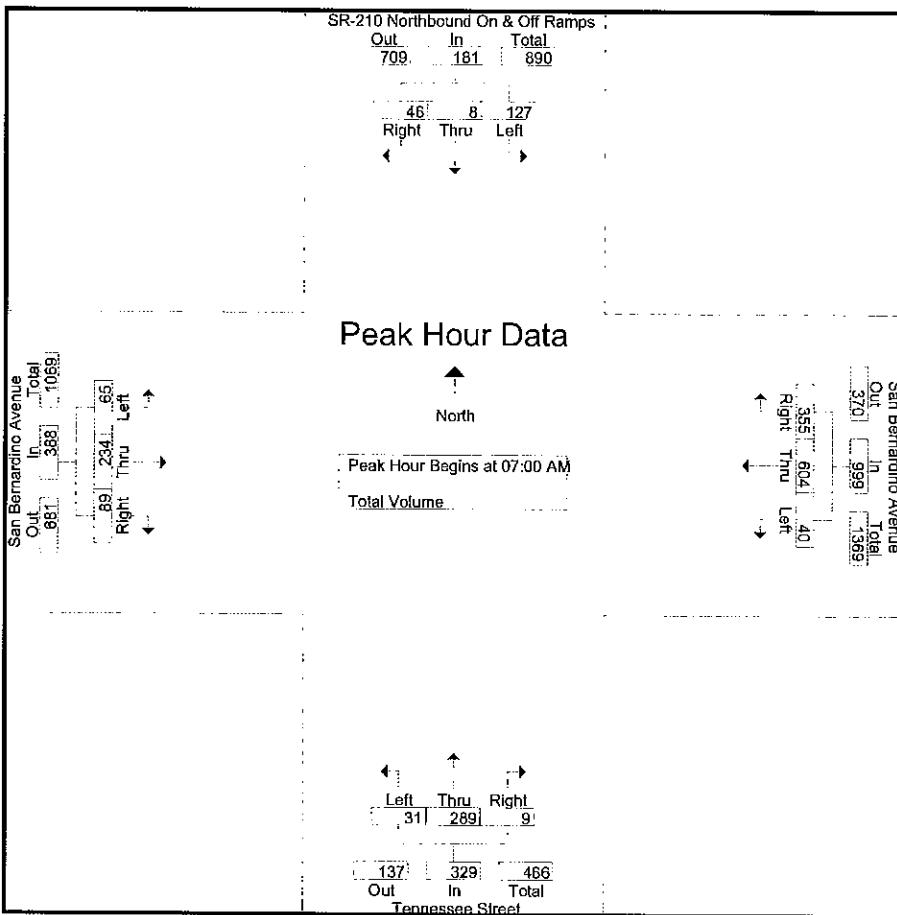
Groups Printed- Total Volume

		SR-210 Northbound On & Off Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				
Start Time		Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																		
<b>Peak Hour for Entire Intersection Begins at 07:00 AM</b>																		
07:00 AM		50	0	4	54	11	128	75	214	8	53	3	64	12	63	15	90	422
07:15 AM		38	2	9	49	7	161	109	277	7	77	5	89	12	97	16	125	540
07:30 AM		25	5	15	45	11	157	94	262	6	74	0	80	15	42	33	90	477
07:45 AM		14	1	18	33	11	158	77	246	10	85	1	96	26	32	25	83	458
Total Volume		127	8	46	181	40	604	355	999	31	289	9	329	65	234	89	388	1897
% App. Total		70.2	4.4	25.4		4	60.5	35.5		9.4	87.8	2.7		16.8	60.3	22.9		
PHF		.635	.400	.639	.838	.909	.938	.814	.902	.775	.850	.450	.857	.625	.603	.674	.776	.878

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(951) 485-7934

City of Redlands  
N/S: SR-210 Northbound Ramps  
E/W: San Bernardino Avenue  
Weather: Sunny

File Name : RED210NSBAM  
Site Code : 9254092  
Start Date : 9/23/2009  
Page No : 2



#### Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

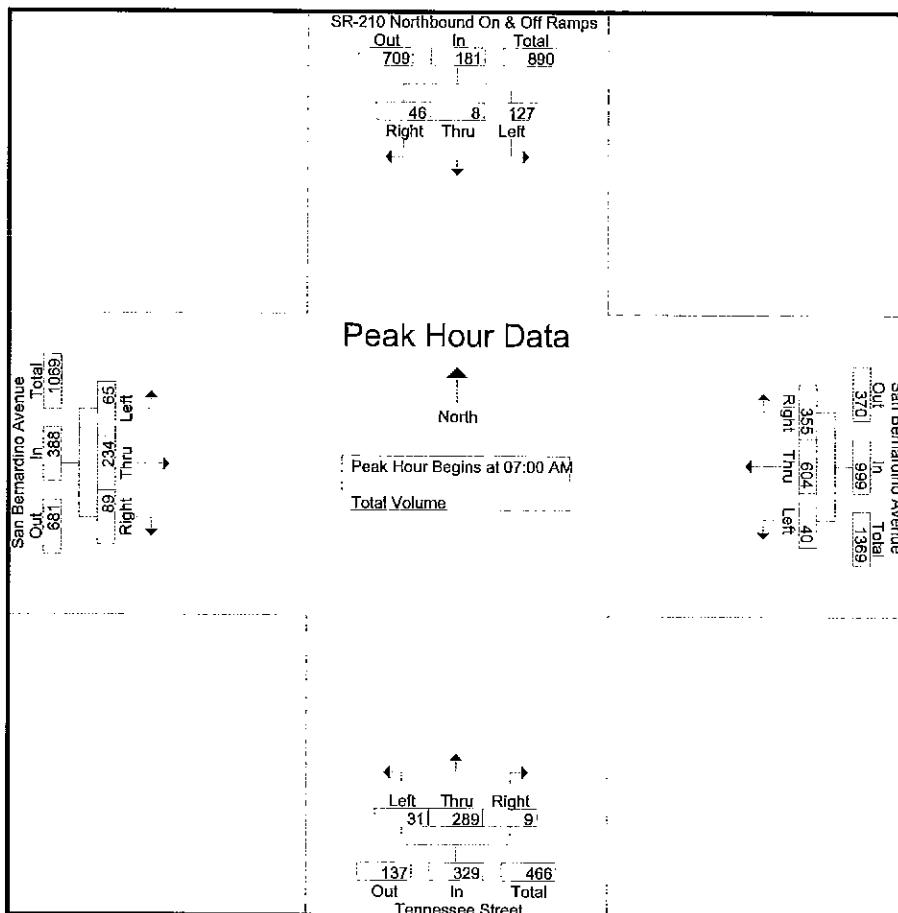
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	50	0	4	54	11	128	75	214	6	74	0	80	12	63	15	90
+15 mins.	38	2	9	49	7	161	109	277	10	85	1	96	12	97	16	125
+30 mins.	25	5	15	45	11	157	94	262	8	86	3	97	15	42	33	90
+45 mins.	14	1	18	33	11	158	77	246	1	86	7	94	26	32	25	83
Total Volume	127	8	46	181	40	604	355	999	25	331	11	367	65	234	89	388
% App. Total	70.2	4.4	25.4		4	60.5	35.5		6.8	90.2	3	16.8	60.3	22.9		
PHF	.635	.400	.639	.838	.909	.938	.814	.902	.625	.962	.393	.946	.625	.603	.674	.776

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City of Redlands  
N/S: SR-210 Northbound Ramps  
E/W: San Bernardino Avenue  
Weather: Sunny

File Name : RED210NSBAM  
Site Code : 9254092  
Start Date : 9/23/2009  
Page No : 2



#### Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	50	0	4	54	11	128	75	214	6	74	0	80	12	63	15	90
+15 mins.	38	2	9	49	7	161	109	277	10	85	1	96	12	97	16	125
+30 mins.	25	5	15	45	11	157	94	262	8	86	3	97	15	42	33	90
+45 mins.	14	1	18	33	11	158	77	246	1	86	7	94	26	32	25	83
Total Volume	127	8	46	181	40	604	355	999	25	331	11	367	65	234	89	388
% App. Total	70.2	4.4	25.4		4	60.5	35.5		6.8	90.2	3		16.8	60.3	22.9	
PHF	.635	.400	.639	.838	.909	.938	.814	.902	.625	.962	.393	.946	.625	.603	.674	.776

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
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(951) 485-7934

City of Redlands  
N/S: SR-210 Northbound Ramps  
E/W: San Bernardino Avenue  
Weather: Sunny

File Name : RED210NSBPM  
Site Code : 9254092  
Start Date : 9/23/2009  
Page No : 1

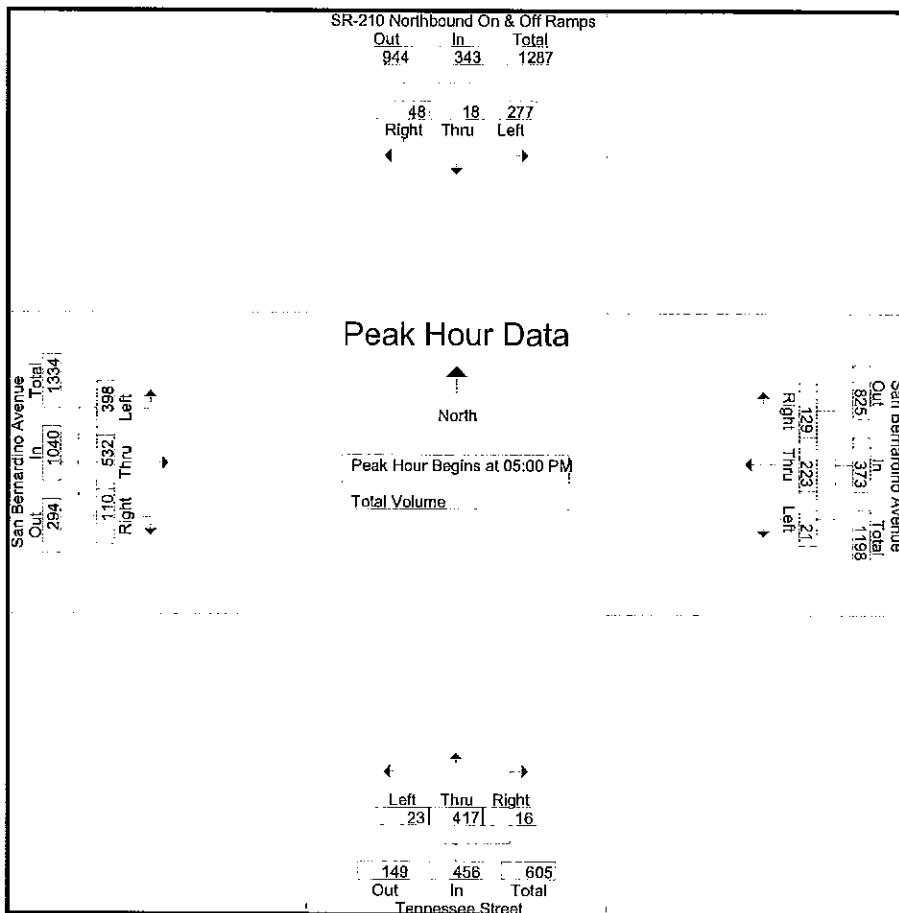
Groups Printed- Total Volume																	
SR-210 Northbound On & Off Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	44	5	19	68	2	50	31	83	4	120	6	130	81	88	22	191	472
04:15 PM	50	1	12	63	4	66	34	104	6	97	4	107	104	106	27	237	511
04:30 PM	48	5	9	62	6	38	33	77	3	93	5	101	117	104	29	250	490
04:45 PM	59	6	16	81	4	49	28	81	3	100	5	108	93	126	32	251	521
Total	201	17	56	274	16	203	126	345	16	410	20	446	395	424	110	929	1994
05:00 PM	67	1	10	78	5	57	35	97	5	109	2	116	118	123	31	272	563
05:15 PM	65	6	8	79	7	52	34	93	5	110	3	118	100	153	26	279	569
05:30 PM	76	6	18	100	4	41	30	75	5	103	7	115	84	127	18	229	519
05:45 PM	69	5	12	86	5	73	30	108	8	95	4	107	96	129	35	260	561
Total	277	18	48	343	21	223	129	373	23	417	16	456	398	532	110	1040	2212
Grand Total	478	35	104	617	37	426	255	718	39	827	36	902	793	956	220	1969	4206
Apprch %	77.5	5.7	16.9		5.2	59.3	35.5		4.3	91.7	4		40.3	48.6	11.2		
Total %	11.4	0.8	2.5	14.7	0.9	10.1	6.1	17.1	0.9	19.7	0.9	21.4	18.9	22.7	5.2	46.8	

Groups Printed- Total Volume																	
SR-210 Northbound On & Off Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																	
<b>Peak Hour for Entire Intersection Begins at 05:00 PM</b>																	
05:00 PM	67	1	10	78	5	57	35	97	5	109	2	116	118	123	31	272	563
05:15 PM	65	6	8	79	7	52	34	93	5	110	3	118	100	153	26	279	569
05:30 PM	76	6	18	100	4	41	30	75	5	103	7	115	84	127	18	229	519
05:45 PM	69	5	12	86	5	73	30	108	8	95	4	107	96	129	35	260	561
Total Volume	277	18	48	343	21	223	129	373	23	417	16	456	398	532	110	1040	2212
% App. Total	80.8	5.2	14		5.6	59.8	34.6		5	91.4	3.5		38.3	51.2	10.6		
PHF	.911	.750	.667	.858	.750	.764	.921	.863	.719	.948	.571	.966	.843	.869	.786	.932	.972

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**City of Redlands**  
**N/S: SR-210 Northbound Ramps**  
**E/W: San Bernardino Avenue**  
**Weather: Sunny**

File Name : RED210NSBPM  
Site Code : 9254092  
Start Date : 9/23/2009  
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

#### **Peak Hour for Each Approach Begins at:**

Peak Flow (ft) Each Approach Begins at				05:00 PM			04:45 PM			04:30 PM						
+0 mins.	67	1	10	78	5	57	35	97	3	100	5	108	117	104	29	250
+15 mins.	65	6	8	79	7	52	34	93	5	109	2	116	93	126	32	251
+30 mins.	76	6	18	100	4	41	30	75	5	110	3	118	118	123	31	272
+45 mins.	69	5	12	86	5	73	30	108	5	103	7	115	100	153	26	279
Total Volume	277	18	48	343	21	223	129	373	18	422	17	457	428	506	118	1052
% App. Total	80.8	5.2	14		5.6	59.8	34.6		3.9	92.3	3.7		40.7	48.1	11.2	
PHF	.911	.750	.667	.858	.750	.764	.921	.863	.900	.959	.607	.968	.907	.827	.922	.943

ScenBentra

Texel is



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City of Redlands  
N/S: Texas Street  
E/W: San Bernardino Avenue  
Weather: Sunny

File Name : REDTESBAM  
Site Code : 9254009  
Start Date : 9/23/2009  
Page No : 1

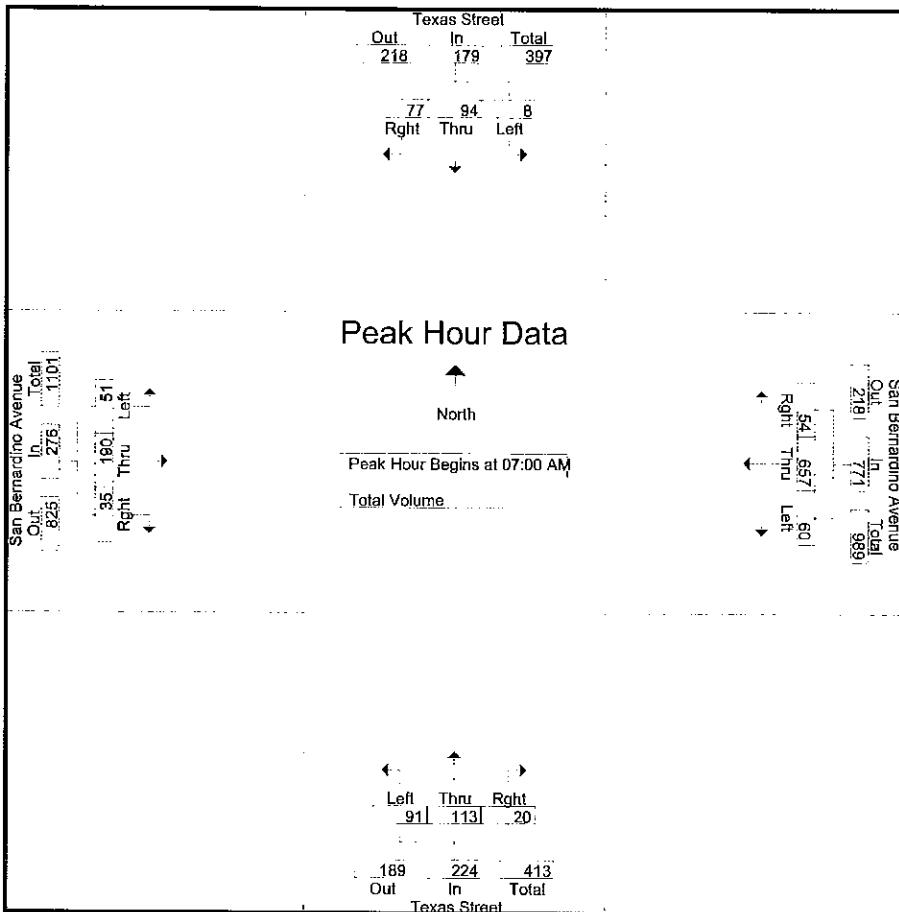
Groups Printed- Total Volume																	
	Texas Street Southbound			San Bernardino Avenue Westbound			Texas Street Northbound			San Bernardino Avenue Eastbound							
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
07:00 AM	6	12	13	31	15	135	15	165	15	32	4	51	21	40	7	68	315
07:15 AM	1	36	13	50	10	171	28	209	22	46	4	72	21	64	14	99	430
07:30 AM	1	25	33	59	20	169	7	196	26	16	5	47	4	51	7	62	364
07:45 AM	0	21	18	39	15	182	4	201	28	19	7	54	5	35	7	47	341
Total	8	94	77	179	60	657	54	771	91	113	20	224	51	190	35	276	1450
08:00 AM	0	15	10	25	9	116	0	125	12	12	3	27	8	47	8	63	240
08:15 AM	0	11	9	20	5	112	1	118	22	10	8	40	8	54	8	70	248
08:30 AM	0	7	12	19	8	97	0	105	17	3	6	26	8	38	3	49	199
08:45 AM	2	17	15	34	6	70	3	79	13	4	2	19	7	50	8	65	197
Total	2	50	46	98	28	395	4	427	64	29	19	112	31	189	27	247	884
Grand Total	10	144	123	277	88	1052	58	1198	155	142	39	336	82	379	62	523	2334
Apprch %	3.6	52	44.4		7.3	87.8	4.8		46.1	42.3	11.6		15.7	72.5	11.9		
Total %	0.4	6.2	5.3	11.9	3.8	45.1	2.5	51.3	6.6	6.1	1.7	14.4	3.5	16.2	2.7	22.4	

	Texas Street Southbound			San Bernardino Avenue Westbound			Texas Street Northbound			San Bernardino Avenue Eastbound								
Start Time	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	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 07:00 AM																		
07:00 AM	6	12	13	31	15	135	15	165	15	32	4	51	21	40	7	68	315	
07:15 AM	1	36	13	50	10	171	28	209	22	46	4	72	21	64	14	99	430	
07:30 AM	1	25	33	59	20	169	7	196	26	16	5	47	4	51	7	62	364	
07:45 AM	0	21	18	39	15	182	4	201	28	19	7	54	5	35	7	47	341	
Total Volume	8	94	77	179	60	657	54	771	91	113	20	224	51	190	35	276	1450	
% App. Total	4.5	52.5	43		7.8	85.2	7		40.6	50.4	8.9		18.5	68.8	12.7			
PHF	.333	.653	.583	.758	.750	.902	.482	.922	.813	.614	.714	.778	.607	.742	.625	.697	.843	

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25286 Jaclyn Avenue  
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City of Redlands  
N/S: Texas Street  
E/W: San Bernardino Avenue  
Weather: Sunny

File Name : REDTESBAM  
Site Code : 9254009  
Start Date : 9/23/2009  
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	6	12	13	31	15	135	15	165	15	32	4	51	21	40	7	68
+15 mins.	1	36	13	50	10	171	28	209	22	46	4	72	21	64	14	99
+30 mins.	1	25	33	59	20	169	7	196	26	16	5	47	4	51	7	62
+45 mins.	0	21	18	39	15	182	4	201	28	19	7	54	5	35	7	47
Total Volume	8	94	77	179	60	657	54	771	91	113	20	224	51	190	35	276
% App. Total	4.5	52.5	43		7.8	85.2	7		40.6	50.4	8.9		18.5	68.8	12.7	
PHF	.333	.653	.583	.758	.750	.902	.482	.922	.813	.614	.714	.778	.607	.742	.625	.697

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City of Redlands  
N/S: Texas Street  
E/W: San Bernardino Avenue  
Weather: Sunny

File Name : REDTESBPM  
Site Code : 9254009  
Start Date : 9/23/2009  
Page No : 1

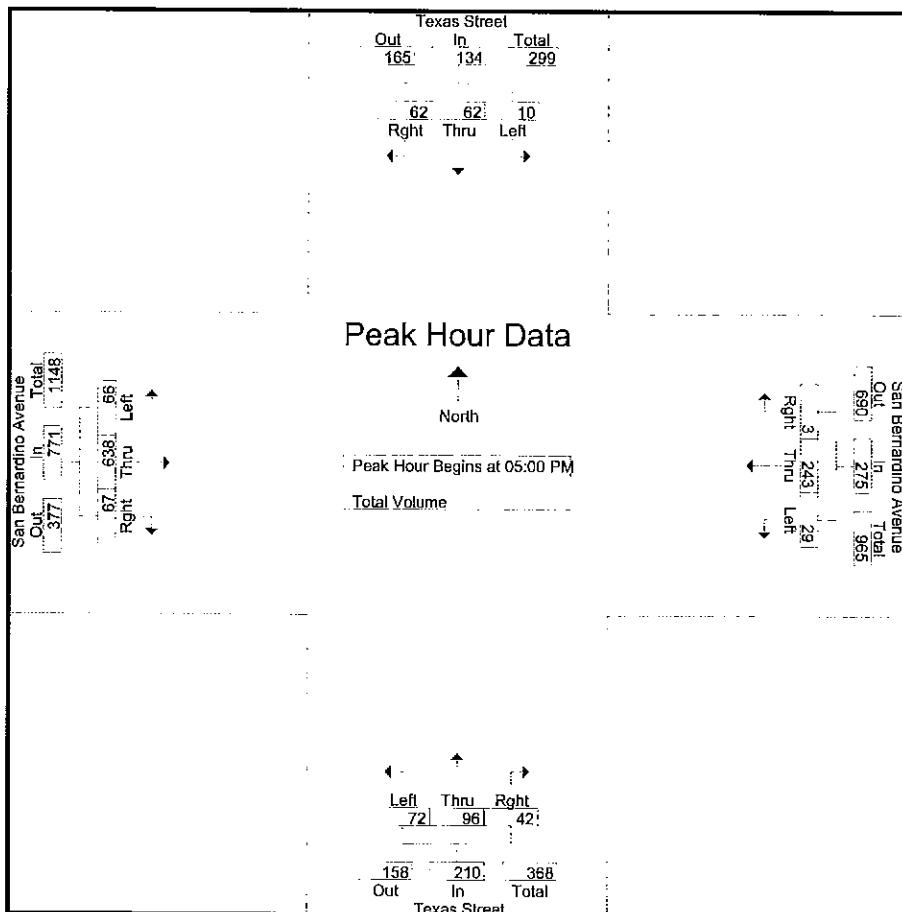
Start Time	Groups Printed- Total Volume																
	Texas Street Southbound				San Bernardino Avenue Westbound				Texas Street Northbound				San Bernardino Avenue Eastbound				
	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total
04:00 PM	3	16	8	27	9	59	1	69	13	24	10	47	16	90	14	120	263
04:15 PM	4	9	10	23	6	62	0	68	16	22	5	43	12	122	17	151	285
04:30 PM	4	10	8	22	9	54	1	64	15	12	14	41	10	120	12	142	269
04:45 PM	2	10	10	22	2	51	0	53	11	25	12	48	7	153	18	178	301
Total	13	45	36	94	26	226	2	254	55	83	41	179	45	485	61	591	1118
05:00 PM	3	19	19	41	6	63	1	70	19	29	13	61	16	137	12	165	337
05:15 PM	2	19	19	40	3	44	1	48	23	23	13	59	23	183	19	225	372
05:30 PM	5	10	10	25	11	59	0	70	17	24	14	55	13	165	17	195	345
05:45 PM	0	14	14	28	9	77	1	87	13	20	2	35	14	153	19	186	336
Total	10	62	62	134	29	243	3	275	72	96	42	210	66	638	67	771	1390
Grand Total	23	107	98	228	55	469	5	529	127	179	83	389	111	1123	128	1362	2508
Apprch %	10.1	46.9	43		10.4	88.7	0.9		32.6	46	21.3		8.1	82.5	9.4		
Total %	0.9	4.3	3.9	9.1	2.2	18.7	0.2	21.1	5.1	7.1	3.3	15.5	4.4	44.8	5.1	54.3	

Start Time	Groups Printed- Total Volume																		
	Texas Street Southbound				San Bernardino Avenue Westbound				Texas Street Northbound				San Bernardino Avenue Eastbound						
	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Left	Thru	Rght	App. Total	Int. Total		
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																			
<b>Peak Hour for Entire Intersection Begins at 05:00 PM</b>																			
05:00 PM	3	19	19	41	6	63	1	70	19	29	13	61	16	137	12	165	337		
05:15 PM	2	19	19	40	3	44	1	48	23	23	13	59	23	183	19	225	372		
05:30 PM	5	10	10	25	11	59	0	70	17	24	14	55	13	165	17	195	345		
05:45 PM	0	14	14	28	9	77	1	87	13	20	2	35	14	153	19	186	336		
Total	10	62	62	134	29	243	3	275	72	96	42	210	66	638	67	771	1390		
Volume % App.	7.5	46.3	46.3		10.5	88.4	1.1		34.3	45.7	20		8.6	82.7	8.7				
PHF	.500	.816	.816	.817	.659	.789	.750		.790	.783	.828		.750	.861	.717	.872	.882	.857	.934

Counts Unlimited Inc.  
25286 Jaclyn Avenue  
Moreno Valley, CA 92557  
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City of Redlands  
N/S: Texas Street  
E/W: San Bernardino Avenue  
Weather: Sunny

File Name : REDTESBPM  
Site Code : 9254009  
Start Date : 9/23/2009  
Page No : 2



## **Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

### **Peak Hour for Each Approach Begins at:**

## **APPENDIX B**



## **Existing Level of Service Calculations**





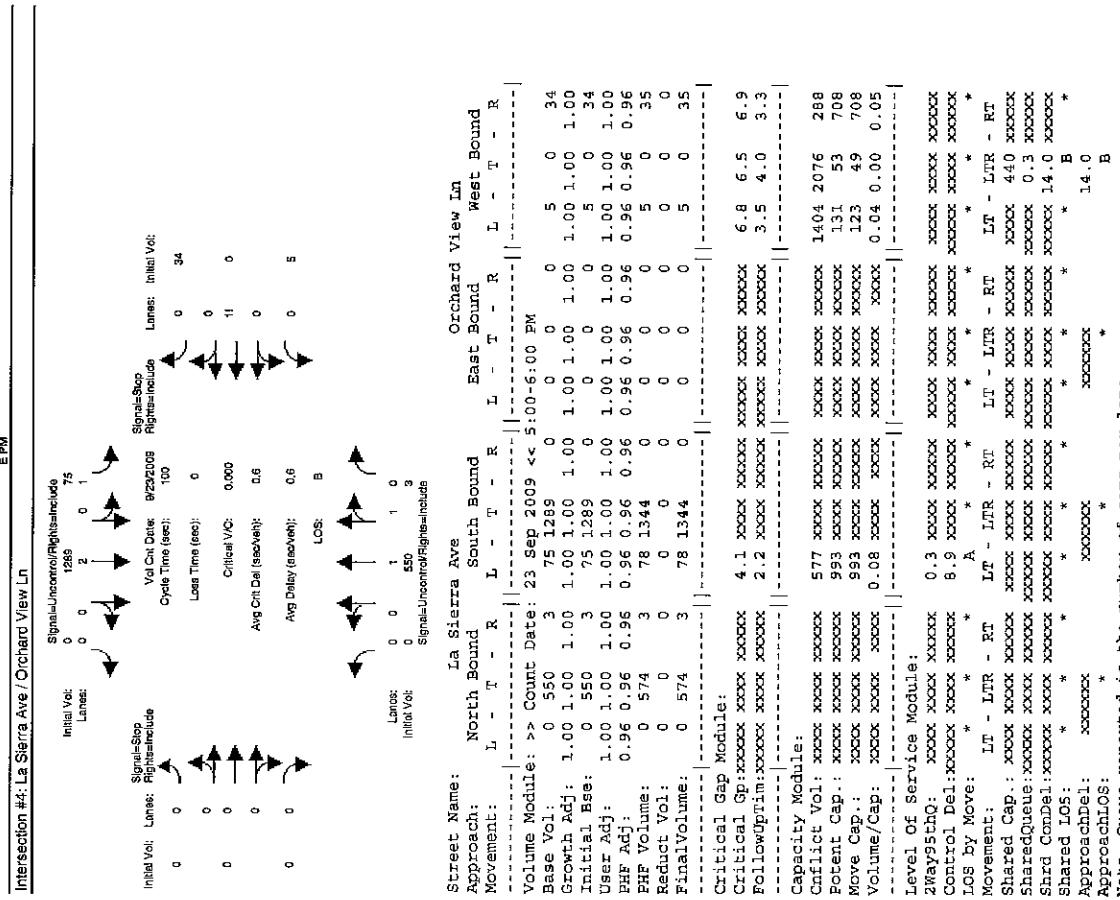
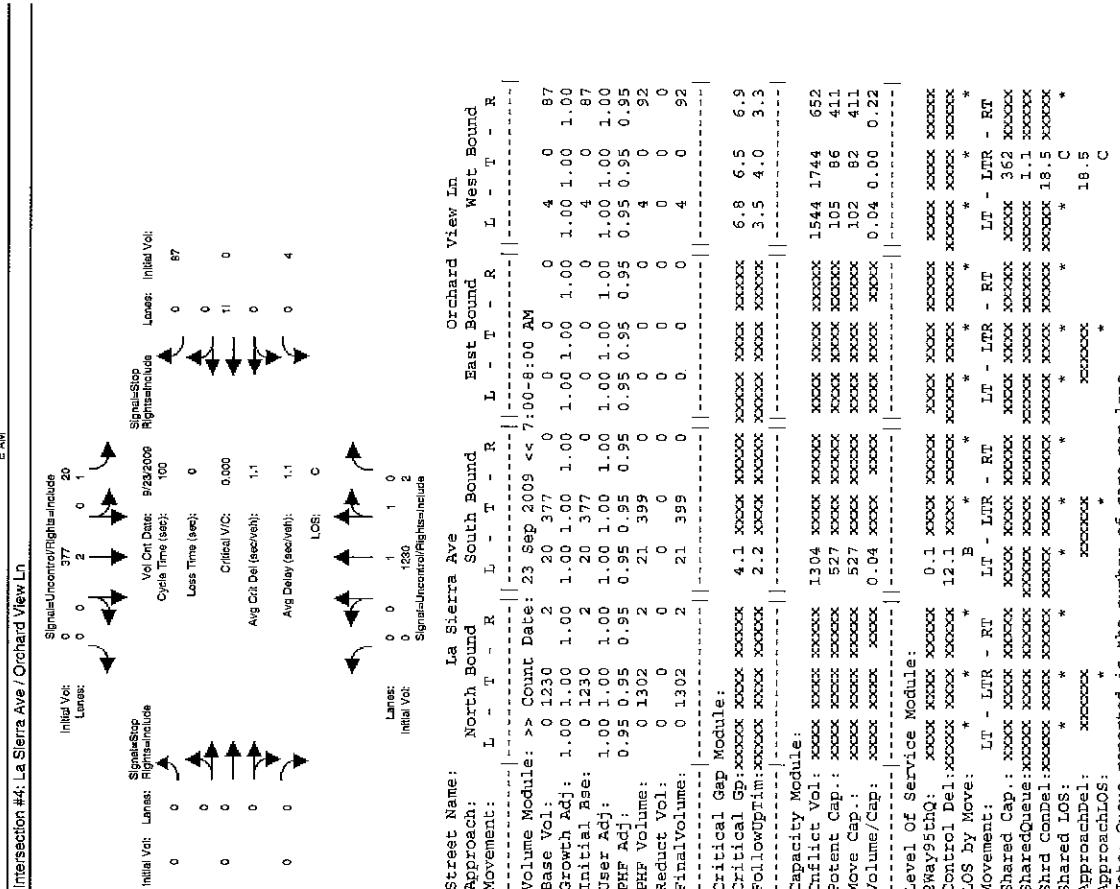
Riverside Corridor Realignment Project  
W.C. 07-0377  
Existing Condition  
Level Of Service Comparison Report  
2009 HCM Unsignalized [Base Volume Alternative]  
AM

## Intersection #2: La Sierra Ave / Dufferin Ave

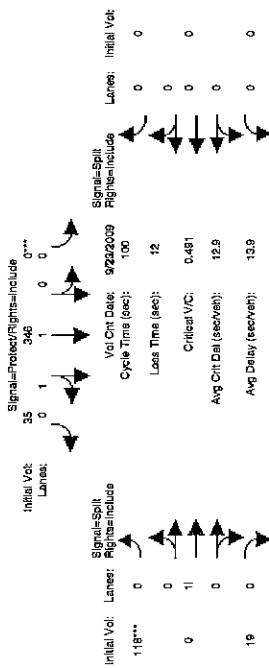
Initial Vol:		Signalized/Unsignalized/Rights-of-Way/Include		Signalized/Unsignalized/Rights-of-Way/Include		Signalized/Unsignalized/Rights-of-Way/Include		Signalized/Unsignalized/Rights-of-Way/Include		Signalized/Unsignalized/Rights-of-Way/Include	
Lanes:		Lanes:		Lanes:		Lanes:		Lanes:		Lanes:	
26	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0
Lanes:	13	0	2	0	0	0	0	0	0	0	0
Initial Vol:	13	0	1528	0	0	0	0	0	0	0	0
Signalized/Unsignalized/Rights-of-Way/Include											
Dufferin Ave											
Street Name:	La Sierra Ave										
Approach:	North Bound										
Movement:	L - T - R										
Volume Module:	>> Count Date: 23 Sep 2009 << 7:00-8:00 AM										
Base Vol:	13 1526	0	0	442	12	25	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13 1526	0	0	442	12	25	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14 1601	0	0	464	13	26	0	10	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	14 1601	0	0	464	13	26	0	10	0	0	0
Critical Gap Module:	Critical Gp: 4.1 xxxxx xxxxxxx										
FollowOptim:	FollowOptim: 2.2 xxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx										
Capacity Module:	Conflict Vol: 476 xxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx										
Potent. Cap.:	1032	xxx	xxx								
Move Cap.:	1082	xxx	xxx								
Volume/Cap.:	0.01	xxx	xxx								
Level Of Service Module:	2Way95thHQ: 0.1 xxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx										
Conflict Vol:	476	xxx	xxx								
Control Del:	1032	xxx	xxx								
LOS by Move:	A *	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT	-								
Shared Cap.:	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx
Shrd Queue:	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx
Shrd CondDel:	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*
ApproachChanel:	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	*
Note: Queue reported is the number of cars per lane.	Note: Queue reported is the number of cars per lane.										

Initial Vol:		Signalized/Unsignalized/Rights-of-Way/Include		Signalized/Unsignalized/Rights-of-Way/Include		Signalized/Unsignalized/Rights-of-Way/Include		Signalized/Unsignalized/Rights-of-Way/Include		Signalized/Unsignalized/Rights-of-Way/Include	
Lanes:		Lanes:		Lanes:		Lanes:		Lanes:		Lanes:	
25	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0
Lanes:	13	0	2	0	0	0	0	0	0	0	0
Initial Vol:	13	0	1528	0	0	0	0	0	0	0	0
Signalized/Unsignalized/Rights-of-Way/Include											
La Sierra Ave											
Street Name:	Dufferin Ave										
Approach:	South Bound										
Movement:	L - T - R										
Volume Module:	>> Count Date: 23 Sep 2009 << 4:45:54 PM										
Base Vol:	7 678	0	0	1513	25	14	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7 678	0	0	1513	25	14	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	8 738	0	0	1646	27	15	0	11	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	8 738	0	0	1646	27	15	0	11	0	0	0
Critical Gap Module:	Critical Gp: 4.1 xxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx										
FollowOptim:	FollowOptim: 2.2 xxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx										
Capacity Module:	Conflict Vol: 4.1 xxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx										
Potent. Cap.:	3719	xxx	xxx								
Move Cap.:	3719	xxx	xxx								
Volume/Cap.:	0.02	xxx	xxx								
Level Of Service Module:	Capacity Module:										
2Way95thHQ:	0.1	xxx	xxx								
Control Del:	14.7	xxx	xxx								
LOS by Move:	B *	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT	-								
Shared Cap.:	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx
Shrd Queue:	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx
Shrd CondDel:	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*
ApproachChanel:	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx	xxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	*
Note: Queue reported is the number of cars per lane.	Note: Queue reported is the number of cars per lane.										





## Intersection #5: La Sierra Ave / Lake Knoll Pkwy



Street Name:	La Sierra Ave						Lake Knoll Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R	L - T	- R	L - T	- R	L - T	- R	L - T	- R	L - T	- R
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Volume Module: > Count Date: 23 Sep 2009 < 7:00-8:00 AM												
Base Vol:	3 1130	0	346	35	118	0	19	0	0	0	5	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3 1130	0	346	35	118	0	19	0	0	0	5	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.94
PHF Volume:	3 1227	0	376	38	128	0	21	0	0	0	67	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3 1227	0	376	38	128	0	21	0	0	0	67	0
PCU Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3 1227	0	376	38	128	0	21	0	0	0	67	0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.93 0.93 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 2.00 0.00 0.00 1.82 0.18 0.86 0.00 0.00 0.00 0.00 0.00 0.00  
Final Sat.: 1769 3538 0 0 3168 320 159 0 243 0 0 0 0 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.35 0.00 0.00 0.12 0.12 0.08 0.00 0.08 0.00 0.00 0.00 0.00

Crit Moves: \*\*\*\*

Green/Cycle: 0.27 0.35 0.00 0.00 0.45 0.45 0.45 0.00 0.16 0.00 0.00 0.00 0.00

Volume/Cap: 0.01 0.53 0.00 0.00 0.26 0.26 0.53 0.00 0.53 0.00 0.00 0.00 0.00

Delay/Veh: 26.9 9.6 0.0 0.0 17.1 17.1 40.6 0.0 40.6 0.0 0.0 0.0 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

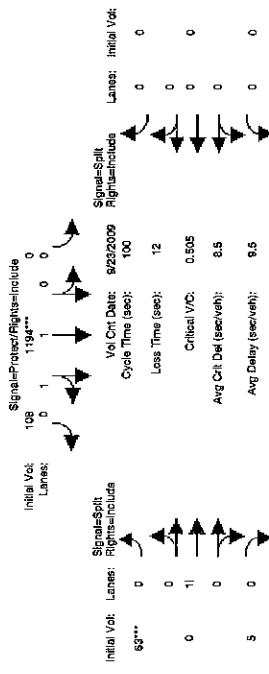
AdjDel/Veh: 26.9 9.6 0.0 0.0 17.1 17.1 40.6 0.0 40.6 0.0 0.0 0.0 0.0

LOS By Move: C A A B D A D A A A D A A A

HCM2xAvgQ: 0 11 0 0 4 4 5 0 5 0 0 0 10 3 0 3 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

## Intersection #5: La Sierra Ave / Lake Knoll Pkwy



Street Name:	La Sierra Ave						Lake Knoll Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R	L - T	- R	L - T	- R	L - T	- R	L - T	- R	L - T	- R
Min. Green:	0	1	0	0	0	0	0	0	0	0	0	0
Volume Module: > Count Date: 23 Sep 2009 < 4:55-5:45 PM												
Base Vol:	13 480	0	0	1194	108	0	5	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13 480	0	0	1194	108	0	5	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	14 510	0	0	1269	115	0	5	0	0	0	0	0
Reducut Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14 510	0	0	1269	115	0	5	0	0	0	0	0
PCU Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14 510	0	0	1269	115	0	5	0	0	0	0	0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.93 0.93 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 2.00 0.00 0.00 1.82 0.18 0.86 0.00 0.00 0.00 0.00 0.00 0.00  
Final Sat.: 1769 3538 0 0 3205 290 1633 0 130 0 0 0 0

Capacity Analysis Module:  
Vol/Sat: 0.01 0.14 0.00 0.00 0.40 0.40 0.04 0.00 0.00 0.00 0.00 0.00 0.00

Crit Moves: \*\*\*\*

Green/Cycle: 0.07 0.54 0.00 0.00 0.73 0.73 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Volume/Cap: 0.11 0.27 0.00 0.00 0.54 0.54 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Delay/Veh: 44.0 12.4 0.0 0.0 6.1 6.1 48.9 0.0 0.0 0.0 0.0 0.0 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 44.0 12.4 0.0 0.0 6.1 6.1 48.9 0.0 0.0 0.0 0.0 0.0 0.0

LOS By Move: D B A A D A A D A A A

HCM2xAvgQ: 0 4 0 4 0 0 10 10 3 0 3 0 0 0

Note: Queue reported is the number of cars per lane.



Street Name:	La Sierra Ave						Lake Knoll Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R	L - T	- R	L - T	- R	L - T	- R	L - T	- R	L - T	- R
Min. Green:	0	1	0	0	0	0	0	0	0	0	0	0
Volume Module: > Count Date: 23 Sep 2009 < 4:55-5:45 PM												
Base Vol:	13 480	0	0	1194	108	0	5	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13 480	0	0	1194	108	0	5	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	14 510	0	0	1269	115	0	5	0	0	0	0	0
Reducut Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14 510	0	0	1269	115	0	5	0	0	0	0	0
PCU Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14 510	0	0	1269	115	0	5	0	0	0	0	0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.93 0.93 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 2.00 0.00 0.00 1.82 0.18 0.86 0.00 0.00 0.00 0.00 0.00 0.00  
Final Sat.: 1769 3538 0 0 3205 290 1633 0 130 0 0 0 0

Capacity Analysis Module:  
Vol/Sat: 0.01 0.14 0.00 0.00 0.40 0.40 0.04 0.00 0.00 0.00 0.00 0.00 0.00

Crit Moves: \*\*\*\*

Green/Cycle: 0.07 0.54 0.00 0.00 0.73 0.73 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Volume/Cap: 0.11 0.27 0.00 0.00 0.54 0.54 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Delay/Veh: 44.0 12.4 0.0 0.0 6.1 6.1 48.9 0.0 0.0 0.0 0.0 0.0 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 44.0 12.4 0.0 0.0 6.1 6.1 48.9 0.0 0.0 0.0 0.0 0.0 0.0

LOS By Move: D B A A D A A D A A A

HCM2xAvgQ: 0 4 0 4 0 0 10 10 3 0 3 0 0 0

Note: Queue reported is the number of cars per lane.







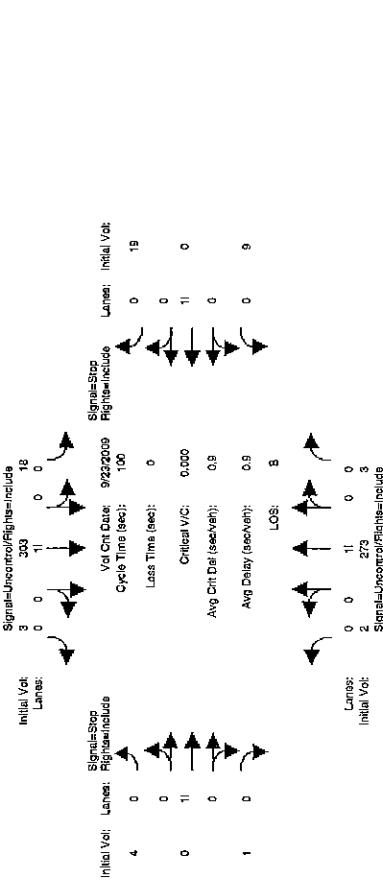
Riverside-Corona Feeder Realignment Project  
W.O. 07-0377  
Existing Condition

## Level Of Service Computation Report

2000 HCM Unsignalized (Base Volume Alternative)

E AM

## Intersection #9: Pedley Rd / 56th St.



## Intersection #9: Pedley Rd / 56th St.

Street Name:	Pedley Rd	North Bound	South Bound	East Bound	West Bound
Approach:	North Bound	South Bound	East Bound	West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	
Volume Module: >> Count Date: 23 sep 2009 << 6:00:00 AM					
Base Vol:	2 273	3 18 303	3 4 0 1 9 0 19		
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00 1.00 1.00 1.00		
Initial Bse:	2 273	3 18 303	3 4 0 1 9 0 19		
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00 1.00 1.00 1.00		
PHF Adj:	0.91 0.91	0.91 0.91	0.91 0.91 0.91 0.91 0.91		
PHF Volume:	2 301	3 20 334	3 4 0 1 10 0 21		
Reduc Vol:	0 0	0 0	0 0 0 0 0 0 0		
Final Volume:	2 301	3 20 334	3 4 0 1 10 0 21		
Critical Gap Module:					
Critical Gp:	4.1 xxccc	4.1 xxccc	7.1 6.5 6.2 7.1 6.5 6.2		
FollowOptim:	2.2 xxccc	2.2 xxccc	3.5 4.0 3.5 4.0 3.3		
Capacity Module:					
Conflict Vol:	337 xxccc	304 xxccc	693 684 336 683 684 303		
Potent Cap.:	1222 xxccc	1257 xxccc	358 371 706 363 371 737		
Move Cap.:	1222 xxccc	1257 xxccc	343 365 706 358 365 737		
Volume/Cap:	0.00 xxccc	0.02 xxccc	0.01 0.00 0.00 0.03 0.00 0.03		
Level Of Service Module:					
2Way95HQ:	0.0 xxccc	0.0 xxccc	0.0 xxccc	0.1 xxccc	0.0 xxccc
Control Del:	8.0 xxccc	7.9 xxccc	8.0 xxccc	8.2 xxccc	8.0 xxccc
LOS by Move:	A *	A *	A *	A *	A *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxccc xxccc	xxccc xxccc	xxccc xxccc	xxccc xxccc	xxccc xxccc
Shared Queue:	xxccc xxccc	xxccc xxccc	xxccc xxccc	xxccc xxccc	xxccc xxccc
Shrd CondEl:	xxccc xxccc	xxccc xxccc	xxccc xxccc	xxccc xxccc	xxccc xxccc
Shared LOS:	*	*	*	*	*
ApproachLOS:	xxccc	xxccc	xxccc	xxccc	xxccc
Note:	Queue reported is the number of cars per lane.				

## COMPARE

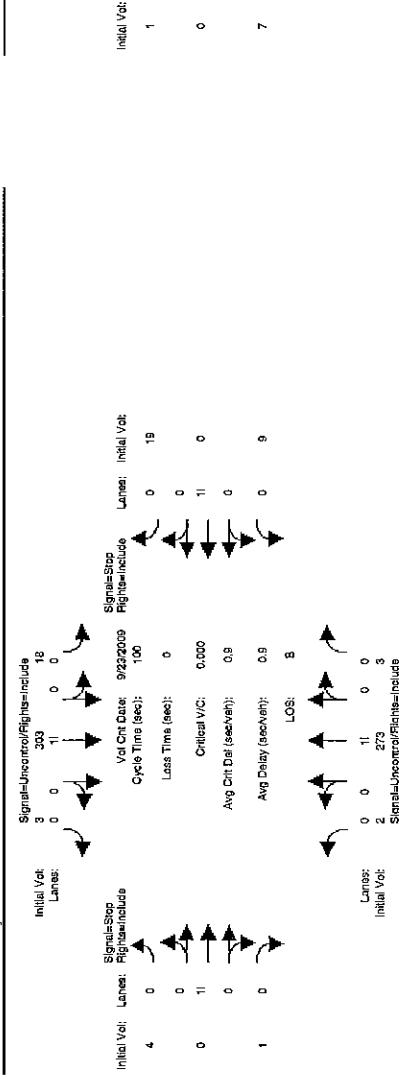
Tue Oct 06 10:56:29 2009

Riverside-Corona Feeder Realignment Project  
W.O. 07-0377  
Existing Condition

## Level Of Service Computation Report

2000 HCM Unsignalized (Base Volume Alternative)

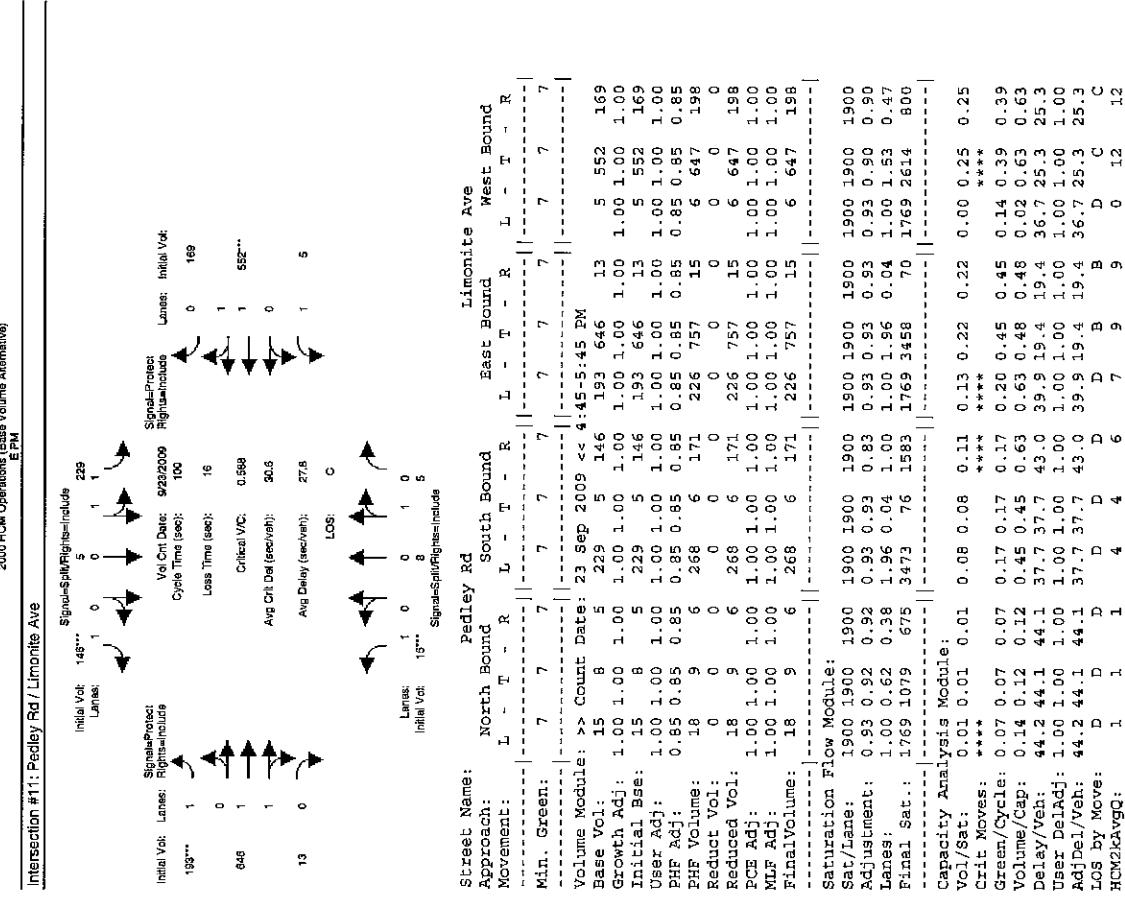
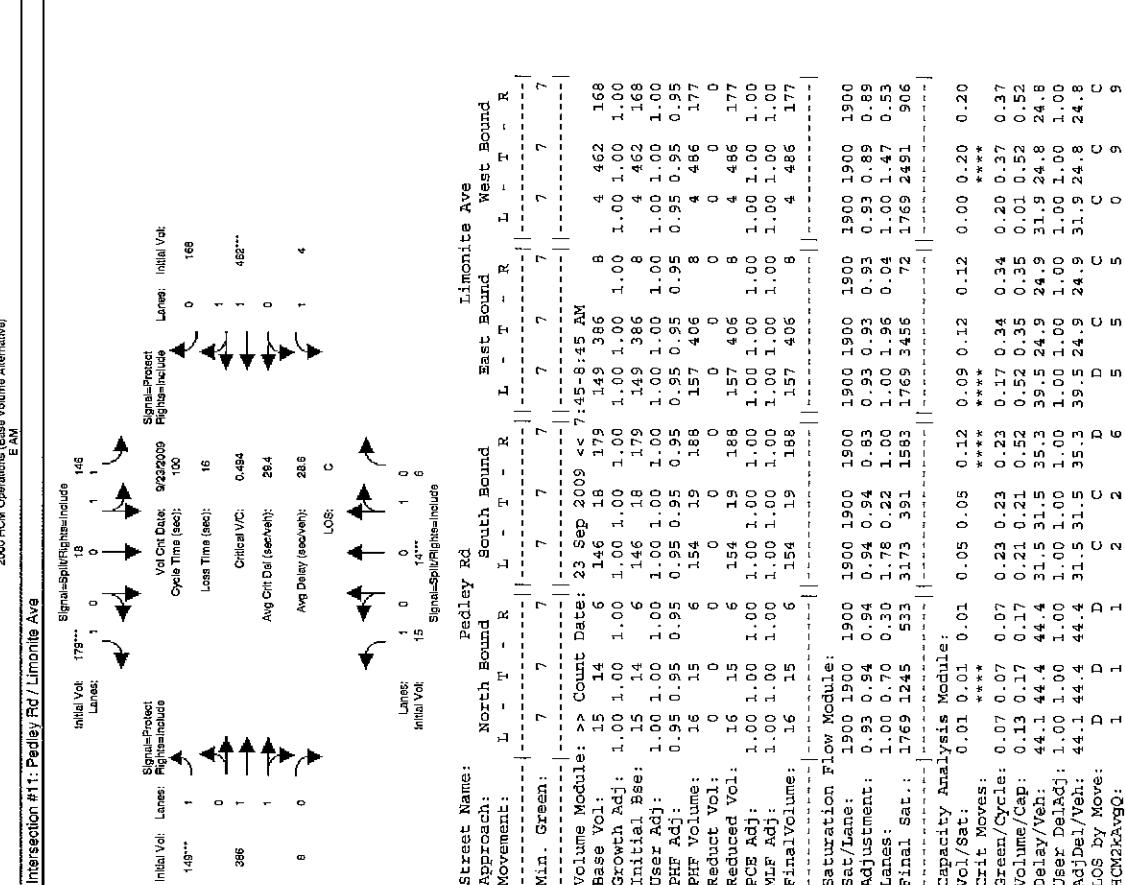
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## Intersection #8: Pedley Rd / 56th St.

Street Name:	Pedley Rd	North Bound	South Bound	East Bound	West Bound
Approach:	North Bound	South Bound	East Bound	West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	
Volume Module: >> Count Date: 23 sep 2009 << 5:00:00 PM					
Base Vol:	4 326	5 19 336	7 1 0 7 6 1 11		
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00 1.00 1.00 1.00		
Initial Bse:	4 326	6 19 336	7 1 0 7 6 1 11		
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00 1.00 1.00		
PHF Adj:	0.82 0.82	0.82 0.82	0.82 0.82 0.82 0.82		
PHF Volume:	5 395	7 23 410	9 1 0 9 1 0 9 1 13		
Reduc Vol:	0 0	0 0	0 0 0 0 0 0 0 0 0 0		
Final Volume:	5 395	7 23 410	9 1 0 9 1 0 9 1 13		
Critical Gap Module:					
Critical Gp:	4.1 xxccc	4.1 xxccc	4.1 xxccc	4.1 xxccc	4.1 xxccc
FollowOptim:	2.2 xxccc	2.2 xxccc	2.2 xxccc	2.2 xxccc	2.2 xxccc
Capacity Module:					
Conflict Vol:	419 xxccc	405 xxccc	880 876	415 877	402
Potent Cap.:	1140 xxccc	1153 xxccc	1153 xxccc	1153 xxccc	1153 xxccc
Move Cap.:	1140 xxccc	1153 xxccc	1153 xxccc	1153 xxccc	1153 xxccc
Volume/Cap:	0.00 xxccc	0.02 xxccc	0.02 xxccc	0.02 xxccc	0.02 xxccc
Level Of Service Module:					
2Way95HQ:	0.1 xxccc	0.2 xxccc	0.1 xxccc	0.2 xxccc	0.1 xxccc
Control Del:	8.2 xxccc	8.2 xxccc	8.2 xxccc	8.2 xxccc	8.2 xxccc
LOS by Move:	A *	A *	A *	A *	A *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxccc xxccc	xxccc xxccc	xxccc xxccc	xxccc xxccc	xxccc xxccc
Shared Queue:	xxccc xxccc	xxccc xxccc	xxccc xxccc	xxccc xxccc	xxccc xxccc
Shrd CondEl:	xxccc xxccc	xxccc xxccc	xxccc xxccc	xxccc xxccc	xxccc xxccc
Shared LOS:	*	*	*	*	*
ApproachLOS:	xxccc	xxccc	xxccc	xxccc	xxccc
Note:	Queue reported is the number of cars per lane.				

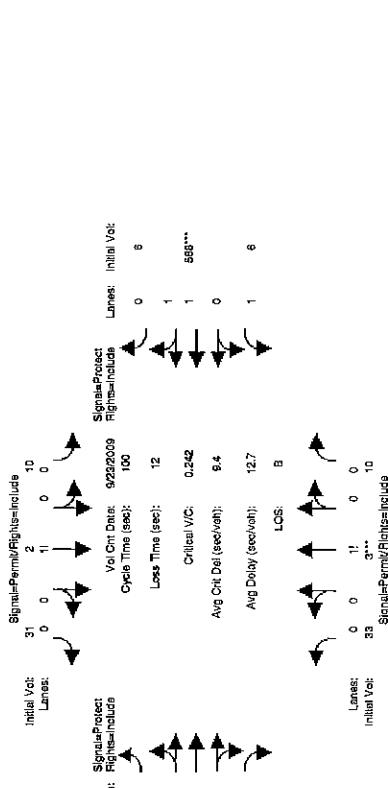




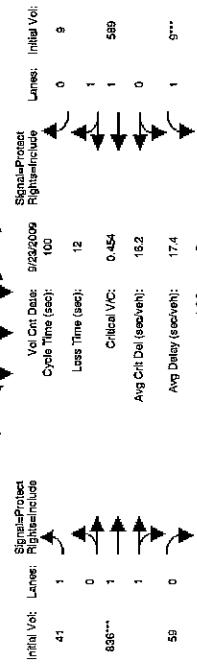
Riverside-Corona Feeder Realignment Project  
W.O. CR-0377  
Existing Condition

Level Of Service Computation Report  
2000 HCM Operations (Base Volume Alternative)

Intersection #12: Baldwin Ave / Limonite Ave



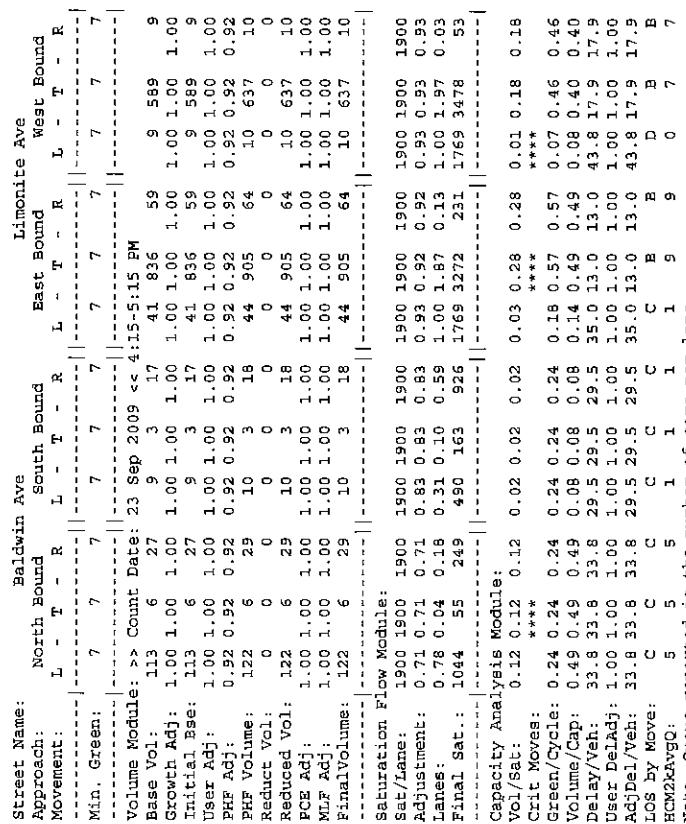
Intersection #12: Baldwin Ave / Limonite Ave



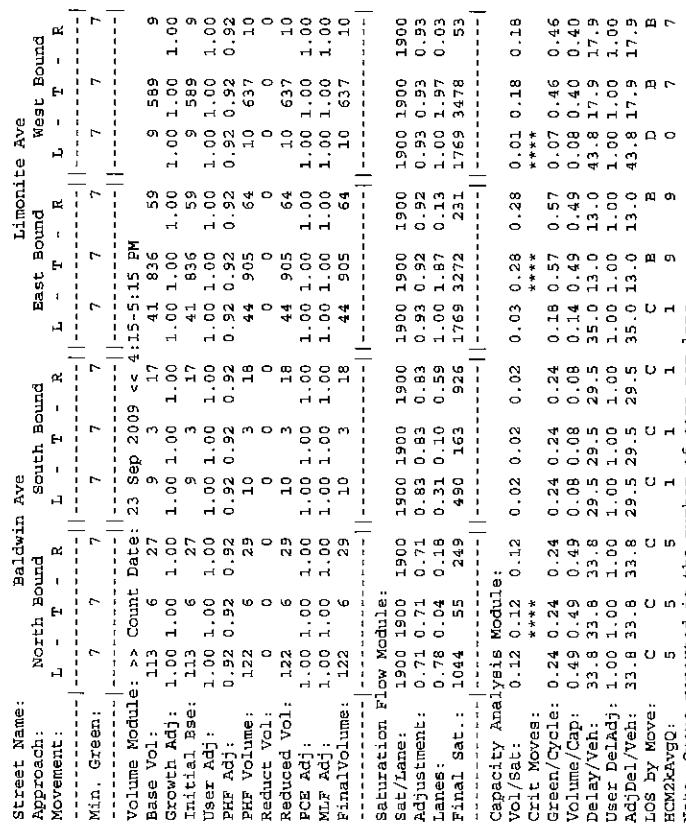
Intersection #12: Baldwin Ave / Limonite Ave



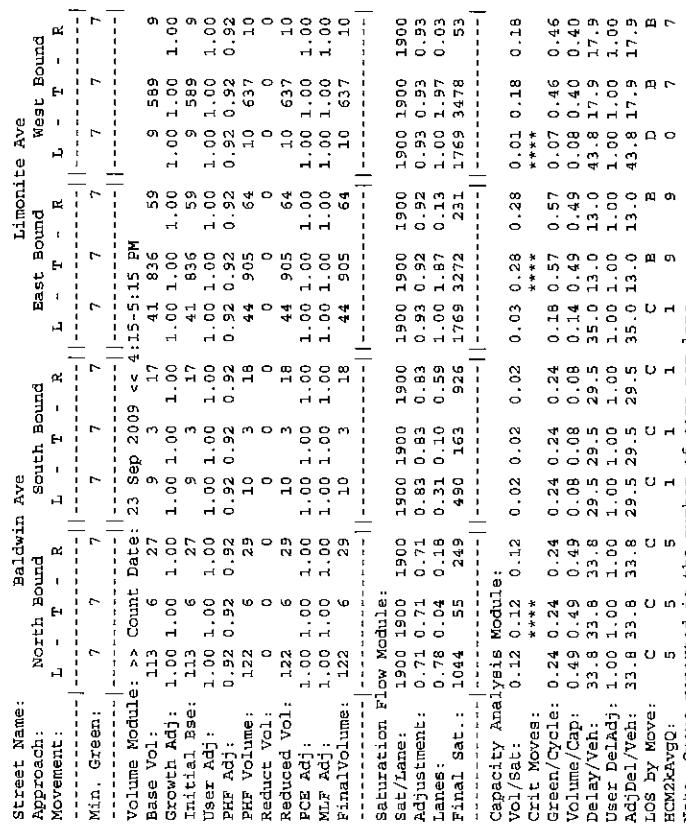
Intersection #12: Baldwin Ave / Limonite Ave



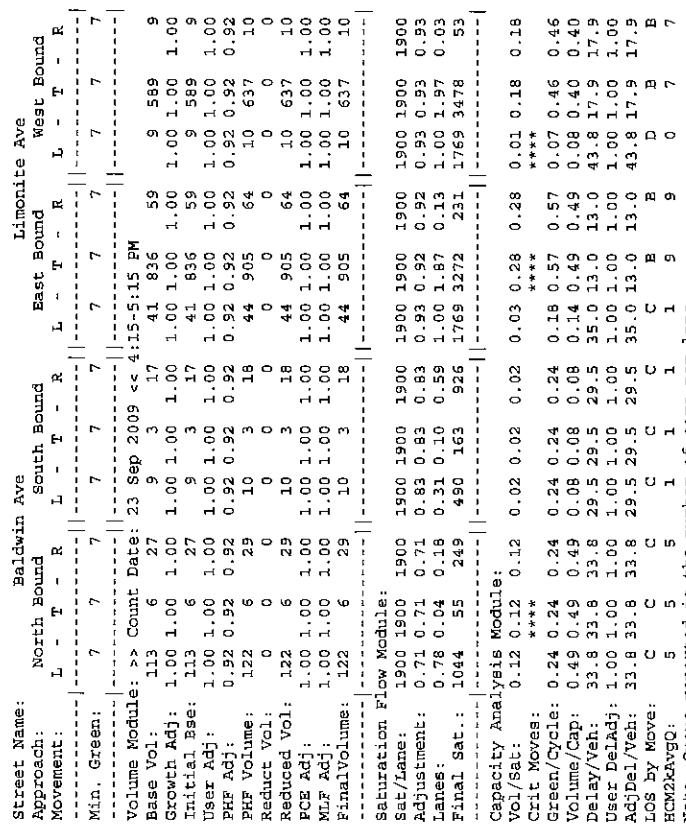
Intersection #12: Baldwin Ave / Limonite Ave



Intersection #12: Baldwin Ave / Limonite Ave



Intersection #12: Baldwin Ave / Limonite Ave















## **Existing plus Ambient Growth Level of Service Calculations**





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COMPARE

Eastside-Corona Freeway Realignment Project  
WQ 97-0377  
Existing + Ambient Growth Condition  
Level Of Service Computation Report  
HOW Unsigned (Future Volume Alternatives)

**Corona Feeder Realignmen**  
W.O. Q7-0377  
**ng + Ambient Growth Conditi**  
**OI Service Computation Re**  
**signalized (Future Volume**

Intersection #2: La Sierra Ave / Dufferin Ave

Intersection #2: La Sierra Ave / Dufferin Ave

Initial Velocity ( $V_i$ )	Signal-to-Noise Ratio (SNR)
0.0	0.0
0.5	1.0
1.0	2.0
1.5	3.0
2.0	4.0
2.5	5.0
3.0	6.0
3.5	7.0
4.0	8.0
4.5	7.5
5.0	7.0
5.5	6.5
6.0	6.0
6.5	5.5
7.0	5.0
7.5	4.5
8.0	4.0
8.5	3.5
9.0	3.0
9.5	2.5
10.0	2.0
10.5	1.5
11.0	1.0

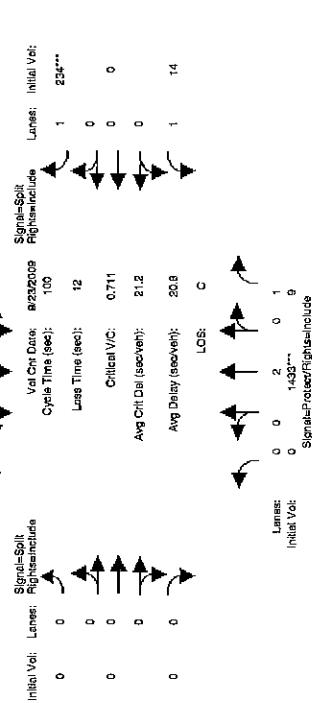
Street Name:	La Sierra Ave				Dufferin Ave			
Approach:	North Bound	South Bound	L - T	R - T	East Bound	West Bound	L - R	L - T - R
Movement:	L - T	R - T	-	-	-	-	-	-
Volume Module:	>> Count Date: 23 Sep 2009 << 4:15:45 PM							
Base Vol:	7 678	0	0 1513	25	14	0	10	0 0 0
Growth Adj:	1.08 1.08	1.08	1.08 1.08	1.08	1.08 1.08	1.08	1.08	1.08 1.08
Initial Bse:	8 732	0	0 1634	27	15	0	11	0 0 0
Added Vol:	0 0	0	0 0	0	0	0	0	0 0 0
PasserByVol:	0 0	0	0 0	0	0	0	0	0 0 0
Initial Put:	8 732	0	0 1634	27	15	0	11	0 0 0
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00
PHP Adj:	0.92 0.92	0.92	0.92 0.92	0.92	0.92 0.92	0.92	0.92	0.92 0.92
PHF Volume:	8 797	0	0 1778	29	16	0	12	0 0 0
Reducit Vol:	0 0	0	0 0	0	0	0	0	0 0 0
FinalVolume:	8 797	0	0 1778	29	16	0	12	0 0 0
Critical Gap Module:								
Critical Gp:	4.1 x0000 x0000 x0000 x0000							
FollowOptim:	2.2 x0000 x0000 x0000 x0000							
Capacity Module:								
Conflict Vol:	187 x0000 x0000 x0000 x0000							
Potent Cap:	337 x0000 x0000 x0000 x0000							
Move Cap.:	337 x0000 x0000 x0000 x0000							
Volume/Cap:	0.02 x0000 x0000 x0000 x0000							
Level of Service Module:								
2Ways5thQ:	0.1 x0000 x0000 x0000 x0000							
Control Del:	16.0 x0000 x0000 x0000 x0000							
LOS by Move:	C * * * *							*
Movement:	LT - LTR - RT							LT - LTR - RT
Shared Cap.:	x0000 x0000 x0000 x0000							x0000 x0000 x0000 x0000
SharedQueue:	x0000 x0000 x0000 x0000							x0000 x0000 x0000 x0000
Shard ConDel:	x0000 x0000 x0000 x0000							x0000 x0000 x0000 x0000
Shared LOS:	* * * *							*
Approach1:	x00000000							116.0
ApproachLOS:	* * * *							

סוכנות מילויים

卷之二十一

مکالمہ میں ایک ایسا مسئلہ کا حل کیا جائے گا جو اسی سلسلہ کا حصہ ہے۔

Tuesday 09.11.2021 2006



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Traffic 7.9.0216

**Intersection #3: La Sierra Ave / McAllister Pkwy**

The diagram illustrates the traffic flow at Intersection #3. It shows two main approaches: La Sierra Ave (left) and McAllister Pkwy (right). The intersection has four lanes in total. The signal phases are as follows:

- Initial Vot:** Lane 1: 0, Lane 2: 0, Lane 3: 0, Lane 4: 0.
- Signal-Split Right's include:** Lane 1: 4/6, Lane 2: 0, Lane 3: 1, Lane 4: 7/7.
- Val Cnt Date: 09/23/2009**
- Cycle Time (sec):** 12
- Last Time (sec):** 12
- Officer V/C:** 0.711
- Avg Ctrl Dist (seconds):** 21.2
- Avg Delay (seconds):** 20.8
- LOS:** C
- LOS by Move:** A B E B A A A C D
- Final Sat.:** 0 18 0 4 5 0 0 0

**McAllister Pkwy:**

Street Name:	Approach:	North Bound	South Bound	East Bound	West Bound
	Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Main. Green:		7 7	7 7	7 7	7 7
Volume Module:	>> Count Date: 23 Sep 2009 <<	7:00-8:00 AM			
Base Vol:	0 1127	8 71	385 0	0 0	13 0
Growth Adj:	1.08 1.08	1.08 1.08	1.08 1.08	1.08 1.08	1.08 1.08
Initial Bas:	0 1433	9 77	41.6 0	0 0	14 0
Added Vol:	0 0	0 0	0 0	0 0	0 0
PasserByVol:	0 0	0 0	0 0	0 0	0 0
Initial Fct:	0 1433	9 77	41.6 0	0 0	14 0
Peer Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Peer Adj:	0.95 0.95	0.95 0.95	0.95 0.95	0.95 0.95	0.95 0.95
PEF Volume:	0 1504	9 80	43.6 0	0 0	15 0
Reduc Vol:	0 0	0 0	0 0	0 0	0 0
Reduced Vol:	0 1504	9 80	43.6 0	0 0	15 0
PEF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PEF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
FinalVolume:	0 1504	9 80	43.6 0	0 0	15 0

**Saturation Flow Module:**

Street Name:	Approach:	North Bound	South Bound	East Bound	West Bound
	Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Main. Green:		7 7	7 7	7 7	7 7
Volume/Sat:	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900
Adjustments:	1.00 0.93	0.93 0.93	1.00 1.00	1.00 1.00	0.93 1.00
Games:	0.00 2.00	1.00 2.00	0.00 0.00	0.00 0.00	1.00 0.00
Final Sat.:	0 3538	1523 1769	3558 0	0 0	1769 0

**Capacity Analysis Module:**

Street Name:	Approach:	North Bound	South Bound	East Bound	West Bound	
	Movement:	L - T - R	L - T - R	L - T - R	L - T - R	
Main. Green:		7 7	7 7	7 7	7 7	
Crit Moves:	0.00 0.43	0.01 0.05	0.12 0.00	0.00 0.00	0.00 0.00	
Volume/Cap:	0.00 0.72	0.59 0.59	0.42 0.42	0.00 0.00	0.00 0.00	
Delay/Vet:	0.0 15.6	8.3 8.3	0.65 0.29	0.00 0.00	0.00 0.00	
User Deladj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	
Individual/Vet:	0.0 15.6	8.3 8.3	56.9 19.1	0.0 0.0	31.0 0.0	
LOS by Move:	0 0	18 0	4 5	0 0	31.0 0.0	
Note:	Queues reported is the number of cars per lane.					

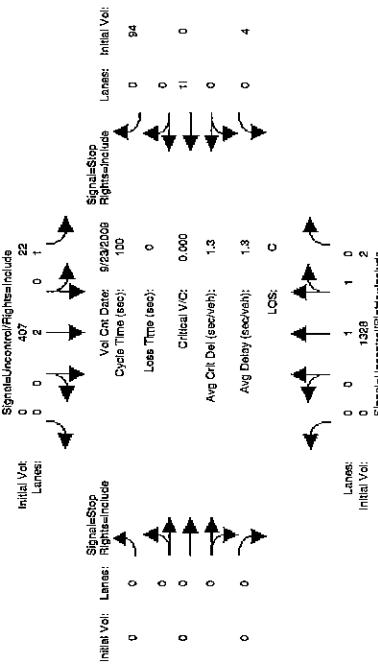
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Riverside-Coronado Feeder Realignment Project  
W.C. 07-0877  
Existing + Ambient Growth Condition  
Level Of Service: Computation Report

2000 HCM Unsignalized (Future Volume Alternative)

EA AM

## Intersection #4: La Sierra Ave / Orchard View Ln



## La Sierra Ave

Orchard View Ln

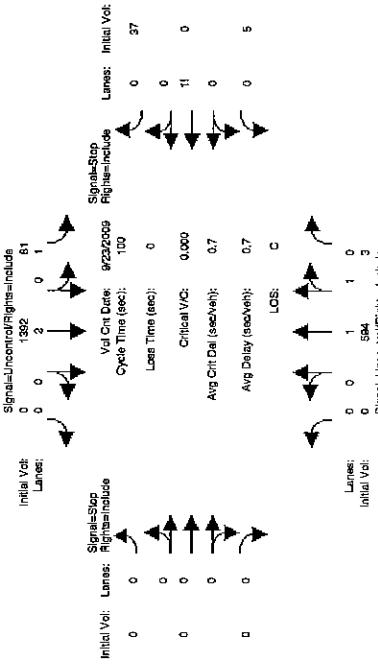
Street Name:	La Sierra Ave
Approach:	North Bound
Movement:	L - T - R - T - R
Volume Module:	>> Count Date: 23 Sep 2009 << 5:00-6:00 PM
Base Vol:	0 550
Growth Adj:	1.08 1.08
Initial Bse:	0 1338
Added Vol:	0 0
PassByVol:	0 0
Initial Put:	0 1328
User Adj:	1.00 1.00
PHF Adj:	0.95 0.95
PHF Volume:	0 1406
Reduc Vol:	0 0
Final Volume:	0 1406
Critical Gap Module:	
Critical Gp:	xxxxxx xxxx xxoooo 4.1 xxoooo xxoooo 2.2 xxoooo xxoooo
FollowUpGp:	xxxxxx xxxx xxoooo 3.5 xxoooo xxoooo
Capacity Module:	
Conflict Vol:	xxxxxx xxxx xxoooo 1406 xxoooo
Potent Cap.:	xxxxxx xxxx xxoooo 481 xxoooo
Move Cap.:	xxxxxx xxxx xxoooo 481 xxoooo
Volume/Cap:	0.05 xxoooo xxoooo
Level of Service Module:	
2way5flQ:	xxxxxx xxxx xxoooo 0.1 xxoooo xxoooo
Control Del:	xxxxxx xxxx xxoooo 12.9 xxoooo
LOS by Move:	* * * B * * * LT - LTR - RT
Movement:	LT - LTR - RT
Shared Cap.:	xxxxxx xxxx xxoooo 3.29 xxoooo
SharedQueue:	xxxxxx xxxx xxoooo 1.3 xxoooo
Shrd ConDel:	xxxxxx xxxx xxoooo 20.9 xxoooo
ApproachDel:	* * * * * xxoooo
ApproachLOS:	* * * * * xxoooo
Note:	Queue reported is the number of cars per lane.

Riverside-Coronado Feeder Realignment Project  
W.C. 07-0877  
Existing + Ambient Growth Condition  
Level Of Service: Computation Report

2000 HCM Unsignalized (Future Volume Alternative)

EA PM

## Intersection #4: La Sierra Ave / Orchard View Ln



## La Sierra Ave

Orchard View Ln

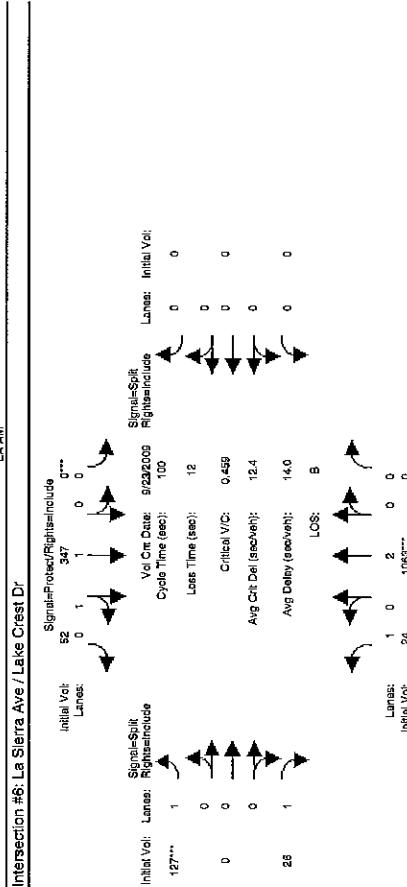
Street Name:	La Sierra Ave
Approach:	South Bound
Movement:	L - T - R - T - R
Volume Module:	>> Count Date: 23 Sep 2009 << 5:00-6:00 PM
Base Vol:	0 550
Growth Adj:	1.08 1.08
Initial Bse:	0 594
Added Vol:	0 0
PasserByVol:	0 0
Initial Put:	0 594
User Adj:	1.00 1.00
PHF Adj:	0.96 0.96
PHF Volume:	0 619
Reduc Vol:	0 0
Final Volume:	0 619
Critical Gap Module:	
Critical Gp:	xxxxxx xxxx xxoooo 4.1 xxoooo xxoooo 2.2 xxoooo xxoooo
FollowUpGp:	xxxxxx xxxx xxoooo 3.5 xxoooo xxoooo
Capacity Module:	
Conflict Vol:	xxxxxx xxxx xxoooo 623 xxoooo xxoooo
Potent Cap.:	xxxxxx xxxx xxoooo 954 xxoooo
Move Cap.:	xxxxxx xxxx xxoooo 954 xxoooo
Volume/Cap:	0.09 xxoooo xxoooo
Level of Service Module:	
2way5flQ:	xxxxxx xxxx xxoooo 0.3 xxoooo xxoooo
Control Del:	xxxxxx xxxx xxoooo 9.1 xxoooo
LOS by Move:	* * * A * * * LT - LTR - RT LT - LTR - RT LT - LTR - RT
Movement:	LT - LTR - RT
Shared Cap.:	xxxxxx xxxx xxoooo 3.29 xxoooo
SharedQueue:	xxxxxx xxxx xxoooo 1.3 xxoooo
Shrd ConDel:	xxxxxx xxxx xxoooo 20.9 xxoooo
ApproachDel:	* * * * * xxoooo
ApproachLOS:	* * * * * xxoooo
Note:	Queue reported is the number of cars per lane.



U.S. DEPARTMENT OF COMMERCE

Interim La-Corona Feeder Realignment Project  
W.Q. 07-0377  
Existing + Ambient Growth Condition  
Level Of Service Computation Report  
D HCM Operations / Future Volume Alternatives

Riverside-Coach a Fender Fleetoperator  
W. O. 07-4377  
Ewing + Ambler  
Level Of Service Computation Report Volume A  
2000 HCM Operations & Future Volume A



Intersection #6: La Sierra Ave / Lake Crest Dr

Street Name:	La Sierra Ave	Lake Crest Dr		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Minn. Green:	7	7	7	7
Volume Module:	>> Count Date: 23 Sep 2009 << 7:00-8:00 AM			
Base Vol:	22 984 0	321 48	118 0	24 0
Through Adj:	1.08 1.08	1.08 1.08	1.08 1.08	1.08 1.08
Initial Bse:	24 1063 0	0 347	52 127	0 26
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserbyVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Sat:	24 1063 0	0 347	52 127	0 26
Year Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHRF Adj:	0.92 0.92	0.92 0.92	0.92 0.92	0.92 0.92
Final Volume:	26 1151 0	0 376	56 138	0 28
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	26 1151 0	0 376	56 138	0 28
Reduced Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
MLF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
FinalVolume:	26 1151 0	0 376	56 138	0 28
Saturation Flow Module:				
SECT/Lane:	1900 1900	1900 1900	1900 1900	1900 1900
Adj/Justment:	0.93 0.93	1.00 1.00	0.91 0.93	1.00 1.00
Jannanes:	1.00 2.00	0.00 0.00	1.74 0.26	1.00 0.00
Final Sat.:	1768 3538	0 0	3019 451	1169 0
Papaparty Analysis Module:				
Vol/Sat:	0.01 0.33	0.00 0.12	0.12 0.08	0.00 0.02
Vol/Mov:	***	***	***	***
Area/Cycle:	0.26 0.65	0.00 0.46	0.46 0.16	0.00 0.16
Vol/Cap:	0.06 0.50	0.00 0.27	0.27 0.50	0.00 0.11
Vol/Veh:	27.8 9.1	0.0 16.6	16.6 40.0	0.0 36.4
Yasser Deladj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Yasser Deladj:	27.8 9.1	0.0 16.6	16.6 40.0	0.0 36.4
LOS by Move:	A A	A B	D D	A A
4CovRavg:	1 10	0 0	4 4	1 0

Note: Queue reported is the number of cars per lane.

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**COMPARE** **Rivendell-Connie Fisher Realignment**  
W.O. 07-3077  
**Evaluating - Agent: Connell**  
**Level Of Service Contribution Report**  
**2000 HCRB Estimates (Future Volume A)**

Intersection #6: La Sierra Ave / Lake Crest Dr

Street Name:	La Sierra Ave			Lake Crest Dr		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L - T	- R	L - T - R	L - T	- R	L - T - R
Min. Green:	7	7	7	7	7	7
Volume Module:	> Count Date: 23 Sep 2009 < 4:45:54 PM			4:45:54 PM		
Base Vol:	1.06	436	0	1084	110	49
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	1.17	471	0	1171	119	53
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Ftr:	1.00	1.00	1.00	1.00	1.00	1.00
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PFH Adj:	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	19	530	0	1318	134	60
Reduc Vol:	0	0	0	0	0	0
Refined Vol:	19	530	0	1318	134	60
PFCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLIF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	530	0	1318	134	60
Saturation Flow Module:						
Sat/Lane:	1.900	1.900	1.900	1.900	1.900	1.900
Adj/Adjustment:	0.93	0.93	1.00	0.92	0.92	0.93
Lanes:	1.00	2.00	0.00	1.82	0.18	1.00
Final sat.:	1769	3538	0	3167	321	1769
Capacity Analysis Module:						
Vol/Sat:	0.01	0.15	0.00	0.00	0.42	0.03
Crit Moves:	*****			*****		
Green/Cycle:	0.07	0.55	0.00	0.00	0.74	0.07
Volume/Cap:	0.16	0.27	0.00	0.00	0.56	0.56
DeVol/Veh:	44.3	11.9	0.0	0.0	6.1	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
Add/Del/Veh:	44.3	11.9	0.0	0.0	6.1	4.7
LOS By Move:	D	B	A	A	D	A
HOMAKAGQ:	1	4	0	11	2	0

Note: Queue reported is the number of cars per lane.

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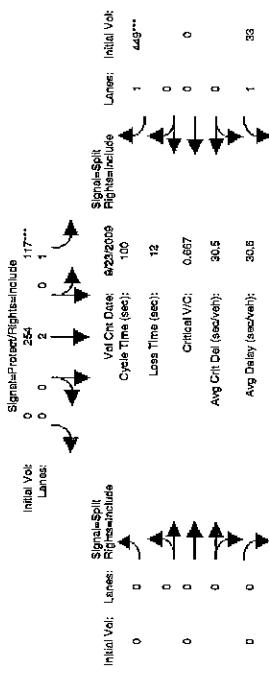
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Tue Oct 06 11:08:21 2009

COMPARE

Riverside-Corona Feeder Realignment Project  
W.O. 07-0377  
Existing + Ambient Growth Condition  
Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
BA AM

## Intersection #7: La Sierra Ave / Blackburn Rd



Street Name: La Sierra Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Min. Green: 7 7 7 7 7 7 7 7

Volume Module: > Count Date: 23 Sep 2009 < 7:00-8:00 AM  
Base Vol: 0 605 7 108 235 0 0 0 31 0 416  
Growth Adj: 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08  
Initial Bse: 0 654 8 117 254 0 0 0 33 0 449  
Added Vol: 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 654 8 117 254 0 0 0 33 0 449  
Initial Fut: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92  
PHF Volume: 0 714 8 127 277 0 0 0 37 0 490  
Reduc Vol: 0 714 8 127 277 0 0 0 37 0 490  
Reduced Vol: 0 714 8 127 277 0 0 0 37 0 490  
PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Volume: 0 714 8 127 277 0 0 0 37 0 490

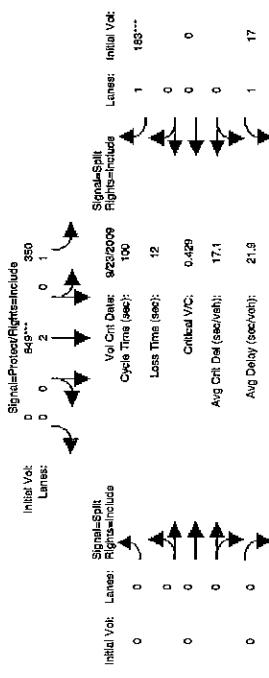
Saturation Flow Module:  
Sat/Lane: 1900 1910 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 1.00 0.93 0.93 0.93 1.00 1.00 1.00 0.93 1.00 0.83  
Lanes: 0.00 1.98 0.02 1.00 2.00 0.00 0.00 1.00 0.00 1.00  
Final Sat.: 0 3430 40 1769 3538 0 0 0 1769 0 1583

Capacity Analysis Module:  
Vol/Sat: 0.00 0.20 0.20 0.07 0.08 0.00 0.00 0.00 0.02 0.00 0.31  
Crit Moves: \*\*\*  
Green/Cycle: 0.00 0.31 0.31 0.11 0.22 0.00 0.00 0.00 0.46 0.00 0.45  
Volume/Cap: 0.00 0.67 0.67 0.67 0.36 0.00 0.00 0.00 0.04 0.00 0.67  
Delay/Veh: 0.0 0.31 0.8 31.8 51.5 33.4 0.0 0.0 0.0 14.6 0.0 23.1  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 23.1  
AdjDel/Veh: 0.0 0.31 0.8 31.8 51.5 33.4 0.0 0.0 0.0 14.6 0.0 23.1  
LOS by Move: A C C D C A A B A C  
HCM2RvgQ: 0 11 11 5 4 0 0 1 0 12  
Note: Queue reported is the number of cars per lane.

Tue Oct 06 11:08:21 2009

Riverside-Corona Feeder Realignment Project  
W.O. 07-0377  
Existing + Ambient Growth Condition  
Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
EA PM

## Intersection #7: La Sierra Ave / Blackburn Rd



Street Name: La Sierra Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Min. Green: 7 7 7 7 7 7 7 7

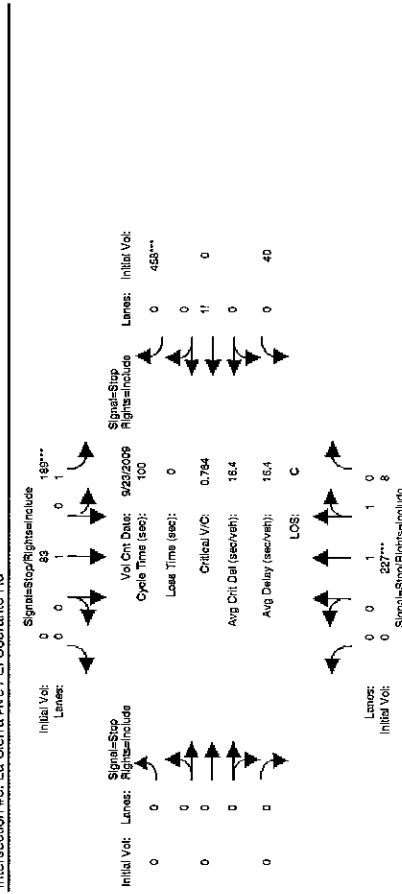
Volume Module: > Count Date: 23 Sep 2009 < 4:45-5:45 PM  
Base Vol: 0 289 25 324 786 0 0 0 0 0 16 0 169  
Growth Adj: 1.06 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08  
Initial Bse: 0 312 27 350 849 0 0 0 0 0 17 0 183  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
PHF Volume: 0 331 29 371 901 0 0 0 0 0 18 0 194  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 331 29 371 901 0 0 0 0 0 18 0 194  
FCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Volume: 0 331 29 371 901 0 0 0 0 0 18 0 194

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 1.00 0.92 0.92 0.92 0.93 0.93 0.93 0.93 1.00 1.00 1.00 1.00  
Lanes: 0.0 1.84 0.16 1.00 2.00 0.0 0.0 1.00 0.0 0.0 1.00 0.0  
Final Sat.: 0 3217 278 1759 3538 0 0 0 0 0 1769 0 1583

Capacity Analysis Module:  
Vol/Sat: 0.00 0.10 0.10 0.21 0.25 0.00 0.00 0.00 0.00 0.00 0.12  
Crit Moves: \*\*\*  
Green/Cycle: 0.00 0.20 0.20 0.41 0.55 0.00 0.00 0.00 0.00 0.00 0.26 0.00  
Volume/Cap: 0.00 0.51 0.51 0.51 0.47 0.00 0.00 0.00 0.00 0.00 0.47  
Delay/Veh: 0.0 0.36 0.36 0.36 0.36 0.0 0.0 0.0 0.0 0.0 0.47  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 0.36 0.36 0.36 0.36 0.0 0.0 0.0 0.0 0.0 0.47  
LOS by Move: A D C B A A C A C  
HCM2RvgQ: 0 6 6 9 9 0 0 0 0 0 5  
Note: Queue reported is the number of cars per lane.

Riverside-Corona Freeway Rehabilitation Project  
W.O. 07-0377  
Existing + Ambient Growth Condition  
Level City Services Construction Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
EA AM

## Intersection #8: La Sierra Ave / El Sobrante Rd



## Street Name: La Sierra Ave

## El Sobrante Rd

## West Bound

## East Bound

## South Bound

## North Bound

## West Bound

## East Bound

## South Bound

## North Bound

## West Bound

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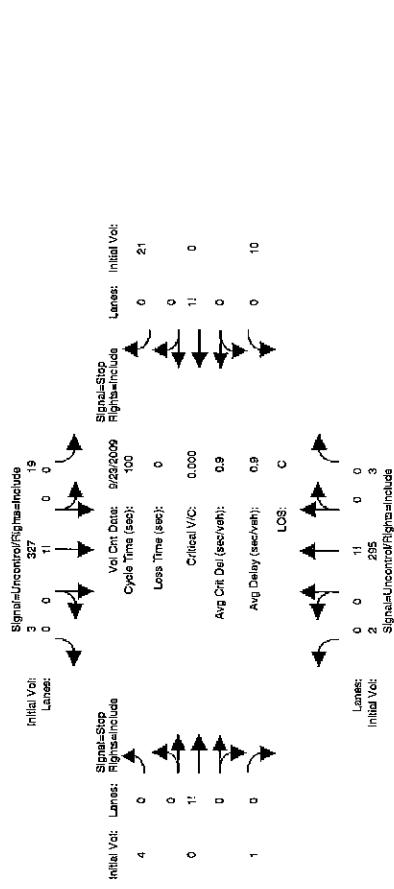
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Riverside-Corona Feeder Rehabilitation Project  
W.C. 07-0377  
Existing + Ambient Growth Condition  
Level Of Service: Construction Region  
2000 HCM Unsignalized (Future Volume Alternative)  
EA AM

## Intersection #9: Pedley Rd / 56th St



## Intersection #9: Pedley Rd / 56th St

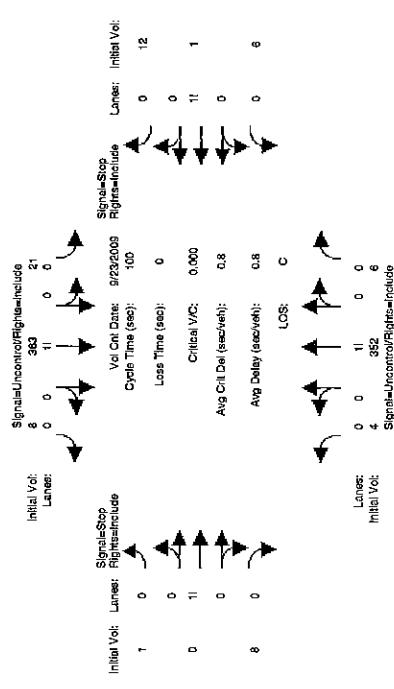
Street Name:	Pedley Rd	Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Volume Module:	>> Count Date: 23 SEP 2009 << 5:00-6:00 PM					
Base Vol:	4 326	6 19 336	7 1 0	7 6 1	1 1	1 1
Growth Adj:	1.08 1.08	1.08 1.08	1.08 1.08	1.08 1.08	1.08 1.08	1.08 1.08
Initial Bse:	4 352	6 21 363	8 1	8 6 1	1 1	1 1
Added Vol:	0 0	0 0	0 0	0 0	0 0	0 0
PasserByVol:	0 0	0 0	0 0	0 0	0 0	0 0
Initial Fut:	4 352	6 21 363	8 1	8 6 1	1 1	1 1
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHF Adj:	0.82 0.82	0.82 0.82	0.82 0.82	0.82 0.82	0.82 0.82	0.82 0.82
PHF Volume:	5 430	8 25 443	9 1	9 8 1	1 15	1 15
Reducit Vol:	0 0	0 0	0 0	0 0	0 0	0 0
Final Volume:	5 430	8 25 443	9 1	9 8 1	1 15	1 15
Critical Gap Module:						
Critical GP:	4.1 xxxx xxxx	4.1 xxxx xxxx	7.1	6.5	6.2	7.1
FollowUpOptim:	2.2 xxxx xxxx	2.2 xxxx xxxx	3.5	4.0	3.5	4.0
Capacity Module:						
Conflict Vol:	452 xxxx xxxx	438 xxxx xxxx	950	946	448	947
Potent Cap.:	1108 xxxx xxxx	1122 xxxx xxxx	240	261	111	241
Move Cap.:	1108 xxxx xxxx	1122 xxxx xxxx	229	254	611	233
Volume/Cap:	0.00 xxxx xxxx	0.02 xxxx xxxx	0.01	0.00	0.03	0.01
Level Of Service Module:						
2Way5thQ:	0.0 xxxx xxxx	0.1 xxxx xxxx	0.0			
Control Del:	8.0 xxxx xxxx	8.3 xxxx xxxx	8.3			
LOS by Move:	A * * * A *	* * * * A *	* * * * A *	* * * * A *	* * * * A *	* * * * A *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx
Shrd ConDel:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx
ApproachDel:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
ApproachLOS:	*	*	*	*	*	*
Note:	Queue reported is the number of cars per lane.					

Traffic 7.8.0215

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Riverside-Corona Feeder Rehabilitation Project  
W.C. 07-0377  
Existing + Ambient Growth Condition  
Level Of Service: Construction Region  
2000 HCM Unsignalized (Future Volume Alternative)  
EA PM

## Intersection #8: Pedley Rd / 56th St



Street Name:	Pedley Rd	Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Volume Module:	>> Count Date: 23 SEP 2009 << 5:00-6:00 PM					
Base Vol:	4 326	6 19 336	7 1 0	7 6 1	1 1	1 1
Growth Adj:	1.08 1.08	1.08 1.08	1.08 1.08	1.08 1.08	1.08 1.08	1.08 1.08
Initial Bse:	4 352	6 21 363	8 1	8 6 1	1 1	1 1
Added Vol:	0 0	0 0	0 0	0 0	0 0	0 0
PasserByVol:	0 0	0 0	0 0	0 0	0 0	0 0
Initial Fut:	4 352	6 21 363	8 1	8 6 1	1 1	1 1
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHF Adj:	0.82 0.82	0.82 0.82	0.82 0.82	0.82 0.82	0.82 0.82	0.82 0.82
PHF Volume:	5 430	8 25 443	9 1	9 8 1	1 15	1 15
Reducit Vol:	0 0	0 0	0 0	0 0	0 0	0 0
Final Volume:	2 325	4 21 361	4 5 0	1 11 0	23	23
Critical Gap Module:						
Critical GP:	4.1 xxxx xxxx	4.1 xxxx xxxx	7.1	6.5	6.2	7.1
FollowUpOptim:	2.2 xxxx xxxx	2.2 xxxx xxxx	3.5	4.0	3.5	4.0
Capacity Module:						
Conflict Vol:	452 xxxx xxxx	438 xxxx xxxx	950	946	448	947
Potent Cap.:	1108 xxxx xxxx	1122 xxxx xxxx	240	261	111	241
Move Cap.:	1108 xxxx xxxx	1122 xxxx xxxx	229	254	611	233
Volume/Cap:	0.00 xxxx xxxx	0.02 xxxx xxxx	0.01	0.00	0.03	0.01
Level Of Service Module:						
2Way5thQ:	0.0 xxxx xxxx	0.1 xxxx xxxx	0.0			
Control Del:	8.0 xxxx xxxx	8.3 xxxx xxxx	8.3			
LOS by Move:	A * * * A *	* * * * A *	* * * * A *	* * * * A *	* * * * A *	* * * * A *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx
Shrd ConDel:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx
ApproachDel:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
ApproachLOS:	*	*	*	*	*	*
Note:	Queue reported is the number of cars per lane.					







Riverside-Corona Freeway Realignment Project  
W.O. 07-0377  
Existing + Ambient Growth Condition

Level Of Service Computation Report

2000 HCM Operations (Future Volume Alternative)

EA AM

Intersection #13: Clay St / Limonite Ave

Intersection #13: Clay St / Limonite Ave									
Clay St					Limonite Ave				
Initial Vol:	Lanes:	Signal=Project Rightofwayinclude	Va Ctrl Date: 11/12/2008	Rightofwayinclude	Initial Vol:	Lanes:	Signal=Project Rightofwayinclude	Va Ctrl Date: 11/12/2008	Rightofwayinclude
25***	1	0	0	1	0	9	1	0	1
426	3	0	Critical V/C: 0.417	Loss Time (sec): 18	805**	3	Critical V/C: 0.675	Loss Time (sec): 16	1
66	1	0	Avg Crit Del (sec/veh): 27.4	0	805**	0	Avg Crit Del (sec/veh): 36.4	0	0
			Avg Delay (second): 20.6	2	175	1	Avg Delay (second): 34.3	2	467***
			LOS: C				LOS: C		
			Lanes: 1 0 1 1 347***				Lanes: 1 0 0 1 544***		
			Signal=SplitRightofwayinclude				Signal=SplitRightofwayinclude		

Riverside-Corona Freeway Realignment Project  
W.O. 07-0377  
Existing + Ambient Growth Condition

Level Of Service Computation Report

2000 HCM Operations (Future Volume Alternative)

EA PM

Intersection #13: Clay St / Limonite Ave

Note: Queue reported is the number of cars per lane.

Tranix 7.5.0215

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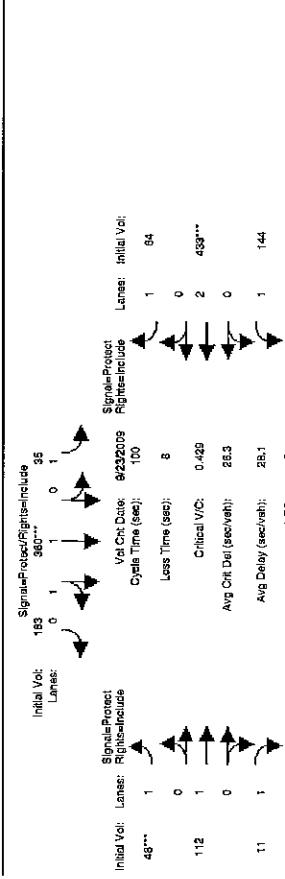
Tranix 7.5.0215

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Riverside County Federal Realignment Project  
Existing Ambient Growth Condition  
Level Of Service Computation Report  
2000 HCM Operations Future Volume Alternative  
EA AM

Intersection #4: Alabama St / San Bernardino Ave



Street Name: Alabama St San Bernardino Ave

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	6	6	6	6
Volume Module:	Count Date: 23 Sep 2009 <> 7:15:31-15 AM			
Base Vol:	72	172	55	32
Growth Adj:	1.08	1.08	1.08	1.08
Initial Bse:	78	186	59	35
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	78	186	59	35
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87
PHF Volume:	89	213	68	40
Reduc Vol:	0	0	0	0
Reduced Vol:	89	213	68	40
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
Final Volume:	89	213	68	40

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	2388	1212	1700	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600

Capacity Analysis Module:

Vol/Sat:	0.15	0.06	0.04	0.02	0.17	0.17	0.03	0.07	0.01	0.10	0.14	0.04	***	***	***	0.11	0.02	0.11	0.11	0.10	0.25	0.06
Crit Moves:	0.12	0.26	0.26	0.26	0.40	0.40	0.26	0.40	0.17	0.23	0.32	0.32	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94
Green/Cycle:	0.43	0.23	0.14	0.09	0.43	0.43	0.43	0.43	0.42	0.42	0.43	0.13	0.42	0.58	0.63	0.24	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	42.1	29.1	28.4	28.0	21.8	21.8	45.6	38.2	34.9	33.8	27.0	24.1	48.1	39.0	41.9	42.6	35.5	35.5	19.7	18.8	14.6	39.8
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	29.1	28.4	28.0	21.8	21.8	46.6	38.2	34.9	33.8	27.0	24.1	48.1	39.0	41.9	42.6	35.5	35.5	19.7	18.8	14.6	39.8
LOS by Move:	D	C	C	D	D	D	C	C	C	C	C	C	C	C	C	D	D	D	B	B	C	C
HCM2AvgQ:	3	2	1	7	2	4	0	5	6	2	1	6	4	10	2	5	1	1	1	1	1	1

Note: Queue reported is the number of cars per lane.

Intersection #4: Alabama St / San Bernardino Ave



Street Name: Alabama St San Bernardino Ave

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	6	6	6	6
Volume Module:	Count Date: 23 Sep 2009 <> 7:15:31-15 AM			
Base Vol:	72	172	55	32
Growth Adj:	1.08	1.08	1.08	1.08
Initial Bse:	78	186	59	35
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	78	186	59	35
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87
PHF Volume:	89	213	68	40
Reduc Vol:	0	0	0	0
Reduced Vol:	89	213	68	40
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
Final Volume:	89	213	68	40

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	2388	1212	1700	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600

Capacity Analysis Module:

Vol/Sat:	0.15	0.06	0.04	0.02	0.17	0.17	0.03	0.07	0.01	0.10	0.14	0.04	***	***	***	0.11	0.02	0.11	0.11	0.10	0.25	0.06
Crit Moves:	0.12	0.26	0.26	0.26	0.40	0.40	0.26	0.40	0.17	0.23	0.32	0.32	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94
Green/Cycle:	0.43	0.23	0.14	0.09	0.43	0.43	0.43	0.43	0.42	0.42	0.43	0.13	0.42	0.58	0.63	0.24	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	42.1	29.1	28.4	28.0	21.8	21.8	45.6	38.2	34.9	33.8	27.0	24.1	48.1	39.0	41.9	42.6	35.5	35.5	19.7	18.8	14.6	39.8
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	29.1	28.4	28.0	21.8	21.8	46.6	38.2	34.9	33.8	27.0	24.1	48.1	39.0	41.9	42.6	35.5	35.5	19.7	18.8	14.6	39.8
LOS by Move:	D	C	C	D	D	D	C	C	C	C	C	C	C	C	C	D	D	D	B	B	C	C
HCM2AvgQ:	3	2	1	7	2	4	0	5	6	2	1	6	4	10	2	6	7	1	6	6	4	10

Note: Queue reported is the number of cars per lane.

Intersection #4: Alabama St / San Bernardino Ave



Street Name: Alabama St San Bernardino Ave

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	6	6	6	6
Volume Module:	Count Date: 23 Sep 2009 <> 5:00-6:00 PM			
Base Vol:	72	172	55	







## **Existing plus Ambient Growth plus Project Level of Service Calculations**









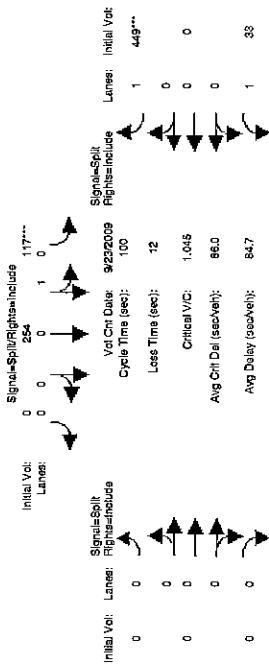




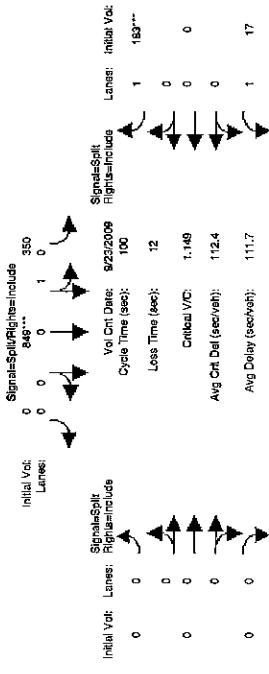


Riverside-Corona Pedestrian Realignment Project  
Existing + Anticipated Growth + Triplex Condition  
Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
BAF AM

## Intersection #7: La Sierra Ave / Blackburn Rd



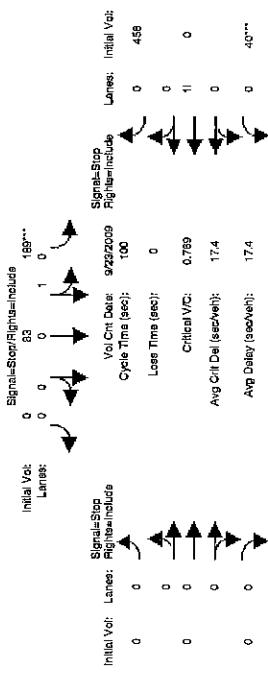
Street Name:	La Sierra Ave			
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	7	7	7	7
Volume Module: >> Count Date: 23 Sep 2009 << 7:00-8:00 AM				
Base Vol:	0 606	7 108	235 0	0 0 31 0
Growth Adj:	1.08	1.08	1.08 1.08	1.08 1.08 1.08 1.08
Initial Bse:	0 654	8 117	254 0	0 0 33 0
Added Vol:	0 0	0 0	0 0 0 0	0 0 0 0
PasserByVol:	0 0	0 0	0 0 0 0	0 0 0 0
Initial Put:	0 654	8 117	254 0	0 0 33 0
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00
PHF Adj:	0.92 0.92	0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92 0.92
PHF Volume:	0 714	8 127	277 0	0 0 37 0
Reduc Vol:	0 0	0 0	0 0 0 0	0 0 0 0
Reduced Vol:	0 714	8 127	277 0	0 0 37 0
POS Adj:	1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00
MIF Adj:	1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00
FinalVolume:	0 714	8 127	277 0	0 0 37 0
Saturation Flow Module:				
Sat./Lane:	1900 1900	1900 1900	1900 1900 1900	1900 1900 1900 1900
Adjustment:	1.00 0.98	0.98 0.96	1.00 1.00 1.00	1.00 1.00 1.00 1.00
Lanes:	0.00 0.99	0.01 0.31	0.00 0.00 0.00	0.00 1.00 0.00 1.00
Final Sat.:	0 1839	21 577	1255 0	0 0 1769 0
Capacity Analysis Module:				
Vol/Sat:	0.00 0.39	0.22 0.22	0.00 0.00 0.00	0.02 0.00 0.31 ***
Crit Moves:	0.00 0.37	0.21 0.21	0.00 0.00 0.00	0.30 0.00 0.30 ***
Green/Cycle:	0.00 1.04	1.04 1.04	0.00 0.00 0.00	0.07 0.00 1.04
Volume/Cap:	0.00 1.04	1.04 1.04	0.00 0.00 0.00	0.15 1.15 1.15
Delay/Veh:	0.0 77.8	97.3 97.3	0.0 0.0 0.0	25.3 0.0 68.8
User DelAdj:	1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00
AdjDel/Veh:	0.0 77.8	97.3 97.3	0.0 0.0 0.0	25.3 0.0 88.8
LOS by Move:	A B	F F	A A	C A F
HCM2AvgQ:	0 32	32 20	0 0	1 0 23
Note:	Queue reported is the number of cars per lane.			



Street Name:	La Sierra Ave			
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	7	7	7	7
Volume Module: >> Count Date: 23 Sep 2009 << 4:45-5:45 PM				
Base Vol:	0 289	25 324	786 0	0 0 0 16
Growth Adj:	1.08	1.08	1.08 1.08	1.08 1.08 1.08 1.08
Initial Bse:	0 312	27 350	849 0	0 0 0 17
Added Vol:	0 0	0 0	0 0 0 0	0 0 0 0
PasserByVol:	0 0	0 0	0 0 0 0	0 0 0 0
Initial Put:	0 312	27 350	849 0	0 0 0 17
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00
PHF Adj:	0.94 0.94	0.94 0.94	0.94 0.94 0.94	0.94 0.94 0.94 0.94
PHF Volume:	0 331	29 371	901 0	0 0 0 194
Reduc Vol:	0 0	0 0	0 0 0 0	0 0 0 0
Reduced Vol:	0 331	29 371	901 0	0 0 0 194
PCU Adj:	1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00
MIF Adj:	1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00
FinalVolume:	0 331	29 371	901 0	0 0 0 194
Saturation Flow Module:				
Sat./Lane:	1900 1900	1900 1900	1900 1900 1900	1900 1900 1900 1900
Adjustment:	1.00 0.98	0.98 0.96	1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 0.99	0.01 0.31	0.00 0.00 0.00	0.00 1.00 0.00 1.00
Final Sat.:	0 1695	21 536	1300 0	0 0 0 1769
Capacity Analysis Module:				
Vol/Sat:	0.00 0.20	0.20 0.69	0.69 0.00	0.00 0.00 0.00 0.12 ***
Crit Moves:	0.00 0.17	0.17 0.60	0.60 0.00	0.00 0.11 0.00 0.11
Green/Cycle:	0.00 1.15	1.15 1.15	1.15 0.00	0.00 0.10 0.00 0.15
Volume/Cap:	0.00 0.92	0.92 0.98	0.29 0.71	0.00 0.00 0.00 1.00
Delay/Veh:	0.0 139	139 139	97.7 97.7	0.0 0.0 0.0 40.6
User DelAdj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00 1.00 1.00
AdjDel/Veh:	0.0 139	139 139	97.7 97.7	0.0 0.0 0.0 40.6
LOS by Move:	A F	F F	A A	D A P
HCM2AvgQ:	0 20	20 62	0 0	1 0 12
Note:	Queue reported is the number of cars per lane.			

Riverside-Corona Feeder Realignment Project  
Existing + Ambient Growth + Project Conditions  
Level Of Service Computation Report  
2009 HCM 4-Way Stop (Future Volume Alternative)  
EAP AM

## Intersection #6: La Sierra Ave / El Sobrante Rd



Street Name: La Sierra Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Min. Green: |-----|-----|-----|-----|-----|-----|-----|-----|  
Volume Module: > Count Date: 23 SEP 2009 < 7:15:8:15 AM  
Base Vol: 0 210 7 175 77 0 0 0 37 0 424  
Growth Adj: 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08  
Initial Bse: 0 227 8 189 83 0 0 0 40 0 458  
Added Vol: 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0  
Initial Put: 0 227 8 189 83 0 0 0 40 0 458  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90  
PFR Volume: 0 252 8 210 92 0 0 0 44 0 508  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 252 8 210 92 0 0 0 44 0 508  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Volume: 0 252 8 210 92 0 0 0 44 0 508

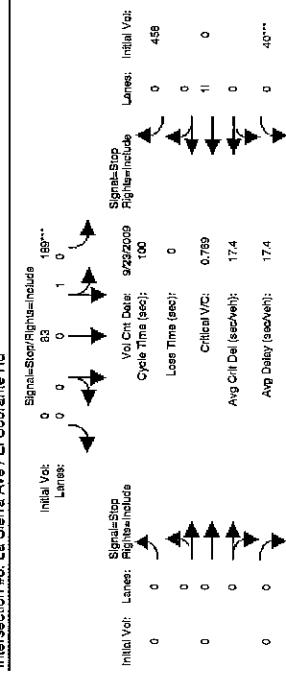
Saturation Flow Module:  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 0.97 0.03 0.69 0.31 0.00 0.00 0.00 0.92 0.92  
Final Sat.: 0 564 19 403 178 0 0 0 58 0 661

Capacity Analysis Module:  
Vol/Sat: x0xx 0.52 0.52 x0xx x0xx x0xx 0.77 x0xx 0.77 \*\*\*  
Crit Moves: \*\*\*\* 0.45 0.45 \*\*\*  
Delay/Veh: 0.0 12.9 12.9 14.5 14.5 0.0 0.0 0.0 21.1 0.0 21.1  
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 12.9 12.9 14.5 14.5 0.0 0.0 0.0 21.1 0.0 21.1  
LOS by Move: \* B B \* \* \* C \* C  
ApproachDel: 12.9 14.5 14.5 14.5 14.5 0.0 0.0 0.0 21.1 0.0 21.1  
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 12.9 14.5 14.5 14.5 0.0 0.0 0.0 21.1 0.0 21.1  
LOS by Appr: B B B B \* \* \* \* \* \*  
AllWayAvgQ: 0.7 0.7 0.7 0.9 0.9 0.9 0.0 0.0 2.6 2.6 2.6

Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Realignment Project  
W.C. 07-0577  
Existing + Ambient Growth + Project Conditions  
Level Of Service Computation Report  
2009 HCM 4-Way Stop (Future Volume Alternative)  
EAP PM

## Intersection #8: La Sierra Ave / El Sobrante Rd



Street Name: La Sierra Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Min. Green: |-----|-----|-----|-----|-----|-----|-----|-----|  
Volume Module: > Count Date: 23 Sep 2009 < 4:45:54:45 PM  
Base Vol: 0 96 25 556 224 0 0 0 21 0 214  
Growth Adj: 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08  
Initial Bse: 0 104 27 603 242 0 0 0 23 0 231  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0  
Initial Put: 0 104 27 603 242 0 0 0 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89  
PFR Volume: 0 117 30 678 272 0 0 0 26 0 260  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 117 30 678 272 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Volume: 0 117 30 678 272 0 0 0 26 0 260

Saturation Flow Module:  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 0.79 0.21 0.71 0.29 0.00 0.00 0.00 0.91 0.91  
Final Sat.: 0 504 131 555 203 0 0 0 58 0 596

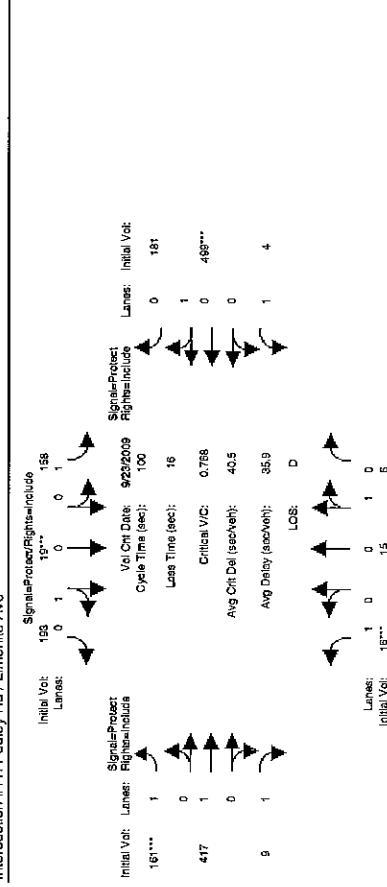
Capacity Analysis Module:  
Vol/Sat: x0xx 0.23 0.23 1.34 x0xx x0xx x0xx 0.44 0.00 0.44  
Crit Moves: \*\*\*\*  
Delay/Veh: 0.0 10.1 10.1 179.9 180 0.0 0.0 0.0 12.5 12.5 12.5  
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 10.1 10.1 179.9 180 0.0 0.0 0.0 12.5 12.5 12.5  
Los by Move: \* B B \* \* \* B F \* \* \*  
ApproachDel: 10.1 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 12.5 12.5 12.5 12.5 0.0 0.0 0.0 12.5 12.5 12.5  
LOS by Appr: B B B B \* \* \* \* \* \*  
AllWayAvgQ: 0.3 0.3 0.3 33.8 33.8 33.8 0.0 0.0 0.7 0.7 0.7

Note: Queue reported is the number of cars per lane.

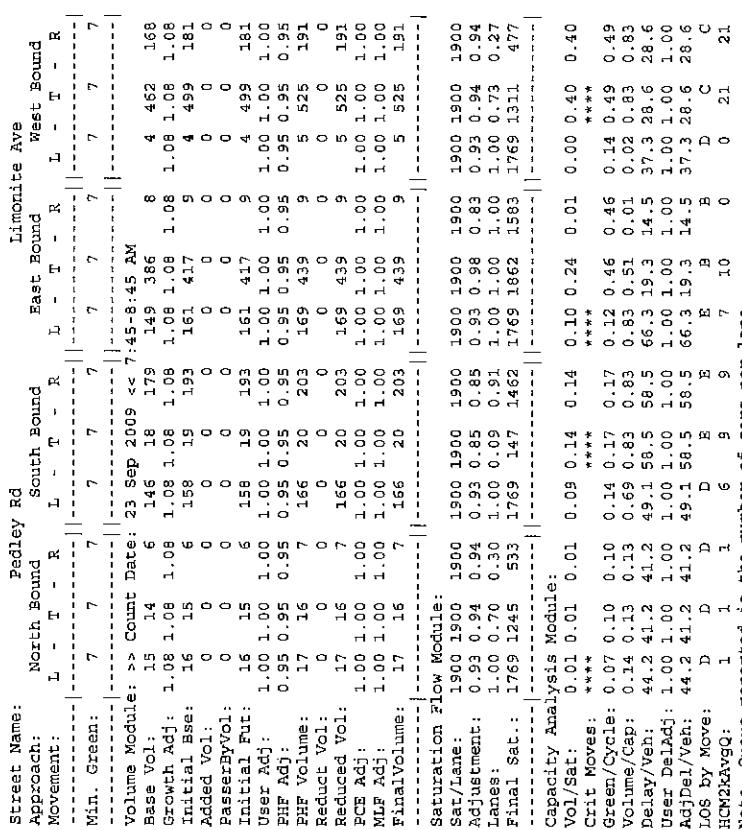


Riverside-Corona Freeway Realignment Project  
W.C. 07-0377  
Existing + Ambient Growth -> Project Condition  
Level Of Service Contribution Report  
2000 HCM Operations Future Volume Alternative  
8 AM

## Intersection #11: Pedley Rd / Limonite Ave

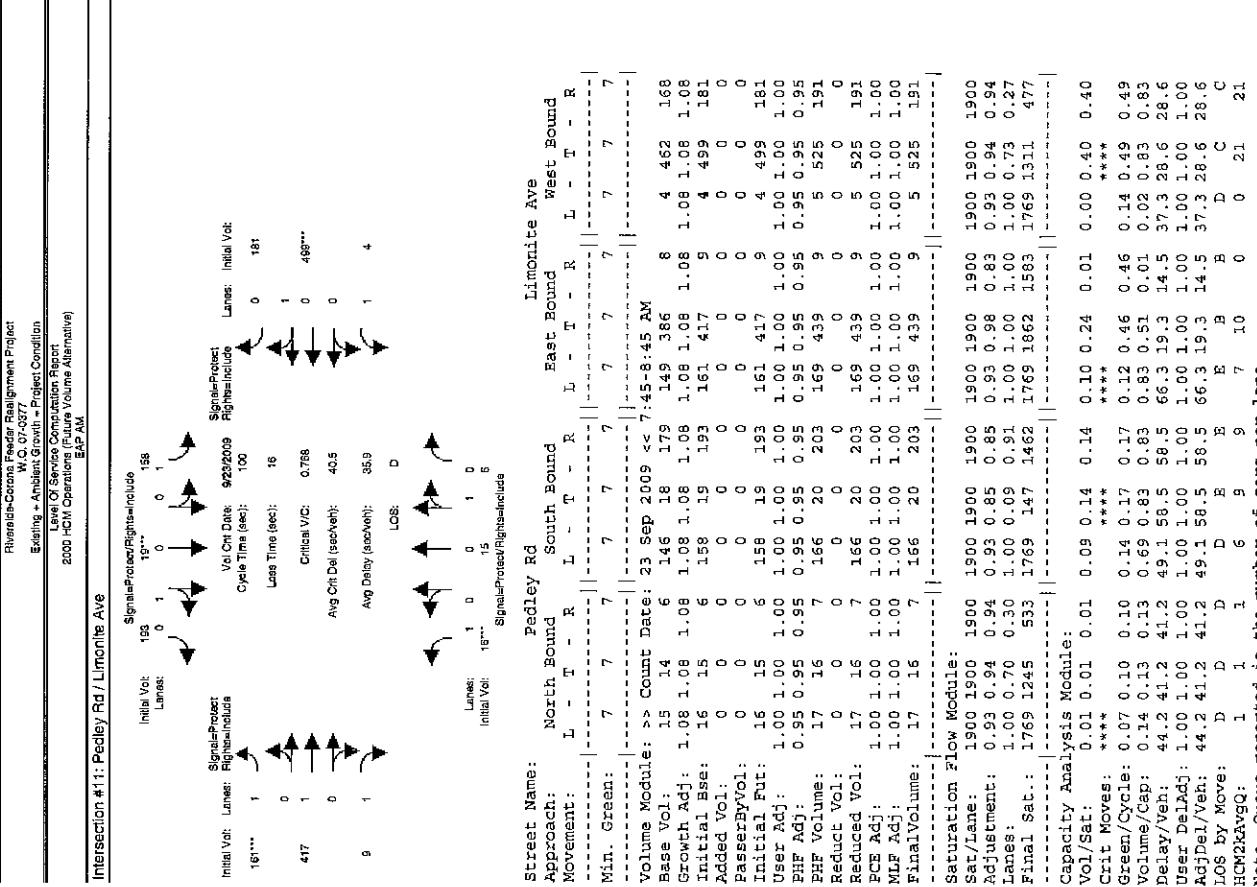


## Intersection #11: Pedley Rd / Limonite Ave

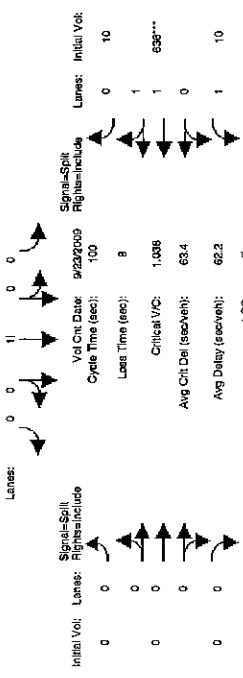
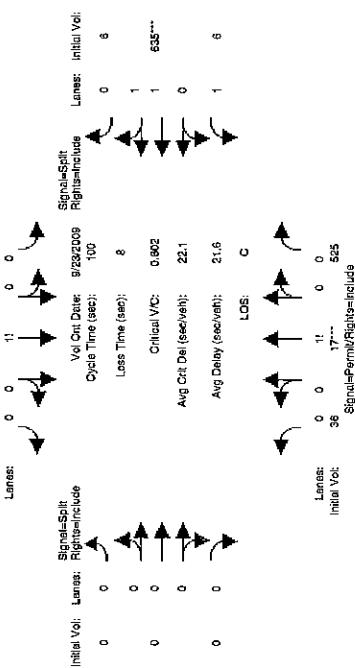


Note: Queue reported is the number of cars per lane.

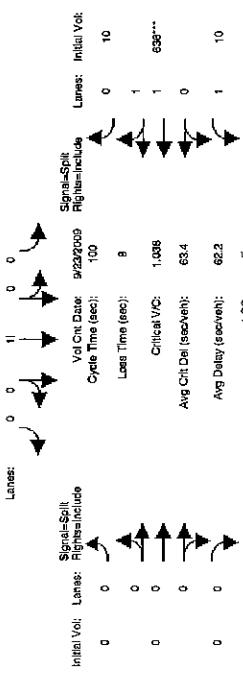
## Intersection #11: Pedley Rd / Limonite Ave



Note: Queue reported is the number of cars per lane.



Street Name:	Baldwin Ave	Limonite Ave		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	7	7	7	7
Volume Module:	>> Count Date: 23 Sep 2009 << 4:15:5:15 PM			
Base Vol:	113	47	863	9
Growth Adj:	1.08	1.08	1.08	1.08
Initial Bse:	122	51	932	10
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	122	51	932	10
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92
BHF Volume:	132	55	1099	11
Reduced Vol:	0	0	0	0
Reduced Vol:	132	55	1099	11
RCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
FinalVolume:	132	55	1099	11
Saturation Flow Module:				
Sat/Lane:	1900	1900	1900	1900
Adjustment:	0.3	0.83	0.3	0.72
Lanes:	0.11	0.05	0.84	0.31
Final Set.:	174	73	1322	426
Capacity Analysis Module:				
Vol/Sat:	0.76	0.76	0.02	0.02
Crit Moves:	***			
Green/Cycle:	0.73	0.73	0.73	0.73
Volume/Cap:	1.04	1.04	1.04	0.03
Delay/Yeh:	50.5	50.5	50.5	3.8
User DelAdj:	1.00	1.00	1.00	1.00
Adj/DelVol:	50.5	50.5	50.5	3.8
LOS by Move:	D	D	A	A
HCVAvgQ:	4.9	4.9	0	0
NOTE: Queue reported is the number of cars per lane.				



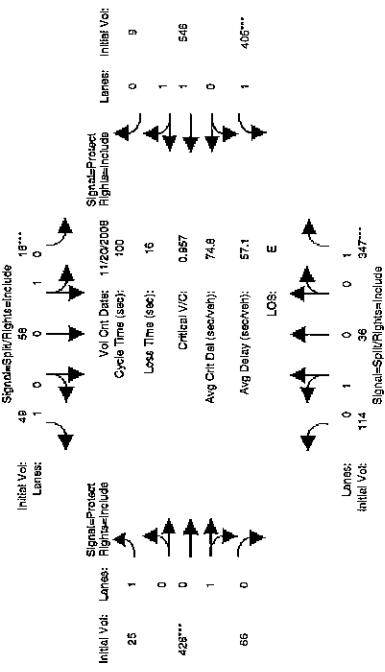
Street Name:	Baldwin Ave	Limonite Ave		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	7	7	7	7
Volume Module:	>> Count Date: 23 Sep 2009 << 4:15:5:15 PM			
Base Vol:	113	47	863	9
Growth Adj:	1.08	1.08	1.08	1.08
Initial Bse:	122	51	932	10
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	122	51	932	10
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92
BHF Volume:	132	55	1099	11
Reduced Vol:	0	0	0	0
Reduced Vol:	132	55	1099	11
RCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
FinalVolume:	132	55	1099	11
Saturation Flow Module:				
Sat/Lane:	1900	1900	1900	1900
Adjustment:	0.3	0.83	0.3	0.72
Lanes:	0.11	0.05	0.84	0.31
Final Set.:	174	73	1322	426
Capacity Analysis Module:				
Vol/Sat:	0.76	0.76	0.02	0.02
Crit Moves:	****			
Green/Cycle:	0.73	0.73	0.73	0.73
Volume/Cap:	1.04	1.04	1.04	0.03
Delay/Yeh:	50.5	50.5	50.5	3.8
User DelAdj:	1.00	1.00	1.00	1.00
Adj/DelVol:	50.5	50.5	50.5	3.8
LOS by Move:	D	D	A	A
HCVAvgQ:	4.9	4.9	0	0
NOTE: Queue reported is the number of cars per lane.				

## COMPARE

Wed Oct 07 09:57:31 2009

Riverside-Corona Feeder Realignment Project  
Existing + Ambient W.O. 07-0377  
Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
EAP AM

## Intersection #3: Clay St./Limonite Ave



## Clay St Limonite Ave

Street Name:	Clay St	South Bound	East Bound	West Bound
Approach:	North Bound	L - T - R	L - T - R	L - T - R
Movement:	1.08 1.08	1.08 1.08	1.08 1.08	1.08 1.08
Initial Bse:	114 36	347 16	58 49	25 426
Min. Green:	7	7	7	7
Volume Module:	>> Count Date: 20 Nov 2008 << 7:30-8:30 AM			
Base Vol:	106	321	15 54	45 23 394
Growth Adj:	1.08	1.08	1.08 1.08	1.08 1.08 1.08
Initial Bse:	114	36	347	16 58
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
User Adj:	1.00	1.00	1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.94	0.94	0.94 0.94	0.94 0.94 0.94
PHF Volume:	121	38	358	17 62
Reducit Vol:	0	0	0	0
Reduced Vol:	121	38	368	17 62
PCE Adj:	1.00	1.00	1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00	1.00	1.00 1.00	1.00 1.00 1.00
Final Volume:	121	38	368	17 62
Saturation Flow Module:				
Sat/Lane:	1900	1900	1900	1900 1900
Adjustment:	0.94	0.94	0.93	0.93 0.93
Lanes:	0.76	0.76	0.76	0.76 0.76
Final Sat.:	1367	426	1553	400 1441
Capacity Analysis Module:				
Vol/Sat:	0.09	0.09	0.23	0.04 0.04
Crit Moves:	***	***	0.03	0.01 0.29
Green/Cycle:	0.24	0.24	0.24	0.07 0.07
Volume/Cap:	0.38	0.38	0.38	0.99 0.61
Delay/Veh:	32.7	32.7	81.4	53.6 53.6
User Deladj:	1.00	1.00	1.00	1.00 1.00
AdjDel/Veh:	32.7	32.7	81.4	53.6 53.6
LOS by Move:	C C	F D	D D	E E
HCM2kAvgQ:	4 4	17 3	3 2	1 22
Note:	Queues reported is the number of cars per lane.			

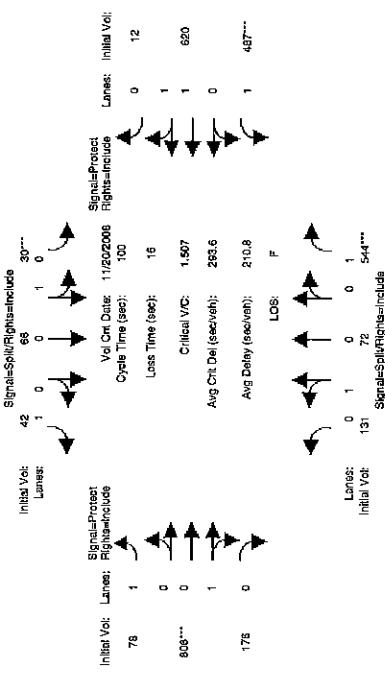
Note: Queues reported is the number of cars per lane.

## COMPARE

Wed Oct 07 09:57:31 2009

Riverside-Corona Feeder Realignment Project  
Existing + Ambient W.O. 07-0377  
Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
EAP PM

## Intersection #3: Clay St./Limonite Ave



## Clay St Limonite Ave

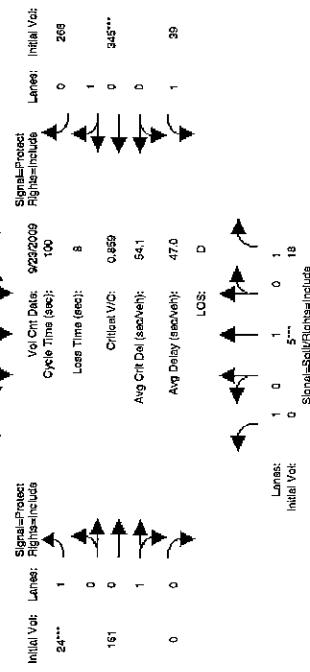
Street Name:	Clay St	South Bound	East Bound	West Bound
Approach:	North Bound	L - T - R	L - T - R	L - T - R
Movement:	1.08 1.08	1.08 1.08	1.08 1.08	1.08 1.08
Initial Bse:	131	72	544	30 66
Min. Green:	7	7	7	7
Volume Module:	>> Count Date: 20 Nov 2008 << 4:45-5:45 PM			
Base Vol:	121	67	504	26 61
Growth Adj:	1.08	1.08	1.08	1.08 1.08
Initial Bse:	131	72	544	30 66
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fur:	131	72	544	30 66
User Adj:	1.00	1.00	1.00	1.00 1.00
PHF Adj:	0.96	0.96	0.96	0.96 0.96
PHF Volume:	136	75	568	32 69
Reducit Vol:	0	0	0	0
Reduced Vol:	136	75	568	32 69
PCE Adj:	1.00	1.00	1.00	1.00 1.00
MLF Adj:	1.00	1.00	1.00	1.00 1.00
Final Volume:	136	75	568	32 69
Saturation Flow Module:				
Sat/Lane:	1900	1900	1900	1900 1900
Adjustment:	0.95	0.95	0.83	0.96 0.96
Lanes:	0.64	0.64	0.64	0.31 0.69
Final Sat.:	1161	643	1583	576 1256
Capacity Analysis Module:				
Vol/Sat:	0.12	0.12	0.36	0.05 0.05
Crit Moves:	***	***	0.23	0.07 0.07
Green/Cycle:	0.23	0.23	0.29	0.25 0.25
Volume/Cap:	0.51	0.51	1.57	0.78 0.78
Delay/Veh:	34.9	34.9	30.9	22.7 22.7
User Deladj:	1.00	1.00	1.00	1.00 1.00
AdjDel/Veh:	34.9	34.9	30.9	22.7 22.7
LOS by Move:	C C	F E	D E	F F
HCM2kAvgQ:	6 6	44 5	5 2	78 78
Note:	Queues reported is the number of cars per lane.			

Note: Queues reported is the number of cars per lane.



Riverside-Corona Feeder Realignment Project  
W.O. 07-0377  
Existing + Ambient Growth + Project Condition  
Level Of Service Computation Reach  
2000 HCM Operations (Future Volume Alternative)  
EAP AM

## Intersection #15: SR-210 SB Ramps / San Bernardino Ave



## Street Name: SR-210 SB Ramps / San Bernardino Ave

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:	0 5 17	1.08 1.08 1.08	1.06 1.08 1.08 1.08	1.08 1.08 1.08
Initial Bse:	0 5 18	222 349	318 24 161	39 345
Min. Green:	6 6 6	6 6 6	6 6 6	6 6 6
Volume Module: >> Count Date: 23 Sep 2009 << 7:15:31:15 AM				
Base Vol:	0 5 17	206 33 294	22 149	0 36 319
Growth Adj:	1.08 1.08 1.08	1.06 1.08 1.08 1.08	1.08 1.08 1.08	1.08 1.08 1.08
Initial Bse:	0 5 18	222 349	318 24 161	39 345
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 5 18	222 349	318 24 161	39 345
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.32 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 0.92 0.92
PHF Volume:	0 6 20	242 380	346 26 175	42 375
Reduc Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 6 20	242 380	346 26 175	42 375
PCU Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	0 6 20	242 380	346 26 175	42 375
Saturation Flow Module:				
Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	0.94 1.00 1.00	0.94 1.00 1.00	0.94 1.00 1.00	0.94 1.00 1.00
Lanes:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Sat.:	1700 1800 1700	1700 1800 1700	1700 1800 1700	1700 1800 1700

Capacity Analysis Module:

Vol/Sat: 0.00 0.01 0.14 0.40 0.40 0.02 0.10 0.00 0.02 0.37 0.37

Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.06 0.06 0.42 0.42 0.05 0.27 0.00 0.17 0.38 0.38

Volume/Cap: 0.00 0.05 0.18 0.34 0.96 0.96 0.36 0.00 0.15 0.96 0.96

Delay/Veh: 0.00 0.45 4.5 20.1 52.8 52.8 46.2 29.7 0.0 35.7 55.9 55.9

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 44.5 45.5 20.1 52.8 52.8 46.2 29.7 0.0 35.7 55.9 55.9

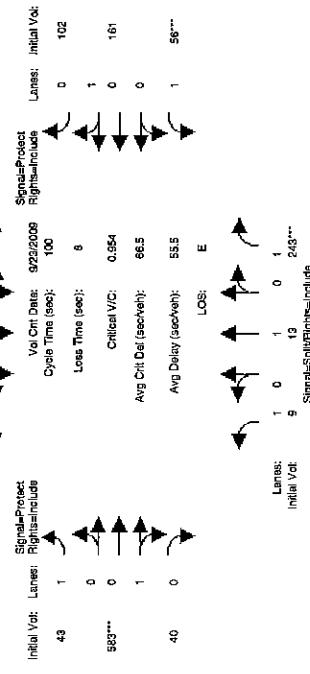
LOS by Move: A D C D C A D E E

HCM2kArgO: 0 0 1 5 28 28 1 4 0 1 26 26

Note: Queues reported is the number of cars per lane.

Riverside-Corona Feeder Realignment Project  
W.O. 07-0377  
Existing + Ambient Growth + Project Condition  
Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
EAP PM

## Intersection #15: SR-210 SB Ramps / San Bernardino Ave



	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:	0 5 18	1.08 1.08 1.08	1.06 1.08 1.08 1.08	1.08 1.08 1.08
Initial Bse:	0 5 18	222 349	318 24 161	39 345
Min. Green:	6 6 6	6 6 6	6 6 6	6 6 6
Volume Module: >> Count Date: 23 Sep 2009 << 5:10:00 PM				
Base Vol:	0 5 12	225 281	346 130	50 540
Growth Adj:	1.08 1.08 1.08	1.08 1.08 1.08	1.08 1.08 1.08	1.08 1.08 1.08
Initial Bse:	0 5 13	243 303	374 140	43 563
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 5 13	243 303	374 140	43 563
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.91 0.91 0.91	0.91 0.91 0.91	0.91 0.91 0.91	0.91 0.91 0.91
PHF Volume:	0 6 14	267 333	410 154	47 640
Reduc Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 6 14	267 333	410 154	47 640
PCU Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	0 6 14	267 333	410 154	47 640
Saturation Flow Module:				
Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	0.94 1.00 1.00	0.94 1.00 1.00	0.94 1.00 1.00	0.94 1.00 1.00
Lanes:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Sat.:	1700 1800 1700	1700 1800 1700	1700 1800 1700	1700 1800 1700

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.15

Crit Moves: \*\*\*\*

Green/Cycle: 0.15 0.15

Volume/Cap: 0.04 0.05

Delay/Veh: 36.3 36.4

User DelAdj: 1.00 1.00

Adj Del/Veh: 36.3 36.4

LOS by Move: D D F C E E

HCM2kArgO: 0 0 0 13 10 23 2 27 27 3 7 7

Note: Queue reported is the number of cars per lane.



A L B E R T A.

**WEBB**

A S S O C I A T E S