

Traffic Impact Study Report

Riverside – Corona Feeder Realignment Project

Presented to

Western Municipal Water District

May 2009



3788 MCCRAY STREET • RIVERSIDE, CA 92506
PHONE: 951.686.1070 • FAX: 951.788.1256
WWW.WEBBASSOCIATES.COM

W.O. 07-0377

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.

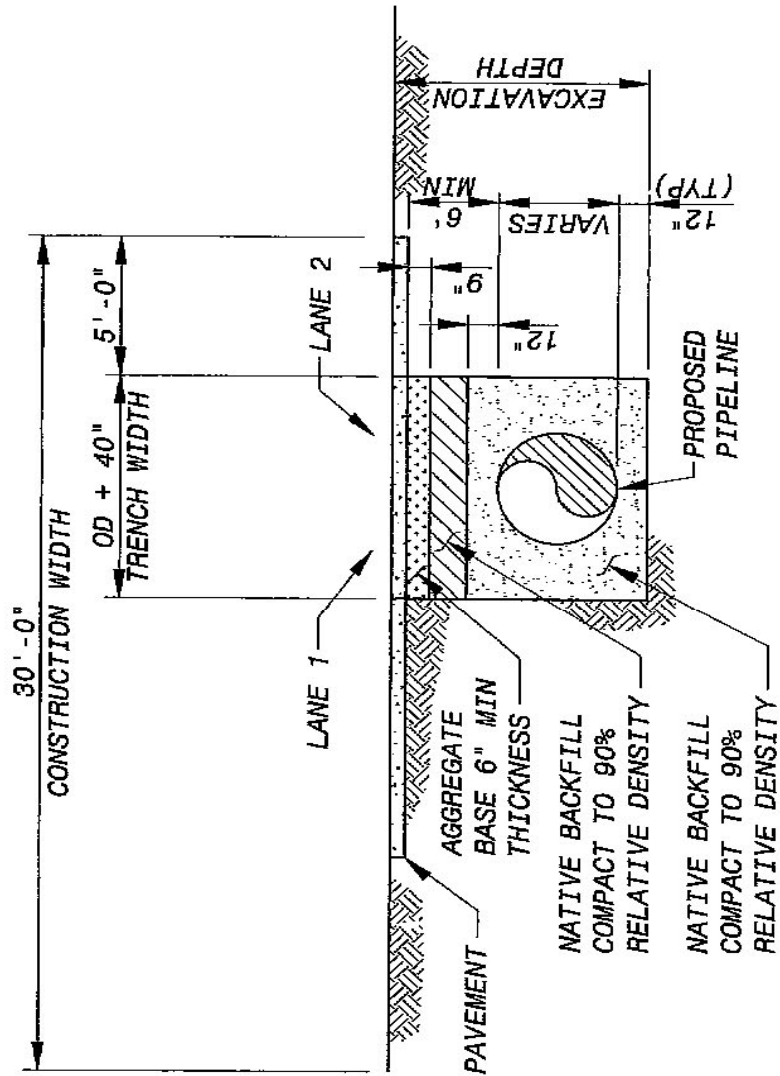
Monroe Street and Lincoln Avenue

- 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.

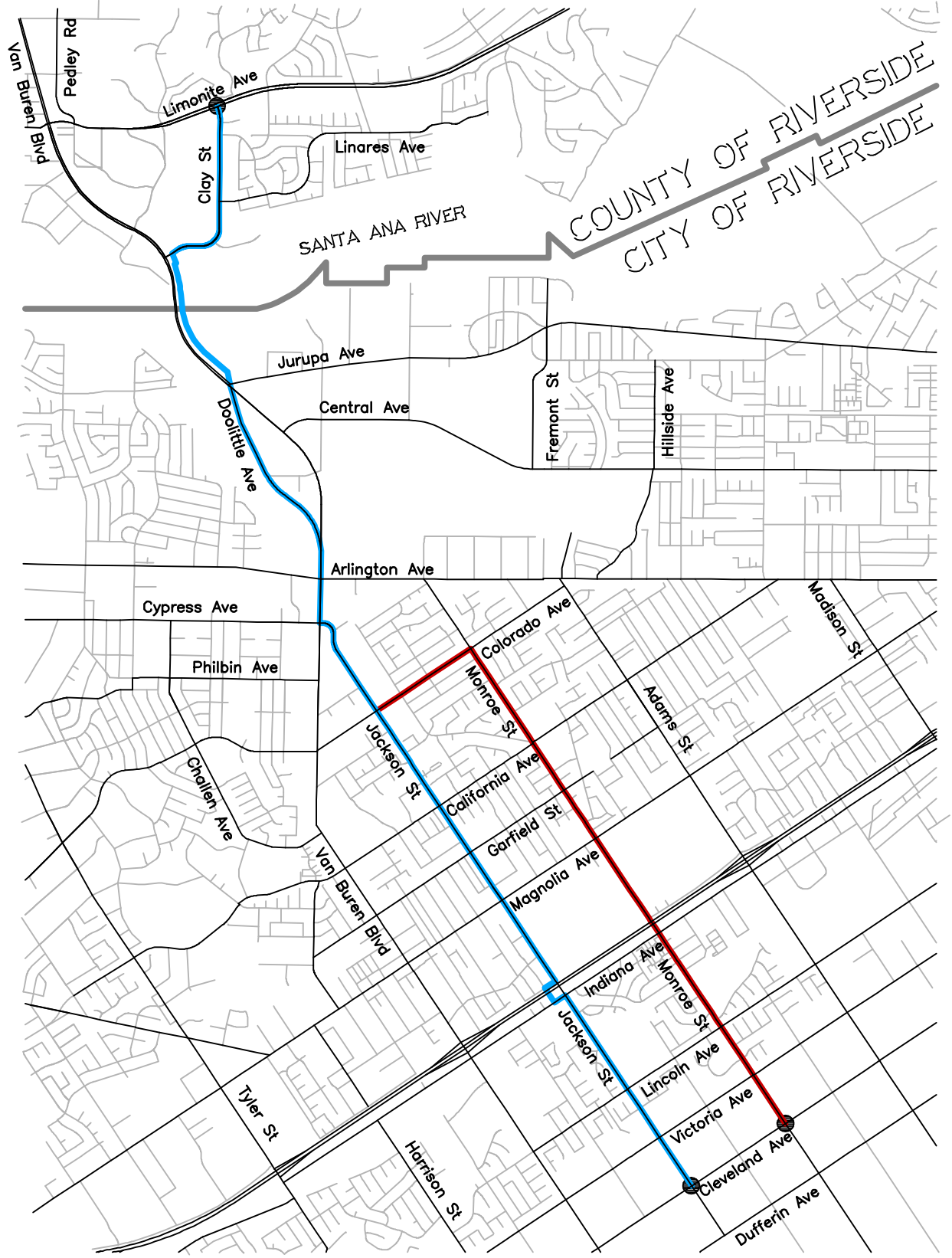
The central reach will include a pipeline that is approximately 31,575 linear feet and 54 inches in diameter.

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



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

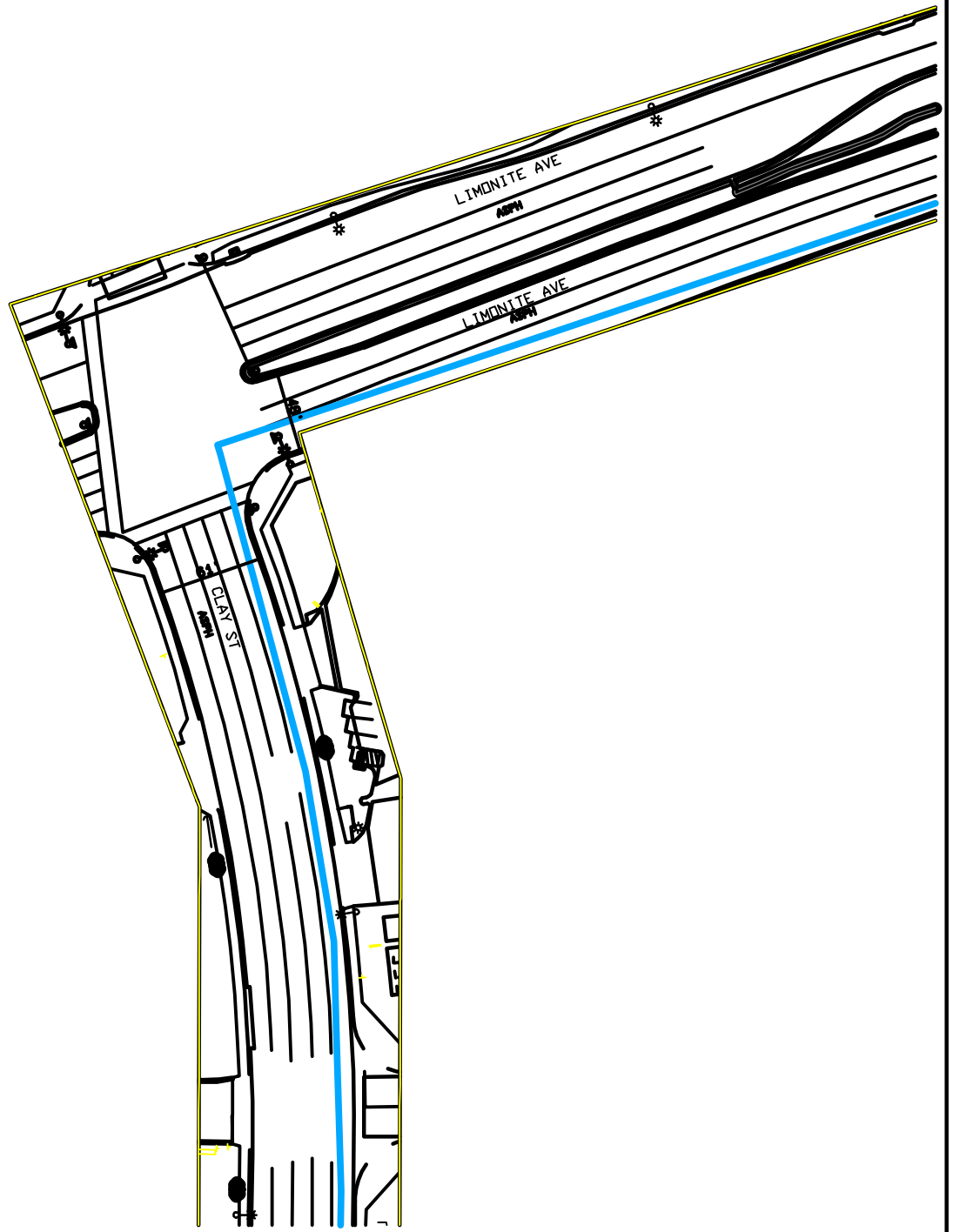
PROJECT SITE LOCATION MAP

RIVERSIDE-CORONA FEEDER REALIGNMENT PROJECT
 CITY OF RIVERSIDE, CALIFORNIA

FIGURE

2-A

W.O. 07-0377



LEGEND

 Riverside-Corona Feeder
Tentative Alignment

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

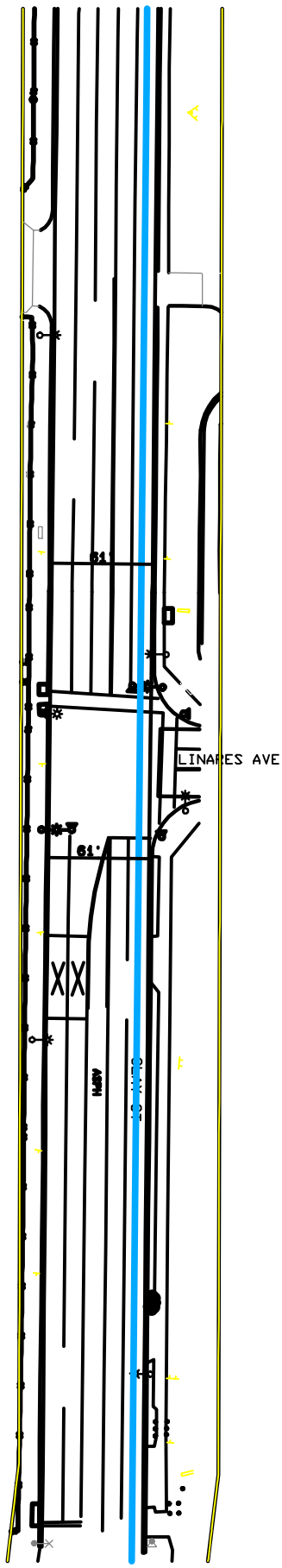
CLAY ST & LIMONITE AVE

RIVERSIDE-CORONA FEEDER REALIGNMENT PROJECT
CITY OF RIVERSIDE, CALIFORNIA

FIGURE

2-B1

W.O. 07-0377



LEGEND

 Riverside-Corona Feeder
Tentative Alignment

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

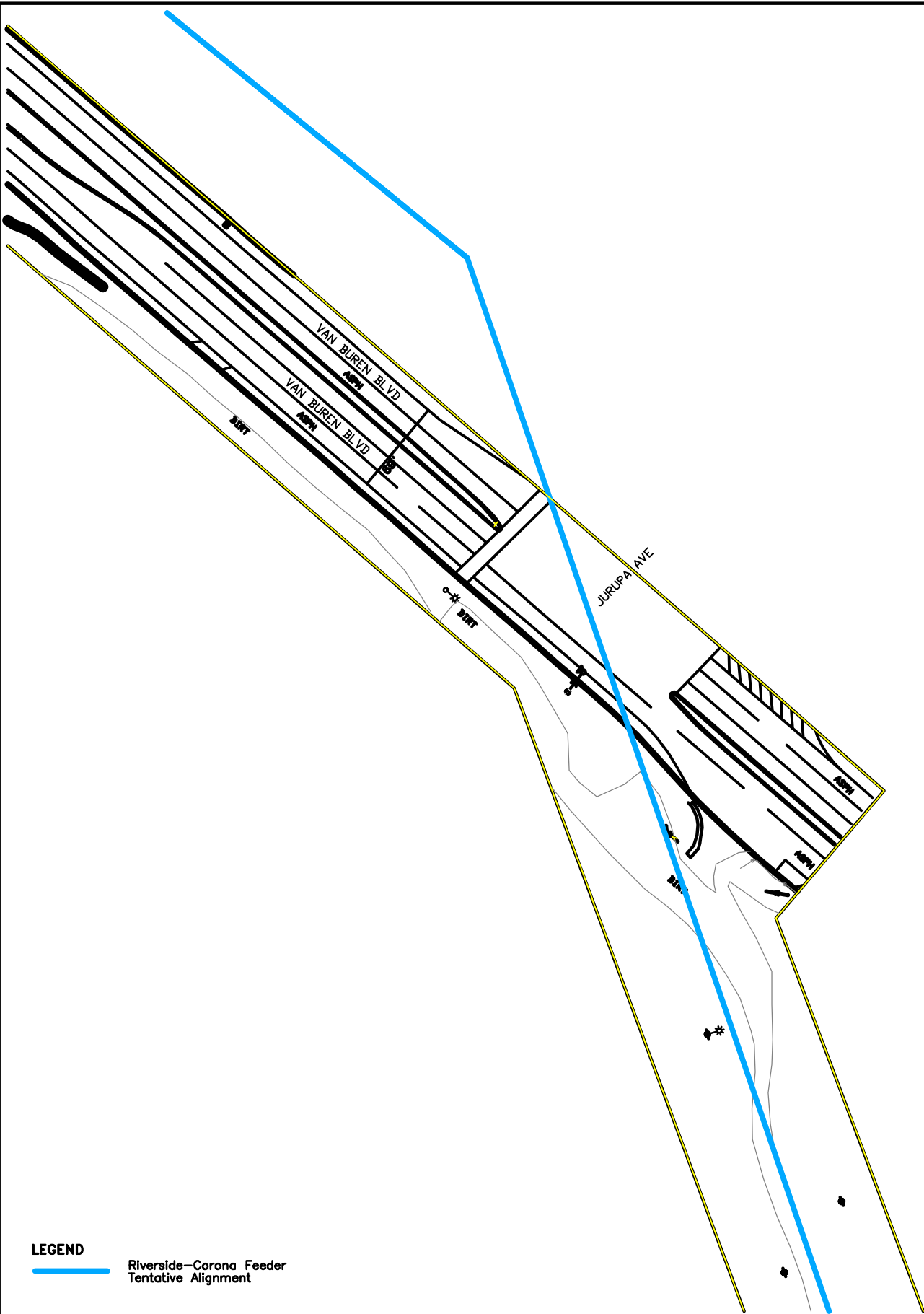
CLAY ST & LINARES AVE

RIVERSIDE-CORONA FEEDER REALIGNMENT PROJECT
CITY OF RIVERSIDE, CALIFORNIA

FIGURE

2-B2

W.O. 07-0377



LEGEND
Riverside-Corona Feeder
Tentative Alignment

G:\2007\07-0377\Traffic\Traffic_RivCo_Feeder.prd\5/6/2009\B2314AM

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

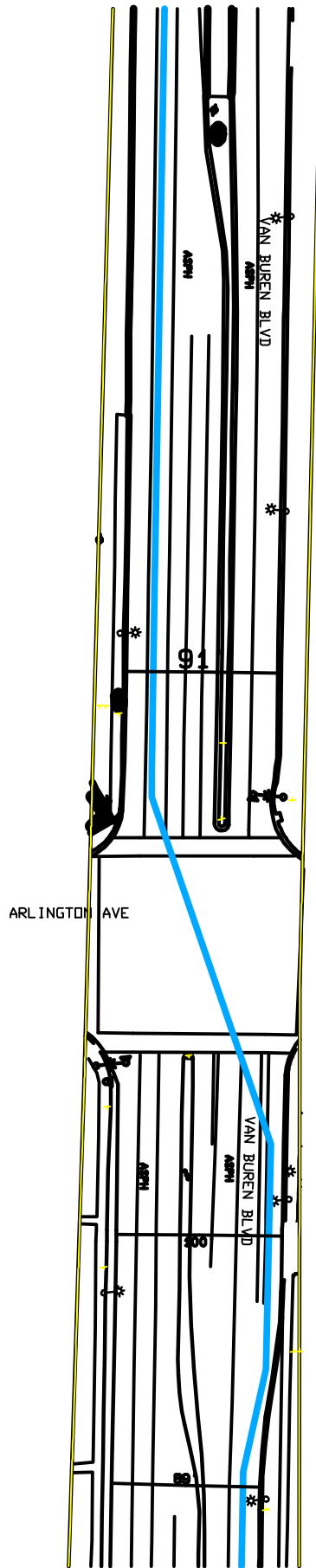
VAN BUREN BLVD & JURUPA AVE

RIVERSIDE-CORONA FEEDER REALIGNMENT PROJECT
CITY OF RIVERSIDE, CALIFORNIA

FIGURE

2-B3

W.O. 07-0377



LEGEND

 Riverside-Corona Feeder
Tentative Alignment

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

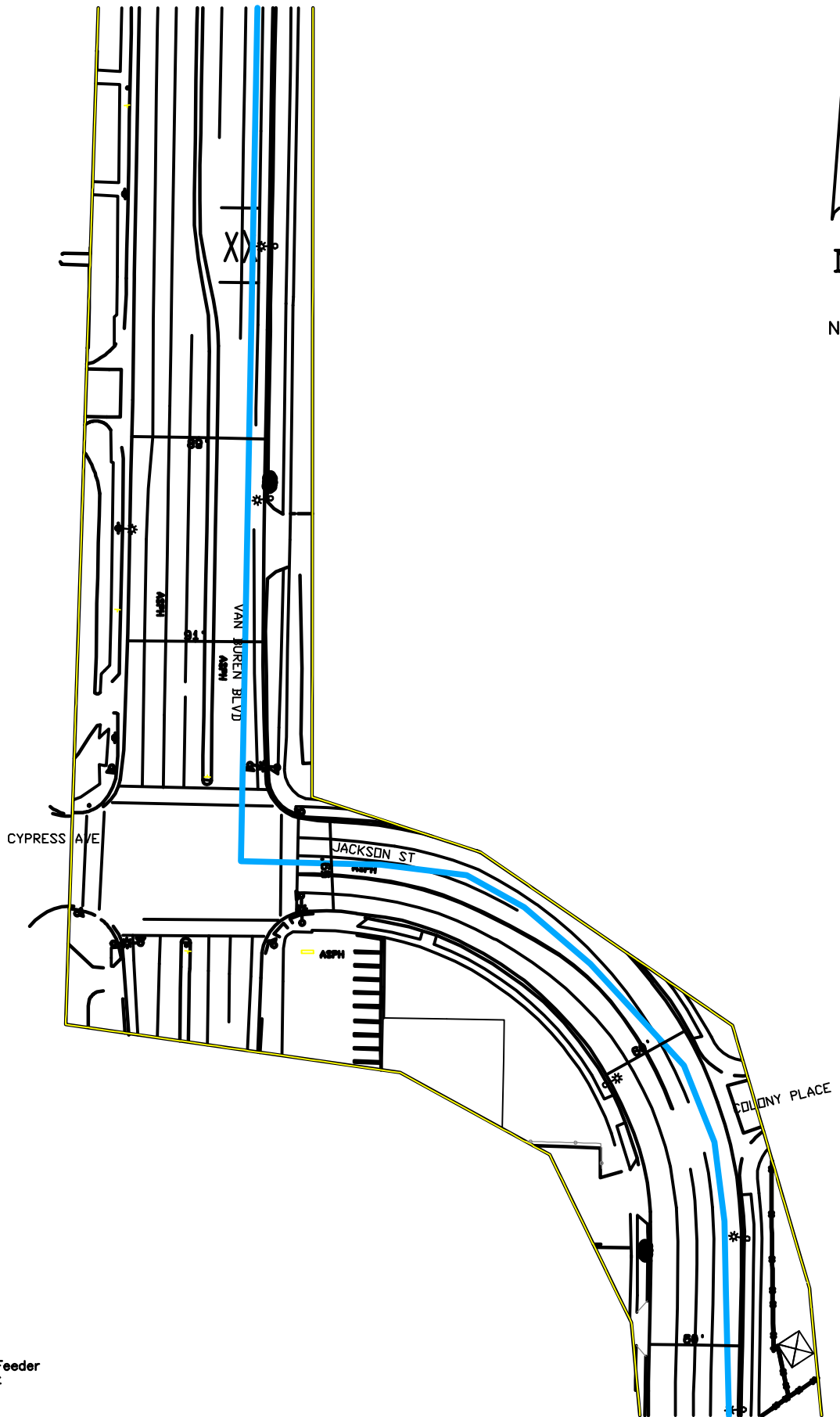
VAN BUREN BLVD & ARLINGTON AVE

RIVERSIDE-CORONA FEEDER REALIGNMENT PROJECT
CITY OF RIVERSIDE, CALIFORNIA

FIGURE

2-B4

W.O. 07-0377



LEGEND

 Riverside-Corona Feeder
Tentative Alignment

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

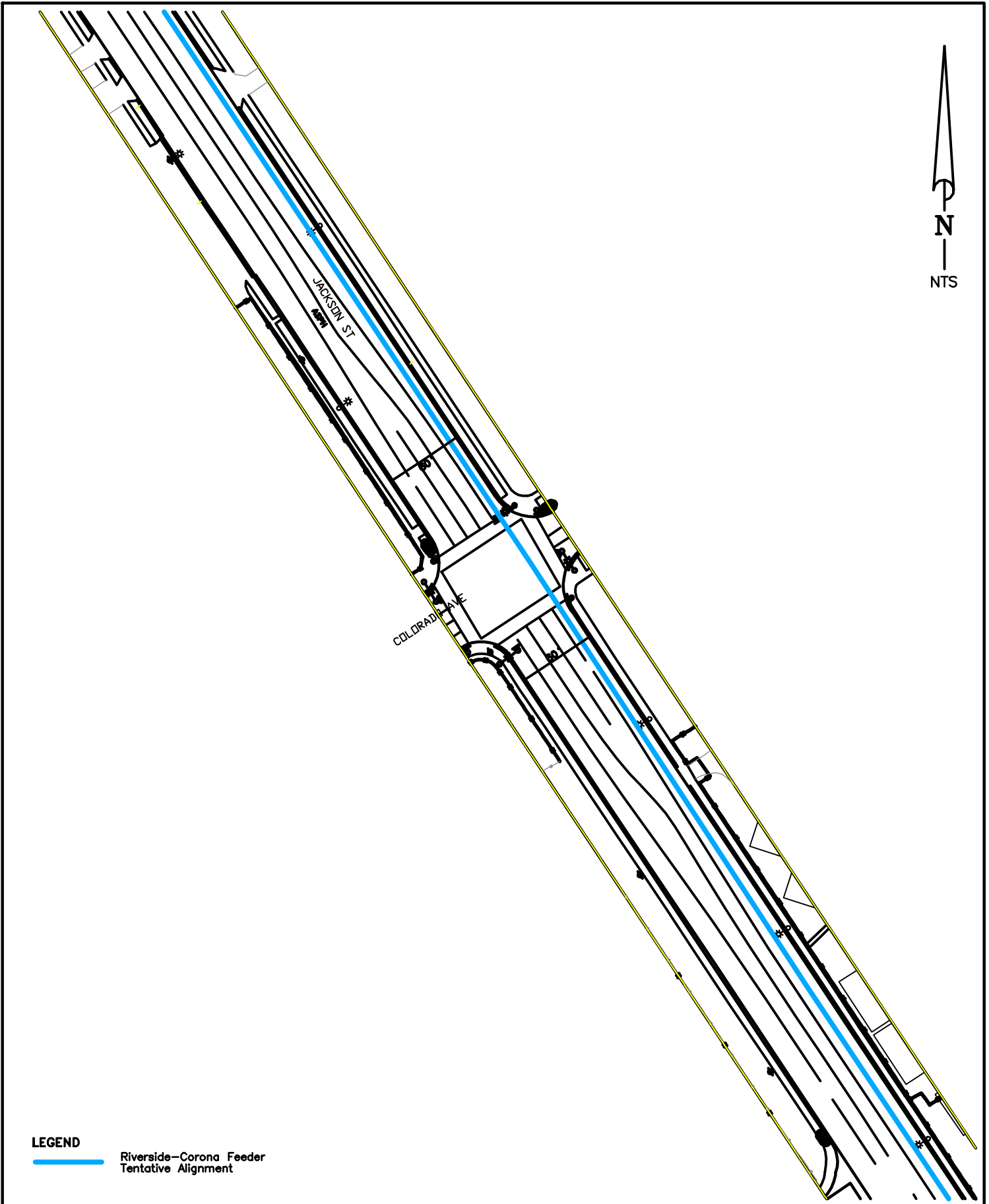
VAN BUREN BLVD & JACKSON ST

RIVERSIDE-CORONA FEEDER REALIGNMENT PROJECT
CITY OF RIVERSIDE, CALIFORNIA

FIGURE

2-B5

W.O. 07-0377



LEGEND
Riverside-Corona Feeder
Tentative Alignment

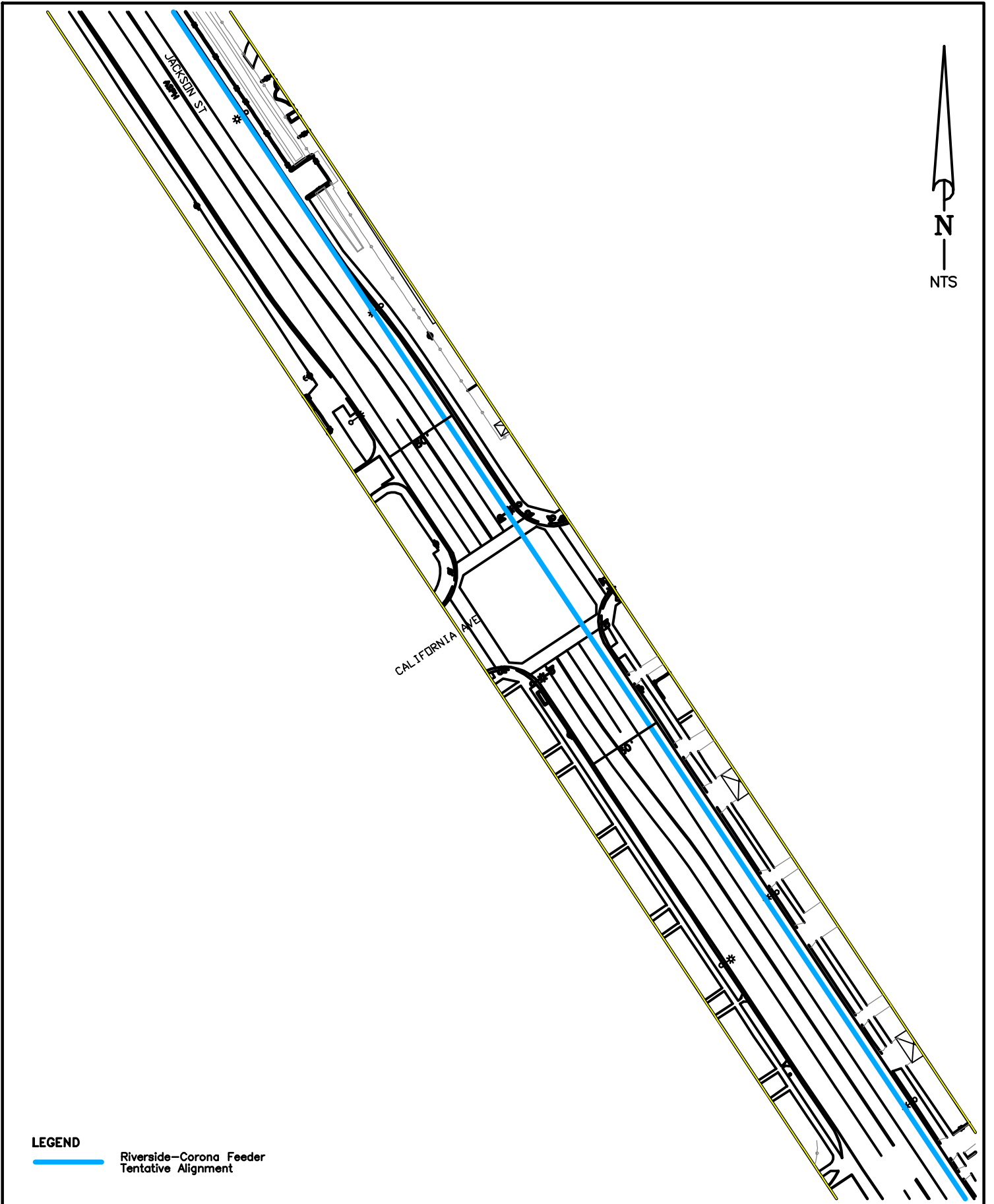
A L B E R T A .
WEBB
A S S O C I A T E S

JACKSON ST & COLORADO AVE

RIVERSIDE-CORONA FEEDER REALIGNMENT PROJECT
CITY OF RIVERSIDE, CALIFORNIA

FIGURE
2-B6

W.O. 07-0377



LEGEND

 Riverside-Corona Feeder
Tentative Alignment

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

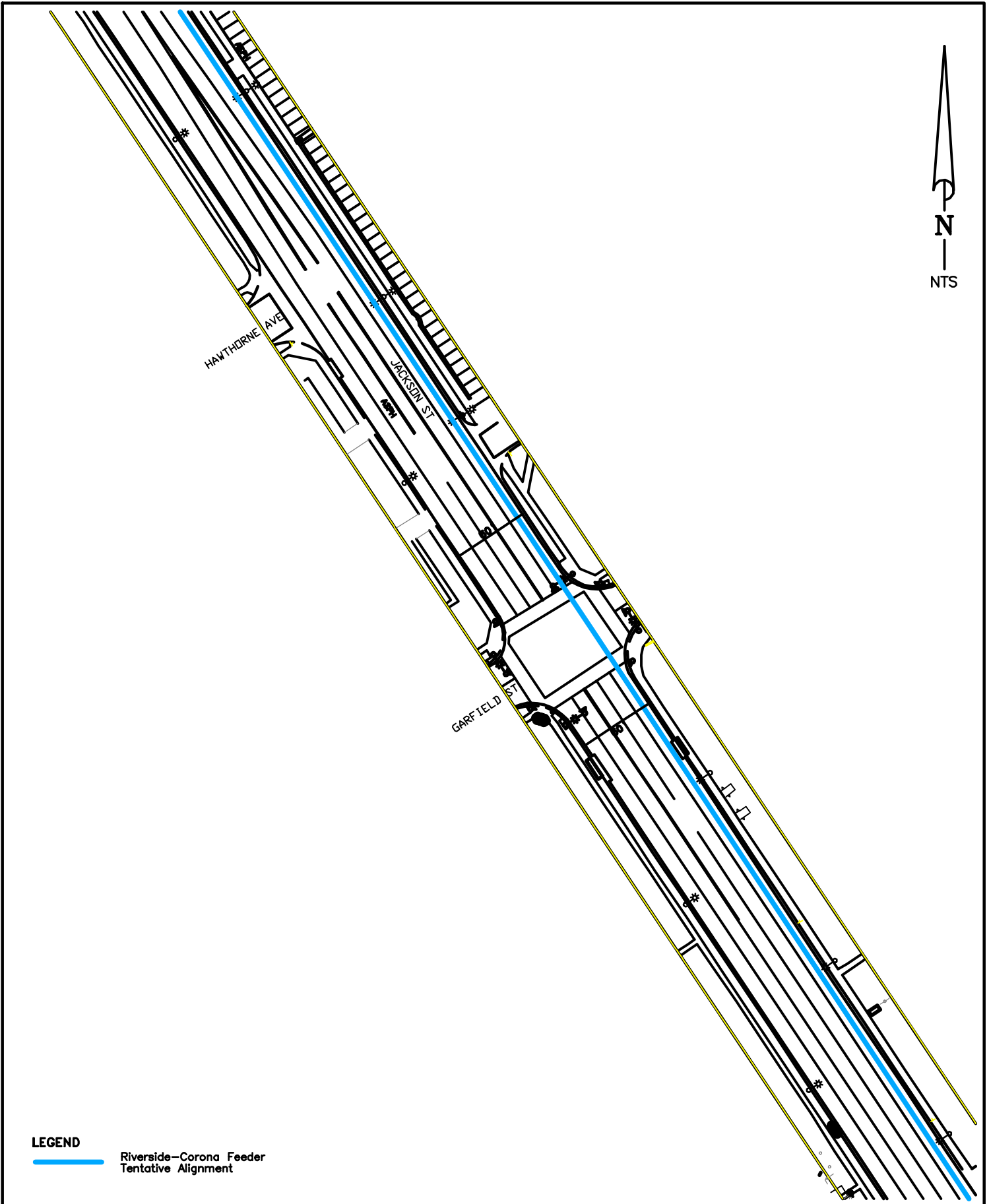
JACKSON ST & CALIFORNIA AVE

RIVERSIDE-CORONA FEEDER REALIGNMENT PROJECT
CITY OF RIVERSIDE, CALIFORNIA

FIGURE

2-B7

W.O. 07-0377



LEGEND

 Riverside-Corona Feeder Tentative Alignment

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

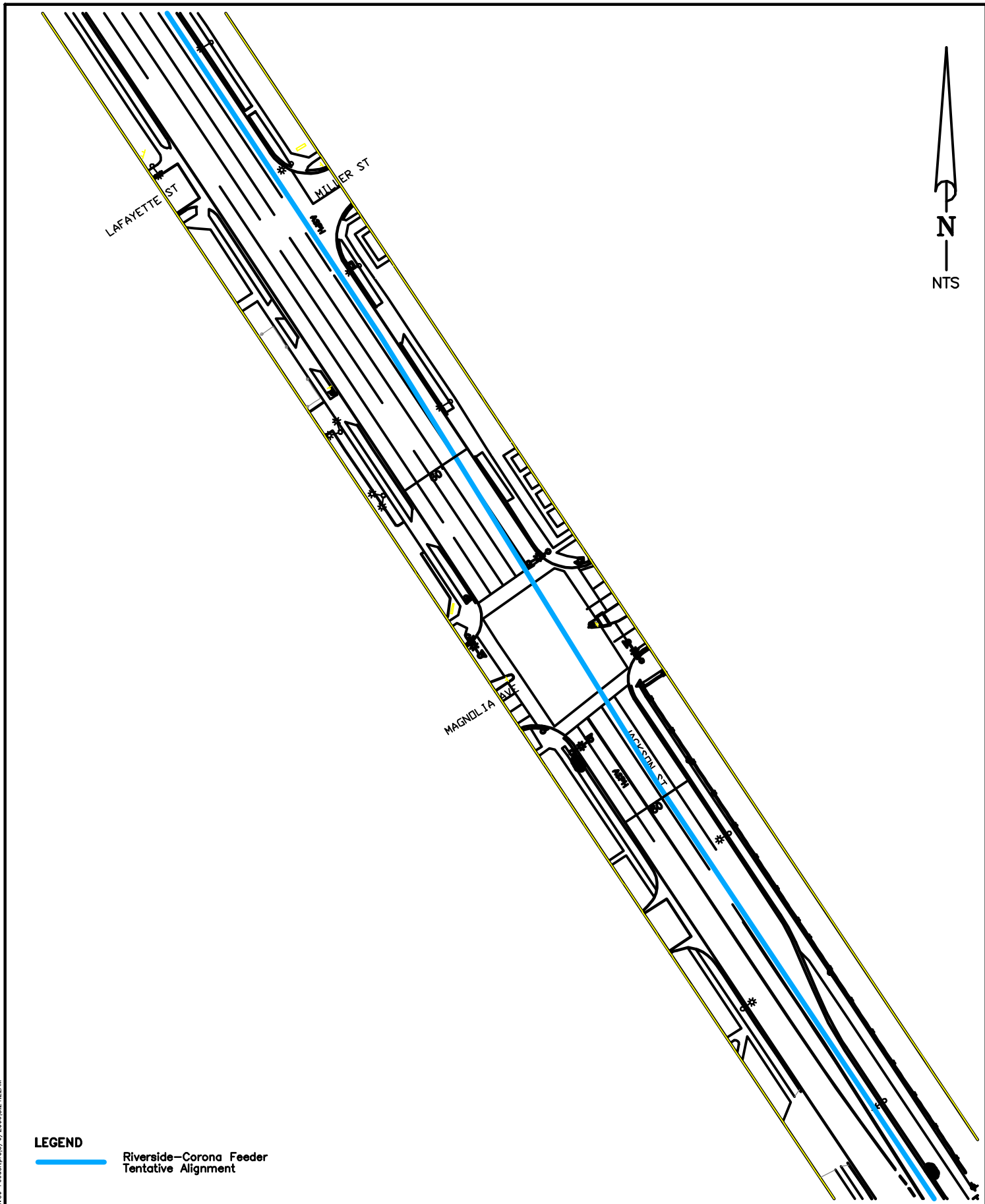
JACKSON ST & GARFIELD ST

RIVERSIDE-CORONA FEEDER REALIGNMENT PROJECT
CITY OF RIVERSIDE, CALIFORNIA

FIGURE

2-B8

W.O. 07-0377



LEGEND
— Riverside-Corona Feeder Tentative Alignment

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

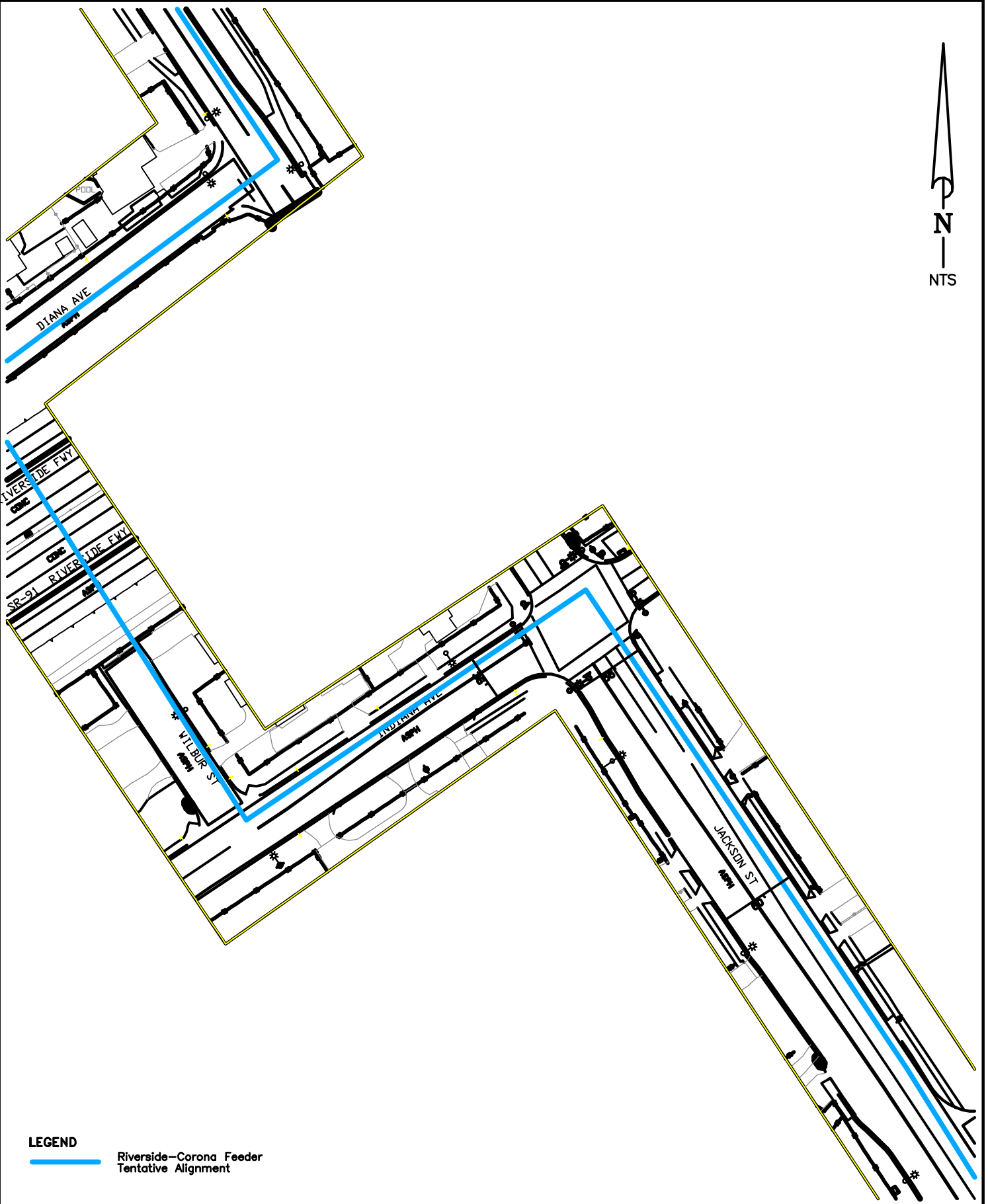
JACKSON ST & MAGNOLIA AVE

RIVERSIDE-CORONA FEEDER REALIGNMENT PROJECT
CITY OF RIVERSIDE, CALIFORNIA

FIGURE
2-B9

W.O. 07-0377

G:\2007\07-0377\Traffic\Traffic_RiverCo_Feeder.prd\5/16/2009 8:24:22AM



LEGEND
 Riverside-Corona Feeder Tentative Alignment

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

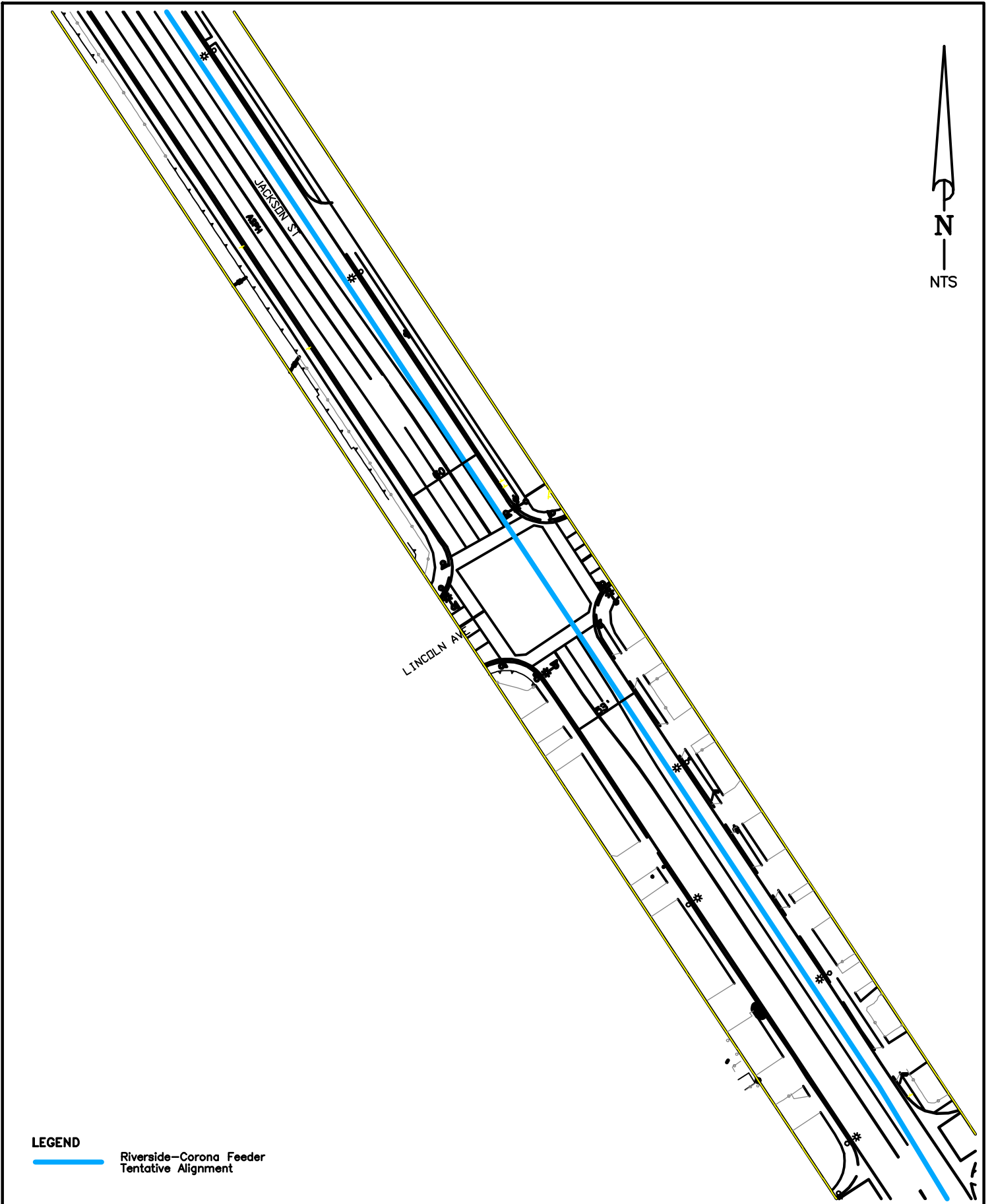
JACKSON ST & INDIANA AVE

RIVERSIDE-CORONA FEEDER REALIGNMENT PROJECT
 CITY OF RIVERSIDE, CALIFORNIA

FIGURE

2-B10

W.O. 07-0377



LEGEND

 Riverside-Corona Feeder Tentative Alignment

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

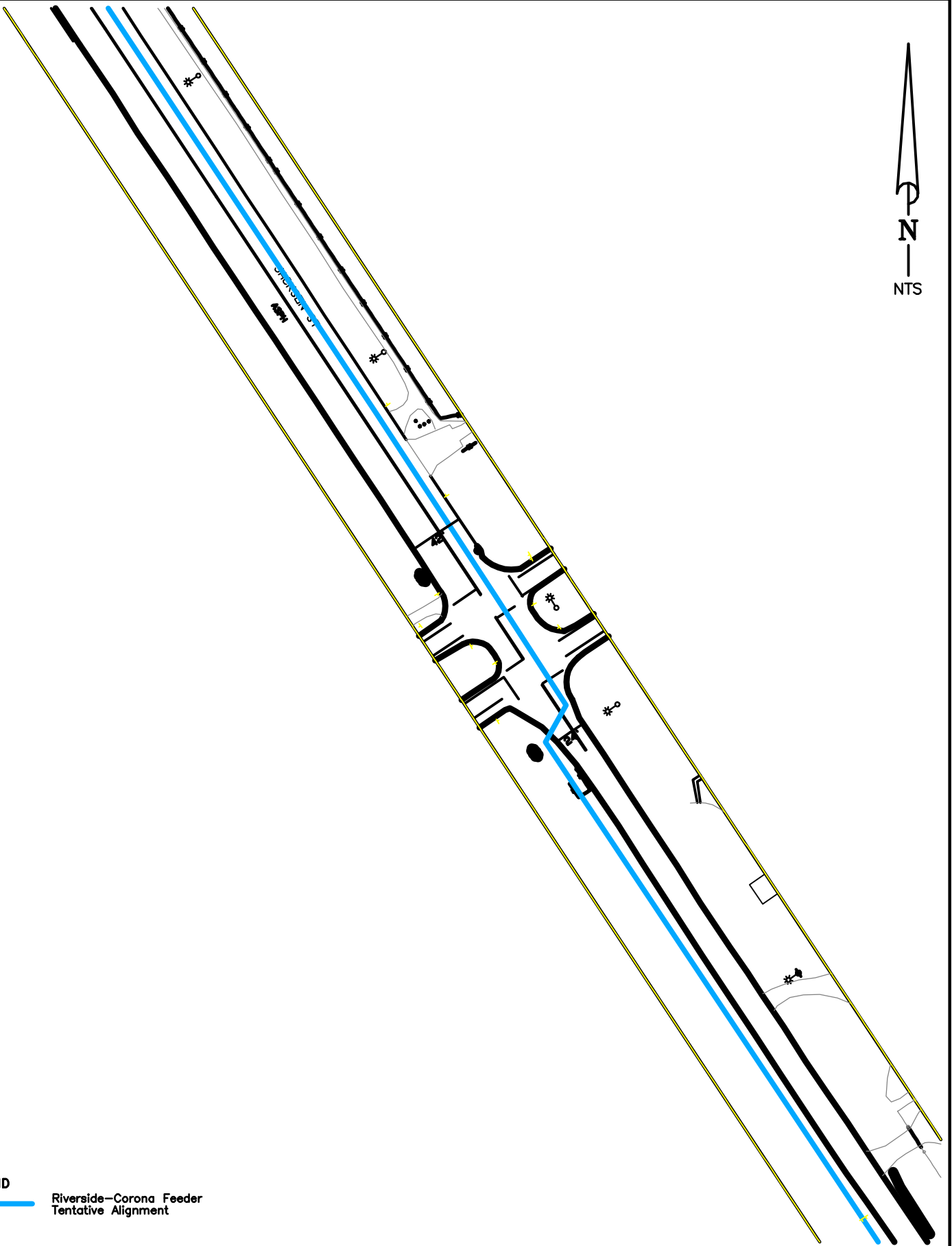
JACKSON ST & LINCOLN AVE

RIVERSIDE-CORONA FEEDER REALIGNMENT PROJECT
CITY OF RIVERSIDE, CALIFORNIA

FIGURE

2-B11

W.O. 07-0377



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	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 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	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 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

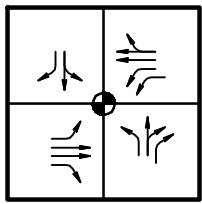
	Intersection	Traffic Control	Peak Hour	Existing	
				Delay (Sec)	LOS
1.	Clay Street / Limonite Avenue	Signal	AM PM	30.2 33.2	C C
2.	Clay Street / Linares Avenue	Signal	AM PM	19.6 15.4	B B
3.	Van Buren Boulevard / Jurupa Avenue	Signal	AM PM	19.5 21.2	B C
4.	Van Buren Boulevard / Arlington Avenue	Signal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

AWSC = All Way Stop Controlled

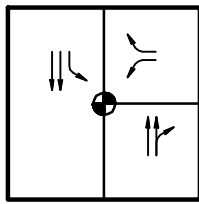
Table 3-4 – Levels of Service – Existing Plus Ambient Growth Conditions

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

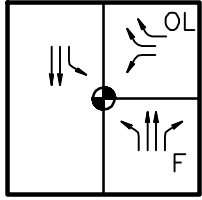
EA = Existing + Ambient Growth
AWSC = All Way Stop Controlled



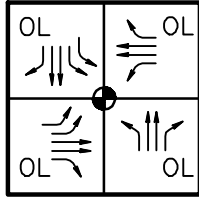
1. Clay Street / Limonite Avenue



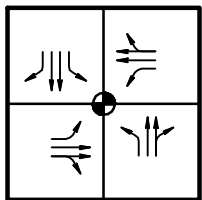
2. Clay Street / Linares Avenue



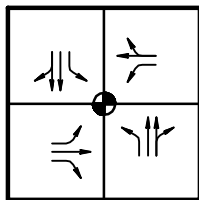
3. Van Buren Boulevard / Jurupa Avenue



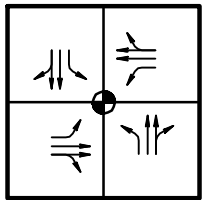
4. Van Buren Boulevard / Arlington Avenue



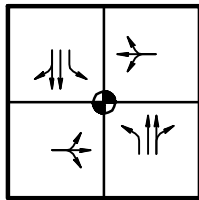
5. Van Buren Boulevard / Jackson Street



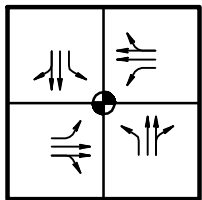
6. Jackson Street / Colorado Avenue



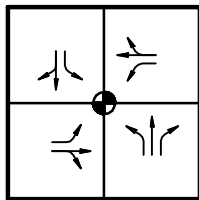
7. Jackson Street / California Avenue



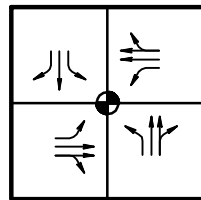
8. Jackson Street / Garfield Street



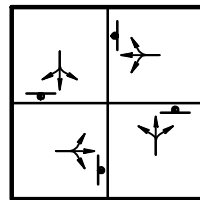
9. Jackson Street / Magnolia Avenue



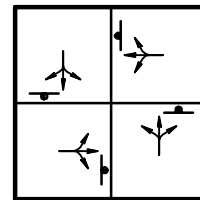
10. Jackson Street / Indiana Avenue



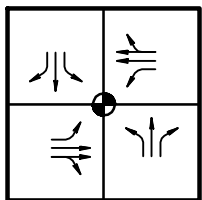
11. Jackson Street / Lincoln Avenue



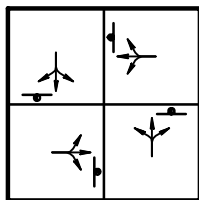
12. Jackson Street / Victoria Avenue



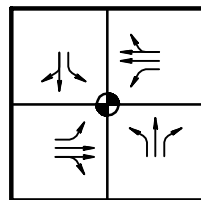
13. Monroe Street / Colorado Avenue



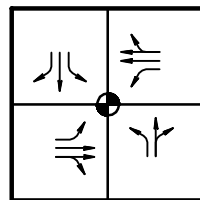
14. Monroe Street / California Avenue



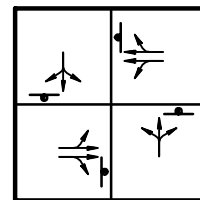
15. Monroe Street / Garfield Street



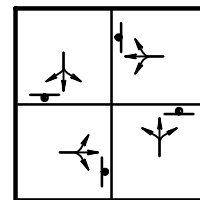
16. Monroe Street / Magnolia Avenue



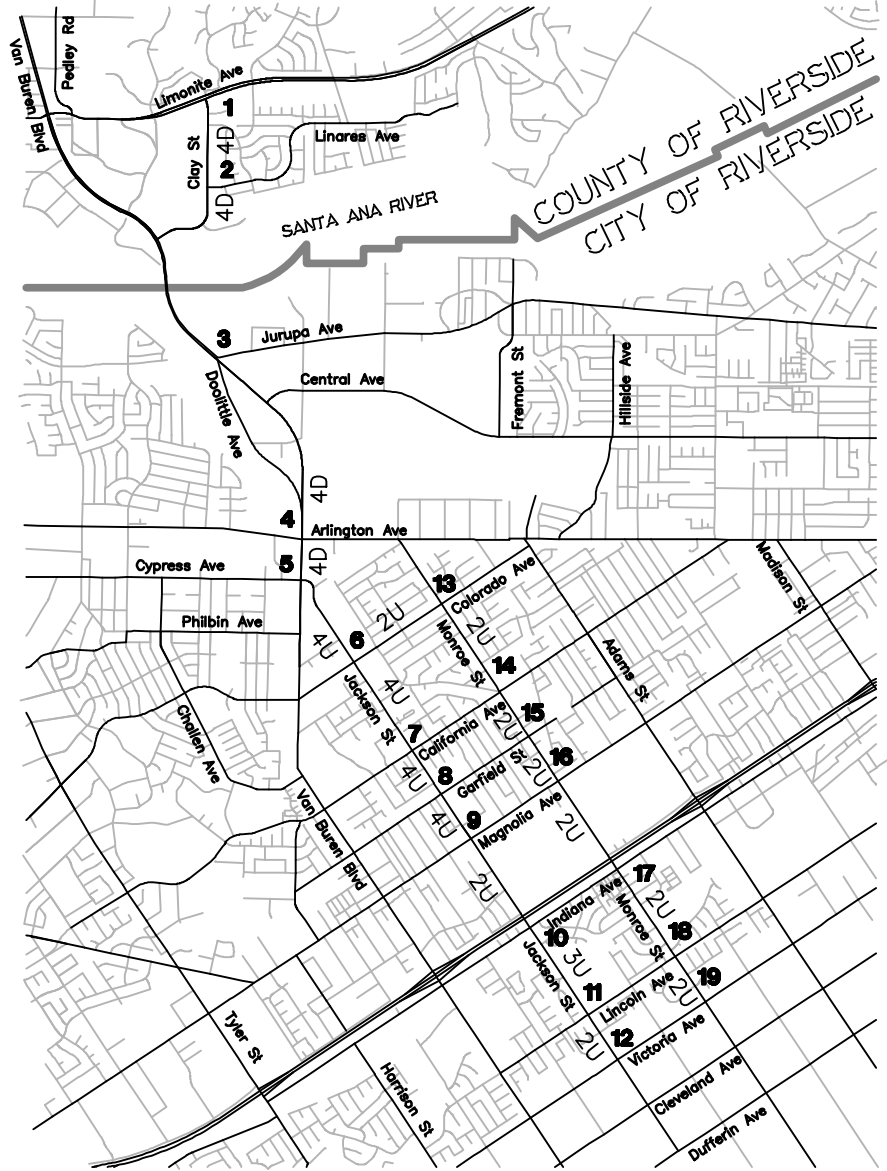
17. Monroe Street / Indiana Avenue



18. Monroe Street / Lincoln Avenue



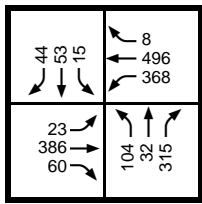
19. Monroe Street / Victoria Avenue



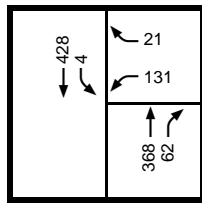
LEGEND

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

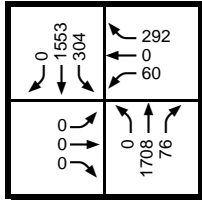
EXISTING ROADWAY SYSTEM



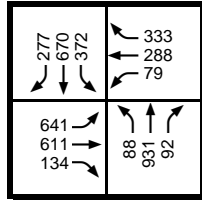
1. Clay Street / Limonite Avenue



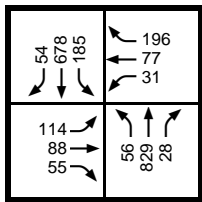
2. Clay Street / Linares Avenue



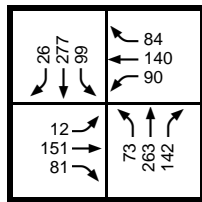
3. Van Buren Boulevard / Jurupa Avenue



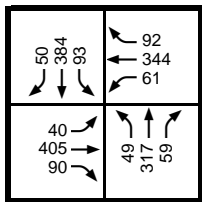
4. Van Buren Boulevard / Arlington Avenue



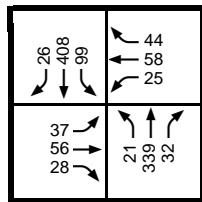
5. Van Buren Boulevard / Jackson Street



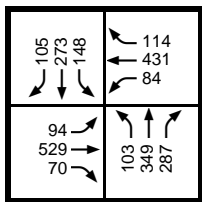
6. Jackson Street / Colorado Avenue



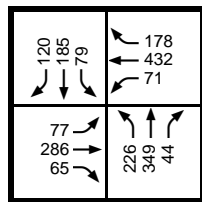
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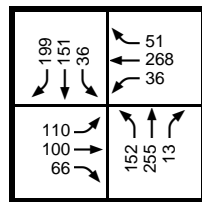
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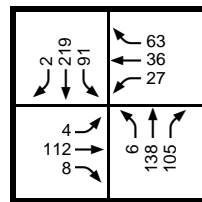
9. Jackson Street / Magnolia Avenue



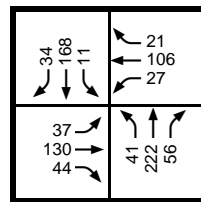
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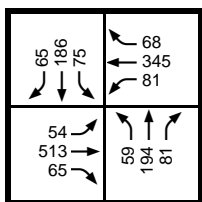
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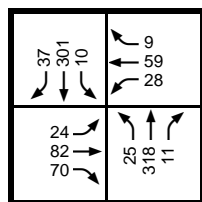
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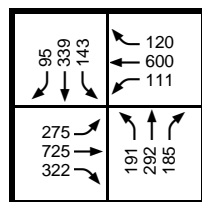
13. Monroe Street / Colorado Avenue



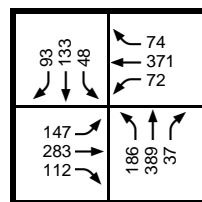
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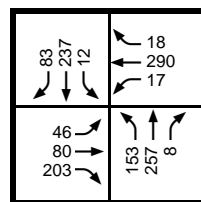
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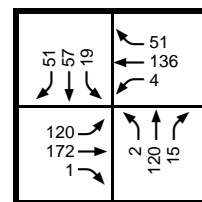
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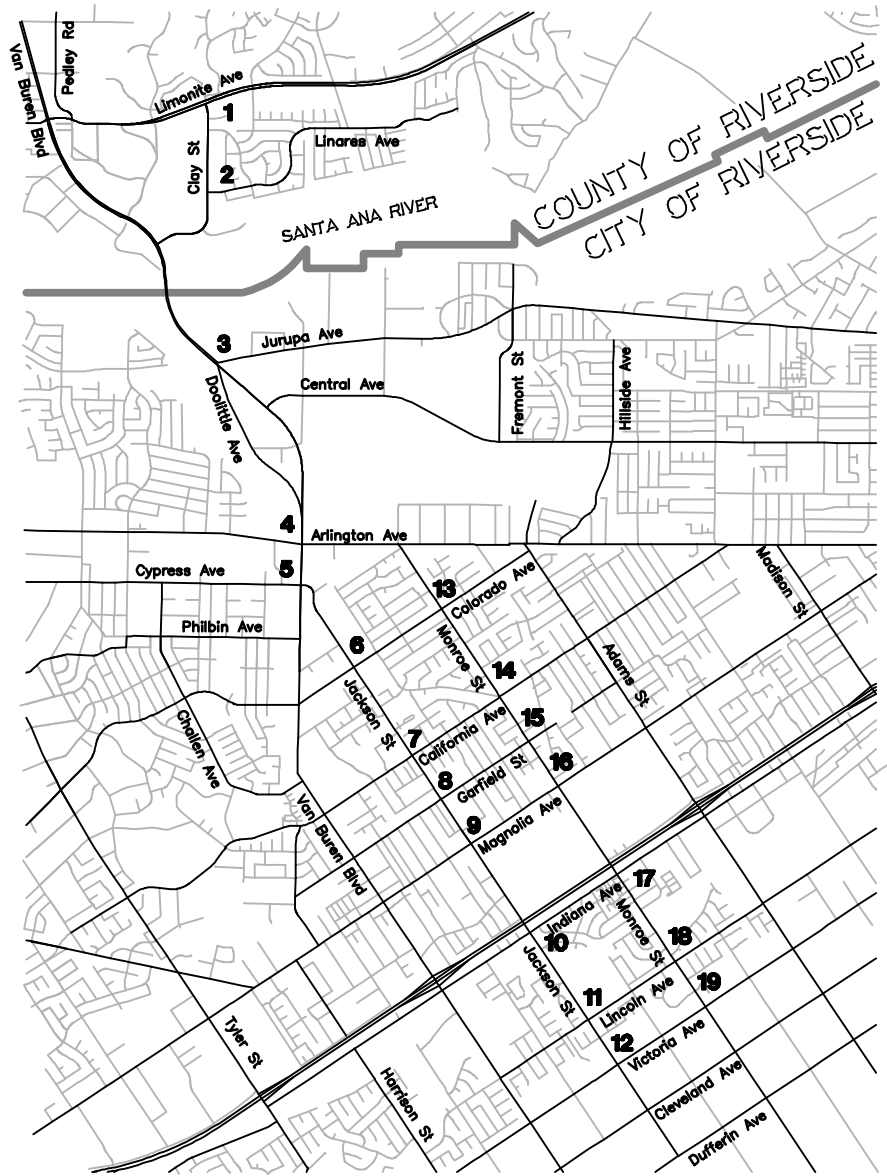
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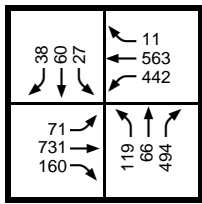
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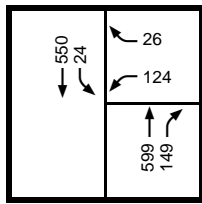
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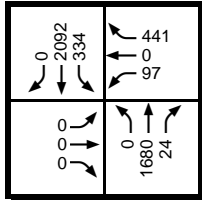
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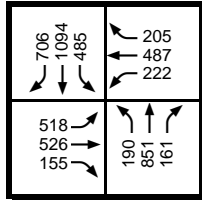
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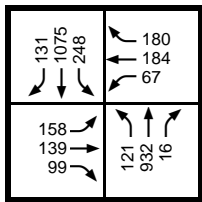
2. Clay Street / Linares Avenue



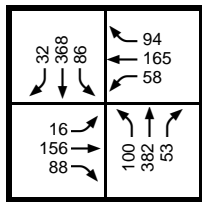
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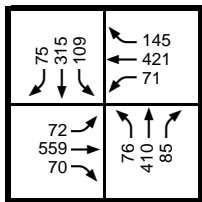
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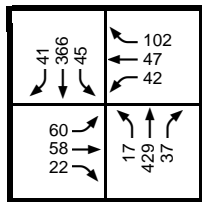
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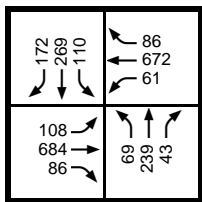
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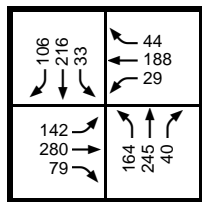
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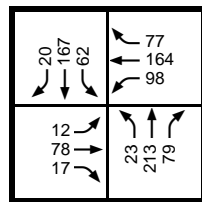
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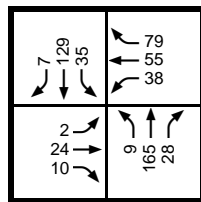
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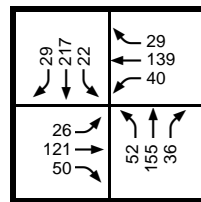
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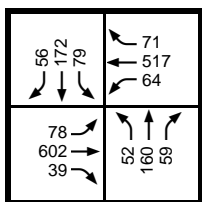
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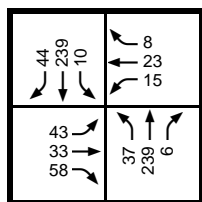
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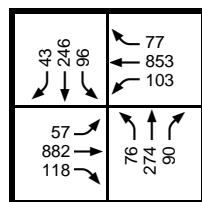
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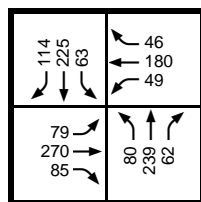
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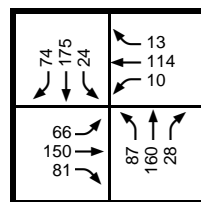
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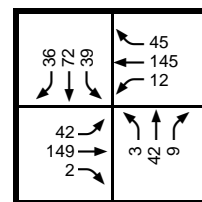
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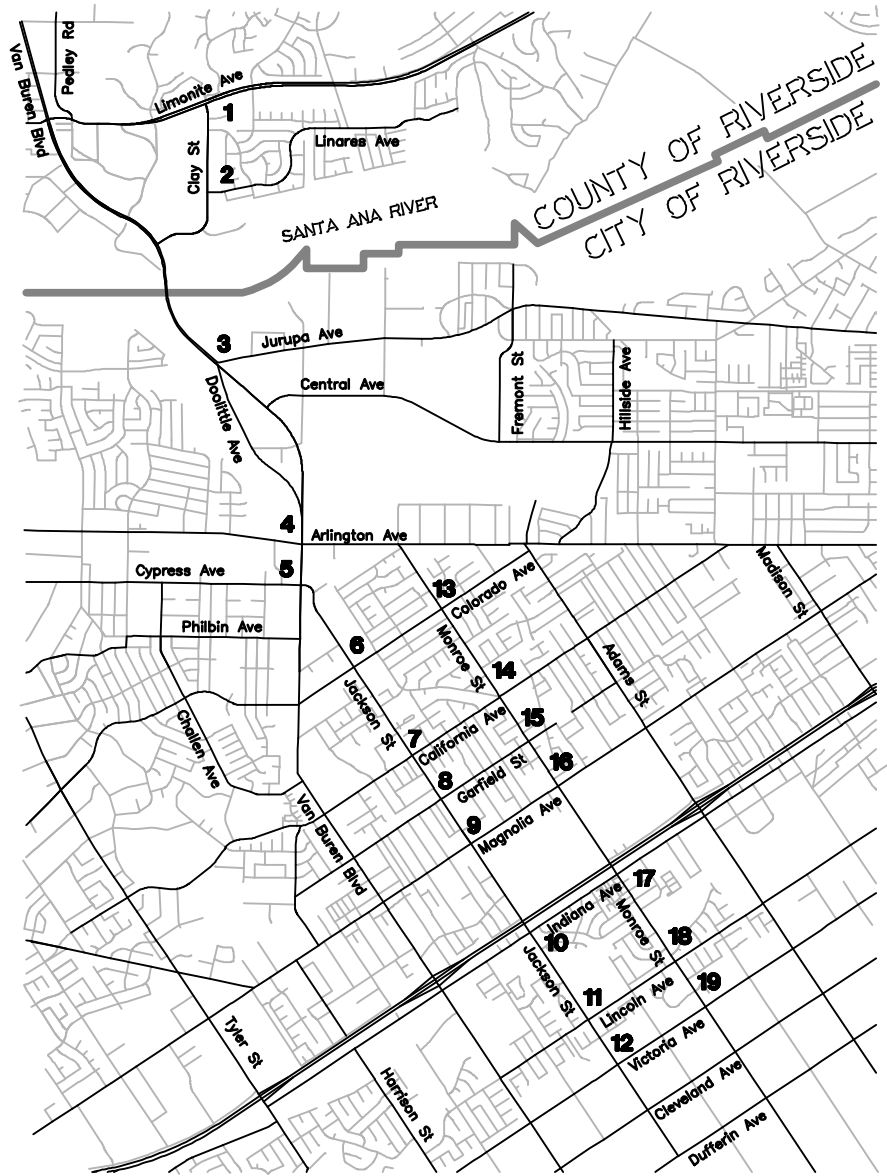
17. Monroe Street / Indiana Avenue



18. Monroe Street / Lincoln Avenue



19. Monroe Street / Victoria Avenue



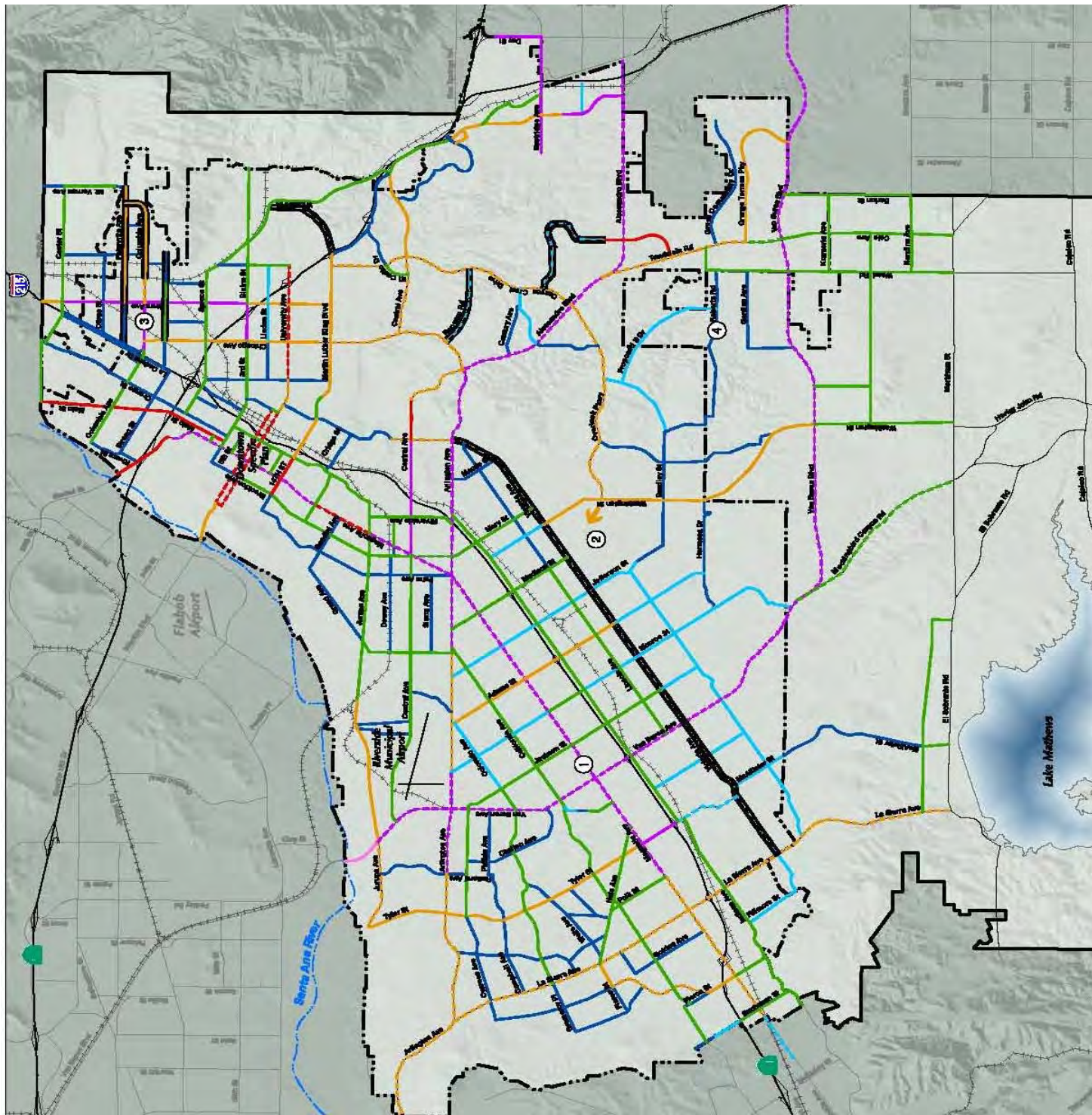
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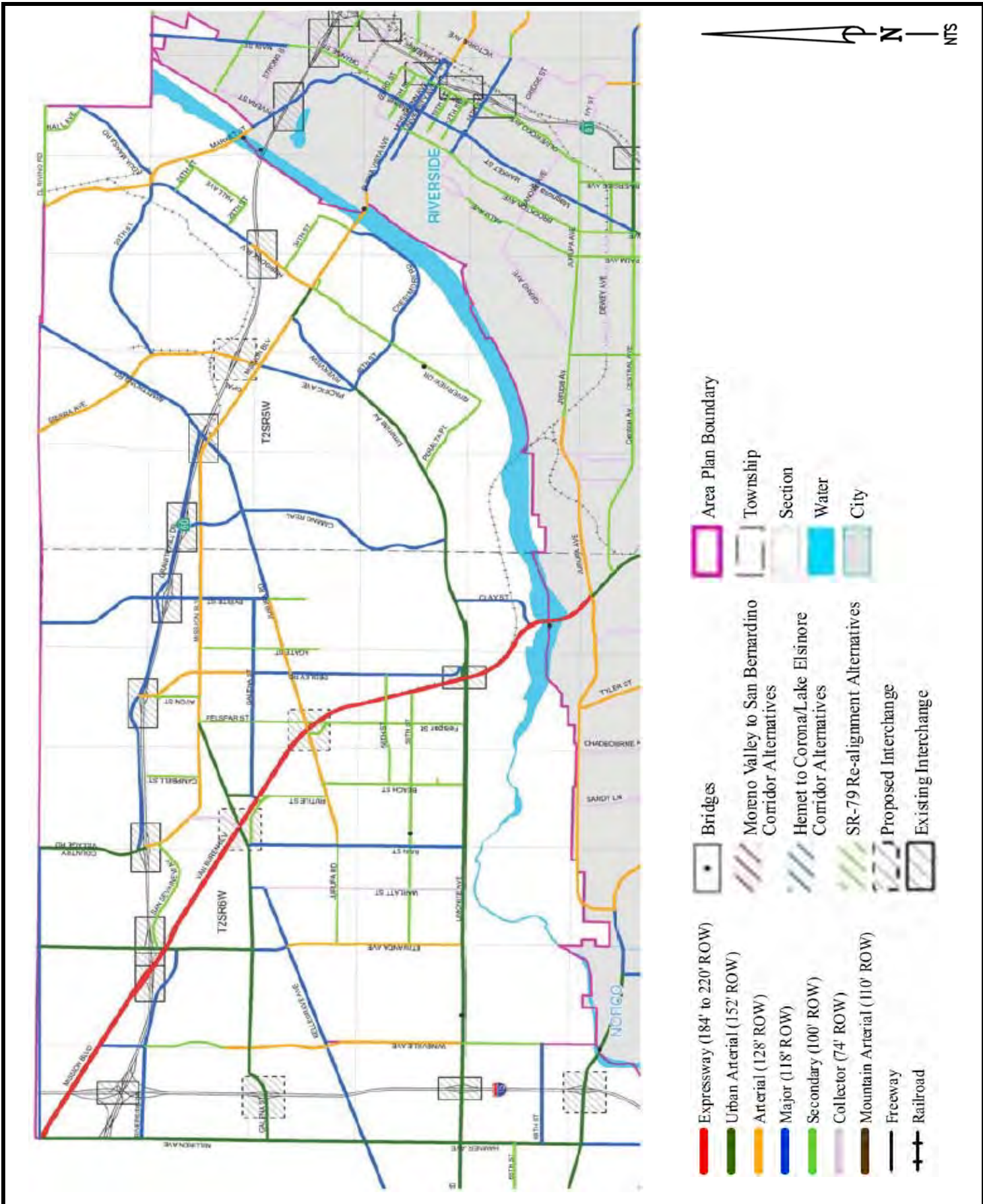
- 66 FT COLLECTOR 2 LANES
- 80 FT COLLECTOR 2 LANES
- 88 FT ARTERIAL 4 LANES
- 100 FT ARTERIAL 4 LANES
- 110 FT ARTERIAL 4 LANES
- 120 FT ARTERIAL 6 LANES
- 144 FT ARTERIAL 8 LANES

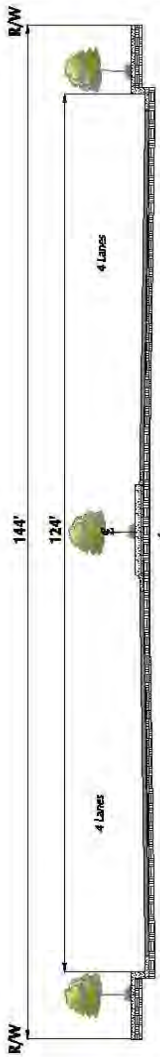
SCENIC BOULEVARD
REQUIRES SPECIAL LANDSCAPING;
ADDITIONAL ROW MAY BE REQUIRED.

SPECIAL BOULEVARD
TWO LANE DIVIDED ROADWAY OF
VARIABLE GEOMETRIC DESIGN

RIVERSIDE CITY BOUNDARY
RIVERSIDE SPHERE OF INFLUENCE



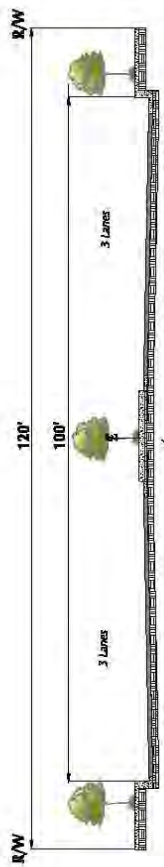




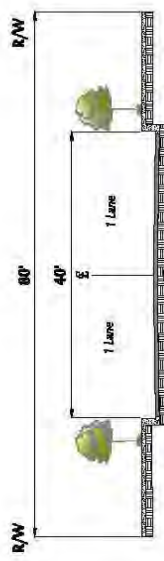
RAISED MEDIAN
144-FOOT ARTERIAL



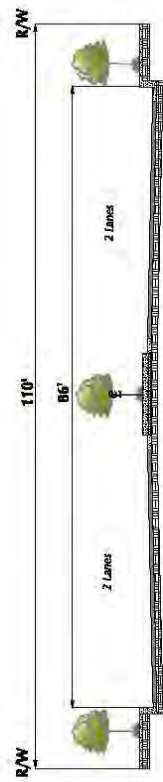
88-FOOT ARTERIAL



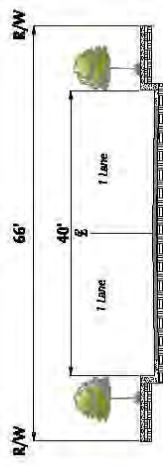
RAISED MEDIAN
120-FOOT ARTERIAL



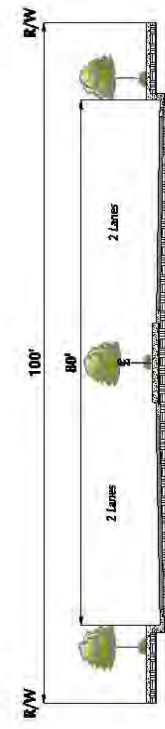
80-FOOT COLLECTOR



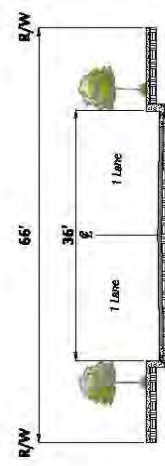
RAISED MEDIAN
110-FOOT ARTERIAL



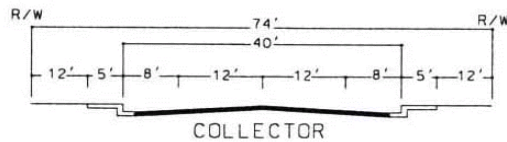
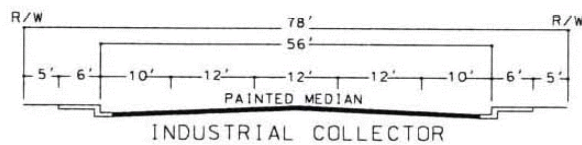
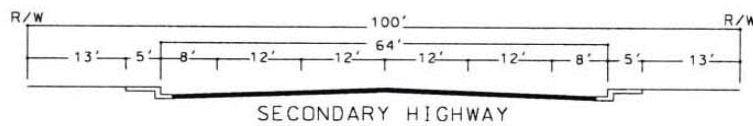
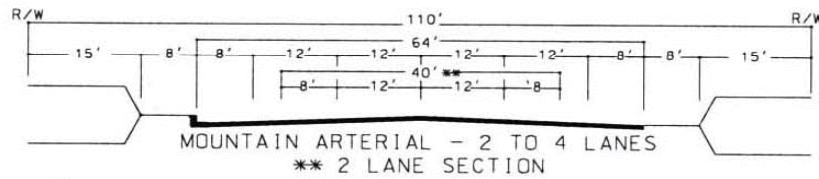
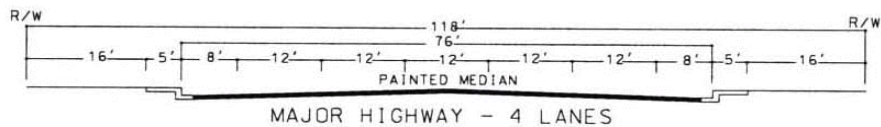
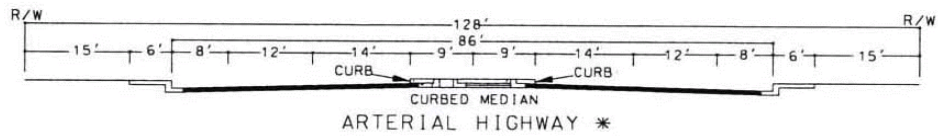
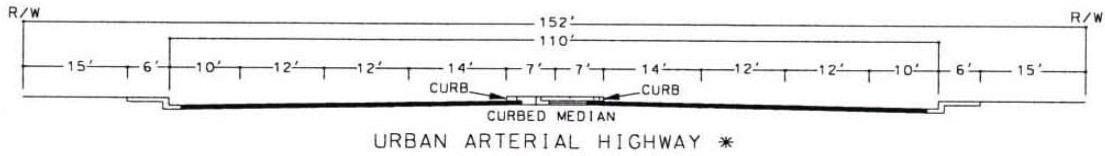
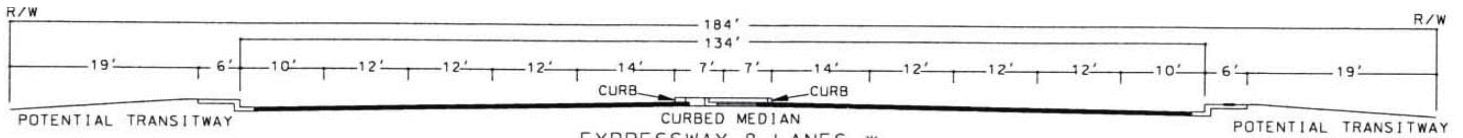
66-FOOT COLLECTOR



100-FOOT ARTERIAL



66-FOOT LOCAL STREET



* IMPROVEMENTS MAY BE RECONFIGURED TO ACCOMMODATE EXCLUSIVE TRANSIT LANES OR ALTERNATIVE LANE ARRANGEMENTS. ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AT INTERSECTIONS TO ACCOMMODATE.

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



VIMONITE PVE

split

006

park

split

CLAY ST



split



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

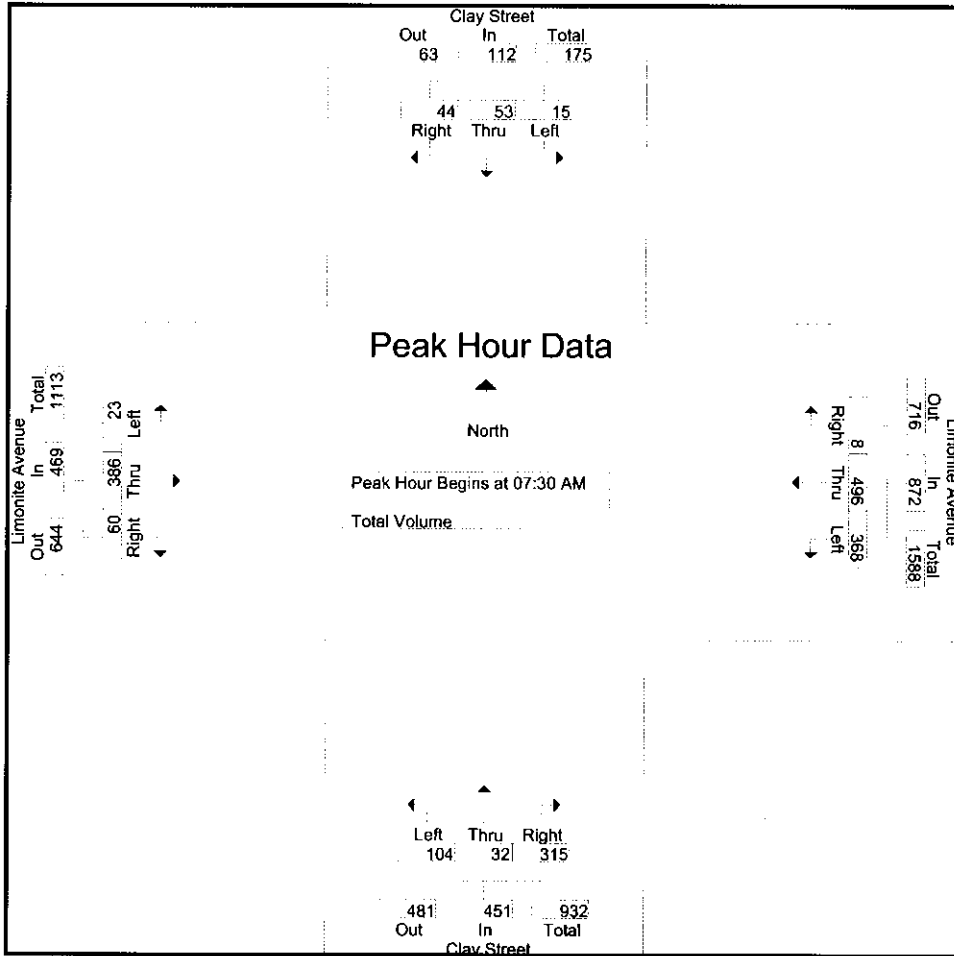
Groups Printed- Total Volume

Start Time	Clay Street Southbound				Limonite Avenue Westbound				Clay Street Northbound				Limonite Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	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	

Start Time	Clay Street Southbound				Limonite Avenue Westbound				Clay Street Northbound				Limonite Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 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

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

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

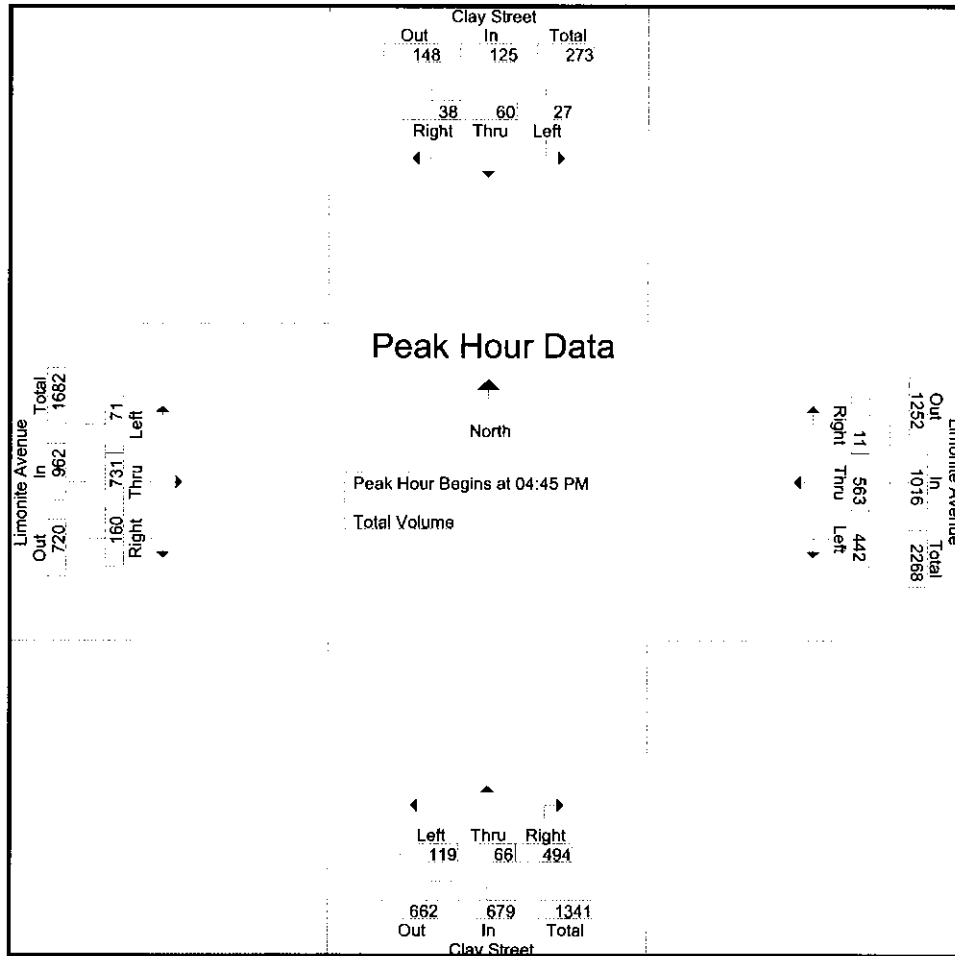
Groups Printed- Total Volume

Start Time	Clay Street Southbound				Limonite Avenue Westbound				Clay Street Northbound				Limonite 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	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	

Start Time	Clay Street Southbound				Limonite Avenue Westbound				Clay Street Northbound				Limonite Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	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

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



CLAY ST

LINARES AVE

proposed

split



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

Groups Printed- Total Volume

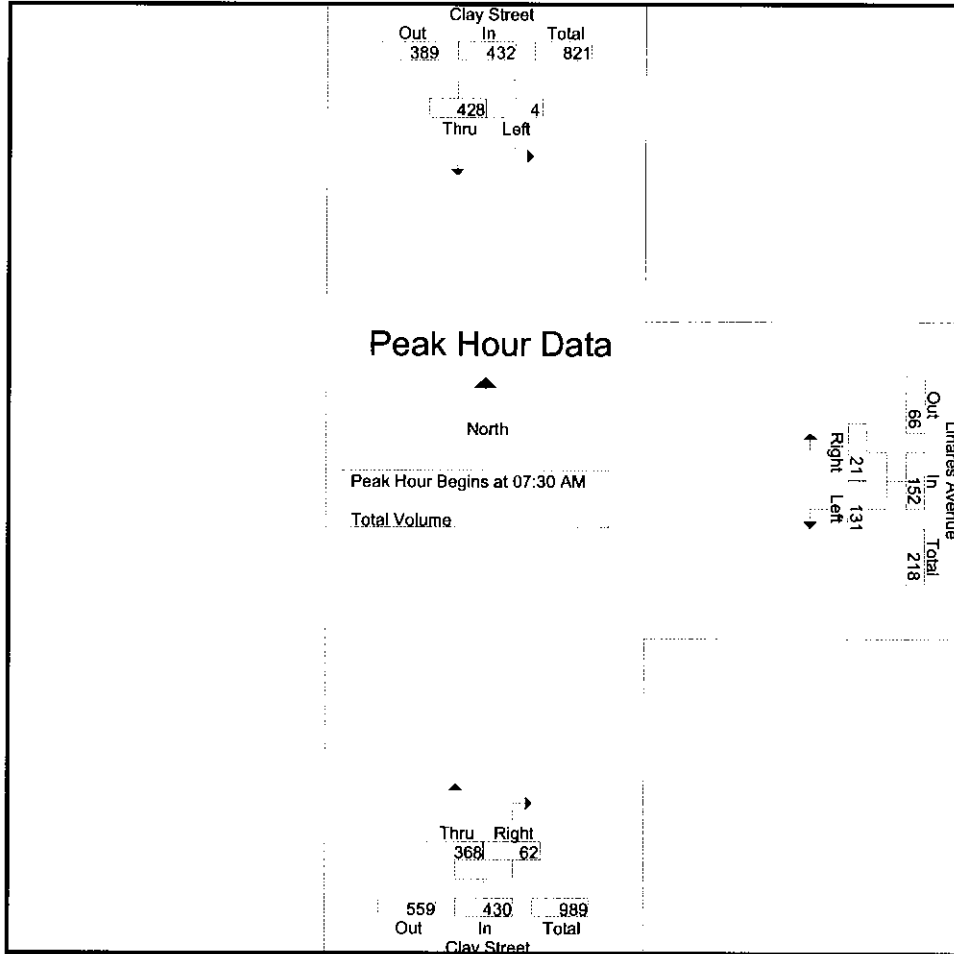
Start Time	Clay Street Southbound			Linares Avenue Westbound			Clay Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	2	70	72	30	11	41	55	4	59	172
07:15 AM	2	102	104	40	3	43	59	13	72	219
07:30 AM	0	114	114	33	4	37	72	9	81	232
07:45 AM	1	106	107	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	
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	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
 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		07:00 AM		07:45 AM				
+0 mins.	0	114	114	30	11	41	113	21	134
+15 mins.	1	106	107	40	3	43	83	15	98
+30 mins.	1	100	101	33	4	37	100	17	117
+45 mins.	2	108	110	37	4	41	73	15	88
Total Volume	4	428	432	140	22	162	369	68	437
% App. Total	0.9	99.1		86.4	13.6		84.4	15.6	
PHF	.500	.939	.947	.875	.500	.942	.816	.810	.815

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

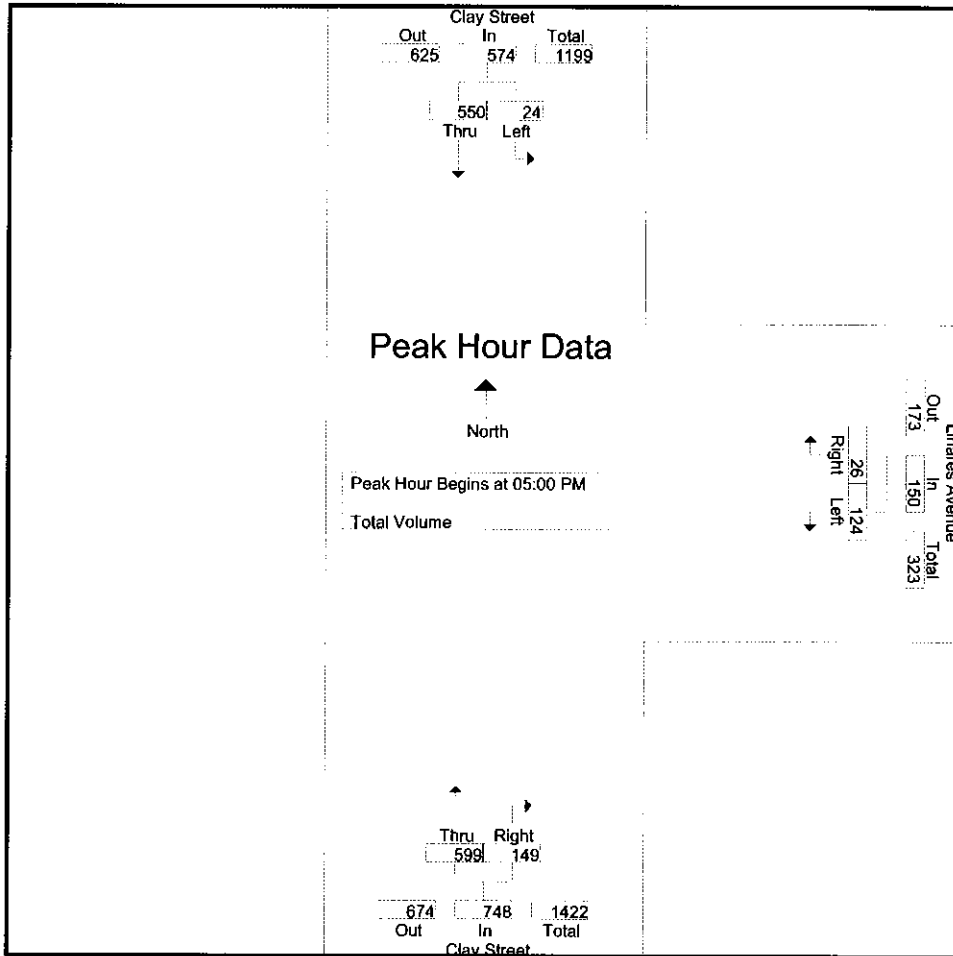
Groups Printed- Total Volume

Start Time	Clay Street Southbound			Linares Avenue Westbound			Clay Street Northbound			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	

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	
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	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

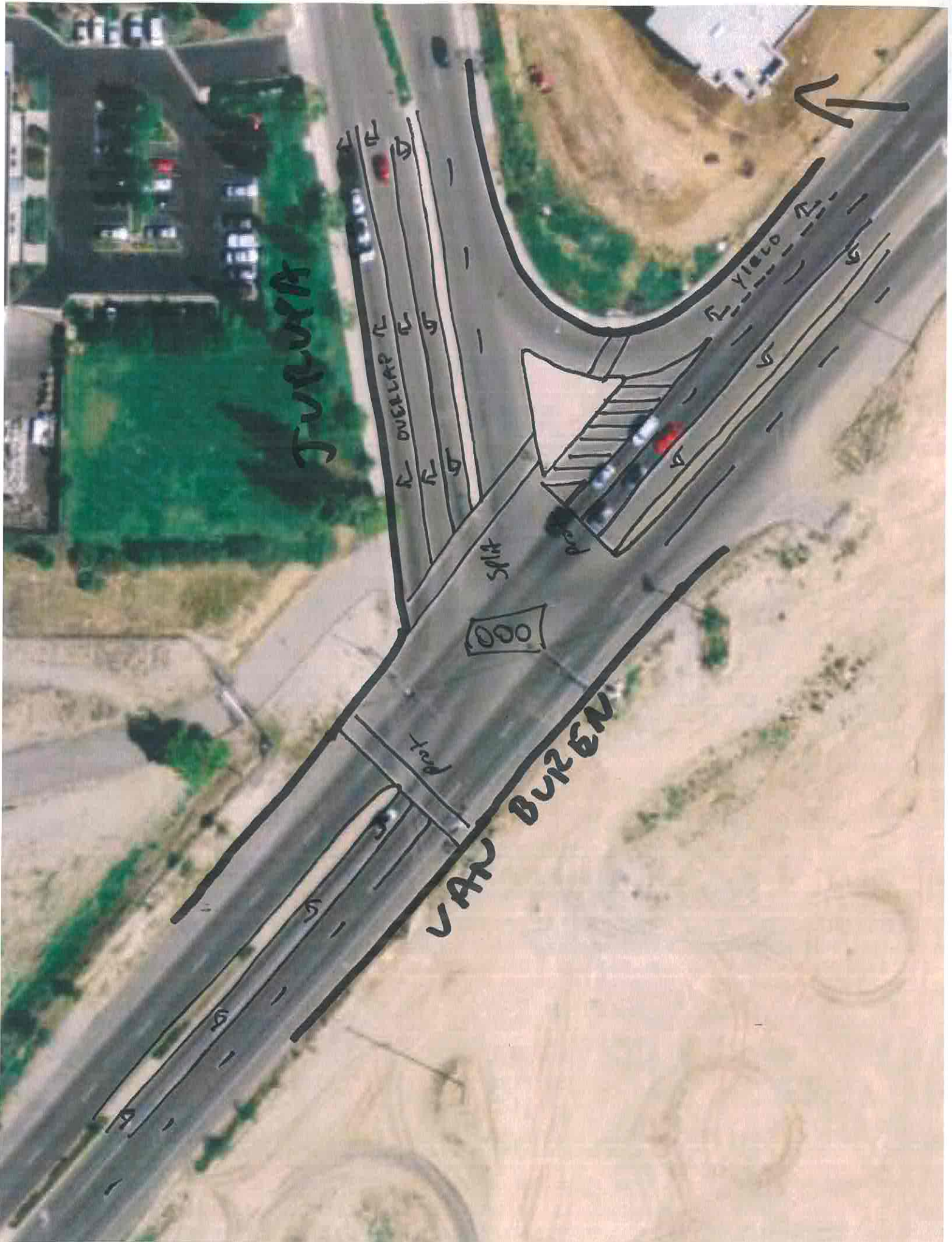
File Name : RICLLIPM
 Site Code : 06741017
 Start Date : 11/20/2008
 Page No : 2



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

Peak Hour for Each Approach Begins at:

	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



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

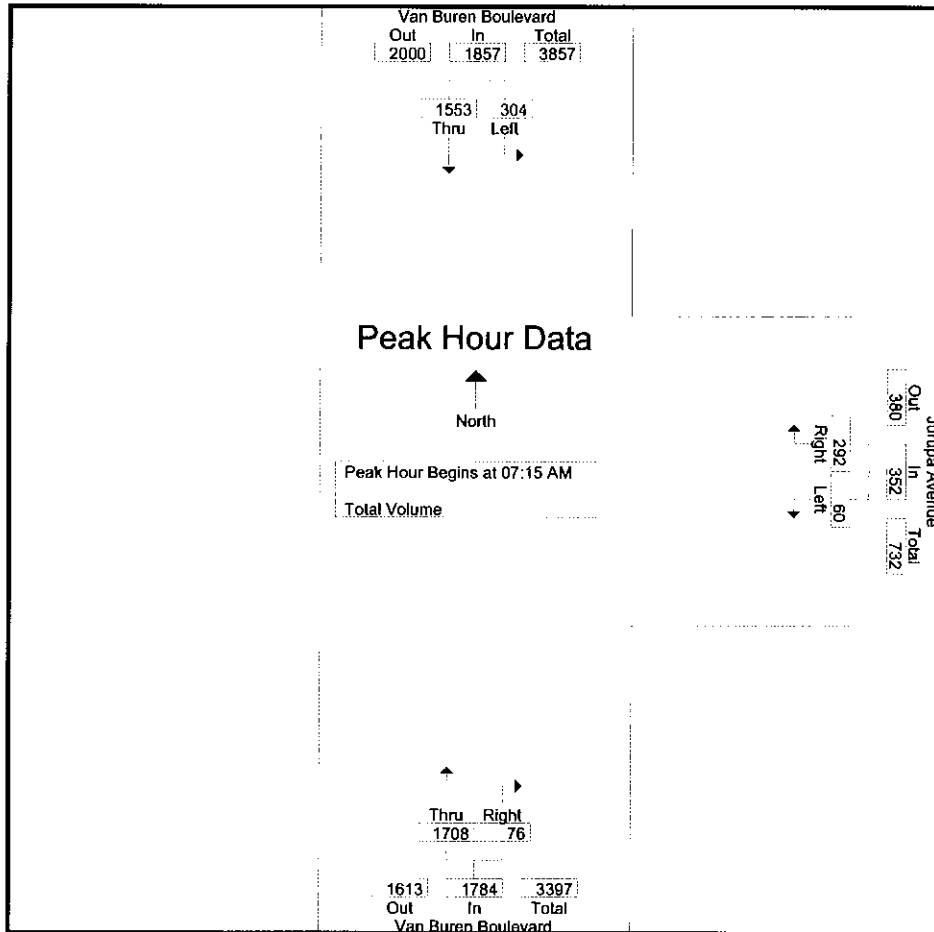
Groups Printed- Total Volume

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	
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			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	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	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

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 : 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			07:00 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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City of Riverside
 N/S: Van Buren Boulevard
 E/W: Jurupa Avenue
 Weather: Sunny

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

Groups Printed- Total Volume

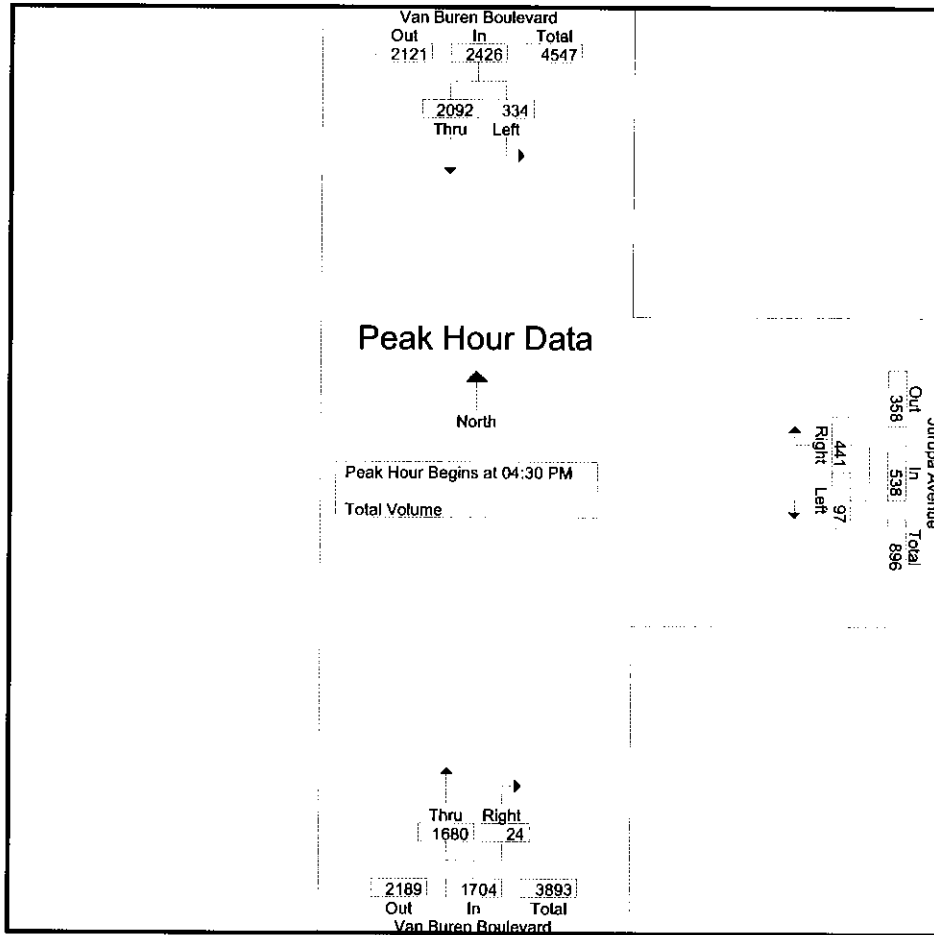
Start Time	Van Buren Boulevard Southbound			Jurupa Avenue Westbound			Van Buren Boulevard Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	77	531	608	41	101	142	390	10	400	1150
04:15 PM	75	481	556	26	113	139	371	9	380	1075
04:30 PM	79	557	636	32	97	129	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	

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	
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	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
 Moreno Valley, CA 92557
 951-485-7934

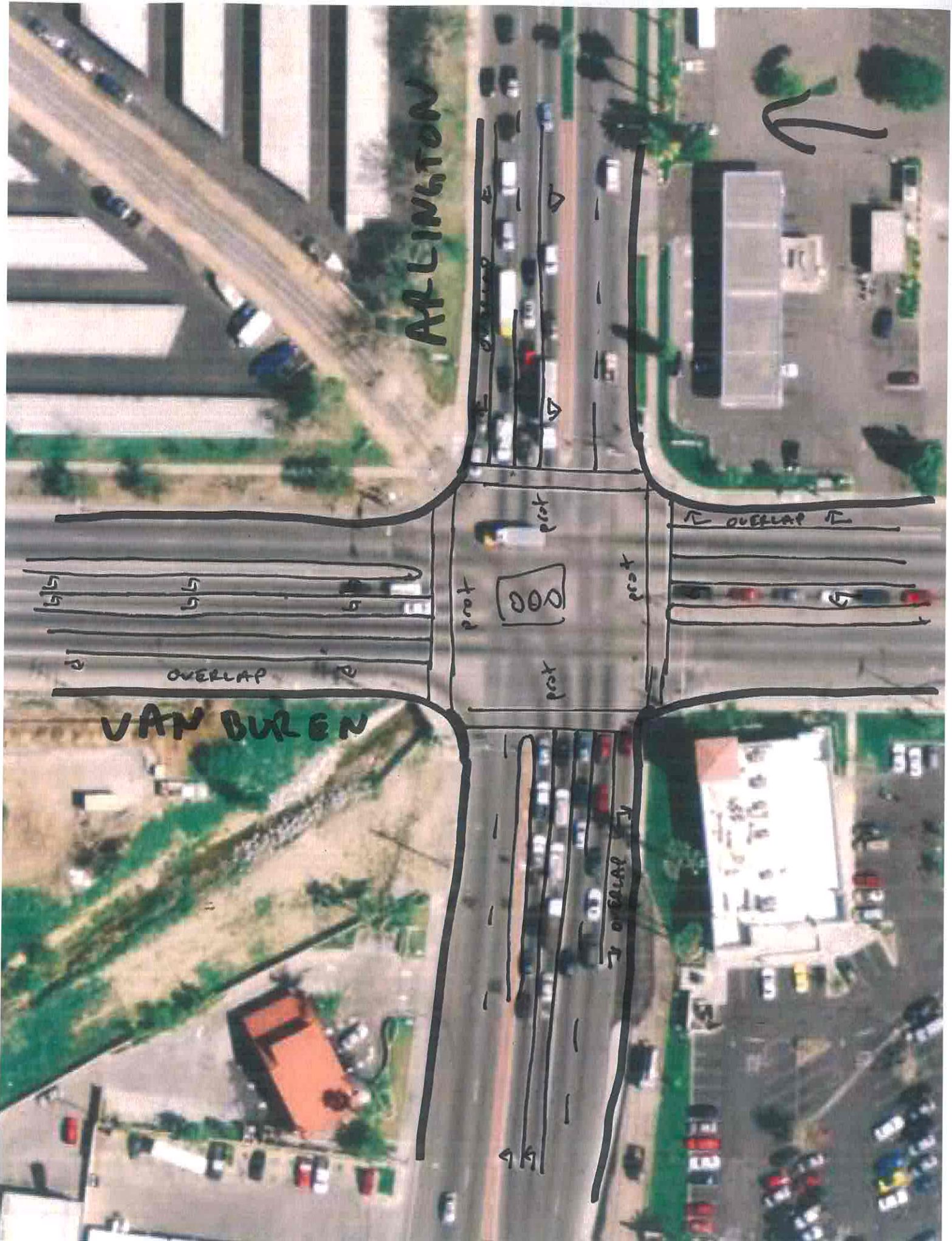
City of Riverside
 N/S: Van Buren Boulevard
 E/W: Jurupa Avenue
 Weather: Sunny

File Name : RIVBJUPM
 Site Code : 06741044
 Start Date : 11/19/2008
 Page No : 2



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

	04:00 PM			04:30 PM			04:30 PM		
+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



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

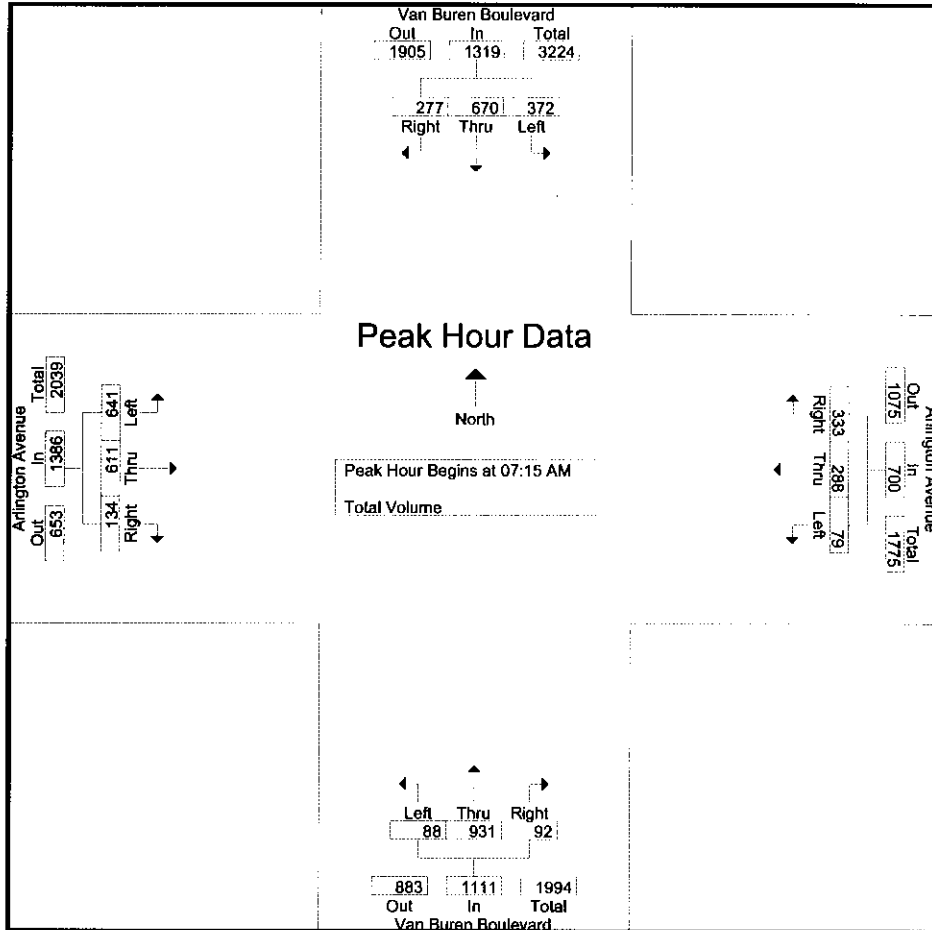
City of Riverside
 N/S: Van Buren Boulevard
 EW: Arlington Avenue
 Weather: Sunny

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				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	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	

Start Time	Van Buren Boulevard Southbound				Arlington Avenue Westbound				Van Buren Boulevard Northbound				Arlington Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 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



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.	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.	105	179	62	346	24	76	84	184	14	210	17	241	164	174	45	383
+45 mins.	99	163	54	316	42	66	64	172	28	243	26	297	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

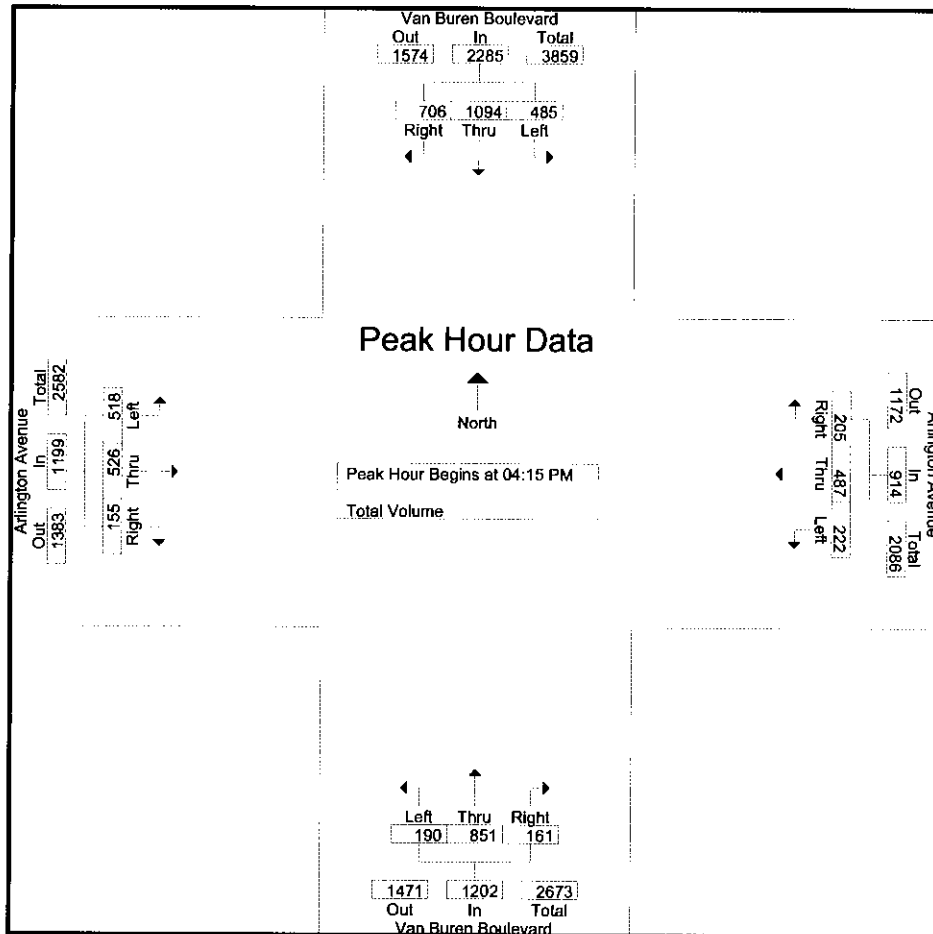
City of Riverside
 N/S: Van Buren Boulevard
 E/W: Arlington Avenue
 Weather: Sunny

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

Groups Printed- Total Volume

Start Time	Van Buren Boulevard Southbound				Arlington Avenue Westbound				Van Buren Boulevard Northbound				Arlington 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	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
Apprch %	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	

Start Time	Van Buren Boulevard Southbound				Arlington Avenue Westbound				Van Buren Boulevard Northbound				Arlington Avenue 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	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



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	.907	.779	.953	.946	.893	.833	.937



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VAN BUREN



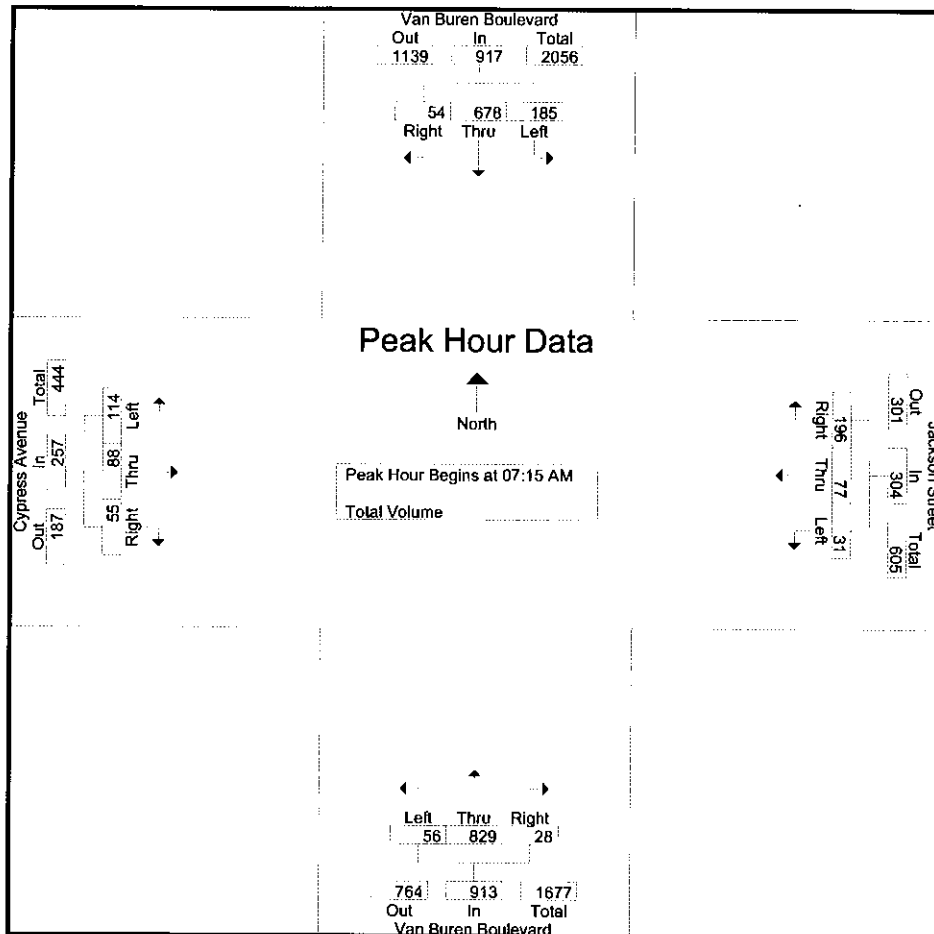
City of Riverside
 N/S: Van Buren Boulevard
 E/W: Jackson Street/Cypress Avenue
 Weather: Sunny

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

Groups Printed- Total Volume

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	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	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



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

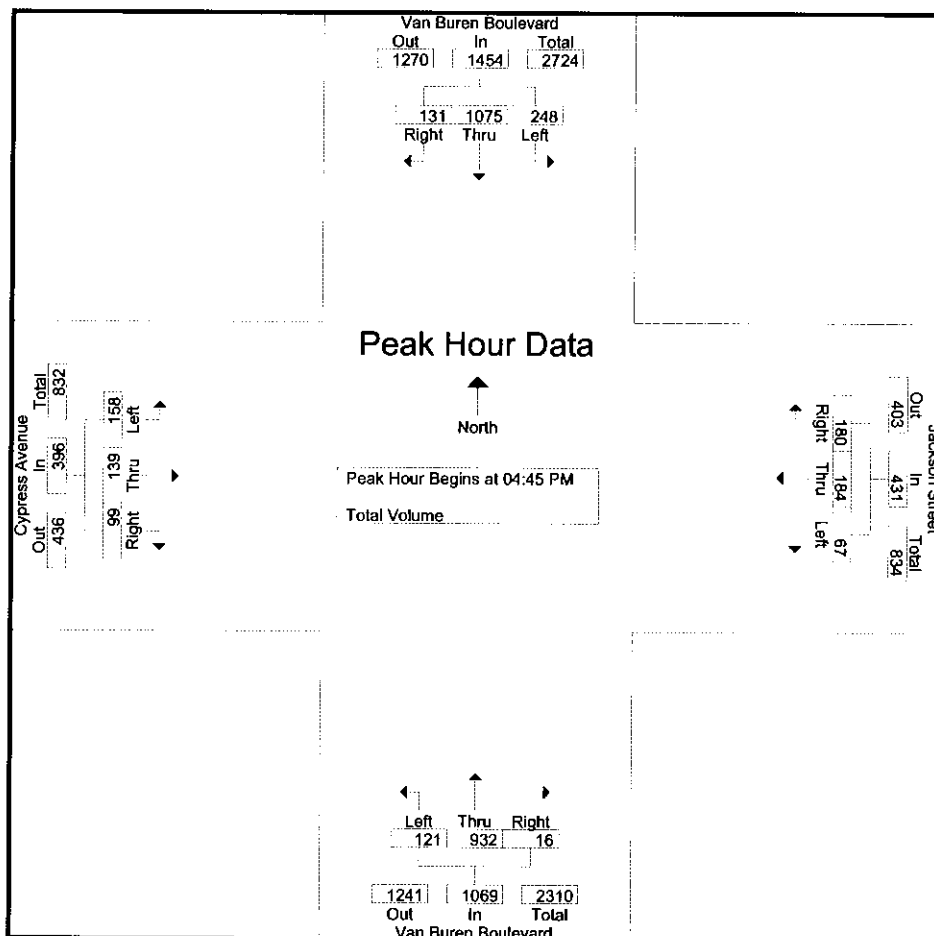
File Name : RIVBJAPM
 Site Code : 06741066
 Start Date : 11/19/2008
 Page No : 1

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

Groups Printed- Total Volume

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	Left	Thru	Right	App. 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
Apprch %	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	

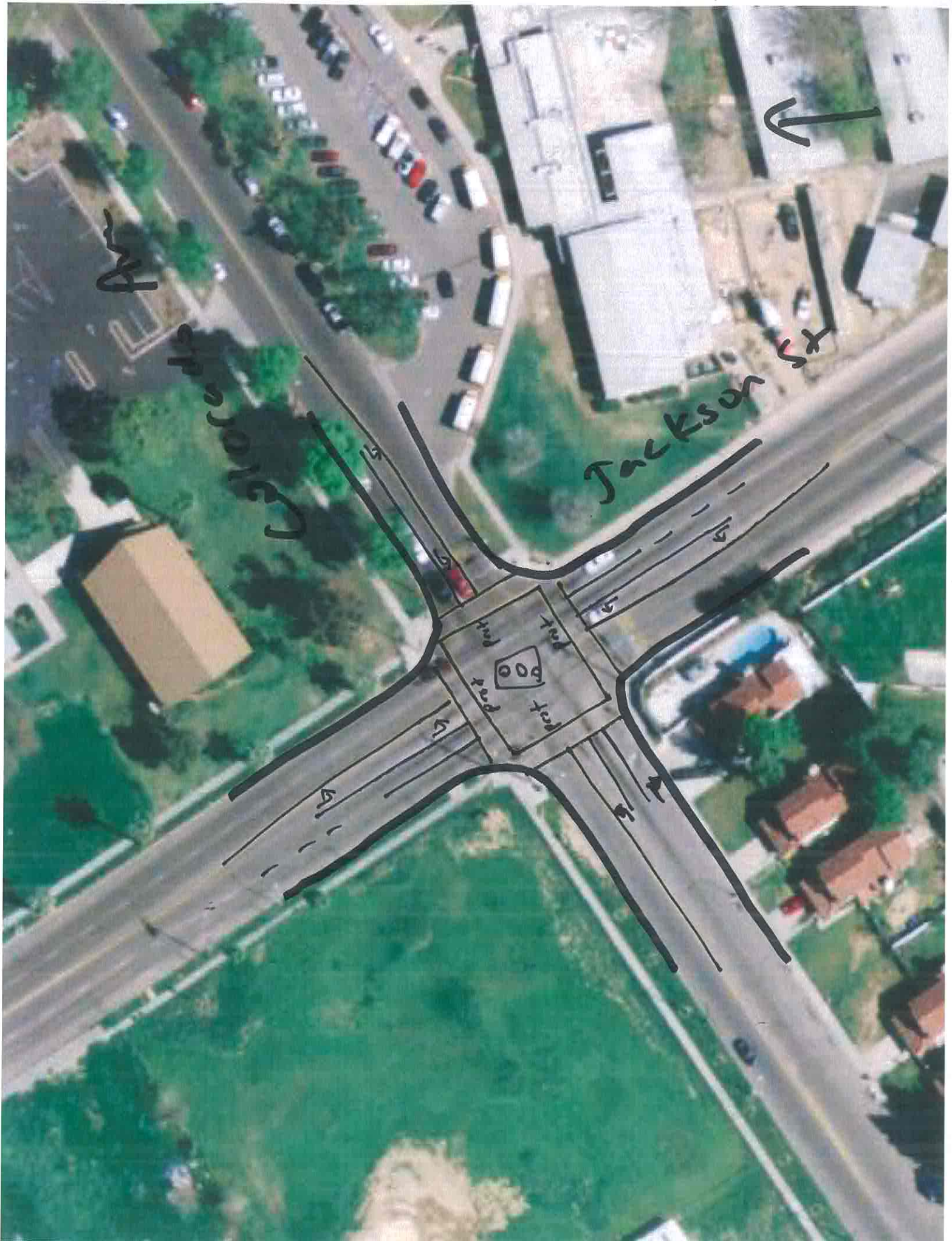
Start Time	Van Buren Boulevard Southbound				Jackson Street Westbound				Van Buren Boulevard Northbound				Cypress Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	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



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



Vermont Ave

Jackson St

Jackson St



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park

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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

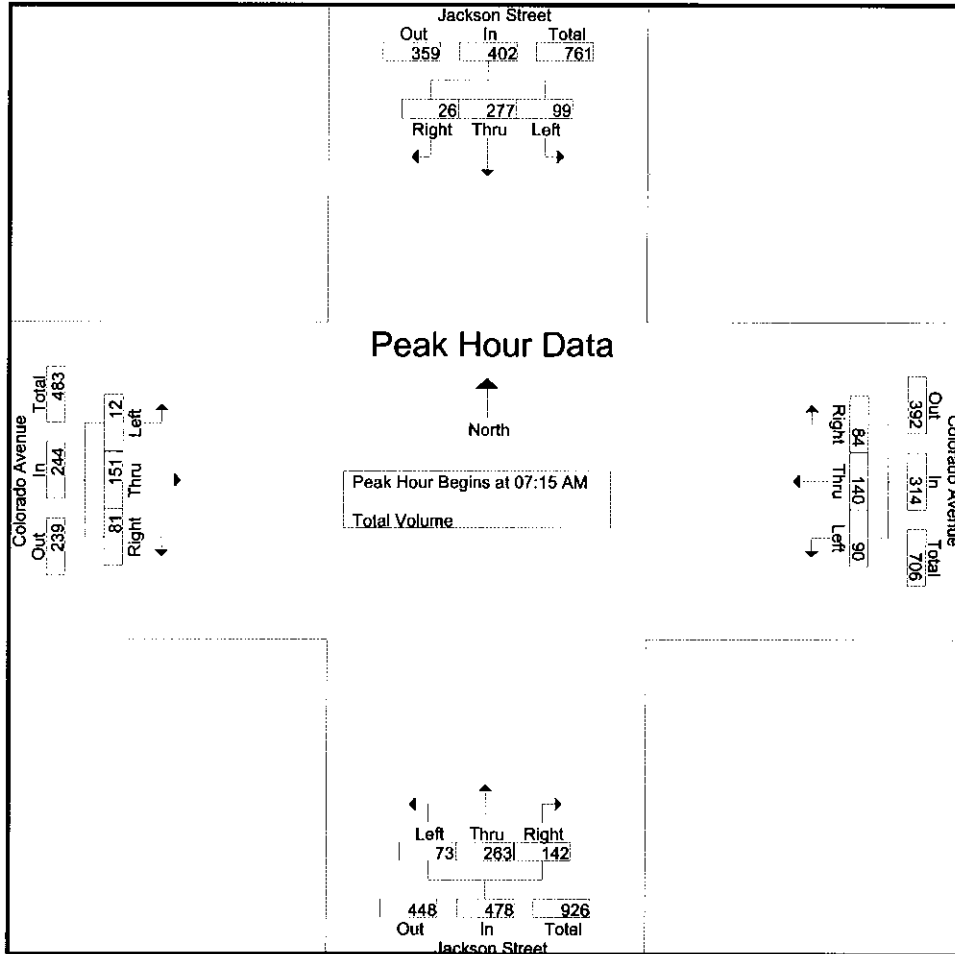
Groups Printed- Total Volume

Start Time	Jackson Street Southbound				Colorado Avenue Westbound				Jackson Street Northbound				Colorado Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	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	

Start Time	Jackson Street Southbound				Colorado Avenue Westbound				Jackson Street Northbound				Colorado Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
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

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	9	101	20	28	13	61	18	49	51	118	5	49	17	71
+15 mins.	40	78	6	124	45	51	41	137	15	67	61	143	1	41	28	70
+30 mins.	14	81	7	102	16	32	16	64	22	78	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

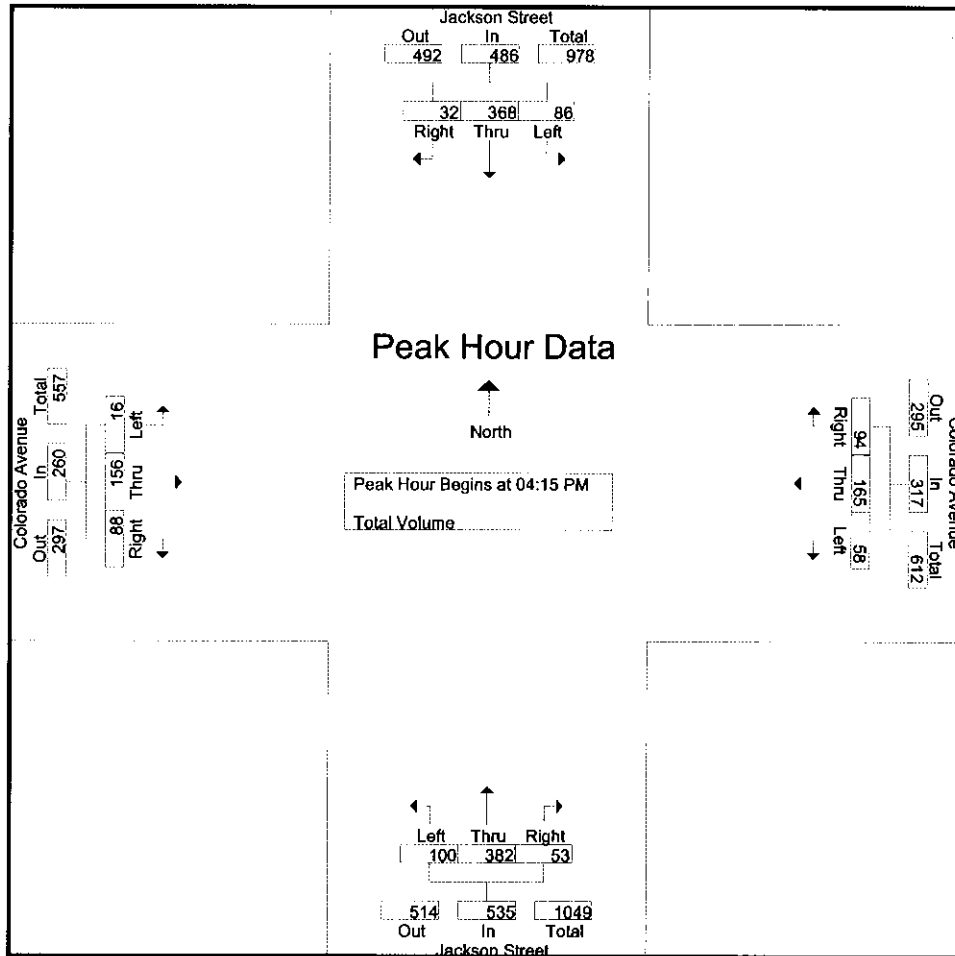
Groups Printed- Total Volume

Start Time	Jackson Street Southbound				Colorado Avenue Westbound				Jackson Street Northbound				Colorado 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	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	

Start Time	Jackson Street Southbound				Colorado Avenue Westbound				Jackson Street Northbound				Colorado Avenue 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	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

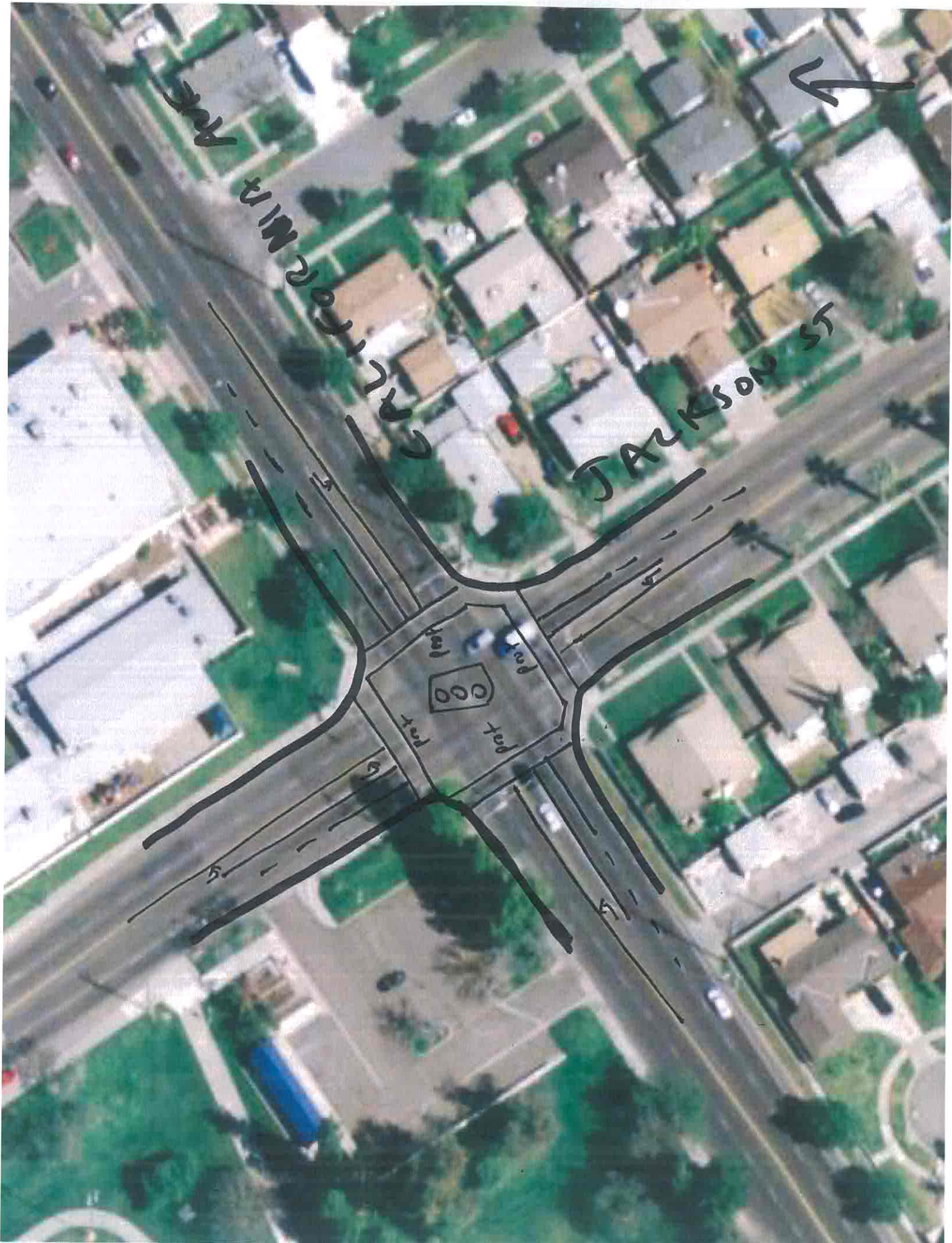
File Name : RIJACOPM
 Site Code : 06741051
 Start Date : 11/19/2008
 Page No : 2



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				04:00 PM				04:15 PM				04:45 PM			
+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



CANTON MILWAUKEE PARK

JACKSON ST



CO

part part part part

5

6

5

4

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

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

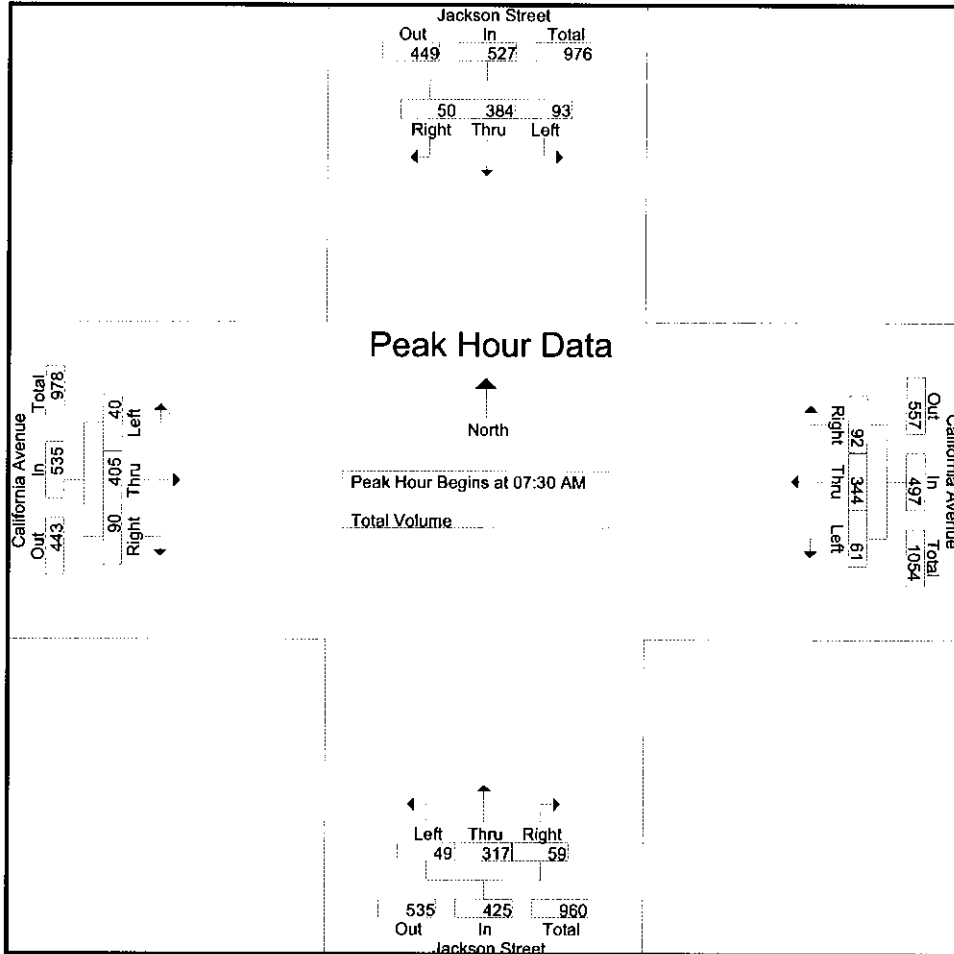
Groups Printed- Total Volume

Start Time	Jackson Street Southbound				California Avenue Westbound				Jackson Street Northbound				California Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	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
Grand Total	158	630	93	881	112	624	177	913	96	569	92	757	88	661	144	893	3444
Apprch %	17.9	71.5	10.6		12.3	68.3	19.4		12.7	75.2	12.2		9.9	74	16.1		
Total %	4.6	18.3	2.7	25.6	3.3	18.1	5.1	26.5	2.8	16.5	2.7	22	2.6	19.2	4.2	25.9	

Start Time	Jackson Street Southbound				California Avenue Westbound				Jackson Street Northbound				California Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
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
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
Total Volume	93	384	50	527	61	344	92	497	49	317	59	425	40	405	90	535	1984
% 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	.876

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

File Name : RIJACAAM
 Site Code : 06741050
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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				07:30 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

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

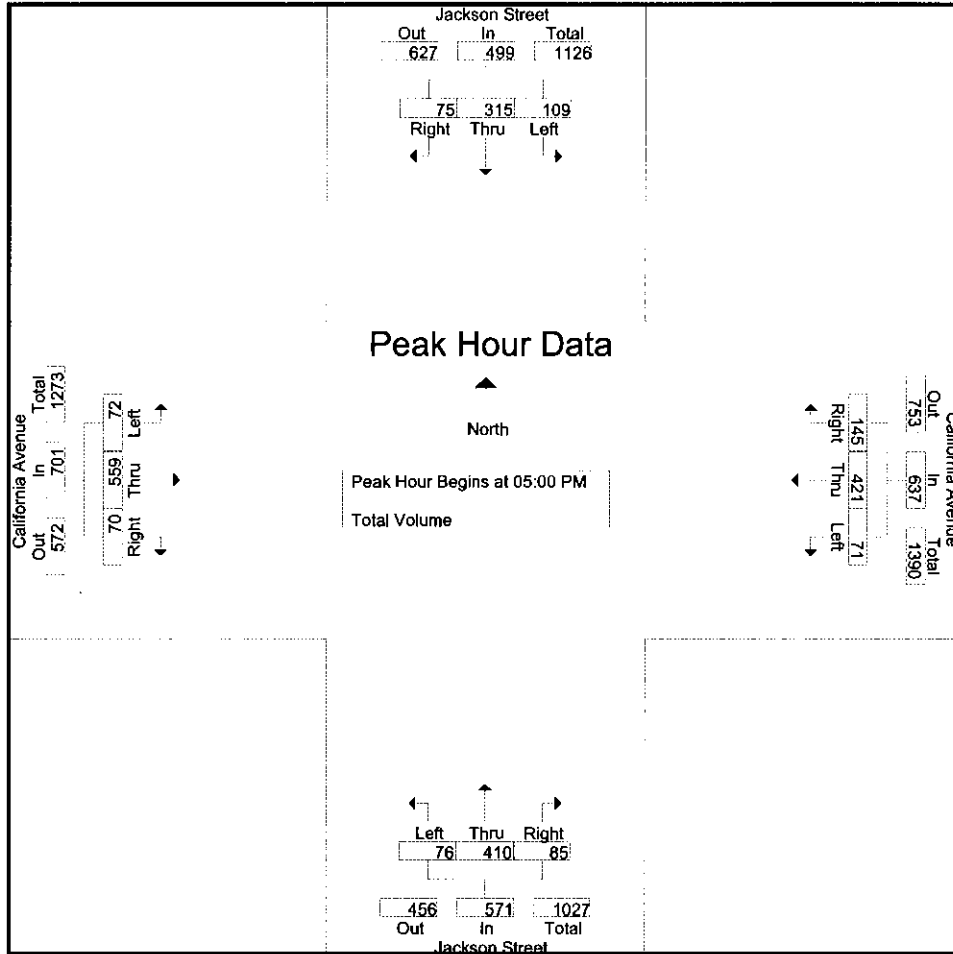
Groups Printed- Total Volume

Start Time	Jackson Street Southbound				California Avenue Westbound				Jackson Street Northbound				California Avenue Eastbound				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	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				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 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

File Name : RIJACAPM
 Site Code : 06741050
 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:

	04:15 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



GARFIELD

JACKSON

Park
Park
Park



5

6

5

6

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

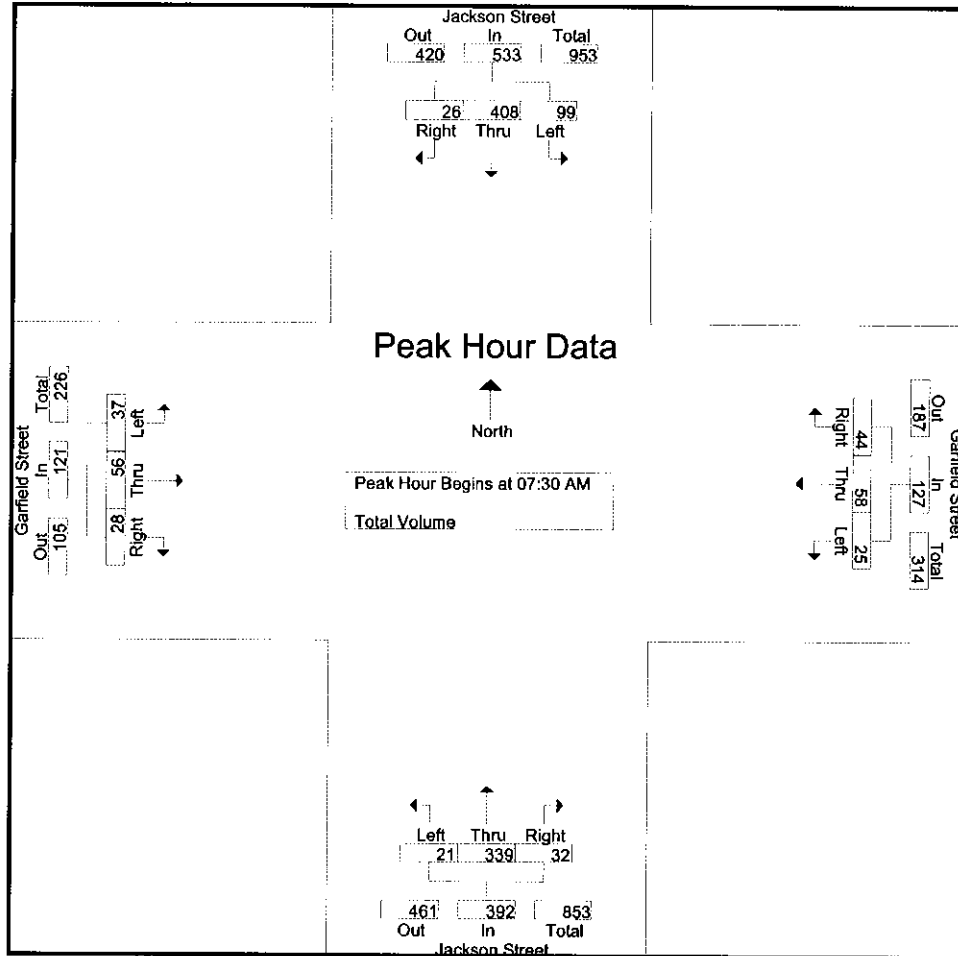
Groups Printed- Total Volume

Start Time	Jackson Street Southbound				Garfield Street Westbound				Jackson Street Northbound				Garfield Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	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	

Start Time	Jackson Street Southbound				Garfield Street Westbound				Jackson 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 07:00 AM to 08:45 AM - Peak 1 of 1																	
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

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

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

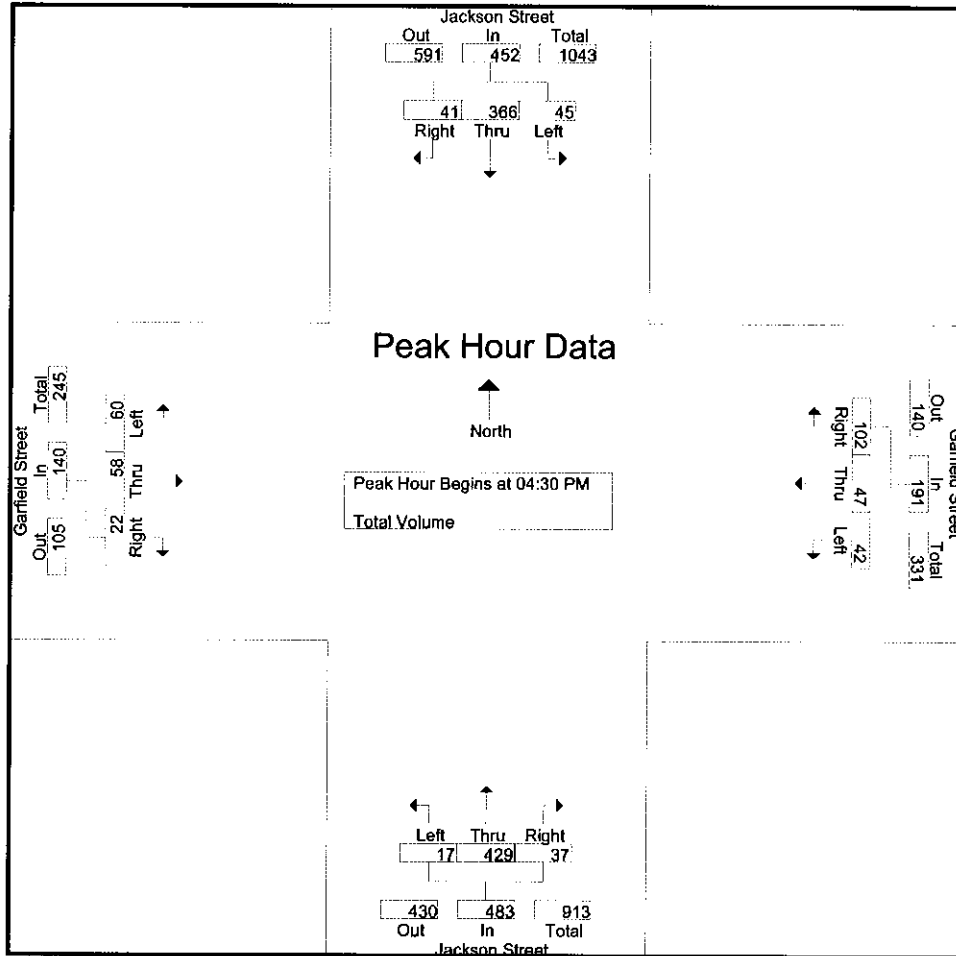
Groups Printed- Total Volume

Start Time	Jackson Street Southbound				Garfield Street Westbound				Jackson Street Northbound				Garfield Street Eastbound				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	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				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 04:30 PM																	
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

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



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

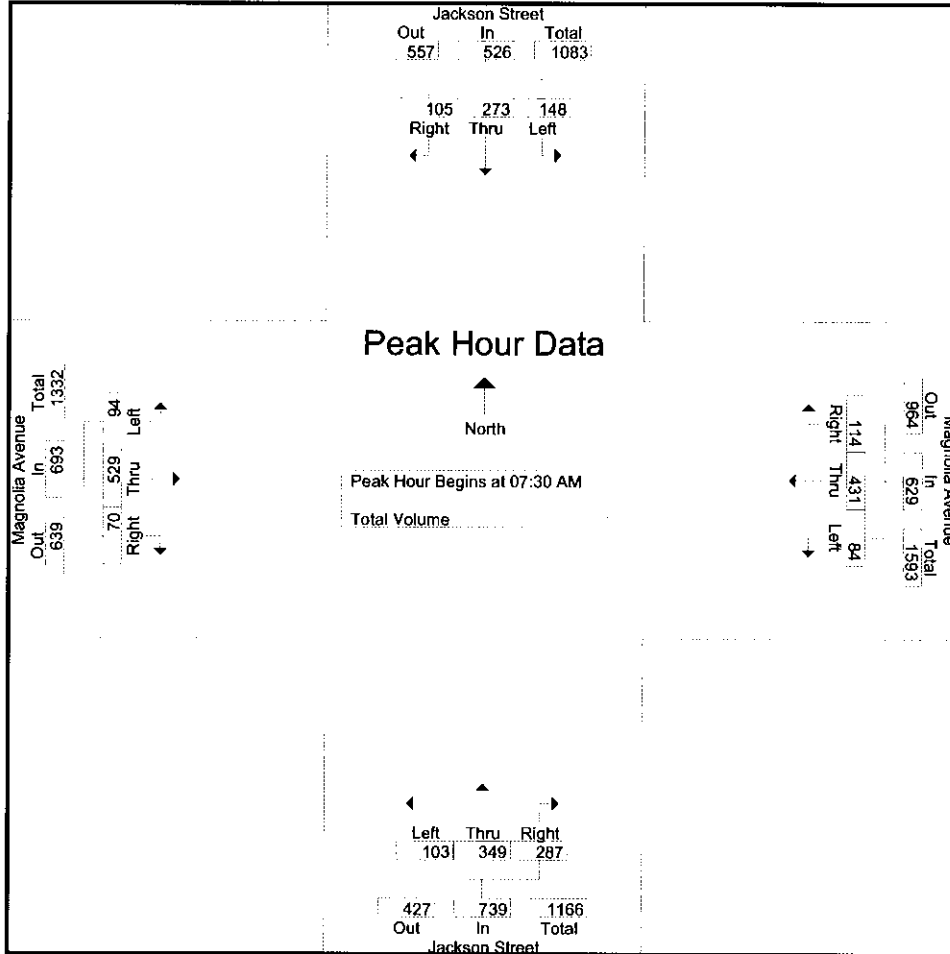
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 Site Code : 06741060
 Start Date : 11/19/2008
 Page No : 1

Groups Printed- Total Volume

Start Time	Jackson Street Southbound				Magnolia Avenue Westbound				Jackson Street Northbound				Magnolia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	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	

Start Time	Jackson Street Southbound				Magnolia Avenue Westbound				Jackson Street Northbound				Magnolia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 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

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



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

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

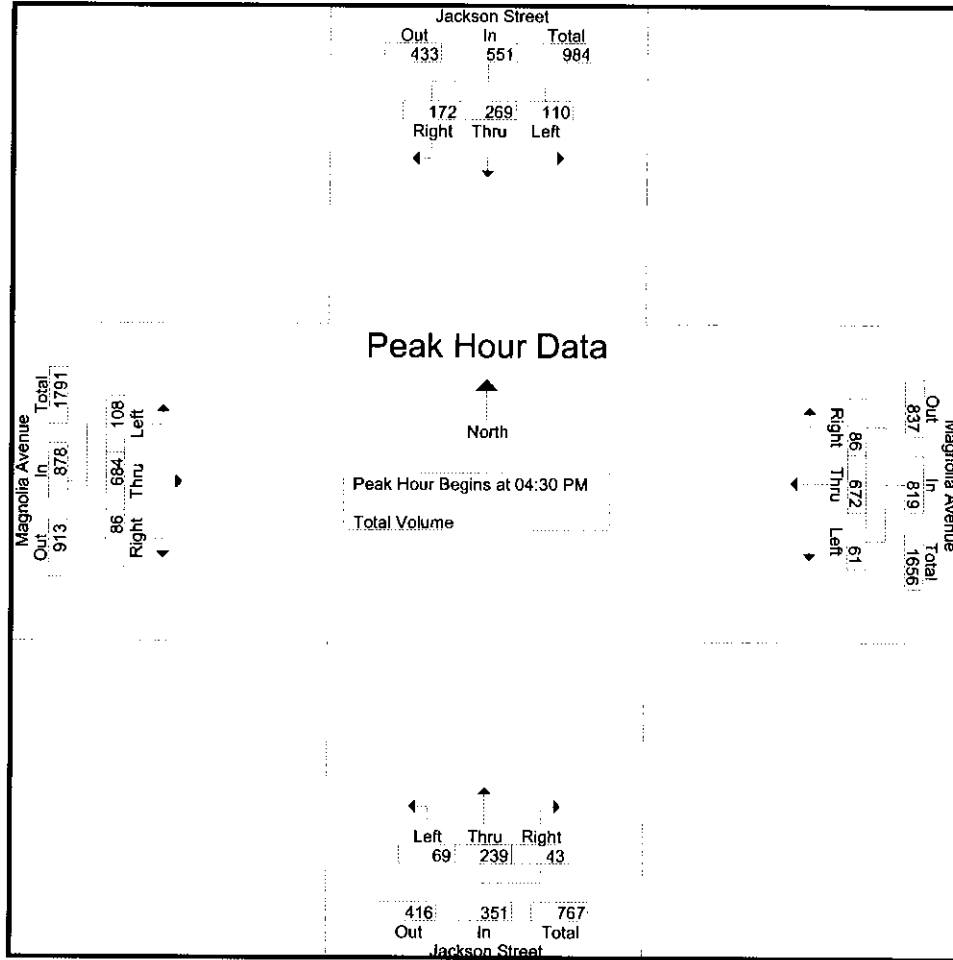
File Name : RIJAMAPM
 Site Code : 06741028
 Start Date : 11/19/2008
 Page No : 1

Groups Printed- Total Volume

Start Time	Jackson Street Southbound				Magnolia Avenue Westbound				Jackson Street Northbound				Magnolia 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	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	

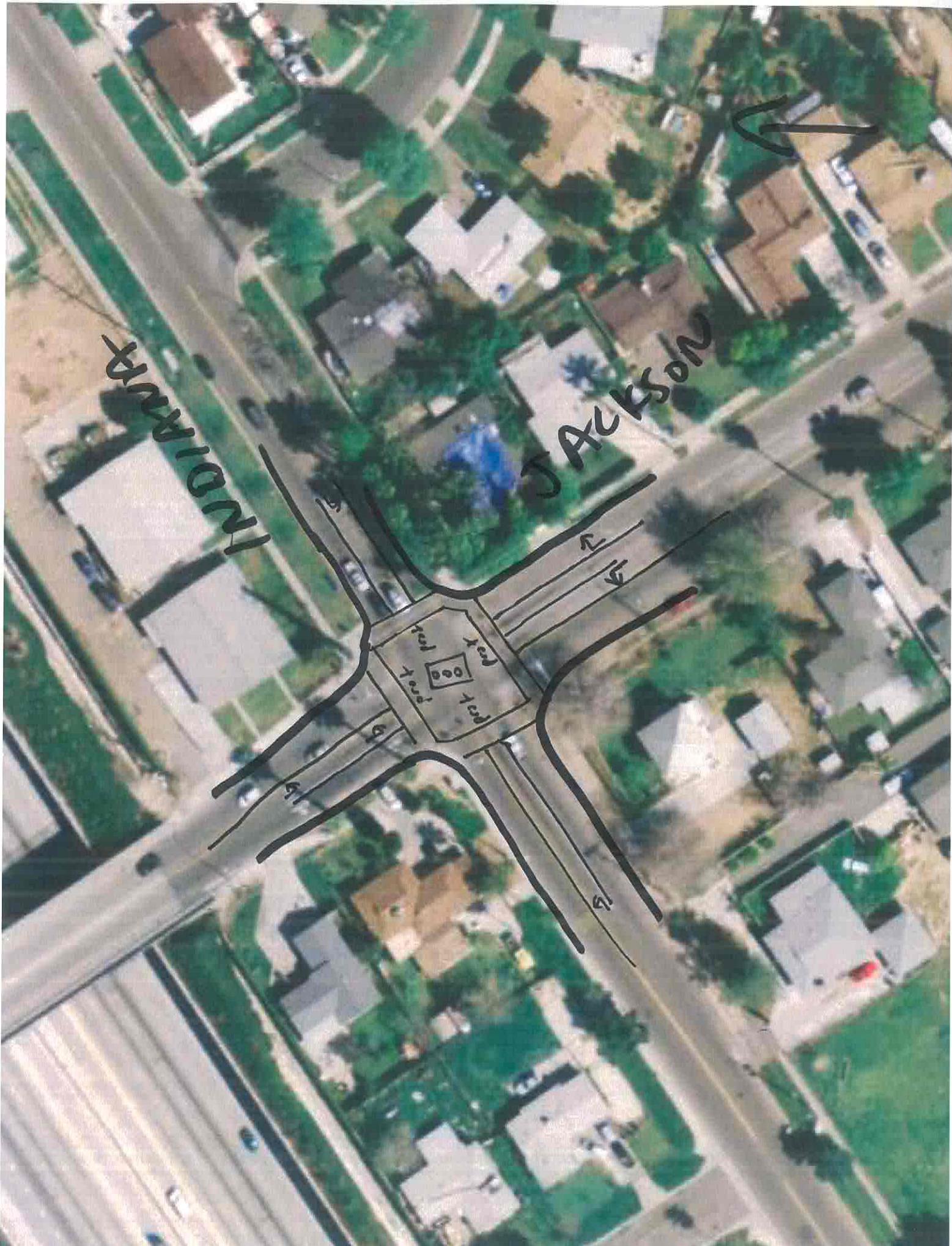
Start Time	Jackson Street Southbound				Magnolia Avenue Westbound				Jackson Street Northbound				Magnolia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 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

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



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.	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	.796	.941



INDIANA

JACKSON



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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

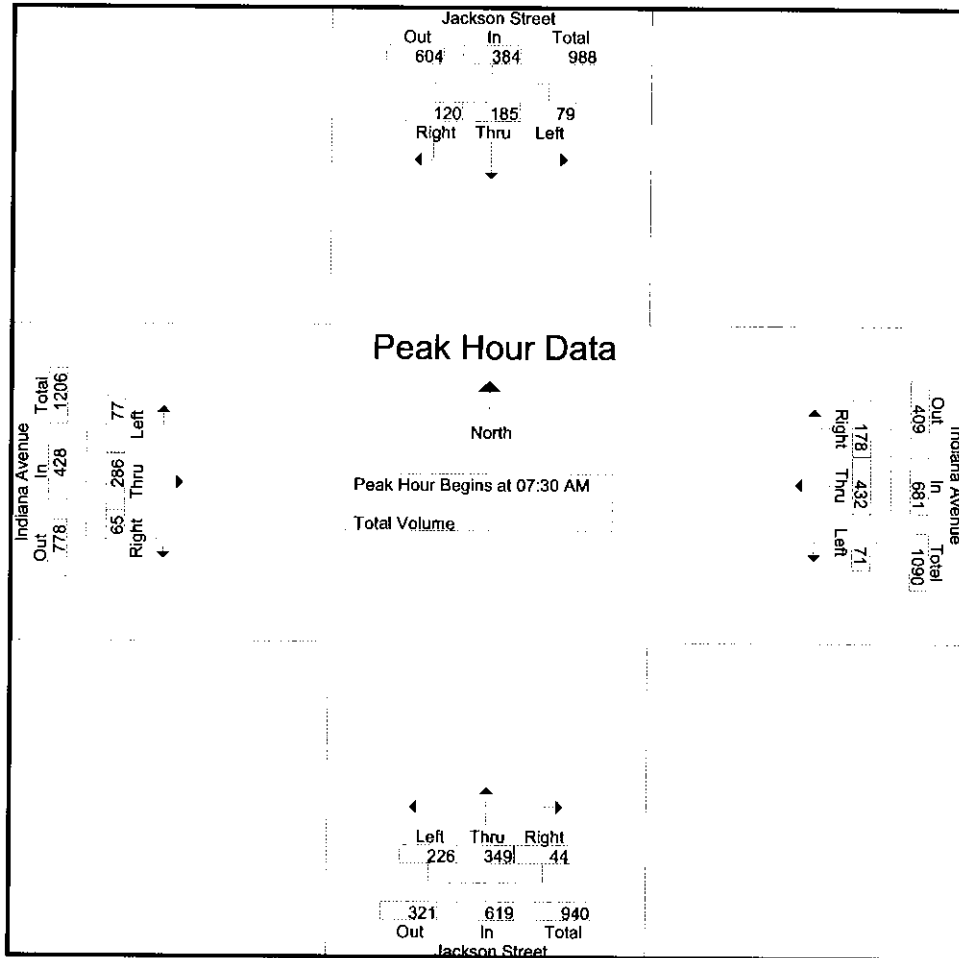
Start Time	Jackson Street Southbound				Indiana Avenue Westbound				Jackson Street Northbound				Indiana Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	7	30	17	54	23	93	22	138	17	20	4	41	10	46	12	68	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	

Start Time	Jackson Street Southbound				Indiana Avenue Westbound				Jackson Street Northbound				Indiana Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 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

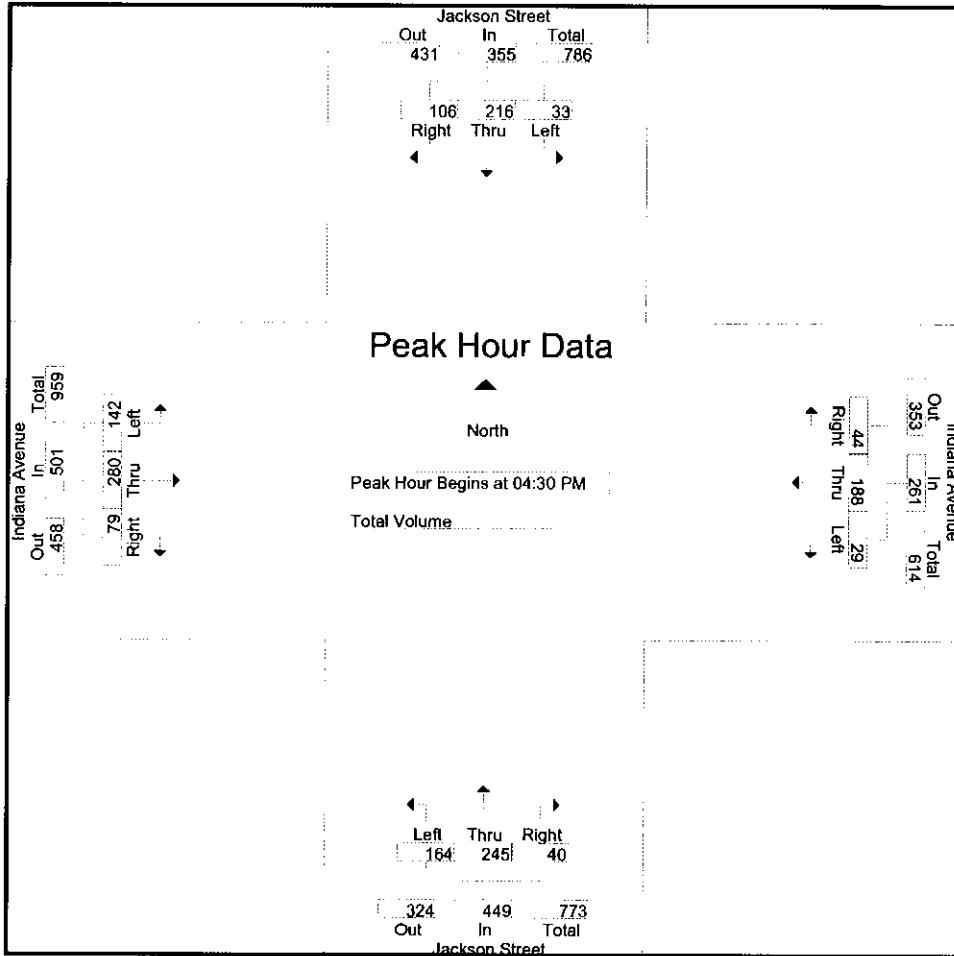
Groups Printed- Total Volume

Start Time	Jackson Street Southbound				Indiana Avenue Westbound				Jackson Street Northbound				Indiana Avenue Eastbound				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	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	

Start Time	Jackson Street Southbound				Indiana Avenue Westbound				Jackson Street Northbound				Indiana Avenue 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 04:30 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

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

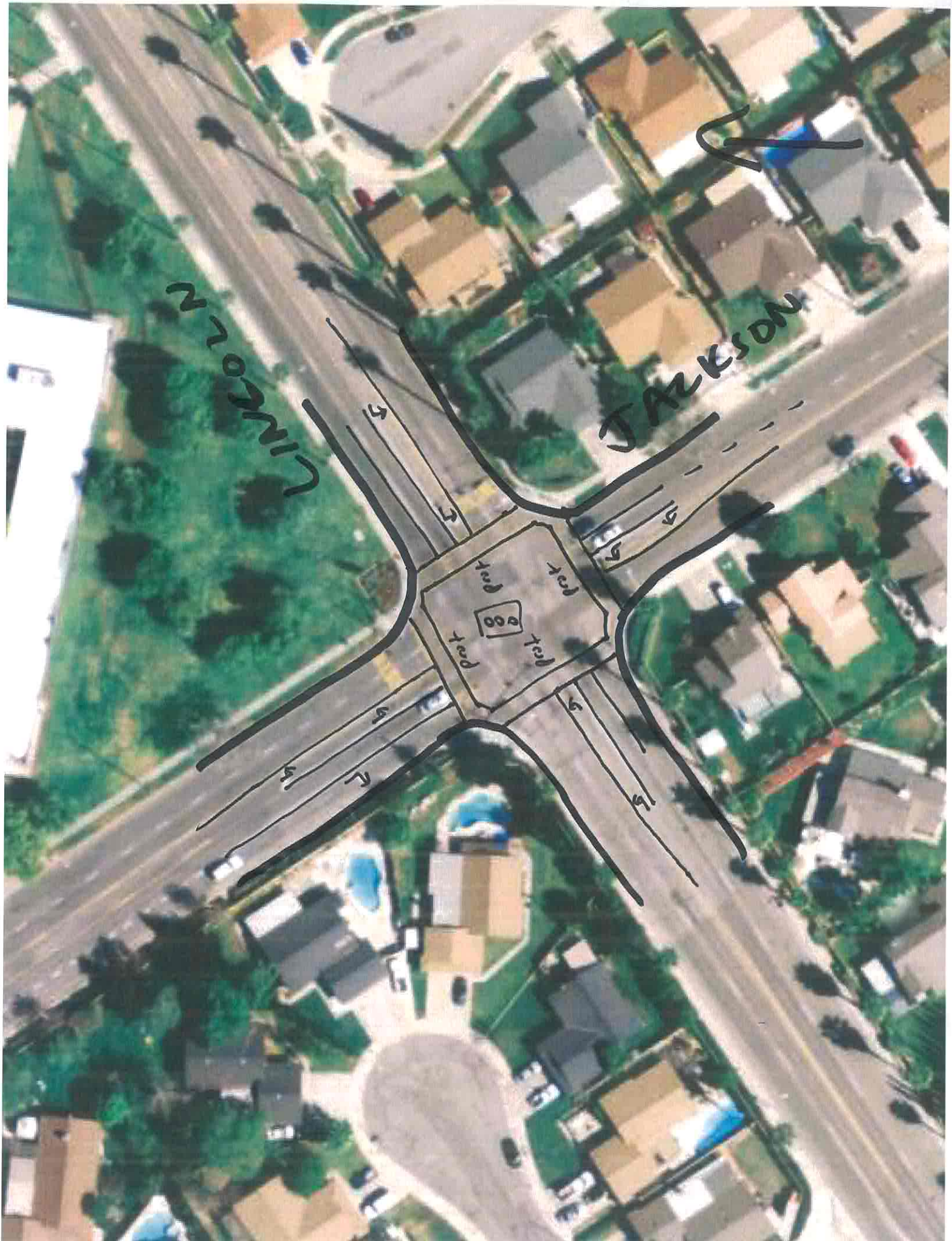
File Name : RIJAINPM
 Site Code : 06741035
 Start Date : 11/19/2008
 Page No : 2



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	29	73	15	117
+15 mins.	13	47	23	83	8	48	10	66	41	48	13	102	45	65	20	130
+30 mins.	8	60	19	87	4	47	10	61	38	64	11	113	37	71	21	129
+45 mins.	7	61	29	97	10	55	20	85	52	70	11	133	31	71	23	125
Total Volume	33	216	106	355	29	198	49	276	178	254	44	476	142	280	79	501
% App. Total	9.3	60.8	29.9		10.5	71.7	17.8		37.4	53.4	9.2		28.3	55.9	15.8	
PHF	.635	.885	.757	.915	.725	.900	.613	.812	.856	.882	.846	.895	.789	.959	.859	.963



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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

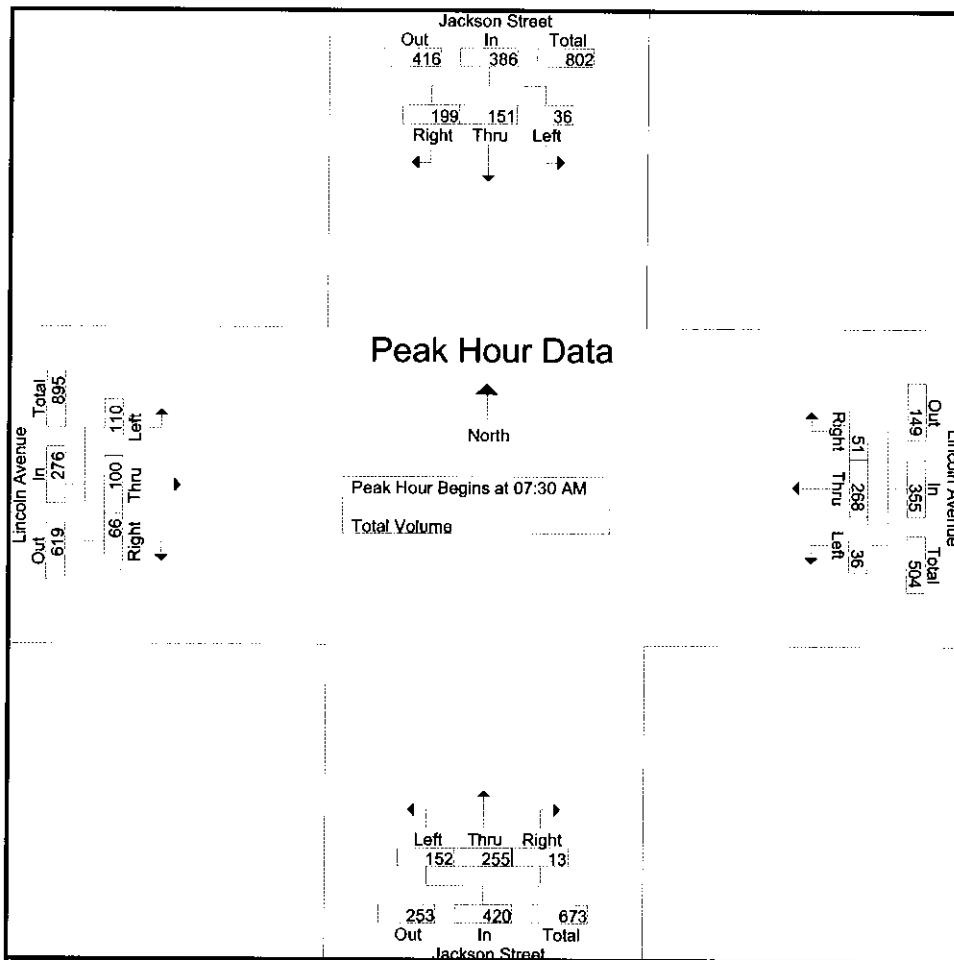
Groups Printed- Total Volume

Start Time	Jackson Street Southbound				Lincoln Avenue Westbound				Jackson Street Northbound				Lincoln Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	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	

Start Time	Jackson Street Southbound				Lincoln Avenue Westbound				Jackson Street Northbound				Lincoln Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
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

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				07:45 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

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

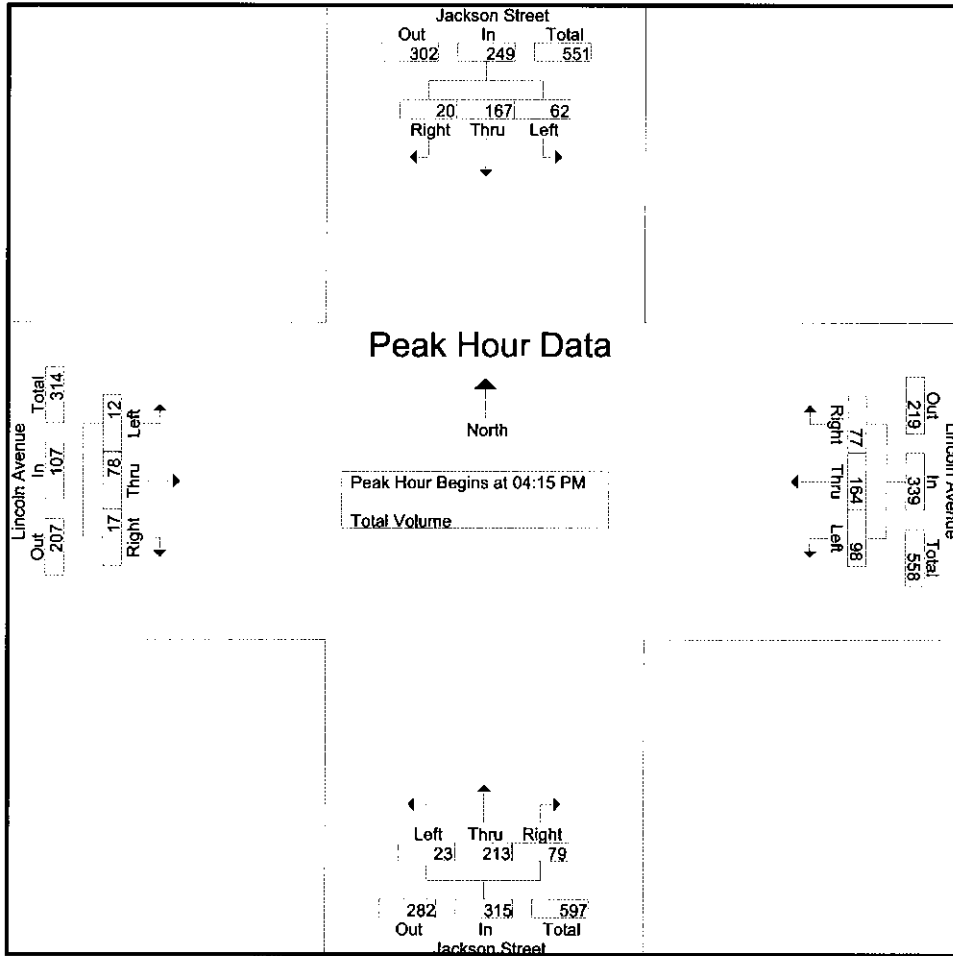
Groups Printed- Total Volume

Start Time	Jackson Street Southbound				Lincoln Avenue Westbound				Jackson Street Northbound				Lincoln 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	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	

Start Time	Jackson Street Southbound				Lincoln Avenue Westbound				Jackson Street Northbound				Lincoln Avenue 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	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

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



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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

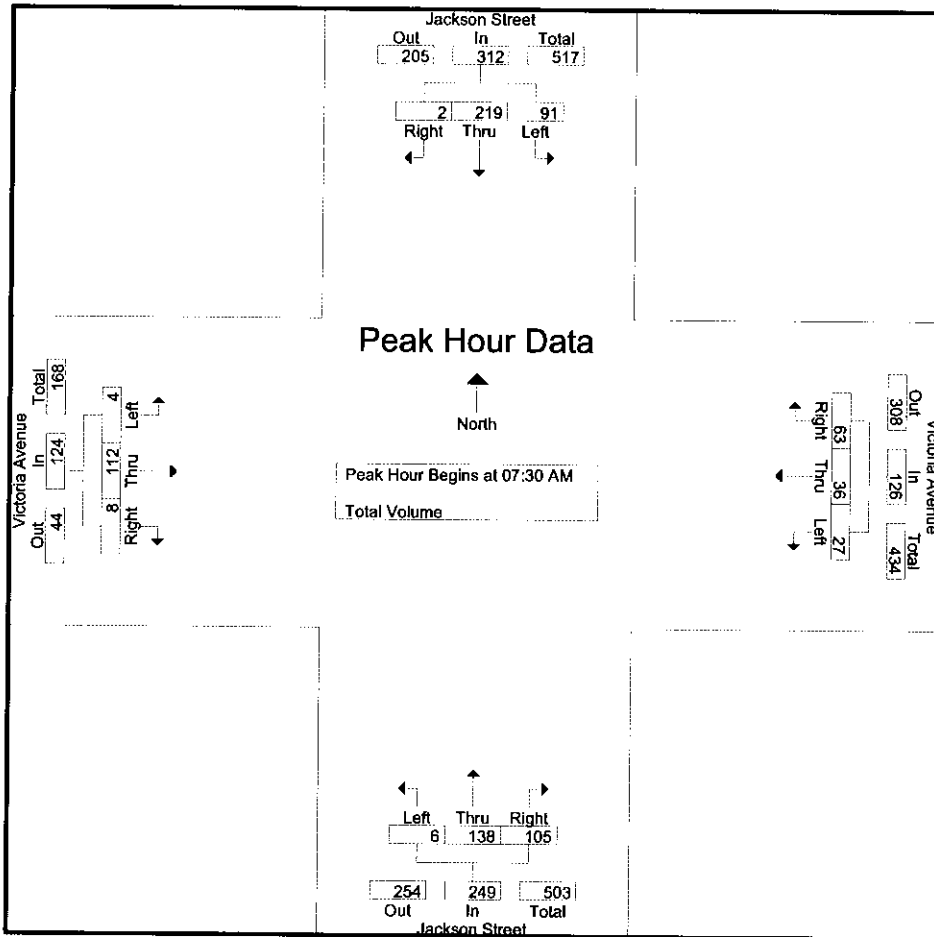
Groups Printed- Total Volume

Start Time	Jackson Street Southbound				Victoria Avenue Westbound				Jackson 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	
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
Apprch %	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	

Start Time	Jackson Street Southbound				Victoria Avenue Westbound				Jackson 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	
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	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

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	1	62	4	4	17	25	2	40	21	63	1	20	1	22
+15 mins.	36	65	0	101	11	11	20	42	1	38	33	72	1	19	1	21
+30 mins.	30	53	1	84	6	11	14	31	3	36	40	79	3	29	1	33
+45 mins.	20	52	1	73	6	10	12	28	0	25	12	37	0	59	0	59
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	28.6	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

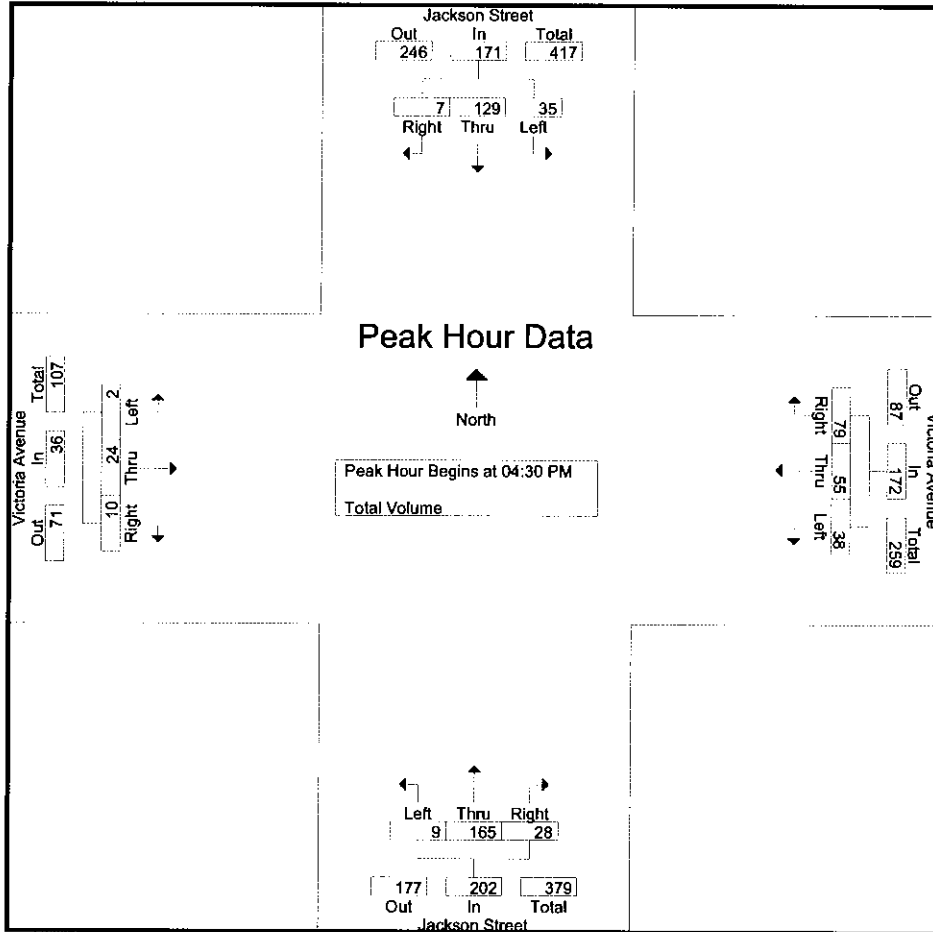
City of Riverside
 N/S: Jackson Street
 E/W: Victoria Avenue
 Weather: Sunny

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

Groups Printed- Total Volume

Start Time	Jackson Street Southbound				Victoria Avenue Westbound				Jackson 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	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	

Start Time	Jackson Street Southbound				Victoria Avenue Westbound				Jackson 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	
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



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

Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:00 PM							
+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



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MONROE

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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

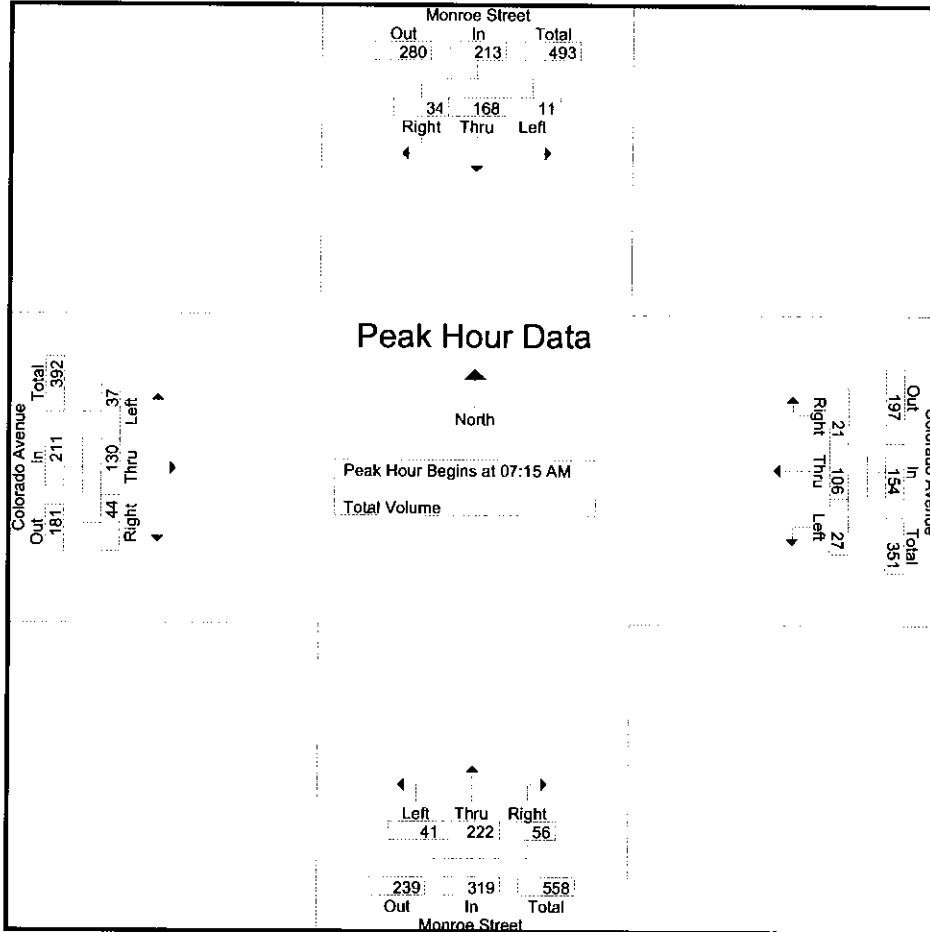
Groups Printed- Total Volume

Start Time	Monroe Street Southbound				Colorado Avenue Westbound				Monroe Street Northbound				Colorado Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	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	

Start Time	Monroe Street Southbound				Colorado Avenue Westbound				Monroe Street Northbound				Colorado Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 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

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

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

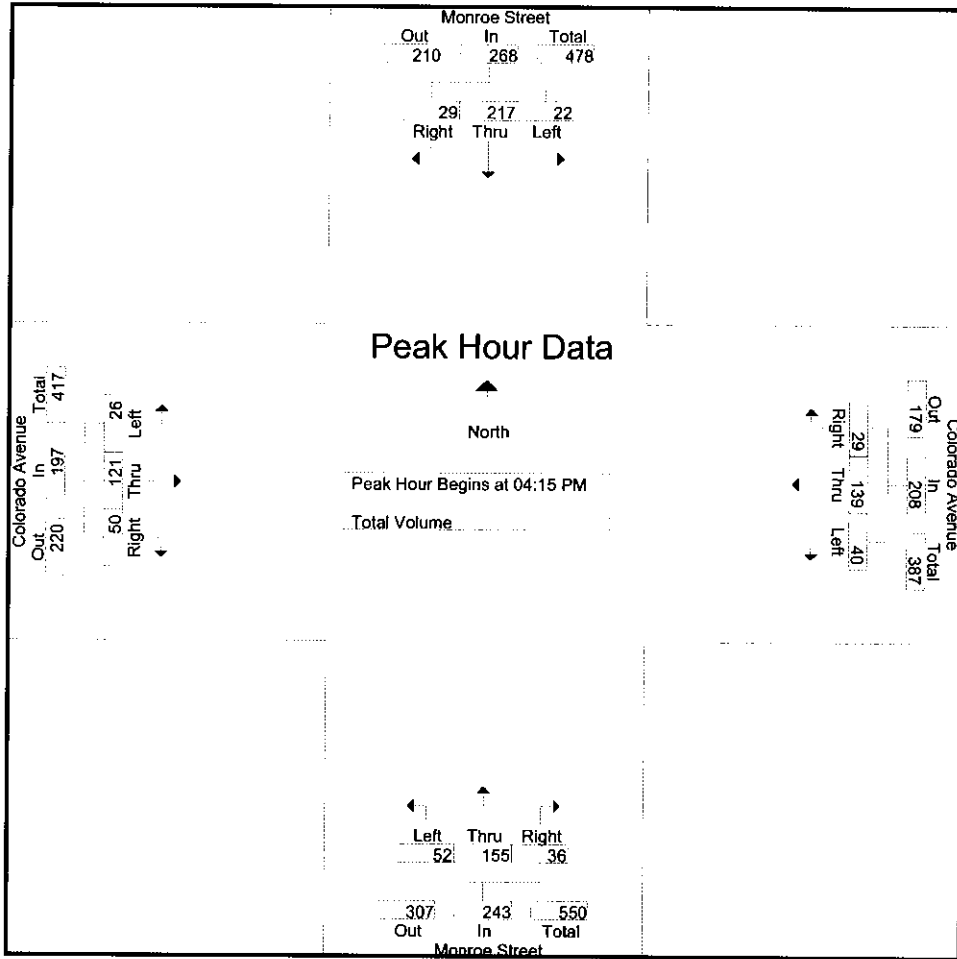
Groups Printed- Total Volume

Start Time	Monroe Street Southbound				Colorado Avenue Westbound				Monroe Street Northbound				Colorado 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	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	

Start Time	Monroe Street Southbound				Colorado Avenue Westbound				Monroe Street Northbound				Colorado Avenue 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	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

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

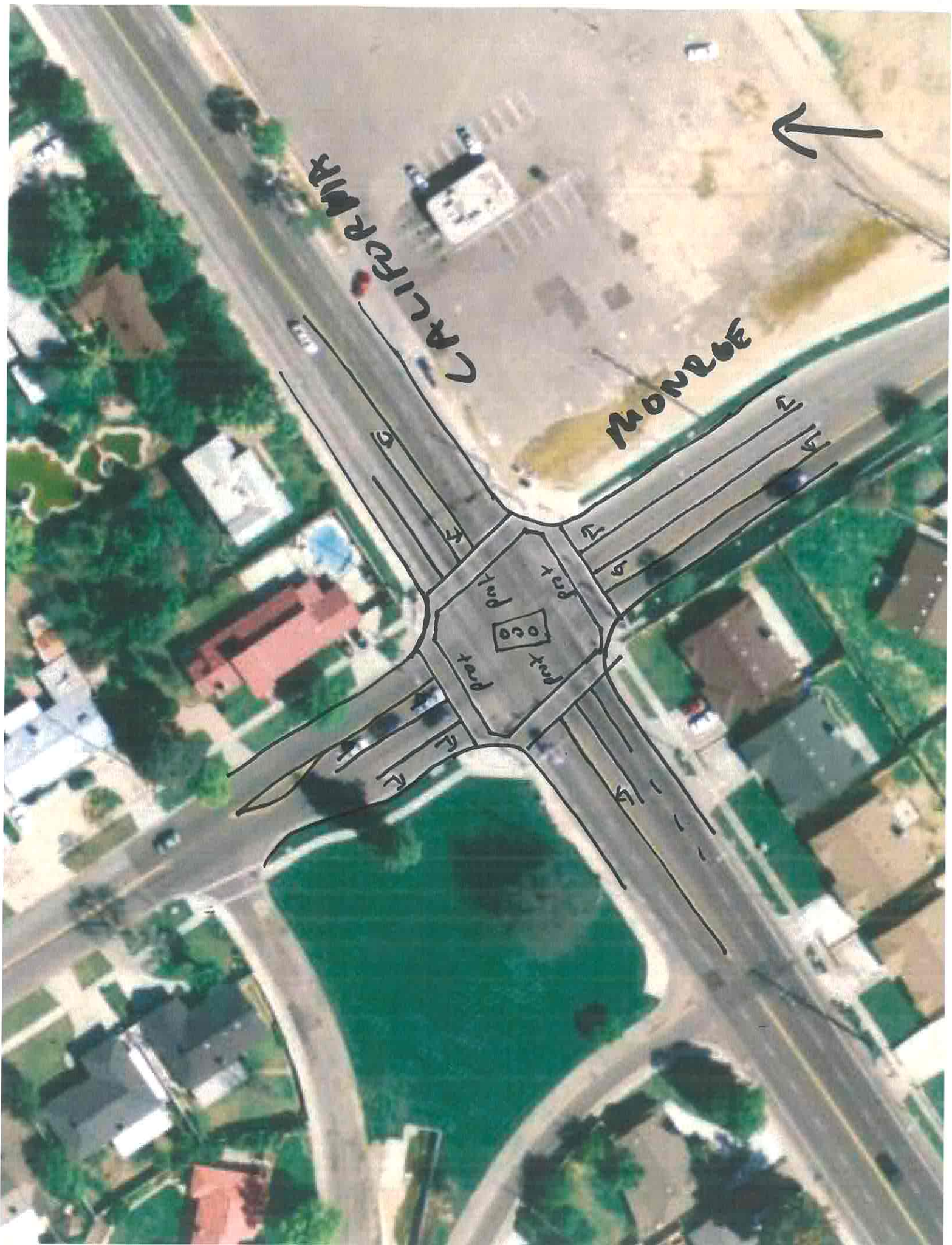
File Name : RIMOCOPM
 Site Code : 06741099
 Start Date : 11/19/2008
 Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:30 PM			05:00 PM			04:15 PM			04:15 PM						
+0 mins.	2	63	10	75	7	33	10	50	12	41	7	60	5	35	16	56
+15 mins.	6	46	5	57	10	39	2	51	10	41	9	60	8	25	15	48
+30 mins.	6	54	8	68	12	36	9	57	15	27	10	52	9	27	11	47
+45 mins.	3	63	4	70	11	46	7	64	15	46	10	71	4	34	8	46
Total Volume	17	226	27	270	40	154	28	222	52	155	36	243	26	121	50	197
% App. Total	6.3	83.7	10	18	69.4	12.6		21.4	63.8	14.8		13.2	61.4	25.4		
PHF	.708	.897	.675	.900	.833	.837	.700	.867	.867	.842	.900	.856	.722	.864	.781	



CALIFORNIA

MONROE

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

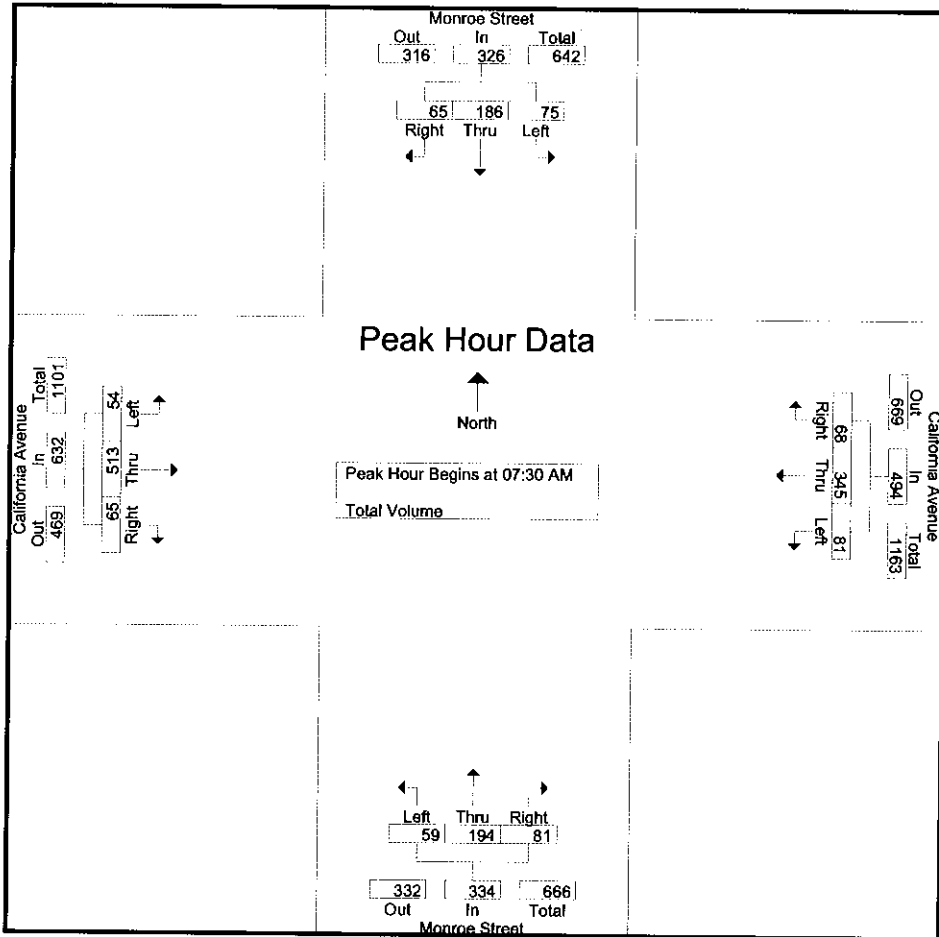
Groups Printed- Total Volume

Start Time	Monroe Street Southbound				California Avenue Westbound				Monroe Street Northbound				California Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	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
Apprch %	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	

Start Time	Monroe Street Southbound				California Avenue Westbound				Monroe Street Northbound				California Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 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

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

File Name : RIMOCAAM
 Site Code : 06741035
 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:

	07:15 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

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

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

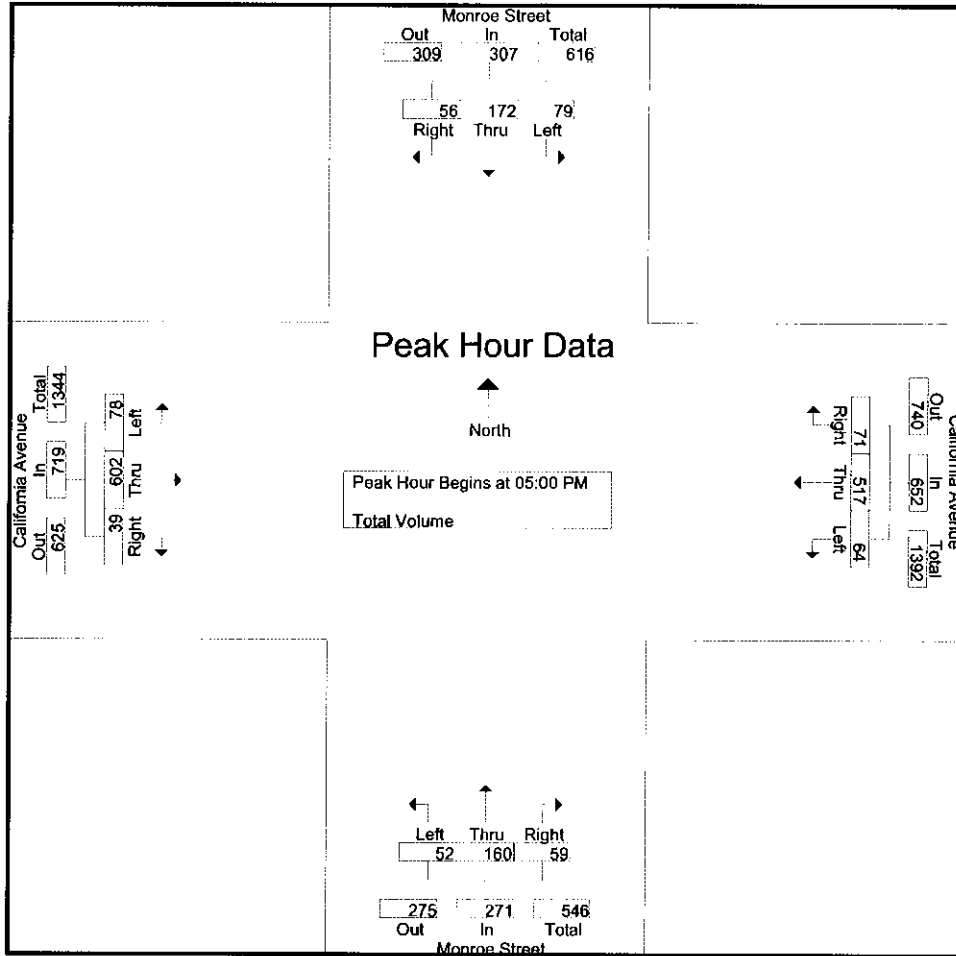
Groups Printed- Total Volume

Start Time	Monroe Street Southbound				California Avenue Westbound				Monroe Street Northbound				California 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	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	

Start Time	Monroe Street Southbound				California Avenue Westbound				Monroe Street Northbound				California Avenue 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 05:00 PM																	
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

File Name : RIMOCAPM
 Site Code : 06741035
 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:

	04:30 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



6th Street

3rd Street

50's

50's

50's

50's

50's

50's

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

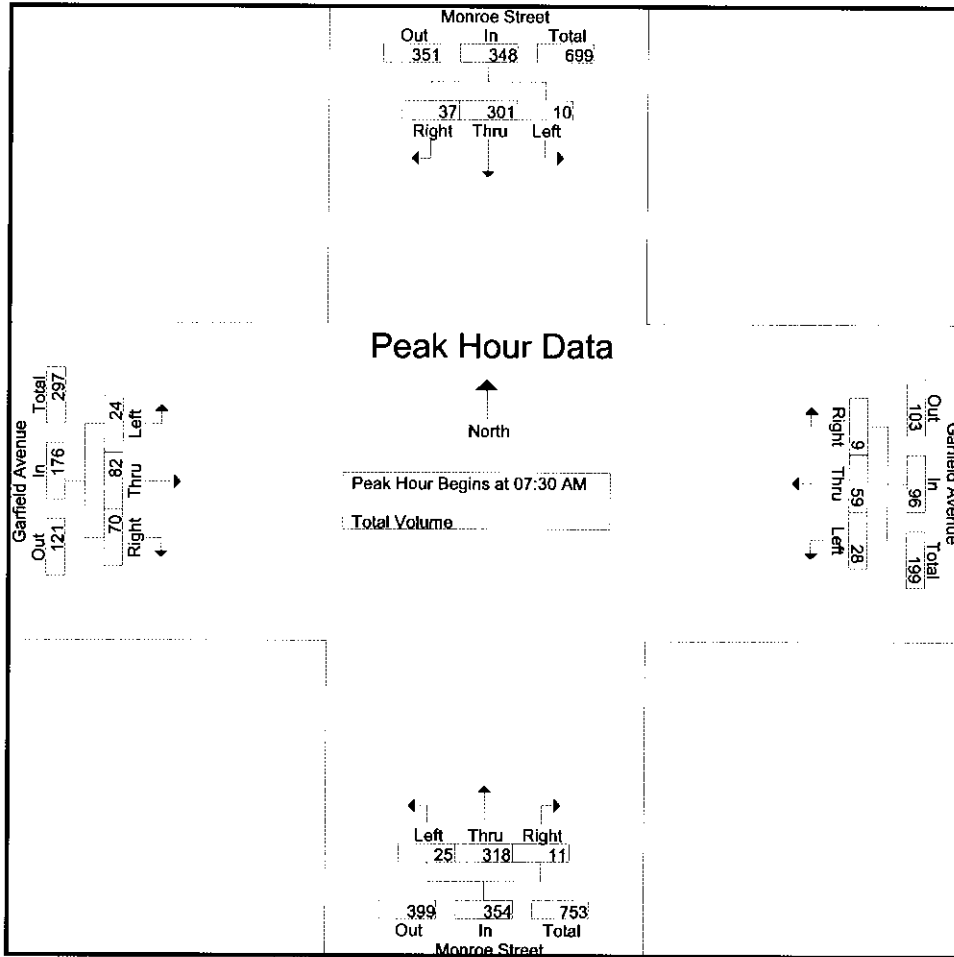
Groups Printed- Total Volume

Start Time	Monroe Street Southbound				Garfield Avenue Westbound				Monroe Street Northbound				Garfield Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	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	

Start Time	Monroe Street Southbound				Garfield Avenue Westbound				Monroe Street Northbound				Garfield Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
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

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			
+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
 EW: Garfield Street
 Weather: Sunny

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

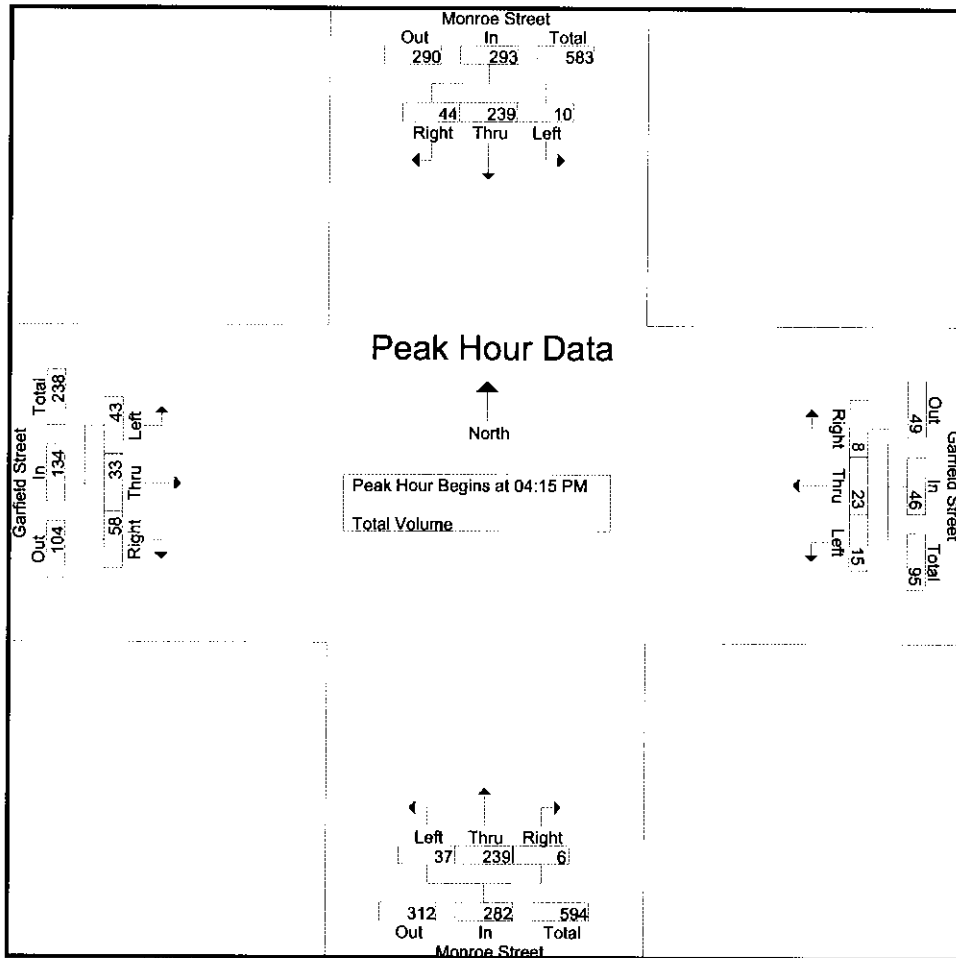
Groups Printed- Total Volume

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	38	203
04:45 PM	1	47	11	59	5	6	2	13	13	55	2	70	9	12	18	39	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	.688	.806	.859	.930

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



MONTANA

MONTANA



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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

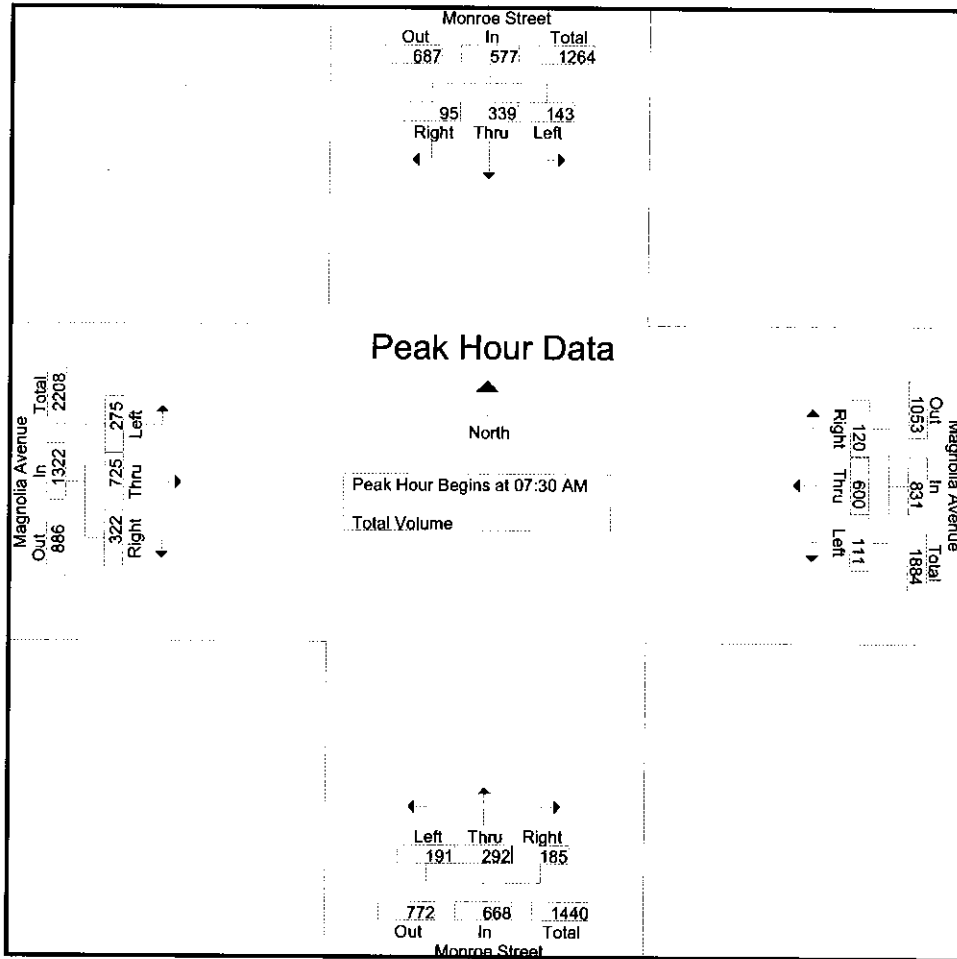
Groups Printed- Total Volume

Start Time	Monroe Street Southbound				Magnolia Avenue Westbound				Monroe Street Northbound				Magnolia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	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	

Start Time	Monroe Street Southbound				Magnolia Avenue Westbound				Monroe Street Northbound				Magnolia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 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

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	106	10	141	27	152	22	201	35	77	50	162	52	177	50	279
+15 mins.	18	97	27	142	33	146	22	201	32	96	40	168	77	182	95	354
+30 mins.	58	100	30	188	30	188	62	280	66	81	44	191	129	199	139	467
+45 mins.	42	36	28	106	15	160	12	187	58	38	51	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

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

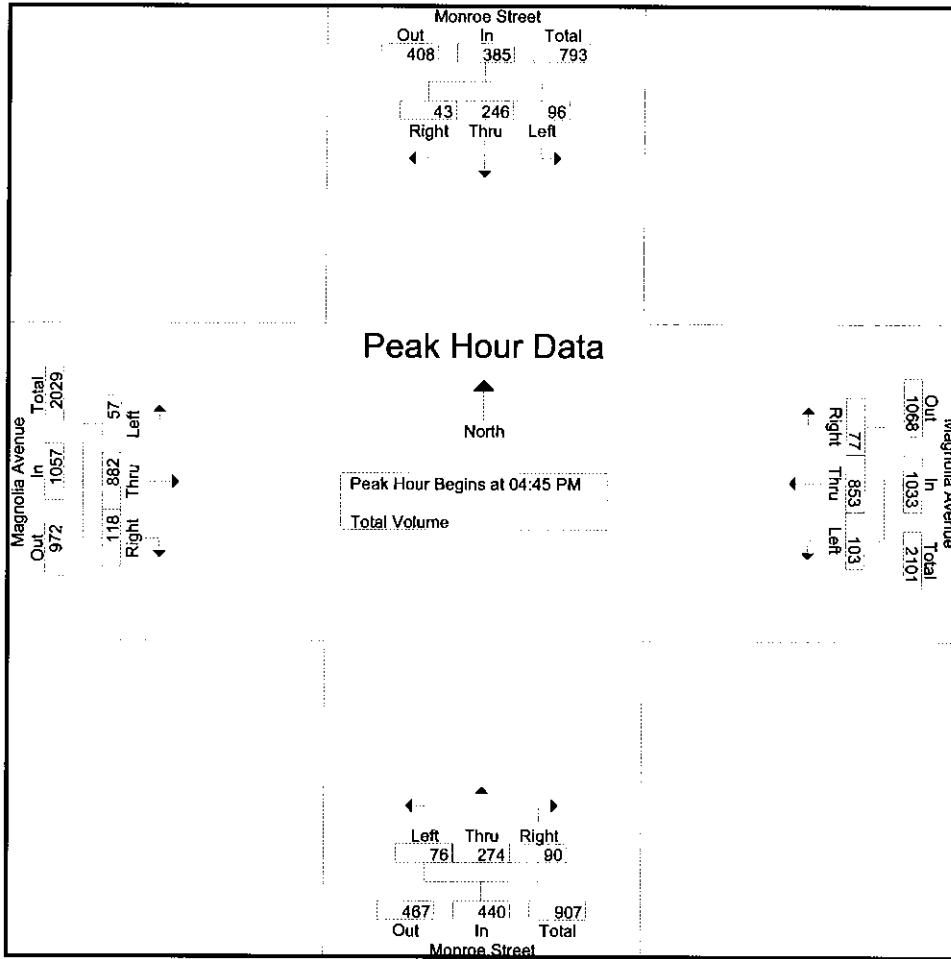
Groups Printed- Total Volume

Start Time	Monroe Street Southbound				Magnolia Avenue Westbound				Monroe Street Northbound				Magnolia 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	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	

Start Time	Monroe Street Southbound				Magnolia Avenue Westbound				Monroe Street Northbound				Magnolia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	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

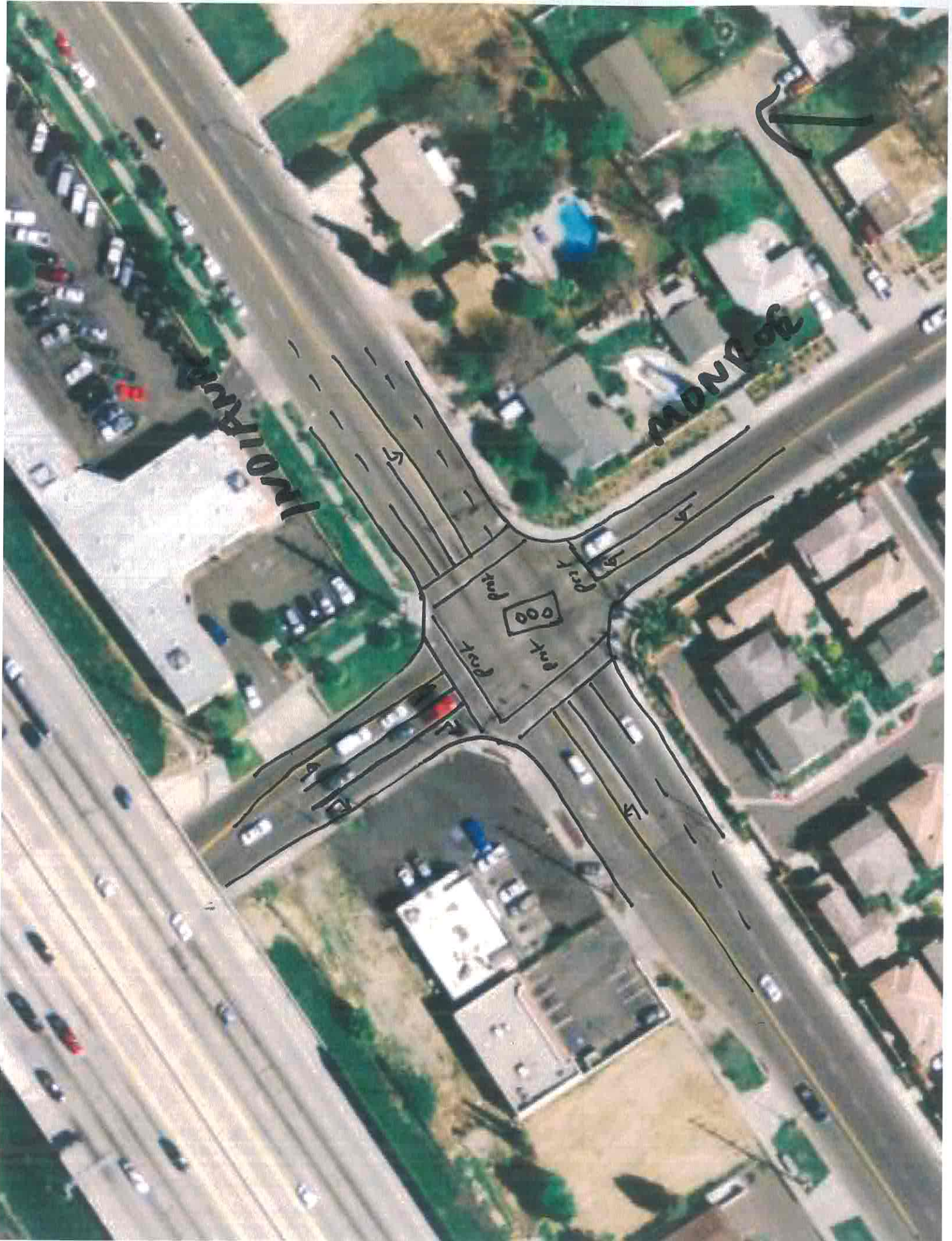
File Name : RIMOMAPM
 Site Code : 06741061
 Start Date : 11/19/2008
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 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



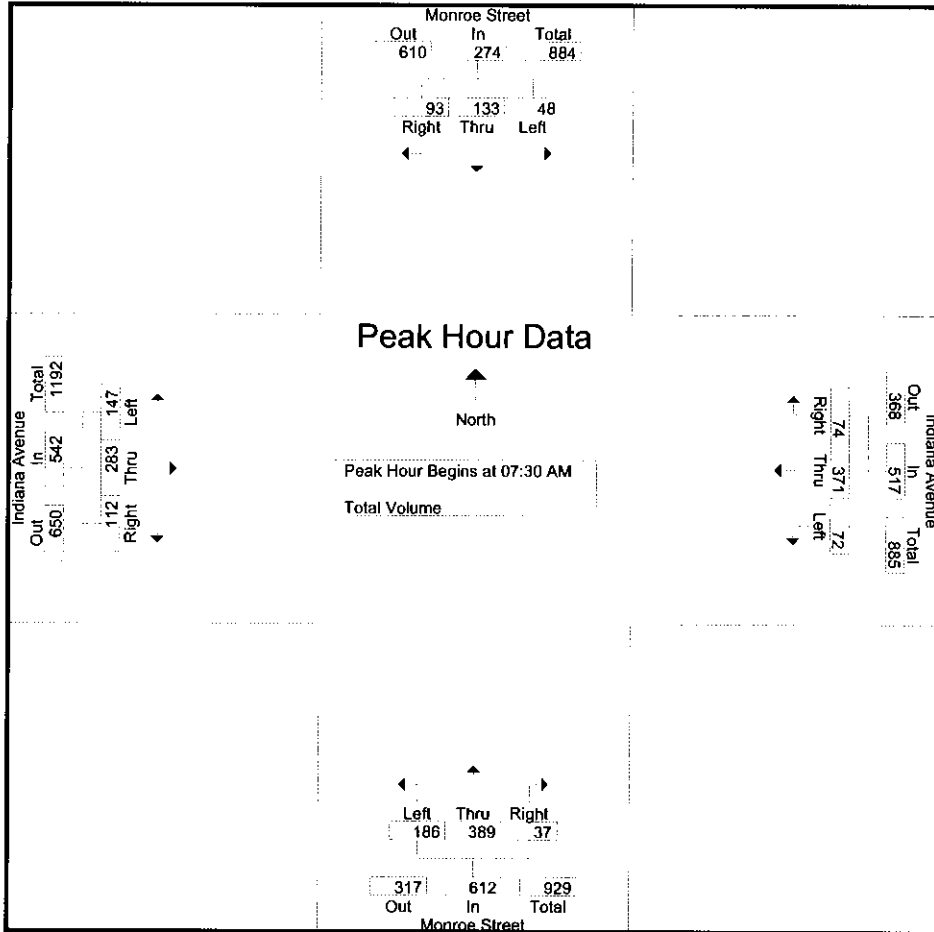
City of Riverside
 N/S: Monroe Street
 E/W: Indiana Avenue
 Weather: Sunny

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

Groups Printed- Total Volume

Start Time	Monroe Street Southbound				Indiana Avenue Westbound				Monroe Street Northbound				Indiana Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	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	

Start Time	Monroe Street Southbound				Indiana Avenue Westbound				Monroe Street Northbound				Indiana Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 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



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.	8	29	32	69	13	62	13	88	38	76	10	124	34	49	22	105
+15 mins.	17	34	24	75	12	104	16	132	56	116	12	184	37	95	35	167
+30 mins.	14	33	23	70	24	115	18	157	63	119	6	188	37	71	22	130
+45 mins.	9	37	14	60	25	94	29	148	29	78	9	116	39	68	33	140
Total Volume	48	133	93	274	74	375	76	525	186	389	37	612	147	283	112	542
% App. Total	17.5	48.5	33.9	14.1	71.4	14.5	30.4	63.6	6	27.1	52.2	20.7	27.1	52.2	20.7	
PHF	.706	.899	.727	.913	.740	.815	.655	.836	.738	.817	.771	.814	.942	.745	.800	.811

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

File Name : RIMOINPM
 Site Code : 06741032
 Start Date : 11/19/2008
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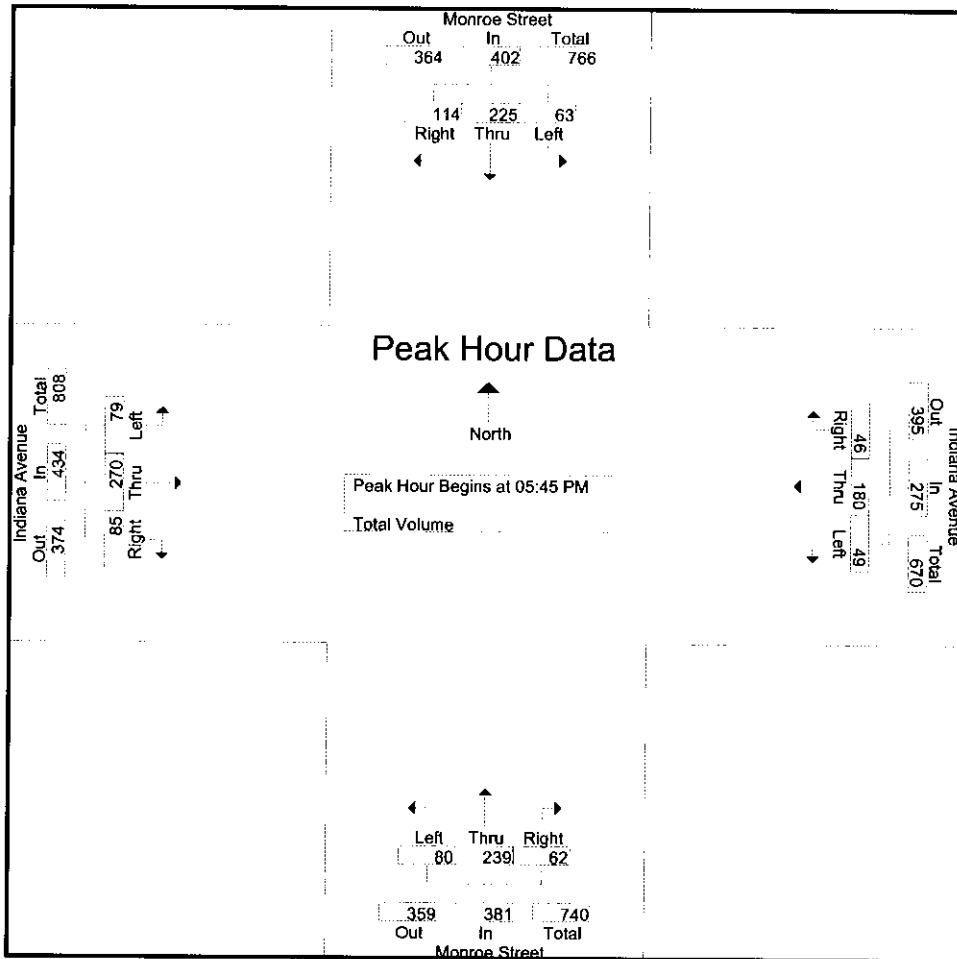
Groups Printed- Total Volume

Start Time	Monroe Street Southbound				Indiana Avenue Westbound				Monroe Street Northbound				Indiana Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	

Start Time	Monroe Street Southbound				Indiana Avenue Westbound				Monroe Street Northbound				Indiana Avenue 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 05:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
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

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

File Name : RIMOINPM
 Site Code : 06741032
 Start Date : 11/19/2008
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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	18.3	63.5	18.1	813
PHF	.829	.938	.695	.859	.560	.859	.583	.827	.833	.892	.912	.962	.833	.877	.598	.813



MILBURN

MONTROSE



100 300

100 500

100

100 500

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

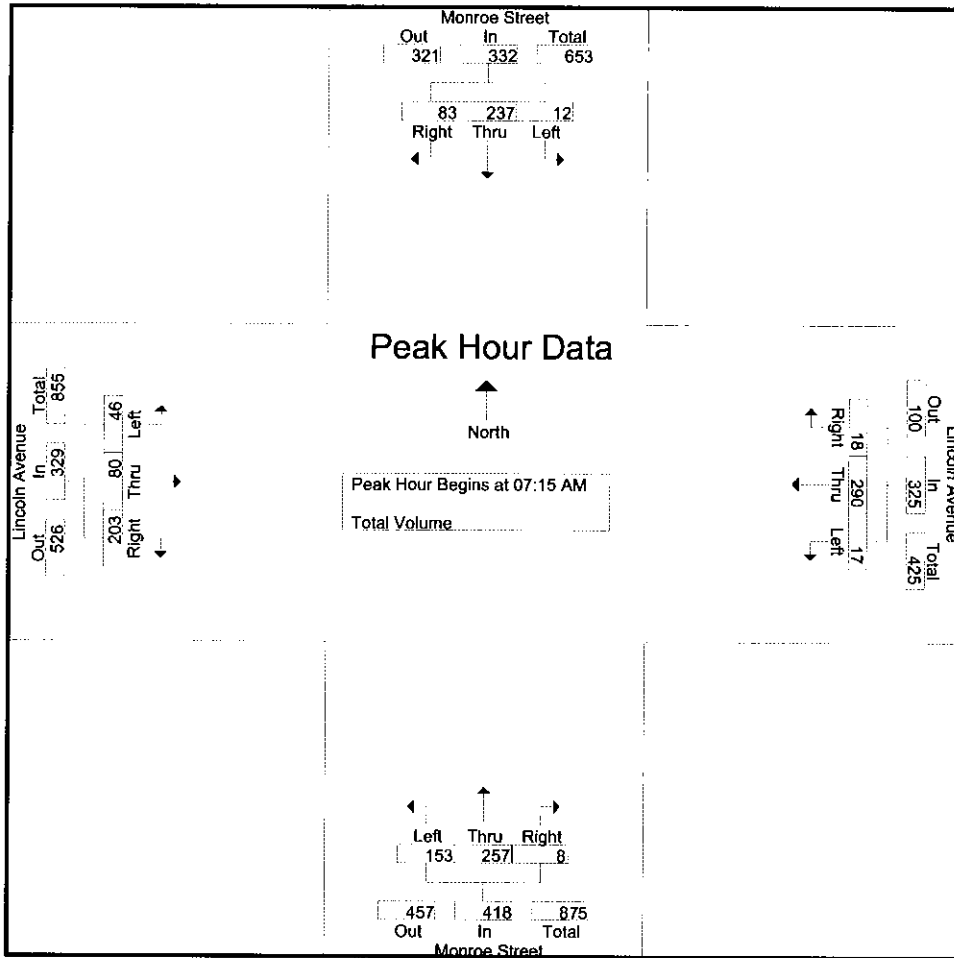
Groups Printed- Total Volume

Start Time	Monroe Street Southbound				Lincoln Avenue Westbound				Monroe Street Northbound				Lincoln Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	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	

Start Time	Monroe Street Southbound				Lincoln Avenue Westbound				Monroe Street Northbound				Lincoln Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 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

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				07:30 AM				07:45 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

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

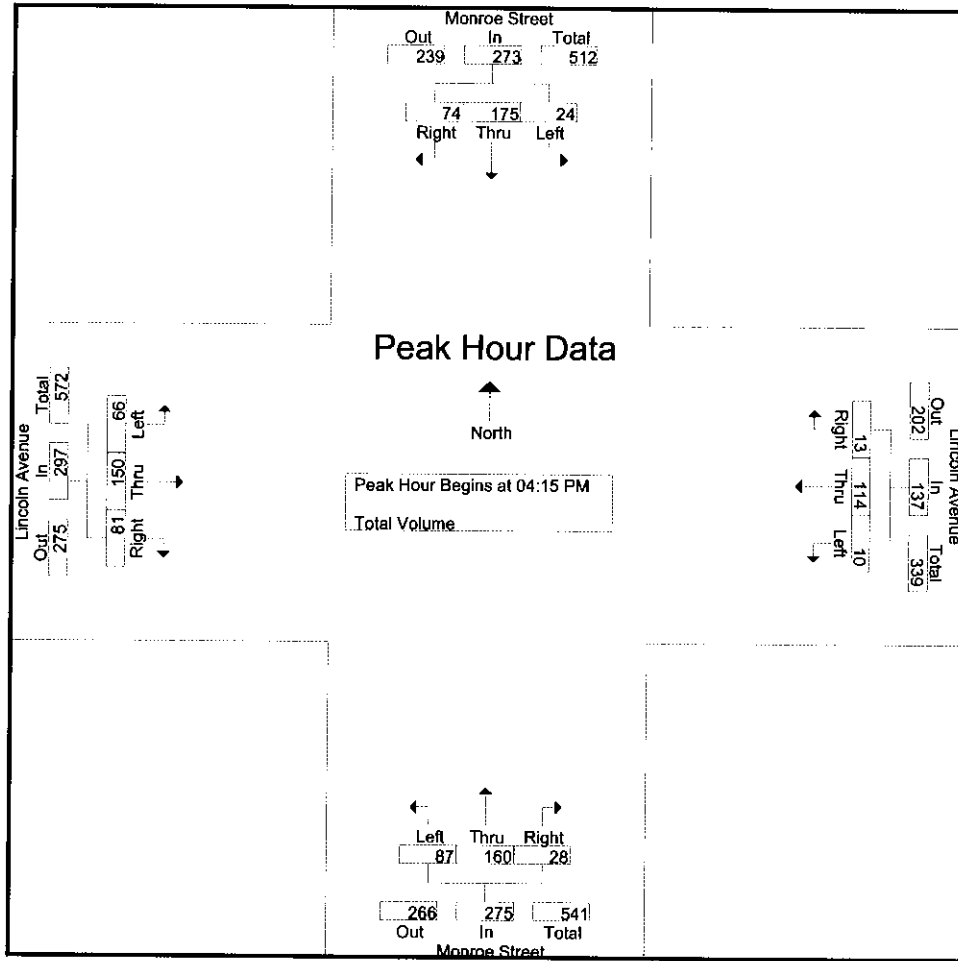
Groups Printed- Total Volume

Start Time	Monroe Street Southbound				Lincoln Avenue Westbound				Monroe Street Northbound				Lincoln 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	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	

Start Time	Monroe Street Southbound				Lincoln Avenue Westbound				Monroe Street Northbound				Lincoln Avenue 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	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

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	23	40	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



Victoria

MONTGOMERY

ONE WAY

ONE WAY



STOP

STOP

STOP

STOP

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

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

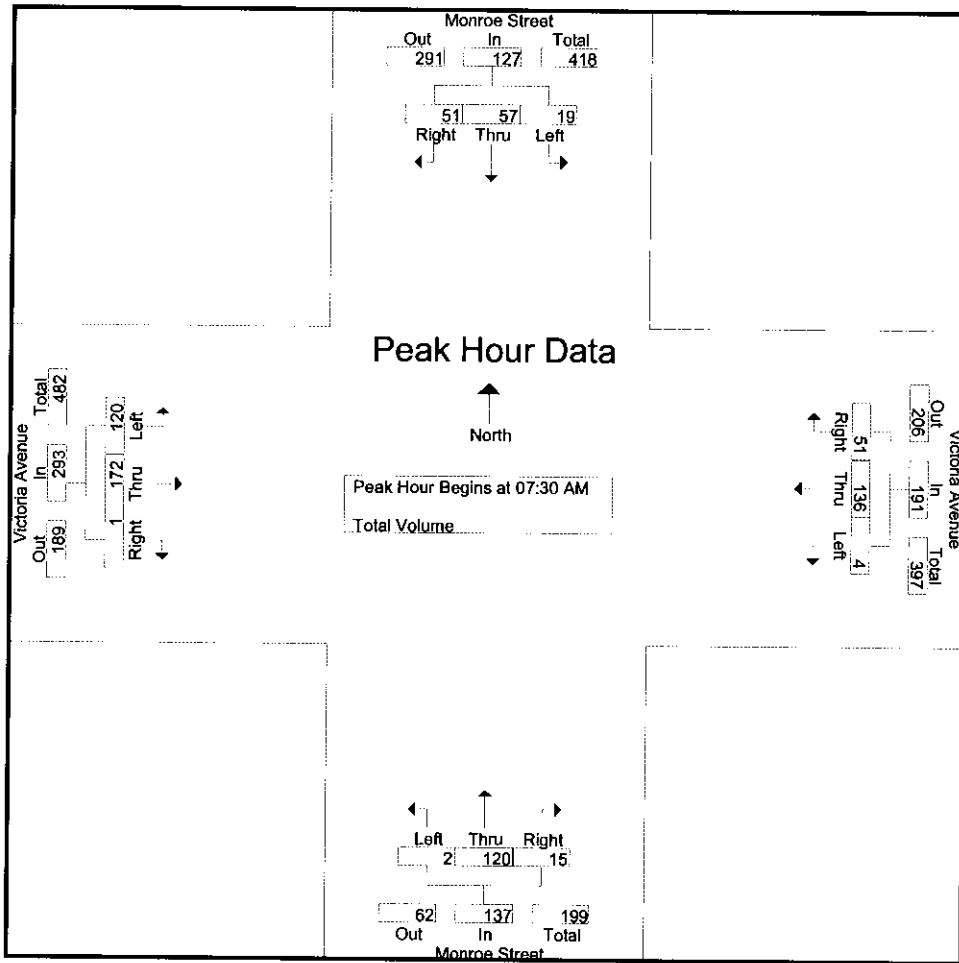
Groups Printed- Total Volume

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	
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	

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	
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	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

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

File Name : RIMOVIA
 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

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

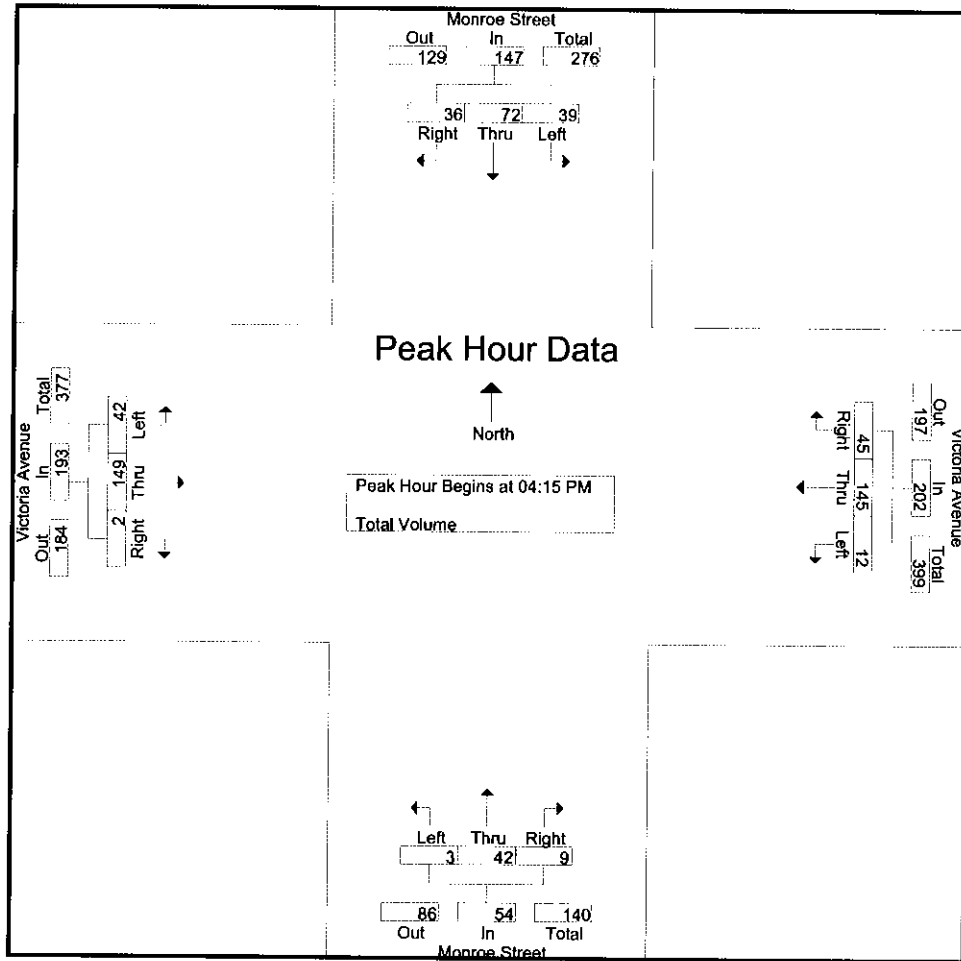
Groups Printed- Total Volume

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	
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	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

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:

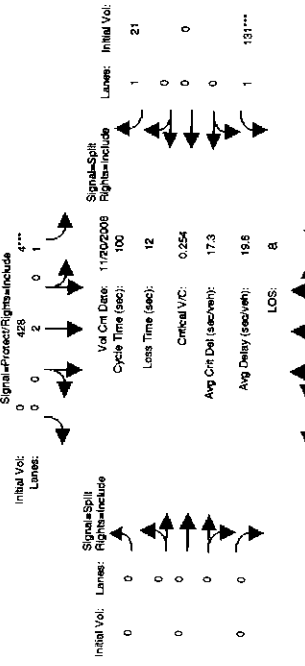
	04:30 PM				04:30 PM				04:00 PM				04:15 PM			
+0 mins.	10	21	6	37	5	35	10	50	1	17	1	19	13	33	0	46
+15 mins.	9	18	10	37	0	46	10	56	1	11	2	14	11	38	0	49
+30 mins.	8	22	11	41	4	37	11	52	0	14	3	17	8	38	0	46
+45 mins.	11	12	12	35	3	42	10	55	0	7	1	8	10	40	2	52
Total Volume	38	73	39	150	12	160	41	213	2	49	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**

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-0377
 Existing Condition
 Level of Service Computation Report
 2000 HCM Operations (Base Volume Alternative)
 E.A.M.

Intersection #2: Clay Street / Linaires Avenue



Street Name: Clay Street
 Approach: North Bound
 Movement: L - T - R - L - T - R

Volume Module: >> Count Date: 20 Nov 2008 << 7:30-8:30 AM
 Base Vol: 0 368 62 4 428 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: 0 368 62 4 428 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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
 PHF Volume: 0 409 69 4 476 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0
 Reduced Vol: 0 409 69 4 476 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: 0 409 69 4 476 0 0 0

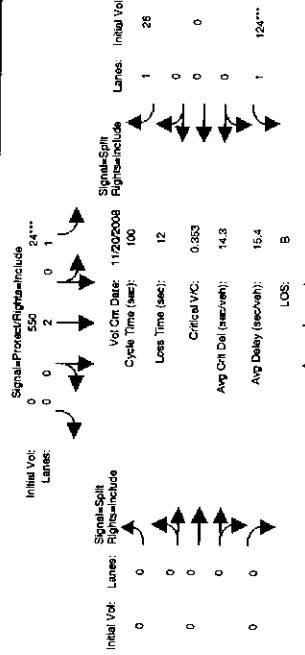
Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 0.91 0.91 0.93 0.93 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.71 0.29 1.00 2.00 0.00 0.00 0.00 0.00 0.00 0.83
 Final Sat.: 0 2961 499 1769 3538 0 0 0 1769 0 1583

Capacity Analysis Module:
 Vol/Sat: 0.00 0.14 0.14 0.00 0.13 0.00 0.00 0.00 0.00 0.08 0.00 0.01
 Crit Moves: ****
 Green/Cycle: 0.00 0.51 0.51 0.07 0.38 0.00 0.00 0.00 0.00 0.30 0.00 0.30
 Volume/Cap: 0.00 0.27 0.27 0.04 0.35 0.00 0.00 0.00 0.00 0.27 0.00 0.05
 Delay/Veh: 0.00 14.2 14.2 43.5 22.4 0.0 0.0 0.0 0.0 26.8 0.0 24.7
 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: 0.0 14.2 14.2 43.5 22.4 0.0 0.0 0.0 0.0 26.8 0.0 24.7
 LOS by Move: A B B D C A A A A C A C A C
 HCM2kAVGQ: 0 4 4 0 5 0 0 0 0 0 3 0 1

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

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-0377
 Existing Condition
 Level of Service Computation Report
 2000 HCM Operations (Base Volume Alternative)
 E.P.W.

Intersection #2: Clay Street / Linaires Avenue



Street Name: Clay Street
 Approach: North Bound
 Movement: L - T - R - L - T - R

Volume Module: >> Count Date: 20 Nov 2008 << 5:00-6:00 PM
 Base Vol: 0 599 149 24 550 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: 0 599 149 24 550 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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
 PHF Volume: 0 617 153 25 566 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0
 Reduced Vol: 0 617 153 25 566 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: 0 617 153 25 566 0 0 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 0.90 0.90 0.93 0.93 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.60 0.40 1.00 2.00 0.00 0.00 0.00 0.00 0.00 0.83
 Final Sat.: 0 2748 684 1769 3538 0 0 0 1769 0 1583

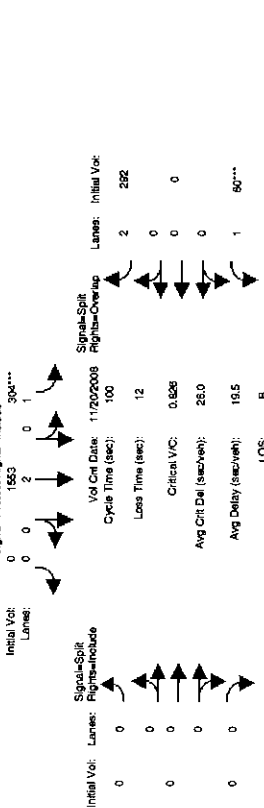
Capacity Analysis Module:
 Vol/Sat: 0.00 0.22 0.22 0.01 0.16 0.00 0.00 0.00 0.00 0.07 0.00 0.02
 Crit Moves: ****
 Green/Cycle: 0.00 0.61 0.61 0.07 0.48 0.00 0.00 0.00 0.00 0.20 0.00 0.20
 Volume/Cap: 0.00 0.37 0.37 0.20 0.34 0.00 0.00 0.00 0.00 0.37 0.00 0.09
 Delay/Veh: 0.0 9.8 9.8 44.7 16.5 0.0 0.0 0.0 0.0 35.4 0.0 32.9
 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: 0.0 9.8 9.8 44.7 16.5 0.0 0.0 0.0 0.0 35.4 0.0 32.9
 LOS by Move: A A A D B A A A A C A C A C
 HCM2kAVGQ: 0 6 6 1 6 0 0 0 0 4 0 1

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

Wed Feb 04 16:45:45 2009

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-0377
Existing Condition
Lanes Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
E AM

Intersection #3: Van Buren Boulevard / Jurupa Avenue



Initial Vol: 0
Lanes: 1 0 2 0 1
Initial Vol: 1708**
Signal=Protect/Right=Ignore

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

Table with traffic data for Van Buren Boulevard. Columns include Sat/Lane (1900, 1900, 1900, 1900), Sat (1900, 1900, 1900, 1900), Lane (1900, 1900, 1900, 1900), and various adjustment and volume metrics.

Volume Module: >> Count Date: 20 Nov 2008 << 7:15-8:15 AM
Base Vol: 0 1708 76 304 1553 0 0 0 0 60 0 292
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: 0 1708 76 304 1553 0 0 0 0 60 0 292
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 0.00 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 63 0 308
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1804 0 321 1640 0 0 0 0 63 0 308

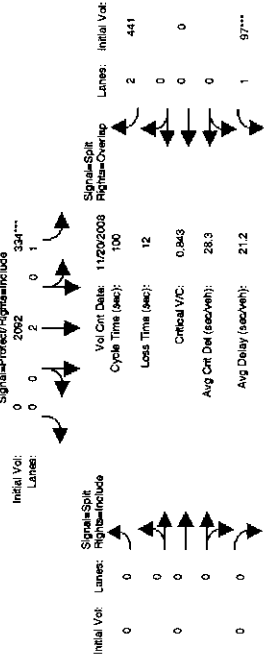
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Sat: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.93 1.00 0.93 0.93 1.00 1.00 1.00 1.00 1.00 0.73
Lanes: 1.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.: 1900 3538 1900 1769 3538 0 0 0 0 1769 0 2786
Capacity Analysis Module:
Vol/Sat: 0.00 0.51 0.00 0.18 0.46 0.00 0.00 0.00 0.00 0.04 0.00 0.11
Crit Moves: *****
Green/Cycle: 0.00 0.60 0.00 0.21 0.70 0.00 0.00 0.00 0.00 0.07 0.00 0.28
Volume/Cap: 0.00 0.85 0.00 0.85 0.66 0.00 0.00 0.00 0.00 0.51 0.00 0.39
Delay/Veh: 0 20.1 0.0 54.8 8.8 0.0 0.0 0.0 0.0 48.4 0.0 29.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 20.1 0.0 54.8 8.8 0.0 0.0 0.0 0.0 48.4 0.0 29.3
LOS by Move: A C A D A A A A A A D A C
HCM2kAVGQ: 0 26 0 12 15 0 0 0 0 0 3 0 5

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

Wed Feb 04 16:55:45 2009

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-0377
Existing Condition
Lanes Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
E PM

Intersection #3: Van Buren Boulevard / Jurupa Avenue



Initial Vol: 0
Lanes: 1 0 2 0 1
Initial Vol: 1680**
Signal=Protect/Right=Ignore

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

Table with traffic data for Van Buren Boulevard. Columns include Sat/Lane (1900, 1900, 1900, 1900), Sat (1900, 1900, 1900, 1900), Lane (1900, 1900, 1900, 1900), and various adjustment and volume metrics.

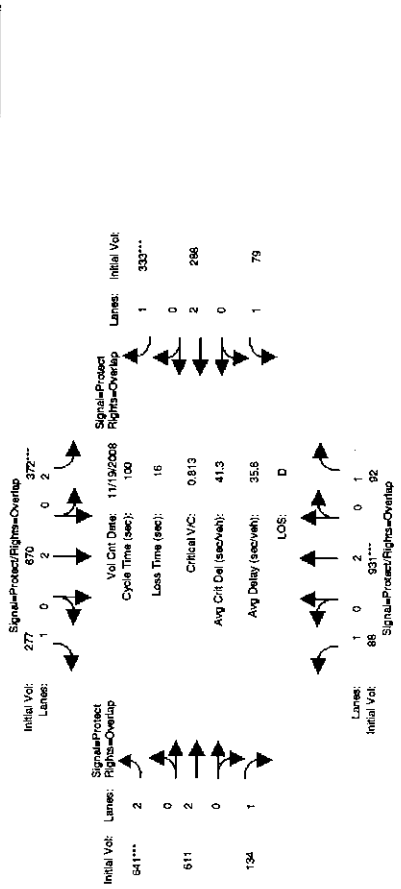
Volume Module: >> Count Date: 20 Nov 2008 << 4:30-5:30 PM
Base Vol: 0 1680 24 334 2092 0 0 0 0 97 0 441
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1680 24 334 2092 0 0 0 0 97 0 441
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.00 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 0 1736 0 345 2161 0 0 0 0 100 0 456
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1736 0 345 2161 0 0 0 0 100 0 456

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Sat: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.93 1.00 0.93 0.93 1.00 1.00 1.00 1.00 1.00 0.73
Lanes: 1.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.: 1900 3538 1900 1769 3538 0 0 0 0 1769 0 2786
Capacity Analysis Module:
Vol/Sat: 0.00 0.49 0.00 0.20 0.61 0.00 0.00 0.00 0.00 0.06 0.00 0.16
Crit Moves: *****
Green/Cycle: 0.00 0.58 0.00 0.23 0.73 0.00 0.00 0.00 0.00 0.07 0.00 0.30
Volume/Cap: 0.00 0.85 0.00 0.85 0.84 0.00 0.00 0.00 0.00 0.81 0.00 0.54
Delay/Veh: 0 20.8 0.0 51.9 12.2 0.0 0.0 0.0 0.0 77.2 0.0 30.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 20.8 0.0 51.9 12.2 0.0 0.0 0.0 0.0 77.2 0.0 30.0
LOS by Move: A C A D B A A A A A E A C
HCM2kAVGQ: 0 25 0 13 27 0 0 0 0 5 0 7

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

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-0377
 Existing Condition
 Level of Service Computation Report
 2000 HCM Operations (Base Volume Alternative)
 E-AM

Intersection #4: Van Buren Boulevard / Arlington Avenue

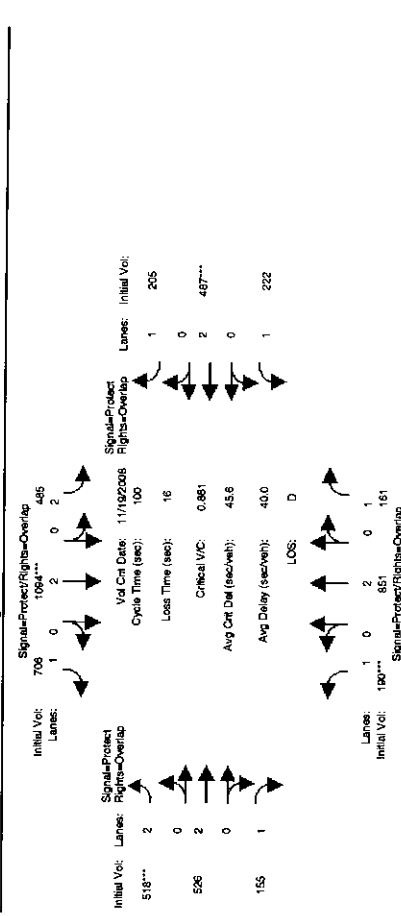


Initial Vol:	277	870	372''			Initial Vol:	333''				
Lanes:	1	0	2	0	2	Lanes:	1	0	2	2	
Van Buren Boulevard											
North Bound											
Arlington Avenue											
South Bound											
East Bound											
West Bound											
Min. Green:	7 7 7 7 7 7 7 7 7 7 7										
Volume Module: >> Count Date: 19 Nov 2008 << 7:15-8:15 AM											
Base Vol:	88	931	92	372	670	277	641	611	134	79	288
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:	88	931	92	372	670	277	641	611	134	79	288
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:	0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97										
PHF Volume:	91	963	95	385	693	286	663	632	139	82	298
Reduced Vol:	0 0 0 0 0 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:	91	963	95	385	693	286	663	632	139	82	298
Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.90	0.93	0.83	0.90	0.93	0.83	0.93	0.83
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00
Final Sat.:	1769	3538	1583	3432	3538	1583	3432	3538	1583	1769	3538
Capacity Analysis Module:											
Vol/Sat:	0.05	0.27	0.06	0.11	0.20	0.18	0.19	0.18	0.09	0.05	0.08
Crit Moves:	****										
Green/Cycle:	0.12	0.33	0.44	0.14	0.35	0.59	0.24	0.26	0.39	0.10	0.13
Volume/Cap:	0.41	0.81	0.14	0.81	0.56	0.31	0.81	0.68	0.23	0.45	0.65
Delay/Veh:	41.7	34.8	16.9	52.2	27.0	10.7	42.3	35.0	20.7	43.9	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	34.8	16.9	52.2	27.0	10.7	42.3	35.0	20.7	43.9	44.6
LOS by Move:	D B C B D C D D C D D C D D C D D C D D C D D C D D C D D C										
HCW2kVQ:	3	16	2	8	9	4	12	10	3	6	12

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

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-0377
 Existing Condition
 Level of Service Computation Report
 2000 HCM Operations (Base Volume Alternative)
 E-AM

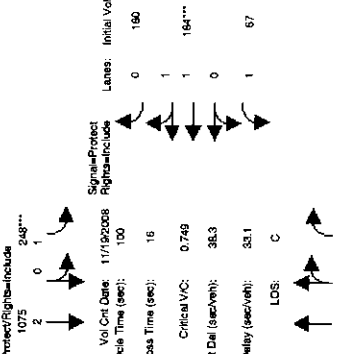
Intersection #4: Van Buren Boulevard / Arlington Avenue



Initial Vol:	708	2436			Initial Vol:	205	
Lanes:	1	0	2	0	2	Lanes:	1
Van Buren Boulevard							
North Bound							
Arlington Avenue							
South Bound							
East Bound							
West Bound							
Min. Green:	7 7 7 7 7 7 7						
Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM							
Base Vol:	190	851	161	485	1094	706	518
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00						
Initial Bse:	190	851	161	485	1094	706	518
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00						
PHF Adj:	0.98 0.98 0.98 0.98 0.98 0.98 0.98						
PHF Volume:	195	873	165	497	1122	724	531
Reduced Vol:	0 0 0 0 0 0 0						
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:	195	873	165	497	1122	724	531
Saturation Flow Module:							
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.90	0.93	0.83	0.90
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00
Final Sat.:	1769	3538	1583	3432	3538	1583	3432
Capacity Analysis Module:							
Vol/Sat:	0.11	0.25	0.10	0.14	0.32	0.46	0.15
Crit Moves:	****						
Green/Cycle:	0.13	0.31	0.47	0.18	0.37	0.55	0.18
Volume/Cap:	0.66	0.79	0.22	0.79	0.66	0.83	0.86
Delay/Veh:	69.6	35.3	15.8	45.6	35.3	25.9	51.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.6	35.3	15.8	45.6	35.3	25.9	51.6
LOS by Move:	E D B D D C D D C D D C D D C D D C						
HCW2kVQ:	9	15	3	10	20	21	11

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

Intersection #5: Van Buren Boulevard / Jackson Street



Signal-Protect/Rights=Include

Initial Vol: 131
Lanes: 1 0 2 0 1

Signal-Protect/Rights=Include

Initial Vol: 158
Lanes: 1 0 0 1 1

Vol Cnt Date: 11/19/2008
Cycle Time (sec): 100
Loss Time (sec): 16
Critical V/C: 0.749
Avg Cnt Del (sec/veh): 36.3
Avg Delay (sec/veh): 33.1

LOS: C

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
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:	121	932	16	248	1075	131	158	139	99	67	184	180
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:	121	932	16	248	1075	131	158	139	99	67	184	180
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	125	963	17	256	1111	135	163	144	102	69	190	186
Reduced Vol:	0	0	0	0	0	0	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	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:	125	963	17	256	1111	135	163	144	102	69	190	186

Saturation Flow Module:

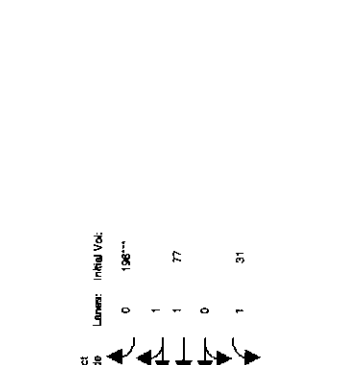
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.87	0.87	0.93	0.86	0.86
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.17	0.83	1.00	1.01	0.99
Final Sat.:	1769	3405	115	1769	3538	1583	1769	1938	1380	1769	1656	1620

Capacity Analysis Module:

Vol/Sat:	0.07	0.28	0.28	0.14	0.31	0.09	0.09	0.07	0.07	0.04	0.11	0.11
Green/Cycle:	0.10	0.37	0.37	0.19	0.46	0.46	0.12	0.14	0.14	0.13	0.15	0.15
Volume/Cap:	0.68	0.75	0.75	0.75	0.68	0.19	0.75	0.52	0.52	0.29	0.75	0.75
Delay/Veh:	53.3	29.9	29.9	46.9	22.4	16.1	55.8	40.8	40.8	39.7	46.7	46.7
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:	53.3	29.9	29.9	46.9	22.4	16.1	55.8	40.8	40.8	39.7	46.7	46.7
LOS by Move:	D	C	C	D	C	D	E	D	D	D	D	D
HCMSKAVQ:	5	15	15	9	15	2	7	4	4	2	8	8

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

Intersection #5: Van Buren Boulevard / Jackson Street



Signal-Protect/Rights=Include

Initial Vol: 54
Lanes: 1 0 2 0 1

Signal-Protect/Rights=Include

Initial Vol: 114
Lanes: 1 0 0 1 1

Vol Cnt Date: 11/19/2008
Cycle Time (sec): 100
Loss Time (sec): 16
Critical V/C: 0.677
Avg Cnt Del (sec/veh): 34.4
Avg Delay (sec/veh): 30.8

LOS: C

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
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:	56	829	28	185	678	54	114	88	55	31	77	196
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:	56	829	28	185	678 <td>54</td> <td>114</td> <td>88 <td>55</td> <td>31</td> <td>77</td> <td>196</td> </td>	54	114	88 <td>55</td> <td>31</td> <td>77</td> <td>196</td>	55	31	77	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	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:	59	878	30	196	718	57	121	93	58	33	82	208
Reduced Vol:	0	0	0	0	0	0	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	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:	59	878	30	196	718	57	121	93	58	33	82	208

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.93	0.83	0.93	0.88	0.88	0.93	0.83	0.83
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	1.23	0.77	1.00	1.00	1.00
Final Sat.:	1769	3405	115	1769	3538	1583	1769	2051	1282	1769	1578	1578

Capacity Analysis Module:

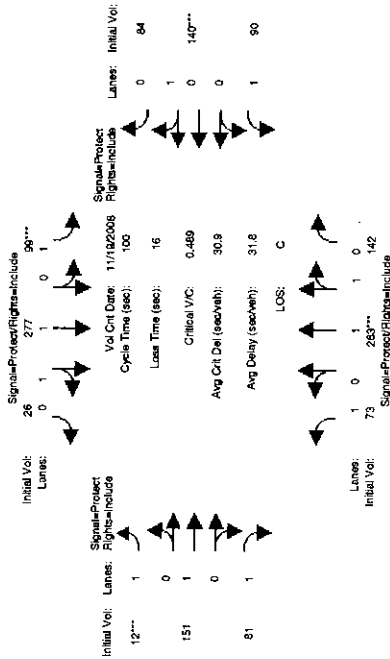
Vol/Sat:	0.03	0.26	0.26	0.11	0.20	0.04	0.07	0.05	0.05	0.02	0.05	0.13
Green/Cycle:	0.14	0.38	0.38	0.16	0.41	0.41	0.10	0.15	0.15	0.15	0.19	0.19
Volume/Cap:	0.24	0.68	0.68	0.68	0.50	0.09	0.68	0.31	0.31	0.13	0.27	0.68
Delay/Veh:	38.8	27.2	27.2	45.6	22.5	18.4	53.3	38.4	38.4	37.2	34.3	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	27.2	27.2	45.6	22.5	18.4	53.3	38.4	38.4	37.2	34.3	41.7
LOS by Move:	D	C	C	D	C	D	E	D	D	D	C	D
HCMSKAVQ:	2	13	13	7	9	1	5	2	2	1	2	7

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

Riverside-Corona Feeder Pipeline Realignment

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

Intersection #6: Jackson Street / Colorado Avenue



Street Name: Jackson Street
 Approach: North Bound South Bound Colorado Avenue
 Movement: 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 << 7:15-8:15 AM

Base Vol:	73	263	142	99	277	26	12	151	81	90	140	84
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 Base:	73	263	142	99	277	26	12	151	81	90	140	84
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:	96	347	188	131	366	34	16	199	107	119	185	111
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	347	188	131	366	34	16	199	107	119	185	111
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:	96	347	188	131	366	34	16	199	107	119	185	111

Saturation Flow Module:

Sat/Lane:	1900	1900	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	0.98	0.83	0.93	0.93	0.93
Lanes:	1.00	1.30	0.70	1.00	1.83	0.17	1.00	1.00	1.00	1.00	0.62	0.38
Final Sat.:	1769	2176	1175	1769	3192	300	1769	1862	1593	1769	1099	659

Capacity Analysis Module:

Vol/Sat:	0.05	0.16	0.16	0.07	0.11	0.11	0.01	0.11	0.07	0.07	0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.17	0.31	0.31	0.14	0.28	0.28	0.07	0.24	0.24	0.16	0.32	0.32
Volume/Cap:	0.32	0.52	0.52	0.52	0.41	0.41	0.13	0.45	0.28	0.43	0.52	0.52
User DelAdj:	37.1	29.2	29.2	41.8	29.7	29.7	44.1	33.3	31.6	39.4	28.5	28.5
AdjDel/Veh:	37.1	29.2	29.2	41.8	29.7	29.7	44.1	33.3	31.6	39.4	28.5	28.5

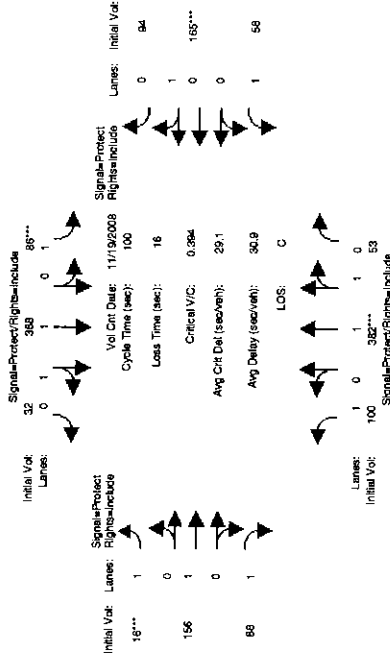
Note: Queue reported is the number of cars per lane.

LOS by Move: D C C D C C D C D C D C D C D C D C
 HCM2kAVGQ: 3 8 8 4 5 5 1 6 3 4 8 8 8

Riverside-Corona Feeder Pipeline Realignment

Level of Service Computation Report
Existing Condition
2000 HCM Operations (Base Volume Alternative)
E PM

Intersection #6: Jackson Street / Colorado Avenue



Street Name: Jackson Street
 Approach: North Bound South Bound Colorado Avenue
 Movement: 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 << 4:15-5:15 PM

Base Vol:	100	382	53	86	368	32	16	156	88	58	165	94
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 Base:	100	382	53	86	368	32	16	156	88	58	165	94
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:	100	384	53	86	369	32	16	157	88	58	166	94
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	384	53	86	369	32	16	157	88	58	166	94
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:	100	384	53	86	369	32	16	157	88	58	166	94

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.93	0.92	0.92	0.93	0.98	0.83	0.93	0.93	0.93
Lanes:	1.00	1.76	0.24	1.00	1.84	0.16	1.00	1.00	1.00	1.00	0.64	0.36
Final Sat.:	1769	3051	423	1769	3216	280	1769	1862	1593	1769	1122	639

Capacity Analysis Module:

Vol/Sat:	0.06	0.13	0.13	0.05	0.11	0.11	0.01	0.08	0.06	0.03	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.16	0.30	0.30	0.12	0.26	0.26	0.07	0.23	0.23	0.19	0.35	0.35
Volume/Cap:	0.36	0.42	0.42	0.42	0.44	0.44	0.13	0.36	0.24	0.17	0.42	0.42
User DelAdj:	38.4	28.3	28.3	42.4	31.3	31.3	44.1	32.8	31.7	34.0	25.0	25.0
AdjDel/Veh:	38.4	28.3	28.3	42.4	31.3	31.3	44.1	32.8	31.7	34.0	25.0	25.0

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

LOS by Move: D C C D C C D C D C D C D C D C D C
 HCM2kAVGQ: 3 6 6 3 6 6 1 4 2 6 2 6 6

Riverside-Corona Feeder Pipeline Realignment

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E.A.M.

Intersection #7: Jackson Street / California Avenue

Initial Vol: 40
Lanes: 1 1 1
Signal=Protect/Right=Include

Initial Vol: 50
Lanes: 1 0 1 1
Signal=Protect/Right=Include

Initial Vol: 93
Lanes: 1 0 1 1
Signal=Protect/Right=Include

Vol Ctrl Date: 11/19/2008
Cycle Time (sec): 100
Loss Time (sec): 18
Critical V/C: 0.450

Initial Vol: 92
Lanes: 1 1 1
Signal=Protect
Rights=Include

Initial Vol: 364
Lanes: 1 1 1
Signal=Protect
Rights=Include

Initial Vol: 61
Lanes: 1 1 1
Signal=Protect
Rights=Include

LOS: C

Street Name: Jackson 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 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM

Base Vol:	49	317	59	93	384	50	40	405	90	61	344	92
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:	49	317	59	93	384	50	40	405	90	61	344	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	56	362	67	106	438	57	46	462	103	70	333	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	362	67	106	438	57	46	462	103	70	333	105
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:	56	362	67	106	438	57	46	462	103	70	333	105

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.93 0.91 0.91 0.93 0.92 0.92 0.93 0.91 0.91 0.93 0.90 0.90 0.90
Lanes: 1.00 1.69 0.31 1.00 1.77 0.23 1.00 1.64 0.36 1.00 1.58 0.42
Final Sat.: 1769 2911 542 1769 3077 401 1769 2816 626 1769 2702 723

Capacity Analysis Module:
Vol/Sat: 0.03 0.12 0.12 0.06 0.14 0.14 0.03 0.16 0.16 0.04 0.15 0.15
Crit Moves: *****
Green/Cycle: 0.07 0.25 0.25 0.14 0.32 0.32 0.15 0.37 0.37 0.09 0.31 0.31
Volume/Cap: 0.45 0.50 0.50 0.43 0.45 0.45 0.18 0.45 0.45 0.45 0.48 0.48
Delay/Veh: 47.2 32.8 32.8 40.6 27.5 27.5 37.7 24.4 24.4 45.4 28.6 28.6
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: 47.2 32.8 32.8 40.6 27.5 27.5 37.7 24.4 24.4 45.4 28.6 28.6
LOS by Move: D C D C D C D C D C D C
HCM2kAVG: 2 6 6 3 7 1 7

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

Riverside-Corona Feeder Pipeline Realignment

W.C. 07-0377
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2000 HCM Operations (Base Volume Alternative)
E.A.M.

Intersection #7: Jackson Street / California Avenue

Initial Vol: 72
Lanes: 1 1 1
Signal=Protect
Rights=Include

Initial Vol: 75
Lanes: 0 1 1 0 1
Signal=Protect/Right=Include

Initial Vol: 109
Lanes: 1 0 1 1 0
Signal=Protect/Right=Include

Vol Ctrl Date: 11/19/2008
Cycle Time (sec): 100
Loss Time (sec): 16
Critical V/C: 0.534

Initial Vol: 145
Lanes: 1 1 1
Signal=Protect
Rights=Include

Initial Vol: 421
Lanes: 1 1 1
Signal=Protect
Rights=Include

Initial Vol: 0
Lanes: 1 1 1
Signal=Protect
Rights=Include

Initial Vol: 71
Lanes: 1 1 1
Signal=Protect
Rights=Include

LOS: C

Street Name: Jackson 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 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	145
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:	76	410	85	109	315	75	72	559	70	71	421	145
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	80	431	89	115	331	79	76	588	74	75	443	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	431	89	115	331	79	76	588	74	75	443	152
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:	80	431	89	115	331	79	76	588	74	75	443	152

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.93 0.91 0.91 0.93 0.90 0.90 0.93 0.92 0.92 0.93 0.90 0.90 0.90
Lanes: 1.00 1.66 0.34 1.00 1.62 0.38 1.00 1.78 0.22 1.00 1.49 0.51
Final Sat.: 1769 2854 592 1769 2775 661 1769 3091 387 1769 2531 872

Capacity Analysis Module:
Vol/Sat: 0.05 0.15 0.15 0.06 0.12 0.12 0.04 0.19 0.19 0.04 0.17 0.17
Crit Moves: *****
Green/Cycle: 0.15 0.28 0.28 0.12 0.25 0.25 0.12 0.36 0.36 0.08 0.31 0.31
Volume/Cap: 0.30 0.53 0.53 0.53 0.47 0.47 0.34 0.53 0.53 0.53 0.56 0.56
Delay/Veh: 38.5 30.8 30.8 43.9 31.9 31.9 41.0 26.0 26.0 48.2 29.5 29.5
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 30.8 30.8 43.9 31.9 31.9 41.0 26.0 26.0 48.2 29.5 29.5
LOS by Move: D C D C D C D C D C D C
HCM2kAVG: 2 8 8 4 6 6 2 9 9 3 3 9 9

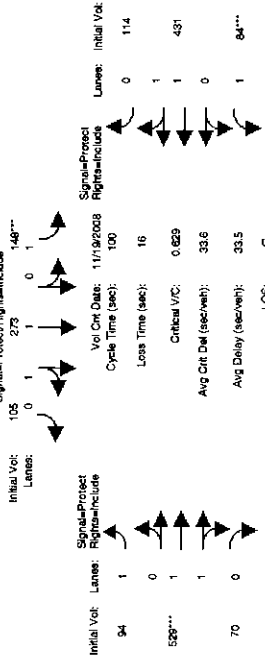
Note: Queue reported is the number of cars per lane.

COMPAR

Wed Feb 04 16:45:45 2009

Riverside-Corona Freeway Pipeline Realignment
 W.O. 07-0377
 Existing Condition
 Level of Service Computation Report
 2000 HCM Operations (Base Volume Alternative)
 E AM

Intersection #9: Jackson Street / Magnolia Avenue



Initial Vol: 105
 Lanes: 0 1 1 0 1
 Signal:Protect/Right=Include
 Vol Cnt Date: 11/19/2008
 Cycle Time (sec): 100
 Loss Time (sec): 16
 Critical V/C: 0.623
 Avg Cnt Del (sec/veh): 35.6
 Avg Delay (sec/veh): 33.5
 LOS: C

Street Name: Jackson 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 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM

Base Vol:	103 349 287 148 273 105 94 529 70 84 431 114
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:	103 349 287 148 273 105 94 529 70 84 431 114
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:	110 371 305 157 290 112 100 563 74 89 459 121
Reduced Vol:	0 0 0 0 0 0 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 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:	110 371 305 157 290 112 100 563 74 89 459 121

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.93 0.87 0.93 0.89 0.89 0.93 0.91 0.91 0.93 0.90 0.90 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 0.42
 Final Sat.: 1769 1609 1488 1769 2448 941 1769 3068 406 1769 2711 717

Capacity Analysis Module:
 Vol/Sat: 0.06 0.21 0.21 0.09 0.12 0.12 0.06 0.18 0.18 0.05 0.17 0.17
 Crit Moves: ****
 Green/Cycle: 0.17 0.33 0.33 0.14 0.29 0.29 0.11 0.29 0.29 0.08 0.26 0.26
 Volume/Cap: 0.36 0.63 0.63 0.63 0.40 0.40 0.52 0.63 0.63 0.63 0.64 0.64
 Delay/Veh: 37.1 29.7 29.7 45.5 28.5 28.5 44.6 32.0 32.0 53.2 34.3 34.3
 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
 AdjDel/Veh: 37.1 29.7 29.7 45.5 28.5 28.5 44.6 32.0 32.0 53.2 34.3 34.3
 LOS by Move: D C C D C D C D C D C C
 HCM2kAVQ: 3 10 10 6 5 5 4 10 10 4 9 9

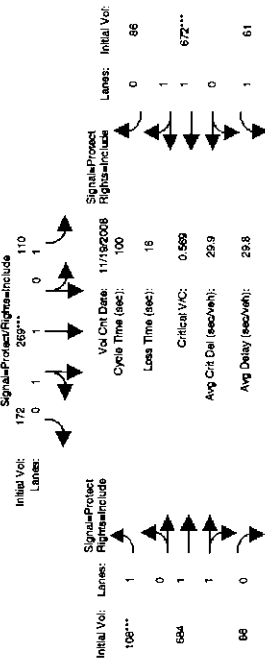
Note: Queue reported is the number of cars per lane.

COMPAR

Wed Feb 04 16:45:45 2009

Riverside-Corona Freeway Pipeline Realignment
 W.O. 07-0377
 Existing Condition
 Level of Service Computation Report
 2000 HCM Operations (Base Volume Alternative)
 E PM

Intersection #9: Jackson Street / Magnolia Avenue



Initial Vol: 172
 Lanes: 0 1 1 0 1
 Signal:Protect/Right=Include
 Vol Cnt Date: 11/19/2008
 Cycle Time (sec): 100
 Loss Time (sec): 18
 Critical V/C: 0.589
 Avg Cnt Del (sec/veh): 29.9
 Avg Delay (sec/veh): 28.8
 LOS: C

Street Name: Jackson 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 7 7 7 7

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

Base Vol:	69 239 43 110 269 172 108 684 86 61 672 86
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:	69 239 43 110 269 172 108 684 86 61 672 86
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:	73 253 46 117 285 182 115 725 91 65 713 91
Reduced Vol:	0 0 0 0 0 0 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 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:	73 253 46 117 285 182 115 725 91 65 713 91

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.93 0.91 0.91 0.93 0.88 0.88 0.93 0.92 0.92 0.93 0.92 0.92
 Lanes: 1.00 1.70 0.30 1.00 1.22 0.78 1.00 1.78 0.22 1.00 1.77 0.23
 Final Sat.: 1769 2929 527 1769 2033 1300 1769 3089 388 1769 3083 395

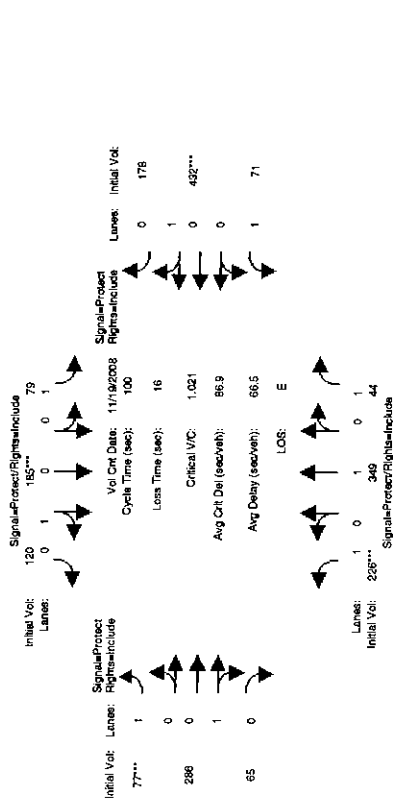
Capacity Analysis Module:
 Vol/Sat: 0.04 0.09 0.09 0.07 0.14 0.14 0.06 0.23 0.23 0.04 0.23 0.23
 Crit Moves: ****
 Green/Cycle: 0.07 0.18 0.18 0.14 0.25 0.25 0.11 0.40 0.40 0.12 0.41 0.41
 Volume/Cap: 0.57 0.49 0.49 0.46 0.57 0.57 0.57 0.59 0.59 0.31 0.57 0.57
 Delay/Veh: 50.7 37.7 37.7 40.7 33.9 33.9 45.9 24.1 24.1 41.1 23.5 23.5
 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: 50.7 37.7 37.7 40.7 33.9 33.9 45.9 24.1 24.1 41.1 23.5 23.5
 LOS by Move: D D D D C D C D C D C C
 HCM2kAVQ: 3 5 5 4 7 4 11 11 11 2 10 10

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

Wed Feb 04 16:45:45 2009

Riverside-Corona Freeway Pipeline Realignment
W.O. 07-6377
Existing Condition
2000 HCM Operations (Base Volume Alternative)
E AM

Intersection #10: Jackson Street / Indiana Avenue



Street Name: Jackson 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
Volume Module: >> Count Date:	19 Nov 2008 << 7:30-8:30 AM						
Base Vol:	226	349	44	79	485	120	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Adj:	226	349	44	79	485	120	77
User Adj:	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
PHF Volume:	282	435	55	99	231	150	96
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	282	435	55	99	231	150	96
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
FinalVolume:	282	435	55	99	231	150	96
Saturation Flow Module:							
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.92	0.92	0.93
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1769	1862	1583	1769	1063	689	1769

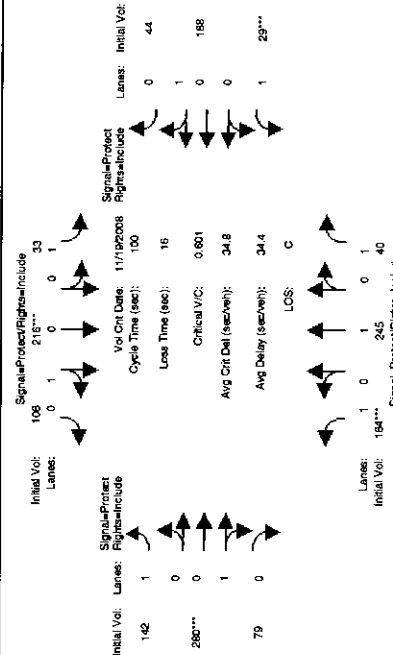
Capacity Analysis Module:
Vol/Sat: 0.16 0.23 0.03 0.06 0.22 0.22 0.05 0.24
Crit Moves: ****
Green/Cycle: 0.15 0.28 0.28 0.08 0.21 0.21 0.21 0.37
Volume/Cap: 1.04 0.84 0.12 0.67 1.04 1.04 0.78 0.65
Delay/Veh: 109.0 46.0 27.2 55.9 98.6 98.6 71.5 28.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 109.0 46.0 27.2 55.9 98.6 98.6 71.5 28.3
LOS by Move: F D C E F E F E F E F E F E F E
HCM2kAVGQ: 15 15 1 4 19 19 5 12 12 3 33 33

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

Wed Feb 04 16:45:45 2009

Riverside-Corona Freeway Pipeline Realignment
W.O. 07-6377
Existing Condition
2000 HCM Operations (Base Volume Alternative)
E PM

Intersection #10: Jackson Street / Indiana Avenue



Street Name: Jackson 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
Volume Module: >> Count Date:	19 Nov 2008 << 4:30-5:30 PM						
Base Vol:	164	245	40	33	216	106	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Adj:	164	245	40	33	216	106	142
User Adj:	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
PHF Volume:	169	252	41	34	222	109	146
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	169	252	41	34	222	109	146
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
FinalVolume:	169	252	41	34	222	109	146
Saturation Flow Module:							
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.93	0.93	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1769	1862	1583	1769	1188	583	1769

Capacity Analysis Module:
Vol/Sat: 0.20 0.14 0.03 0.02 0.19 0.19 0.08 0.21
Crit Moves: ****
Green/Cycle: 0.15 0.29 0.29 0.15 0.30 0.30 0.15 0.32
Volume/Cap: 0.63 0.46 0.09 0.13 0.63 0.63 0.54 0.63
Delay/Veh: 44.8 29.4 25.7 36.9 33.1 33.1 41.5 31.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 44.8 29.4 25.7 36.9 33.1 33.1 41.5 31.0
LOS by Move: D C C C D C D C D C D C
HCM2kAVGQ: 6 7 1 1 10 10 5 10

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

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-3377
Easting Condition
Level of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
E.M.

Intersection #11: Jackson Street / Lincoln Avenue

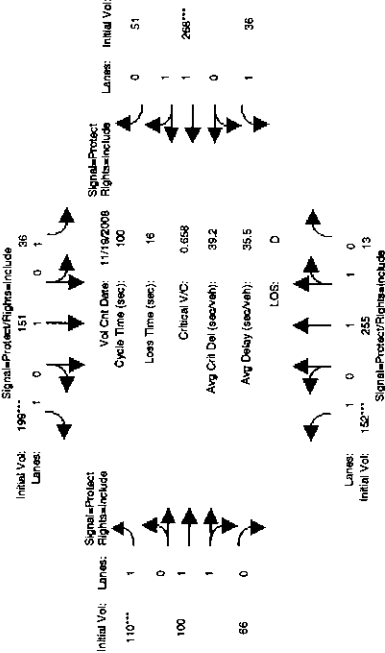


Table with columns: Street Name, Approach, Movement, Min. Green, Volume Module, Base Vol, Growth Adj, Initial Adj, User Adj, PHF Adj, PHF Volume, Reduced Vol, PCE Adj, MLF Adj, Final Volume, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kVQG.

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

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-3377
Easting Condition
Level of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
E.M.

Intersection #11: Jackson Street / Lincoln Avenue

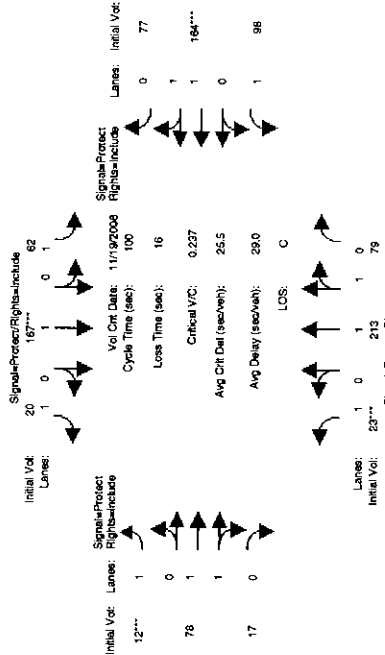


Table with columns: Street Name, Approach, Movement, Min. Green, Volume Module, Base Vol, Growth Adj, Initial Adj, User Adj, PHF Adj, PHF Volume, Reduced Vol, PCE Adj, MLF Adj, Final Volume, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kVQG.

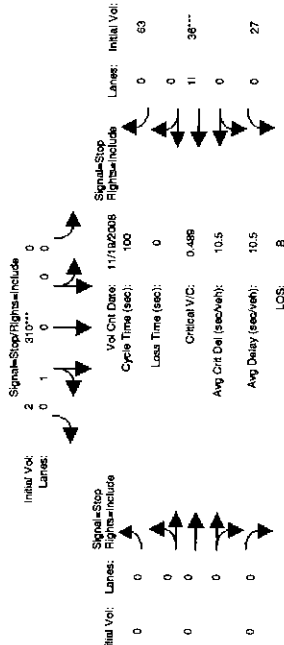
Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment

W.O. 07-0377
Existing Condition

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
E AM

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



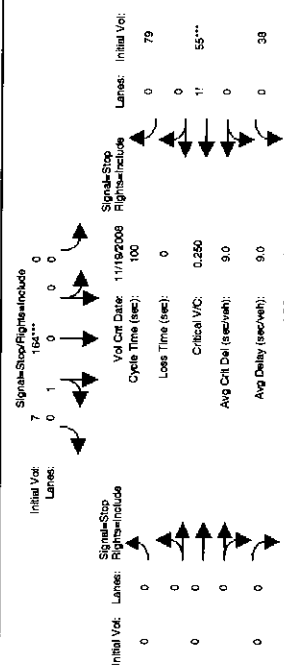
Street Name: Jackson Street Victoria Avenue (North)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
 Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM
 Base Vol: 6 142 0 0 310 2 0 0 0 27 36 63
 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 1.00 1.00 1.00 1.00
 Initial Bse: 6 142 0 0 310 2 0 0 0 27 36 63
 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
 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 0.82 0.82 0.82 0.82
 PHF Volume: 7 174 0 0 379 2 0 0 0 33 44 77
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 7 174 0 0 379 2 0 0 0 33 44 77
 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 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
 Final Volume: 7 174 0 0 379 2 0 0 0 33 44 77
 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 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 0.00 0.21 0.29 0.50
 Final Sat.: 30 703 0 0 775 5 0 0 0 146 195 341
 Capacity Analysis Module:
 Vol/Sat: 0.25 0.25 xxxxx 0.49 0.49 xxxxx xxxxx 0.23 0.23 0.23
 Crit Moves: *****
 Delay/Veh: 9.2 9.2 0.0 0.0 11.6 11.6 0.0 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 1.00
 AdjDel/Veh: 9.2 9.2 0.0 0.0 11.6 11.6 0.0 0.0 0.0 9.2 9.2 9.2
 LOS by Move: A A * * B B * * * * A A A A
 ApproachDel: 9.2 11.6 xxxxxxx
 Delay Adj: 1.00 1.00 xxxxxx
 ApprAdjDel: 9.2 11.6 xxxxxx
 LOS by Appr: A B A B * * * *
 AllWayAvgQ: 0.3 0.3 0.3 0.9 0.9 0.9 0.0 0.0 0.0 0.2 0.2 0.2
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment

W.O. 07-0377
Existing Condition

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
E PM

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

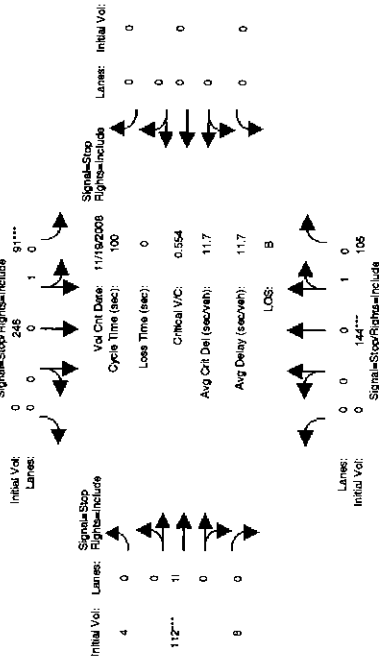


Street Name: Jackson Street Victoria Avenue (North)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
 Volume Module: >> Count Date: 19 Nov 2008 << 4:30-5:30 PM
 Base Vol: 9 167 0 0 164 7 0 0 0 38 55 79
 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 1.00 1.00 1.00 1.00
 Initial Bse: 9 167 0 0 164 7 0 0 0 38 55 79
 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
 PHF Adj: 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 0.93 0.93 0.93
 PHF Volume: 10 181 0 0 177 8 0 0 0 41 59 85
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 10 181 0 0 177 8 0 0 0 41 59 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 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
 Final Volume: 10 181 0 0 177 8 0 0 0 41 59 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 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.05 0.95 0.00 0.00 0.96 0.04 0.00 0.00 0.00 0.22 0.32 0.46
 Final Sat.: 39 721 0 0 732 31 0 0 0 167 241 346
 Capacity Analysis Module:
 Vol/Sat: 0.25 0.25 xxxxx 0.24 0.24 xxxxx xxxxx 0.25 0.25 0.25
 Crit Moves: *****
 Delay/Veh: 9.0 9.0 0.0 0.0 8.9 8.9 0.0 0.0 0.0 8.9 8.9 8.9
 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
 AdjDel/Veh: 9.0 9.0 0.0 0.0 8.9 8.9 0.0 0.0 0.0 8.9 8.9 8.9
 LOS by Move: A A * * A A * * * * A A A A
 ApproachDel: 9.0 8.9 xxxxxxx
 Delay Adj: 1.00 1.00 xxxxxx
 ApprAdjDel: 9.0 8.9 xxxxxx
 LOS by Appr: A A A A * * * *
 AllWayAvgQ: 0.3 0.3 0.3 0.3 0.3 0.3 0.0 0.0 0.0 0.3 0.3 0.3
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment
W.C. 07-0377
Existing Condition

Level of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
E AM

Intersection #212: Jackson Street / Victoria Avenue (South)

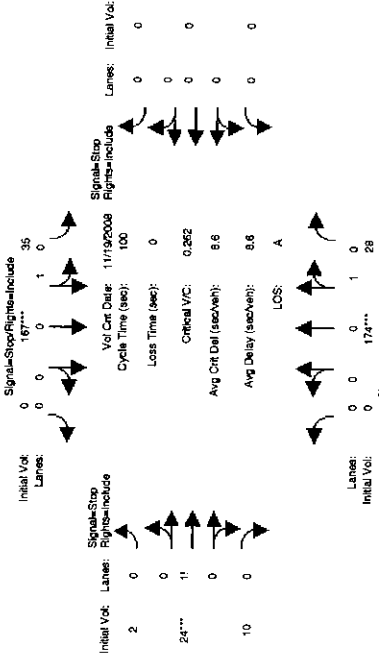


Street Name: Jackson Street Victoria Avenue (South)
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R L T R
Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM
Base Vol: 0 144 105 91 246 0 4 112 8 0 0 0
Growth Adj: 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: 0 144 105 91 246 0 4 112 8 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: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82
PHF Volume: 0 176 128 111 301 0 5 137 10 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
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: 0 176 128 111 301 0 5 137 10 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 1.00
Lanes: 0.00 0.58 0.42 0.27 0.73 0.00 0.03 0.91 0.06 0.00 0.00 0.00
Final Sat.: 0 442 322 201 543 0 20 551 39 0 0 0
Capacity Analysis Module:
Vol/Sat: xxxxx 0.40 0.40 0.55 0.55 xxxxx 0.25 0.25 0.25 xxxxx xxxxx
Crit Moves: ****
Delay/Veh: 0 10.4 10.4 13.2 13.2 0.0 10.0 10.0 10.0 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: 0.0 10.4 10.4 13.2 13.2 0.0 10.0 10.0 10.0 0.0 0.0
LOS by Move: * B B B * B B B *
ApproachDel: 10.4 13.2 13.2 10.0
Delay Adj: 1.00 1.00 1.00 1.00
ApproachDel: 10.4 13.2 13.2 10.0
LOS by Appr: B B B B
AllwayAVGQ: 0.6 0.6 0.6 1.1 1.1 1.1 0.3 0.3 0.3 0.0 0.0 0.0
Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment
W.C. 07-0377
Existing Condition

Level of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
E PM

Intersection #212: Jackson Street / Victoria Avenue (South)



Street Name: Jackson Street Victoria Avenue (South)
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
Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
Volume Module: >> Count Date: 19 Nov 2008 << 4:30-5:30 PM
Base Vol: 0 174 28 35 167 0 2 24 10 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: 0 174 28 35 167 0 2 24 10 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: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 0 188 30 38 181 0 2 26 11 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
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: 0 188 30 38 181 0 2 26 11 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 1.00
Lanes: 0.00 0.86 0.14 0.17 0.83 0.00 0.05 0.67 0.28 0.00 0.00 0.00
Final Sat.: 0 737 119 144 689 0 40 478 199 0 0 0
Capacity Analysis Module:
Vol/Sat: xxxxx 0.26 0.26 0.26 0.26 xxxxx 0.05 0.05 0.05 xxxxx xxxxx
Crit Moves: ****
Delay/Veh: 0.0 8.5 8.5 8.7 8.7 0.0 7.9 7.9 7.9 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
AdjDel/Veh: 0.0 8.5 8.5 8.7 8.7 0.0 7.9 7.9 7.9 0.0 0.0 0.0
LOS by Move: * A A A * A A *
ApproachDel: 8.5 8.7 8.7 7.9
Delay Adj: 1.00 1.00 1.00 1.00
ApproachDel: 8.5 8.7 8.7 7.9
LOS by Appr: A A A A
AllwayAVGQ: 0.3 0.3 0.3 0.3 0.3 0.3 0.0 0.0 0.0 0.0 0.0 0.0
Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment

W.O. 07-42377

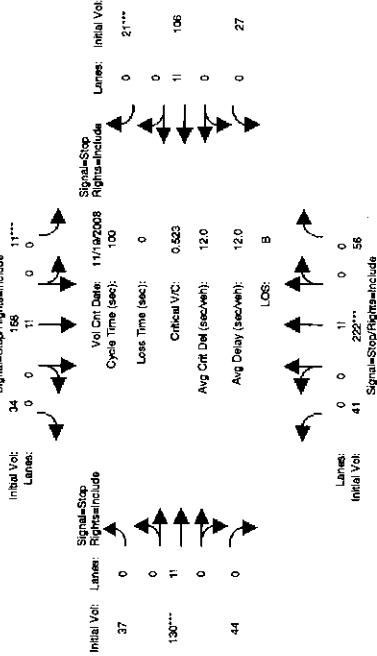
Existing Condition

Level of Service Computation Report

2000 HCM 4-Way Stop (Base Volume Alternative)

E AM

Intersection #13: Monroe Street / Colorado Avenue



Street Name: Monroe Street Colorado Avenue

Approach: North 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 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 7:15-8:15 AM

Base Vol: 41 222 56 11 168 34 37 130 44 27 106 21

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: 41 222 56 11 168 34 37 130 44 27 106 21

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: 44 237 60 12 179 36 39 139 47 29 113 22

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Adjusted Vol: 44 237 60 12 179 36 39 139 47 29 113 22

PCF Adj: 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: 44 237 60 12 179 36 39 139 47 29 113 22

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 1.00

Lanes: 0.13 0.70 0.17 0.05 0.79 0.16 0.17 0.62 0.21 0.17 0.69 0.14

Final Sat.: 84 452 114 32 487 99 104 366 124 100 391 77

Capacity Analysis Module:

Vol/Sat: 0.52 0.52 0.52 0.37 0.37 0.37 0.38 0.38 0.38 0.29 0.29 0.29

Crit Moves: *****

Delay/Veh: 13.4 13.4 13.4 11.2 11.2 11.2 11.5 11.5 11.5 10.7 10.7 10.7

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

AdjDel/Veh: 13.4 13.4 13.4 11.2 11.2 11.2 11.5 11.5 11.5 10.7 10.7 10.7

LOS by Move: B B B B B B B B B B B B

ApproachDel: 13.4 13.4 11.2 11.5 11.5 10.7 10.7 10.7 10.7 10.7 10.7 10.7

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

ApprAdjDel: 13.4 13.4 11.2 11.5 11.5 10.7 10.7 10.7 10.7 10.7 10.7 10.7

LOS by Appr: B B B B B B B B B B B B

AllWayAVQ: 0.9 0.9 0.9 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.3 0.3

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

Riverside-Corona Feeder Pipeline Realignment

W.O. 07-42377

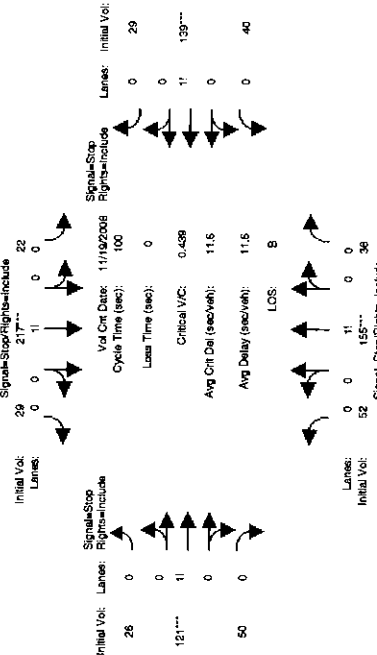
Existing Condition

Level of Service Computation Report

2000 HCM 4-Way Stop (Base Volume Alternative)

E PM

Intersection #13: Monroe Street / Colorado Avenue



Street Name: Monroe Street Colorado Avenue

Approach: North 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 7 7 7 7

Volume Module: >> 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: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 52 155 36 22 217 29 26 121 50 40 139 29

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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97

PHF Volume: 53 159 37 23 223 30 27 124 51 41 143 30

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Adjusted Vol: 53 159 37 23 223 30 27 124 51 41 143 30

PCF Adj: 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: 53 159 37 23 223 30 27 124 51 41 143 30

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 1.00

Lanes: 0.21 0.64 0.15 0.08 0.81 0.11 0.13 0.62 0.25 0.19 0.67 0.14

Final Sat.: 132 395 92 51 508 68 79 366 151 114 396 83

Capacity Analysis Module:

Vol/Sat: 0.40 0.40 0.40 0.44 0.44 0.44 0.44 0.34 0.34 0.36 0.36 0.36

Crit Moves: *****

Delay/Veh: 11.7 11.7 11.7 12.2 12.2 12.2 12.2 11.0 11.0 11.4 11.4 11.4

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

AdjDel/Veh: 11.7 11.7 11.7 12.2 12.2 12.2 12.2 11.0 11.0 11.4 11.4 11.4

LOS by Move: B B B B B B B B B B B B

ApproachDel: 11.7 11.7 12.2 12.2 12.2 11.4 11.4 11.4 11.4 11.4 11.4 11.4

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

ApprAdjDel: 11.7 11.7 12.2 12.2 12.2 11.4 11.4 11.4 11.4 11.4 11.4 11.4

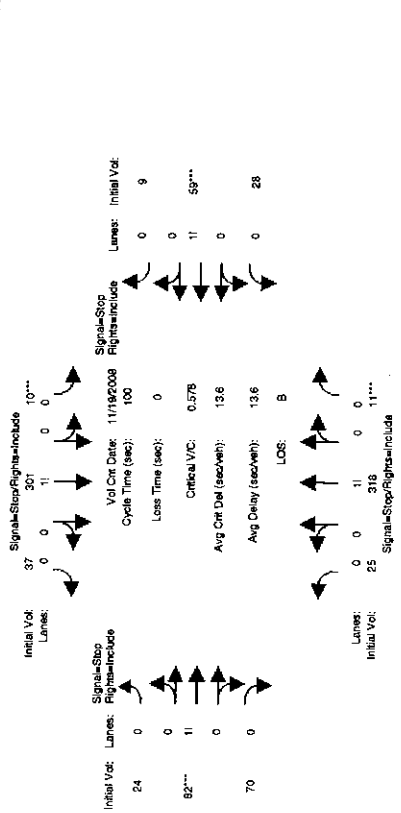
LOS by Appr: B B B B B B B B B B B B

AllWayAVQ: 0.6 0.6 0.6 0.7 0.7 0.7 0.7 0.4 0.4 0.4 0.5 0.5

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

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-0377
Existing Condition
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
E AM

Intersection #15: Monroe Street / Garfield Avenue



Street Name: Monroe Street South Bound Garfield Avenue
 Approach: North 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 7 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 28 59 9

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: 25 318 11 10 301 37 24 82 70 28 59 9

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: 27 339 12 11 321 39 26 88 75 30 63 10

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PCE Adj: 27 339 12 11 321 39 26 88 75 30 63 10

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: 27 339 12 11 321 39 26 88 75 30 63 10

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 1.00

Lanes: 0.07 0.90 0.03 0.03 0.86 0.11 0.14 0.46 0.40 0.29 0.82 0.09

Final Sat.: 46 587 20 19 569 70 77 262 224 148 312 48

Capacity Analysis Module:

Vol/Sat: 0.58 0.58 0.58 0.56 0.56 0.56 0.33 0.33 0.33 0.20 0.20 0.20

Crit Moves: *****

Delay/Veh: 14.8 14.8 14.3 14.3 14.3 14.3 11.2 11.2 11.2 10.5 10.5 10.5

AdDel/Veh: 14.8 14.8 14.3 14.3 14.3 14.3 11.2 11.2 11.2 10.5 10.5 10.5

LOS by Move: B B B B B B B B B B B B

ApproachDel: 14.8 14.3 11.2 11.2 10.5

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

ApprAdjDel: 14.8 14.3 11.2 11.2 10.5

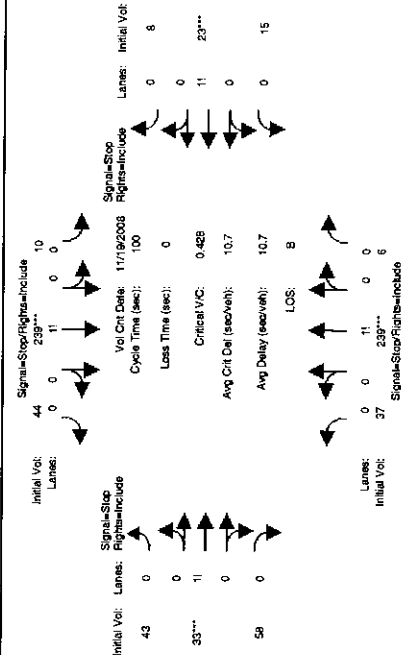
LOS by Appr: B B B B B B B B B B B B

AllWayAVGQ: 1.2 1.2 1.2 1.1 1.1 1.1 1.1 0.4 0.4 0.4 0.2 0.2 0.2

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

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-0377
Existing Condition
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
E PM

Intersection #15: Monroe Street / Garfield Avenue



Street Name: Monroe Street South Bound Garfield Avenue
 Approach: North 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 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM

Base Vol: 37 239 6 10 239 44 43 33 58 15 23 8

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: 37 239 6 10 239 44 43 33 58 15 23 8

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: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93

PHF Volume: 40 257 6 11 257 47 46 35 62 15 25 9

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PCE Adj: 40 257 6 11 257 47 46 35 62 15 25 9

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: 40 257 6 11 257 47 46 35 62 15 25 9

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 1.00

Lanes: 0.13 0.85 0.02 0.03 0.82 0.15 0.32 0.25 0.43 0.33 0.50 0.17

Final Sat.: 95 611 15 25 601 111 202 155 273 188 288 100

Capacity Analysis Module:

Vol/Sat: 0.42 0.42 0.42 0.43 0.43 0.43 0.23 0.23 0.23 0.09 0.09 0.09

Crit Moves: *****

Delay/Veh: 11.1 11.1 11.1 11.0 11.0 11.0 9.6 9.6 9.6 9.0 9.0 9.0

AdDel/Veh: 11.1 11.1 11.1 11.0 11.0 11.0 9.6 9.6 9.6 9.0 9.0 9.0

LOS by Move: B B B B B B B B B B B B

ApproachDel: 11.1 11.0 9.6 9.6 9.0 9.0 9.0 9.0 9.0 9.0 9.0 9.0

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

ApprAdjDel: 11.1 11.0 9.6 9.6 9.0 9.0 9.0 9.0 9.0 9.0 9.0 9.0

LOS by Appr: B B B B B B B B B B B B

AllWayAVGQ: 0.7 0.7 0.7 0.7 0.7 0.7 0.2 0.2 0.2 0.1 0.1 0.1

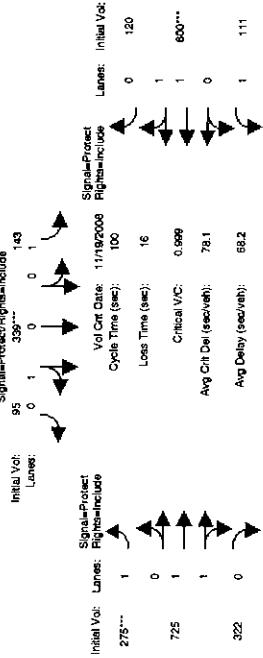
Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment

W.O. 07-0377
Existing Condition

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

Intersection #16: Monroe Street / Magnolia Avenue



Lanes: 1 0 1 0 1
Initial Vol: 191*** 282 165
Signal+Protect/Right+Include

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

Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM

Base Vol:	191	282	185	143	339	95	275	725	322	111	600	120
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:	191	282	185	143	339	95	275	725	322	111	600	120
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	225	344	218	168	399	112	324	853	379	131	706	141
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	344	218	168	399	112	324	853	379	131	706	141
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:	225	344	218	168	399	112	324	853	379	131	706	141

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.96	0.95	0.93	0.89	0.89	0.93	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.38	0.62	1.00	1.67	0.33
Final Sat.:	1769	1862	1583	1769	1406	394	1769	2337	1038	1769	2874	575

Capacity Analysis Module:

Vol/Sat:	0.13	0.18	0.14	0.10	0.28	0.28	0.18	0.36	0.36	0.07	0.25	0.25
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green/Cycle:	0.13	0.27	0.27	0.14	0.28	0.28	0.18	0.36	0.36	0.07	0.25	0.25
Volume/Cap:	1.00	0.68	0.51	0.68	1.00	1.00	1.00	1.02	1.02	1.02	1.00	1.00
Delay/Veh:	103.3	36.3	31.8	48.4	75.3	75.3	90.5	64.1	64.1	132.3	68.3	68.3
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
AdjDel/Veh:	103.3	36.3	31.8	48.4	75.3	75.3	90.5	64.1	64.1	132.3	68.3	68.3
LOS by Move:	F	D	C	D	E	E	F	E	E	F	E	E
HCM2kAVQ:	12	10	6	6	22	22	15	28	28	8	20	20

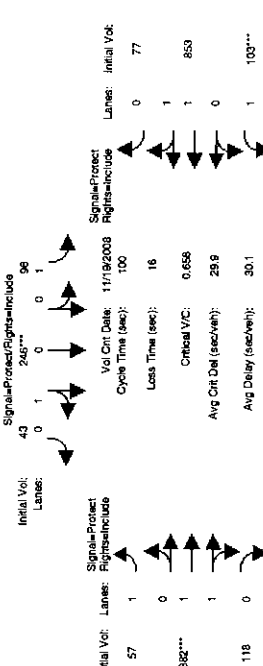
Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment

W.O. 07-0377
Existing Condition

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

Intersection #16: Monroe Street / Magnolia Avenue



Lanes: 1 0 1 0 1
Initial Vol: 76*** 274 90
Signal+Protect/Right+Include

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

Volume Module: >> Count Date: 19 Nov 2008 << 4:45-5:45 PM

Base Vol:	76	274	90	96	246	43	57	882	118	103	853	77
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:	76	274	90	96	246	43	57	882	118	103	853	77
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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	77	276	91	97	248	43	58	890	119	104	861	78
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	276	91	97	248	43	58	890	119	104	861	78
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:	77	276	91	97	248	43	58	890	119	104	861	78

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.96	0.96	0.93	0.91	0.91	0.93	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.76	0.24	1.00	1.83	0.17
Final Sat.:	1769	1862	1583	1769	1550	271	1769	3064	410	1769	3206	289

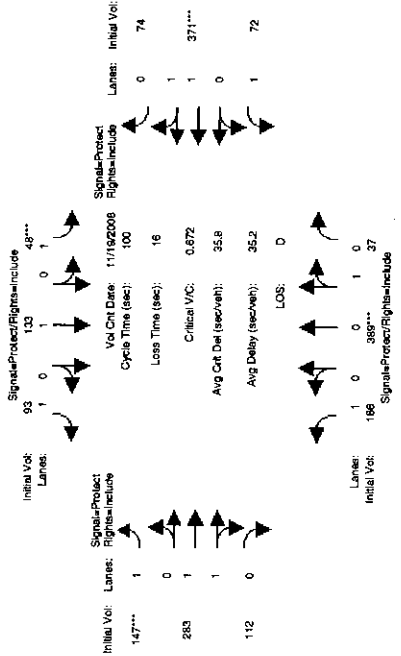
Capacity Analysis Module:

Vol/Sat:	0.04	0.15	0.06	0.05	0.16	0.16	0.03	0.29	0.29	0.06	0.27	0.27
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green/Cycle:	0.07	0.21	0.21	0.10	0.24	0.24	0.11	0.44	0.44	0.09	0.42	0.42
Volume/Cap:	0.62	0.70	0.27	0.55	0.66	0.66	0.30	0.66	0.66	0.66	0.64	0.64
Delay/Veh:	54.4	42.0	33.4	46.4	37.9	37.9	41.9	23.3	23.3	54.2	24.1	24.1
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:	54.4	42.0	33.4	46.4	37.9	37.9	41.9	23.3	23.3	54.2	24.1	24.1
LOS by Move:	D	D	C	D	D	D	D	D	D	C	D	C
HCM2kAVQ:	3	9	2	4	9	9	2	14	14	4	13	13

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

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-0377
 Existing Condition
 Level Of Service Computation Report
 2000 HCM Operations (Basis Volume Alternative)
 EAM

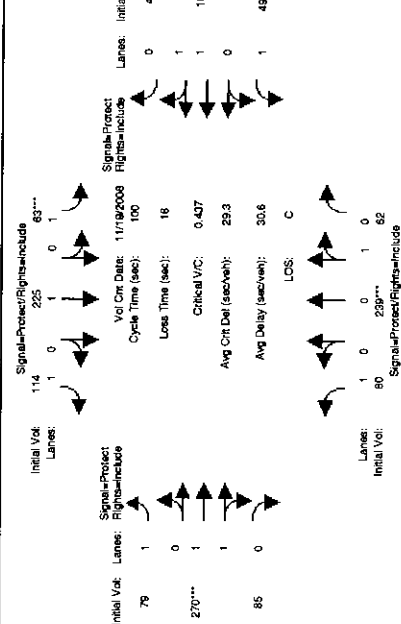
Intersection #17: Monroe Street / Indiana Avenue



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
 Min. Green: 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: 186 389 37 48 133 93 147 283 112 72 371 74
 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: 186 389 37 48 133 93 147 283 112 72 371 74
 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: 223 466 44 58 159 112 176 339 134 86 445 89
 Reduced Vol: 0 0 0 0 0 0 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 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: 223 466 44 58 159 112 176 339 134 86 445 89
 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 0.09 1.00 1.00 1.00 1.00 1.00 1.00 1.43 0.57 1.00
 Final Sat.: 1769 1678 160 1769 1862 1583 1769 2426 960 1769 2876 574
 Capacity Analysis Module:
 Vol/Sat: 0.13 0.28 0.28 0.03 0.09 0.07 0.10 0.14 0.14 0.05 0.15 0.15
 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: 0.45 0.69 0.69 0.46 0.45 0.37 0.69 0.57 0.57 0.40 0.69 0.69
 Delay/Veh: 30.2 27.6 27.6 47.4 36.7 36.0 48.5 34.1 34.1 41.7 38.3 38.3
 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
 AdjDel/Veh: 30.2 27.6 27.6 47.4 36.7 36.0 48.5 34.1 34.1 41.7 38.3 38.3
 LOS by Move: C C C D D D D C C C C D D D
 HCM2kavq: 6 14 14 2 5 3 7 7 7 3 9 9
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-0377
 Existing Condition
 Level Of Service Computation Report
 2000 HCM Operations (Basis Volume Alternative)
 EAM

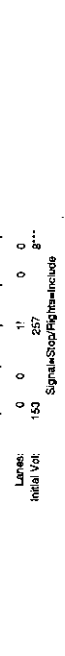
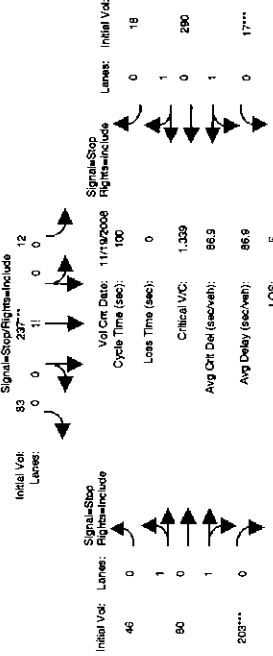
Intersection #17: Monroe Street / Indiana Avenue



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
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Volume Module: >> Count Date: 19 Nov 2008 << 5:45-6:45 PM
 Base Vol: 80 239 62 63 225 114 79 270 85 49 180 46
 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: 80 239 62 63 225 114 79 270 85 49 180 46
 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: 88 263 58 69 247 125 87 297 93 54 198 51
 Reduced Vol: 0 0 0 0 0 0 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 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: 88 263 58 69 247 125 87 297 93 54 198 51
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.93 0.95 0.95 0.93 0.98 0.83 0.93 0.90 0.90 0.93 0.90 0.90
 Lanes: 1.00 0.79 0.21 1.00 1.00 1.00 1.00 1.52 0.48 1.00 1.59 0.41
 Final Sat.: 1769 1433 372 1769 1862 1583 1769 2594 817 1769 2730 698
 Capacity Analysis Module:
 Vol/Sat: 0.05 0.16 0.16 0.04 0.13 0.08 0.05 0.11 0.11 0.03 0.07 0.07
 Crit Moves: ****
 Green/Cycle: 0.18 0.42 0.42 0.09 0.33 0.33 0.16 0.26 0.26 0.07 0.17 0.17
 Volume/Cap: 0.28 0.44 0.44 0.44 0.40 0.24 0.30 0.44 0.44 0.43 0.43 0.43
 Delay/Veh: 36.3 21.1 21.1 45.1 26.1 24.4 37.4 31.1 31.1 47.0 37.8 37.8
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 36.3 21.1 21.1 45.1 26.1 24.4 37.4 31.1 31.1 47.0 37.8 37.8
 LOS by Move: C C C D C C C D C C C D D D
 HCM2kavq: 3 7 7 3 6 3 6 3 6 2 4 4
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment
 Existing Condition
 Level of Service Computation Report
 2000 HCM 4-Way Stop (Base Volume Alternative)
 E AM

Intersection #18: Monroe Street / Lincoln Avenue



Street Name: Monroe Street
 Approach: North Bound
 Movement: 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 << 7:15-8:15 AM

Base Vol:	153	257	8	12	237	83	46	80	203	17	290	18
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:	153	257	8	12	237	83	46	80	203	17	290	18
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:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	212	356	11	17	328	115	64	111	281	24	402	25
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	356	11	17	328	115	64	111	281	24	402	25
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:	212	356	11	17	328	115	64	111	281	24	402	25

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 1.00 1.00

Lanes: 0.37 0.61 0.02 0.04 0.71 0.25 0.28 0.72 1.00 0.10 1.79 0.11 0.11

Final Sat.: 158 266 8 16 316 111 110 284 434 42 717 45

Capacity Analysis Module:

Vol/Sat: 1.34 1.34 1.04 1.04 1.04 0.58 0.39 0.65 0.56 0.56 0.56 0.56 0.56

Crit Moves: ****

Delay/Veh: 191.8 192 191.8 81.7 81.7 81.7 18.8 18.8 24.7 22.7 22.4 22.1 22.1

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

AdjDel/Veh: 191.8 192 191.8 81.7 81.7 81.7 18.8 18.8 24.7 22.7 22.4 22.1 22.1

LOS by Move: F F F F F F C C C C C C C C

ApproachDel: 191.8 81.7 22.5 22.5 22.4 22.4

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

ApprAdjDel: 191.8 81.7 22.5 22.5 22.4 22.4

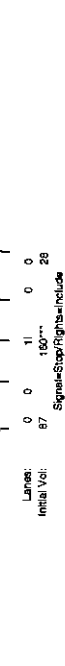
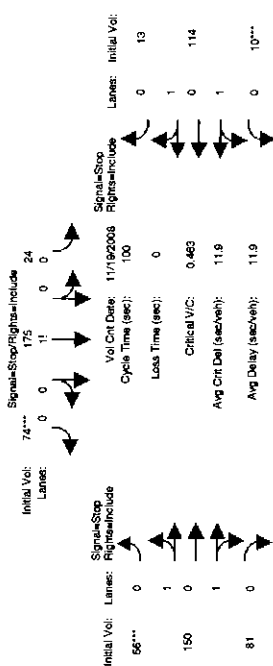
LOS by Appr: F F F C C C

AllWayAVQ: 21.7 21.7 21.7 8.7 8.7 8.7 0.8 1.7 1.7 1.7 1.2 1.2 1.2

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

Riverside-Corona Feeder Pipeline Realignment
 Existing Condition
 Level of Service Computation Report
 2000 HCM 4-Way Stop (Base Volume Alternative)
 E PM

Intersection #18: Monroe Street / Lincoln Avenue



Street Name: Monroe Street
 Approach: North Bound
 Movement: 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 << 4:15-5:15 PM

Base Vol:	87	160	28	24	175	74	66	150	81	10	114	13
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:	87	160	28	24	175	74	66	150	81	10	114	13
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	90	165	29	25	180	76	68	155	84	10	118	13
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	165	29	25	180	76	68	155	84	10	118	13
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:	90	165	29	25	180	76	68	155	84	10	118	13

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 1.00 1.00

Lanes: 0.32 0.58 0.10 0.09 0.64 0.27 0.44 1.01 0.55 0.15 1.66 0.19 0.19

Final Sat.: 194 356 62 55 401 169 234 555 315 73 847 98

Capacity Analysis Module:

Vol/Sat: 0.46 0.46 0.46 0.45 0.45 0.45 0.29 0.28 0.26 0.14 0.14 0.14 0.14

Crit Moves: ****

Delay/Veh: 13.0 13.0 13.0 12.5 12.5 12.5 11.6 11.1 10.5 10.3 10.1 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 1.00 1.00

AdjDel/Veh: 13.0 13.0 13.0 12.5 12.5 12.5 11.6 11.1 10.5 10.3 10.1 10.0 10.0

LOS by Move: B B B B B B B B B B B B B B

ApproachDel: 13.0 12.5 11.1 10.1 10.1

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

ApprAdjDel: 13.0 12.5 11.1 10.1 10.1

LOS by Appr: B B B B B B B B B B B B B B

AllWayAVQ: 0.7 0.7 0.7 0.7 0.7 0.7 0.4 0.3 0.3 0.1 0.1 0.1 0.1

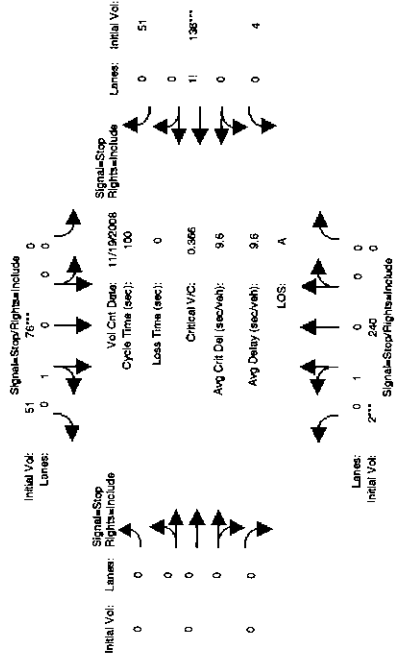
Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment

W.O. 07-0377
Existing Condition

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
E AM

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 7 7 7 7 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM

Base Vol:	2	240	0	0	76	51	0	0	0	4	136	51
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:	2	240	0	0	76	51	0	0	0	4	136	51
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	2	273	0	0	87	58	0	0	0	5	155	58
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	273	0	0	87	58	0	0	0	5	155	58
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:	2	273	0	0	87	58	0	0	0	5	155	58

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	1.00
Lanes:	0.01	0.99	0.00	0.60	0.40	0.00	0.00	0.00	0.00	0.02	0.71	0.27
Final Sat.:	6	747	0	0	454	304	0	0	0	15	516	194

Capacity Analysis Module:

Vol/Sat:	0.37	0.37	xxxx	xxxx	0.19	0.19	xxxx	xxxx	xxxx	0.30	0.30	0.30
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	10.1	10.1	0.0	0.0	8.5	8.5	0.0	0.0	0.0	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	0.0	0.0	8.5	8.5	0.0	0.0	0.0	9.5	9.5	9.5
LOS by Move:	B	B	*	*	A	A	*	*	*	A	A	A
ApproachDel:	10.1	10.1	8.5	8.5	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	1.00	1.00	1.00
ApprAdjDel:	10.1	10.1	8.5	8.5	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	9.5	9.5	9.5
LOS by Appr:	B	B	A	A	A	A	*	*	*	A	A	A
AllWayAVGQ:	0.5	0.5	0.5	0.2	0.2	0.2	0.0	0.0	0.0	0.4	0.4	0.4

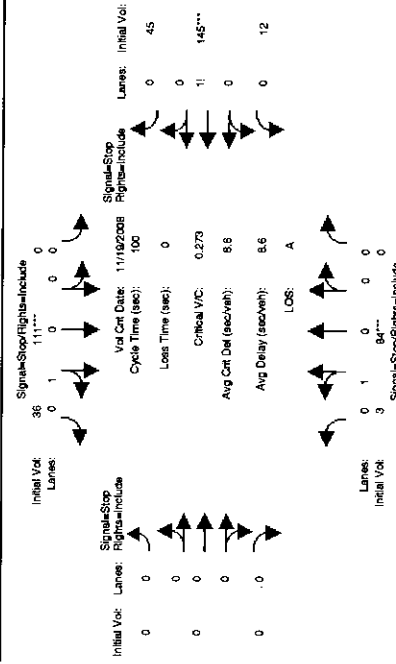
Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment

W.O. 07-0377
Existing Condition

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
E PM

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 7 7 7 7 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM

Base Vol:	3	84	0	0	111	36	0	0	0	12	145	45
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	84	0	0	111	36	0	0	0	12	145	45
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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	3	90	0	0	119	39	0	0	0	13	156	48
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	90	0	0	119	39	0	0	0	13	156	48
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:	3	90	0	0	119	39	0	0	0	13	156	48

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	1.00
Lanes:	0.03	0.97	0.00	0.00	0.76	0.24	0.00	0.00	0.00	0.06	0.72	0.22
Final Sat.:	26	724	0	0	597	193	0	0	0	47	571	177

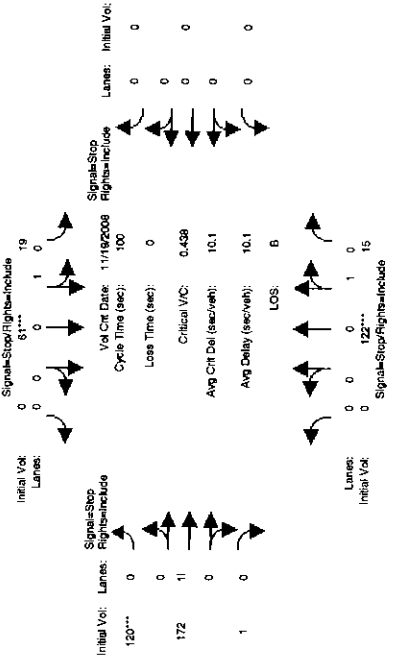
Capacity Analysis Module:

Vol/Sat:	0.12	0.12	xxxx	xxxx	0.20	0.20	xxxx	xxxx	xxxx	0.27	0.27	0.27
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	8.2	8.2	0.0	0.0	8.4	8.4	0.0	0.0	0.0	8.9	8.9	8.9
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
AdjDel/Veh:	8.2	8.2	0.0	0.0	8.4	8.4	0.0	0.0	0.0	8.9	8.9	8.9
LOS by Move:	A	A	*	*	A	A	*	*	*	A	A	A
ApproachDel:	8.2	8.2	8.4	8.4	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	8.9	8.9	8.9
Delay Adj:	1.00	1.00	1.00	1.00	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	1.00	1.00	1.00
ApprAdjDel:	8.2	8.2	8.4	8.4	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	8.9	8.9	8.9
LOS by Appr:	A	A	A	A	A	A	*	*	*	A	A	A
AllWayAVGQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.0	0.0	0.0	0.3	0.3	0.3

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

Riverside-Corona Feeder Pipeline Realignment
W.C. 07-0377
Existing Condition
Level of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
E AM

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



Street Name: Monroe Street Victoria Avenue (South)
 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 7 7 7 7
 Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM
 Base Vol: 0 122 15 19 61 0 120 172 1 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: 0 122 15 19 61 0 120 172 1 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: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
 PHF Volume: 0 139 17 22 69 0 137 196 1 0 0 0
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 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
 FinalVolume: 0 139 17 22 69 0 137 196 1 0 0 0

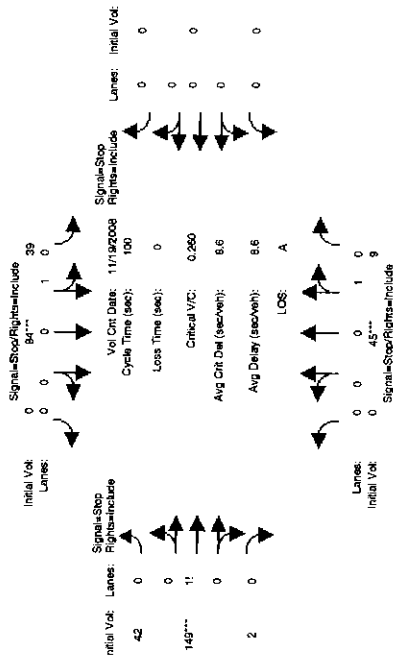
Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.89 0.11 0.24 0.76 0.00 0.41 0.58 0.01 0.00 0.00 0.00
 Final Sat.: 0 637 78 162 521 0 312 448 3 0 0 0

Capacity Analysis Module:
 Vol/Sat: xxxxx 0.22 0.22 0.13 0.13 xxxxx 0.44 0.44 xxxxx xxxxx
 Crit Moves: *****
 Delay/Veh: 0.0 9.0 9.0 8.7 8.7 0.0 11.0 11.0 11.0 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
 AdjDel/Veh: 0.0 9.0 9.0 8.7 8.7 0.0 11.0 11.0 11.0 0.0 0.0 0.0
 LOS by Move: * A A A * B B B *
 ApproachDel: 9.0 8.7 11.0
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 9.0 8.7 11.0
 LOS by Appr: A A B
 AllwayAVGQ: 0.2 0.2 0.2 0.1 0.1 0.1 0.7 0.7 0.7 0.0 0.0 0.0

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

Riverside-Corona Feeder Pipeline Realignment
W.C. 07-0377
Existing Condition
Level of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
E PM

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



Street Name: Monroe Street Victoria Avenue (South)
 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 7 7 7 7
 Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM
 Base Vol: 0 45 9 39 84 0 42 149 2 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: 0 45 9 39 84 0 42 149 2 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: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
 PHF Volume: 0 48 10 42 90 0 45 160 2 0 0 0
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 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
 FinalVolume: 0 48 10 42 90 0 45 160 2 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 1.00
 Lanes: 0.00 0.83 0.17 0.32 0.68 0.00 0.22 0.77 0.01 0.00 0.00 0.00
 Final Sat.: 0 644 129 243 524 0 173 614 8 0 0 0

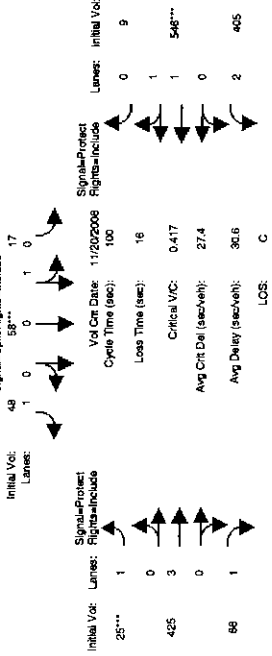
Capacity Analysis Module:
 Vol/Sat: xxxxx 0.06 0.08 0.17 0.17 xxxxx 0.26 0.26 0.26 xxxxx xxxxx
 Crit Moves: *****
 Delay/Veh: 0.0 7.8 7.8 8.4 8.4 0.0 8.9 8.9 8.9 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 7.8 7.8 8.4 8.4 0.0 8.9 8.9 8.9 0.0 0.0 0.0
 LOS by Move: * A A A * A A *
 ApproachDel: 7.8 8.4 8.9
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 7.8 8.4 8.9
 LOS by Appr: A A A
 AllwayAVGQ: 0.1 0.1 0.1 0.2 0.2 0.2 0.3 0.3 0.3 0.0 0.0 0.0

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

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

Riverside-Corona Freeway Rightline Realignment
W.O. 07-0377
Existing + Ambient Growth Condition
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EA AM

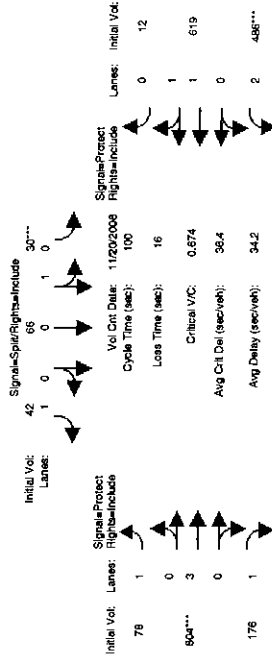
Intersection #1: Clay Street / Limonite Avenue



Street Name: Clay Street Limonite 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: 20 Nov 2008 << 7:30-8:30 AM
Base Vol: 104 32 315 15 53 44 23 386 60 368 496 8
Growth Adj: 1.00 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 114 35 347 17 58 48 25 425 56 405 546 9
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: 114 35 347 17 58 48 25 425 56 405 546 9
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: 121 37 367 17 62 51 27 450 70 429 579 9
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 121 37 367 17 62 51 27 450 70 429 579 9
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: 121 37 367 17 62 51 27 450 70 429 579 9
Saturation Flow Module:
Vol/Sat: 0.07 0.13 0.13 0.04 0.04 0.03 0.02 0.09 0.04 0.13 0.17 0.17
Crit Moves: ****
Green/Cycle: 0.29 0.29 0.29 0.10 0.10 0.10 0.07 0.19 0.19 0.26 0.38 0.38
Volume/Cap: 0.24 0.44 0.44 0.44 0.44 0.33 0.22 0.47 0.24 0.47 0.44 0.44
Delay/Veh: 27.4 29.3 29.3 44.1 44.1 43.2 44.8 36.6 34.9 31.3 23.1 23.1
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: 27.4 29.3 29.3 44.1 44.1 43.2 44.8 36.6 34.9 31.3 23.1 23.1
LOS by Move: C C C D D D D D C C C C C
HCM2kAvG: 3 5 5 3 3 2 1 5 2 6 6 7
Note: Queue reported is the number of cars per lane.

Riverside-Corona Freeway Rightline Realignment
W.O. 07-0377
Existing + Ambient Growth Condition
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EA PM

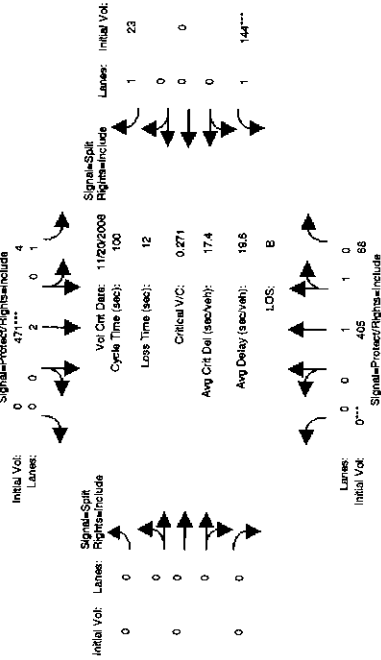
Intersection #1: Clay Street / Limonite Avenue



Street Name: Clay Street Limonite 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: 20 Nov 2008 << 4:30-5:30 PM
Base Vol: 119 66 494 27 60 38 71 731 160 442 563 11
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: 131 73 543 30 66 42 78 804 176 486 619 12
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: 131 73 543 30 66 42 78 804 176 486 619 12
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: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 136 76 567 31 69 44 81 838 184 507 646 13
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 136 76 567 31 69 44 81 838 184 507 646 13
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: 136 76 567 31 69 44 81 838 184 507 646 13
Saturation Flow Module:
Vol/Sat: 0.08 0.20 0.20 0.05 0.05 0.03 0.05 0.16 0.12 0.15 0.19 0.19
Crit Moves: ****
Green/Cycle: 0.30 0.30 0.30 0.08 0.08 0.08 0.13 0.24 0.24 0.22 0.34 0.34
Volume/Cap: 0.26 0.67 0.67 0.67 0.67 0.34 0.36 0.67 0.67 0.67 0.55 0.55
Delay/Veh: 27.2 32.9 32.9 56.2 56.2 45.0 41.0 35.6 33.2 38.2 27.5 27.5
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: 27.2 32.9 32.9 56.2 56.2 45.0 41.0 35.6 33.2 38.2 27.5 27.5
LOS by Move: C C C E E D D D C D C C
HCM2kAvG: 3 10 10 4 4 2 3 10 5 8 9 9
Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-0377
 Existing - Ambient Growth Condition
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EA PM

Intersection #2: Clay Street / Linaires Avenue



Street Name: Clay Street Linaires 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 7 7 7 7

Volume Module: >> Count Date: 20 Nov 2008 << 7:30-8:30 AM
 Base Vol: 0 368 62 4 428 0 0 0 131 0 21
 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: 0 405 68 4 471 0 0 0 144 0 23
 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: 0 405 68 4 471 0 0 0 144 0 23
 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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
 PHF Volume: 0 450 76 5 524 0 0 0 160 0 26
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 450 76 5 524 0 0 0 160 0 26
 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: 0 450 76 5 524 0 0 0 160 0 26

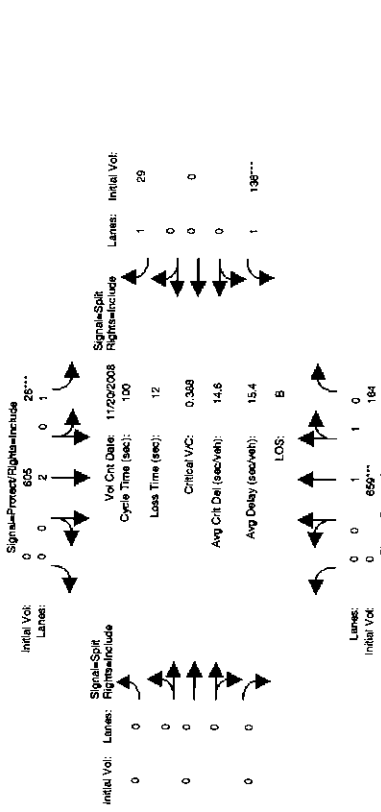
Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 0.91 0.91 0.93 0.93 1.00 1.00 1.00 0.93 1.00 0.83
 Lanes: 0.00 1.71 0.29 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00
 Final Sat.: 0.2961 499 1769 3538 0 0 0 1769 0 1583

Capacity Analysis Module:
 Vol/Sat: 0.00 0.15 0.15 0.00 0.15 0.00 0.00 0.00 0.09 0.00 0.02
 Crit Moves: ****
 Green/Cycle: 0.00 0.39 0.39 0.18 0.50 0.00 0.00 0.00 0.00 0.31 0.00 0.31
 Volume/Cap: 0.00 0.39 0.39 0.02 0.29 0.00 0.00 0.00 0.00 0.29 0.00 0.05
 Delay/Veh: 0.00 22.0 22.0 33.7 14.6 0.0 0.0 0.0 0.0 26.7 0.0 24.4
 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: 0.0 22.0 22.0 33.7 14.6 0.0 0.0 0.0 0.0 26.7 0.0 24.4
 LOS by Move: A C C C A A A A A C A C A C
 HCM2kVeg: 0 6 6 0 5 0 0 0 0 4 0 1

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

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-0377
 Existing - Ambient Growth Condition
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EA PM

Intersection #2: Clay Street / Linaires Avenue



Street Name: Clay Street Linaires 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 7 7 7 7

Volume Module: >> Count Date: 20 Nov 2008 << 5:00-6:00 PM
 Base Vol: 0 599 149 24 550 0 0 0 124 0 26
 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: 0 659 164 26 605 0 0 0 136 0 29
 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: 0 659 164 26 605 0 0 0 136 0 29
 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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
 PHF Volume: 0 679 169 27 623 0 0 0 140 0 29
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 679 169 27 623 0 0 0 140 0 29
 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: 0 679 169 27 623 0 0 0 140 0 29

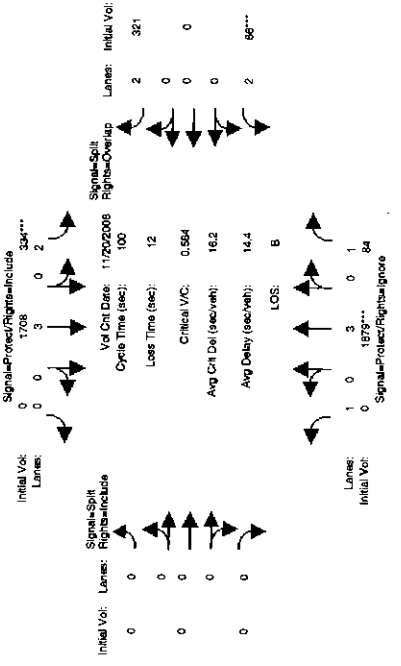
Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 0.90 0.90 0.93 0.93 1.00 1.00 1.00 0.93 1.00 0.83
 Lanes: 0.00 1.60 0.40 1.00 2.00 0.00 0.00 0.00 1.00 0.00 1.00
 Final Sat.: 0.2748 684 1769 3538 0 0 0 1769 0 1583

Capacity Analysis Module:
 Vol/Sat: 0.00 0.25 0.25 0.02 0.18 0.00 0.00 0.00 0.08 0.00 0.02
 Crit Moves: ****
 Green/Cycle: 0.00 0.61 0.61 0.07 0.49 0.00 0.00 0.00 0.00 0.00 0.00
 Volume/Cap: 0.00 0.40 0.40 0.22 0.36 0.00 0.00 0.00 0.00 0.00 0.00
 Delay/Veh: 0.0 10.1 10.1 44.8 16.0 0.0 0.0 0.0 0.0 35.8 0.0 33.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 10.1 10.1 44.8 16.0 0.0 0.0 0.0 0.0 35.8 0.0 33.0
 LOS by Move: A B E D B A A A A A D A C
 HCM2kVeg: 0 7 7 1 6 0 0 0 4 0 1

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

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-0377
Existing + Ambient Growth Condition
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EA AM

Intersection #3: Van Buren Boulevard / Jurupa Avenue



Street Name: Van Buren Boulevard Jurupa 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
Volume Module: >> Count Date:	20 Nov 2008 << 7:15-8:15 AM						
Base Vol:	0	1708	76	304	1553	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Base:	0	1879	84	334	1708	0	0
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	0	1879	84	334	1708	0	0
User Adj:	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
PHF Volume:	0	1984	0	353	1804	0	0
Reduced Vol:	0	0	0	0	0	0	0
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:	0	1984	0	353	1804	0	0

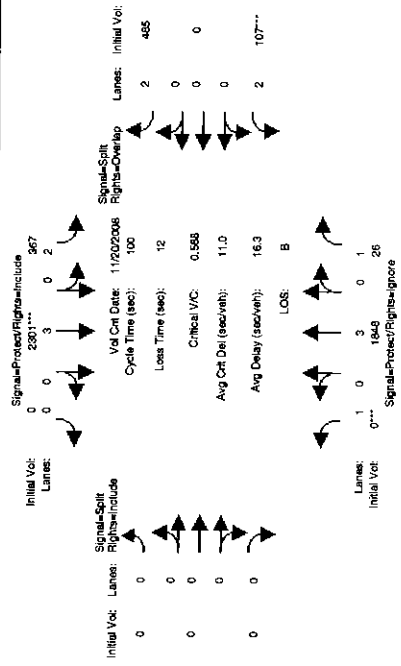
Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 0.89 1.00 0.90 0.89 1.00 0.90 0.89
 Lanes: 1.00 3.00 1.00 2.00 3.00 0.00 2.00 0.00
 Final Sat.: 1900 5083 1900 3432 5083 0 0 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.39 0.00 0.10 0.35 0.00 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.64 0.00 0.17 0.68 0.00 0.00 0.00
 Volume/Cap: 0.00 0.61 0.00 0.61 0.52 0.00 0.00 0.00
 Delay/Veh: 0.0 10.9 0.0 40.4 8.3 0.0 0.0 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 10.9 0.0 40.4 8.3 0.0 0.0 0.0
 LOS by Move: A B A D A A A A A D A C
 HCM2kVQ: 0 13 0 6 10 0 0 0

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

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-0377
Existing + Ambient Growth Condition
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EA PM

Intersection #3: Van Buren Boulevard / Jurupa Avenue



Street Name: Van Buren Boulevard Jurupa 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
Volume Module: >> Count Date:	20 Nov 2008 << 4:30-5:30 PM						
Base Vol:	0	1680	24	334	2092	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Base:	0	1848	26	367	2301	0	0
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	0	1848	26	367	2301	0	0
User Adj:	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
PHF Volume:	0	1909	0	380	2377	0	0
Reduced Vol:	0	0	0	0	0	0	0
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:	0	1909	0	380	2377	0	0

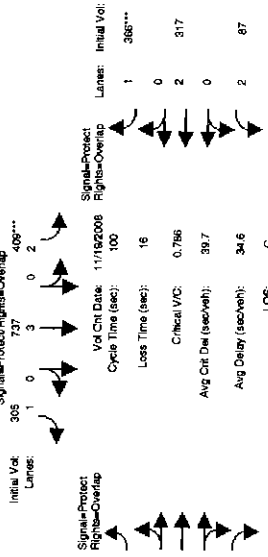
Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 0.89 1.00 0.90 0.89 1.00 0.90 0.89
 Lanes: 1.00 3.00 1.00 2.00 3.00 0.00 2.00 0.00
 Final Sat.: 1900 5083 1900 3432 5083 0 0 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.38 0.00 0.11 0.47 0.00 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.59 0.00 0.17 0.69 0.00 0.00 0.00
 Volume/Cap: 0.00 0.64 0.00 0.64 0.68 0.00 0.00 0.00
 Delay/Veh: 0.0 14.2 0.0 40.9 9.7 0.0 0.0 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 14.2 0.0 40.9 9.7 0.0 0.0 0.0
 LOS by Move: A B A D A A A A A D A C
 HCM2kVQ: 0 15 0 7 16 0 0 0

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

Riverside-Corona Feeder Pipeline Realignment
 W.D. 07-0377
 Existing - Ambient Growth Condition
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EA PM

Intersection #4: Van Buren Boulevard / Arlington Avenue



Initial Vol: 935
 Lanes: 2 0 3 0 1
 Initial Vol: 97
 Lanes: 2 0 3 0 1
 Signal-Protect/Right-of-Way

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

Min. Green	7	7	7	7	7	7	7	7	7
Volume Module: >> Count Date: 19 Nov 2008 << 7:15-8:15 AM									
Base Vol:	88	931	92	372	670	277	641	611	134
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	97	1024	101	409	737	305	705	672	147
Added Vol:	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	97	1024	101	409	737	305	705	672	147
User Adj:	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
PHF Volume:	100	1059	105	423	762	315	729	695	152
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1059	105	423	762	315	729	695	152
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
FinalVolume:	100	1059	105	423	762	315	729	695	152

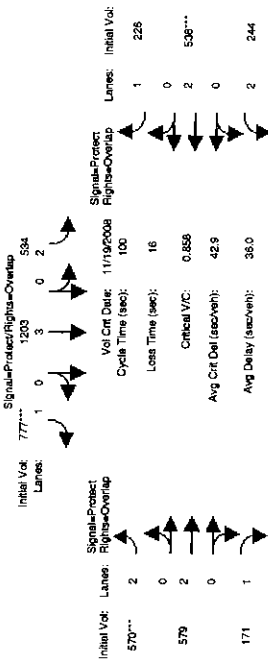
Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.90 0.89 0.83 0.90 0.93 0.83 0.90 0.93 0.83 0.90
 Lanes: 2.00 3.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00 2.00
 Final Sat.: 3432 5083 1583 3432 5083 1583 3432 5083 1583 3432

Capacity Analysis Module:
 Vol/Sat: 0.03 0.21 0.07 0.12 0.15 0.20 0.21 0.20 0.10 0.03
 Crit Moves: ****
 Green/Cycle: 0.13 0.27 0.37 0.16 0.29 0.56 0.27 0.31 0.44 0.11
 Volume/Cap: 0.22 0.79 0.18 0.79 0.52 0.36 0.79 0.64 0.22 0.24
 Delay/Veh: 38.8 37.2 21.1 48.1 30.2 12.4 38.3 31.0 17.4 41.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 38.8 37.2 21.1 48.1 30.2 12.4 38.3 31.0 17.4 41.0
 LOS by Move: D C D C D C B D C B D C D
 HCM2kAvG: 2 13 2 9 8 5 13 10 3 1 6 13

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

Riverside-Corona Feeder Pipeline Realignment
 W.D. 07-0377
 Existing - Ambient Growth Condition
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EA PM

Intersection #4: Van Buren Boulevard / Arlington Avenue



Initial Vol: 777
 Lanes: 1 0 3 0 2
 Initial Vol: 936
 Lanes: 2 0 3 0 1
 Signal-Protect/Right-of-Way

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

Min. Green	7	7	7	7	7	7	7	7	7
Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM									
Base Vol:	190	851	161	485	1094	706	518	526	155
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	209	936	177	534	1203	777	570	579	171
Added Vol:	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	209	936	177	534	1203	777	570	579	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	214	960	182	547	1234	797	584	593	175
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	960	182	547	1234	797	584	593	175
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
FinalVolume:	214	960	182	547	1234	797	584	593	175

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.90 0.89 0.83 0.90 0.93 0.83 0.90 0.93 0.83 0.90
 Lanes: 2.00 3.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00 2.00
 Final Sat.: 3432 5083 1583 3432 5083 1583 3432 5083 1583 3432

Capacity Analysis Module:
 Vol/Sat: 0.06 0.19 0.11 0.16 0.24 0.50 0.17 0.17 0.11 0.07
 Crit Moves: ****
 Green/Cycle: 0.07 0.25 0.36 0.21 0.39 0.59 0.20 0.26 0.34 0.12
 Volume/Cap: 0.86 0.76 0.31 0.76 0.63 0.86 0.86 0.63 0.33 0.63
 Delay/Veh: 70.3 37.3 23.1 41.6 25.4 25.3 49.3 34.0 25.1 45.6
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 70.3 37.3 23.1 41.6 25.4 25.3 49.3 34.0 25.1 45.6
 LOS by Move: E D C D C D C D C D C
 HCM2kAvG: 6 12 4 10 12 23 12 9 4 5

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

Riverside-Corona Feeder Pipeline Realignment

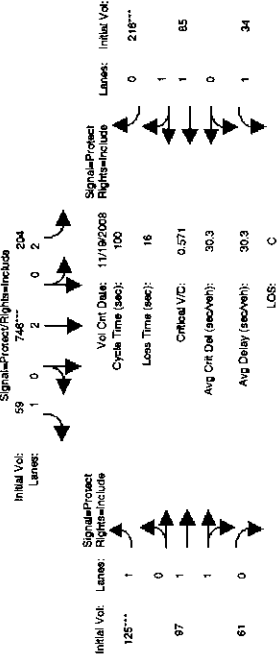
W.O. 07-4377
Existing - Ambient Growth, Connection

Level of Service Computation Report

2000 HCM Operations (Future Volume Alternative)

EA AM

Intersection #5: Van Buren Boulevard / Jackson Street



Street Name: Van Buren Boulevard Jackson 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 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 7:15-8:15 AM

Base Vol: 56 829 28 185 678 54 114 88 55 31 77 196

Growth Adj: 1.00 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10

Initial Bse: 62 912 31 204 746 59 125 97 61 34 85 216

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: 62 912 31 204 746 59 125 97 61 34 85 216

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: 55 966 33 216 730 63 133 103 64 36 90 228

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

Reduced Vol: 65 966 33 216 730 63 133 103 64 36 90 228

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: 55 966 33 216 730 63 133 103 64 36 90 228

Saturation Flow Module:

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

Adjustment: 0.93 0.89 0.89 0.90 0.93 0.83 0.93 0.88 0.88 0.93 0.83 0.83

Lanes: 1.00 2.00 1.00 2.00 2.00 1.00 1.00 1.23 0.77 1.00 1.00 1.00

Final Sat.: 1769 4893 165 3432 3538 1583 1769 2051 1282 1769 1578 1578

Capacity Analysis Module:

Vol/Sat: 0.04 0.20 0.20 0.06 0.22 0.04 0.08 0.05 0.05 0.02 0.06 0.14

Crit Moves: ****

Green/Cycle: 0.07 0.34 0.34 0.12 0.39 0.39 0.19 0.19 0.19 0.19 0.25 0.25

Volume/Cap: 0.53 0.58 0.58 0.52 0.58 0.10 0.58 0.26 0.26 0.11 0.23 0.58

Delay/Veh: 49.1 27.8 27.8 42.6 24.7 19.6 44.4 34.7 34.7 33.5 29.8 34.2

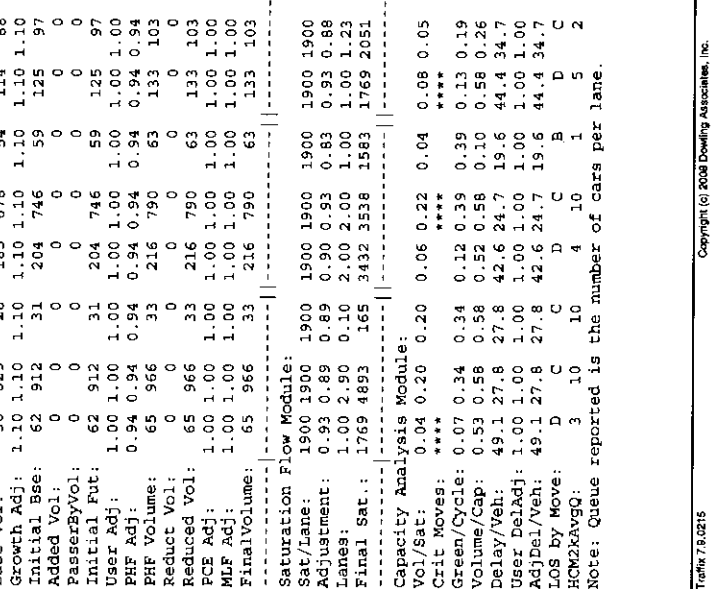
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 49.1 27.8 27.8 42.6 24.7 19.6 44.4 34.7 34.7 33.5 29.8 34.2

LOS by Move: C C C D C B D C C C C

HCW2kAVQ: 3 10 10 4 10 1 5 2 2 1 2 7

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



Riverside-Corona Feeder Pipeline Realignment

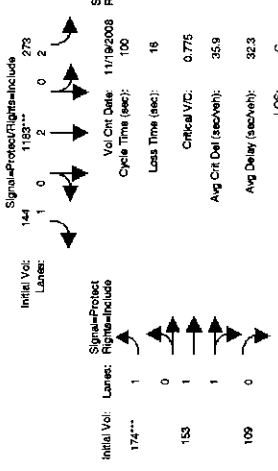
W.O. 07-4377
Existing - Ambient Growth, Connection

Level of Service Computation Report

2000 HCM Operations (Future Volume Alternative)

EA PM

Intersection #5: Van Buren Boulevard / Jackson Street



Street Name: Van Buren Boulevard Jackson 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 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 4:45-5:45 PM

Base Vol: 121 932 16 248 1075 131 158 139 99 67 184 180

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: 133 1025 18 273 1183 144 174 153 109 74 202 198

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: 133 1025 18 273 1183 144 174 153 109 74 202 198

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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97

PHF Volume: 138 1059 18 282 1222 149 180 158 113 76 209 205

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

Reduced Vol: 138 1059 18 282 1222 149 180 158 113 76 209 205

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: 138 1059 18 282 1222 149 180 158 113 76 209 205

Saturation Flow Module:

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

Adjustment: 0.93 0.89 0.89 0.90 0.93 0.83 0.93 0.87 0.87 0.93 0.86 0.86

Lanes: 1.00 2.00 1.00 2.00 2.00 1.00 1.00 1.17 0.83 1.00 1.01 0.99

Final Sat.: 1769 4892 86 3432 3538 1583 1769 1938 1380 1769 1636 1620

Capacity Analysis Module:

Vol/Sat: 0.08 0.21 0.21 0.08 0.35 0.09 0.10 0.08 0.08 0.04 0.13 0.13

Crit Moves: ****

Green/Cycle: 0.10 0.39 0.39 0.15 0.45 0.45 0.13 0.16 0.16 0.14 0.16 0.16

Volume/Cap: 0.77 0.54 0.54 0.54 0.77 0.21 0.77 0.52 0.52 0.32 0.77 0.77

Delay/Veh: 62.8 23.6 23.6 40.3 25.9 17.1 57.0 39.5 39.5 39.8 47.1 47.1

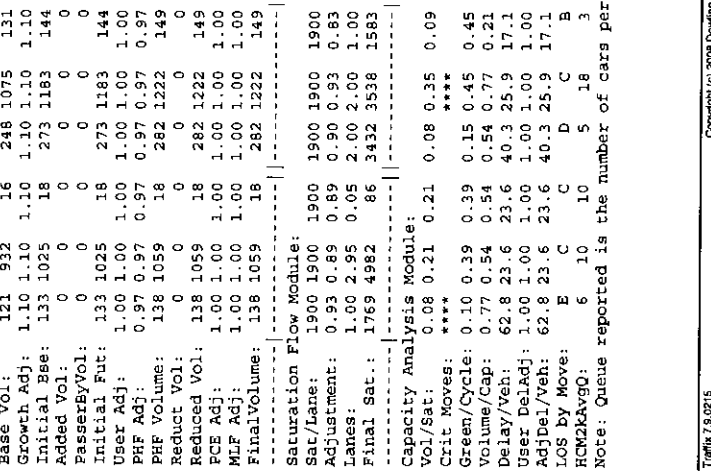
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 62.8 23.6 23.6 40.3 25.9 17.1 57.0 39.5 39.5 39.8 47.1 47.1

LOS by Move: E C C D C B E D D

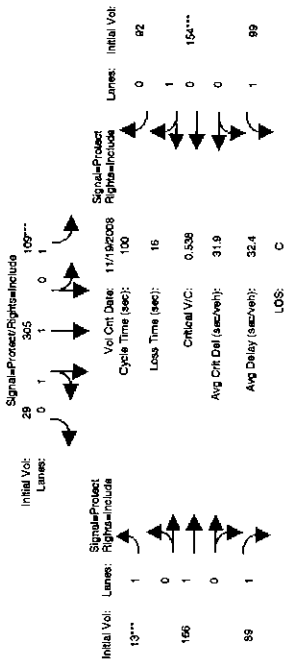
HCW2kAVQ: 6 10 10 5 18 3 7 5 2 8

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



Riverside-Corona Feeder Pipeline Realignment
W.O. 07-0377
Existing - Ambient Growth Condition
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EA AM

Intersection #6: Jackson Street / Colorado Avenue



Initial Vol: 29
Lanes: 0 1 1 0 1 1
Signal-Protect/Right-Include
Vo Cnt Date: 11/19/2008
Cycle Time (sec): 100
Loss Time (sec): 15
Critical V/C: 0.528
Avg Cnt Del (sec/veh): 31.9
Avg Delay (sec/veh): 32.4
LOS: C

Street Name: Jackson 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 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:	1.00	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
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	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
Reduct 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
FinalVolume:	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:	0.93	0.88	0.88	0.93	0.92	0.92	0.93	0.98	0.83	0.93	0.93	0.93
Lanes:	1.00	1.30	0.70	1.00	1.83	0.17	1.00	1.00	1.00	1.00	0.62	0.38
Final Sat.:	1769	2176	1175	1769	3192	300	1769	1862	1583	1769	1099	659

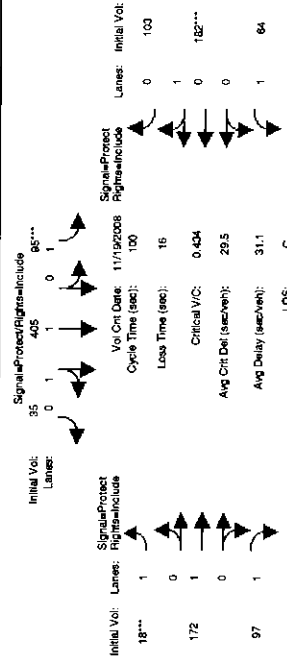
Capacity Analysis Module:

Vol/Sat:	0.06	0.18	0.18	0.08	0.13	0.13	0.01	0.12	0.07	0.07	0.19	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.16	0.31	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	0.44	0.44	0.14	0.49	0.31	0.49	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	C	D	C	D	C	C	D	C	C
HCM2kAVGQ:	3	9	9	5	6	6	1	6	3	4	9	9

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

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

Intersection #6: Jackson Street / Colorado Avenue



Initial Vol: 95
Lanes: 0 1 1 0 1 1
Signal-Protect/Right-Include
Vo Cnt Date: 11/19/2008
Cycle Time (sec): 100
Loss Time (sec): 16
Critical V/C: 0.424
Avg Cnt Del (sec/veh): 29.5
Avg Delay (sec/veh): 31.1
LOS: C

Street Name: Jackson 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 7 7 7 7 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 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
PasserByVol:	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
Reduct 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

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.93	0.92	0.92	0.93	0.98	0.83	0.93	0.93	0.93
Lanes:	1.00	1.76	0.24	1.00	1.84	0.16	1.00	1.00	1.00	0.64	0.36	0.36
Final Sat.:	1769	3051	423	1769	3216	280	1769	1862	1583	1769	1122	639

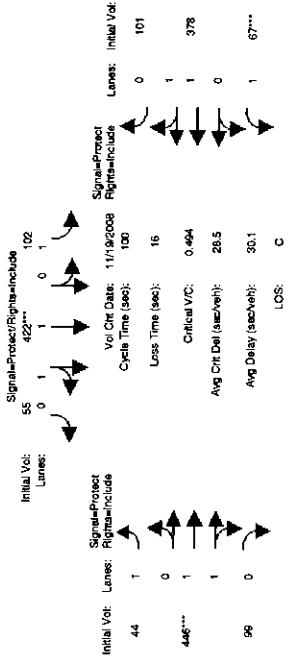
Capacity Analysis Module:

Vol/Sat:	0.06	0.14	0.14	0.05	0.13	0.13	0.01	0.09	0.06	0.04	0.16	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.15	0.30	0.30	0.12	0.27	0.27	0.07	0.24	0.24	0.18	0.35	0.35
Volume/Cap:	0.42	0.46	0.46	0.46	0.47	0.47	0.14	0.38	0.26	0.20	0.46	0.46
Delay/Veh:	39.7	28.7	28.7	42.9	31.0	31.0	44.2	32.3	31.1	35.0	25.5	25.5
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:	39.7	28.7	28.7	42.9	31.0	31.0	44.2	32.3	31.1	35.0	25.5	25.5
LOS by Move:	D	C	C	D	C	C	D	C	D	C	C	C
HCM2kAVGQ:	3	7	7	3	6	6	1	5	3	2	7	7

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

Riverside-Corona Feeder Pipeline Realignment
Existing - Ambient Growth, Condition
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EA AM

Intersection #7: Jackson Street / California Avenue



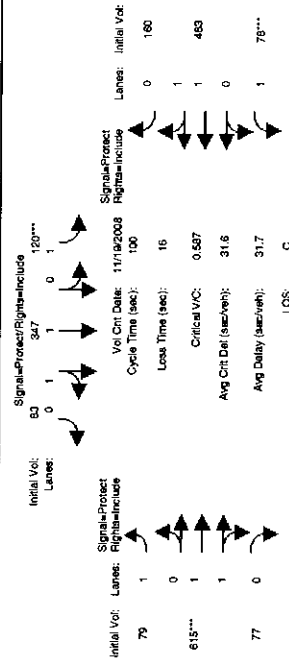
Initial Vol: 55
Lanes: 422***
Signal=Protect/Right=Include
Vo Cnt Date: 11/19/2008
Cycle Time (sec): 100
Loss Time (sec): 16
Critical V/C: 0.494
Avg Cnt Del (sec/veh): 28.5
Avg Delay (sec/veh): 30.1
LOS: C

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 L - T - R
Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM
Base Vol: 49 317 59 93 394 50 40 405 90 61 344 92
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: 54 349 65 102 422 55 44 446 99 67 378 101
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: 54 349 65 102 422 55 44 446 99 67 378 101
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: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 62 398 74 117 482 63 50 509 113 77 432 116
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 62 398 74 117 482 63 50 509 113 77 432 116
M/F Adj: 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: 62 398 74 117 482 63 50 509 113 77 432 116
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.93 0.91 0.91 0.93 0.92 0.92 0.93 0.91 0.91 0.93 0.90 0.90
Lanes: 1.00 1.69 0.31 1.00 1.77 0.23 1.00 1.64 0.36 1.00 1.58 0.42
Final Sat.: 1769 2911 542 1769 3077 401 1769 2816 626 1769 2702 723
Capacity Analysis Module:
Vol/Sat: 0.03 0.14 0.14 0.07 0.16 0.16 0.03 0.18 0.18 0.04 0.16 0.16
Crit Moves: ****

Green/Cycle: 0.07 0.26 0.26 0.13 0.32 0.32 0.14 0.37 0.37 0.09 0.31 0.31
Volume/Cap: 0.49 0.53 0.53 0.50 0.49 0.49 0.21 0.49 0.49 0.49 0.51 0.51
Delay/Veh: 47.8 32.7 32.7 42.2 28.0 28.0 38.7 24.9 24.9 46.0 28.3 28.3
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
AdjDel/Veh: 47.8 32.7 32.7 42.2 28.0 28.0 38.7 24.9 24.9 46.0 28.3 28.3
LOS by Move: D C C D C D C D C D C D C
HCM2kAvqQ: 3 7 7 4 7 7 1 8 8 3 8 8
Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment
Existing - Ambient Growth, Condition
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EA PM

Intersection #7: Jackson Street / California Avenue



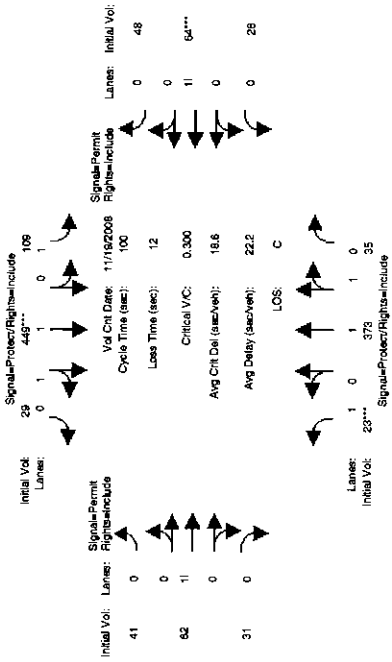
Initial Vol: 83
Lanes: 347
Signal=Protect/Right=Include
Vo Cnt Date: 11/19/2008
Cycle Time (sec): 100
Loss Time (sec): 16
Critical V/C: 0.537
Avg Cnt Del (sec/veh): 31.6
Avg Delay (sec/veh): 31.7
LOS: C

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 L - T - R
Min. Green: 7 7 7 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 71 421 145
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: 84 451 94 120 347 83 79 615 77 78 463 160
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: 84 451 94 120 347 83 79 615 77 78 463 160
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: 0.95 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 82 487 168
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 88 474 98 126 364 87 83 647 81 82 487 168
M/F Adj: 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: 88 474 98 126 364 87 83 647 81 82 487 168
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.93 0.91 0.91 0.93 0.90 0.90 0.93 0.92 0.92 0.93 0.90 0.90
Lanes: 1.00 1.66 0.34 1.00 1.62 0.38 1.00 1.78 0.22 1.00 1.49 0.51
Final Sat.: 1769 2854 592 1769 2775 661 1769 3091 387 1769 2531 872
Capacity Analysis Module:
Vol/Sat: 0.05 0.17 0.17 0.07 0.13 0.13 0.05 0.21 0.21 0.05 0.19 0.19
Crit Moves: ****

Green/Cycle: 0.14 0.28 0.28 0.12 0.26 0.26 0.12 0.36 0.36 0.08 0.32 0.32
Volume/Cap: 0.35 0.59 0.59 0.59 0.50 0.50 0.41 0.59 0.59 0.59 0.60 0.60
Delay/Veh: 39.7 31.8 31.8 45.7 31.6 31.6 42.3 26.9 26.9 50.8 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: 39.7 31.8 31.8 45.7 31.6 31.6 42.3 26.9 26.9 50.8 29.6 29.6
LOS by Move: D C C D C D C D C D C D C
HCM2kAvqQ: 3 9 9 5 7 7 3 10 10 3 10 10
Note: Queue reported is the number of cars per lane.

Riverside-Comona Feeder Pipeline Realignment
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Intersection #8: Jackson Street / Garfield Avenue



Street Name: Jackson Street Garfield 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:	21	339	32	99	408	26	37	56
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	23	373	35	109	449	29	41	62
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	23	373	35	109	449	29	41	62
User Adj:	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
PHF Volume:	26	421	40	123	507	32	46	70
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	26	421	40	123	507	32	46	70
PCE 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	421	40	123	507	32	46	70

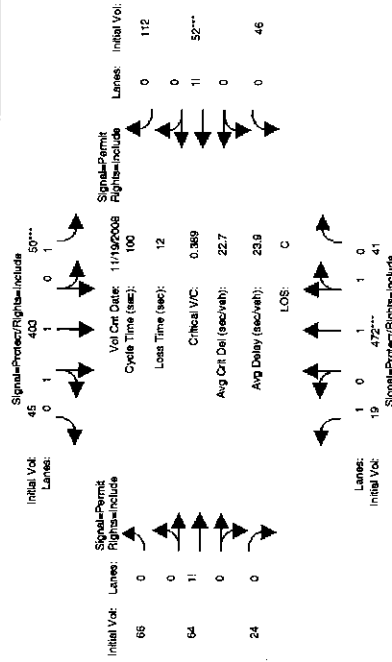
Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.93 0.92 0.92 0.93 0.92 0.92 0.93 0.92 0.92
 Lanes: 1.00 1.83 0.17 1.00 1.88 0.12 1.00 1.46 0.23
 Final Sat.: 1769 3191 301 1769 3296 210 483 731 366

Capacity Analysis Module:
 Vol/Sat: 0.01 0.13 0.13 0.07 0.15 0.15 0.10 0.10 0.10
 Crit Moves: ****
 Green/Cycle: 0.07 0.37 0.37 0.20 0.50 0.50 0.31 0.31 0.31
 Volume/Cap: 0.21 0.36 0.36 0.35 0.31 0.31 0.31 0.31 0.31
 Delay/Veh: 44.7 22.9 22.9 35.3 15.0 15.0 26.6 26.6 26.6
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 44.7 22.9 22.9 35.3 15.0 15.0 26.6 26.6 26.6
 LOS by Move: D C C D B B C C C C
 HCM2kAvgQ: 1 5 5 3 5 5 4 4 4

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

Riverside-Comona Feeder Pipeline Realignment
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Intersection #8: Jackson Street / Garfield Avenue



Street Name: Jackson Street Garfield 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 << 4:30-5:30 PM								
Base Vol:	17	429	37	45	366	41	60	58
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	19	472	41	50	403	45	66	64
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	19	472	41	50	403	45	66	64
User Adj:	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
PHF Volume:	21	522	45	55	445	50	73	71
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	21	522	45	55	445	50	73	71
PCE 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:	21	522	45	55	445	50	73	71

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.93 0.92 0.92 0.93 0.92 0.92 0.93 0.92 0.92
 Lanes: 1.00 1.84 0.16 1.00 1.80 0.20 0.43 0.41 0.16
 Final Sat.: 1769 3218 278 1769 3134 351 628 607 230

Capacity Analysis Module:
 Vol/Sat: 0.01 0.16 0.16 0.03 0.14 0.14 0.12 0.12 0.12
 Crit Moves: ****
 Green/Cycle: 0.16 0.42 0.42 0.08 0.33 0.33 0.38 0.38 0.38
 Volume/Cap: 0.07 0.39 0.39 0.39 0.43 0.43 0.30 0.30 0.30
 Delay/Veh: 35.5 20.4 20.4 45.5 26.2 26.2 21.9 21.9 21.9
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 35.5 20.4 20.4 45.5 26.2 26.2 21.9 21.9 21.9
 LOS by Move: D C C D C C C C C C
 HCM2kAvgQ: 1 6 6 2 6 6 4 4 4

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

Riverside-Coona Feeder Pipeline Realignment
W.C. 07-5377

Esting - Ambient Growth Condition

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2000 HCM Operations (Future Volume Alternative)
EAAM

Intersection #8: Jackson Street / Magnolia Avenue

Signal timing diagram for Intersection #8: Jackson Street / Magnolia Avenue. Shows signal phases and times for Northbound, Southbound, Eastbound, and Westbound directions. Includes parameters like Initial Vol., Lanes, and Cycle Time (sec).

Table with 11 columns: Street Name, Approach, Movement, Min. Green, Volume Module (Count Date, Base Vol., Growth Adj., Initial Bse, Added Vol., PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAVQ).

Street Name: Jackson Street Magnolia Avenue
Approach: North Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Min. Green: 7
Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM
Base Vol: 103 349 287 148 273 105 94 529 70 84 431 114
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.10 1.10 1.10
Initial Bse: 113 384 316 163 300 116 103 582 77 92 474 125
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: 113 384 316 163 300 116 103 582 77 92 474 125
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: 121 408 336 173 319 123 110 619 82 98 504 133
Reduced Vol: 0 0 0 0 0 0 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 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: 121 408 336 173 319 123 110 619 82 98 504 133
Sat/Lane: 1900 1900 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 0.91 0.93 0.90 0.90
Lanes: 1.00 1.00 0.90 1.00 1.44 0.56 1.00 1.77 0.23 1.00 1.58 0.42
Final Sat.: 1769 1809 1488 1769 2448 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 0.69 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 D C C C D C C E C C
HCM2kAVQ: 4 12 12 6 6 6 4 11 11 4 10 10
Note: Queue reported is the number of cars per lane.

Riverside-Coona Feeder Pipeline Realignment
W.C. 07-5377

Esting - Ambient Growth Condition

Level Of Service Computation Report

2000 HCM Operations (Future Volume Alternative)
EA PM

Intersection #9: Jackson Street / Magnolia Avenue

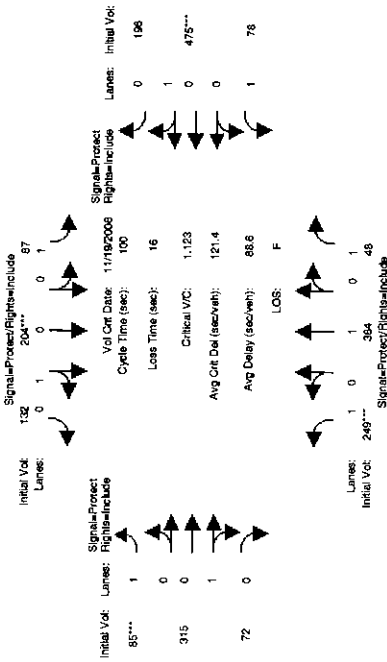
Signal timing diagram for Intersection #9: Jackson Street / Magnolia Avenue. Shows signal phases and times for Northbound, Southbound, Eastbound, and Westbound directions. Includes parameters like Initial Vol., Lanes, and Cycle Time (sec).

Table with 11 columns: Street Name, Approach, Movement, Min. Green, Volume Module (Count Date, Base Vol., Growth Adj., Initial Bse, Added Vol., PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAVQ).

Street Name: Jackson Street Magnolia Avenue
Approach: North Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Min. Green: 7
Volume Module: >> Count Date: 19 Nov 2008 << 4:30-5:30 PM
Base Vol: 69 239 43 110 269 172 108 684 86 61 672 86
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: 76 263 47 121 296 189 119 752 95 67 739 95
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: 76 263 47 121 296 189 119 752 95 67 739 95
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: 80 279 50 128 314 201 126 798 100 71 784 100
Reduced Vol: 0 0 0 0 0 0 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 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: 80 279 50 128 314 201 126 798 100 71 784 100
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.93 0.91 0.91 0.93 0.88 0.88 0.93 0.92 0.92 0.93 0.92 0.92
Lanes: 1.00 1.70 0.30 1.00 1.22 0.78 1.00 1.78 0.22 1.00 1.77 0.23
Final Sat.: 1769 2329 527 1769 2033 1300 1769 3089 388 1769 3083 395
Capacity Analysis Module:
Vol/Sat: 0.05 0.10 0.10 0.07 0.15 0.15 0.07 0.26 0.26 0.04 0.25 0.25
Crit Moves: *****
Green/Cycle: 0.08 0.19 0.19 0.15 0.26 0.26 0.11 0.43 0.43 0.07 0.39 0.39
Volume/Cap: 0.59 0.50 0.50 0.50 0.59 0.59 0.65 0.59 0.59 0.57 0.65 0.65
Delay/Veh: 51.7 36.8 36.8 40.9 33.6 33.6 49.9 22.2 22.2 51.5 25.7 25.7
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: 51.7 36.8 36.8 40.9 33.6 33.6 49.9 22.2 22.2 51.5 25.7 25.7
LOS by Move: D D D D D C D C C D C C
HCM2kAVQ: 3 5 5 4 8 8 5 11 11 3 12 12
Note: Queue reported is the number of cars per lane.

Riverview-Corona Feeder Pipeline Reassignment
W.O. 07-0377
Easing - Ambient Growth Condition
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EA AM

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 7 7 7 7 7 7 7 7

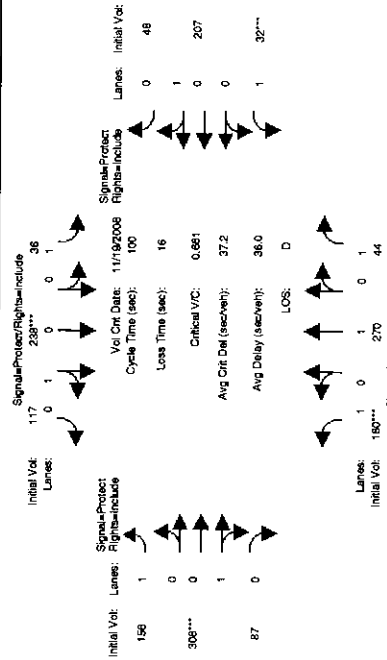
Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM
Base Vol: 226 349 44 79 185 120 77 286 65 71 432 178
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 249 384 48 87 204 132 85 315 72 78 475 196
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 249 384 48 87 204 132 85 315 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 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 0.80
PHF Volume: 310 479 60 108 254 165 106 392 89 97 593 244
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 310 479 60 108 254 165 106 392 89 97 593 244
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: 310 479 60 108 254 165 106 392 89 97 593 244

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.93 0.98 0.83 0.93 0.92 0.92 0.93 0.95 0.95 0.93 0.94 0.94
Lanes: 1.00 1.00 1.00 1.00 0.61 0.39 1.00 0.81 0.19 1.00 0.71 0.29
Final Sat.: 1769 1862 1583 1769 1063 689 1769 1475 335 1769 1261 519

Capacity Analysis Module:
Vol/Sat: 0.18 0.26 0.04 0.06 0.24 0.24 0.06 0.27 0.27 0.06 0.47 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 0.65 0.70 0.70 0.95 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 46.6 112 111.7
LOS by Move: F D C E F F F F C C D F F F
HCM2kAVQ: 18 18 1 5 23 23 6 13 13 4 42 42
Note: Queue reported is the number of cars per lane.

Riverview-Corona Feeder Pipeline Reassignment
W.O. 07-0377
Easing - Ambient Growth Condition
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2000 HCM Operators (Future Volume Alternative)
EA 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 7 7 7 7 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 4:30-5:30 PM
Base Vol: 164 245 40 33 216 106 142 280 79 29 188 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
Initial Bse: 180 270 44 36 238 117 156 308 87 32 207 48
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: 180 270 44 36 238 117 156 308 87 32 207 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
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
PHF Volume: 186 278 45 37 245 120 161 317 89 33 213 50
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 186 278 45 37 245 120 161 317 89 33 213 50
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: 186 278 45 37 245 120 161 317 89 33 213 50

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.93 0.98 0.83 0.93 0.93 0.93 0.93 0.95 0.95 0.93 0.95 0.95
Lanes: 1.00 1.00 1.00 1.00 0.67 0.33 1.00 0.78 0.22 1.00 0.81 0.19
Final Sat.: 1769 1862 1583 1769 1188 583 1769 1404 396 1769 1467 343

Capacity Analysis Module:
Vol/Sat: 0.11 0.15 0.03 0.02 0.21 0.21 0.09 0.23 0.23 0.02 0.15 0.15
Crit Moves: ****
Green/Cycle: 0.15 0.30 0.30 0.14 0.30 0.30 0.15 0.32 0.32 0.07 0.24 0.24
Volume/Cap: 0.70 0.49 0.09 0.15 0.70 0.70 0.60 0.70 0.70 0.27 0.60 0.60
Delay/Veh: 48.2 29.2 25.1 37.8 35.4 35.4 43.3 33.2 33.2 45.2 35.9 35.9
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: 48.2 29.2 25.1 37.8 35.4 35.4 43.3 33.2 33.2 45.2 35.9 35.9
LOS by Move: D C C D D D D D C C D D D
HCM2kAVQ: 7 7 1 11 11 6 12 12 1 8 8
Note: Queue reported is the number of cars per lane.

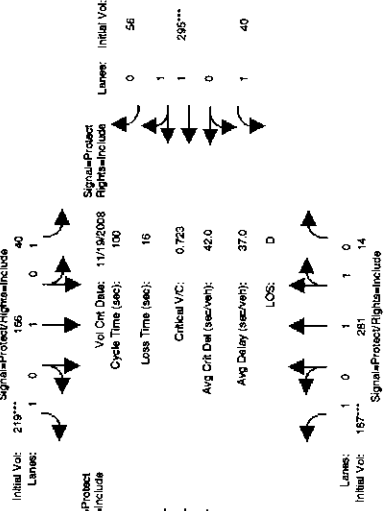
Riverside-Connell Feeder Pipeline Realignment
W.O. 07-4377

Editing - Ambient Growth Condition

Level Of Service Computation Report

2000 HCM Operations (Future Volume Alternative)
EA AM

Intersection #11: Jackson Street / Lincoln Avenue



Street Name: Jackson Street Lincoln Avenue

Approach: North Bound East Bound West Bound

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

Min. Green: 7

Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM

Base Vol: 152 255 13 36 151 199 110 100 66 36 268 51

Growth Adj: 1.10

Initial Bse: 167 281 14 40 166 219 121 110 73 40 295 56

Added Vol: 0

PasserByVol: 0

Initial Fut: 167 281 14 40 166 219 121 110 73 40 295 56

User Adj: 1.00

PHF Adj: 0.86 0.66

PHF Volume: 252 423 22 60 251 330 183 166 110 60 445 85

Reduced Vol: 0

Reduced Vol: 252 423 22 60 251 330 183 166 110 60 445 85

PCE Adj: 1.00

MLF Adj: 1.00

FinalVolume: 252 423 22 60 251 330 183 166 110 60 445 85

Saturation Flow Module:

Sat/Lane: 1900

Adjustment: 0.93 0.92 0.92 0.92 0.93 0.98 0.83 0.93 0.98 0.88 0.93 0.91 0.91 0.91 0.93 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91

Lanes: 1.00 1.90 0.40 1.00 1.00 1.00 1.00 1.00 1.20 0.80 1.00 1.68 0.32

Final Sat.: 1769 3343 170 1769 1862 1583 1769 2003 1322 1769 2901 552

Capacity Analysis Module:

Vol/Sat: 0.14 0.13 0.13 0.03 0.13 0.21 0.10 0.08 0.08 0.03 0.15 0.15

Crit Moves: ****

Green/Cycle: 0.20 0.31 0.31 0.17 0.29 0.29 0.14 0.19 0.19 0.16 0.21 0.21

Volume/Cap: 0.72 0.40 0.40 0.20 0.47 0.72 0.72 0.43 0.43 0.21 0.72 0.72

Delay/Veh: 44.9 27.3 27.3 35.7 29.9 37.6 50.9 36.0 36.0 36.7 40.3 40.3

User DelAdj: 1.00

AdjDel/Veh: 44.9 27.3 27.3 35.7 29.9 37.6 50.9 36.0 36.0 36.7 40.3 40.3

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

HCM2kAVQ: 9 6 6 2 7 11 7 4 4 2 9 9

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

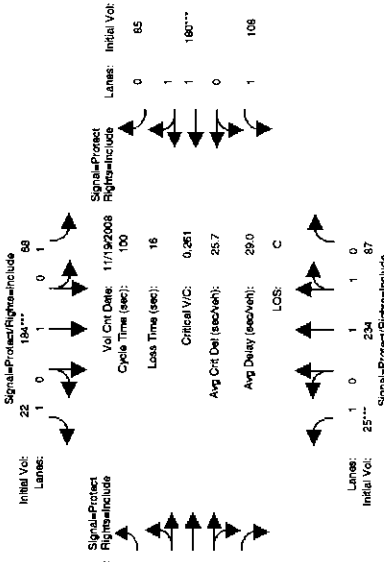
Riverside-Connell Feeder Pipeline Realignment
W.O. 07-4377

Editing - Ambient Growth Condition

Level Of Service Computation Report

2000 HCM Operations (Future Volume Alternative)
EA PM

Intersection #11: Jackson Street / Lincoln Avenue



Street Name: Jackson Street Lincoln Avenue

Approach: North Bound East Bound West Bound

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

Min. Green: 7

Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM

Base Vol: 23 213 79 62 167 20 12 78 17 98 164 77

Growth Adj: 1.10

Initial Bse: 25 234 87 68 184 22 13 86 19 108 180 85

Added Vol: 0

PasserByVol: 0

Initial Fut: 25 234 87 68 184 22 13 86 19 108 180 85

User Adj: 1.00

PHF Adj: 0.91

PHF Volume: 28 258 96 75 202 24 15 94 21 119 199 93

Reduced Vol: 0

Reduced Vol: 28 258 96 75 202 24 15 94 21 119 199 93

PCE Adj: 1.00

MLF Adj: 1.00

FinalVolume: 28 258 96 75 202 24 15 94 21 119 199 93

Saturation Flow Module:

Sat/Lane: 1900

Adjustment: 0.93 0.89 0.89 0.93 0.98 0.83 0.93 0.91 0.91 0.91 0.93 0.91 0.91 0.91 0.93 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91

Lanes: 1.00 1.46 0.54 1.00 1.00 1.00 1.00 1.00 1.64 0.56 1.00 1.36 0.64

Final Sat.: 1769 2475 918 1769 1862 1583 1769 2826 616 1769 2392 1076

Capacity Analysis Module:

Vol/Sat: 0.02 0.10 0.10 0.04 0.11 0.02 0.01 0.03 0.03 0.07 0.09 0.09

Crit Moves: ****

Green/Cycle: 0.07 0.27 0.27 0.16 0.39 0.39 0.07 0.19 0.19 0.19 0.31 0.31

Volume/Cap: 0.23 0.38 0.38 0.23 0.28 0.04 0.12 0.18 0.18 0.35 0.28 0.28

Delay/Veh: 44.9 29.6 29.6 35.1 21.1 19.0 44.0 34.0 34.0 35.8 26.2 26.2

User DelAdj: 1.00

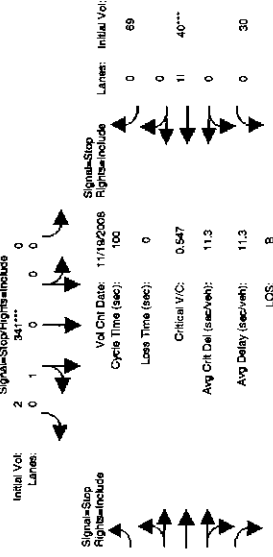
AdjDel/Veh: 44.9 29.6 29.6 35.1 21.1 19.0 44.0 34.0 34.0 35.8 26.2 26.2

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

HCM2kAVQ: 1 5 5 2 4 0 1 2 2 3 4 4

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

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



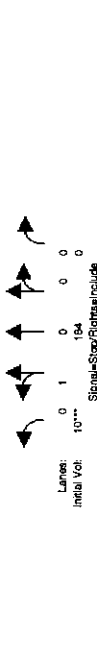
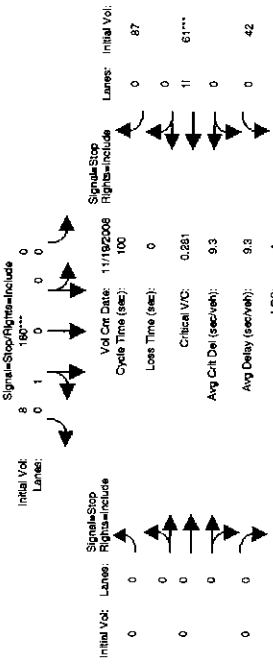
Street Name: Jackson Street Victoria Avenue (North)

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	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	27
Growth Adj:	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	30
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	7	156	0	341	2	0	0	30
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:	8	191	0	417	3	0	0	36
Reduc Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	8	191	0	417	3	0	0	36
PCE 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:	8	191	0	417	3	0	0	36

Saturation Flow Module:
Adjustment: 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 0.00
Final Sat.: 29 687 0 0 762 5 0 0 142 189 331
Capacity Analysis Module:
Vol/Sat: 0.28 0.28 xxxxx 0.55 0.55 xxxxx xxxxx xxxxx 0.26 0.26 0.26
Crit Moves: ****
Delay/Veh: 9.6 9.6 0.0 0.0 12.8 12.8 0.0 0.0 0.0 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 12.8 0.0 0.0 0.0 9.6 9.6
LOS by Move: A * * * B B A A A A
ApproachDel: 9.6
Delay Adj: 1.00
ApprAdjDel: 9.6
LOS by Appr: A B A *
AllWayAVGQ: 0.4 0.4 1.1 1.1 1.1 0.0 0.0 0.0 0.3 0.3 0.3
Note: Queue reported is the number of cars per lane.

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



Street Name: Jackson 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

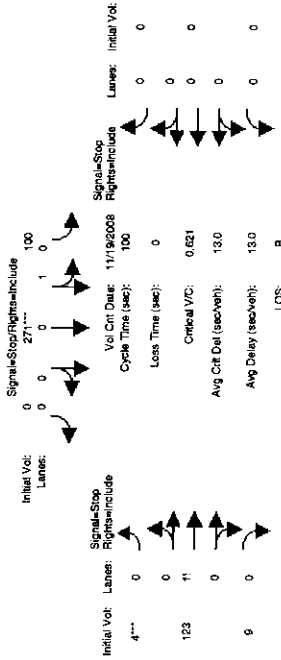
Min. Green:	7	7	7	7	7	7	7	7
Volume Module: >> Count Date:	19 Nov 2008 << 4:30-5:30 PM							
Base Vol:	9	167	0	164	7	0	0	38
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	10	184	0	180	8	0	0	42
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	10	184	0	180	8	0	0	42
User Adj:	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
PHF Volume:	11	199	0	195	8	0	0	45
Reduc Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	11	199	0	195	8	0	0	45
PCE 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:	11	199	0	195	8	0	0	45

Saturation Flow Module:
Adjustment: 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 0.04 0.00 0.00 0.00
Final Sat.: 38 708 0 0 718 31 0 0 0 163 236 339
Capacity Analysis Module:
Vol/Sat: 0.28 0.28 xxxxx 0.27 0.27 xxxxx xxxxx 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 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: 9.4 9.4 0.0 0.0 9.3 9.3 0.0 0.0 0.0 9.2 9.2
LOS by Move: A A * * A A * * A A A
ApproachDel: 9.4
Delay Adj: 1.00
ApprAdjDel: 9.4
LOS by Appr: A A A *
AllWayAVGQ: 0.4 0.4 0.4 0.3 0.3 0.3 0.0 0.0 0.0 0.3 0.3 0.3
Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment

W.O. 07-4377
Existing - Ambient Growth Condition
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
EA AM

Intersection #212: Jackson Street / Victoria Avenue (South)



Street Name: Jackson Street Victoria Avenue (South)
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 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM

Base Vol: 0 144 105 91 246 0 4 112 8 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: 0 158 116 100 271 0 4 123 9 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: 0 158 116 100 271 0 4 123 9 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: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82
PHF Volume: 0 194 141 122 331 0 5 151 11 0 0 0
Reduced Vol: 0 0 0 0 0 0 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 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: 0 194 141 122 331 0 5 151 11 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 1.00
Lanes: 0.00 0.58 0.42 0.27 0.73 0.00 0.03 0.91 0.06 0.00 0.00 0.00
Final Sat.: 0 431 314 197 532 0 19 535 38 0 0 0

Capacity Analysis Module:
Vol/Sat: xxxxx 0.45 0.45 0.62 0.62 xxxxx 0.28 0.28 0.28 xxxxx xxxxx xxxxx
Crit Moves: ****

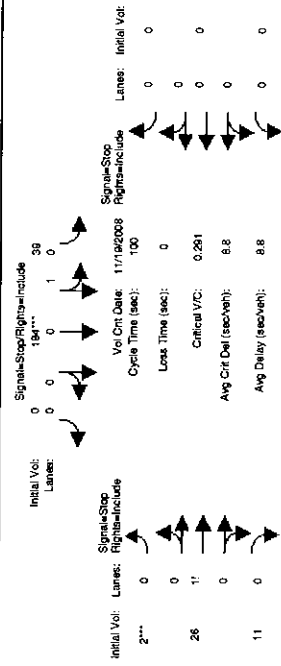
Delay/Veh: 0.0 11.3 11.3 15.1 15.1 0.0 10.5 10.5 10.5 0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 11.3 11.3 15.1 15.1 0.0 10.5 10.5 10.5 0.0 0.0 0.0
LOS by Move: * B B C * B B B *
ApproachDel: 11.3 15.1 10.5 xxxxxxx
Delay Adj: 1.00 1.00 1.00 xxxxxx
ApprAdjDel: 11.3 15.1 10.5 xxxxxx
LOS by Appr: B B C
AllwayAVGO: 0.7 0.7 0.7 1.5 1.5 1.5 0.3 0.3 0.3 0.0 0.0 0.0

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

Riverside-Corona Feeder Pipeline Realignment

Existing - Ambient Growth Condition
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
EA PM

Intersection #212: Jackson Street / Victoria Avenue (South)



Street Name: Jackson Street Victoria Avenue (South)
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 7 7 7 7

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

Base Vol: 0 174 28 35 167 0 2 24 10 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: 0 191 31 39 184 0 2 26 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 Fut: 0 191 31 39 184 0 2 26 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
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 0 207 33 42 199 0 2 29 12 0 0 0
Reduced Vol: 0 0 0 0 0 0 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 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: 0 207 33 42 199 0 2 29 12 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 1.00
Lanes: 0.00 0.86 0.14 0.17 0.83 0.00 0.05 0.67 0.28 0.00 0.00 0.00
Final Sat.: 0 730 117 143 683 0 39 466 194 0 0 0

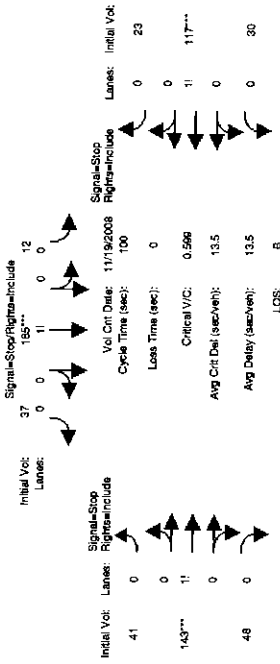
Capacity Analysis Module:
Vol/Sat: xxxxx 0.28 0.28 0.29 0.29 xxxxx 0.06 0.06 0.06 xxxxx xxxxx
Crit Moves: ****

Delay/Veh: 0.0 8.8 8.8 9.0 9.0 0.0 8.0 8.0 8.0 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
AdjDel/Veh: 0.0 8.8 8.8 9.0 9.0 0.0 8.0 8.0 8.0 0.0 0.0 0.0
LOS by Move: * A A A * A A * A A *
ApproachDel: 8.8 9.0 8.0 xxxxxxx
Delay Adj: 1.00 1.00 1.00 xxxxxx
ApprAdjDel: 8.8 9.0 8.0 xxxxxx
LOS by Appr: A A A
AllwayAVGO: 0.4 0.4 0.4 0.4 0.4 0.1 0.1 0.1 0.1 0.0 0.0 0.0

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

Riverside-Colorado Feeder Pipeline Realignment
 W.O. 07-4377
 Existing - Ambient Growth Condition
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 EA AM

Intersection #13: Monroe Street / Colorado Avenue



Street Name: Monroe Street
 Approach: North Bound
 Movement: 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

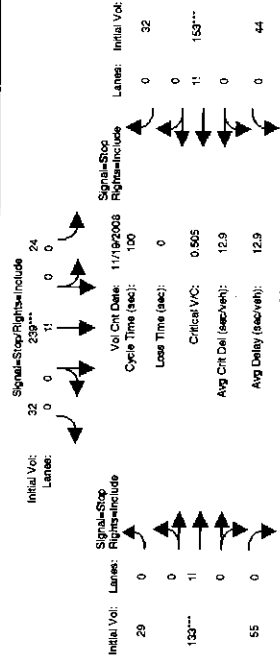
Volume Module: >> Count Date: 19 Nov 2008 << 7:15-8:15 AM
 Base Vol: 41 222 56 11 168 34 37 130 44 27 106 21
 Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
 Initial Bse: 45 244 62 12 185 37 41 143 48 30 117 23
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 45 244 62 12 185 37 41 143 48 30 117 23
 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: 48 260 66 13 197 40 43 152 52 32 124 25
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 48 260 66 13 197 40 43 152 52 32 124 25
 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: 48 260 66 13 197 40 43 152 52 32 124 25

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 1.00
 Lanes: 0.13 0.70 0.17 0.05 0.79 0.16 0.17 0.62 0.21 0.17 0.69 0.14
 Final Sat.: 80 435 110 30 463 94 99 349 118 94 370 73

Capacity Analysis Module:
 Vol/Sat: 0.60 0.60 0.43 0.43 0.43 0.44 0.44 0.44 0.44 0.34 0.34 0.34
 Crit Moves: *****
 Delay/Veh: 15.6 15.6 12.4 12.4 12.4 12.7 12.7 12.7 11.6 11.6 11.6 11.6
 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
 AdjDel/Veh: 15.6 15.6 15.6 12.4 12.4 12.4 12.4 12.7 12.7 11.6 11.6 11.6
 LOS by Move: C C C C E B E B E B E B E B
 ApproachDel: 15.6 12.4 12.4 12.4 12.4 12.7 12.7 12.7 11.6 11.6 11.6 11.6
 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
 ApprAdjDel: 15.6 12.4 12.4 12.4 12.4 12.7 12.7 12.7 11.6 11.6 11.6 11.6
 LOS by Appr: C C C C E B E B E B E B E B
 AllWayAvgQ: 1.2 1.2 1.2 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.4 0.4
 Note: Queue reported is the number of cars per lane.

Riverside-Colorado Feeder Pipeline Realignment
 W.O. 07-4377
 Existing - Ambient Growth Condition
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 EA PM

Intersection #13: Monroe Street / Colorado Avenue



Street Name: Monroe Street
 Approach: North Bound
 Movement: 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

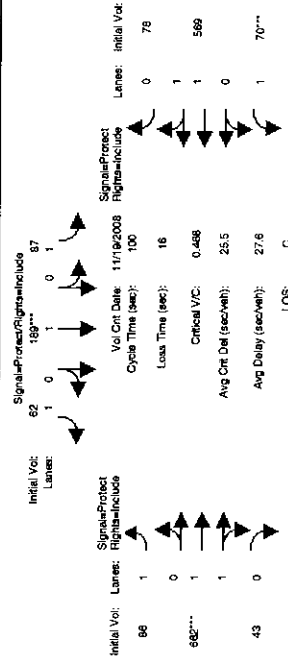
Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM
 Base Vol: 52 155 36 22 217 29 26 121 50 40 139 29
 Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
 Initial Bse: 57 171 40 24 239 32 29 133 55 44 163 32
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 57 171 40 24 239 32 29 133 55 44 163 32
 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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
 PHF Volume: 59 175 41 25 245 33 29 137 56 45 157 33
 Reduct 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
 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: 59 175 41 25 245 33 29 137 56 45 157 33

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 1.00
 Lanes: 0.21 0.64 0.15 0.08 0.81 0.11 0.13 0.62 0.25 0.19 0.67 0.14
 Final Sat.: 126 376 87 49 486 65 75 347 143 108 377 79

Capacity Analysis Module:
 Vol/Sat: 0.46 0.46 0.46 0.50 0.50 0.50 0.39 0.39 0.39 0.42 0.42 0.42
 Crit Moves: *****
 Delay/Veh: 13.0 13.0 13.0 13.6 13.6 13.6 12.0 12.0 12.0 12.4 12.4 12.4
 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
 AdjDel/Veh: 13.0 13.0 13.0 13.6 13.6 13.6 12.0 12.0 12.0 12.4 12.4 12.4
 LOS by Move: B B B B E B E B E B E B E B
 ApproachDel: 13.0 13.6 13.6 13.6 13.6 12.0 12.0 12.0 12.4 12.4 12.4 12.4
 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
 ApprAdjDel: 13.0 13.6 13.6 13.6 13.6 12.0 12.0 12.0 12.4 12.4 12.4 12.4
 LOS by Appr: B B B B E B E B E B E B E B
 AllWayAvgQ: 0.7 0.7 0.7 0.8 0.8 0.8 0.5 0.5 0.5 0.6 0.6 0.6
 Note: Queue reported is the number of cars per lane.

Riverside-Condra Feeder Pipeline Realignment
 W.O. 07-0377
 Existing - Ambient Growth Condition
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EA PM

Intersection #14: Monroe Street / California Avenue



Street Name: Monroe Street

Approach: Northbound Southbound Eastbound Westbound
 Movement: 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 << 8:00-6:00 PM

Base Vol:	52	160	59	79	172	56	78	602	39	64	517	71
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:	57	176	65	87	189	62	86	662	43	70	569	78
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:	57	176	65	87	189	62	86	662	43	70	569	78
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:	0.95	0.95	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	198	65	90	694	45	74	596	82
Reduced Vol:	0	0	0	0	0	0	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	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:	60	184	68	91	198	65	90	694	45	74	596	82

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.92	0.92	0.93	0.91	0.91
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.:	1769	1862	1583	1769	1862	1583	1769	3293	213	1769	3055	419

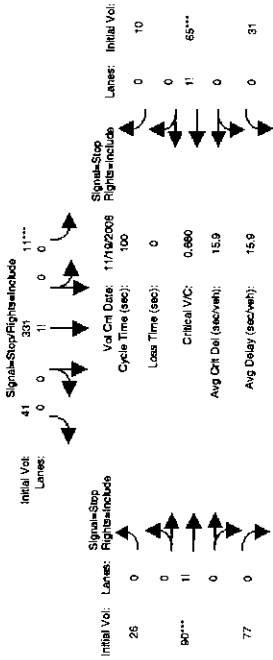
Capacity Analysis Module:

Vol/Sat:	0.03	0.10	0.04	0.05	0.11	0.04	0.05	0.21	0.21	0.04	0.20	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.07	0.18	0.18	0.12	0.23	0.23	0.14	0.45	0.45	0.09	0.40	0.40
Volume/Cap:	0.47	0.56	0.24	0.41	0.47	0.18	0.36	0.47	0.47	0.47	0.49	0.49
Delay/Veh:	47.2	39.9	35.9	41.7	34.2	31.3	39.6	19.3	19.3	45.5	22.8	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	39.9	35.9	41.7	34.2	31.3	39.6	19.3	19.3	45.5	22.8	22.8
LOS by Move:	D	D	D	D	C	C	D	B	B	D	B	C
HCW2kVQ:	2	6	2	3	6	2	3	8	8	3	8	8

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

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-0377
 Existing + Ambient Growth Condition
 Level of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 EA/AF

Intersection #15: Monroe Street / Garfield Avenue



Initial Vol: 26
 Lanes: 0 0 11 0 0 0
 Signal-Stop Rights include: Left, Through, Right

Initial Vol: 77
 Lanes: 0 0 11 0 0 0
 Signal-Stop Rights include: Left, Through, Right

Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM
 Base Vol: 25 318 11 10 301 37 24 82 70 28 59 9
 Growth Adj: 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0
 Initial Bse: 28 350 12 11 331 41 26 90 77 31 65 10
 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: 28 350 12 11 331 41 26 90 77 31 65 10
 User Adj: 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0
 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: 29 373 13 12 353 43 28 96 82 33 69 11
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 29 373 13 12 353 43 28 96 82 33 69 11
 PCE Adj: 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0
 MLF Adj: 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0
 Final Volume: 29 373 13 12 353 43 28 96 82 33 69 11

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 7 7 7 7

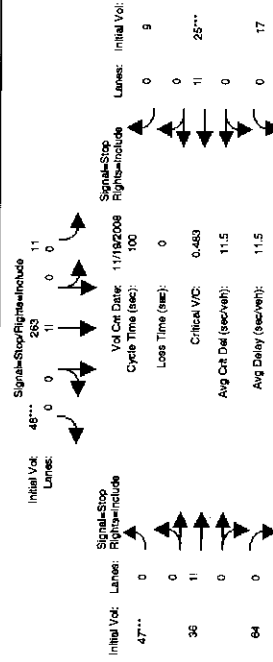
Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.07 0.90 0.03 0.03 0.86 0.11 0.14 0.46 0.40 0.29 0.62 0.09
 Final Sat.: 44 565 20 18 547 67 73 248 212 138 291 44

Capacity Analysis Module:
 Vol/Sat: 0.66 0.66 0.65 0.65 0.65 0.39 0.39 0.39 0.24 0.24 0.24 0.24
 Crit Moves: ****
 Delay/Veh: 17.8 17.8 17.8 17.2 17.2 17.2 12.3 12.3 12.3 11.2 11.2 11.2
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 17.8 17.8 17.8 17.2 17.2 17.2 12.3 12.3 12.3 11.2 11.2 11.2
 LOS by Move: C C C C C C C C C C C C
 ApproachDel: 17.8 17.2 12.3 12.3
 Delay Adj: 1.00 1.00 1.00 1.00
 ApprAdjDel: 17.8 17.2 12.3 12.3
 LOS by Appr: C C C C
 AllWayAVGQ: 1.6 1.6 1.6 1.5 1.5 1.5 0.5 0.5 0.5 0.2 0.2 0.2

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

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-0377
 Existing + Ambient Growth Condition
 Level of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 EA/AF

Intersection #15: Monroe Street / Garfield Avenue



Initial Vol: 47
 Lanes: 0 0 11 0 0 0
 Signal-Stop Rights include: Left, Through, Right

Initial Vol: 64
 Lanes: 0 0 11 0 0 0
 Signal-Stop Rights include: Left, Through, Right

Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM
 Base Vol: 37 239 6 10 239 44 43 33 58 15 23 8
 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: 41 263 7 11 263 48 47 36 64 17 25 9
 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: 41 263 7 11 263 48 47 36 64 17 25 9
 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: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
 PHF Volume: 44 283 7 12 283 52 51 39 69 18 27 9
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 44 283 7 12 283 52 51 39 69 18 27 9
 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: 44 283 7 12 283 52 51 39 69 18 27 9

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 7 7 7 7

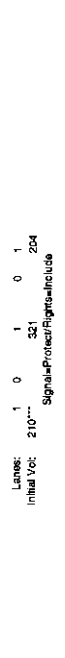
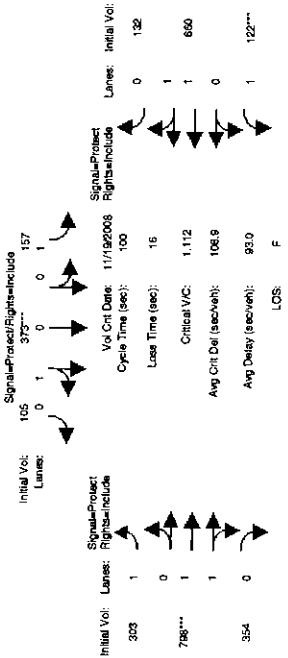
Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.13 0.85 0.02 0.03 0.82 0.15 0.32 0.25 0.43 0.33 0.50 0.17
 Final Sat.: 92 595 15 25 586 108 195 150 263 179 274 95

Capacity Analysis Module:
 Vol/Sat: 0.47 0.47 0.47 0.48 0.48 0.26 0.26 0.26 0.10 0.10 0.10 0.10
 Crit Moves: ****
 Delay/Veh: 12.1 12.1 12.1 12.0 12.0 12.0 10.1 10.1 10.1 9.3 9.3 9.3
 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
 AdjDel/Veh: 12.1 12.1 12.1 12.0 12.0 12.0 10.1 10.1 10.1 9.3 9.3 9.3
 LOS by Move: B B B B B B B B B B B B
 ApproachDel: 12.1 12.0 10.1 10.1
 Delay Adj: 1.00 1.00 1.00 1.00
 ApprAdjDel: 12.1 12.0 10.1 10.1
 LOS by Appr: B B B B
 AllWayAVGQ: 0.8 0.8 0.8 0.8 0.8 0.8 0.3 0.3 0.3 0.1 0.1 0.1

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

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-0377
 Existing - Ambient Growth Condition
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EA AM

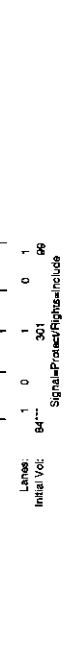
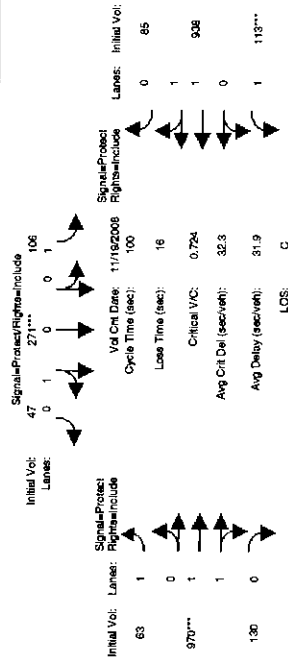
Intersection #18: Monroe Street / Magnolia Avenue



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 7 7 7 7
 Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM
 Base Vol: 191 292 185 143 339 95 275 322 111 600 120
 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: 210 321 204 157 373 105 303 798 354 122 660 132
 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: 210 321 204 157 373 105 303 798 354 122 660 132
 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: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
 PHF Volume: 247 378 239 185 439 123 356 938 417 144 776 155
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
 PCE Adj: 247 378 239 185 439 123 356 938 417 144 776 155
 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: 247 378 239 185 439 123 356 938 417 144 776 155
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.93 0.98 0.83 0.93 0.95 0.95 0.93 0.89 0.89 0.93 0.91 0.91
 Lanes: 1.00 1.00 1.00 1.00 0.78 0.22 1.00 1.38 0.62 1.00 1.67 0.33
 Final Sat.: 1769 1862 1583 1769 1406 394 1769 2337 1038 1769 2874 575
 Capacity Analysis Module:
 Vol/Sat: 0.14 0.20 0.15 0.10 0.31 0.31 0.20 0.40 0.40 0.08 0.27 0.27
 Crit Moves: ****
 Green/Cycle: 0.13 0.27 0.27 0.14 0.28 0.28 0.19 0.36 0.36 0.07 0.25 0.25
 Volume/Cap: 1.11 0.76 0.56 0.76 1.11 1.11 1.09 1.11 1.11 1.11 1.09 1.09
 Delay/Veh: 137.5 40.2 33.3 54.3 110 110.5 115.4 94.3 94.3 158.9 94.4 94.4
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 137.5 40.2 33.3 54.3 110 110.5 115.4 94.3 94.3 158.9 94.4 94.4
 LOS by Move: F D C D F F F F F F F F F F
 HCM2kavq: 14 12 7 7 28 28 19 35 35 9 24 24
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-0377
 Existing - Ambient Growth Condition
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EA PM

Intersection #16: Monroe Street / Magnolia Avenue

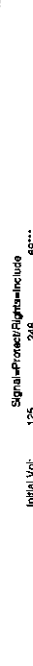


Street Name: Monroe Street
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Volume Module: >> Count Date: 19 Nov 2008 << 4:45-5:45 PM
 Base Vol: 76 274 90 96 246 43 57 882 118 103 853 77
 Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
 Initial Bse: 84 301 99 106 271 47 63 970 130 113 938 85
 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: 84 301 99 106 271 47 63 970 130 113 938 85
 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: 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99
 PHF Volume: 84 304 100 107 273 48 63 979 131 114 947 85
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PCE Adj: 84 304 100 107 273 48 63 979 131 114 947 85
 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: 84 304 100 107 273 48 63 979 131 114 947 85
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.93 0.98 0.83 0.93 0.95 0.96 0.93 0.91 0.91 0.93 0.92 0.92
 Lanes: 1.00 1.00 1.00 1.00 0.65 0.15 1.00 1.76 0.24 1.00 1.83 0.17
 Final Sat.: 1769 1862 1583 1769 1550 271 1769 3084 410 1769 3206 289
 Capacity Analysis Module:
 Vol/Sat: 0.05 0.16 0.05 0.06 0.18 0.18 0.04 0.32 0.32 0.06 0.30 0.30
 Crit Moves: ****
 Green/Cycle: 0.07 0.22 0.22 0.09 0.24 0.24 0.10 0.44 0.44 0.09 0.43 0.43
 Volume/Cap: 0.68 0.75 0.29 0.64 0.73 0.73 0.35 0.73 0.73 0.73 0.69 0.69
 Delay/Veh: 59.8 44.0 33.1 52.1 40.9 40.9 43.1 24.9 24.9 60.1 24.7 24.7
 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: 59.8 44.0 33.1 52.1 40.9 40.9 43.1 24.9 24.9 60.1 24.7 24.7
 LOS by Move: E D C D D C D D C C E C
 HCM2kavq: 4 10 3 4 11 11 2 16 16 5 14 14
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-0377
Existing - Ambient Growth Condition
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EA PM

Intersection #17: Monroe Street / Indiana Avenue

Initial Vol: 125
Lanes: 1 0 1 0 1
Signal/Protect/Right/Include
1 0 1 0 1
Initial Vol: 68
Lanes: 1 0 1 0 1
Signal/Protect/Right/Include
1 0 1 0 1

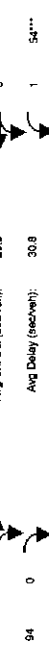


Vol Cnt Date: 11/19/2008
Cycle Time (sec): 100
Loss Time (sec): 16
Critical V/C: 0.461
Avg Cnt Del (sec/veh): 29.9
Avg Delay (sec/veh): 30.8
LOS: C

Table with 4 columns: Initial Vol, Lanes, Signal/Protect/Right/Include, Initial Vol. Values: 87, 1, 0, 297, 1, 94, 0.

Table with 4 columns: Signal/Protect/Right/Include, Lanes, Initial Vol, Signal/Protect/Right/Include. Values: 1, 0, 297, 1, 94, 0.

Initial Vol: 88
Lanes: 1 0 0 0 1 0
Signal/Protect/Right/Include
1 0 263 0 68



Vol Cnt Date: 11/19/2008
Cycle Time (sec): 100
Loss Time (sec): 16
Critical V/C: 0.461
Avg Cnt Del (sec/veh): 29.9
Avg Delay (sec/veh): 30.8
LOS: C

Table with 4 columns: Initial Vol, Lanes, Signal/Protect/Right/Include, Initial Vol. Values: 87, 1, 0, 297, 1, 94, 0.

Table with 4 columns: Signal/Protect/Right/Include, Lanes, Initial Vol, Signal/Protect/Right/Include. Values: 1, 0, 297, 1, 94, 0.

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 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 5:45-6:45 PM

Base Vol: 80 239 62 53 225 114 79 270 85 49 180 46

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: 88 263 68 69 248 125 87 297 94 54 198 51

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: 88 263 68 69 248 125 87 297 94 54 198 51

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: 97 289 75 76 272 138 95 326 103 59 218 56

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 97 289 75 76 272 138 95 326 103 59 218 56

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

M/F Adj: 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: 97 289 75 76 272 138 95 326 103 59 218 56

Saturation Flow Module:

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

Adjustment: 0.93 0.95 0.95 0.93 0.98 0.83 0.93 0.90 0.90 0.93 0.90 0.90

Lanes: 1.00 0.79 0.21 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Sat.: 1769 1433 372 1769 1862 1583 1769 2594 817 1769 2730 698

Capacity Analysis Module:

Vol/Sat: 0.05 0.20 0.20 0.04 0.15 0.09 0.05 0.13 0.13 0.03 0.08 0.08

Crit Moves: ****

Green/Cycle: 0.15 0.42 0.42 0.09 0.34 0.34 0.16 0.26 0.26 0.07 0.18 0.18

Volume/Cap: 0.33 0.48 0.48 0.48 0.42 0.25 0.35 0.48 0.48 0.48 0.45 0.45

Delay/Veh: 37.6 21.6 21.6 45.6 25.7 23.8 38.5 31.6 31.6 47.6 37.4 37.4

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

AdjDel/Veh: 37.6 21.6 21.6 45.6 25.7 23.8 38.5 31.6 31.6 47.6 37.4 37.4

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

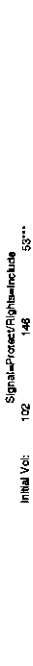
HCM2kavq: 3 8 8 3 7 3 6 2 4

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

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-0377
Existing - Ambient Growth Condition
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EA PM

Intersection #17: Monroe Street / Indiana Avenue

Initial Vol: 102
Lanes: 1 0 1 0 1
Signal/Protect/Right/Include
1 0 1 0 1
Initial Vol: 53
Lanes: 1 0 1 0 1
Signal/Protect/Right/Include
1 0 1 0 1

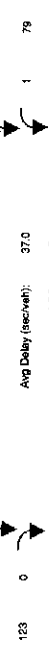


Vol Cnt Date: 11/19/2008
Cycle Time (sec): 100
Loss Time (sec): 16
Critical V/C: 0.740
Avg Cnt Del (sec/veh): 38.7
Avg Delay (sec/veh): 37.0
LOS: D

Table with 4 columns: Initial Vol, Lanes, Signal/Protect/Right/Include, Initial Vol. Values: 162, 1, 0, 311, 1, 123, 0.

Table with 4 columns: Signal/Protect/Right/Include, Lanes, Initial Vol, Signal/Protect/Right/Include. Values: 1, 0, 311, 1, 123, 0.

Initial Vol: 205
Lanes: 1 0 0 0 1 0
Signal/Protect/Right/Include
1 0 428 0 41



Vol Cnt Date: 11/19/2008
Cycle Time (sec): 100
Loss Time (sec): 16
Critical V/C: 0.740
Avg Cnt Del (sec/veh): 38.7
Avg Delay (sec/veh): 37.0
LOS: D

Table with 4 columns: Initial Vol, Lanes, Signal/Protect/Right/Include, Initial Vol. Values: 162, 1, 0, 311, 1, 123, 0.

Table with 4 columns: Signal/Protect/Right/Include, Lanes, Initial Vol, Signal/Protect/Right/Include. Values: 1, 0, 311, 1, 123, 0.

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 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM

Base Vol: 186 389 37 48 133 93 147 283 112 72 371 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 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

Reduct 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

M/F Adj: 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: 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 0.09 1.00 1.00 1.00 1.00 1.43 0.57 1.00 1.67 0.33

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 0.61 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

AdjDel/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

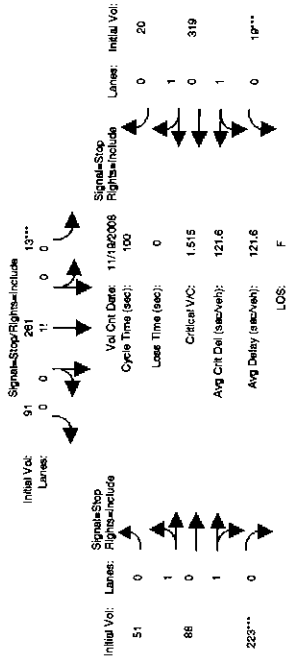
LOS by Move: C C C D D D D C C D D D

HCM2kavq: 7 16 16 3 5 4 8 8 8 3 11 11

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

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-0377
Easting - Ambient Growth Condition
Level Of Service Comparison Report
2000 HCM 4-Way Stop (Future Volume Alternative)
EA AM

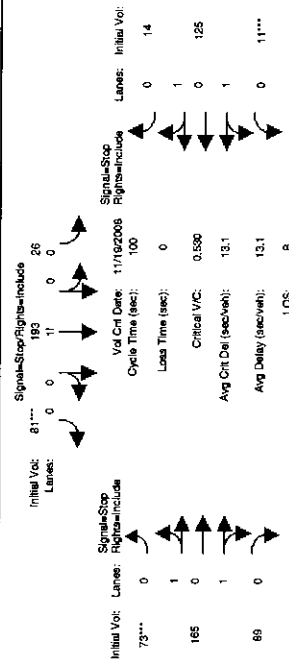
Intersection #18: Monroe Street / Lincoln Avenue



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 7 7 7 7
Volume Module: >> Count Date: 19 Nov 2008 << 7:15-8:15 AM
Base Vol: 153 257 8 12 237 83 46 80 203 17 290 18
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: 168 283 9 13 261 91 51 88 223 19 319 20
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: 168 283 9 13 261 91 51 88 223 19 319 20
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: 0.72 0.72 0.72 0.72 0.72 0.72 0.72 0.72 0.72 0.72 0.72 0.72
PHF Volume: 233 392 12 18 361 126 70 122 309 26 442 27
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 233 392 12 18 361 126 70 122 309 26 442 27
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: 233 392 12 18 361 126 70 122 309 26 442 27
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 1.00
Lanes: 0.37 0.61 0.02 0.04 0.71 0.25 0.28 0.72 1.00 0.10 1.79 0.11
Final Sat.: 154 258 8 16 307 108 109 282 430 41 709 44
Capacity Analysis Module:
Vol/Sat: 1.52 1.52 1.52 1.17 1.17 1.17 0.64 0.43 0.72 0.63 0.62 0.62
Crit Moves: *****
Delay/Veh: 266.5 266.5 128.0 128.0 128.0 20.4 20.4 29.5 25.8 25.5 25.1
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
AdjDel/Veh: 266.5 266.5 128.0 128.0 128.0 20.4 20.4 29.5 25.8 25.5 25.1
LOS by Move: F F F F F F C C C D D D D
ApproachDel: 266.5 128.0 26.0
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 266.5 128.0 26.0
LOS by Appr: P P F
AllwayAVGO: 29.8 29.8 29.8 13.9 13.9 0.9 2.2 2.2 1.5 1.5 1.5
Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-0377
Easting - Ambient Growth Condition
Level Of Service Comparison Report
2000 HCM 4-Way Stop (Future Volume Alternative)
EA PM

Intersection #18: Monroe Street / Lincoln 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 7 7 7 7
Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM
Base Vol: 87 160 28 24 175 74 66 150 81 10 114 13
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: 96 176 31 26 193 81 73 165 89 11 125 14
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: 96 176 31 26 193 81 73 165 89 11 125 14
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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 99 181 32 27 198 84 75 170 92 11 129 15
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 99 181 32 27 198 84 75 170 92 11 129 15
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: 99 181 32 27 198 84 75 170 92 11 129 15
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 1.00
Lanes: 0.32 0.58 0.10 0.09 0.64 0.27 0.44 1.01 0.55 0.15 1.66 0.19
Final Sat.: 186 343 60 53 385 163 226 535 303 70 806 93
Capacity Analysis Module:
Vol/Sat: 0.53 0.53 0.53 0.51 0.51 0.51 0.33 0.32 0.30 0.16 0.16 0.16
Crit Moves: *****
Delay/Veh: 14.7 14.7 14.7 14.1 14.1 14.1 12.5 11.9 11.3 10.8 10.6 10.5
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 14.7 14.7 14.7 14.1 14.1 14.1 12.5 11.9 11.3 10.8 10.6 10.5
LOS by Move: B B B B B B B B B B B B
ApproachDel: 14.7 14.1 11.9 10.6
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 14.7 14.1 11.9 10.6
LOS by Appr: B B B B B B B B B B B B
AllwayAVGO: 1.0 1.0 1.0 0.9 0.9 0.9 0.4 0.4 0.4 0.2 0.2 0.2
Note: Queue reported is the number of cars per lane.

Riverside-Corona Fender Pipeline Realignment

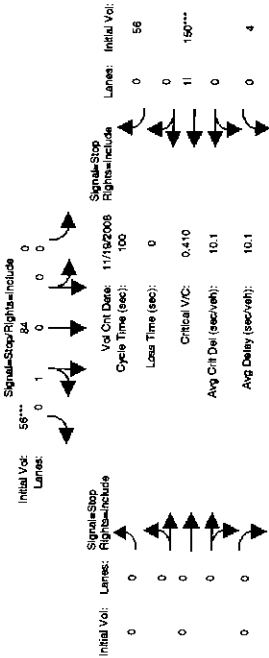
W.D. 07-4377
 Existing - Ambient Growth Condition

Level of Service Computation Report

2000 HCM 4-Way Stop (Future Volume Alternative)

EA AM

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



Initial Vol: 58***
 Lanes: 0 1 0 0 0 0
 Signal-Stop/Rights=Include

Initial Vol: 284***
 Lanes: 0 1 0 0 0 0
 Signal-Stop/Rights=Include

Vol Cnt Date: 11/18/2008
 Cycle Time (sec): 100
 Loss Time (sec): 0
 Critical V/C: 0.410
 Avg Cnt Del (sec/veh): 10.1
 Avg Delay (sec/veh): 10.1
 LOS: B

Street Name: Monroe Street
 Approach: Northbound Southbound
 Movement: 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 << 7:30-8:30 AM

Base Vol:	2	240	0	0	76	51	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	1.10
Initial Bse:	2	264	0	0	84	56	0	0	4	150	56
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:	2	264	0	0	84	56	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	1.00
PHF Adj:	0.88	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	0	95	64	0	0	5	170	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	301	0	0	95	64	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	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:	3	301	0	0	95	64	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 1.00 1.00
 Lanes: 0.01 0.99 0.00 0.00 0.60 0.40 0.00 0.00 0.00 0.02 0.71 0.27
 Final Sat.: 6 733 0 0 442 297 0 0 0 15 504 189

Capacity Analysis Module:
 Vol/Sat: 0.41 0.41 xxxxx 0.22 0.22 xxxxx xxxxx xxxxx 0.34 0.34 0.34 0.34
 Crit Moves: 0.41 0.41 xxxxx
 Delay/Veh: 10.8 10.8 0.0 0.0 8.8 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 1.00
 AdjDel/Veh: 10.8 10.8 0.0 0.0 8.8 8.8 0.0 0.0 0.0 10.0 10.0 10.0
 LOS by Move: B B B * A A A * * * * B B B B
 ApproachDel: 10.8 8.8 xxxxxxx
 Delay Adj: 1.00 1.00 xxxxxx
 ApprAdjDel: 10.8 8.8 xxxxxxx
 LOS by Appr: B B A A * * * * *
 AllWayAVQ: 0.6 0.6 0.6 0.2 0.2 0.2 0.0 0.0 0.0 0.4 0.4 0.4
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Fender Pipeline Realignment

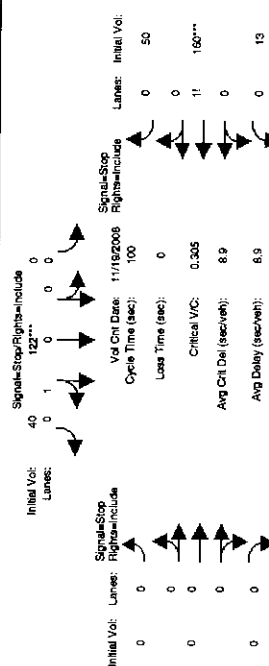
W.D. 07-4377
 Existing - Ambient Growth Condition

Level of Service Computation Report

2000 HCM 4-Way Stop (Future Volume Alternative)

EA PM

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



Initial Vol: 40
 Lanes: 0 1 0 0 0 0
 Signal-Stop/Rights=Include

Initial Vol: 122***
 Lanes: 0 1 0 0 0 0
 Signal-Stop/Rights=Include

Vol Cnt Date: 11/18/2008
 Cycle Time (sec): 100
 Loss Time (sec): 0
 Critical V/C: 0.305
 Avg Cnt Del (sec/veh): 8.9
 Avg Delay (sec/veh): 8.9
 LOS: A

Street Name: Monroe Street
 Approach: Northbound Southbound
 Movement: 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 << 4:15-5:15 PM

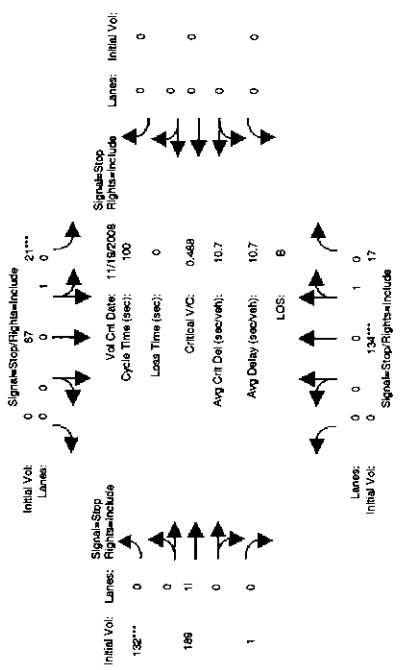
Base Vol:	3	84	0	0	111	36	0	0	0	12	145
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	3	92	0	0	122	40	0	0	0	13	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	92	0	0	122	40	0	0	0	13	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	131	43	0	0	0	14	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	99	0	0	131	43	0	0	0	14	171
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	0	131	43	0	0	0	14	171

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 1.00
 Lanes: 0.03 0.97 0.00 0.00 0.76 0.24 0.00 0.00 0.00 0.06 0.72 0.22
 Final Sat.: 25 709 0 0 586 190 0 0 0 47 562 175

Capacity Analysis Module:
 Vol/Sat: 0.14 0.14 xxxxx 0.22 0.22 xxxxx xxxxx xxxxx 0.30 0.30 0.30 0.30
 Crit Moves: 0.14 0.14 xxxxx
 Delay/Veh: 8.4 8.4 0.0 0.0 8.7 8.7 0.0 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 1.00
 AdjDel/Veh: 8.4 8.4 0.0 0.0 8.7 8.7 0.0 0.0 0.0 9.2 9.2 9.2
 LOS by Move: A A A * * A A * * * * A A A
 ApproachDel: 8.4 8.7 xxxxxxx
 Delay Adj: 1.00 1.00 xxxxxx
 ApprAdjDel: 8.4 8.7 xxxxxxx
 LOS by Appr: A A A * * * * *
 AllWayAVQ: 0.1 0.1 0.1 0.3 0.3 0.3 0.0 0.0 0.0 0.4 0.4 0.4
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Roadline Realignment
 W.O. 07-0377
 Existing - Ambient Growth Condition
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 EA AM

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



Street Name: Monroe Street Victoria Avenue (South)
 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 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM

Base Vol:	0	122	15	19	61	0	120	172	1	0	0	0
Growth Adj:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Initial Bse:	0	134	17	21	67	0	132	189	1	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:	0	134	17	21	67	0	132	189	1	0	0	0
User Adj:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	153	19	24	76	0	150	215	1	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
MLF Adj:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
FinalVolume:	0	153	19	24	76	0	150	215	1	0	0	0

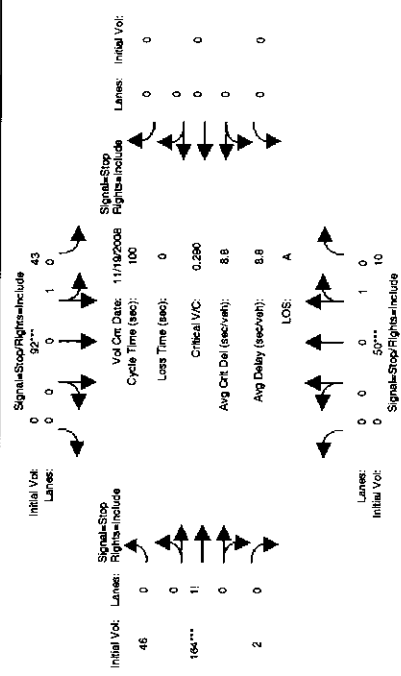
Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.89 0.11 0.24 0.76 0.00 0.41 0.58 0.01 0.00 0.00 0.00
 Final Sat.: 0 621 76 158 507 0 308 441 3 0 0 0

Capacity Analysis Module:
 Vol/Sat: xxxxx 0.25 0.25 0.15 0.15 xxxxx 0.49 0.49 0.49 xxxxx xxxxx
 Crit Moves: *****
 Delay/Veh: 0.0 9.4 9.4 8.9 8.9 0.0 11.8 11.8 11.8 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
 AdjDel/Veh: 0.0 9.4 9.4 8.9 8.9 0.0 11.8 11.8 11.8 0.0 0.0 0.0
 LOS by Move: * A A A * B B B *
 ApproachDel: 9.4 8.9 11.8 xxxxxxx
 Delay Adj: 1.00 1.00 xxxxxxx
 ApprAdjDel: 9.4 8.9 xxxxxxx
 LOS by Appr: A A A B B
 AllWayAVGQ: 0.3 0.3 0.3 0.2 0.2 0.2 0.9 0.9 0.9 0.0 0.0 0.0

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

Riverside-Corona Feeder Roadline Realignment
 W.O. 07-0377
 Existing - Ambient Growth Condition
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 EA PM

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



Street Name: Monroe Street Victoria Avenue (South)
 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 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM

Base Vol:	0	45	9	39	84	0	42	149	2	0	0	0
Growth Adj:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Initial Bse:	0	50	10	43	92	0	46	164	2	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:	0	50	10	43	92	0	46	164	2	0	0	0
User Adj:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	53	11	46	99	0	50	176	2	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
MLF Adj:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
FinalVolume:	0	53	11	46	99	0	50	176	2	0	0	0

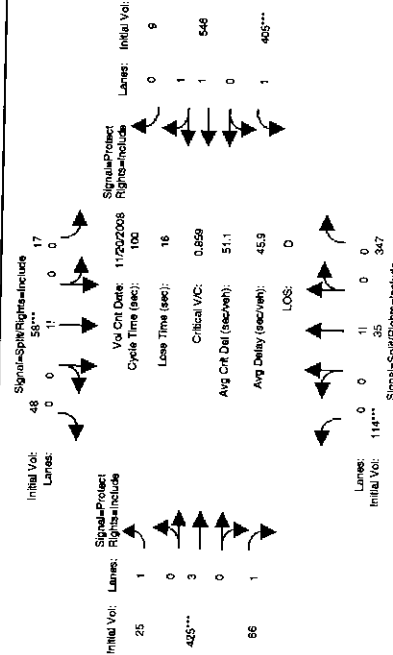
Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.83 0.17 0.32 0.68 0.00 0.22 0.77 0.01 0.00 0.00 0.00
 Final Sat.: 0 632 126 239 515 0 171 607 8 0 0 0

Capacity Analysis Module:
 Vol/Sat: xxxxx 0.08 0.08 0.19 0.19 xxxxx 0.29 0.29 0.29 xxxxx xxxxx
 Crit Moves: *****
 Delay/Veh: 0.0 7.9 7.9 8.6 8.6 0.0 9.2 9.2 9.2 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
 AdjDel/Veh: 0.0 7.9 7.9 8.6 8.6 0.0 9.2 9.2 9.2 0.0 0.0 0.0
 LOS by Move: * A A A * A * A A *
 ApproachDel: 7.9 8.6 9.2 xxxxxxx
 Delay Adj: 1.00 1.00 xxxxxxx
 ApprAdjDel: 7.9 8.6 xxxxxxx
 LOS by Appr: A A A B B
 AllWayAVGQ: 0.1 0.1 0.1 0.2 0.2 0.2 0.4 0.4 0.4 0.0 0.0 0.0

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

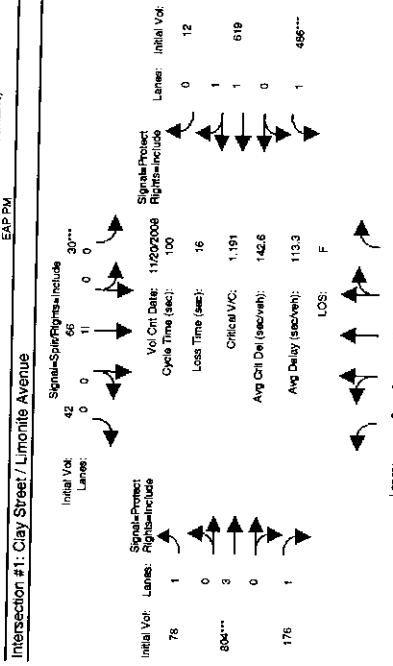
**Existing plus Ambient Growth plus Project with
Construction South of the Intersection
Level of Service Calculations**

Intersection #1: Clay Street / Limonite Avenue



Street Name: Clay 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 7 7 7 7
 Volume Module: >> Count Date: 20 Nov 2008 << 7:30-8:30 AM
 Base Vol: 104 32 315 15 53 44 23 396 60 368 496 8
 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: 114 35 347 17 58 48 25 425 66 405 546 9
 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: 114 35 347 17 58 48 25 425 66 405 546 9
 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: 121 37 367 17 52 51 27 450 70 429 579 9
 Reduced Vol: 0 0 0 0 0 0 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 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: 121 37 367 17 52 51 27 450 70 429 579 9
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.88 0.88 0.88 0.92 0.92 0.92 0.93 0.89 0.83 0.93 0.93 0.93
 Lanes: 0.23 0.07 0.70 0.13 0.48 0.39 1.00 3.00 1.00 1.00 1.97 0.03
 Final Sat.: 385 118 1165 235 829 688 1769 5083 1583 1769 3475 56
 Capacity Analysis Module:
 Vol/Sat: 0.32 0.32 0.32 0.07 0.07 0.07 0.02 0.09 0.04 0.24 0.17 0.17
 Crit Moves: ****
 Green/Cycle: 0.37 0.37 0.37 0.09 0.09 0.09 0.11 0.10 0.10 0.28 0.27 0.27
 Volume/Cap: 0.86 0.86 0.86 0.86 0.86 0.86 0.13 0.86 0.43 0.86 0.61 0.61
 Delay/Veh: 40.9 40.9 40.9 80.7 80.7 80.7 40.1 57.5 43.9 47.9 33.0 33.0
 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: 40.9 40.9 40.9 80.7 80.7 80.7 40.1 57.5 43.9 47.9 33.0 33.0
 LOS by Move: D D D F F F F D E D D C C
 HCM2kAVQ: 18 18 6 6 6 6 1 8 3 15 9 9
 Note: Queue reported is the number of cars per lane.

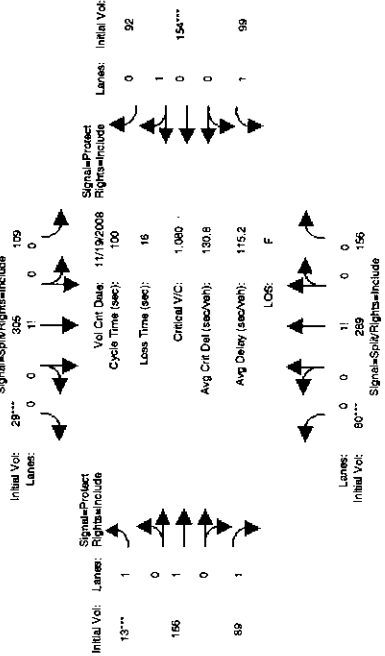
Intersection #1: Clay Street / Limonite Avenue



Street Name: Clay 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 7 7 7 7
 Volume Module: >> Count Date: 20 Nov 2008 << 4:30-5:30 PM
 Base Vol: 119 66 494 27 60 38 71 731 160 442 563 11
 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: 131 73 543 30 66 42 78 804 176 486 619 12
 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: 131 73 543 30 66 42 78 804 176 486 619 12
 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: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
 PHF Volume: 136 76 567 31 69 44 81 838 184 507 646 13
 Reduced Vol: 0 0 0 0 0 0 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 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: 136 76 567 31 69 44 81 838 184 507 646 13
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.88 0.88 0.88 0.93 0.93 0.93 0.93 0.89 0.83 0.93 0.93 0.93
 Lanes: 0.17 0.10 0.73 0.22 0.48 0.30 1.00 3.00 1.00 1.00 1.96 0.04
 Final Sat.: 292 162 1211 381 848 537 1769 5083 1593 1769 3460 68
 Capacity Analysis Module:
 Vol/Sat: 0.47 0.47 0.47 0.08 0.08 0.08 0.05 0.16 0.12 0.29 0.19 0.19
 Crit Moves: ****
 Green/Cycle: 0.39 0.39 0.39 0.07 0.07 0.07 0.10 0.14 0.14 0.24 0.28 0.28
 Volume/Cap: 1.19 1.19 1.19 1.16 1.16 1.16 1.16 1.19 1.19 1.19 1.19 1.19
 Delay/Veh: 132.3 132.3 132.3 176.8 177 176.8 43.9 144 66.0 146.4 34.3 34.3
 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
 AdjDel/Veh: 132.3 132.3 132.3 176.8 177 176.8 43.9 144 66.0 146.4 34.3 34.3
 LOS by Move: F F F F F F F D E F C C
 HCM2kAVQ: 42 42 42 10 10 10 3 19 8 29 11 11
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Freeway Pipeline Realignment
Level 03 Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EAP AM

Intersection #6: Jackson Street / Colorado Avenue



Street Name: Jackson 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 7 7 7 7 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 7:15-8:15 AM

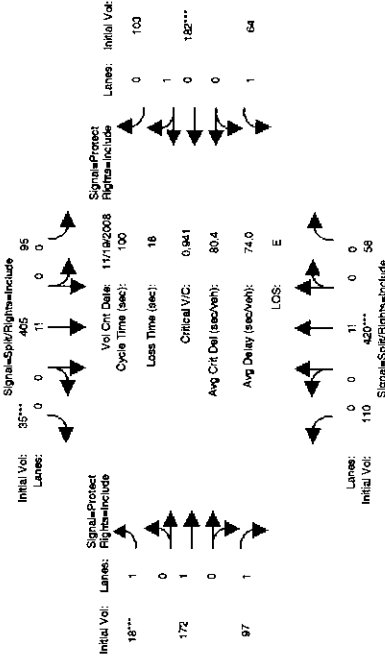
Base Vol: 73 263 142 98 277 26 12 151 81 90 140 84
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 80 289 156 109 305 29 13 166 89 99 154 92
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 80 289 156 109 305 29 13 166 89 99 154 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
Reduct 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
Adj/turn: 0.93 0.93 0.93 0.96 0.96 0.96 0.96 0.93 0.98 0.83 0.93 0.93 0.93
Lanes: 0.15 0.55 0.30 0.25 0.69 0.06 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 271 976 527 449 1256 118 1769 1862 1583 1769 1059 659

Capacity Analysis Module:
Vol/Sat: 0.39 0.39 0.39 0.32 0.32 0.32 0.01 0.12 0.07 0.07 0.19 0.19
Crit Moves: ****
Green/Cycle: 0.34 0.34 0.27 0.27 0.27 0.07 0.14 0.14 0.09 0.16 0.16
Volume/Cap: 1.17 1.17 1.17 1.17 1.17 1.17 0.14 0.84 0.53 0.84 1.17 1.17
Delay/Veh: 124.9 125 124.9 130.6 131 130.6 44.2 62.4 42.3 75.8 148 148.3
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
AdjDel/Veh: 124.9 125 124.9 130.6 131 130.6 44.2 62.4 42.3 75.8 148 148.3
LOS by Move: F F F F F F F F F D E F F
HCM2kAVQ: 37 37 37 31 31 31 1 9 4 6 19 19
Note: Queue reported is the number of cars per lane.

Riverside-Corona Freeway Pipeline Realignment
Level 03 Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EAP PM

Intersection #6: Jackson Street / Colorado Avenue



Street Name: Jackson 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 7 7 7 7 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM

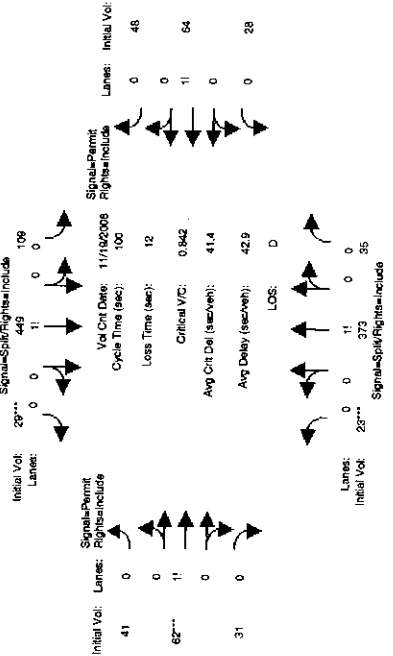
Base Vol: 100 382 53 86 368 32 16 156 88 58 165 94
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 110 420 58 95 405 35 18 172 97 64 182 103
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 110 420 58 95 405 35 18 172 97 64 182 103
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
Reduct 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
Final Volume: 110 422 59 95 406 35 18 172 97 64 182 104

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adj/turn: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.93 0.98 0.83 0.93 0.93 0.93
Lanes: 0.19 0.71 0.10 0.18 0.76 0.06 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 340 1300 180 324 1385 120 1769 1862 1583 1769 1122 639

Capacity Analysis Module:
Vol/Sat: 0.32 0.32 0.32 0.29 0.29 0.29 0.01 0.09 0.05 0.04 0.16 0.16
Crit Moves: ****
Green/Cycle: 0.32 0.32 0.32 0.29 0.29 0.29 0.07 0.13 0.13 0.10 0.16 0.16
Volume/Cap: 1.01 1.01 1.01 1.01 1.01 1.01 0.14 0.71 0.47 0.37 1.01 1.01
Delay/Veh: 74.7 74.7 74.7 78.0 78.0 78.0 44.2 50.7 41.9 43.4 99.0 99.0
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: 74.7 74.7 74.7 78.0 78.0 78.0 44.2 50.7 41.9 43.4 99.0 99.0
LOS by Move: E E E E E E E D D D D F F
HCM2kAVQ: 26 26 26 24 24 24 1 7 3 2 14 14
Note: Queue reported is the number of cars per lane.

Riverdale-Corona Feeder Pipeline Reassignment
 W.C. 07-0377
 EAP South of Intersection
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EAP AM

Intersection #8: Jackson Street / Garfield Avenue



Street Name: Jackson Street South Bound Garfield Avenue West Bound

Approach: North Bound East Bound

Movement: 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 << 7:30-8:30 AM

Base Vol:	21	339	32	98	408	26	37	56	28	25	58	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
Initial Bse:	23	373	35	109	449	29	41	62	31	28	64	48
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	35	109	449	29	41	62	31	28	64	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
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	40	123	507	32	46	70	35	31	72	55
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	26	421	40	123	507	32	46	70	35	31	72	55
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:	26	421	40	123	507	32	46	70	35	31	72	55

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.96	0.96	0.69	0.69	0.69	0.69	0.81	0.81	0.81
Lanes:	0.05	0.87	0.08	0.19	0.76	0.05	0.31	0.46	0.23	0.20	0.46	0.34
Final Sat.:	38	1588	150	340	1403	89	399	605	302	304	704	534

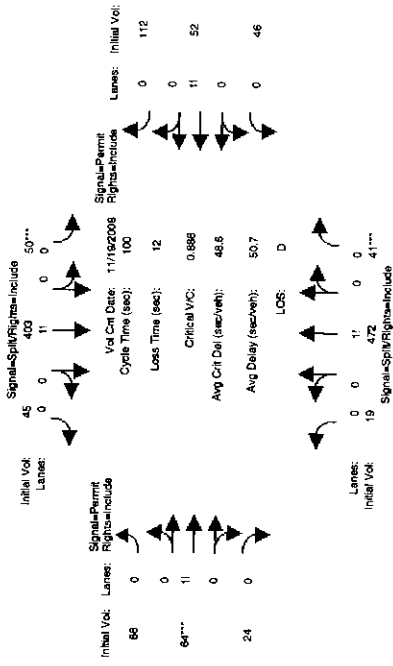
Capacity Analysis Module:

Vol/Sat:	0.27	0.27	0.27	0.36	0.36	0.12	0.12	0.12	0.12	0.10	0.10	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.31	0.31	0.31	0.43	0.43	0.14	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.75	0.75	0.75
Delay/Veh:	42.7	42.7	42.7	33.7	33.7	70.8	70.8	70.8	70.8	55.4	55.4	55.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	42.7	42.7	33.7	33.7	70.8	70.8	70.8	70.8	55.4	55.4	55.4
LOS by Move:	D	D	D	C	C	C	C	C	E	E	E	E
HCW2kAVQ:	17	17	17	21	21	7	7	7	7	6	6	6

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

Riverdale-Corona Feeder Pipeline Reassignment
 W.C. 07-0377
 EAP South of Intersection
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EAP PM

Intersection #8: Jackson Street / Garfield Avenue



Street Name: Jackson Street South Bound Garfield Avenue West Bound

Approach: North Bound East Bound

Movement: 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 << 4:30-5:30 PM

Base Vol:	17	429	37	45	366	41	60	58	22	42	47	102
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	41	50	403	45	66	64	24	46	52	112
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:	19	472	41	50	403	45	66	64	24	46	52	112
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	21	1634	141	182	1482	166	457	442	168	330	369	802
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	21	1634	141	182	1482	166	457	442	168	330	369	802
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:	21	1634	141	182	1482	166	457	442	168	330	369	802

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.96	0.96	0.95	0.56	0.56	0.56	0.79	0.79	0.79
Lanes:	0.03	0.89	0.08	0.10	0.81	0.09	0.43	0.41	0.16	0.22	0.25	0.53
Final Sat.:	65	1634	141	182	1482	166	457	442	168	330	369	802

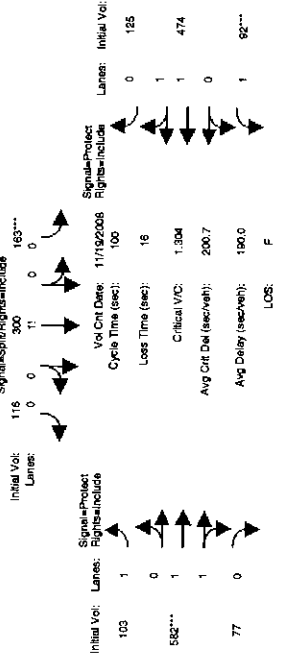
Capacity Analysis Module:

Vol/Sat:	0.32	0.32	0.32	0.30	0.30	0.16	0.16	0.16	0.15	0.15	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.36	0.36	0.36	0.34	0.34	0.34	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.86	0.86	0.86
Delay/Veh:	43.7	43.7	43.7	45.6	45.6	75.2	75.2	75.2	75.2	62.7	62.7	62.7
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:	43.7	43.7	43.7	45.6	45.6	75.2	75.2	75.2	75.2	62.7	62.7	62.7
LOS by Move:	D	D	D	D	D	D	E	E	E	E	E	E
HCW2kAVQ:	20	20	20	19	19	8	8	8	8	10	10	10

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

Riverdale-Corona Feeder Pipeline Realignment
W.C. 07-0077
EAP South of Intersection
Level Of Service Computation Report
2000 HCM Operations (Four Volume Alternative)
EAP AM

Intersection #9: Jackson Street / Magnolia Avenue



Initial Vol: 116
Lanes: 0 0 11 0 0
Signal-Split/Right=Include
Initial Vol: 113
Lanes: 0 0 11 0 0
Signal-Split/Right=Include

Street Name: Jackson Street
Approach: North Bound South Bound
Movement: 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 << 7:30-8:30 AM
Base Vol: 103 349 287 148 273 105 94 529 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 1.10 1.10
Initial Bse: 113 384 316 163 300 116 103 582 77 92 474 125

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 113 384 316 163 300 116 103 582 77 92 474 125
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: 121 408 336 173 319 123 110 619 82 98 504 133
Reduced Vol: 121 408 336 173 319 123 110 619 82 98 504 133
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: 121 408 336 173 319 123 110 619 82 98 504 133

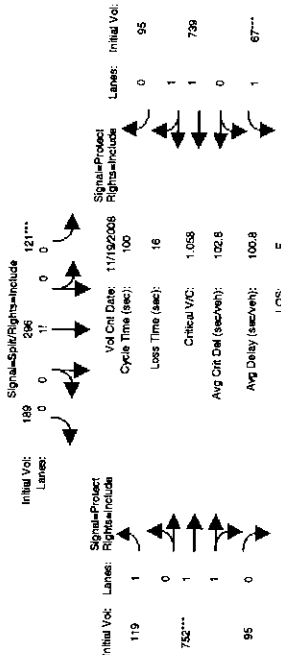
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.92 0.92 0.94 0.94 0.94 0.93 0.91 0.91 0.93 0.90 0.90
Lanes: 0.14 0.47 0.39 0.28 0.52 0.20 1.00 1.77 0.23 1.00 1.58 0.42
Final Sat.: 244 828 681 503 927 357 1769 3068 406 1769 2711 717

Capacity Analysis Module:
Vol/Sat: 0.49 0.49 0.49 0.34 0.34 0.34 0.06 0.20 0.20 0.06 0.19 0.19
Crit Moves: ****
Green/Cycle: 0.37 0.37 0.37 0.26 0.26 0.26 0.07 0.15 0.15 0.07 0.15 0.15
Volume/Cap: 1.35 1.35 1.35 1.35 1.35 1.35 0.89 1.35 1.35 0.79 1.25 1.25
Delay/Veh: 199.5 200 199.5 208.8 209 208.8 94.5 213 212.5 74.5 168 168.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 199.5 200 199.5 208.8 209 208.8 94.5 213 212.5 74.5 168 168.4
LOS by Move: F F F F F F F F F F F F
HCM2kAvq: 55 55 55 40 40 40 6 25 25 5 21 21

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

Riverdale-Corona Feeder Pipeline Realignment
W.C. 07-0077
EAP South of Intersection
Level Of Service Computation Report
2000 HCM Operations (Four Volume Alternative)
EAP PM

Intersection #9: Jackson Street / Magnolia Avenue



Initial Vol: 189
Lanes: 0 0 11 0 0
Signal-Split/Right=Include
Initial Vol: 76
Lanes: 0 0 11 0 0
Signal-Split/Right=Include

Street Name: Jackson Street
Approach: North Bound South Bound
Movement: 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 << 4:30-5:30 PM
Base Vol: 59 239 43 110 269 172 108 684 86 61 672 86
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: 76 263 47 121 296 189 119 752 95 67 739 95

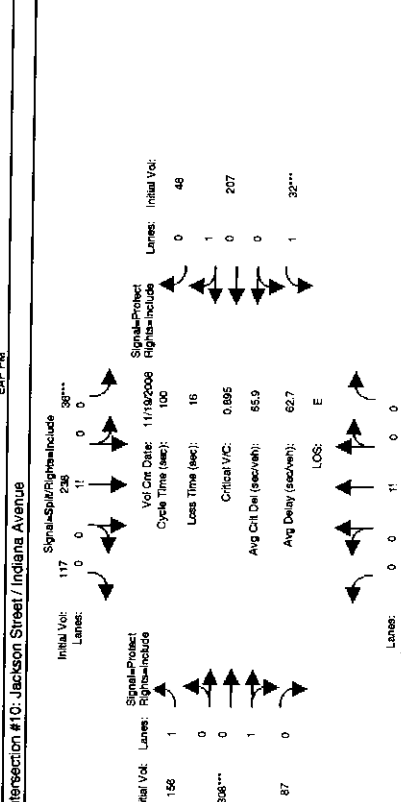
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 76 263 47 121 296 189 119 752 95 67 739 95
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 80 279 50 128 314 201 126 798 100 71 784 100
Reduced Vol: 80 279 50 128 314 201 126 798 100 71 784 100
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: 80 279 50 128 314 201 126 798 100 71 784 100

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.95 0.93 0.93 0.93 0.93 0.92 0.92 0.93 0.92 0.92
Lanes: 0.20 0.68 0.12 0.20 0.49 0.31 1.00 1.78 0.22 1.00 1.77 0.23
Final Sat.: 356 1234 222 353 862 551 1769 3089 388 1769 3083 395

Capacity Analysis Module:
Vol/Sat: 0.23 0.23 0.23 0.36 0.36 0.36 0.07 0.26 0.26 0.04 0.25 0.25
Crit Moves: ****
Green/Cycle: 0.21 0.21 0.21 0.33 0.33 0.33 0.07 0.23 0.23 0.07 0.24 0.24
Volume/Cap: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Delay/Veh: 116.7 117 116.7 101.6 102 101.6 149.3 101 101.3 51.5 89.5 89.5
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: 116.7 117 116.7 101.6 102 101.6 149.3 101 101.3 51.5 89.5 89.5
LOS by Move: F F F F F F F F F F F F
HCM2kAvq: 21 21 21 31 31 31 8 24 24 3 23 23

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

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 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 77 286 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 1.10
Initial Bse: 249 384 48 87 204 132 85 315 72 78 475 196
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: 249 384 48 87 204 132 85 315 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 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 0.80
PHF Volume: 310 479 60 108 254 165 106 392 89 97 593 244
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 310 479 60 108 254 165 106 392 89 97 593 244
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: 310 479 60 108 254 165 106 392 89 97 593 244

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.95 0.93 0.93 0.93 0.93 0.95 0.95 0.93 0.94 0.94
Lanes: 0.37 0.56 0.07 0.21 0.48 0.31 1.00 0.81 0.19 1.00 0.71 0.29
Final Sat.: 661 1021 129 363 851 552 1769 1475 335 1769 1261 519

Capacity Analysis Module:
Vol/Sat: 0.47 0.47 0.47 0.30 0.30 0.30 0.06 0.27 0.27 0.06 0.47 0.47
Crit Moves: ****
Green/Cycle: 0.29 0.29 0.29 0.19 0.19 0.19 0.07 0.29 0.29 0.08 0.29 0.29
Volume/Cap: 1.61 1.61 1.61 1.61 1.61 1.61 0.85 0.93 0.93 0.73 1.61 1.61
Delay/Veh: 317.2 317.2 327.6 328 327.6 86.1 57.5 57.5 57.5 63.5 317 317.3
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
AdjDel/Veh: 317.2 317.2 327.6 328 327.6 86.1 57.5 57.5 57.5 63.5 317 317.3
LOS by Move: F F F F F F F F F F F F
HCM2kAVQ: 66 66 42 42 42 6 19 19 5 65 65

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



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 7 7 7 7 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 4:30-5:30 PM
Base Vol: 164 245 40 33 216 106 142 280 79 29 188 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
Initial Bse: 180 270 44 36 238 117 156 308 87 32 207 48
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: 180 270 44 36 238 117 156 308 87 32 207 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
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
PHF Volume: 186 278 45 37 245 120 161 317 89 33 213 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 186 278 45 37 245 120 161 317 89 33 213 50
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: 186 278 45 37 245 120 161 317 89 33 213 50

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.95 0.94 0.94 0.94 0.93 0.95 0.95 0.93 0.95 0.95
Lanes: 0.36 0.55 0.09 0.09 0.61 0.30 1.00 0.78 0.22 1.00 0.81 0.19
Final Sat.: 660 986 161 165 1082 531 1769 1404 396 1769 1467 343

Capacity Analysis Module:
Vol/Sat: 0.28 0.28 0.28 0.23 0.23 0.23 0.09 0.23 0.23 0.02 0.15 0.15
Crit Moves: ****
Green/Cycle: 0.30 0.30 0.24 0.24 0.24 0.24 0.12 0.24 0.24 0.07 0.19 0.19
Volume/Cap: 0.95 0.95 0.95 0.95 0.95 0.95 0.77 0.95 0.95 0.27 0.77 0.77
Delay/Veh: 62.0 62.0 62.0 69.4 69.4 69.4 58.6 69.2 69.2 45.2 48.7 48.7
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: 62.0 62.0 62.0 69.4 69.4 69.4 58.6 69.2 69.2 45.2 48.7 48.7
LOS by Move: E E E E E E E E E E E E
HCM2kAVQ: 20 20 17 17 17 7 17 17 17 1 10 10

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

Riverside-Corona Feeder Pipeline Realignment

W.O. 07-0377

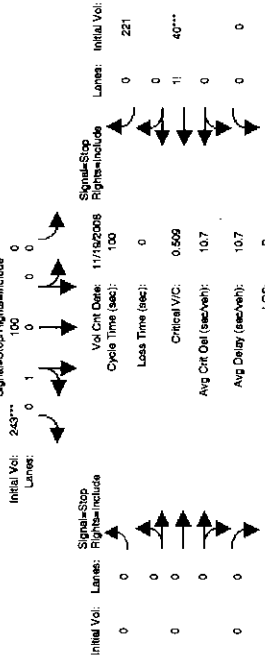
EAP South of Intersection

Level of Service Computation Report

2000 HCM 4-Way Stop (Future Volume Alternative)

EAP AM

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



Lanes: 0 1 0 0 0 0
Initial Vol: 0 4***

Signal=Stop/Rights=Include

Street Name: Jackson 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 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: 0 4 0 0 91 221 0 0 0 0 36 201

Growth Adj: 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

Initial Bse: 0 4 0 0 100 243 0 0 0 0 40 221

Added Vol: 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

Initial Fut: 0 4 0 0 100 243 0 0 0 0 40 221

User Adj: 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

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 0.82 0.82 0.82 0.82

PHF Volume: 0 5 0 0 122 297 0 0 0 0 48 270

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

PCE Adj: 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

MLF Adj: 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

FinalVolume: 0 5 0 0 122 297 0 0 0 0 48 270

Saturation Flow Module:

Adjustment: 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

Lanes: 0.0 1.0 0.0 0.0 0.29 0.71 0.0 0.0 0.0 0.0 0.0 0.15 0.85

Final Sat.: 0 654 0 0 240 563 0 0 0 0 120 568

Capacity Analysis Module:

Vol/Sat: xxxxx 0.01 xxxxx 0.51 0.51 xxxxx xxxxx xxxxx 0.40 0.40

Crit Moves: *****

Delay/Veh: 0.0 8.1 0.0 0.0 11.2 11.2 0.0 0.0 0.0 0.0 10.0 10.0

Delay Adj: 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0

AdjDel/Veh: 0.0 8.1 0.0 0.0 11.2 11.2 0.0 0.0 0.0 0.0 10.0 10.0

LOS by Move: * A * * B B * * * * A A

ApproachDel: 8.1 11.2 xxxxxx 10.0

Delay Adj: 1.0 xxxxxx 1.00

ApprAdjDel: 8.1 11.2 xxxxxx 10.0

LOS by Appr: A B * * A

AllWayAvgQ: 0.0 0.0 0.0 0.9 0.9 0.9 0.0 0.0 0.0 0.0 0.6 0.6

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

Riverside-Corona Feeder Pipeline Realignment

W.O. 07-0377

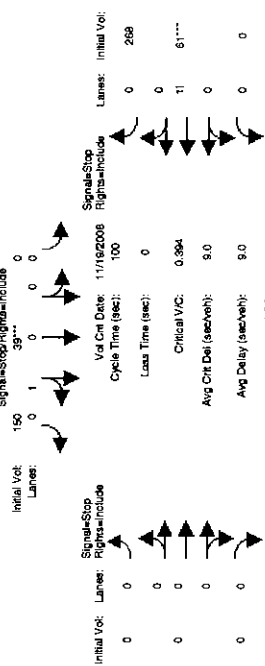
EAP South of Intersection

Level of Service Computation Report

2000 HCM 4-Way Stop (Future Volume Alternative)

EAP PM

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



Lanes: 0 1 0 0 0 0
Initial Vol: 0 2***

Signal=Stop/Rights=Include

Street Name: Jackson 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 7 7 7 7 7 7 7 7 7 7 7 7

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

Base Vol: 0 2 0 0 35 136 0 0 0 0 55 244

Growth Adj: 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

Initial Bse: 0 2 0 0 39 150 0 0 0 0 61 268

Added Vol: 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

Initial Fut: 0 2 0 0 39 150 0 0 0 0 61 268

User Adj: 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

PHF Adj: 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 0.93 0.93 0.93

PHF Volume: 0 2 0 0 42 162 0 0 0 0 65 290

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

PCE Adj: 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

MLF Adj: 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

FinalVolume: 0 2 0 0 42 162 0 0 0 0 65 290

Saturation Flow Module:

Adjustment: 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

Lanes: 0.0 1.0 0.0 0.0 0.20 0.80 0.0 0.0 0.0 0.0 0.18 0.82

Final Sat.: 0 656 0 0 167 648 0 0 0 0 166 736

Capacity Analysis Module:

Vol/Sat: xxxxx 0.00 xxxxx 0.25 0.25 xxxxx xxxxx xxxxx 0.39 0.39

Crit Moves: *****

Delay/Veh: 0.0 7.9 0.0 0.0 8.4 8.4 0.0 0.0 0.0 0.0 9.3 9.3

Delay Adj: 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0

AdjDel/Veh: 0.0 7.9 0.0 0.0 8.4 8.4 0.0 0.0 0.0 0.0 9.3 9.3

LOS by Move: * A * * A * A * * * A A

ApproachDel: 7.9 8.4 xxxxxx 9.3

Delay Adj: 1.0 xxxxxx 1.00

ApprAdjDel: 7.9 8.4 xxxxxx 9.3

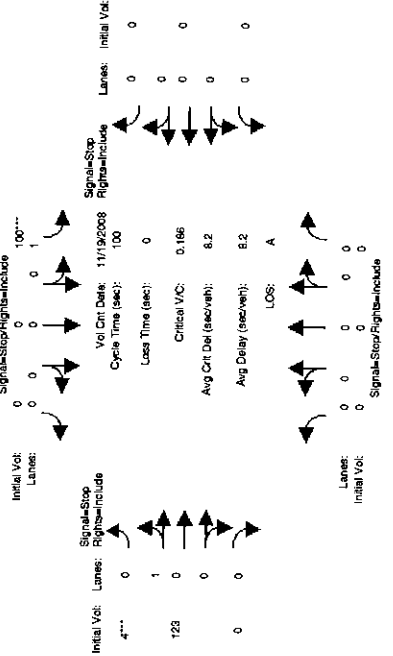
LOS by Appr: A B * * A

AllWayAvgQ: 0.0 0.0 0.0 0.3 0.3 0.3 0.0 0.0 0.0 0.0 0.6 0.6

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

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-0377
Exp South of Intersection
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
EAP AM

Intersection #212: Jackson Street / Victoria Avenue (South)



Street Name: Jackson Street Victoria Avenue (South)

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 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM

Base Vol: 0 0 91 0 0 4 112 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 1.10

Initial Bse: 0 0 0 0 0 0 4 123 0 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: 0 0 100 0 0 4 123 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: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82

PHF Volume: 0 0 122 0 0 5 151 0 0 0 0 0

Reduced Vol: 0 0 0 0 0 0 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 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

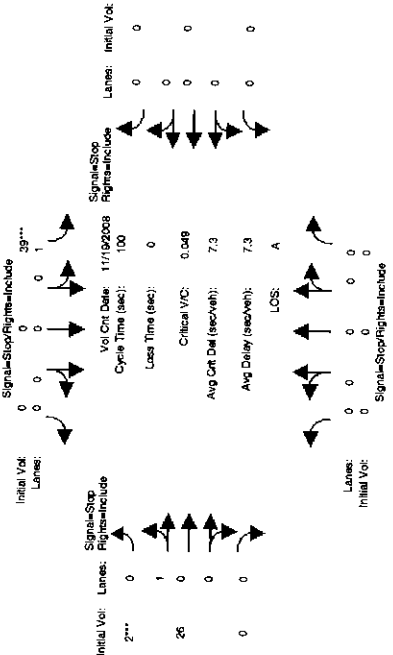
FinalVolume: 0 0 0 122 0 0 5 151 0 0 0 0

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 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 0.00 0.03 0.97 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 785 0 0 29 808 0 0 0 0

Capacity Analysis Module:
Vol/Sat: xxxxx xxxxx xxxxx 0.16 xxxxx xxxxx 0.19 0.19 xxxxx xxxxx xxxxx xxxxx
Crit Moves: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Delay/Veh: 0.0 0.0 8.3 0.0 0.0 8.2 8.2 8.2 8.2 8.2 8.2 8.2
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 8.3 0.0 0.0 8.2 8.2 8.2 8.2 8.2 8.2
LOS by Move: * * * A * * * A * * * A * * * A * * *
ApproachDel: xxxxxx 8.3 xxxxxx 8.2 xxxxxx
Delay Adj: xxxxxx 1.00 xxxxxx 1.00 xxxxxx
ApprAdjDel: xxxxxx 8.3 xxxxxx 8.2 xxxxxx
LOS by Appr: * * * A * * * A * * * A * * * A * * *
AllwayAvgQ: 0.0 0.0 0.0 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.0 0.0
Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-0377
Exp South of Intersection
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
EAP PM

Intersection #212: Jackson Street / Victoria Avenue (South)



Street Name: Jackson Street Victoria Avenue (South)

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 7 7 7 7

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

Base Vol: 0 0 0 0 35 0 0 2 24 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: 0 0 0 0 39 0 0 2 26 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: 0 0 0 0 39 0 0 2 26 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: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93

PHF Volume: 0 0 0 0 42 0 0 2 29 0 0 0

Reduced Vol: 0 0 0 0 0 0 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 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: 0 0 0 0 42 0 0 2 29 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 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 0.00 0.08 0.92 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 853 0 0 68 815 0 0 0 0

Capacity Analysis Module:
Vol/Sat: xxxxx xxxxx xxxxx 0.05 xxxxx xxxxx 0.04 0.04 xxxxx xxxxx xxxxx xxxxx
Crit Moves: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Delay/Veh: 0.0 0.0 0.0 7.4 0.0 0.0 7.2 7.2 7.2 7.2 7.2 7.2
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 7.4 0.0 0.0 7.2 7.2 7.2 7.2 7.2 7.2
LOS by Move: * * * A * * * A * * * A * * * A * * *
ApproachDel: xxxxxx 7.4 xxxxxx 7.2 xxxxxx
Delay Adj: xxxxxx 1.00 xxxxxx 1.00 xxxxxx
ApprAdjDel: xxxxxx 7.4 xxxxxx 7.2 xxxxxx
LOS by Appr: * * * A * * * A * * * A * * * A * * *
AllwayAvgQ: 0.0 0.0 0.0 0.1 0.1 0.1 0.1 0.1 0.0 0.0 0.0 0.0
Note: Queue reported is the number of cars per lane.

Intersection #13: Monroe Street / Colorado Avenue



Initial Vol	Lanes	Signal-Stop Rights=Include	Vol Cnt Date: 11/19/2008	Initial Vol
41	0	→	Cycle Time (sec): 117	287
143	0	→	Loss Time (sec): 0	0
0	0	→	Critical V/C: 0.512	117
0	0	→	Avg Cnt Del (sec/veh): 10.7	0
0	0	→	Avg Delay (sec/veh): 10.7	0



Initial Vol	Lanes	Signal-Stop Rights=Include	Vol Cnt Date: 11/19/2008	Initial Vol
0	0	→	Cycle Time (sec): 107	0
0	0	→	Loss Time (sec): 0	0
0	0	→	Critical V/C: 10.7	0
0	0	→	Avg Cnt Del (sec/veh): 10.6	0
0	0	→	Avg Delay (sec/veh): 10.6	0

Initial Vol	Lanes	Signal-Stop Rights=Include	Vol Cnt Date: 11/19/2008	Initial Vol
26	0	→	Cycle Time (sec): 100	0
133	0	→	Loss Time (sec): 0	0
0	0	→	Critical V/C: 0.478	0
0	0	→	Avg Cnt Del (sec/veh): 10.6	0
0	0	→	Avg Delay (sec/veh): 10.6	0

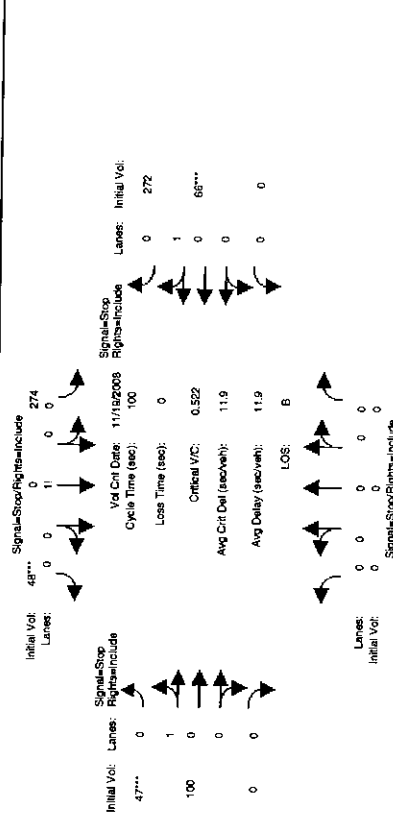
Initial Vol	Lanes	Signal-Stop Rights=Include	Vol Cnt Date: 11/19/2008	Initial Vol
271	0	→	Cycle Time (sec): 100	202
0	0	→	Loss Time (sec): 0	0
0	0	→	Critical V/C: 0.478	153
0	0	→	Avg Cnt Del (sec/veh): 10.6	0
0	0	→	Avg Delay (sec/veh): 10.6	0

Initial Vol	Lanes	Signal-Stop Rights=Include	Vol Cnt Date: 11/19/2008	Initial Vol
271	0	→	Cycle Time (sec): 100	202
0	0	→	Loss Time (sec): 0	0
0	0	→	Critical V/C: 0.478	153
0	0	→	Avg Cnt Del (sec/veh): 10.6	0
0	0	→	Avg Delay (sec/veh): 10.6	0

Initial Vol	Lanes	Signal-Stop Rights=Include	Vol Cnt Date: 11/19/2008	Initial Vol
271	0	→	Cycle Time (sec): 100	202
0	0	→	Loss Time (sec): 0	0
0	0	→	Critical V/C: 0.478	153
0	0	→	Avg Cnt Del (sec/veh): 10.6	0
0	0	→	Avg Delay (sec/veh): 10.6	0

Street Name: Monroe Street Colorado Avenue
 Approach: North 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 7 7 7 7 7 7 7 7
 Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM
 Base Vol: 0 0 0 22 0 246 26 121 0 0 139 184
 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
 Initial Bse: 0 0 0 24 0 271 29 133 0 0 153 202
 Added Vol: 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
 Initial Fut: 0 0 0 24 0 271 29 133 0 0 153 202
 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
 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
 PHF Volume: 0 0 0 25 0 278 29 137 0 0 157 208
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 25 0 278 29 137 0 0 157 208
 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 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
 Final Volume: 0 0 0 25 0 278 29 137 0 0 157 208
 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 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 0.08 0.00 0.92 0.18 0.82 0.00 0.00 0.43 0.57
 Final Sat.: 0 0 0 61 0 679 118 550 0 0 330 437
 Capacity Analysis Module:
 Vol/Sat: xxxxx xxxxx xxxxx 0.41 xxxxx 0.41 0.25 0.25 xxxxx xxxxx 0.48 0.48
 Crit Moves: xxxxx xxxxx xxxxx
 Delay/Veh: 0.0 0.0 0.0 10.4 0.0 10.4 9.7 9.7 0.0 0.0 11.3 11.3
 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
 AdjDel/Veh: 0.0 0.0 0.0 10.4 0.0 10.4 9.7 9.7 0.0 0.0 11.3 11.3
 LOS by Move: * * * * * B * * * * * B * * * * * B
 ApproachDel: xxxxxxxx
 Delay Adj: 9.9
 ApprAdjDel: xxxxxx
 LOS by Appr: xxxxxxxx
 AllwayAVQ: 0.0 0.0 0.0 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.9 0.9
 Note: Queue reported is the number of cars per lane.

Intersection #15: Monroe Street / Garfield Avenue



Street Name: Monroe Street
Approach: North Bound South Bound
Movement: 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

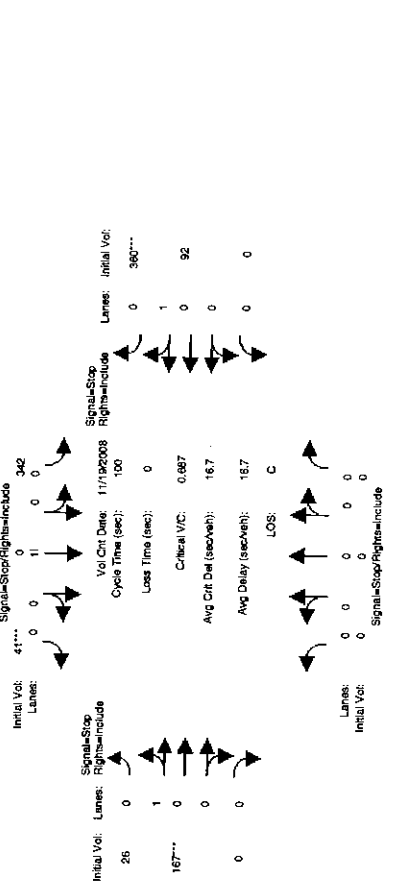
Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM
Base Vol: 0 0 311 0 37 24 152 0 0 84 327
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 0 0 342 0 41 26 167 0 0 92 360
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 342 0 41 26 167 0 0 92 360
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 0 365 0 43 28 178 0 0 99 384
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 365 0 43 28 178 0 0 99 384
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 0 365 0 43 28 178 0 0 99 384

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 1.00
Lanes: 0.00 0.00 0.00 0.89 0.01 0.10 0.14 0.86 0.00 0.00 0.20 0.80
Final Sat.: 0 0 546 0 65 80 504 0 0 144 559

Capacity Analysis Module:
Vol/Sat: xxxxx xxxxx xxxxx 0.67 0.00 0.67 0.35 0.35 xxxxx 0.69 0.69
Crit Moves: *****
Delay/Veh: 0.0 0.0 0.0 18.4 18.4 11.7 11.7 0.0 0.0 17.4 17.4
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
AdjDel/Veh: 0.0 0.0 0.0 18.4 18.4 18.4 11.7 0.0 0.0 17.4 17.4
LOS by Move: * * * C C C C B B * * * C C C
ApproachDel: xxxxxx 18.4 11.7 17.4
Delay Adj: xxxxxx 1.00 1.00 1.00
ApprAdjDel: xxxxxx 18.4 11.7 17.4
LOS by Appr: * * * C C C
AllwayAvgQ: 0.0 0.0 0.0 1.7 1.7 1.7 0.5 0.5 0.5 1.8 1.8 1.8

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

Intersection #15: Monroe Street / Garfield Avenue



Street Name: Monroe Street
Approach: North Bound South Bound
Movement: 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 << 4:15-5:15 PM
Base Vol: 0 0 249 0 44 43 91 0 0 60 247
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 0 274 0 48 47 100 0 0 66 272
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 0 274 0 48 47 100 0 0 66 272
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: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 0 0 295 0 52 51 108 0 0 71 292
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 295 0 52 51 108 0 0 71 292
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 0 295 0 52 51 108 0 0 71 292

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 1.00
Lanes: 0.00 0.00 0.00 0.85 0.00 0.15 0.32 0.68 0.00 0.00 0.20 0.80
Final Sat.: 0 0 564 0 100 203 430 0 0 147 603

Capacity Analysis Module:
Vol/Sat: xxxxx xxxxx xxxxx 0.52 xxxxx 0.52 0.25 0.25 xxxxx 0.48 0.48
Crit Moves: *****
Delay/Veh: 0.0 0.0 0.0 13.3 0.0 13.3 10.0 10.0 0.0 0.0 11.5 11.5
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 13.3 0.0 13.3 10.0 10.0 0.0 0.0 11.5 11.5
LOS by Move: * * * B * * B B * * * B B B
ApproachDel: xxxxxx 13.3 10.0 10.0
Delay Adj: xxxxxx 1.00 1.00 1.00
ApprAdjDel: xxxxxx 13.3 10.0 10.0
LOS by Appr: * * * B B B
AllwayAvgQ: 0.0 0.0 0.0 0.9 0.9 0.9 0.3 0.3 0.3 0.8 0.8 0.8

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

Riverside-Corona Feeder Pipeline Realignment

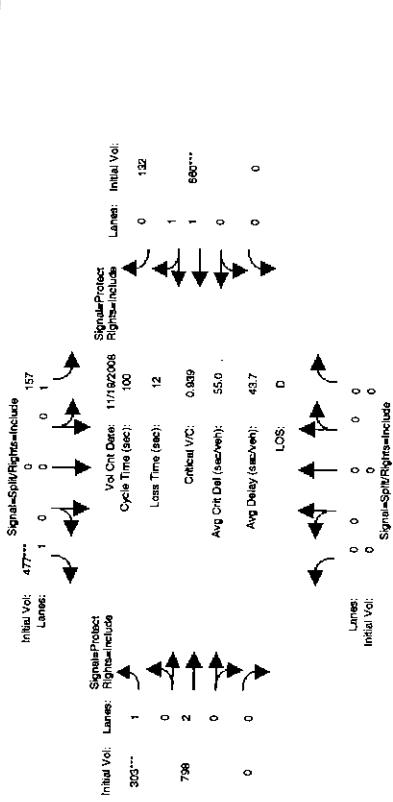
W.O. 07-0377
EAP South of Intersection

Level of Service Computation Report

2000 HCM Operations (Future Volume Alternative)

EAP PM

Intersection #16: Monroe Street / Magnolia Avenue



Street Name: Monroe Street Magnolia 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 7 7 7 7 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM
Base Vol: 0 0 143 0 434 275 725 0 0 600 120
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
Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol: 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
Initial Fut: 0 0 157 0 477 303 798 0 0 660 132
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
PHF Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 0 0 0 0 185 0 562 356 938 0 0 776 155
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 185 0 562 356 938 0 0 776 155
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 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
Final Volume: 0 0 0 0 185 0 562 356 938 0 0 776 155

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.93 1.00 0.83 0.93 0.93 1.00 1.00 0.91 0.91
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 1.67 0.33
Final Sat.: 0 0 0 0 1769 0 1593 1769 3538 0 0 2874 575

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.10 0.00 0.35 0.20 0.27 0.00 0.00 0.27 0.27

Crit Moves: *****
Green/Cycle: 0.00 0.00 0.00 0.38 0.00 0.38 0.21 0.40 0.00 0.00 0.29 0.29
Volume/Cap: 0.00 0.00 0.00 0.28 0.00 0.94 0.94 0.67 0.00 0.00 0.94 0.94
Delay/Veh: 0.0 0.0 0.0 21.8 0.0 52.8 69.6 26.0 0.0 0.0 50.7 50.7
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: 0.0 0.0 0.0 21.8 0.0 52.8 69.6 26.0 0.0 0.0 50.7 50.7
LOS by Move: A A A C A D E C A A D
HCM2kAVQ: 0 0 0 4 0 21 15 13 0 0 19 19

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

Riverside-Corona Feeder Pipeline Realignment

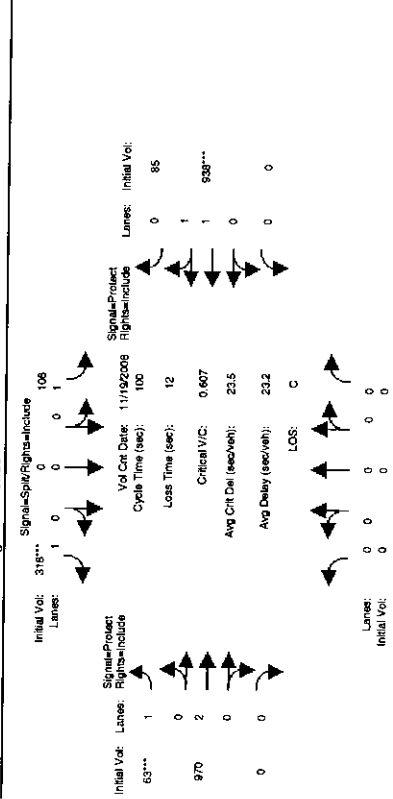
W.O. 07-0377
EAP South of Intersection

Level of Service Computation Report

2000 HCM Operations (Future Volume Alternative)

EAP PM

Intersection #16: Monroe Street / Magnolia Avenue



Street Name: Monroe Street Magnolia 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 7 7 7 7 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 4:45-5:45 PM
Base Vol: 0 0 0 0 96 0 289 57 882 0 0 853 77
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
Initial Bse: 0 0 0 0 106 0 318 63 970 0 0 938 85
Added Vol: 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
Initial Fut: 0 0 0 0 106 0 318 63 970 0 0 938 85
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
PHF 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 0.99 0.99 0.99 0.99
PHF Volume: 0 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 0 0 0 0
Reduced Vol: 0 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 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
Final Volume: 0 0 0 0 107 0 321 63 979 0 0 947 85

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.93 1.00 0.83 0.93 0.93 1.00 1.00 0.92 0.92
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 1.83 0.17
Final Sat.: 0 0 0 0 1769 0 1583 1769 3538 0 0 3206 289

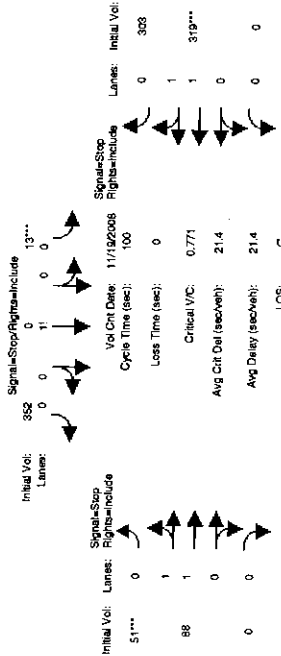
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.20 0.04 0.28 0.00 0.00 0.30 0.30

Crit Moves: *****
Green/Cycle: 0.00 0.00 0.00 0.33 0.00 0.33 0.07 0.44 0.00 0.00 0.48 0.48
Volume/Cap: 0.00 0.00 0.00 0.18 0.00 0.61 0.51 0.63 0.00 0.00 0.61 0.61
Delay/Veh: 0.0 0.0 0.0 24.1 0.0 30.4 48.4 22.6 0.0 0.0 19.8 19.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 24.1 0.0 30.4 48.4 22.6 0.0 0.0 19.8 19.8
LOS by Move: A A A C A C A C A A B B
HCM2kAVQ: 0 0 0 2 0 9 3 13 0 0 13 13

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

Riverside-Corona Feeder Pipeline Realignment
W.C. 07-0377
EAP South of Intersection
Level of Service Computation Report
2000 HCV 4-Way Stop (Future Volume Alternative)
EAP AM

Intersection #18: Monroe Street / Lincoln Avenue



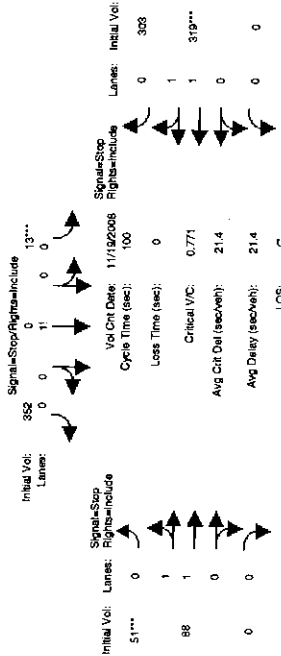
Initial Vol: 382 0 0 0 0 0 0 13
Lanes: 0 0 0 0 0 0 0 0
Signal-Stop/Right=Include
Vol Cnt Date: 11/19/2008
Cycle Time (sec): 100
Loss Time (sec): 0
Critical VC: 0.771
Avg Cnt Del (sec/veh): 21.4
Avg Delay (sec/veh): 21.4

LOS: C

Street Name: Monroe Street
Approach: North Bound
Movement: 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 << 7:15-8:15 AM
Base Vol: 0 0 0 12 0 320 46 80 0 0 250 275
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 13 0 352 51 88 0 0 319 303
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: 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: 0.72 0.72 0.72 0.72 0.72 0.72 0.72 0.72 0.72 0.72 0.72 0.72
PHF Adj: 0 0 0 18 0 488 70 122 0 0 442 419
PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 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 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: 0 0 0 18 0 488 70 122 0 0 442 419

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 1.00
Lanes: 0.00 0.00 0.00 0.04 0.00 0.96 0.73 1.27 0.00 0.00 1.03 0.97
Final Sat.: 0 0 0 24 0 633 341 616 0 0 585 619
Capacity Analysis Module:
Vol/Sat: xxxxxx xxxxx 0.77 xxxxx 0.77 0.21 0.20 xxxxxx 0.76 0.68
Crit Moves: xxxxxx xxxxx
Delay/Veh: 0.0 0.0 0.0 23.5 0.0 23.5 11.9 11.5 0.0 0.0 25.4 18.9
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
AdjDel/Veh: 0.0 0.0 0.0 23.5 0.0 23.5 11.9 11.5 0.0 0.0 25.4 18.9
LOS by Move: * * * C * C * C * B B *
ApproachDel: xxxxxx 23.5 22.3 D C
Delay Adj: xxxxxx 1.00 1.00
ApprAdjDel: xxxxxx 23.5 22.3 C
LOS by Appr: * * C C B
AllWayAvgQ: 0.0 0.0 0.0 2.7 2.7 2.7 0.2 0.2 0.0 0.0 2.6 1.9
Note: Queue reported is the number of cars per lane.

Intersection #18: Monroe Street / Lincoln Avenue



Initial Vol: 73***
Lanes: 1 1 0 0 0 0 0 0 0 0
Signal-Stop/Right=Include
Vol Cnt Date: 11/19/2008
Cycle Time (sec): 100
Loss Time (sec): 0
Critical VC: 0.433
Avg Cnt Del (sec/veh): 10.0
Avg Delay (sec/veh): 10.0

LOS: B

Street Name: Monroe Street
Approach: North Bound
Movement: 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 << 4:15-5:15 PM
Base Vol: 0 0 0 24 0 249 66 150 0 0 114 173
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 26 0 274 73 165 0 0 125 190
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: 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: 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 Adj: 0 0 0 27 0 282 75 170 0 0 129 196
PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 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 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: 0 0 0 27 0 282 75 170 0 0 129 196

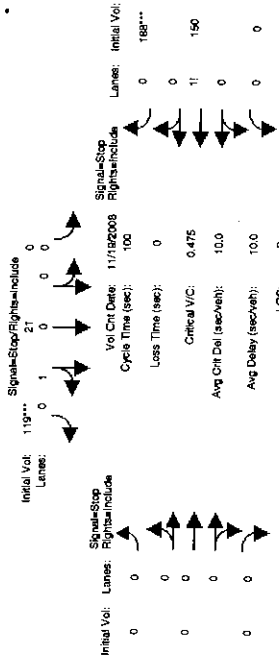
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 0.08 0.01 0.91 0.61 1.39 0.00 0.00 1.00 1.00
Final Sat.: 0 0 0 64 0 668 357 841 0 0 623 710
Capacity Analysis Module:
Vol/Sat: xxxxxx xxxxx 0.42 0.00 0.42 0.21 0.20 xxxxxx 0.21 0.28
Crit Moves: xxxxxx xxxxx
Delay/Veh: 0.0 0.0 0.0 10.8 10.8 10.8 10.1 9.8 0.0 0.0 9.7 9.3
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
AdjDel/Veh: 0.0 0.0 0.0 10.8 10.8 10.8 10.1 9.8 0.0 0.0 9.7 9.3
LOS by Move: * * * B B B B B A *
ApproachDel: xxxxxx 10.8 9.9 A A
Delay Adj: xxxxxx 1.00 1.00
ApprAdjDel: xxxxxx 10.8 9.9 A A
LOS by Appr: * * B B
AllWayAvgQ: 0.0 0.0 0.0 0.6 0.6 0.6 0.2 0.2 0.0 0.0 0.2 0.3
Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment

EAP South of Intersection
W.O. 07-0377

Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
EAP AM

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 7 7 7 7 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM
Base Vol: 0 120 0 0 19 108 0 0 0 0 136 171
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: 0 132 0 0 21 119 0 0 0 0 150 188
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: 0 132 0 0 21 119 0 0 0 0 150 188
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: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 0 150 0 0 24 135 0 0 0 0 170 214
Reduced Vol: 0 0 0 0 0 0 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 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: 0 150 0 0 24 135 0 0 0 0 170 214

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 1.00
Lanes: 0.00 1.00 0.00 0.00 0.15 0.85 0.00 0.00 0.00 0.00 0.44 0.56
Final Sat.: 0 690 0 0 112 639 0 0 0 0 358 451

Capacity Analysis Module:
Vol/Sat: xxxxx 0.22 xxxxx 0.21 0.21 xxxxx xxxxx xxxxx 0.48 0.48
Crit Moves: *****
Delay/Veh: 0.0 9.3 0.0 0.0 8.6 8.6 0.0 0.0 0.0 0.0 10.9 10.9
AdjDel/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
AdjDel/Veh: 0.0 9.3 0.0 0.0 8.6 8.6 0.0 0.0 0.0 0.0 10.9 10.9
LOS by Move: * * * * *
ApproachDel: 9.3 8.6 xxxxxxx
Delay Adj: 1.00 1.00 xxxxxxx
ApprAdjDel: 9.3 8.6 xxxxxxx
LOS by Appr: A A * * *
AllWayAVSQ: 0.2 0.2 0.2 0.2 0.2 0.2 0.0 0.0 0.0 0.0 0.8 0.8

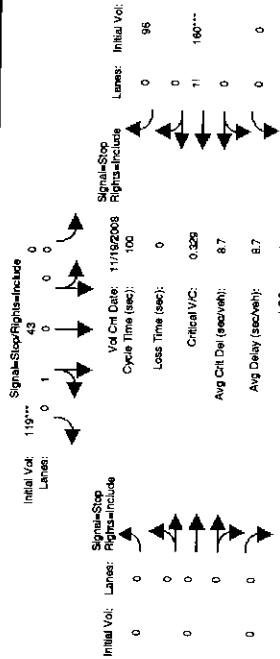
Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment

EAP South of Intersection
W.O. 07-0377

Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
EAP PM

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 7 7 7 7 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM
Base Vol: 0 42 0 0 39 108 0 0 0 0 145 87
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 46 0 0 43 119 0 0 0 0 160 96
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 46 0 0 43 119 0 0 0 0 160 96
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: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 0 50 0 0 46 128 0 0 0 0 171 103
Reduced Vol: 0 0 0 0 0 0 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 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: 0 50 0 0 46 128 0 0 0 0 171 103

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 1.00
Lanes: 0.00 1.00 0.00 0.00 0.27 0.73 0.00 0.00 0.00 0.00 0.62 0.38
Final Sat.: 0 723 0 0 220 608 0 0 0 0 521 313

Capacity Analysis Module:
Vol/Sat: xxxxx 0.07 xxxxx 0.21 0.21 xxxxx xxxxx xxxxx 0.33 0.33
Crit Moves: *****
Delay/Veh: 0.0 8.0 0.0 0.0 9.2 8.2 0.0 0.0 0.0 0.0 9.1 9.1
AdjDel/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
AdjDel/Veh: 0.0 8.0 0.0 0.0 8.2 8.2 0.0 0.0 0.0 0.0 9.1 9.1
LOS by Move: * * * * *
ApproachDel: 8.0 8.2 xxxxxxx
Delay Adj: 1.00 1.00 xxxxxxx
ApprAdjDel: 8.0 8.2 xxxxxxx
LOS by Appr: A A * * *
AllWayAVSQ: 0.1 0.1 0.1 0.1 0.2 0.2 0.0 0.0 0.0 0.0 0.4 0.4

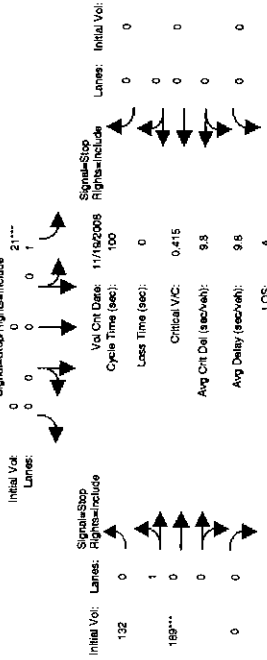
Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment

W.O. 07-0377
EAP South of Intersection

Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
EAP AM

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



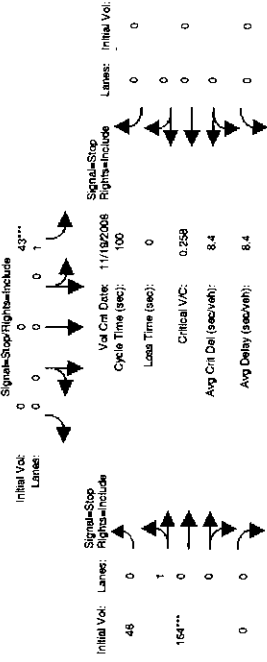
Street Name: Monroe Street Victoria Avenue (South)
Approach: North Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R
Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM
Base Vol: 0 0 0 19 0 0 120 172 0 0 0 0
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 0 0 0 21 0 0 132 189 0 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: 0 0 0 21 0 0 132 189 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: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 0 0 0 24 0 0 150 215 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 24 0 0 150 215 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 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: 0 0 0 24 0 0 150 215 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 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 0.00 0.41 0.55 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 693 0 0 362 515 0 0 0 0
Capacity Analysis Module:
Vol/Sat: xxxxx xxxxx xxxxx 0.03 xxxxx xxxxx 0.41 0.41 xxxxx xxxxx xxxxx
Crit Moves: *****
Delay/Veh: 0.0 0.0 0.0 8.0 0.0 0.0 9.9 9.9 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
AdjDel/Veh: 0.0 0.0 0.0 8.0 0.0 0.0 9.9 9.9 0.0 0.0 0.0 0.0
LOS by Move: * * * A * * * A * * *
ApproachDel: xxxxxxxx 8.0 8.0 9.9 xxxxxxxx
Delay Adj: xxxxxx 1.00 1.00 9.9 xxxxxx
ApprAdjDel: xxxxxxx 8.0 9.9 xxxxxxx
LOS by Appr: * A * A * A * A *
AllWayAvgQ: 0.0 0.0 0.0 0.0 0.0 0.0 0.7 0.7 0.7 0.0 0.0 0.0
Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment

W.O. 07-0377
EAP South of Intersection

Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
EAP PM

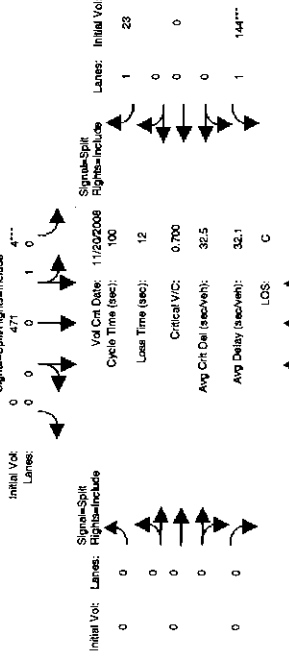
Intersection #219: Monroe Street / Victoria Avenue (South)



Street Name: Monroe Street Victoria Avenue (South)
Approach: North 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 7 7 7 7
Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM
Base Vol: 0 0 0 39 0 0 42 149 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 1.10
Initial Bse: 0 0 0 43 0 0 46 164 0 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: 0 0 0 43 0 0 46 164 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: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 0 0 0 46 0 0 50 176 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 46 0 0 50 176 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 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: 0 0 0 46 0 0 50 176 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 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 0.00 0.22 0.78 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 752 0 0 192 683 0 0 0 0
Capacity Analysis Module:
Vol/Sat: xxxxx xxxxx xxxxx 0.06 xxxxx xxxxx 0.26 0.26 xxxxx xxxxx xxxxx
Crit Moves: *****
Delay/Veh: 0.0 0.0 0.0 7.9 0.0 0.0 8.5 8.5 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
AdjDel/Veh: 0.0 0.0 0.0 7.9 0.0 0.0 8.5 8.5 0.0 0.0 0.0 0.0
LOS by Move: * * * A * * * A * * *
ApproachDel: xxxxxxx 7.9 8.5 xxxxxxx
Delay Adj: xxxxxx 1.00 1.00 xxxxxx
ApprAdjDel: xxxxxxx 7.9 8.5 xxxxxxx
LOS by Appr: * A * A * A * A *
AllWayAvgQ: 0.0 0.0 0.0 0.1 0.1 0.1 0.3 0.3 0.3 0.0 0.0 0.0
Note: Queue reported is the number of cars per lane.

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

Intersection #2: Clay Street / Linaires Avenue



Initial Vol: 0 471 471 0
Lanes: 0 0 0 1
Signal-Split/Right-includes: 471 0 0 0
Vol Cnt Date: 11/20/2008
Cycle Time (sec): 100
Lanes: 1 23
Loss Time (sec): 12
Critical V/C: 0.700
Avg Cnt Del (sec/veh): 32.5
Avg Del Del (sec/veh): 32.1
LOS: C

Street Name: Clay Street Linaires 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 7 7 7 7

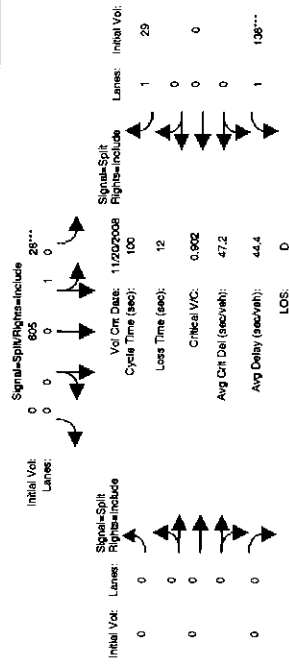
Volume Module: >> Count Date: 20 Nov 2008 << 7:30-8:30 AM

Base Vol:	0	368	42	4	428	0	0	0	0	0	131	0	21
Growth Adj:	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
Initial Bse:	0	405	68	4	471	0	0	0	0	0	144	0	23
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:	0	405	68	4	471	0	0	0	0	0	144	0	23
User Adj:	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
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	450	76	5	524	0	0	0	0	0	160	0	26
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	450	76	5	524	0	0	0	0	0	160	0	26
PCE Adj:	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
MLF Adj:	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
FinalVolume:	0	450	76	5	524	0	0	0	0	0	160	0	26

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.98 0.83 0.98 0.98 1.00 1.00 1.00 1.00 1.00 1.00 0.93 1.00 0.83
Lanes: 0.00 1.00 1.00 0.01 0.99 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 1.00
Final Sat.: 0.1862 1583 17 1845 0 0 0 0 0 0 0 1769 0 1583

Capacity Analysis Module:
Vol/Sat: 0.00 0.24 0.05 0.28 0.28 0.00 0.00 0.00 0.00 0.00 0.00 0.09 0.00 0.02
Crit Moves: ****
Green/Cycle: 0.00 0.35 0.35 0.41 0.41 0.00 0.00 0.00 0.00 0.00 0.00 0.13 0.00 0.13
Volume/Cap: 0.00 0.70 0.14 0.70 0.70 0.00 0.00 0.00 0.00 0.00 0.00 0.70 0.00 0.13
Delay/Veh: 0.0 31.7 22.6 27.6 27.6 0.0 0.0 0.0 0.0 0.0 0.0 51.0 0.0 38.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 31.7 22.6 27.6 27.6 0.0 0.0 0.0 0.0 0.0 0.0 51.0 0.0 38.8
LOS by Move: A C C C A A A A A A A D A D
HCM2kAvqQ: 0 13 2 14 14 0 0 0 0 0 0 6 0 1
Note: Queue reported is the number of cars per lane.

Intersection #2: Clay Street / Linaires Avenue



Initial Vol: 0 605 605 0
Lanes: 0 0 0 1
Signal-Split/Right-includes: 605 0 0 0
Vol Cnt Date: 11/20/2008
Cycle Time (sec): 100
Lanes: 1 29
Loss Time (sec): 12
Critical V/C: 0.902
Avg Cnt Del (sec/veh): 47.2
Avg Del Del (sec/veh): 44.4
LOS: D

Street Name: Clay Street Linaires 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 7 7 7 7 7 7

Volume Module: >> Count Date: 20 Nov 2008 << 5:00-6:00 PM

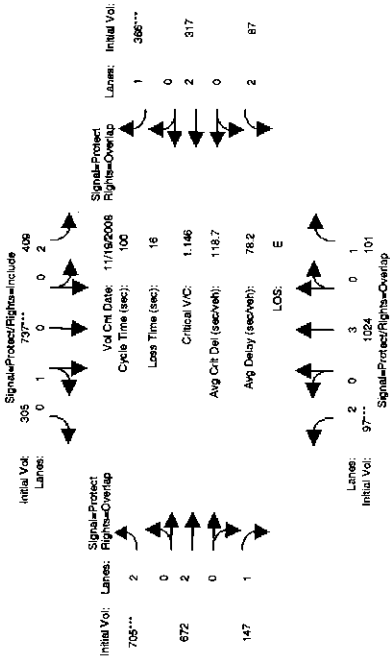
Base Vol:	0	599	149	24	550	0	0	0	0	0	124	0	26
Growth Adj:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Initial Bse:	0	659	164	26	605	0	0	0	0	0	136	0	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	659	164	26	605	0	0	0	0	0	136	0	29
User Adj:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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
PHF Volume:	0	679	169	27	623	0	0	0	0	0	140	0	29
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	679	169	27	623	0	0	0	0	0	140	0	29
PCE Adj:	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
MLF Adj:	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
FinalVolume:	0	679	169	27	623	0	0	0	0	0	140	0	29

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.98 0.83 0.98 0.98 1.00 1.00 1.00 1.00 1.00 1.00 0.93 1.00 0.83
Lanes: 0.00 1.00 1.00 0.04 0.96 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 1.00
Final Sat.: 0.1862 1583 17 1845 0 0 0 0 0 0 0 1769 0 1583

Capacity Analysis Module:
Vol/Sat: 0.00 0.36 0.11 0.35 0.35 0.00 0.00 0.00 0.00 0.00 0.00 0.08 0.00 0.02
Crit Moves: ****
Green/Cycle: 0.00 0.40 0.40 0.39 0.39 0.00 0.00 0.00 0.00 0.00 0.00 0.09 0.00 0.09
Volume/Cap: 0.00 0.90 0.26 0.90 0.90 0.00 0.00 0.00 0.00 0.00 0.00 0.90 0.00 0.21
Delay/Veh: 0.0 42.0 20.1 43.4 43.4 0.0 0.0 0.0 0.0 0.0 0.0 89.8 0.0 43.1
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
AdjDel/Veh: 0.0 42.0 20.1 43.4 43.4 0.0 0.0 0.0 0.0 0.0 0.0 89.8 0.0 43.1
LOS by Move: A D C D A A A A A A A F A D
HCM2kAvqQ: 0 23 3 23 23 0 0 0 0 0 0 7 0 1
Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment
EAP North of Intersection
Low-CI Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EAP AM

Intersection #4: Van Buren Boulevard / Arlington Avenue



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

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:	88	91	92	372	670	277	641	611	134	79	288	333
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:	97	1024	101	409	737	305	705	672	147	87	317	366
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:	97	1024	101	409	737	305	705	672	147	87	317	366
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	100	1059	105	423	762	315	729	695	152	90	328	379
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1059	105	423	762	315	729	695	152	90	328	379
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:	100	1059	105	423	762	315	729	695	152	90	328	379

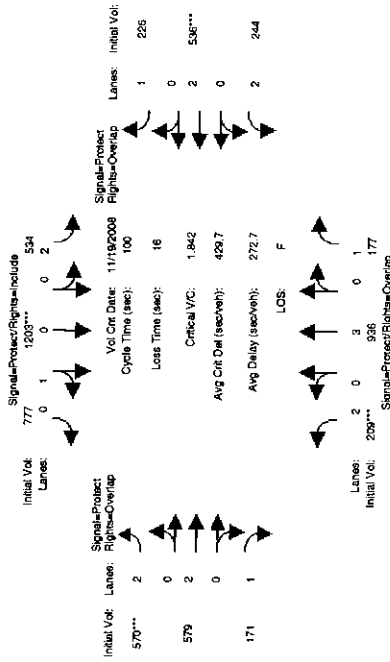
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 0.89 0.83 0.90 0.94 0.94 0.90 0.93 0.83 0.90 0.93 0.83
Lanes: 2.00 3.00 1.00 2.00 0.71 0.29 2.00 2.00 1.00 2.00 2.00 1.00 1.00
Final Sat.: 3432 5083 1583 3432 1259 521 3432 3538 1583 3432 3538 1583

Capacity Analysis Module:
Vol/Sat: 0.03 0.21 0.07 0.12 0.61 0.51 0.21 0.20 0.10 0.03 0.09 0.24
Crit Moves: ****
Green/Cycle: 0.07 0.36 0.43 0.21 0.50 0.50 0.18 0.20 0.27 0.07 0.10 0.31
Volume/Cap: 0.42 0.58 0.15 0.58 1.21 1.21 1.21 1.21 0.98 0.36 0.37 0.97 0.78
Delay/Veh: 45.7 26.6 17.6 36.7 131.1 131.1 131.1 131.1 131.1 45.2 85.2 39.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 45.7 26.6 17.6 36.7 131.1 131.1 131.1 131.1 131.1 45.2 85.2 39.4
LOS by Move: E C B D F F E C D
HCM2kAVQ: 2 10 2 7 58 58 23 17 4 2 9 12

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

Riverside-Corona Feeder Pipeline Realignment
EAP North of Intersection
Low-CI Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EAP PM

Intersection #4: Van Buren Boulevard / Arlington Avenue



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

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM

Base Vol:	190	851	161	485	1094	706	518	526	155	222	487	205
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:	209	936	177	534	1203	777	570	579	171	244	536	226
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:	209	936	177	534	1203	777	570	579	171	244	536	226
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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	214	960	182	547	1234	797	584	593	175	250	549	231
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	960	182	547	1234	797	584	593	175	250	549	231
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:	214	960	182	547	1234	797	584	593	175	250	549	231

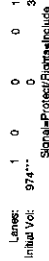
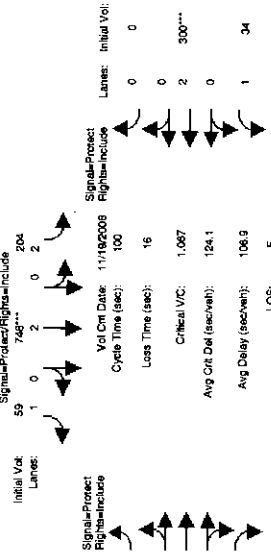
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 0.89 0.83 0.90 0.92 0.92 0.90 0.93 0.83 0.90 0.93 0.83 0.83
Lanes: 2.00 3.00 1.00 2.00 0.61 0.39 2.00 2.00 1.00 2.00 2.00 1.00 1.00
Final Sat.: 3432 5083 1583 3432 1065 687 3432 3538 1583 3432 3538 1583

Capacity Analysis Module:
Vol/Sat: 0.06 0.19 0.11 0.16 1.16 1.16 0.17 0.17 0.11 0.07 0.16 0.15
Crit Moves: ****
Green/Cycle: 0.07 0.36 0.42 0.31 0.60 0.60 0.09 0.12 0.19 0.05 0.08 0.39
Volume/Cap: 0.89 0.52 0.28 0.52 1.93 1.93 1.93 1.93 1.43 0.59 1.43 1.93 0.38
Delay/Veh: 77.4 25.2 19.6 29.0 44.1 44.1 47.5 24.9 40.2 268.6 476 22.3
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
AdjDel/Veh: 77.4 25.2 19.6 29.0 44.1 44.1 47.5 24.9 40.2 268.6 476 22.3
LOS by Move: E C B C F F F F F
HCM2kAVQ: 6 9 4 8 181 181 28 23 6 11 27 5

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

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-0577
EAP North of Intersection
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EAP-AM

Intersection #5: Van Buren Boulevard / Jackson Street



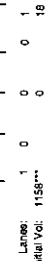
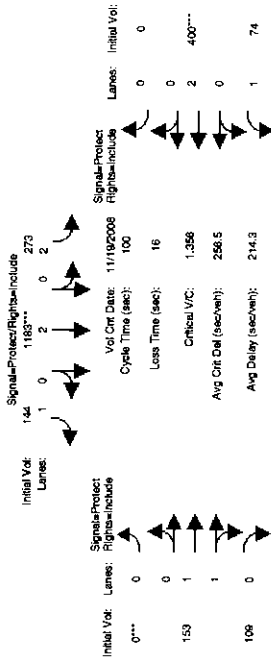
Street Name: Van Buren Boulevard Jackson Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Min. Green, Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserbyVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, FCE Adj, MLF Adj, FinalVolume, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2AVGQ.

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

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-0577
EAP North of Intersection
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EAP-PM

Intersection #5: Van Buren Boulevard / Jackson Street

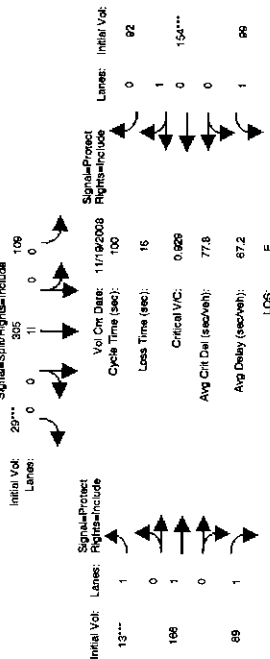


Street Name: Van Buren Boulevard Jackson Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Min. Green, Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserbyVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, FCE Adj, MLF Adj, FinalVolume, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2AVGQ.

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

Intersection #6: Jackson Street / Colorado Avenue



Initial Vol: Lanes: Signal-Protect Rights-include
13*** 1
0
166 1
0
89 1

Vol Cnt Date: 11/19/2008
Cycle Time (sec): 106
Loss Time (sec): 16
Critical V/C: 0.928
Avg Cnt Del (sec/veh): 77.8
Avg Delay (sec/veh): 87.2

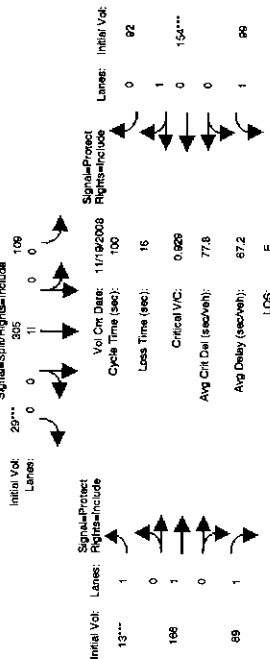
LOS: E

Street Name: Jackson 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 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
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 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
Reduct 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
FinalVolume: 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 0.95 0.96 0.96 0.93 0.98 0.83 0.93 0.93 0.93
Lanes: 0.22 0.78 1.00 0.25 0.69 0.06 1.00 1.00 1.00 1.00 0.62 0.38
Final Sat.: 400 1441 1583 449 1256 118 1769 1862 1583 1769 1099 659

Capacity Analysis Module:
Vol/Sat: 0.27 0.27 0.13 0.32 0.32 0.32 0.01 0.12 0.07 0.07 0.19 0.19
Crit Moves: ****
Green/Cycle: 0.26 0.26 0.26 0.32 0.32 0.32 0.07 0.16 0.16 0.10 0.19 0.19
Volume/Cap: 1.00 1.00 0.49 1.00 1.00 1.00 0.14 0.75 0.47 0.75 1.00 1.00
Delay/Veh: 77.7 77.7 32.0 71.5 71.5 71.5 44.2 50.8 39.8 60.6 90.9 90.9
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: 77.7 77.7 32.0 71.5 71.5 71.5 44.2 50.8 39.8 60.6 90.9 90.9
LOS by Move: E E C E E E D D E F F
HCM2kxvq: 21 21 6 25 25 25 1 8 4 6 15 15
Note: Queue reported is the number of cars per lane.

Intersection #6: Jackson Street / Colorado Avenue



Initial Vol: Lanes: Signal-Protect Rights-include
18*** 1
0
172 1
0
97 1

Vol Cnt Date: 11/19/2008
Cycle Time (sec): 100
Loss Time (sec): 16
Critical V/C: 0.988
Avg Cnt Del (sec/veh): 82.4
Avg Delay (sec/veh): 82.6

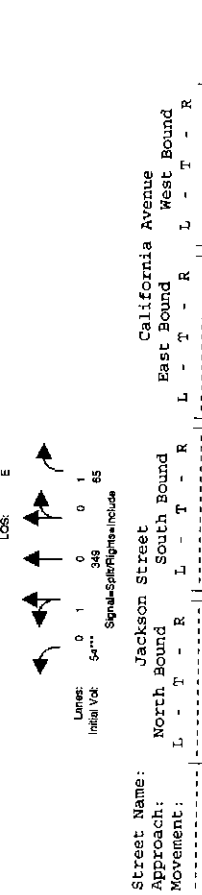
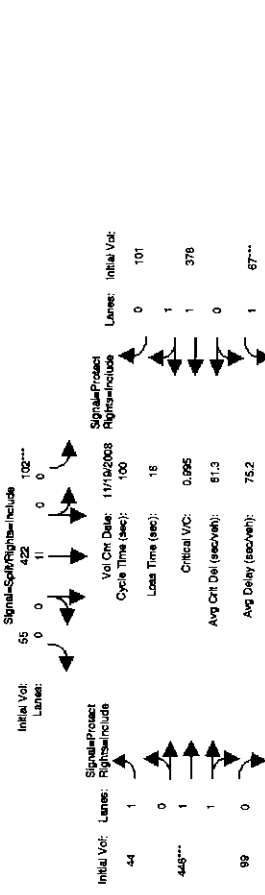
LOS: E

Street Name: Jackson 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 7 7 7 7 7 7 7 7
Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 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
PasserByVol: 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
Reduct 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

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 0.96 0.93 0.98 0.83 0.93 0.93 0.93
Lanes: 0.21 0.79 1.00 0.18 0.76 0.06 1.00 1.00 1.00 1.00 0.64 0.36
Final Sat.: 382 1461 1583 324 1385 120 1769 1862 1583 1769 1122 639

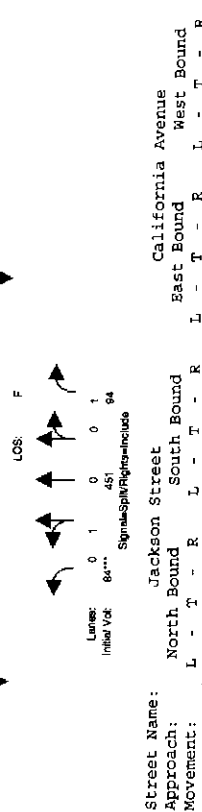
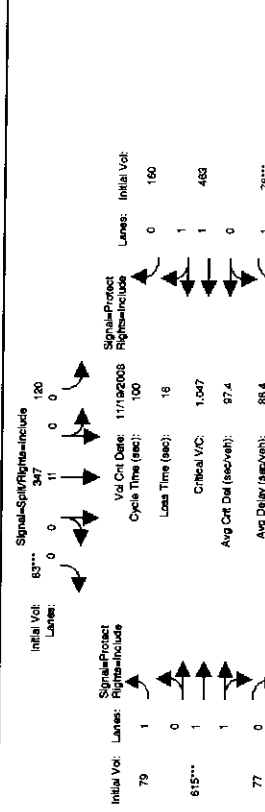
Capacity Analysis Module:
Vol/Sat: 0.29 0.29 0.04 0.29 0.29 0.29 0.01 0.09 0.06 0.04 0.16 0.16
Crit Moves: ****
Green/Cycle: 0.30 0.30 0.30 0.30 0.30 0.30 0.07 0.14 0.14 0.10 0.17 0.17
Volume/Cap: 0.97 0.97 0.12 0.97 0.97 0.97 0.14 0.68 0.45 0.35 0.97 0.97
Delay/Veh: 64.6 64.6 25.7 64.2 64.2 64.2 44.2 48.7 41.3 43.0 84.6 84.6
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: 64.6 64.6 25.7 64.2 64.2 64.2 44.2 48.7 41.3 43.0 84.6 84.6
LOS by Move: E E C E E E D D E F F
HCM2kxvq: 22 22 1 22 22 22 1 6 3 2 13 13
Note: Queue reported is the number of cars per lane.

Riverside-Contra Fleeter Pipeline Realignment
W.O. 07-0377
EAP North of Intersection
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EAP AM
Intersection #7: Jackson Street / California Avenue



Street Name:	Jackson Street	California Avenue
Approach:	North Bound	East Bound West Bound
Movement:	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 7 7 7 7 7 7 7 7 7 7
Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM		
Base Vol:	49 317 59 93 384 50 40 405 90 61 344 92	76 410 85 109 315 75 72 559 70 71 421 145
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 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 99 67 378 101	84 451 94 120 347 83 79 615 77 78 463 160
Added Vol:	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
PasserByVol:	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
Initial Fut:	54 349 65 102 422 55 44 446 99 67 378 101	84 451 94 120 347 83 79 615 77 78 463 160
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 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 0.88 0.88 0.88	0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume:	62 398 74 117 482 63 50 509 113 77 432 116	88 474 98 126 364 87 83 647 81 82 487 168
Reduced Vol:	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
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 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume:	62 398 74 117 482 63 50 509 113 77 432 116	88 474 98 126 364 87 83 647 81 82 487 168
Saturation Flow Module:		
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.97 0.97 0.83 0.96 0.96 0.96 0.93 0.91 0.91 0.93 0.90 0.90 0.90	0.83 0.95 0.95 0.95 0.95 0.95 0.93 0.92 0.92 0.93 0.92 0.92 0.93 0.90 0.90
Lanes:	0.13 0.87 1.00 3.21 1327 173 1769 2816 626 1769 2702 723	0.16 0.84 1.00 0.22 0.63 0.15 1.00 1.78 0.22 1.00 1.49 0.51
Final Sat.:	248 1601 1593 321 1327 173 1769 2816 626 1769 2702 723	289 1558 1583 394 1139 271 1769 3091 387 1769 2531 872
Capacity Analysis Module:		
Vol/Sat:	0.25 0.25 0.05 0.36 0.36 0.36 0.03 0.18 0.18 0.04 0.16 0.16	0.30 0.30 0.06 0.32 0.32 0.32 0.05 0.21 0.21 0.05 0.19 0.19
Crit Moves:	****	****
Green/Cycle:	0.24 0.24 0.24 0.35 0.35 0.35 0.07 0.18 0.18 0.07 0.17 0.17	0.28 0.28 0.28 0.30 0.30 0.30 0.07 0.19 0.19 0.07 0.19 0.19
Volume/Cap:	1.03 1.03 1.03 1.03 1.03 1.03 0.38 1.03 1.03 0.62 0.94 0.94	1.08 1.08 1.08 1.08 1.08 1.08 0.67 1.08 1.08 0.66 1.00 1.00
Delay/Veh:	88.2 88.2 30.4 75.5 75.5 75.5 45.9 85.5 85.5 54.4 63.7 63.7	99.5 99.5 27.8 98.3 98.3 98.3 58.7 99.4 99.4 58.1 74.5 74.5
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 1.00 1.00 1.00 1.00
AdjDel/Veh:	88.2 88.2 30.4 75.5 75.5 75.5 45.9 85.5 85.5 54.4 63.7 63.7	99.5 99.5 27.8 98.3 98.3 98.3 58.7 99.4 99.4 58.1 74.5 74.5
LOS by Move:	F C E E E D F F D E E	F C F F E F E F F
HCM2kAV90:	21 21 2 29 29 29 2 16 16 3 13 13	27 27 2 28 28 28 4 20 20 4 16 16
Note: Queue reported is the number of cars per lane.		

Riverside-Contra Fleeter Pipeline Realignment
W.O. 07-0377
EAP North of Intersection
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EAP PM
Intersection #7: Jackson Street / California Avenue

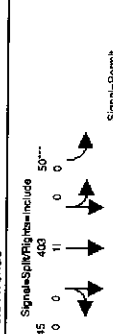


Street Name:	Jackson Street	California Avenue
Approach:	North Bound	East Bound West Bound
Movement:	L - T - R L - T - R L - T - R	L - T - R L - T - R
Min. Green:	7 7 7 7 7 7 7 7 7 7 7 7 7	7 7 7 7 7 7 7 7 7 7 7 7 7
Volume Module: >> Count Date: 19 Nov 2008 << 5:00-6:00 PM		
Base Vol:	76 410 85 109 315 75 72 559 70 71 421 145	76 410 85 109 315 75 72 559 70 71 421 145
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 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 77 78 463 160	84 451 94 120 347 83 79 615 77 78 463 160
Added Vol:	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
PasserByVol:	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
Initial Fut:	84 451 94 120 347 83 79 615 77 78 463 160	84 451 94 120 347 83 79 615 77 78 463 160
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 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 0.95 0.95	0.95 0.95 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 82 487 168	88 474 98 126 364 87 83 647 81 82 487 168
Reduced Vol:	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
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 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 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 81 82 487 168	88 474 98 126 364 87 83 647 81 82 487 168
Saturation Flow Module:		
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.97 0.97 0.83 0.95 0.95 0.95 0.93 0.92 0.92 0.93 0.92 0.92 0.93 0.90 0.90	0.83 0.95 0.95 0.95 0.95 0.95 0.93 0.92 0.92 0.93 0.92 0.92 0.93 0.90 0.90
Lanes:	0.16 0.84 1.00 0.22 0.63 0.15 1.00 1.78 0.22 1.00 1.49 0.51	0.16 0.84 1.00 0.22 0.63 0.15 1.00 1.78 0.22 1.00 1.49 0.51
Final Sat.:	289 1558 1583 394 1139 271 1769 3091 387 1769 2531 872	289 1558 1583 394 1139 271 1769 3091 387 1769 2531 872
Capacity Analysis Module:		
Vol/Sat:	0.30 0.30 0.06 0.32 0.32 0.32 0.05 0.21 0.21 0.05 0.19 0.19	0.30 0.30 0.06 0.32 0.32 0.32 0.05 0.21 0.21 0.05 0.19 0.19
Crit Moves:	****	****
Green/Cycle:	0.28 0.28 0.28 0.30 0.30 0.30 0.07 0.19 0.19 0.07 0.19 0.19	0.28 0.28 0.28 0.30 0.30 0.30 0.07 0.19 0.19 0.07 0.19 0.19
Volume/Cap:	1.08 1.08 1.08 1.08 1.08 1.08 0.67 1.08 1.08 0.66 1.00 1.00	1.08 1.08 1.08 1.08 1.08 1.08 0.67 1.08 1.08 0.66 1.00 1.00
Delay/Veh:	99.5 99.5 27.8 98.3 98.3 98.3 58.7 99.4 99.4 58.1 74.5 74.5	99.5 99.5 27.8 98.3 98.3 98.3 58.7 99.4 99.4 58.1 74.5 74.5
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 1.00 1.00 1.00 1.00
AdjDel/Veh:	99.5 99.5 27.8 98.3 98.3 98.3 58.7 99.4 99.4 58.1 74.5 74.5	99.5 99.5 27.8 98.3 98.3 98.3 58.7 99.4 99.4 58.1 74.5 74.5
LOS by Move:	F C F C F F E F E F F	F C F C F F E F E F F
HCM2kAV90:	27 27 2 28 28 28 4 20 20 4 16 16	27 27 2 28 28 28 4 20 20 4 16 16
Note: Queue reported is the number of cars per lane.		

Riverside-Corona Feeder Pipeline Realignment
W.C. 07-0377
EAP North of Intersection

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

Intersection #8: Jackson Street / Garfield Avenue



Street Name: Jackson Street Garfield 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

Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM
Base Vol: 32 339 401 26 37 56 28 25 58 44
Growth Adj: 1.10
Initial Bse: 23 373 35 109 449 29 41 62 31 28 64 48
Added Vol: 0
PasserByVol: 0
Initial Fut: 23 373 35 109 449 29 41 62 31 28 64 48
User Adj: 1.00
PHF Adj: 0.89
PHF Volume: 26 421 40 123 507 32 46 70 35 31 72 55
Reduct Vol: 0
Reduced Vol: 26 421 40 123 507 32 46 70 35 31 72 55
PCE Adj: 1.00
MLF Adj: 1.00
FinalVolume: 26 421 40 123 507 32 46 70 35 31 72 55

Saturation Flow Module:
Sat/Lane: 1900
Adjustment: 0.98
Lanes: 0.06 0.94 1.00 1.19 0.76 0.05 0.31 0.46 0.23 0.20 0.46 0.34
Final Sat.: 108 1748 1583 304 1403 89 404 612 306 305 708 537

Signal-Split/Rights-Include

Initial Vol: 29...
Lanes: 0 0 1 1 0 0 1 0 0

Signal-Split/Rights-Include

Initial Vol: 49
Lanes: 0 0 1 1 0 0

Signal-Split/Rights-Include

Initial Vol: 84
Lanes: 0 0 1 1 0 0

Signal-Split/Rights-Include

Initial Vol: 28
Lanes: 0 0 1 1 0 0

Signal-Split/Rights-Include

Initial Vol: 35
Lanes: 0 1 0 0 1 1 0 0

Signal-Split/Rights-Include

Initial Vol: 41
Lanes: 0 0 1 1 0 0

Signal-Split/Rights-Include

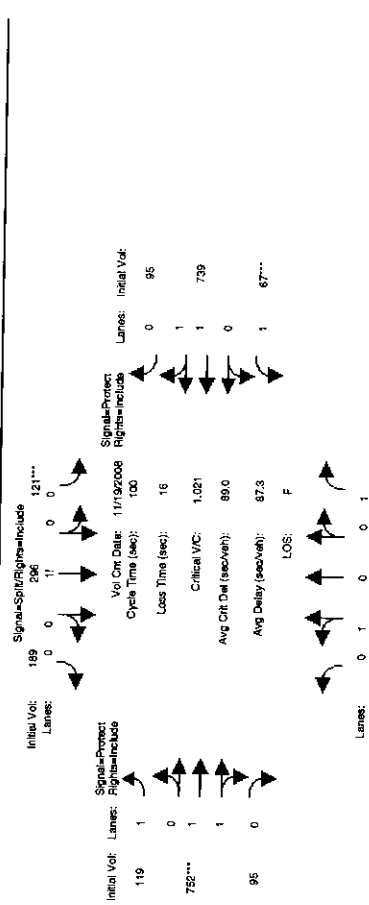
Initial Vol: 46
Lanes: 0 0 1 1 0 0

Signal-Split/Rights-Include

Initial Vol: 52
Lanes: 0 0 1 1 0 0

Signal-Split/Rights-Include

Intersection #9: Jackson Street / Magnolia Avenue



Street Name: Jackson Street Magnolia 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 7 7 7 7 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM
 Base Vol: 103 349 287 148 273 105 94 529 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 1.10 1.10 1.10 1.10 1.10 1.10
 Initial Bse: 113 384 316 163 300 116 103 582 77 92 474 125
 Added Vol: 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
 Initial Fut: 113 364 316 163 300 116 103 582 77 92 474 125
 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
 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 0.94 0.94 0.94 0.94
 PHF Volume: 121 408 336 173 319 123 110 619 82 98 504 133
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 121 408 336 173 319 123 110 619 82 98 504 133
 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 1.00 1.00 1.00 1.00
 MFLF Adj: 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: 121 408 336 173 319 123 110 619 82 98 504 133

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adj Sat: 0.97 0.97 0.83 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
 Adj Volume: 103 349 287 148 273 105 94 529 70 84 431 114
 Final Sat: 420 1422 1583 803 927 357 1769 3068 406 1769 2711 717

Capacity Analysis Module:
 Vol/Sat: 0.29 0.29 0.21 0.34 0.34 0.34 0.34 0.34 0.34 0.34 0.34 0.34 0.34 0.34 0.34 0.34
 Crit Moves: ****
 Green/Cycle: 0.27 0.27 0.27 0.32 0.32 0.32 0.32 0.32 0.32 0.32 0.32 0.32 0.32 0.32 0.32 0.32
 Volume/Cap: 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08
 Delay/Veh: 101.6 102 44.7 96.1 96.1 96.1 96.1 96.1 96.1 96.1 96.1 96.1 96.1 96.1 96.1 96.1
 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
 AdjDel/Veh: 101.6 102 44.7 96.1 96.1 96.1 96.1 96.1 96.1 96.1 96.1 96.1 96.1 96.1 96.1 96.1
 LOS by Move: F F F F F F F F F F F F F F F F F F
 HCM2kAVQ: 26 26 12 29 29 6 19 15 5 16 16 16

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

Street Name: Jackson Street Magnolia 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 7 7 7 7 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 4:30-5:30 PM
 Base Vol: 69 239 43 110 269 172 108 684 86 61 672 86
 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
 Initial Bse: 76 263 47 121 296 189 119 752 95 67 739 95
 Added Vol: 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
 Initial Fut: 76 263 47 121 296 189 119 752 95 67 739 95
 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
 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 0.94 0.94 0.94 0.94
 PHF Volume: 80 279 50 128 314 201 126 798 100 71 784 100
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 80 279 50 128 314 201 126 798 100 71 784 100
 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 1.00 1.00 1.00 1.00
 MFLF Adj: 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: 80 279 50 128 314 201 126 798 100 71 784 100

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adj Sat: 0.97 0.97 0.83 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
 Adj Volume: 69 239 43 110 269 172 108 684 86 61 672 86
 Final Sat: 413 1429 1583 353 862 551 1769 3089 388 1769 3083 395

Capacity Analysis Module:
 Vol/Sat: 0.20 0.20 0.03 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36
 Crit Moves: ****
 Green/Cycle: 0.18 0.18 0.18 0.34 0.34 0.34 0.34 0.34 0.34 0.34 0.34 0.34 0.34 0.34 0.34 0.34
 Volume/Cap: 1.06 1.06 1.06 1.06 1.06 1.06 1.06 1.06 1.06 1.06 1.06 1.06 1.06 1.06 1.06 1.06
 Delay/Veh: 106.9 107 34.7 86.8 86.8 86.8 86.8 86.8 86.4 86.4 86.4 86.4 86.4 86.4 86.4 86.4
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 106.9 107 34.7 86.8 86.8 86.8 86.8 86.8 86.4 86.4 86.4 86.4 86.4 86.4 86.4 86.4
 LOS by Move: F F C F F F F F F F F F F F F F F F
 HCM2kAVQ: 18 18 1 29 29 8 23 23 3 22 22

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

COMPARE

Wed Feb 04 17:02:54 2009

Riverside-Corona Feeder Pipeline Realignment

W.O. 07-0377

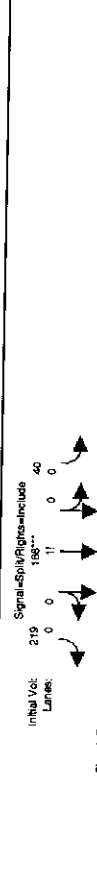
EAP North of Intersection

Level Of Service Computation Report

2000 HCM Operations (Future Volume Alternative)

EAP AM

Intersection #11: Jackson Street / Lincoln Avenue



Initial Vol: 219
Lanes: 0 1 0 11 0 0 40

Initial Vol	Lanes	Signal/Protect	Initial Vol	Lanes	Signal/Protect
121***	1	Signal/Protect Right=include	0	0	188***
110	0	1	0	1	68***
73	0	1	0	1	0
		1	0	1	236***
		1	0	1	0
		1	0	1	40

Vol Cnt Date: 11/18/2008
Cycle Time (sec): 100
Lanes: 0 56
Less Time (sec): 16
Critical V/C: 1.187
Avg Cnt Del (sec/veh): 142.9
Avg Delay (sec/veh): 128.4
LOS: F

Lanes: 0 1 0 0 1
Initial Vol: 167 281*** 14

Signal=Split/Right=include

Street Name: Jackson Street

Approach: North Bound South Bound Lincoln Avenue

Movement: 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:	152	255	13	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	1.10	1.10	1.10	1.10
Initial Adj:	167	281	14	40	166	219	121	110	73	40	295	56
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:	167	281	14	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	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	0.66	0.66	0.66	0.66
PHF Volume:	252	423	22	60	251	330	183	166	110	60	445	85
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FCE Adj:	252	423	22	60	251	330	183	166	110	60	445	85
PLF Adj:	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:	252	423	22	60	251	330	183	166	110	60	445	85

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.83	0.91	0.91	0.91	0.93	0.88	0.88	0.93	0.91	0.91
Lanes:	0.37	0.63	1.00	0.09	0.39	0.52	1.00	1.20	0.80	1.00	1.68	0.32
Final Sat.:	683	1146	1583	161	674	888	1769	2003	1322	1769	2901	552

Capacity Analysis Module:

Vol/Sat:	0.37	0.37	0.01	0.37	0.37	0.37	0.10	0.08	0.08	0.03	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.09	0.12	0.12	0.10	0.13	0.13
Volume/Cap:	1.19	1.19	0.04	1.19	1.19	1.19	1.19	0.71	0.71	0.34	1.19	1.19
Delay/Veh:	135.5	136	24.1	136.2	136	136.2	177.5	48.4	48.4	43.2	148	148.5
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:	135.5	136	24.1	136.2	136	136.2	177.5	48.4	48.4	43.2	148	148.5
LOS by Move:	F	F	C	F	F	F	F	F	F	D	F	F
HCM2kAVQ:	37	37	0	35	35	35	12	6	6	2	17	17

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

Traffic 7.9.0215

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COMPARE

Wed Feb 04 17:02:54 2009

Riverside-Corona Feeder Pipeline Realignment

W.O. 07-0377

EAP North of Intersection

Level Of Service Computation Report

2000 HCM Operations (Future Volume Alternative)

EAP PM

Intersection #11: Jackson Street / Lincoln Avenue



Initial Vol: 22
Lanes: 0 0 11 0 0 68***

Initial Vol	Lanes	Signal/Protect	Initial Vol	Lanes	Signal/Protect
13***	1	Signal/Protect Right=include	0	0	100
86	1	1	0	1	18
19	0	1	0	1	180***
		1	0	1	0
		1	0	1	108

Vol Cnt Date: 11/18/2008
Cycle Time (sec): 100
Lanes: 0 18
Less Time (sec): 18
Critical V/C: 0.494
Avg Cnt Del (sec/veh): 33.1
Avg Delay (sec/veh): 34.6
LOS: C

Lanes: 0 1 0 0 1
Initial Vol: 25*** 234 87

Signal=Split/Right=include

Street Name: Jackson Street

Approach: North Bound South Bound Lincoln Avenue

Movement: 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 << 4:15-5:15 PM

Base Vol:	23	213	79	62	167	20	12	78	17	98	164	77
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 Adj:	25	234	87	68	184	22	13	86	19	108	180	85
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:	25	234	87	68	184	22	13	86	19	108	180	85
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:	28	258	96	75	202	24	15	94	21	119	199	93
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FCE Adj:	28	258	96	75	202	24	15	94	21	119	199	93
PLF Adj:	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:	28	258	96	75	202	24	15	94	21	119	199	93

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.83	0.96	0.96	0.96	0.93	0.91	0.91	0.93	0.89	0.89
Lanes:	0.10	0.90	1.00	0.25	0.67	0.08	1.00	1.64	0.36	1.00	1.36	0.64
Final Sat.:	181	1672	1583	453	1220	146	1769	2826	616	1769	2292	1076

Capacity Analysis Module:

Vol/Sat:	0.15	0.15	0.06	0.17	0.17	0.17	0.01	0.03	0.03	0.07	0.09	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.29	0.29	0.29	0.31	0.31	0.31	0.07	0.12	0.12	0.12	0.16	0.16
Volume/Cap:	0.53	0.53	0.21	0.53	0.53	0.53	0.12	0.29	0.29	0.57	0.53	0.53
Delay/Veh:	30.6	30.6	26.9	29.2	29.2	29.2	44.0	40.7	40.7	45.7	39.2	39.2
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:	30.6	30.6	26.9	29.2	29.2	29.2	44.0	40.7	40.7	45.7	39.2	39.2
LOS by Move:	C	C	C	C	C	C	C	C	C	D	D	D
HCM2kAVQ:	8	8	2	6	6	6	2	4	4	5	5	5

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

Traffic 7.9.0215

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COMPARE
Wed Feb 04 17:02:54 2009
Riverside-Corona Feeder Pipeline Realignment
W.O. 07-0377
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
ESP AM
Intersection #112: Jackson Street / Victoria Avenue (North)

Initial Vol: Lanes: 0 0 0 0 0 0
Signal-Stop Rights=Include
Initial Vol: Lanes: 0 0 0 0 0 0
Signal-Stop Rights=Include

Vol Cut Date: 11/19/2008
Cycle Time (sec): 100
Loss Time (sec): 0
Critical VC: 0.005
Avg Crt Del (sec/veh): 7.5
Avg Delay (sec/veh): 7.5
LOS: A

Victoria Avenue (North)
East Bound West Bound
L - T - R L - T - R L - T - R
Min. Green: 7

Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM
Base Vol: 6 0 0 0 0 0 0 0 0 0 0 0 0 27 36 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 1.10 1.10 1.10 1.10
Initial Bse: 7 0 0 0 0 0 0 0 0 0 0 0 0 30 40 0
Added Vol: 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
Initial Fut: 7 0 0 0 0 0 0 0 0 0 0 0 0 30 40 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 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 0.82 0.82 0.82 0.82
PHF Volume: 8 0 0 0 0 0 0 0 0 0 0 0 0 36 48 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 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 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
FinalVolume: 8 0 0 0 0 0 0 0 0 0 0 0 0 36 48 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 1.00 1.00 1.00 1.00 1.00
Lanes: 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 0.43 0.57 0.00
Final Sat.: 822 0 0 0 0 0 0 0 0 0 0 0 0 381 509 0

Capacity Analysis Module:
Vol/Sat: 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.10 0.10 xxxxx
Crit Moves: ****
Delay/Veh: 7.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 7.5 7.5 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
AdjDel/Veh: 7.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 7.5 7.5 0.0
LOS by Move: A * * * * *
ApproachDel: 7.3 xxxxxxx xxxxxxx
Delay Adj: 1.00 xxxxxx 7.5
ApprAdjDel: 7.3 xxxxxx
LOS by Appr: A * * * * *
AllWayAvgQ: 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 0.1 0.1 0.1
Note: Queue reported is the number of cars per lane.

COMPARE
Wed Feb 04 17:02:54 2009
Riverside-Corona Feeder Pipeline Realignment
W.O. 07-0377
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
ESP PM
Intersection #112: Jackson Street / Victoria Avenue (North)

Initial Vol: Lanes: 0 0 0 0 0 0
Signal-Stop Rights=Include
Initial Vol: Lanes: 0 0 0 0 0 0
Signal-Stop Rights=Include

Vol Cut Date: 11/19/2008
Cycle Time (sec): 100
Loss Time (sec): 0
Critical VC: 0.124
Avg Crt Del (sec/veh): 7.6
Avg Delay (sec/veh): 7.6
LOS: A

Jackson Street
North Bound South Bound
L - T - R L - T - R L - T - R
Min. Green: 7

Volume Module: >> Count Date: 19 Nov 2008 << 4:30-5:30 PM
Base Vol: 9 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 1.10 1.10 1.10 1.10
Initial Bse: 10
Added Vol: 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
Initial Fut: 10 0 0 0 0 0 0 0 0 0 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 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 0.93 0.93 0.93 0.93 0.93
PHF Volume: 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 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 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
FinalVolume: 11 0 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00
Lanes: 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 0.41 0.59 0.00
Final Sat.: 895 0 0 0 0 0 0 0 0 0 0 0 0 364 526 0

Capacity Analysis Module:
Vol/Sat: 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.12 0.12 xxxxx
Crit Moves: ****
Delay/Veh: 7.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 7.6 7.6 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
AdjDel/Veh: 7.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 7.6 7.6 0.0
LOS by Move: A * * * * *
ApproachDel: 7.4 xxxxxxx xxxxxxx
Delay Adj: 1.00 xxxxxx 7.6
ApprAdjDel: 7.4 xxxxxx
LOS by Appr: A * * * * *
AllWayAvgQ: 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 0.1 0.1 0.1
Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment

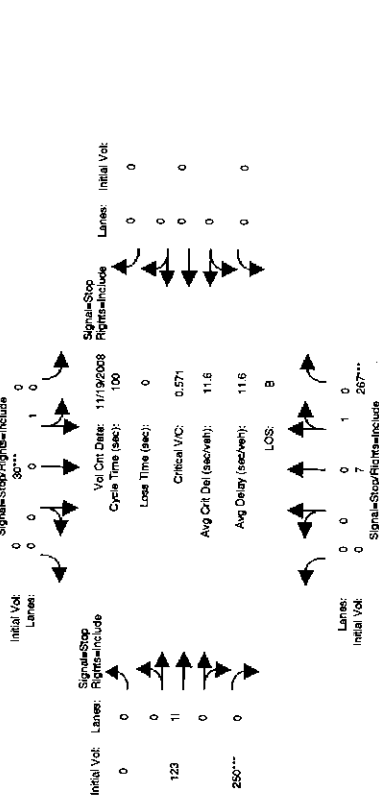
W.O. 07-0377
EAP North of Intersection

Level of Service Computation Report

2000 HCM 4-Way Stop (Future Volume Alternative)

EAP-AM

Intersection #212: Jackson Street / Victoria Avenue (South)



Street Name: Jackson Street Victoria Avenue (South)
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 7 7 7 7 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM
Base Vol: 0 6 243 0 27 0 0 112 227 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: 0 7 267 0 30 0 0 123 250 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: 0 7 267 0 30 0 0 123 250 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: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82
PHP Volume: 0 8 327 0 36 0 0 151 305 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 8 327 0 36 0 0 151 305 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: 0 8 327 0 36 0 0 151 305 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 1.00
Lanes: 0.00 0.02 0.98 0.00 1.00 0.00 0.00 0.33 0.67 0.00 0.00 0.00
Final Sat.: 0 19 751 0 615 0 0 264 535 0 0 0

Capacity Analysis Module:
Vol/Sat: xxxxx 0.44 0.44 xxxxx 0.06 xxxxx 0.57 0.57 xxxxx xxxxx
Crit Moves: ****

Delay/Veh: 0.0 10.5 10.5 0.0 8.7 0.0 0.0 12.6 12.6 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
AdjDel/Veh: 0.0 10.5 10.5 0.0 8.7 0.0 0.0 12.6 12.6 0.0 0.0 0.0
LOS by Move: * B B * A * * * B B * * *
ApproachDel: 10.5 8.7 12.6 xxxxxxx
Delay Adj: 1.00 1.00 1.00 xxxxxxx
ApprAdjDel: 10.5 8.7 12.6 xxxxxxx
LOS by Appr: B B A B * * *
AllWayAvgQ: 0.7 0.7 0.7 0.1 0.1 0.1 1.2 1.2 1.2 0.0 0.0 0.0

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

Riverside-Corona Feeder Pipeline Realignment

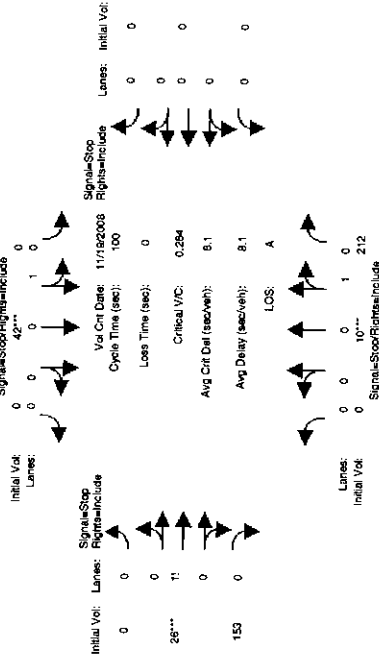
W.O. 07-0377
EAP North of Intersection

Level of Service Computation Report

2000 HCM 4-Way Stop (Future Volume Alternative)

EAP-PM

Intersection #212: Jackson Street / Victoria Avenue (South)



Street Name: Jackson Street Victoria Avenue (South)
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 7 7 7 7 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 4:30-5:30 PM
Base Vol: 0 9 193 0 38 0 0 24 139 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: 0 10 212 0 42 0 0 26 153 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: 0 10 212 0 42 0 0 26 153 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: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHP Volume: 0 11 230 0 45 0 0 29 165 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 11 230 0 45 0 0 29 165 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: 0 11 230 0 45 0 0 29 165 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 1.00
Lanes: 0.00 0.04 0.96 0.00 1.00 0.00 0.00 0.15 0.85 0.00 0.00 0.00
Final Sat.: 0 41 871 0 755 0 0 127 735 0 0 0

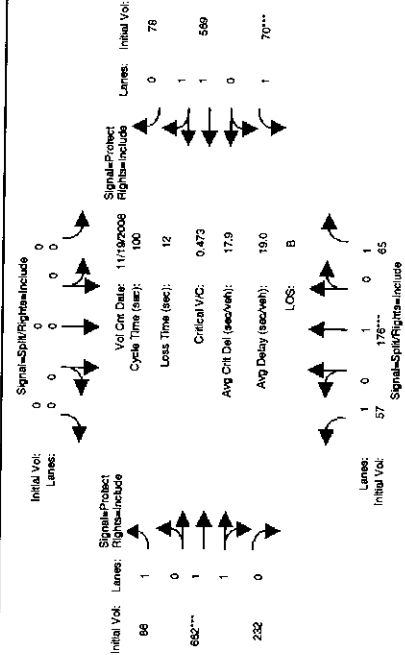
Capacity Analysis Module:
Vol/Sat: xxxxx 0.26 0.26 xxxxx 0.06 xxxxx 0.23 0.23 xxxxx xxxxx
Crit Moves: ****

Delay/Veh: 0.0 8.1 8.1 0.0 7.8 0.0 0.0 8.1 8.1 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
AdjDel/Veh: 0.0 8.1 8.1 0.0 7.8 0.0 0.0 8.1 8.1 0.0 0.0 0.0
LOS by Move: * A * A * * * A A * * *
ApproachDel: 8.1 7.8 8.1 xxxxxxx
Delay Adj: 1.00 1.00 1.00 xxxxxxx
ApprAdjDel: 8.1 7.8 8.1 xxxxxxx
LOS by Appr: A A A * * * *
AllWayAvgQ: 0.3 0.3 0.3 0.1 0.1 0.1 0.3 0.3 0.3 0.0 0.0 0.0

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

Riverdale-Corona Feeder Pipeline Realignment
W.C. 07-0377
EAP North of Intersection
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EAP-AM

Intersection #14: Monroe Street / California Avenue



Street Name: Monroe Street
Approach: Northbound Southbound Westbound
Movement: 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 << 7:30-8:30 AM									
Base Vol:	59	194	81	54	513	251	81	345	68
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	65	213	89	0	59	564	276	89	380
Added Vol:	0	0	0	0	0	0	0	0	0
PasserbyVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	65	213	89	0	59	564	276	89	380
User Adj:	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
PHF Volume:	70	229	96	0	64	605	296	96	407
Reduced Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	229	96	0	64	605	296	96	407
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
FinalVolume:	70	229	96	0	64	605	296	96	407

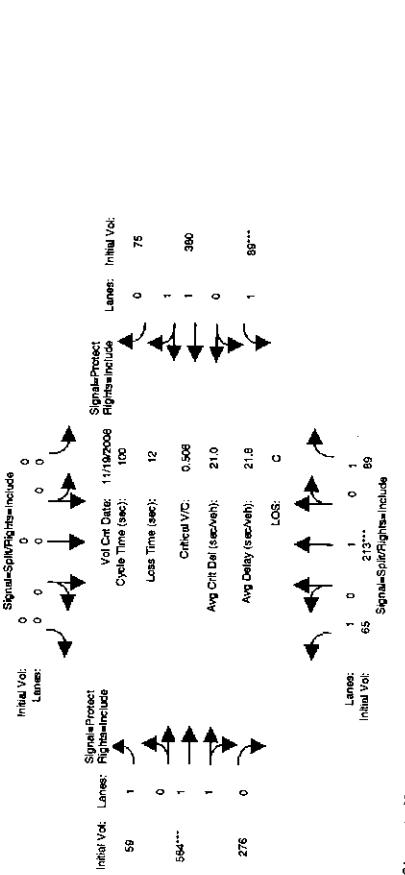
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.83 0.98 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1583 1862 1583 0 0 1769 2259 1105 1769 2881 568

Capacity Analysis Module:									
Vol/Sat:	0.04	0.12	0.06	0.00	0.00	0.00	0.04	0.27	0.05
Crit Moves:	0.24	0.24	0.24	0.00	0.00	0.00	0.21	0.53	0.11
Green/Cycle:	0.18	0.51	0.25	0.00	0.00	0.00	0.17	0.51	0.51
Volume/Cap:	30.2	33.6	30.8	0.0	0.0	0.0	32.5	15.3	15.3
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	30.2	33.6	30.8	0.0	0.0	0.0	32.5	15.3	15.3
AdjDel/Veh:	2	6	2	0	0	0	2	9	3
LOS by Move:	C	C	C	A	A	A	C	B	B
HCMSKAVGQ:	2	6	2	0	0	0	2	9	3

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

Riverdale-Corona Feeder Pipeline Realignment
W.C. 07-0377
EAP North of Intersection
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EAP-AM

Intersection #14: Monroe Street / California Avenue



Street Name: Monroe Street
Approach: Northbound Southbound Westbound
Movement: 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 << 5:00-6:00 PM									
Base Vol:	52	160	59	0	0	0	78	602	211
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	57	176	65	0	0	0	86	662	232
Added Vol:	0	0	0	0	0	0	0	0	0
PasserbyVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	57	176	65	0	0	0	86	662	232
User Adj:	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
PHF Volume:	60	184	68	0	0	0	90	694	243
Reduced Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	184	68	0	0	0	90	694	243
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
FinalVolume:	60	184	68	0	0	0	90	694	243

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.83 0.98 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1583 1862 1583 0 0 1769 2517 882 1769 3055 419

Capacity Analysis Module:									
Vol/Sat:	0.04	0.10	0.04	0.00	0.00	0.00	0.05	0.28	0.04
Crit Moves:	0.21	0.21	0.21	0.00	0.00	0.00	0.18	0.58	0.09
Green/Cycle:	0.18	0.47	0.21	0.00	0.00	0.00	0.29	0.47	0.47
Volume/Cap:	32.8	35.6	33.0	0.0	0.0	0.0	36.2	12.2	12.2
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	32.8	35.6	33.0	0.0	0.0	0.0	36.2	12.2	12.2
AdjDel/Veh:	2	5	2	0	0	0	3	9	3
LOS by Move:	C	C	C	A	A	A	C	B	B
HCMSKAVGQ:	2	5	2	0	0	0	2	9	3

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

Riverside-Corona Feeder Pipeline Realignment

EAP North of Intersection
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
EAP AM

Intersection #15: Monroe Street / Garfield Avenue

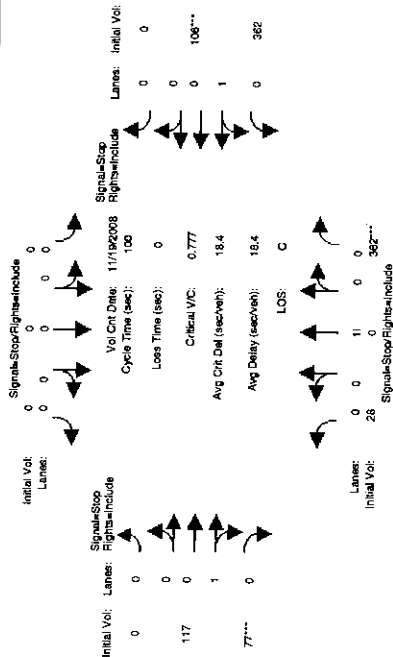


Table with columns: Street Name, Approach, Movement, Min. Green, Volume Module, Base Vol, Growth Adj, Initial BSE, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, Saturation Flow Module, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, AllwayAVGQ. Includes data for Monroe Street (North/South Bound) and Garfield Avenue (East/West Bound).

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

Riverside-Corona Feeder Pipeline Realignment

EAP North of Intersection
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
EAP PM

Intersection #15: Monroe Street / Garfield Avenue

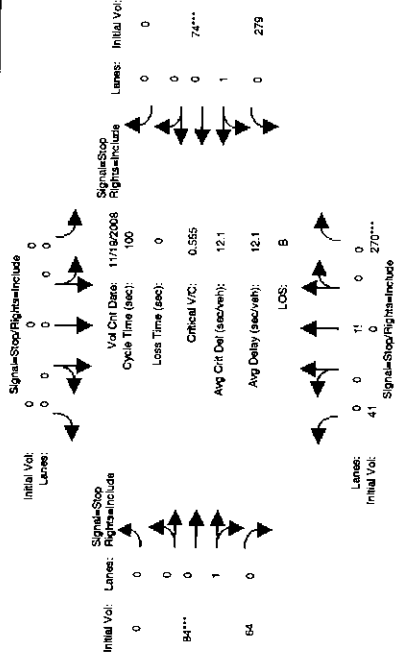


Table with columns: Street Name, Approach, Movement, Min. Green, Volume Module, Base Vol, Growth Adj, Initial BSE, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, Saturation Flow Module, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, AllwayAVGQ. Includes data for Monroe Street (North/South Bound) and Garfield Avenue (East/West Bound).

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

Riverside-Corona Freeway Pipeline Realignment

W.C. 07-0377

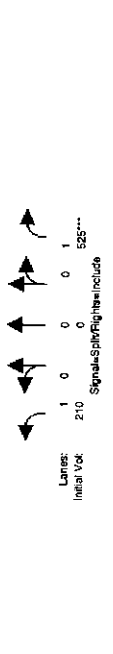
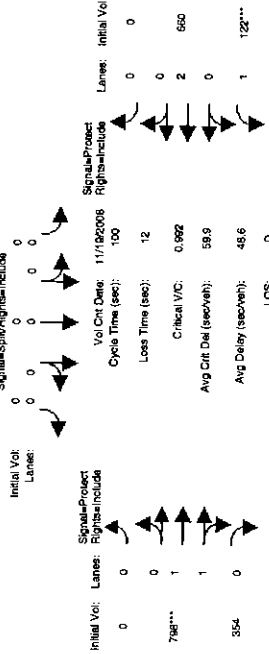
EAP North of Intersection

Level Of Service Comparison Report

2000 HCM Operations (Future Volume Alternative)

EAP-AM

Intersection #16: Monroe Street / Magnolia Avenue



Street Name: Monroe Street Magnolia 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 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM

Base Vol:	191	0	477	0	0	0	0	725	322	111	600	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 Base:	210	0	525	0	0	0	0	798	354	122	660	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:	210	0	525	0	0	0	0	798	354	122	660	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	247	0	617	0	0	0	0	938	417	144	776	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	0	617	0	0	0	0	938	417	144	776	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
Final Volume:	247	0	617	0	0	0	0	938	417	144	776	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.89	0.93	0.93	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.38	0.52	1.00	2.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	2337	1038	1769	3538	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.00	0.39	0.00	0.00	0.00	0.00	0.40	0.40	0.08	0.22	0.00
Crit Moves:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.40	0.40	0.08	0.37	0.00
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.40	0.40	0.08	0.37	0.00
Volume/Cap:	0.35	0.00	0.99	0.00	0.00	0.00	0.00	0.99	0.99	0.99	0.59	0.00
Delay/Veh:	21.7	0.0	64.0	0.0	0.0	0.0	0.0	51.9	118.0	26.3	0.0	0.0
User Delay:	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:	21.7	0.0	64.0	0.0	0.0	0.0	0.0	51.9	118.0	26.3	0.0	0.0
LOS by Move:	C	A	E	A	A	A	A	D	F	C	A	A
HCM2kAVQ:	5	0	26	0	0	0	0	29	8	11	0	0

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

Riverside-Corona Freeway Pipeline Realignment

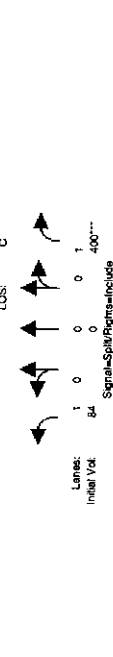
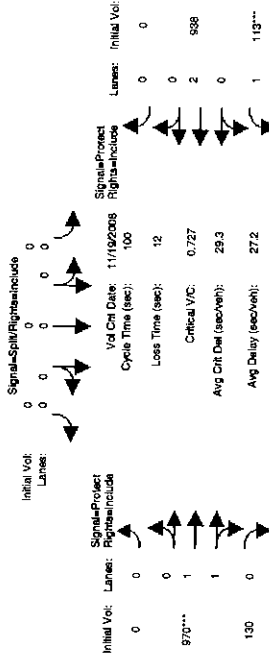
W.C. 07-0377

EAP North of Intersection

Level Of Service Comparison Report

2000 HCM Operations (Future Volume Alternative)

Intersection #16: Monroe Street / Magnolia Avenue



Street Name: Monroe Street Magnolia 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 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 4:45-5:45 PM

Base Vol:	76	0	364	0	0	0	882	118	103	853	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 Base:	84	0	400	0	0	0	970	130	113	938	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:	84	0	400	0	0	0	970	130	113	938	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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	84	0	404	0	0	0	979	131	114	947	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	0	404	0	0	0	979	131	114	947	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:	84	0	404	0	0	0	979	131	114	947	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.91	0.91	0.93	0.93	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.76	0.24	1.00	2.00	0.00
Final Sat.:	1769	0	1583	0	0	0	3064	410	1769	3538	0	0

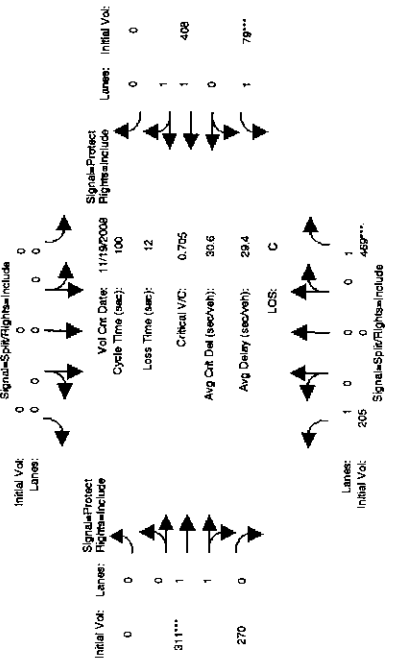
Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.26	0.00	0.00	0.00	0.00	0.32	0.32	0.06	0.27	0.00
Crit Moves:	0.35	0.00	0.35	0.00	0.00	0.00	0.00	0.32	0.32	0.06	0.27	0.00
Green/Cycle:	0.35	0.00	0.35	0.00	0.00	0.00	0.00	0.32	0.32	0.06	0.27	0.00
Volume/Cap:	0.14	0.00	0.73	0.00	0.00	0.00	0.00	0.44	0.44	0.09	0.42	0.00
Delay/Veh:	22.2	0.0	33.0	0.0	0.0	0.0	0.0	24.8	24.8	59.9	24.0	0.0
User Delay:	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:	22.2	0.0	33.0	0.0	0.0	0.0	0.0	24.8	24.8	59.9	24.0	0.0
LOS by Move:	C	A	A	A	A	A	A	C	C	E	C	A
HCM2kAVQ:	2	0	12	0	0	0	0	16	16	5	13	0

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

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-0377
EAP North of Intersection
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EAP AM

Intersection #17: Monroe Street / Indiana Avenue



Street Name: Monroe Street
Approach: North Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM

Base Vol:	186	0	426	0	0	0	0	283	245	72	371	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:	205	0	469	0	0	0	0	311	270	79	408	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:	205	0	469	0	0	0	0	311	270	79	408	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:	0.83	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	0	562	0	0	0	0	373	323	95	489	0
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	0	562	0	0	0	0	373	323	95	489	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:	245	0	562	0	0	0	0	373	323	95	489	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.87	0.87	0.93	0.93	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.07	0.93	1.00	2.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	1763	1527	1769	3538	0

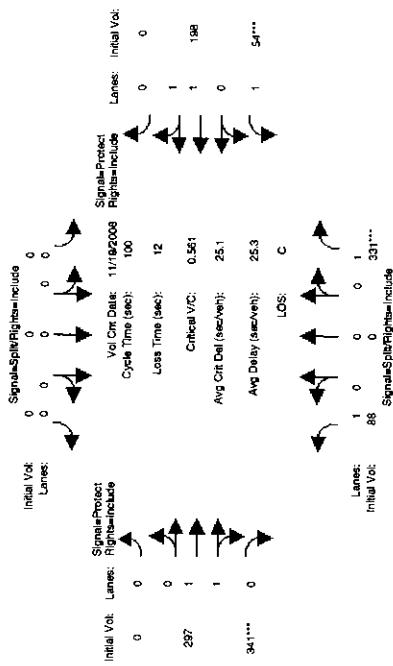
Capacity Analysis Module:

Vol/Sat:	0.14	0.00	0.36	0.00	0.00	0.00	0.00	0.21	0.21	0.05	0.14	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.50	0.00	0.50	0.00	0.00	0.00	0.30	0.30	0.30	0.08	0.25	0.00
Volume/Cap:	0.28	0.00	0.70	0.00	0.00	0.00	0.70	0.70	0.70	0.70	0.55	0.00
Delay/Veh:	14.5	0.0	22.0	0.0	0.0	0.0	33.4	33.4	33.4	60.7	33.4	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:	14.5	0.0	22.0	0.0	0.0	0.0	33.4	33.4	33.4	60.7	33.4	0.0
LOS by Move:	B	A	C	A	A	A	A	C	C	E	C	A
HCM2kAVQ:	4	0	14	0	0	0	11	11	11	4	7	0

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

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-0377
EAP North of Intersection
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EAP PM

Intersection #17: Monroe Street / Indiana Avenue



Street Name: Monroe Street
Approach: North Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module: >> Count Date: 19 Nov 2008 << 5:45-6:45 PM

Base Vol:	80	0	301	0	0	0	0	270	310	49	180	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:	88	0	331	0	0	0	0	297	341	54	198	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:	88	0	331	0	0	0	0	297	341	54	198	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	97	0	364	0	0	0	0	326	375	59	218	0
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	0	364	0	0	0	0	326	375	59	218	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:	97	0	364	0	0	0	0	326	375	59	218	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.86	0.86	0.93	0.93	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	1627	1627	1769	3538	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.23	0.00	0.00	0.00	0.00	0.20	0.23	0.03	0.06	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.41	0.41	0.41	0.07	0.24	0.00
Volume/Cap:	0.14	0.00	0.57	0.00	0.00	0.00	0.49	0.57	0.48	0.48	0.25	0.00
Delay/Veh:	18.8	0.0	24.2	0.0	0.0	0.0	22.4	23.6	47.6	31.1	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:	18.8	0.0	24.2	0.0	0.0	0.0	22.4	23.6	47.6	31.1	0.0	0.0
LOS by Move:	B	A	C	A	A	A	A	C	C	D	C	A
HCM2kAVQ:	2	0	9	0	0	0	8	10	2	3	0	0

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

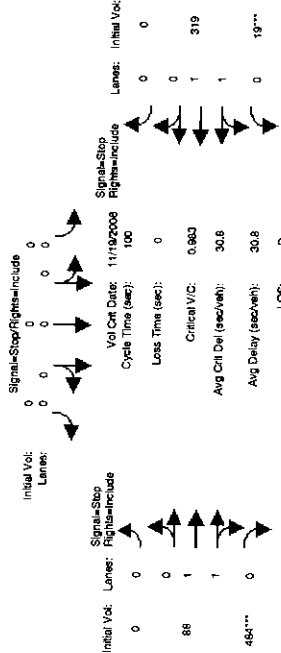
Riverside-Corona Feeder Pipeline Realignment

W.O. 07-0377
EAP North of Intersection

Level of Service Computation Report

2000 HCM 4-Way Stop (Flows Volume Alternative)
EAP-AM

Intersection #18: Monroe Street / Lincoln Avenue



Street Name: Monroe Street
Approach: North Bound South Bound
Movement: 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: 153 0 8 0 0 0 0 0 80 440 17 290 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: 168 0 9 0 0 0 0 0 88 484 19 319 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: 168 0 9 0 0 0 0 0 88 484 19 319 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: 0.72 0.72 0.72 0.72 0.72 0.72 0.72 0.72 0.72 0.72 0.72 0.72
PHF Volume: 233 0 12 0 0 0 0 0 122 670 26 442 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 233 0 12 0 0 0 0 0 122 670 26 442 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: 233 0 12 0 0 0 0 0 122 670 26 442 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 1.00
Lanes: 0.95 0.00 0.05 0.00 0.00 0.00 0.00 1.00 1.00 0.11 1.89 0.00
Final Sat.: 512 0 27 0 0 0 0 0 594 682 62 1067 0

Capacity Analysis Module:
Vol/Sat: 0.45 xxxxx 0.45 xxxxx xxxxx xxxxx 0.21 0.98 0.42 0.41 xxxxx
Crit Moves: ****

Delay/Veh: 14.8 0.0 14.8 0.0 0.0 0.0 0.0 10.2 52.8 13.3 13.3 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
AdjDel/Veh: 14.8 0.0 14.8 0.0 0.0 0.0 0.0 10.2 52.8 13.3 13.3 0.0
LOS by Move: B * * * * * B * * * * * F B * *
ApproachDel: 14.8 xxxxxx 46.2
Delay Adj: 1.00 xxxxxx 1.00
ApprAdjDel: 14.8 xxxxxx 46.2
LOS by Appr: B * * * * * E
AllWayAVQ: 0.8 0.8 0.8 0.0 0.0 0.0 0.0 0.2 8.5 0.7 0.7 0.0

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

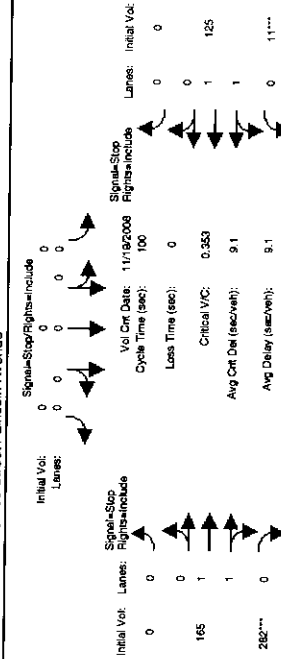
Riverside-Corona Feeder Pipeline Realignment

W.O. 07-0377
EAP North of Intersection

Level of Service Computation Report

2000 HCM 4-Way Stop (Flows Volume Alternative)
EAP-PM

Intersection #18: Monroe Street / Lincoln Avenue



Street Name: Monroe Street
Approach: North Bound South Bound
Movement: 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 << 4:15-5:15 PM

Base Vol: 87 0 28 0 0 0 0 0 150 256 10 114 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: 96 0 31 0 0 0 0 0 165 282 11 125 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: 96 0 31 0 0 0 0 0 165 282 11 125 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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 99 0 32 0 0 0 0 0 170 290 11 129 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 99 0 32 0 0 0 0 0 170 290 11 129 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: 99 0 32 0 0 0 0 0 170 290 11 129 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 1.00
Lanes: 0.75 0.01 0.24 0.00 0.00 0.00 0.00 1.00 1.00 0.16 1.84 0.00
Final Sat.: 500 0 161 0 0 0 0 0 708 822 106 1214 0

Capacity Analysis Module:
Vol/Sat: 0.20 0.00 0.20 xxxxx xxxxx xxxxx xxxxx 0.24 0.35 0.11 0.11 xxxxx
Crit Moves: ****

Delay/Veh: 9.3 9.3 9.3 0.0 0.0 0.0 0.0 9.3 8.7 8.6 8.6 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
AdjDel/Veh: 9.3 9.3 9.3 0.0 0.0 0.0 0.0 9.3 9.3 8.7 8.6 0.0
LOS by Move: A A * * * * * A A * * *
ApproachDel: 9.3 xxxxxx 9.3
Delay Adj: 1.00 xxxxxx 1.00
ApprAdjDel: 9.3 xxxxxx 9.3
LOS by Appr: A * * * * * A
AllWayAVQ: 0.2 0.2 0.2 0.0 0.0 0.0 0.0 0.3 0.5 0.1 0.1 0.0

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

Riverside-Corona Feeder Pipeline Realignment

W.C. 07-3377

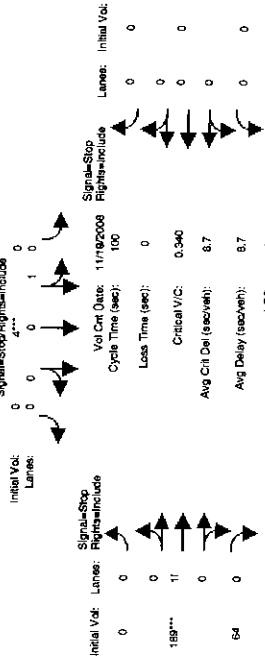
EAP North of Intersection

Level Of Service Computation Report

2000 HCM 4-Way Stop (Future Volume Alternative)

EAP AM

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



Street Name: Monroe Street Victoria Avenue (South)

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 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM

Base Vol: 0 2 135 0 4 0 0 172 58 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: 0 2 149 0 4 0 0 189 64 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: 0 2 149 0 4 0 0 189 64 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: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88

PHF Volume: 0 3 169 0 5 0 0 215 73 0 0 0

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 3 169 0 5 0 0 215 73 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

Final Volume: 0 3 169 0 5 0 0 215 73 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 1.00

Lanes: 0.00 0.01 0.99 0.00 1.00 0.00 0.00 0.75 0.25 0.00 0.00 0.00

Final Sat.: 0 13 849 0 716 0 0 634 214 0 0 0

Capacity Analysis Module:

Vol/Sat: xxxxx 0.20 0.20 xxxxx 0.01 xxxxx 0.34 0.34 xxxxx xxxxx

Crit Moves: *****

Delay/Veh: 0.0 7.9 7.9 0.0 7.7 0.0 0.0 9.2 9.2 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

AdjDel/Veh: 0.0 7.9 7.9 0.0 7.7 0.0 0.0 9.2 9.2 0.0 0.0 0.0

LOS by Move: * A A * A * A * A * A * A * A

ApproachDel: 7.9 7.7 7.7 9.2 9.2 xxxxxxx

Delay Adj: 1.00 1.00 1.00 1.00 1.00 xxxxxx

ApprAdjDel: 7.9 7.7 7.7 9.2 9.2 xxxxxx

LOS by Appr: A A A A A * A

AllWayAvgQ: 0.2 0.2 0.2 0.0 0.0 0.0 0.5 0.5 0.5 0.0 0.0 0.0

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

Riverside-Corona Feeder Pipeline Realignment

W.C. 07-3377

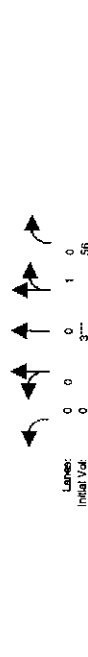
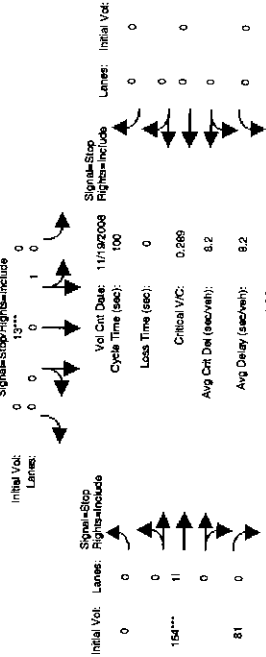
EAP North of Intersection

Level Of Service Computation Report

2000 HCM 4-Way Stop (Future Volume Alternative)

EAP PM

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



Street Name: Monroe Street Victoria Avenue (South)

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 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM

Base Vol: 0 3 51 0 12 0 0 149 74 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: 0 3 56 0 13 0 0 164 81 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: 0 3 56 0 13 0 0 164 81 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: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93

PHF Volume: 0 4 60 0 14 0 0 176 87 0 0 0

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 4 60 0 14 0 0 176 87 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

Final Volume: 0 4 60 0 14 0 0 176 87 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 1.00

Lanes: 0.00 0.06 0.94 0.00 1.00 0.00 0.00 0.67 0.33 0.00 0.00 0.00

Final Sat.: 0 48 821 0 753 0 0 610 303 0 0 0

Capacity Analysis Module:

Vol/Sat: xxxxx 0.07 0.07 xxxxx 0.02 xxxxx 0.29 0.29 xxxxx xxxxx

Crit Moves: *****

Delay/Veh: 0.0 7.2 7.2 0.0 7.6 0.0 0.0 8.4 8.4 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

AdjDel/Veh: 0.0 7.2 7.2 0.0 7.6 0.0 0.0 8.4 8.4 0.0 0.0 0.0

LOS by Move: * A A * A * A * A * A * A * A

ApproachDel: 7.2 7.6 7.6 8.4 8.4 xxxxxxx

Delay Adj: 1.00 1.00 1.00 1.00 1.00 xxxxxx

ApprAdjDel: 7.2 7.6 7.6 8.4 8.4 xxxxxx

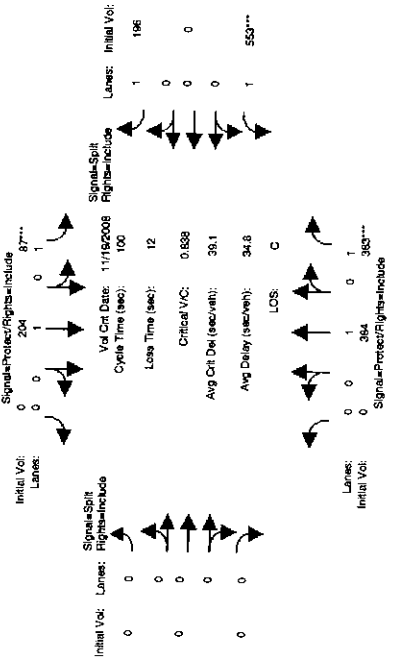
LOS by Appr: A A A A A * A

AllWayAvgQ: 0.1 0.1 0.1 0.0 0.0 0.0 0.4 0.4 0.4 0.0 0.0 0.0

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

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

Intersection #10: Jackson Street / Indiana Avenue



Street Name: Jackson Street
Approach: Northbound Southbound Eastbound Westbound
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

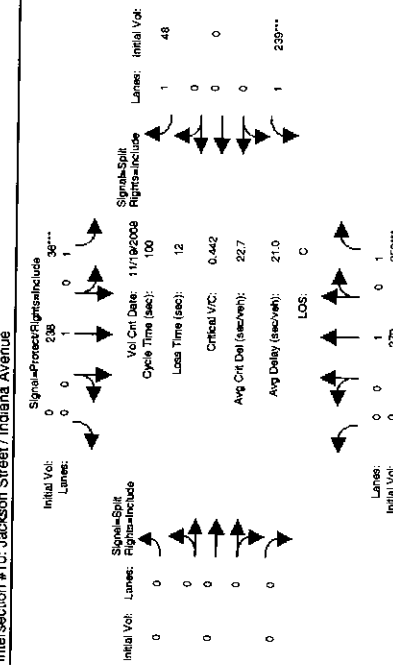
Base Vol: 0 349 330 79 185 0 0 0 0 503 0 178
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 0 384 363 87 204 0 0 0 0 553 0 196
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 384 363 87 204 0 0 0 0 553 0 196
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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 0.80
PHF Volume: 0 479 453 108 254 0 0 0 0 690 0 244
Reduced Vol: 0 0 0 0 0 0 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 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: 0 479 453 108 254 0 0 0 0 690 0 244

Saturation Flow Module:
Sat/Lane: 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 0.83
Lanes: 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat: 0 1862 1583 1769 1862 0 0 0 0 1769 0 1583

Capacity Analysis Module:
Vol/Sat: 0.00 0.26 0.29 0.06 0.14 0.00 0.00 0.00 0.00 0.39 0.00 0.15
Crit Moves: 0.00 0.34 0.34 0.07 0.27 0.00 0.00 0.00 0.00 0.47 0.00 0.47
Volume/Cycle: 0.00 0.75 0.84 0.84 0.50 0.00 0.00 0.00 0.00 0.84 0.00 0.33
Delay/Veh: 0.0 34.3 41.4 81.5 31.3 0.0 0.0 0.0 0.0 31.0 0.0 17.2
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 34.3 41.4 81.5 31.3 0.0 0.0 0.0 0.0 31.0 0.0 17.2
LOS by Move: A C D F C A A A A C A B
HCM2kAVQ: 0 14 15 6 7 0 0 0 0 21 0 5

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

Intersection #10: Jackson Street / Indiana Avenue



Street Name: Jackson Street
Approach: Northbound Southbound Eastbound Westbound
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 << 4:30-5:30 PM

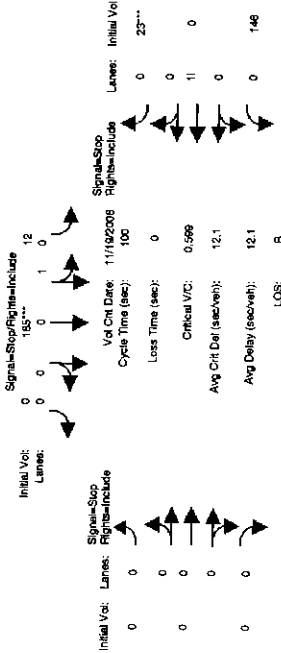
Base Vol: 0 245 320 33 215 0 0 0 0 217 0 44
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 0 270 352 36 238 0 0 0 0 239 0 48
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 270 352 36 238 0 0 0 0 239 0 48
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
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
PHF Volume: 0 278 363 37 245 0 0 0 0 246 0 50
Reduced Vol: 0 0 0 0 0 0 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 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: 0 278 363 37 245 0 0 0 0 246 0 50

Saturation Flow Module:
Sat/Lane: 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 0.83
Lanes: 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat: 0 1862 1583 1769 1862 0 0 0 0 1769 0 1583

Capacity Analysis Module:
Vol/Sat: 0.00 0.15 0.23 0.02 0.13 0.00 0.00 0.00 0.00 0.14 0.00 0.03
Crit Moves: 0.00 0.50 0.50 0.07 0.37 0.00 0.00 0.00 0.00 0.31 0.00 0.31
Volume/Cycle: 0.00 0.30 0.45 0.30 0.35 0.00 0.00 0.00 0.00 0.45 0.00 0.10
Delay/Veh: 0.0 14.6 16.4 45.6 22.8 0.0 0.0 0.0 0.0 28.6 0.0 25.0
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: 0.0 14.6 16.4 45.6 22.8 0.0 0.0 0.0 0.0 28.6 0.0 25.0
LOS by Move: A B D C A A A A A C A C
HCM2kAVQ: 0 5 7 1 5 0 0 0 0 6 0 1

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

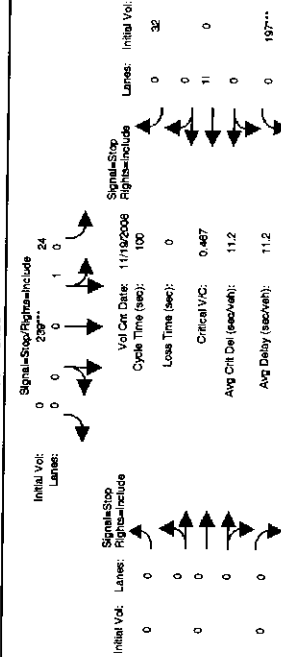
Intersection #13: Monroe Street / Colorado Avenue



Street Name: Monroe Street 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
 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: 0 222 186 11 168 0 0 0 0 133 0 21
 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: 0 244 205 12 185 0 0 0 0 146 0 23
 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: 0 244 205 12 185 0 0 0 0 146 0 23
 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: 0 260 218 13 197 0 0 0 0 156 0 25
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 260 218 13 197 0 0 0 0 156 0 25
 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: 0 260 218 13 197 0 0 0 0 156 0 25
 Saturation Flow Module:
 Adj: 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 0.54 0.46 0.06 0.94 0.00 0.00 0.00 0.00 0.86 0.00 0.14
 Final Sat.: 0 434 364 43 654 0 0 0 0 526 0 83
 Capacity Analysis Module:
 Vol/Sat: xxxxx 0.60 0.60 0.30 0.30 xxxxx xxxxx xxxxx 0.30 xxxxx 0.30
 Crit Moves: *****
 Delay/Veh: 0.0 13.5 13.5 10.0 10.0 0.0 0.0 0.0 10.5 10.5 0.0 10.5
 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 13.5 13.5 10.0 10.0 0.0 0.0 0.0 10.5 10.5 0.0 10.5
 LOS by Move: * B B A A * * * * *
 ApproachDel: 13.5 10.0 xxxxxxx
 Delay Adj: 1.00 1.00 xxxxxx
 ApprAdjDel: 13.5 10.0 xxxxxx
 LOS by Appr: B A A *
 AllwayAvgQ: 1.4 1.4 1.4 0.4 0.4 0.4 0.0 0.0 0.3 0.3 0.3
 Note: Queue reported is the number of cars per lane.

Street Name: Monroe Street 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
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM
 Base Vol: 0 155 157 22 217 0 0 0 0 179 0 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
 Initial Bse: 0 171 173 24 239 0 0 0 0 197 0 32
 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: 0 171 173 24 239 0 0 0 0 197 0 32
 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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
 PHF Volume: 0 175 177 25 245 0 0 0 0 202 0 33
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 175 177 25 245 0 0 0 0 202 0 33
 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: 0 175 177 25 245 0 0 0 0 202 0 33
 Saturation Flow Module:
 Adj: 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 0.90 0.50 0.09 0.91 0.00 0.00 0.00 0.00 0.86 0.00 0.14
 Final Sat.: 0 375 360 64 629 0 0 0 0 540 0 87
 Capacity Analysis Module:
 Vol/Sat: xxxxx 0.47 0.47 0.39 0.39 xxxxx xxxxx xxxxx 0.37 xxxxx 0.37
 Crit Moves: *****
 Delay/Veh: 0.0 11.4 11.4 11.0 11.0 0.0 0.0 0.0 11.3 11.3 0.0 11.3
 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 11.4 11.4 11.0 11.0 0.0 0.0 0.0 11.3 11.3 0.0 11.3
 LOS by Move: * B B B * * * * *
 ApproachDel: 11.4 11.0 xxxxxxx
 Delay Adj: 1.00 1.00 xxxxxx
 ApprAdjDel: 11.4 11.0 xxxxxx
 LOS by Appr: B B B
 AllwayAvgQ: 0.8 0.8 0.8 0.6 0.6 0.6 0.0 0.0 0.0 0.5 0.5 0.5
 Note: Queue reported is the number of cars per lane.

Intersection #13: Monroe Street / Colorado Avenue

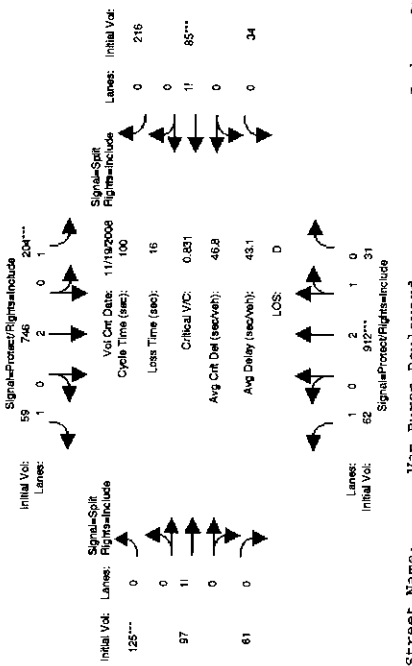


Street Name: Monroe Street North Bound South Bound East Bound West Bound
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM
 Base Vol: 0 155 157 22 217 0 0 0 0 179 0 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
 Initial Bse: 0 171 173 24 239 0 0 0 0 197 0 32
 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: 0 171 173 24 239 0 0 0 0 197 0 32
 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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
 PHF Volume: 0 175 177 25 245 0 0 0 0 202 0 33
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 175 177 25 245 0 0 0 0 202 0 33
 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: 0 175 177 25 245 0 0 0 0 202 0 33
 Saturation Flow Module:
 Adj: 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 0.90 0.50 0.09 0.91 0.00 0.00 0.00 0.00 0.86 0.00 0.14
 Final Sat.: 0 375 360 64 629 0 0 0 0 540 0 87
 Capacity Analysis Module:
 Vol/Sat: xxxxx 0.47 0.47 0.39 0.39 xxxxx xxxxx xxxxx 0.37 xxxxx 0.37
 Crit Moves: *****
 Delay/Veh: 0.0 11.4 11.4 11.0 11.0 0.0 0.0 0.0 11.3 11.3 0.0 11.3
 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 11.4 11.4 11.0 11.0 0.0 0.0 0.0 11.3 11.3 0.0 11.3
 LOS by Move: * B B B * * * * *
 ApproachDel: 11.4 11.0 xxxxxxx
 Delay Adj: 1.00 1.00 xxxxxx
 ApprAdjDel: 11.4 11.0 xxxxxx
 LOS by Appr: B B B
 AllwayAvgQ: 0.8 0.8 0.8 0.6 0.6 0.6 0.0 0.0 0.0 0.5 0.5 0.5
 Note: Queue reported is the number of cars per lane.

Street Name: Monroe Street 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
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM
 Base Vol: 0 155 157 22 217 0 0 0 0 179 0 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
 Initial Bse: 0 171 173 24 239 0 0 0 0 197 0 32
 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: 0 171 173 24 239 0 0 0 0 197 0 32
 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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
 PHF Volume: 0 175 177 25 245 0 0 0 0 202 0 33
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 175 177 25 245 0 0 0 0 202 0 33
 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: 0 175 177 25 245 0 0 0 0 202 0 33
 Saturation Flow Module:
 Adj: 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 0.90 0.50 0.09 0.91 0.00 0.00 0.00 0.00 0.86 0.00 0.14
 Final Sat.: 0 375 360 64 629 0 0 0 0 540 0 87
 Capacity Analysis Module:
 Vol/Sat: xxxxx 0.47 0.47 0.39 0.39 xxxxx xxxxx xxxxx 0.37 xxxxx 0.37
 Crit Moves: *****
 Delay/Veh: 0.0 11.4 11.4 11.0 11.0 0.0 0.0 0.0 11.3 11.3 0.0 11.3
 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 11.4 11.4 11.0 11.0 0.0 0.0 0.0 11.3 11.3 0.0 11.3
 LOS by Move: * B B B * * * * *
 ApproachDel: 11.4 11.0 xxxxxxx
 Delay Adj: 1.00 1.00 xxxxxx
 ApprAdjDel: 11.4 11.0 xxxxxx
 LOS by Appr: B B B
 AllwayAvgQ: 0.8 0.8 0.8 0.6 0.6 0.6 0.0 0.0 0.0 0.5 0.5 0.5
 Note: Queue reported is the number of cars per lane.

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

Intersection #5: Van Buren Boulevard / Jackson Street



Street Name: Van Buren Boulevard Jackson Street
 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: 19 Nov 2008 << 7:15-8:15 AM

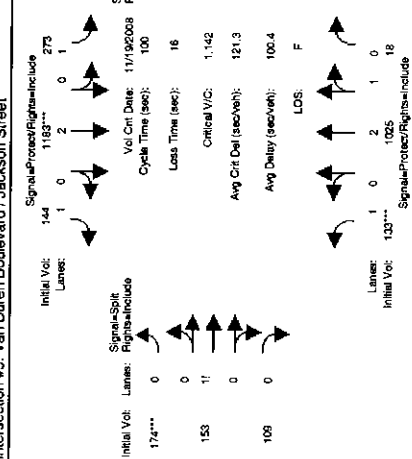
Base Vol: 185 829 28 185 678 54 114 88 55 31 77 196
 Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
 Initial Bse: 62 912 31 204 746 59 125 97 61 34 85 216
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 62 912 31 204 746 59 125 97 61 34 85 216
 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: 65 966 33 216 790 63 133 103 64 36 90 228
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 65 966 33 216 790 63 133 103 64 36 90 228
 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: 65 966 33 216 790 63 133 103 64 36 90 228

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.93 0.89 0.89 0.93 0.93 0.83 0.93 0.93 0.83 0.89 0.89 0.89
 Lane: 1.00 2.90 1.0 1.00 2.00 1.00 0.45 0.34 0.21 0.10 0.25 0.65
 Final Sat.: 1769 4893 165 1769 3538 1583 784 605 378 172 428 1091

Capacity Analysis Module:
 Vol/Sat: 0.04 0.20 0.20 0.12 0.22 0.04 0.17 0.17 0.17 0.21 0.21 0.21
 Crit Moves: ****
 Green/Cycle: 0.09 0.24 0.24 0.15 0.29 0.29 0.20 0.20 0.20 0.25 0.25 0.25
 Volume/Cap: 0.40 0.83 0.83 0.83 0.76 0.14 0.83 0.83 0.83 0.83 0.83 0.83
 Delay/Veh: 44.5 41.3 41.3 61.2 35.6 26.2 53.1 53.1 53.1 48.3 48.3 48.3
 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
 AdjDel/Veh: 44.5 41.3 41.3 61.2 35.6 26.2 53.1 53.1 53.1 48.3 48.3 48.3
 LOS by Move: D D D E D C D D D D D D D D D
 HCM2kAvQ: 2 13 13 9 13 1 11 11 11 13 13 13

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

Intersection #5: Van Buren Boulevard / Jackson Street



Street Name: Van Buren Boulevard Jackson Street
 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: 19 Nov 2008 << 4:45-5:45 PM

Base Vol: 121 932 16 248 1075 131 158 139 99 67 184 180
 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: 133 1025 18 273 1183 144 174 153 109 74 202 198
 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: 133 1025 18 273 1183 144 174 153 109 74 202 198
 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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
 PHF Volume: 138 1059 18 282 1222 149 180 158 113 76 209 205
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 138 1059 18 282 1222 149 180 158 113 76 209 205
 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: 138 1059 18 282 1222 149 180 158 113 76 209 205

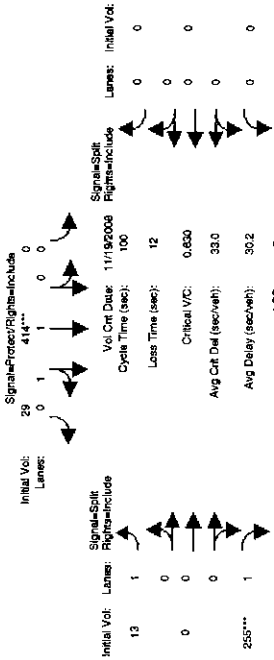
Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.93 0.89 0.89 0.93 0.93 0.83 0.93 0.93 0.83 0.93 0.93 0.93
 Lane: 1.00 2.95 0.05 1.00 2.00 1.00 0.40 0.35 0.25 0.15 0.43 0.42
 Final Sat.: 1769 4982 86 1769 3538 1583 703 619 441 271 744 728

Capacity Analysis Module:
 Vol/Sat: 0.08 0.21 0.21 0.16 0.35 0.09 0.26 0.26 0.26 0.28 0.28 0.28
 Crit Moves: ****
 Green/Cycle: 0.07 0.21 0.21 0.16 0.30 0.30 0.22 0.22 0.22 0.25 0.25 0.25
 Volume/Cap: 1.11 1.00 1.00 1.00 1.14 0.31 1.14 1.14 1.14 1.14 1.14 1.14
 Delay/Veh: 160.1 67.0 67.0 95.8 111 127.3 129.9 130 129.9 127.1 127.1 127.1
 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: 160.1 67.0 67.0 95.8 111 127.3 129.9 130 129.9 127.1 127.1 127.1
 LOS by Move: F F E F F C F F F F F F F F F
 HCM2kAvQ: 9 18 18 14 33 4 24 24 24 26 26 26

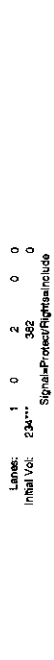
Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-0377
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EAP-AM

Intersection #6: Jackson Street / Colorado Avenue



Signal-Protection/Right-of-Way=Include
 Signal-Split
 Right-of-Way=Include



Signal-Protection/Right-of-Way=Include

Street Name: Jackson Street North Bound South Bound Colorado Avenue 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

Min. Green:	7	7	7	7	7	7	7	7	7
Volume Module: >> Count Date:	19 Nov 2008 << 7:15-8:15 AM								
Base Vol:	213	347	0	376	26	12	0	232	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	234	382	0	414	29	13	0	255	0
Added Vol:	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	234	382	0	414	29	13	0	255	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHP Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHP Volume:	310	504	0	546	38	17	0	337	0
Reduced Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	504	0	546	38	17	0	337	0
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
FinalVolume:	310	504	0	546	38	17	0	337	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	1.00	0.92	0.92	0.93	1.00	0.83	1.00
Lanes:	1.00	2.00	0.00	1.87	0.13	1.00	0.00	1.00	0.00
Final Sat.:	1769	3538	0	3276	227	1769	0	1583	0

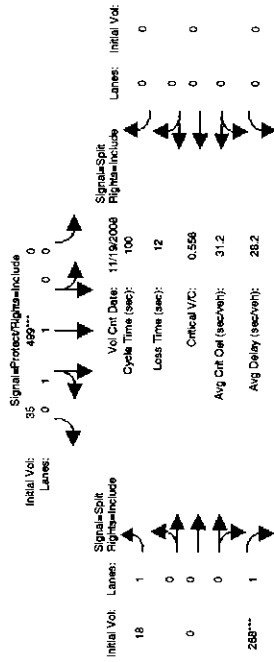
Capacity Analysis Module:

Vol/Sat:	0.17	0.14	0.00	0.17	0.17	0.01	0.00	0.21	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.28	0.36	0.00	0.26	0.26	0.34	0.00	0.34	0.00
Volume/Cap:	0.63	0.39	0.00	0.63	0.63	0.03	0.00	0.63	0.00
Delay/Veh:	34.3	23.8	0.0	0.0	33.9	33.9	22.2	0.0	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	23.8	0.0	0.0	33.9	33.9	22.2	0.0	30.3
LOS by Move:	C	C	A	A	C	C	A	C	A
HCW2kAvgQ:	9	6	0	0	9	9	0	0	9

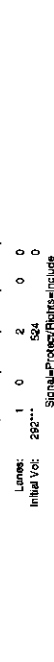
Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-0377
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EAP-PM

Intersection #6: Jackson Street / Colorado Avenue



Signal-Protection/Right-of-Way=Include
 Signal-Split
 Right-of-Way=Include



Signal-Protection/Right-of-Way=Include

Street Name: Jackson Street North Bound South Bound Colorado Avenue 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

Min. Green:	7	7	7	7	7	7	7	7	7
Volume Module: >> Count Date:	19 Nov 2008 << 4:15-5:15 PM								
Base Vol:	265	476	0	454	32	16	0	244	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	292	524	0	499	35	18	0	268	0
Added Vol:	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	292	524	0	499	35	18	0	268	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHP Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHP Volume:	293	526	0	501	35	18	0	269	0
Reduced Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	526	0	501	35	18	0	269	0
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
FinalVolume:	293	526	0	501	35	18	0	269	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	1.00	0.92	0.92	0.93	1.00	0.83	1.00
Lanes:	1.00	2.00	0.00	1.87	0.13	1.00	0.00	1.00	0.00
Final Sat.:	1769	3538	0	3272	231	1769	0	1583	0

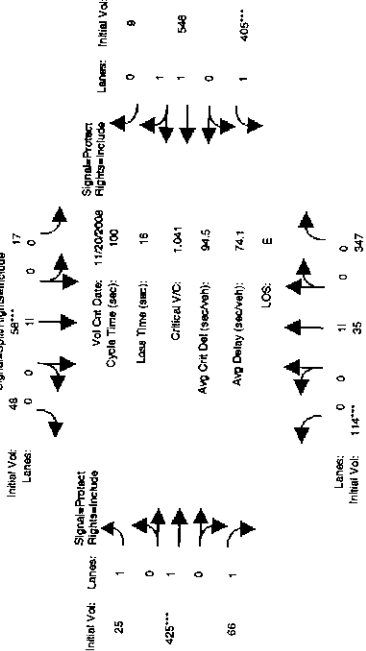
Capacity Analysis Module:

Vol/Sat:	0.17	0.15	0.00	0.15	0.15	0.01	0.00	0.17	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.30	0.39	0.00	0.28	0.28	0.31	0.00	0.31	0.00
Volume/Cap:	0.56	0.38	0.00	0.56	0.56	0.03	0.00	0.56	0.00
Delay/Veh:	30.9	22.0	0.0	0.0	31.7	31.7	24.3	0.0	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	22.0	0.0	0.0	31.7	31.7	24.3	0.0	30.4
LOS by Move:	C	C	A	A	C	C	A	C	A
HCW2kAvgQ:	8	6	0	0	8	8	0	0	7

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

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

Intersection #1: Clay Street / Limonite Avenue



Street Name: Clay 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 7 7 7 7 7 7 7 7

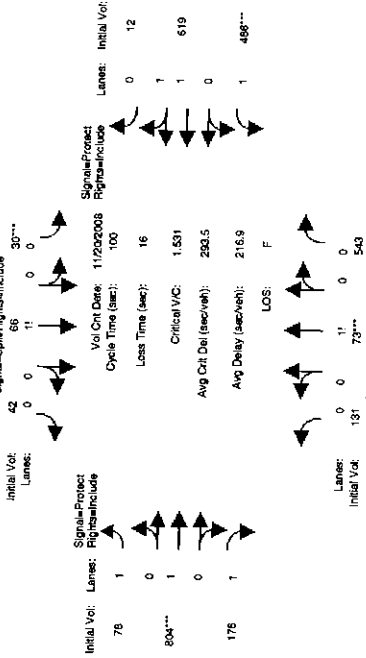
Volume Module: >> Count Date: 20 Nov 2008 << 7:30-8:30 AM
 Base Vol: 104 32 315 15 53 44 23 386 60 368 496 8
 Growth Adj: 1.10 1.0 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
 Initial Bse: 114 35 347 17 58 48 25 425 66 405 546 9
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 114 35 347 17 58 48 25 425 66 405 546 9
 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 Volume: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 121 37 367 17 62 51 27 450 70 429 579 9
 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
 MUF Adj: 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: 121 37 367 17 62 51 27 450 70 429 579 9

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.88 0.88 0.88 0.92 0.92 0.92 0.93 0.98 0.83 0.93 0.93 0.93
 Lanes: 0.23 0.07 0.70 0.13 0.48 0.39 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 385 118 1165 235 829 688 1769 1862 1583 1769 3475 56

Capacity Analysis Module:
 Vol/Sat: 0.32 0.32 0.32 0.07 0.07 0.07 0.02 0.24 0.04 0.24 0.17 0.17
 Crit Moves: ****

Green/Cycle: 0.30 0.30 0.30 0.07 0.07 0.07 0.14 0.23 0.23 0.23 0.33 0.33
 Volume/Cap: 1.04 1.04 1.04 1.04 1.04 1.04 1.11 1.04 1.19 1.04 0.51 0.51
 Delay/Veh: 86.0 86.0 86.0 138.1 138 138.1 37.9 92.7 31.1 93.7 27.5 27.5
 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: 86.0 86.0 86.0 138.1 138 138.1 37.9 92.7 31.1 93.7 27.5 27.5
 LOS by Move: F F F F F F F D F C F C
 HCM2kAvGQ: 24 24 24 8 8 8 1 21 2 20 8 8
 Note: Queue reported is the number of cars per lane.

Intersection #1: Clay Street / Limonite Avenue



Street Name: Clay 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 7 7 7 7 7 7 7 7

Volume Module: >> Count Date: 20 Nov 2008 << 4:30-5:30 PM
 Base Vol: 119 66 494 27 60 38 71 731 160 442 563 11
 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: 131 73 543 30 66 42 78 804 176 486 619 12
 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: 131 73 543 30 66 42 78 804 176 486 619 12
 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 Volume: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 136 76 567 31 69 44 81 838 184 507 646 13
 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
 MUF Adj: 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: 136 76 567 31 69 44 81 838 184 507 646 13

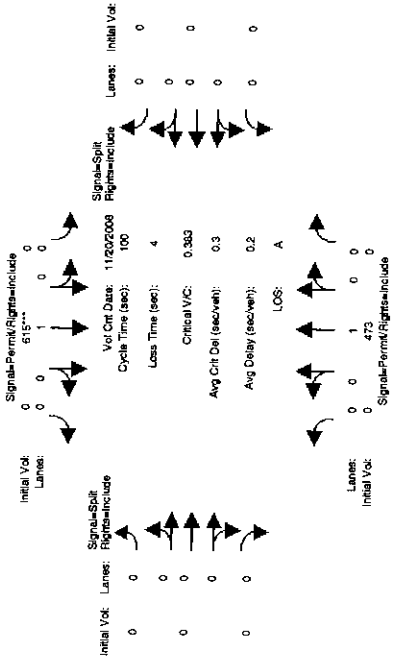
Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.88 0.88 0.88 0.92 0.92 0.92 0.93 0.98 0.83 0.93 0.93 0.93
 Lanes: 0.17 0.10 0.73 0.22 0.48 0.30 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 292 162 1211 381 848 537 1769 1862 1583 1769 3460 68

Capacity Analysis Module:
 Vol/Sat: 0.47 0.47 0.47 0.08 0.08 0.08 0.05 0.45 0.12 0.29 0.19 0.19
 Crit Moves: ****

Green/Cycle: 0.30 0.30 0.30 0.07 0.07 0.07 0.13 0.29 0.29 0.18 0.34 0.34
 Volume/Cap: 1.56 1.56 1.56 1.16 1.16 1.16 1.36 1.56 1.40 1.56 0.54 0.54
 Delay/Veh: 298.8 299 298.8 176.8 177 176.8 40.8 299 29.3 309.5 27.1 27.1
 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: 298.8 299 298.8 176.8 177 176.8 40.8 299 29.3 309.5 27.1 27.1
 LOS by Move: F F F F F F F D F C F C
 HCM2kAvGQ: 59 59 59 10 10 10 3 64 5 39 9 9
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Freeway Pipeline Realignment
 W.O. 07-6377
 EAP Through Intersection
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EAP-AM

Intersection #2: Clay Street / Linares Avenue



Street Name: Clay Street Linares 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 7 7 7 7

Volume Module: >> Count Date: 20 Nov 2008 << 7:30-8:30 AM

Base Vol:	0	430	0	559	0	0	0	0	0	0	0	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	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	473	0	615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	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	0
Initial Fut:	0	473	0	615	0	0	0	0	0	0	0	0	0	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	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	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	526	0	684	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	526	0	684	0	0	0	0	0	0	0	0	0	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	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	1.00
Final Volume:	0	526	0	684	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	1.00	1.00	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	1.00
Lanes:	0.00	1.00	0.00	0.00	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	0.00	0.00
Final Sat.:	0	1862	0	1862	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

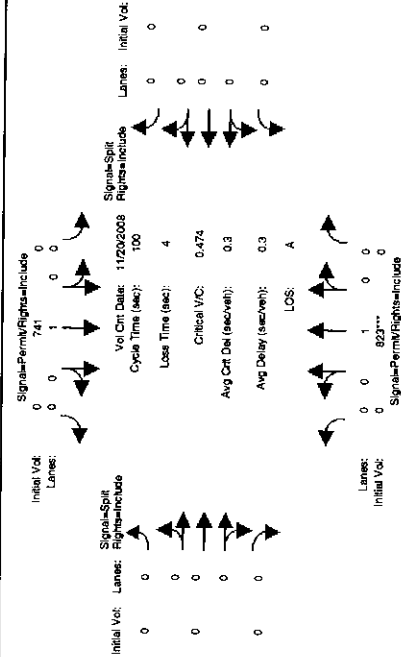
Capacity Analysis Module:

Vol/Sat:	0.00	0.28	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	0.00	0.96	0.00	0.00	0.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Green/Cycle:	0.00	0.29	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.2	0.00	0.00	0.2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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
AdjDel/Veh:	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAVGQ:	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Riverside-Corona Freeway Pipeline Realignment
 W.O. 07-6377
 EAP Through Intersection
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EAP-AM

Intersection #2: Clay Street / Linares Avenue



Street Name: Clay Street Linares 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 7 7 7 7

Volume Module: >> Count Date: 20 Nov 2008 << 5:00-6:00 PM

Base Vol:	0	748	0	674	0	0	0	0	0	0	0	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	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	823	0	741	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	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	0
Initial Fut:	0	823	0	741	0	0	0	0	0	0	0	0	0	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	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	0.97
PHF Volume:	0	847	0	764	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	847	0	764	0	0	0	0	0	0	0	0	0	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	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	1.00
Final Volume:	0	847	0	764	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	1.00	1.00	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	1.00
Lanes:	0.00	1.00	0.00	0.00	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	0.00	0.00
Final Sat.:	0	1862	0	1862	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Capacity Analysis Module:

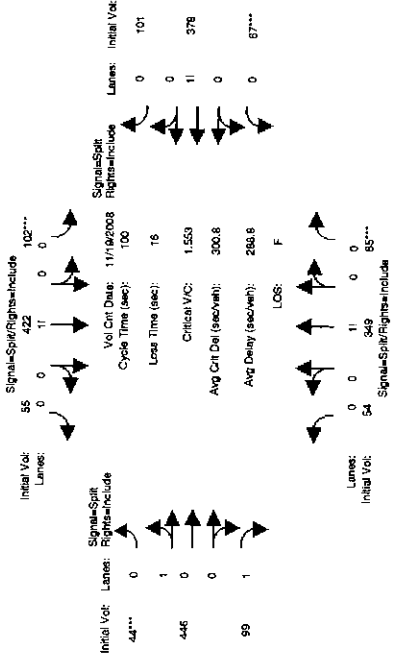
Vol/Sat:	0.00	0.46	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	0.00	0.96	0.00	0.00	0.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Green/Cycle:	0.00	0.47	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.3	0.00	0.00	0.3	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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
AdjDel/Veh:	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAVGQ:	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-0377
 EAP Through South Side of Intersection
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EAP AM

Intersection #7: Jackson Street / California Avenue



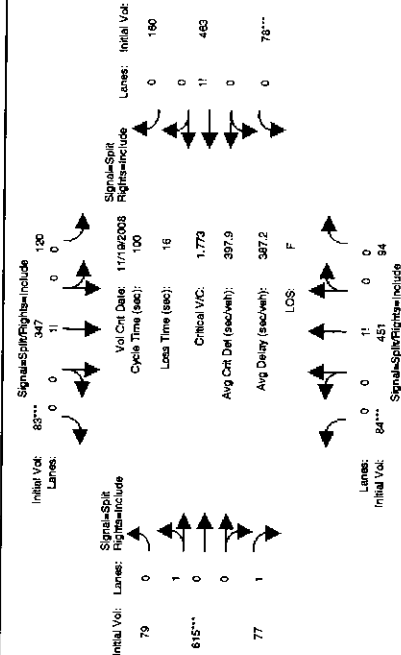
Street Name: Jackson Street
 Approach: North Bound South Bound California Avenue
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM
 Base Vol: 49 317 59 93 384 50 40 405 90 61 344 92
 Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
 Initial Bse: 54 349 65 102 422 55 44 446 99 67 378 101
 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: 54 349 65 102 422 55 44 446 99 67 378 101
 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: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
 PHF Volume: 62 398 74 117 482 63 50 509 113 77 432 116
 Reduced Vol: 0 0 0 0 0 0 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 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: 62 398 74 117 482 63 50 509 113 77 432 116

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
 Lanes: 0.11 0.75 0.14 0.18 0.73 0.09 0.09 0.91 1.00 0.12 0.69 0.19
 Final Sat.: 209 1354 252 321 1327 173 167 1688 1583 221 1249 334

Capacity Analysis Module:
 Vol/Sat: 0.29 0.29 0.29 0.36 0.36 0.36 0.30 0.30 0.07 0.35 0.35 0.35
 Crit Moves: *****
 Green/Cycle: 0.19 0.19 0.19 0.23 0.23 0.23 0.19 0.19 0.19 0.22 0.22 0.22
 Volume/Cap: 1.55 1.55 1.55 1.55 1.55 1.55 1.55 1.55 1.55 1.55 1.55 1.55
 Delay/Veh: 303.3 303.3 298.4 298.4 298.4 302.4 302 35.7 299.7 300 299.7
 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: 303.3 303.3 298.4 298.4 298.4 302.4 302 35.7 299.7 300 299.7
 LOS by Move: F F F F F F F F F F F F
 HCM2kAVGQ: 41 41 41 50 50 50 43 43 3 48 48 48
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-0377
 EAP Through South Side of Intersection
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EAP PM

Intersection #7: Jackson Street / California Avenue



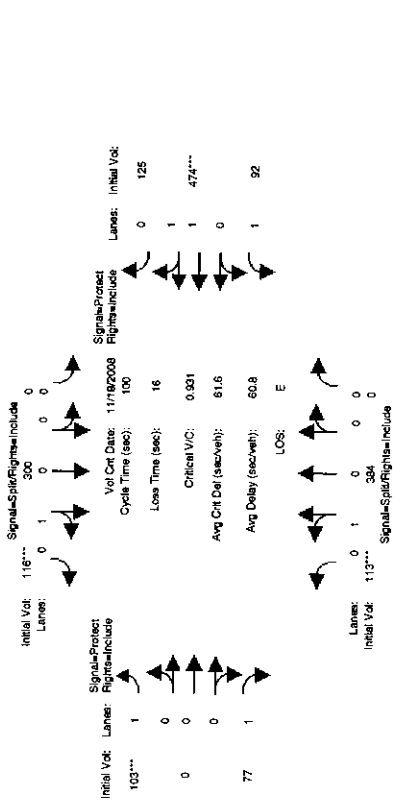
Street Name: Jackson Street
 Approach: North Bound South Bound California Avenue
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Volume Module: >> Count Date: 19 Nov 2008 << 5:00-6:00 PM
 Base Vol: 76 410 85 109 315 75 72 559 70 71 421 145
 Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
 Initial Bse: 84 451 94 120 347 83 79 615 77 78 463 160
 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: 84 451 94 120 347 83 79 615 77 78 463 160
 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: 0.95 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 82 487 168
 Reduced Vol: 0 0 0 0 0 0 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 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: 88 474 98 126 364 87 83 647 81 82 487 168

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 Lanes: 0.13 0.72 0.15 0.22 0.63 0.15 0.11 0.89 1.00 0.11 0.66 0.23
 Final Sat.: 241 1301 270 394 1139 271 211 1640 1583 200 1185 408

Capacity Analysis Module:
 Vol/Sat: 0.36 0.36 0.36 0.32 0.32 0.32 0.39 0.39 0.05 0.41 0.41 0.41
 Crit Moves: *****
 Green/Cycle: 0.21 0.21 0.21 0.18 0.18 0.18 0.22 0.22 0.22 0.23 0.23 0.23
 Volume/Cap: 1.77 1.77 1.77 1.77 1.77 1.77 1.77 1.77 1.77 1.77 1.77 1.77
 Delay/Veh: 398.4 398.4 398.4 401.2 401.2 401.2 396.6 397 32.2 396.0 396 396.0
 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: 398.4 398.4 398.4 401.2 401.2 401.2 386.6 397 32.2 396.0 396 396.0
 LOS by Move: F F F F F F F F F F F F
 HCM2kAVGQ: 57 57 57 50 50 50 62 62 2 63 63 63
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-0377
 EAP Through South Side of Intersection
 Level Of Service Computation Report
 2000 HCM Operators (Future Volume Alternative)
 EAP AM

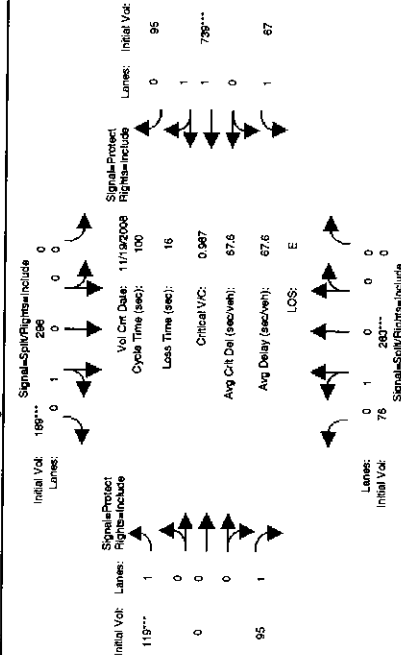
Intersection #9: Jackson Street / Magnolia Avenue



Street Name: Jackson Street Magnolia 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 7 7 7 7
 Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM
 Base Vol: 103 349 0 0 273 105 94 0 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 1.10 1.10
 Initial Bse: 113 384 0 0 300 116 103 0 77 92 474 125
 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: 113 384 0 0 300 116 103 0 77 92 474 125
 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: 121 408 0 0 319 123 110 0 82 98 504 133
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 121 408 0 0 319 123 110 0 82 98 504 133
 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: 121 408 0 0 319 123 110 0 82 98 504 133
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.97 0.97 1.00 1.00 0.94 0.94 0.94 0.94 0.93 0.93 0.90 0.90
 Lanes: 0.23 0.77 0.00 0.00 0.72 0.28 1.00 0.00 1.00 1.00 1.58 0.42
 Final Sat.: 420 1422 0 0 1294 498 1769 0 1583 1769 2711 717
 Capacity Analysis Module:
 Vol/Sat: 0.29 0.29 0.00 0.00 0.25 0.25 0.06 0.00 0.05 0.06 0.19 0.19
 Crit Moves: ****
 Green/Cycle: 0.31 0.31 0.00 0.00 0.26 0.26 0.07 0.00 0.07 0.13 0.20 0.20
 Volume/Cap: 0.94 0.94 0.00 0.00 0.94 0.94 0.89 0.00 0.74 0.41 0.94 0.94
 Delay/Veh: 56.7 56.7 0.0 0.0 62.0 62.0 94.5 0.0 68.5 40.8 59.6 59.6
 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: 56.7 56.7 0.0 0.0 62.0 62.0 94.5 0.0 68.5 40.8 59.6 59.6
 LOS by Move: E E A A E E F A E D E
 HCM2kAVGQ: 20 20 0 0 18 18 6 0 4 3 14 14
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-0377
 EAP Through South Side of Intersection
 Level Of Service Computation Report
 2000 HCM Operators (Future Volume Alternative)
 EAP PM

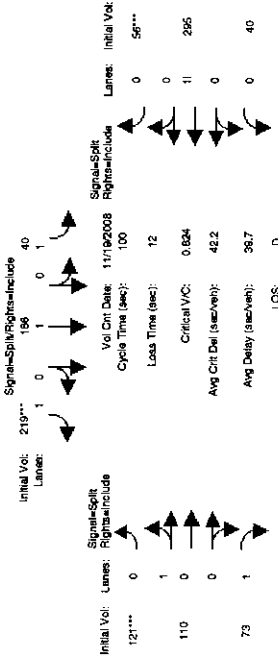
Intersection #9: Jackson Street / Magnolia Avenue



Street Name: Jackson Street Magnolia 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 7 7 7 7
 Volume Module: >> Count Date: 19 Nov 2008 << 4:30-5:30 PM
 Base Vol: 89 239 0 0 269 172 108 0 86 61 672 86
 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: 76 263 0 0 236 189 119 0 95 67 739 95
 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: 76 263 0 0 236 189 119 0 95 67 739 95
 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: 80 279 0 0 314 201 126 0 100 71 784 100
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 80 279 0 0 314 201 126 0 100 71 784 100
 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: 80 279 0 0 314 201 126 0 100 71 784 100
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.97 0.97 1.00 1.00 0.93 0.93 0.93 0.93 0.93 0.93 0.92 0.92
 Lanes: 0.22 0.78 0.00 0.00 0.61 0.39 1.00 0.00 1.00 1.00 1.77 0.23
 Final Sat.: 413 1429 0 0 1076 688 1769 0 1583 1769 3083 395
 Capacity Analysis Module:
 Vol/Sat: 0.20 0.20 0.00 0.00 0.29 0.29 0.07 0.00 0.06 0.04 0.25 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 0.25 0.25
 Volume/Cap: 0.97 0.97 0.00 0.00 0.97 0.97 0.97 0.97 0.86 0.24 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 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 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 58.4
 LOS by Move: E E A A E E F A E D E
 HCM2kAVGQ: 16 16 0 0 21 21 7 0 5 2 19 19
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Reassignment
W.O. 07-0377
EAP Through South Side of Intersection
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EAP AM

Intersection #11: Jackson Street / Lincoln Avenue



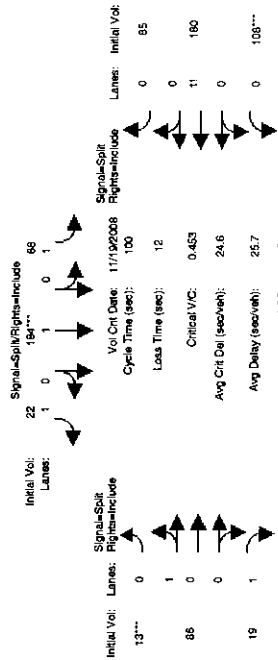
Initial Vol: 121***
Lanes: 0
Signal-Split Rights=Include
Vo Ctrl Date: 11/19/2008
Cycle Time (sec): 100
Loss Time (sec): 12
Critical V/C: 0.024
Avg Crt Del (sec/veh): 42.2
Avg Delay (sec/veh): 36.7
LOS: D

Table with columns: Street Name, Approach, Movement, Min. Green, Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kV9Q.

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

Riverside-Corona Feeder Pipeline Reassignment
W.O. 07-0377
EAP Through South Side of Intersection
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EAP PM

Intersection #11: Jackson Street / Lincoln Avenue

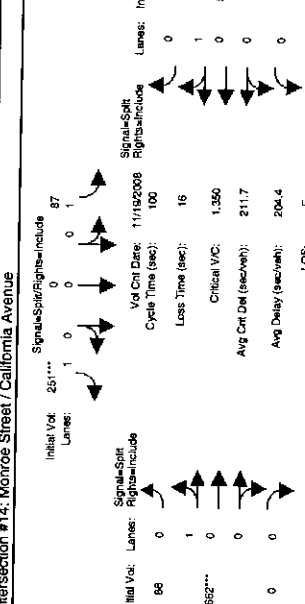


Initial Vol: 19***
Lanes: 0
Signal-Split Rights=Include
Vo Ctrl Date: 11/19/2008
Cycle Time (sec): 100
Loss Time (sec): 12
Critical V/C: 0.453
Avg Crt Del (sec/veh): 24.6
Avg Delay (sec/veh): 25.7
LOS: C

Table with columns: Street Name, Approach, Movement, Min. Green, Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kV9Q.

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

Intersection #14: Monroe Street / California Avenue

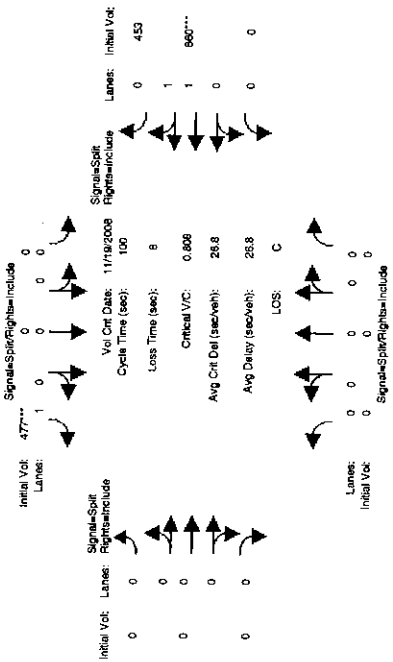


Street Name:	Northbound	Southbound	Eastbound	Westbound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	7 7 7	7 7 7	7 7 7	7 7 7
Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM				
Base Vol:	59 194 81	75 0 251	54 513 0	0 345 68
Growth Adj:	1.10 1.10 1.10	1.10 1.10 1.10	1.10 1.10 1.10	1.10 1.10 1.10
Initial Bse:	65 213 89	83 0 276	59 564 0	0 380 75
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:	65 213 89	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 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 0.93
PHF Volume:	70 229 96	89 0 296	64 605 0	0 407 80
Reduced Vol:	0 0 0	0 0 0	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 1.00
MFLF Adj:	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:	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 1900 1900
Adjustment:	0.94 0.94 0.94	0.93 1.00 0.83	0.98 0.98 1.00	1.00 0.96 0.96
Lanes:	0.18 0.58 0.24	1.00 0.00 1.00	0.10 0.90 0.00	0.00 0.84 0.16
Final Sat.:	315 1036 433	1769 0 1583	176 1676 0	0 1521 300
Capacity Analysis Module:				
Vol/Sat:	0.22 0.22 0.22	0.05 0.00 0.19	0.36 0.36 0.00	0.00 0.27 0.27
Crit Moves:	****	****	****	****
Green/Cycle:	0.18 0.18 0.18	0.15 0.00 0.15	0.29 0.29 0.00	0.00 0.22 0.22
Volume/Cap:	1.23 1.23 1.23	0.33 0.00 1.23	1.23 1.23 0.00	0.00 1.23 1.23
Delay/Veh:	170.7 171.70 170.7	38.6 0.0 178.6	156.2 156 0.0	0.0 165 164.8
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	170.7 171.70 170.7	38.6 0.0 178.6	156.2 156 0.0	0.0 165 164.8
LOS by Move:	F F F	F D F	F F F	F F F
HCM2kAVQ:	24 24 24	3 0 19	39 39 0	0 29 29

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

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-0377
 EAP Through South Side of Intersection
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EAP AM

Intersection #16: Monroe Street / Magnolia Avenue



Street Name: Monroe Street Magnolia Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

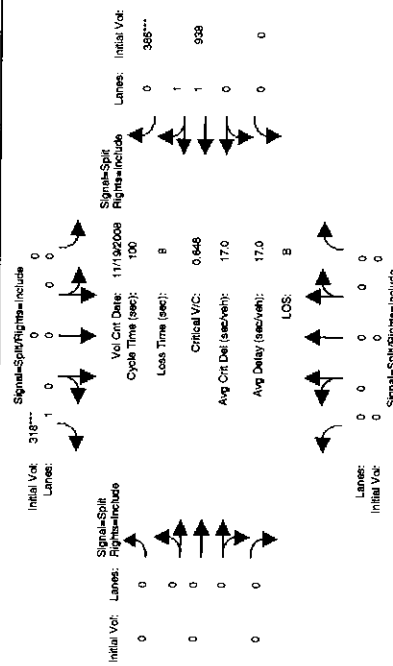
Min. Green:	7	7	7	7	7	7	7
Volume Module: >> Count Date:	19 Nov 2008 << 7:30-8:30 AM						
Base Vol:	0	0	0	0	434	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	0	477	0	0
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	477	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	0	0	0	562	0	0
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	562	0	0
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
FinalVolume:	0	0	0	0	562	0	0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900
 Adjustment: 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
 Final Sat.: 0 0 0 0 1611 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.00 0.35 0.00 0.00 0.39
 Crit Moves: *****
 Green/Cycle: 0.00 0.00 0.00 0.00 0.43 0.00 0.00 0.49
 Volume/Cap: 0.00 0.00 0.00 0.00 0.81 0.00 0.00 0.81
 Delay/Veh: 0.0 0.0 0.0 0.0 31.7 0.0 0.0 24.7
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 0.0 31.7 0.0 0.0 24.7
 LOS by Move: A A A A C A A A C
 HCM2kAVSQ: 0 0 0 0 17 0 0 20
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-0377
 EAP Through South Side of Intersection
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EAP PM

Intersection #16: Monroe Street / Magnolia Avenue



Street Name: Monroe Street Magnolia Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

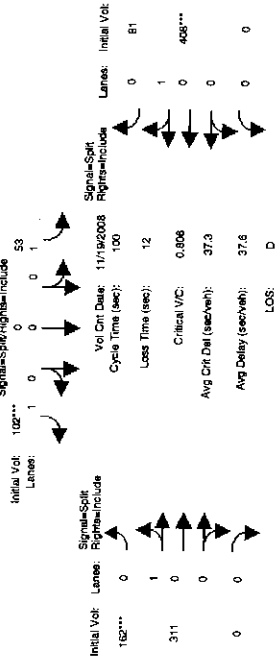
Min. Green:	7	7	7	7	7	7	7
Volume Module: >> Count Date:	19 Nov 2008 << 4:45-5:45 PM						
Base Vol:	0	0	0	0	289	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	0	0	318	0	0
Added Vol:	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	318	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	0	0	0	0	321	0	0
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	321	0	0
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
FinalVolume:	0	0	0	0	321	0	0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 0.00 1.00 0.00
 Final Sat.: 0 0 0 0 1611 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.00 0.20 0.00 0.00 0.40
 Crit Moves: *****
 Green/Cycle: 0.00 0.00 0.00 0.00 0.31 0.00 0.00 0.61
 Volume/Cap: 0.00 0.00 0.00 0.00 0.65 0.00 0.00 0.65
 Delay/Veh: 0.0 0.0 0.0 0.0 32.8 0.0 0.0 13.2
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 0.0 32.8 0.0 0.0 13.2
 LOS by Move: A A A A C A A A B
 HCM2kAVSQ: 0 0 0 0 9 0 0 14
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment
 W.C. 07-0377
 EAP Through South Side of Intersection
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EAP AM

Intersection #17: Monroe Street / Indiana Avenue



Initial Vol: 125***
 Lanes: 1 0 0 0 0 1 69
 Signal-Split/Right-Includes
 V/Crit Date: 11/19/2008
 Cycle Time (sec): 100
 Loss Time (sec): 12
 Critical V/C: 0.531
 Avg Crit Del (sec/veh): 27.9
 Avg Delay (sec/veh): 28.6
 LOS: C

Initial Vol: 125***
 Lanes: 1 0 0 0 0 1 69
 Signal-Split/Right-Includes

Initial Vol: 0
 Lanes: 0 0 0 0 0 0 0
 Signal-Split/Right-Includes

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

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:	0	0	48	0	93	147	283	0	0	371
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Base:	0	0	53	0	102	162	311	0	0	408
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:	0	0	53	0	102	162	311	0	0	408
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	0	63	0	123	194	373	0	0	489
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	63	0	123	194	373	0	0	489
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	0	63	0	123	194	373	0	0	489

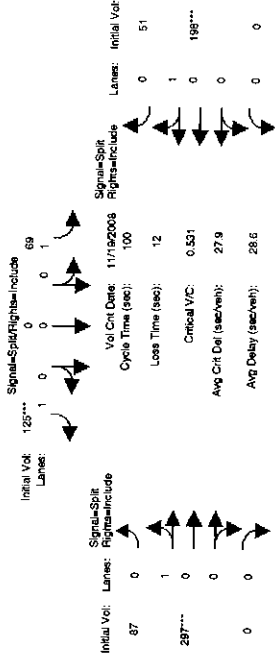
Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 0.96 1.00 0.96 0.96 1.00 1.00 0.96 0.96
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 0.34 0.66 0.00 0.00 0.83 0.17
 Final Sat.: 0.00 0.00 0.1769 0.1583 626 1205 0.0 0.1518 303

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.08 0.31 0.31 0.00 0.00 0.32 0.32
 Crit Moves: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Green/Cycle: 0.00 0.00 0.00 0.10 0.00 0.10 0.38 0.38 0.00 0.00 0.40 0.40
 Volume/Cap: 0.00 0.00 0.00 0.37 0.00 0.81 0.81 0.81 0.00 0.00 0.81 0.81
 Delay/Veh: 0.00 0.00 0.00 43.7 0.00 70.5 34.3 34.3 0.00 0.00 33.2 33.2
 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: 0.00 0.00 0.00 43.7 0.00 70.5 34.3 34.3 0.00 0.00 33.2 33.2
 LOS by Move: A A A D A E C C A A A C C
 HCM2kAVGQ: 0 0 0 2 0 2 0 6 18 0 0 18

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

Riverside-Corona Feeder Pipeline Realignment
 W.C. 07-0377
 EAP Through South Side of Intersection
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EAP PM

Intersection #17: Monroe Street / Indiana Avenue



Initial Vol: 125***
 Lanes: 1 0 0 0 0 1 69
 Signal-Split/Right-Includes
 V/Crit Date: 11/19/2008
 Cycle Time (sec): 100
 Loss Time (sec): 12
 Critical V/C: 0.531
 Avg Crit Del (sec/veh): 27.9
 Avg Delay (sec/veh): 28.6
 LOS: C

Initial Vol: 125***
 Lanes: 1 0 0 0 0 1 69
 Signal-Split/Right-Includes

Initial Vol: 0
 Lanes: 0 0 0 0 0 0 0
 Signal-Split/Right-Includes

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

Min. Green	7	7	7	7	7	7	7	7	7	7
Volume Module:	>>	Count	Date:	19	Nov	2008	<<	5:45-6:45	PM	
Base Vol:	0	0	63	0	114	79	270	0	0	180
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Base:	0	0	69	0	125	87	297	0	0	198
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:	0	0	69	0	125	87	297	0	0	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	76	0	138	95	326	0	0	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	76	0	138	95	326	0	0	218
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	0	76	0	138	95	326	0	0	218

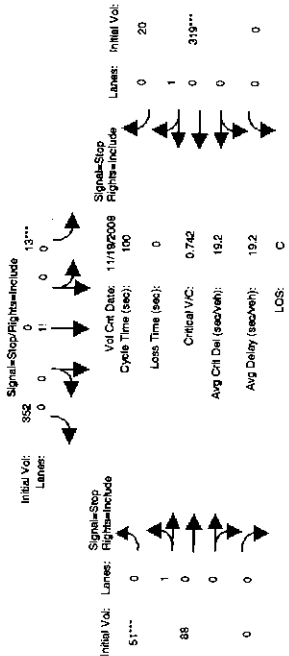
Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 0.93 1.00 0.83 0.23 0.77 1.00 1.00 0.95 0.95
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 0.23 0.77 0.00 0.00 0.80 0.20
 Final Sat.: 0.00 0.00 0.1769 0.1583 417 1425 0.0 0.1441 368

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.09 0.23 0.23 0.00 0.00 0.15 0.15
 Crit Moves: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Green/Cycle: 0.00 0.00 0.00 0.16 0.00 0.16 0.43 0.43 0.00 0.00 0.28 0.28
 Volume/Cap: 0.00 0.00 0.00 0.26 0.00 0.53 0.53 0.53 0.00 0.00 0.53 0.53
 Delay/Veh: 0.00 0.00 0.00 37.0 0.00 40.4 21.6 21.6 0.00 0.00 31.2 31.2
 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: 0.00 0.00 0.00 37.0 0.00 40.4 21.6 21.6 0.00 0.00 31.2 31.2
 LOS by Move: A A A D A D A C C A A C C
 HCM2kAVGQ: 0 0 0 2 0 5 10 10 0 0 7 7

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

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-4377
 EAP Through South Side of Intersection
 Level of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 EAP AM

Intersection #18: Monroe Street / Lincoln 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 7 7 7 7 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 7:15-8:15 AM

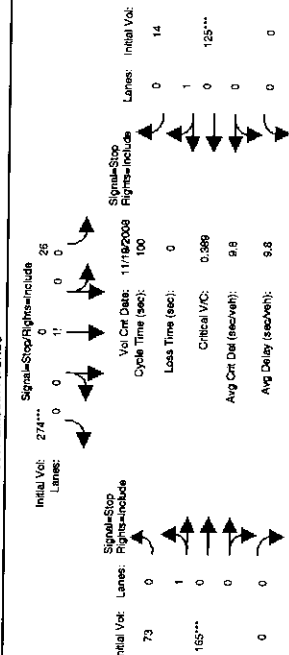
Base Vol:	0	0	12	0	320	46	80	0	0	290	18
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	0	13	0	352	51	88	0	0	319	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	13	0	352	51	88	0	0	319	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	0	0	18	0	488	70	122	0	0	442	27
Reduced Vol:	0	0	0	0	0	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
FinalVolume:	0	0	18	0	488	70	122	0	0	442	27

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 1.00
 Lanes: 0.00 0.00 0.00 0.04 0.00 0.96 0.37 0.63 0.00 0.00 0.94 0.06
 Final Sat.: 0 0 0 25 0 662 203 353 0 0 595 37

Capacity Analysis Module:
 Vol/Sat: xxxxx xxxxx xxxxx 0.74 xxxxx 0.74 0.35 xxxxx xxxxx 0.74 0.74
 Crit Moves: *****
 Delay/Veh: 0.0 0.0 0.0 19.7 0.0 19.7 11.9 11.9 0.0 0.0 21.6 21.6
 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
 AdjDel/Veh: 0.0 0.0 0.0 19.7 0.0 19.7 11.9 11.9 0.0 0.0 21.6 21.6
 LOS by Move: * * * C * C B B * * C C C
 ApproachDel: xxxxxx
 Delay Adj: 19.7
 ApprAdjDel: xxxxxx
 LOS by Appr: 19.7
 AllWayAVGQ: 0.0 0.0 0.0 2.2 2.2 2.2 0.4 0.4 0.4 2.3 2.3 2.3
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-4377
 EAP Through South Side of Intersection
 Level of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 EAP PM

Intersection #18: Monroe Street / Lincoln 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 7 7 7 7 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM

Base Vol:	0	0	24	0	249	66	150	0	0	114	13
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:	0	0	26	0	274	73	165	0	0	125	14
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:	0	0	26	0	274	73	165	0	0	125	14
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	27	0	282	75	170	0	0	129	15
Reduced Vol:	0	0	0	0	0	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
FinalVolume:	0	0	27	0	282	75	170	0	0	129	15

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 1.00
 Lanes: 0.00 0.00 0.00 0.08 0.01 0.91 0.31 0.69 0.00 0.00 0.90 0.10
 Final Sat.: 0 0 0 70 0 725 217 493 0 0 629 72

Capacity Analysis Module:
 Vol/Sat: xxxxx xxxxx xxxxx 0.39 0.00 0.39 0.35 0.35 xxxxx 0.21 0.21
 Crit Moves: *****
 Delay/Veh: 0.0 0.0 0.0 9.8 9.8 9.8 10.2 10.2 0.0 0.0 9.0 9.0
 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
 AdjDel/Veh: 0.0 0.0 0.0 9.8 9.8 9.8 10.2 10.2 0.0 0.0 9.0 9.0
 LOS by Move: * * * A A A B B * * A A
 ApproachDel: xxxxxx
 Delay Adj: 9.8
 ApprAdjDel: xxxxxx
 LOS by Appr: 9.8
 AllWayAVGQ: 0.0 0.0 0.0 0.6 0.6 0.6 0.5 0.5 0.5 0.5 0.2 0.2
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment

W.O. 07-0377

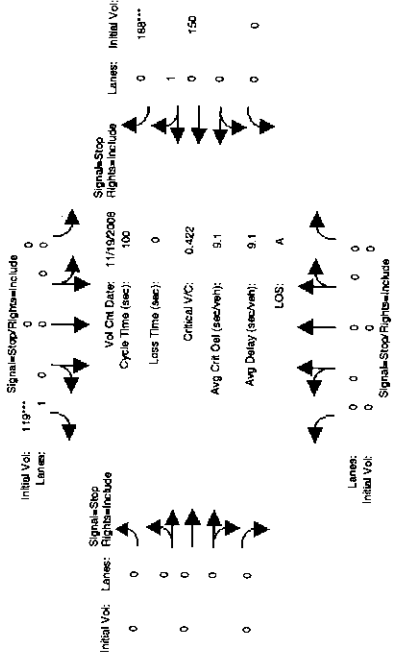
EAP Through South Side of Intersection

Level of Service Computation Report

2000 HCM 4-Way Stop (Future Volume Alternative)

EAP AM

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 7 7 7 7 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM

Base Vol:	0	0	0	108	0	0	0	0	136	171
Growth Adj:	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	119	0	0	0	0	150	188
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:	0	0	0	119	0	0	0	0	150	188
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:	0	0	0	135	0	0	0	0	170	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	135	0	0	0	0	170	214
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	0	0	135	0	0	0	0	170	214

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.56
Final Sat.:	0	0	0	822	0	0	0	0	404	508

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.42	0.42
Crit Moves:	0.0	0.0	0.0	7.8	0.0	0.0	0.0	0.0	9.6	9.6
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.8	0.0	0.0	0.0	0.0	9.6	9.6
LOS by Move:	*	*	*	A	*	*	*	*	A	A
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	7.8	xxxxxx	xxxxxx	xxxxxx	xxxxxx	9.6	9.6
Delay Adj:	xxxxxx	xxxxxx	xxxxxx	1.00	xxxxxx	xxxxxx	xxxxxx	xxxxxx	1.00	1.00
ApprAdjDel:	xxxxxx	xxxxxx	xxxxxx	7.8	xxxxxx	xxxxxx	xxxxxx	xxxxxx	9.6	9.6
LOS by Appr:	*	*	*	A	*	*	*	*	A	A
AllwayAVGQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.7	0.7

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

Riverside-Corona Feeder Pipeline Realignment

W.O. 07-0377

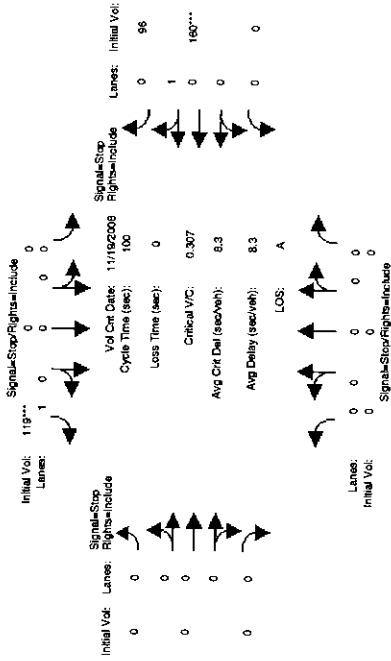
EAP Through South Side of Intersection

Level of Service Computation Report

2000 HCM 4-Way Stop (Future Volume Alternative)

EAP PM

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 7 7 7 7 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM

Base Vol:	0	0	0	108	0	0	0	0	145	87
Growth Adj:	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	119	0	0	0	0	160	96
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:	0	0	0	119	0	0	0	0	160	96
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:	0	0	0	128	0	0	0	0	171	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	128	0	0	0	0	171	103
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	0	0	128	0	0	0	0	171	103

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.62	0.38
Final Sat.:	0	0	0	880	0	0	0	0	558	335

Capacity Analysis Module:

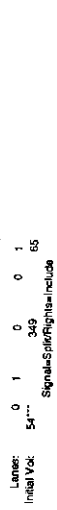
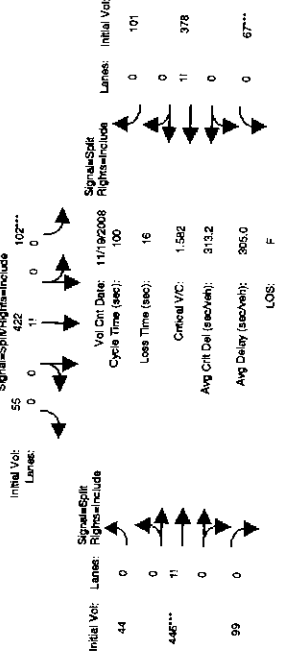
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.31	0.31
Crit Moves:	0.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	8.7	8.7
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	8.7	8.7
LOS by Move:	*	*	*	A	*	*	*	*	A	A
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	7.5	xxxxxx	xxxxxx	xxxxxx	xxxxxx	8.7	8.7
Delay Adj:	xxxxxx	xxxxxx	xxxxxx	1.00	xxxxxx	xxxxxx	xxxxxx	xxxxxx	1.00	1.00
ApprAdjDel:	xxxxxx	xxxxxx	xxxxxx	7.5	xxxxxx	xxxxxx	xxxxxx	xxxxxx	8.7	8.7
LOS by Appr:	*	*	*	A	*	*	*	*	A	A
AllwayAVGQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.4	0.4

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 Feeder Pipeline Realignment
 W.O. 07-0377
 EAP Through North Side of Intersection
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EAP AM

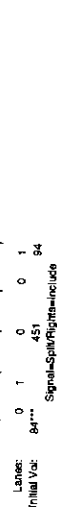
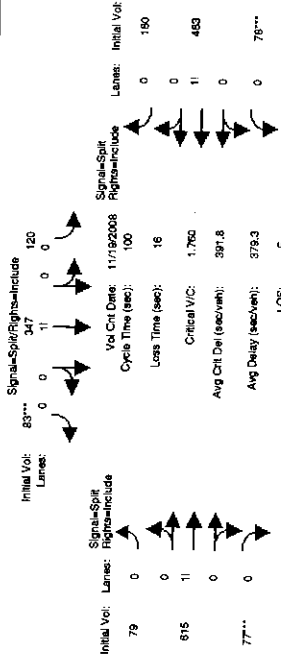
Intersection #7: Jackson Street / California Avenue



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 L - T - R
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM
 Base Vol: 49 317 59 93 384 50 40 405 90 61 344 92
 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: 54 349 65 102 422 55 44 446 99 67 378 101
 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: 54 349 65 102 422 55 44 446 99 67 378 101
 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: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
 PHF Volume: 62 398 74 117 482 63 50 509 113 77 432 116
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 62 398 74 117 482 63 50 509 113 77 432 116
 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: 62 398 74 117 482 63 50 509 113 77 432 116
 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 0.96 0.95 0.95 0.95 0.95 0.95 0.95
 Lanes: 0.13 0.87 1.00 0.18 0.73 0.09 0.07 0.76 0.17 0.12 0.69 0.19
 Final Sat.: 248 1601 1583 321 1327 173 135 1372 305 221 1249 334
 Capacity Analysis Module:
 Vol/Sat: 0.25 0.25 0.05 0.36 0.36 0.36 0.37 0.37 0.37 0.35 0.35 0.35
 Crit Moves: ****
 Green/Cycle: 0.16 0.16 0.16 0.23 0.23 0.23 0.23 0.23 0.23 0.22 0.22 0.22
 Volume/Cap: 1.58 1.58 0.30 1.58 1.58 1.58 1.58 1.58 1.58 1.58 1.58 1.58
 Delay/Veh: 319.7 320 37.9 311.4 311.0 311.0 311.0 312.6 313 312.6
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 319.7 320 37.9 311.4 311.0 311.0 311.0 312.6 313 312.6
 LOS by Move: F F D F F F F F F F F F F F
 HCM2kAvgQ: 36 36 2 51 51 51 52 52 52 49 49 49
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-0377
 EAP Through North Side of Intersection
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EAP PM

Intersection #7: Jackson Street / California Avenue



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 L - T - R
 Min. Green: 7 7 7 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 71 421 145
 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: 84 451 94 120 347 83 79 615 77 78 463 160
 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: 84 451 94 120 347 83 79 615 77 78 463 160
 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: 0.95 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 82 487 168
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 88 474 98 126 364 87 83 647 81 82 487 168
 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: 88 474 98 126 364 87 83 647 81 82 487 168
 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 0.96 0.95 0.95 0.95 0.95 0.95 0.95
 Lanes: 0.16 0.84 1.00 0.22 0.63 0.15 0.10 0.80 0.10 0.11 0.66 0.23
 Final Sat.: 289 1558 1583 394 1139 271 188 1458 183 200 1185 408
 Capacity Analysis Module:
 Vol/Sat: 0.30 0.30 0.06 0.32 0.32 0.32 0.44 0.44 0.44 0.41 0.41 0.41
 Crit Moves: ****
 Green/Cycle: 0.17 0.17 0.17 0.18 0.18 0.18 0.25 0.25 0.25 0.23 0.23 0.23
 Volume/Cap: 1.76 1.76 0.36 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76 1.76
 Delay/Veh: 395.9 396 37.3 395.2 395 395.2 388.2 388.2 388.2 390.0 390.0 390.0
 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: 395.9 396 37.3 395.2 395 395.2 388.2 388.2 388.2 390.0 390.0 390.0
 LOS by Move: F F D F F F F F F F F F F F
 HCM2kAvgQ: 48 48 3 49 49 49 68 68 68 62 62 62
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Reassignment

W.O. 07-0377

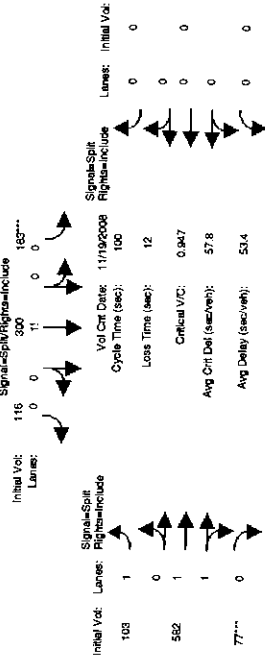
EAP Through North Side of Intersection

Level of Service Computation Report

2000 HCM Operations (Future Volume Alternative)

EAP AM

Intersection #9: Jackson Street / Magnolia Avenue



Initial Vol: 116 Lanes: 0 0 1 0 0 0 168***

Signal-Split Rights-Include

Initial Vol.	Lanes	Signal-Split Rights-Include	Vol Ctrl Date: 11/19/2008	Initial Vol.
103	1	↑	100	0
562	1	↑	12	0
77***	0	↑	57.8	0
	0	↑	53.4	0

LOS: D

Initial Vol: 113*** Lanes: 0 1 0 0 0 1 316

Signal-Split Rights-Include

Initial Vol.	Lanes	Signal-Split Rights-Include	Vol Ctrl Date: 11/19/2008	Initial Vol.
103	1	↑	100	0
562	1	↑	12	0
77***	0	↑	57.8	0
	0	↑	53.4	0

LOS: D

Street Name: Jackson Street Magnolia 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: 103 349 287 148 273 105 94 529 70 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 1.10

Initial Base: 113 384 316 163 300 116 103 582 77 0 0 0 0

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

PassesByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 113 384 316 163 300 116 103 582 77 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: 121 408 336 173 319 123 110 619 82 0 0 0 0

Reduced Vol: 0 0 0 0 0 0 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 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: 121 408 336 173 319 123 110 619 82 0 0 0 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.97 0.97 0.83 0.94 0.94 0.94 0.83 0.91 0.91 1.00 1.00 1.00
 Lanes: 0.23 0.77 1.00 0.28 0.52 0.20 1.00 1.77 0.23 0.00 0.00 0.00
 Final Sat.: 420 1422 1583 503 927 357 1583 3068 406 0 0 0 0

Capacity Analysis Module:

Vol/Sat:	0.29	0.29	0.21	0.34	0.34	0.34	0.07	0.20	0.20	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.30	0.30	0.30	0.36	0.36	0.36	0.21	0.21	0.21	0.00	0.00	0.00
Volume/Cap:	0.95	0.95	0.70	0.95	0.95	0.95	0.33	0.95	0.95	0.00	0.00	0.00
Delay/Veh:	59.6	59.6	35.4	54.0	54.0	54.0	33.8	59.9	59.9	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:	59.6	59.6	35.4	54.0	54.0	54.0	33.8	59.9	59.9	0.0	0.0	0.0
LOS by Move:	E	E	D	D	D	D	E	E	E	A	A	A
HCW2kAVGQ:	21	21	10	23	23	23	3	16	16	0	0	0

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

Riverside-Corona Feeder Pipeline Reassignment

W.O. 07-0377

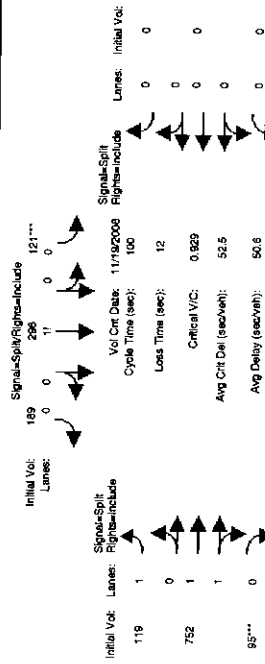
EAP Through North Side of Intersection

Level of Service Computation Report

2000 HCM Operations (Future Volume Alternative)

EAP PM

Intersection #9: Jackson Street / Magnolia Avenue



Initial Vol: 189 Lanes: 0 0 1 1 0 0 121***

Signal-Split Rights-Include

Initial Vol.	Lanes	Signal-Split Rights-Include	Vol Ctrl Date: 11/19/2008	Initial Vol.
118	1	↑	100	0
752	1	↑	12	0
95***	0	↑	57.8	0
	0	↑	53.4	0

LOS: D

Initial Vol: 76 Lanes: 0 1 0 0 0 1 289***

Signal-Split Rights-Include

Initial Vol.	Lanes	Signal-Split Rights-Include	Vol Ctrl Date: 11/19/2008	Initial Vol.
118	1	↑	100	0
752	1	↑	12	0
95***	0	↑	57.8	0
	0	↑	53.4	0

LOS: D

Street Name: Jackson Street Magnolia 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 << 4:30-5:30 PM

Base Vol: 69 239 43 110 269 172 108 684 86 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 1.10

Initial Base: 76 283 47 121 296 189 119 752 95 0 0 0 0

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

PassesByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 76 283 47 121 296 189 119 752 95 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: 80 279 50 128 314 201 126 798 100 0 0 0 0

Reduced Vol: 0 0 0 0 0 0 0 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 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: 80 279 50 128 314 201 126 798 100 0 0 0 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.97 0.97 0.83 0.93 0.93 0.93 0.83 0.92 0.92 1.00 1.00 1.00
 Lanes: 0.22 0.76 1.00 0.20 0.49 0.31 1.00 1.78 0.22 0.00 0.00 0.00
 Final Sat.: 413 1429 1583 353 862 551 1583 3089 388 0 0 0 0

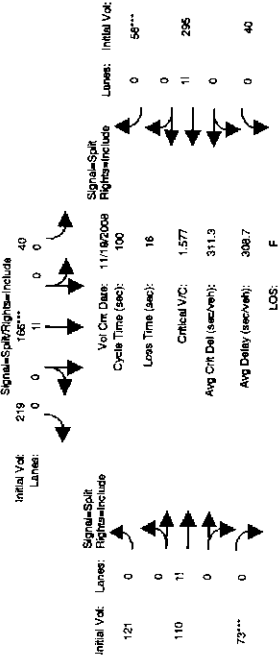
Capacity Analysis Module:

Vol/Sat:	0.20	0.20	0.03	0.36	0.36	0.36	0.09	0.26	0.26	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.21	0.21	0.21	0.39	0.39	0.39	0.28	0.28	0.28	0.00	0.00	0.00
Volume/Cap:	0.93	0.93	0.15	0.93	0.93	0.93	0.29	0.93	0.93	0.00	0.00	0.00
Delay/Veh:	67.2	67.2	32.4	48.0	48.0	48.0	28.7	49.9	49.9	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:	67.2	67.2	32.4	48.0	48.0	48.0	28.7	49.9	49.9	0.0	0.0	0.0
LOS by Move:	E	E	C	D	D	D	D	D	D	A	A	A
HCW2kAVGQ:	15	15	1	23	23	23	3	19	19	0	0	0

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

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-0377
 EAP Through North Side of Intersection
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EAP AM

Intersection #11: Jackson Street / Lincoln Avenue



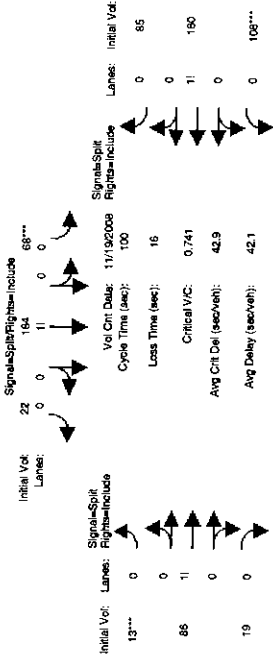
Initial Vol: 121
 Lanes: 0 11 0 40
 Signal-Split Rights=Include
 Vol Cnt Date: 11/19/2008
 Cycle Time (sec): 100
 Loss Time (sec): 16
 Critical V/C: 1.577
 Avg C/Del (sec/veh): 311.3
 Avg Delay (sec/veh): 308.7
 LOS: F

Jackson Street			Lincoln Avenue		
North Bound		South Bound	East Bound		West Bound
Movement	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
Volume Module:	>> Count Date: 19 Nov 2008 << 7:30-8:30 AM				
Base Vol:	152 255 13	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	1.10 1.10 1.10	1.10
Initial Base:	167 281 14	40 166 219	121 110 73	40 295 56	56
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:	167 281 14	40 166 219	121 110 73	40 295 56	56
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:	0.66 0.66 0.66	0.66 0.66 0.66	0.66 0.66	0.66 0.66 0.66	0.66
PHF Volume:	252 423 22	60 251 330	183 166 110	60 445 85	85
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0
Reduced Vol:	252 423 22	60 251 330	183 166 110	60 445 85	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:	252 423 22	60 251 330	183 166 110	60 445 85	85
Saturation Flow Module:					
Sat/Lane:	1900 1900 1900	1900 1900	1900 1900	1900 1900	1900
Adjustment:	0.96 0.96 0.96	0.91 0.91 0.91	0.93 0.93	0.96 0.96 0.96	0.96
Lanes:	0.37 0.63 1.00	0.09 0.39 0.52	0.40 0.36 0.24	0.10 0.76 0.14	0.14
Final Sat.:	683 1146 1583	161 674 888	704 640 422	184 1372 261	261
Capacity Analysis Module:					
Vol/Sat:	0.37 0.37 0.01	0.37 0.37 0.37	0.26 0.26	0.32 0.32 0.32	0.32
Crit Moves:	****				
Green/Cycle:	0.23 0.23 0.23	0.24 0.24 0.24	0.16 0.16	0.21 0.21 0.21	0.21
Volume/Cap:	1.58 1.58 0.06	1.58 1.58 1.58	1.58 1.58	1.58 1.58 1.58	1.58
Delay/Veh:	308.8 309.3 309.3	309.3 309.3 317.2	317.2 317.2	311.7 312 311.7	311.7
User DelAdj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00	1.00
AdjDel/Veh:	308.8 309.3	309.3 309.3 317.2	317.2 317.2	311.7 312 311.7	311.7
LOS by Move:	F F C F F	F F F F F	F F F F F	F F F F F	F F F
HCW2kAVQ:	52 52	1 50 50	50 36	46 46 46	46

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

Riverside-Corona Feeder Pipeline Realignment
 W.O. 07-0377
 EAP Through North Side of Intersection
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EAP PM

Intersection #11: Jackson Street / Lincoln Avenue



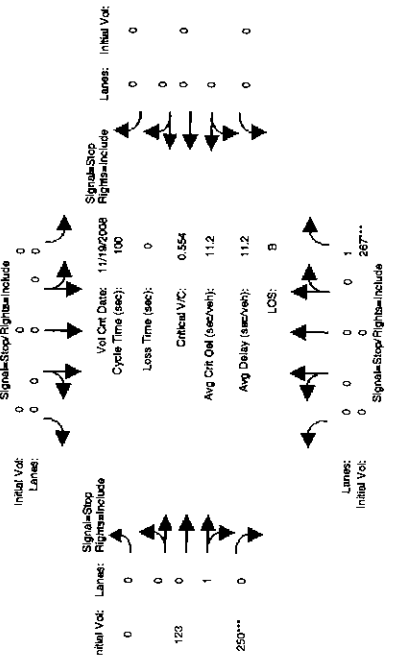
Initial Vol: 13
 Lanes: 0 0 11 64
 Signal-Split Rights=Include
 Vol Cnt Date: 11/19/2008
 Cycle Time (sec): 100
 Loss Time (sec): 16
 Critical V/C: 0.741
 Avg C/Del (sec/veh): 43.9
 Avg Delay (sec/veh): 42.1
 LOS: D

Jackson Street			Lincoln Avenue		
North Bound		South Bound	East Bound		West Bound
Movement	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
Volume Module:	>> Count Date: 19 Nov 2008 << 4:15-5:15 PM				
Base Vol:	23 213 79	62 167 20	12 78	17 98 164	77
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 Base:	25 234 87	68 184 22	13 86	19 108 180	85
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:	25 234 87	68 184 22	13 86	19 108 180	85
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:	28 258 96	75 202 24	15 94	21 119 199	93
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0
Reduced Vol:	28 258 96	75 202 24	15 94	21 119 199	93
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:	28 258 96	75 202 24	15 94	21 119 199	93
Saturation Flow Module:					
Sat/Lane:	1900 1900 1900	1900 1900	1900 1900	1900 1900	1900
Adjustment:	0.98 0.98 0.83	0.96 0.96 0.96	0.95 0.95	0.95 0.94 0.94	0.94
Lanes:	0.10 0.90 1.00	0.25 0.67 0.08	0.11 0.73 0.16	0.29 0.48 0.23	0.23
Final Sat.:	181 1672 1583	453 1220 146	203 1321	288 514 861	404
Capacity Analysis Module:					
Vol/Sat:	0.15 0.15 0.06	0.17 0.17 0.17	0.07 0.07	0.23 0.23 0.23	0.23
Crit Moves:	****				
Green/Cycle:	0.21 0.21 0.21	0.22 0.22 0.22	0.10 0.10	0.31 0.31 0.31	0.31
Volume/Cap:	0.74 0.74 0.29	0.74 0.74 0.74	0.74 0.74	0.74 0.74 0.74	0.74
Delay/Veh:	44.6 44.6 33.9	43.2 43.2 43.2	59.5 59.5	59.5 59.5 59.5	59.5
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:	44.6 44.6	33.9 43.2 43.2	43.2 43.2	59.5 59.5 59.5	59.5
LOS by Move:	D D C D D	D D D D D	D D D D D	D D D D D	D D D
HCW2kAVQ:	10 10	3 10 10	10 6	6 13 13	13

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

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-0377
EAP Through North Side of Intersection
Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
EAP AM

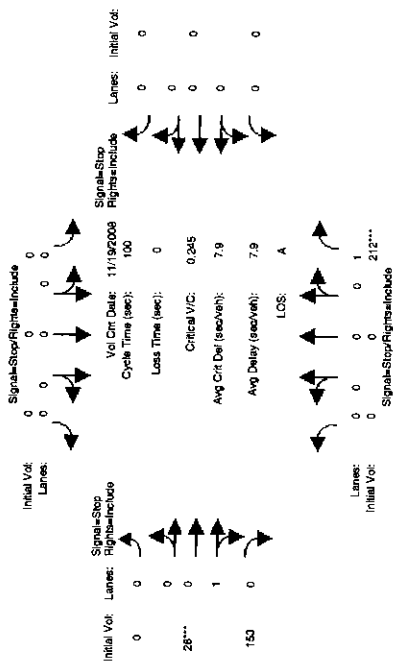
Intersection #212: Jackson Street / Victoria Avenue (South)



Street Name: Jackson Street Victoria Avenue (South)
 Approach: North 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 7 7 7 7
 Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM
 Base Vol: 0 0 243 0 0 0 0 112 227 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.10 1.00 1.00 1.00
 Initial Bse: 0 0 267 0 0 0 0 123 250 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: 0 0 267 0 0 0 0 123 250 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: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82
 PHF Volume: 0 0 327 0 0 0 0 151 305 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 327 0 0 0 0 151 305 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
 Final Volume: 0 0 327 0 0 0 0 151 305 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 1.00
 Lanes: 0.00 0.00 1.00 0.00 0.00 0.00 0.00 0.33 0.67 0.00 0.00 0.00
 Final Sat.: 0 0 791 0 0 0 0 272 551 0 0 0
 Capacity Analysis Module:
 Vol/Sat: xxxxx xxxxx 0.41 xxxxx xxxxx xxxxx 0.55 xxxxx xxxxx
 Crit Moves: *****
 Delay/Veh: 0.0 0.0 10.0 0.0 0.0 0.0 0.0 12.0 12.0 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
 AdjDel/Veh: 0.0 0.0 10.0 0.0 0.0 0.0 0.0 12.0 12.0 0.0 0.0 0.0
 LOS by Move: * * B * * * * * B B * * * * *
 ApproachDel: 10.0 xxxxxxx 12.0 xxxxxxx
 Delay Adj: 1.00 xxxxxx 1.00 xxxxxx
 ApprAdjDel: 10.0 xxxxxxx 12.0 xxxxxxx
 LOS by Appr: B * * * * * B
 AllWayAVGQ: 0.6 0.6 0.6 0.0 0.0 0.0 1.1 1.1 1.1 0.0 0.0 0.0
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-0377
EAP Through North Side of Intersection
Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
EAP PM

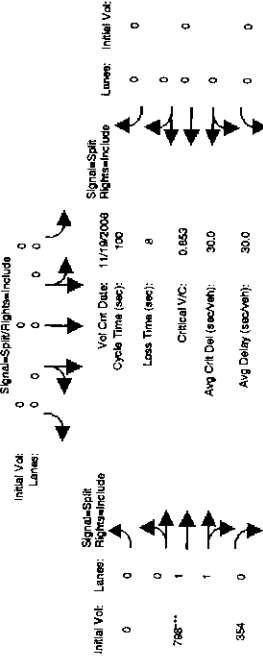
Intersection #212: Jackson Street / Victoria Avenue (South)



Street Name: Jackson Street Victoria Avenue (South)
 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 7 7 7 7
 Volume Module: >> Count Date: 19 Nov 2008 << 4:30-5:30 PM
 Base Vol: 0 0 193 0 0 0 0 24 139 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: 0 0 212 0 0 0 0 26 153 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: 0 0 212 0 0 0 0 26 153 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: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
 PHF Volume: 0 0 230 0 0 0 0 29 165 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 230 0 0 0 0 29 165 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
 Final Volume: 0 0 230 0 0 0 0 29 165 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 1.00
 Lanes: 0.00 0.00 1.00 0.00 0.00 0.00 0.00 0.15 0.85 0.00 0.00 0.00
 Final Sat.: 0 0 937 0 0 0 0 132 764 0 0 0
 Capacity Analysis Module:
 Vol/Sat: xxxxx xxxxx 0.24 xxxxx xxxxx xxxxx 0.22 0.22 xxxxx xxxxx
 Crit Moves: *****
 Delay/Veh: 0.0 0.0 7.9 0.0 0.0 0.0 0.0 7.9 7.9 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
 AdjDel/Veh: 0.0 0.0 7.9 0.0 0.0 0.0 0.0 7.9 7.9 0.0 0.0 0.0
 LOS by Move: * * A * * * * * A A * * * * *
 ApproachDel: 7.9 xxxxxxx 7.9 xxxxxxx
 Delay Adj: 1.00 xxxxxx 1.00 xxxxxx
 ApprAdjDel: 7.9 xxxxxxx 7.9 xxxxxxx
 LOS by Appr: A * * * * * A
 AllWayAVGQ: 0.3 0.3 0.3 0.0 0.0 0.0 0.2 0.2 0.2 0.0 0.0 0.0
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Pipeline Realignment
EAP Through North Side of Intersection
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EAP AM

Intersection #16: Monroe Street / Magnolia 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 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30 AM

Base Vol:	0	477	0	0	0	0	795	322	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:	0	525	0	0	0	0	798	354	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:	0	525	0	0	0	0	798	354	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	617	0	0	0	0	938	417	0	0	0
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	617	0	0	0	0	938	417	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:	0	617	0	0	0	0	938	417	0	0	0

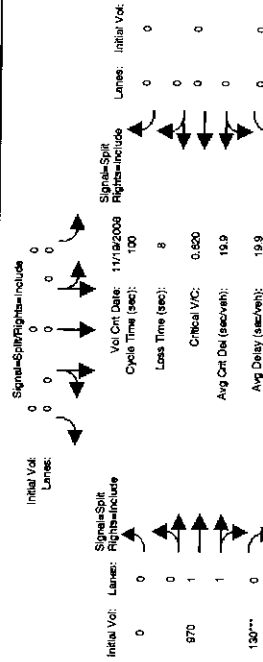
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.85 1.00 1.00 0.89 0.89 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 1.00 0.00 0.00 0.00 0.00 1.38 0.62 0.00 0.00 0.00
Final Sat.: 0 0 1611 0 0 0 0 2337 1038 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.38 0.00 0.00 0.00 0.00 0.40 0.40 0.00 0.00 0.00
Crit Moves: *****
Green/Cycle: 0.00 0.00 0.45 0.00 0.00 0.00 0.00 0.47 0.47 0.00 0.00 0.00
Volume/Cap: 0.00 0.00 0.85 0.00 0.00 0.00 0.00 0.85 0.85 0.00 0.00 0.00
Delay/Veh: 0.0 0.0 34.2 0.0 0.0 0.0 0.0 28.1 28.1 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: 0.0 0.0 34.2 0.0 0.0 0.0 0.0 28.1 28.1 0.0 0.0 0.0
LOS by Move: A A C A A A A A C C A A A A
HCM2kAVGQ: 0 0 20 0 0 0 0 0 0 22 0 0

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

Riverside-Corona Feeder Pipeline Realignment
EAP Through North Side of Intersection
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EAP PM

Intersection #16: Monroe Street / Magnolia 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 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 4:45-5:45 PM

Base Vol:	0	364	0	0	0	882	118	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:	0	400	0	0	0	970	130	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:	0	400	0	0	0	970	130	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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	0	404	0	0	0	979	131	0	0	0	0
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	404	0	0	0	979	131	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:	0	404	0	0	0	979	131	0	0	0	0

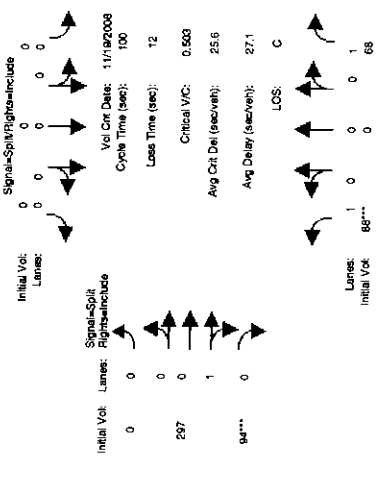
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.85 1.00 1.00 0.89 0.89 1.00 1.00 0.91 0.91 0.91
Lanes: 0.00 0.00 1.00 0.00 0.00 0.00 0.00 1.76 0.24 0.00 0.00 0.00
Final Sat.: 0 0 1611 0 0 0 0 3064 410 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.25 0.00 0.00 0.00 0.00 0.32 0.32 0.00 0.00 0.00
Crit Moves: *****
Green/Cycle: 0.00 0.00 0.40 0.00 0.00 0.00 0.00 0.52 0.52 0.00 0.00 0.00
Volume/Cap: 0.00 0.00 0.62 0.00 0.00 0.00 0.00 0.62 0.62 0.00 0.00 0.00
Delay/Veh: 0.0 0.0 25.5 0.0 0.0 0.0 0.0 17.9 17.9 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: 0.0 0.0 25.5 0.0 0.0 0.0 0.0 17.9 17.9 0.0 0.0 0.0
LOS by Move: A A C A A A A A B B A A A A
HCM2kAVGQ: 0 0 10 0 0 0 0 0 0 13 0 0

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

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-6377
EAP Through North Side of Intersection
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EAP-AM

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

Min. Green: 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:	186	0	37	0	0	0	0	283	112	72	371	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:	205	0	41	0	0	0	0	311	123	79	408	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:	205	0	41	0	0	0	0	311	123	79	408	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:	0.83	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	0	49	0	0	0	0	373	148	95	489	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	0	49	0	0	0	0	373	148	95	489	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:	245	0	49	0	0	0	0	373	148	95	489	0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.93 1.00 0.83 1.00 1.00 1.00 0.94 0.94 0.97 0.97 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 0.72 0.28 0.16 0.84 0.00
Final Sat.: 1769 0 1583 0 0 0 0 0.1283 508 300 1547 0

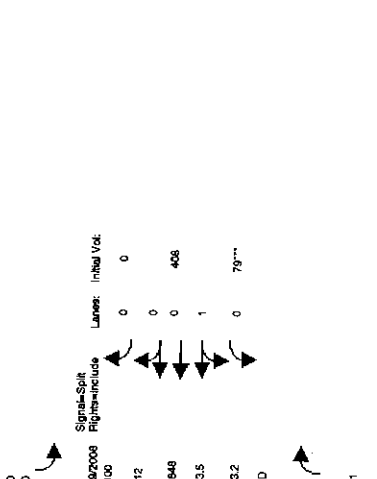
Capacity Analysis Module:
Vol/Sat: 0.14 0.00 0.03 0.00 0.00 0.00 0.00 0.00 0.29 0.32 0.32 0.00
Crit Moves: ****

Green/Cycle: 0.16 0.00 0.16 0.00 0.00 0.00 0.00 0.34 0.34 0.37 0.37 0.00
Volume/Cap: 0.85 0.00 0.19 0.00 0.00 0.00 0.00 0.85 0.85 0.85 0.85 0.00
Delay/Veh: 60.8 0.0 36.4 0.0 0.0 0.0 0.0 41.1 41.1 38.4 38.4 0.0
User Delay: 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: 60.8 0.0 36.4 0.0 0.0 0.0 0.0 41.1 41.1 38.4 38.4 0.0
LOS by Move: E A D A A A A A A D D D D D D D D D D
HCM2kAVGQ: 10 0 1 0 0 0 0 0 18 19 15 0

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

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-6377
EAP Through North Side of Intersection
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EAP-PW

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

Min. Green: 7 7 7 7 7 7 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	0	270	85	49	180	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:	88	0	68	0	0	0	0	297	94	54	198	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:	88	0	68	0	0	0	0	297	94	54	198	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	97	0	75	0	0	0	0	326	103	59	218	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	0	75	0	0	0	0	326	103	59	218	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:	97	0	75	0	0	0	0	326	103	59	218	0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.93 1.00 0.83 1.00 1.00 1.00 0.95 0.95 0.97 0.97 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 0.76 0.24 0.21 0.79 0.00
Final Sat.: 1769 0 1583 0 0 0 0 0.1371 432 394 1447 0

Capacity Analysis Module:
Vol/Sat: 0.05 0.00 0.05 0.00 0.00 0.00 0.00 0.00 0.24 0.15 0.15 0.00
Crit Moves: ****

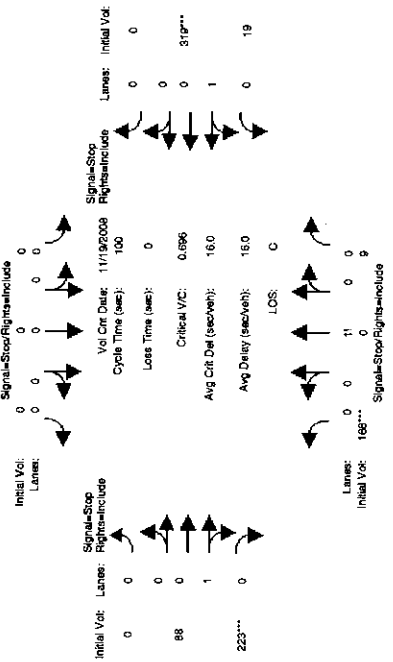
Green/Cycle: 0.11 0.00 0.11 0.00 0.00 0.00 0.00 0.47 0.47 0.30 0.30 0.00
Volume/Cap: 0.50 0.00 0.44 0.00 0.00 0.00 0.00 0.50 0.50 0.50 0.50 0.00
Delay/Veh: 44.2 0.0 43.5 0.0 0.0 0.0 0.0 18.7 18.7 29.7 29.7 0.0
User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 44.2 0.0 43.5 0.0 0.0 0.0 0.0 18.7 18.7 29.7 29.7 0.0
LOS by Move: D A D A A A A A A B B C C A
HCM2kAVGQ: 3 0 3 0 0 0 0 0 9 7 7 0

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

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-6377
EAP Through North Side of Intersection
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EAP-PW

Riverside-Corona Feeder Pipeline Realignment
EAP Through North Side of Intersection
Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
EAP AM

Intersection #18: Monroe Street / Lincoln Avenue



Street Name: Monroe 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 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 7:15-8:15 AM

Base Vol:	153	0	8	0	0	0	0	80	203	17	230	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:	168	0	9	0	0	0	0	88	223	19	319	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:	168	0	9	0	0	0	0	88	223	19	319	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:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	233	0	12	0	0	0	0	122	309	26	442	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	0	12	0	0	0	0	122	309	26	442	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:	233	0	12	0	0	0	0	122	309	26	442	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 1.00 1.00
Lanes: 0.95 0.00 0.05 0.00 0.00 0.00 0.00 0.28 0.72 0.06 0.94 0.00
Final Sat.: 526 0 27 0 0 0 0 0 202 513 37 635 0

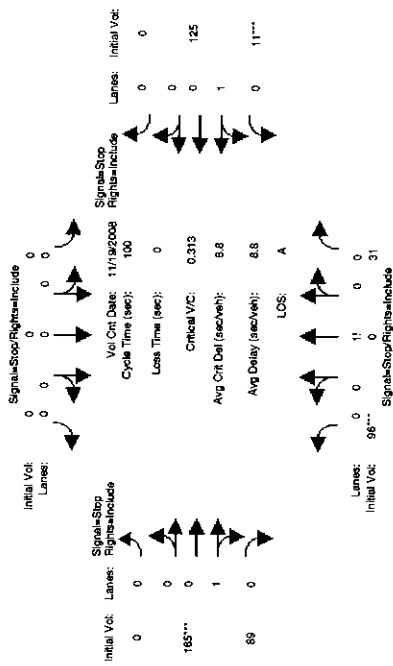
Capacity Analysis Module:
Vol/Sat: 0.44 xxxxx 0.44 xxxxx xxxxx xxxxx 0.60 0.60 0.70 0.70 xxxxx
Crit Moves: ****

Delay/Veh: 13.3 0.0 13.3 0.0 0.0 0.0 0.0 14.6 18.7 18.7 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
AdjDel/Veh: 13.3 0.0 13.3 0.0 0.0 0.0 0.0 14.6 18.7 18.7 0.0
LOS by Move: B B B B B B B B C C C C
ApproachDel: 13.3 14.6
Delay Adj: 1.00 xxxxxx
ApprAdjDel: 13.3 xxxxxx
LOS by Appr: B B B B B B B B C C
AllWayAVGQ: 0.6 0.6 0.6 0.0 0.0 0.0 1.3 1.3 1.3 2.0 2.0 2.0

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

Riverside-Corona Feeder Pipeline Realignment
W.O. 07-0377
EAP Through North Side of Intersection
Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
EAP PM

Intersection #19: Monroe Street / Lincoln Avenue



Street Name: Monroe 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 7 7 7 7

Volume Module: >> Count Date: 19 Nov 2008 << 4:15-5:15 PM

Base Vol:	87	0	28	0	0	0	0	150	81	10	114	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:	96	0	31	0	0	0	0	165	89	11	125	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:	96	0	31	0	0	0	0	165	89	11	125	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	99	0	32	0	0	0	0	170	92	11	129	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	32	0	0	0	0	170	92	11	129	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:	99	0	32	0	0	0	0	170	92	11	129	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 1.00 1.00
Lanes: 0.75 0.01 0.24 0.00 0.00 0.00 0.00 0.65 0.35 0.08 0.92 0.00
Final Sat.: 537 0 173 0 0 0 0 544 294 62 709 0

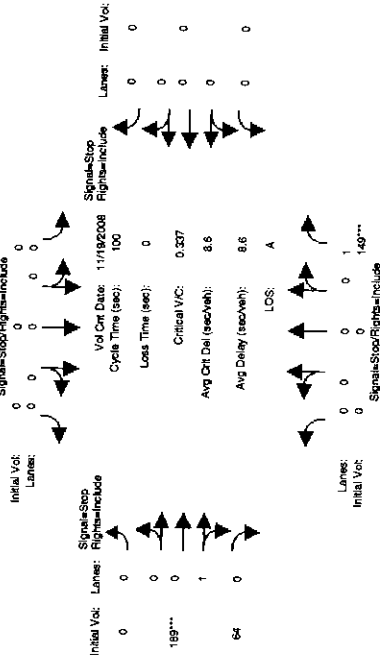
Capacity Analysis Module:
Vol/Sat: 0.18 0.00 0.18 xxxxx xxxxx xxxxx 0.31 0.31 0.18 0.18 xxxxx
Crit Moves: ****

Delay/Veh: 8.8 8.8 8.8 0.0 0.0 0.0 0.0 9.0 9.0 8.5 8.5 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
AdjDel/Veh: 8.8 8.8 8.8 0.0 0.0 0.0 0.0 9.0 9.0 8.5 8.5 0.0
LOS by Move: A A A A A A A A A A A A
ApproachDel: 8.8 xxxxxx
Delay Adj: 1.00 xxxxxx
ApprAdjDel: 8.8 xxxxxx
LOS by Appr: A A A A A A A A A A A A
AllWayAVGQ: 0.2 0.2 0.2 0.0 0.0 0.0 0.4 0.4 0.4 0.2 0.2 0.2

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

Riverside-Corona Freeway Profile Realignment
 W.O. 07-0377
 EAP Through North Side of Intersection
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 EAP AM

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



Street Name: Monroe Street Victoria Avenue (South)

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	135	0	0	0	172	58	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:	0	0	149	0	0	0	189	64	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:	0	0	149	0	0	0	189	64	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	169	0	0	0	215	73	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	169	0	0	0	215	73	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
FinalVolume:	0	0	169	0	0	0	215	73	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:	0.00	0.00	1.00	0.00	0.00	0.00	0.75	0.25	0.00	0.00	0.00
Final Sat.:	0	0	869	0	0	0	639	215	0	0	0

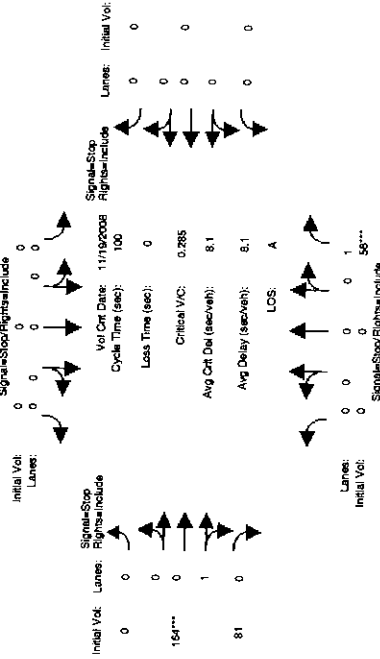
Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	0.19	xxxx	xxxx	xxxx	0.34	0.34	xxxx	xxxx	xxxx
Crit Moves:	0.0	0.0	7.8	0.0	0.0	0.0	9.1	9.1	0.0	0.0	0.0
Delay/Veh:	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	0.0	7.8	0.0	0.0	0.0	9.1	9.1	0.0	0.0	0.0
LOS by Move:	*	*	A	*	*	*	A	A	*	*	*
ApproachDel:	7.8	A	xxxxxx	9.1	xxxxxx	9.1	xxxxxx	9.1	xxxxxx	xxxxxx	xxxxxx
Delay Adj:	1.00	xxxxxx	1.00	xxxxxx	1.00	xxxxxx	1.00	xxxxxx	1.00	xxxxxx	1.00
AppradjDel:	7.8	xxxxxx	7.8	xxxxxx	9.1	xxxxxx	9.1	xxxxxx	9.1	xxxxxx	9.1
LOS by Appr:	A	A	xxxxxx	A	xxxxxx	A	xxxxxx	A	xxxxxx	xxxxxx	xxxxxx
AllWayAVGQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.5	0.5	0.5	0.0	0.0

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

Riverside-Corona Freeway Profile Realignment
 W.O. 07-0377
 EAP Through North Side of Intersection
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 EAP PM

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



Street Name: Monroe Street Victoria Avenue (South)

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 << 4:15-5:15 PM

Base Vol:	0	0	51	0	0	0	149	74	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:	0	0	56	0	0	0	164	81	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:	0	0	56	0	0	0	164	81	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:	0	0	60	0	0	0	176	87	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	60	0	0	0	176	87	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
FinalVolume:	0	0	60	0	0	0	176	87	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:	0.00	0.00	1.00	0.00	0.00	0.00	0.67	0.33	0.00	0.00	0.00
Final Sat.:	0	0	885	0	0	0	618	307	0	0	0

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	0.28	0.28	xxxx	xxxx	xxxx
Crit Moves:	0.0	0.0	7.1	0.0	0.0	0.0	8.4	8.4	0.0	0.0	0.0
Delay/Veh:	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	0.0	7.1	0.0	0.0	0.0	8.4	8.4	0.0	0.0	0.0
LOS by Move:	*	*	A	*	*	*	A	A	*	*	*
ApproachDel:	7.1	xxxxxx	7.1	xxxxxx	8.4	xxxxxx	8.4	xxxxxx	8.4	xxxxxx	8.4
Delay Adj:	1.00	xxxxxx	1.00	xxxxxx	1.00	xxxxxx	1.00	xxxxxx	1.00	xxxxxx	1.00
AppradjDel:	7.1	xxxxxx	7.1	xxxxxx	8.4	xxxxxx	8.4	xxxxxx	8.4	xxxxxx	8.4
LOS by Appr:	A	A	xxxxxx	A	xxxxxx	A	xxxxxx	A	xxxxxx	xxxxxx	xxxxxx
AllWayAVGQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.4	0.4	0.4	0.0	0.0

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

	<u>Consultant</u>	<u>Developer</u>
Name	<u>Albert A. Webb Associates</u>	<u>Western Municipal Water District</u>
Address	<u>3788 McCray Street</u> <u>Riverside, CA 92506</u>	<u>450 Alessandro Boulevard</u> <u>Riverside, CA 92508</u>
Telephone:	<u>(951) 686-1070 Fax: (951) 788-1256</u>	<u>(951) 789-5000 Fax: (951) 780-3837</u>

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. <u>Jackson Street / Victoria Avenue (D)</u> | 2. <u>Jackson Street / Lincoln Avenue (D)</u> |
| 3. <u>Jackson Street / Indiana Avenue (D)</u> | 4. <u>Jackson Street / Magnolia Avenue (D)</u> |
| 5. <u>Jackson Street / Garfield Street (D)</u> | 6. <u>Jackson Street / California Avenue (D)</u> |
| 7. <u>Jackson Street / Colorado Avenue (D)</u> | 8. <u>Jackson Street / Van Buren Boulevard (D)</u> |
| 9. <u>Monroe Street / Victoria Avenue (D)</u> | 10. <u>Monroe Street / Lincoln Avenue (D)</u> |
| 11. <u>Monroe Street / Indiana Avenue (D)</u> | 12. <u>Monroe Street / Magnolia Avenue (D)</u> |
| 13. <u>Monroe Street / Garfield Street (D)</u> | 14. <u>Monroe Street / California Avenue (D)</u> |
| 15. <u>Monroe Street / Colorado Avenue (D)</u> | 16. <u>Van Buren Boulevard / Arlington Avenue (E)</u> |
| 17. <u>Van Buren Boulevard / Jurupa Avenue (E)</u> | 18. <u>Clay Street / Linares Avenue (D)</u> |
| 19. <u>Clay Street / Limonite Avenue (D)</u> | 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 / LOSE 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

Revised on

Date

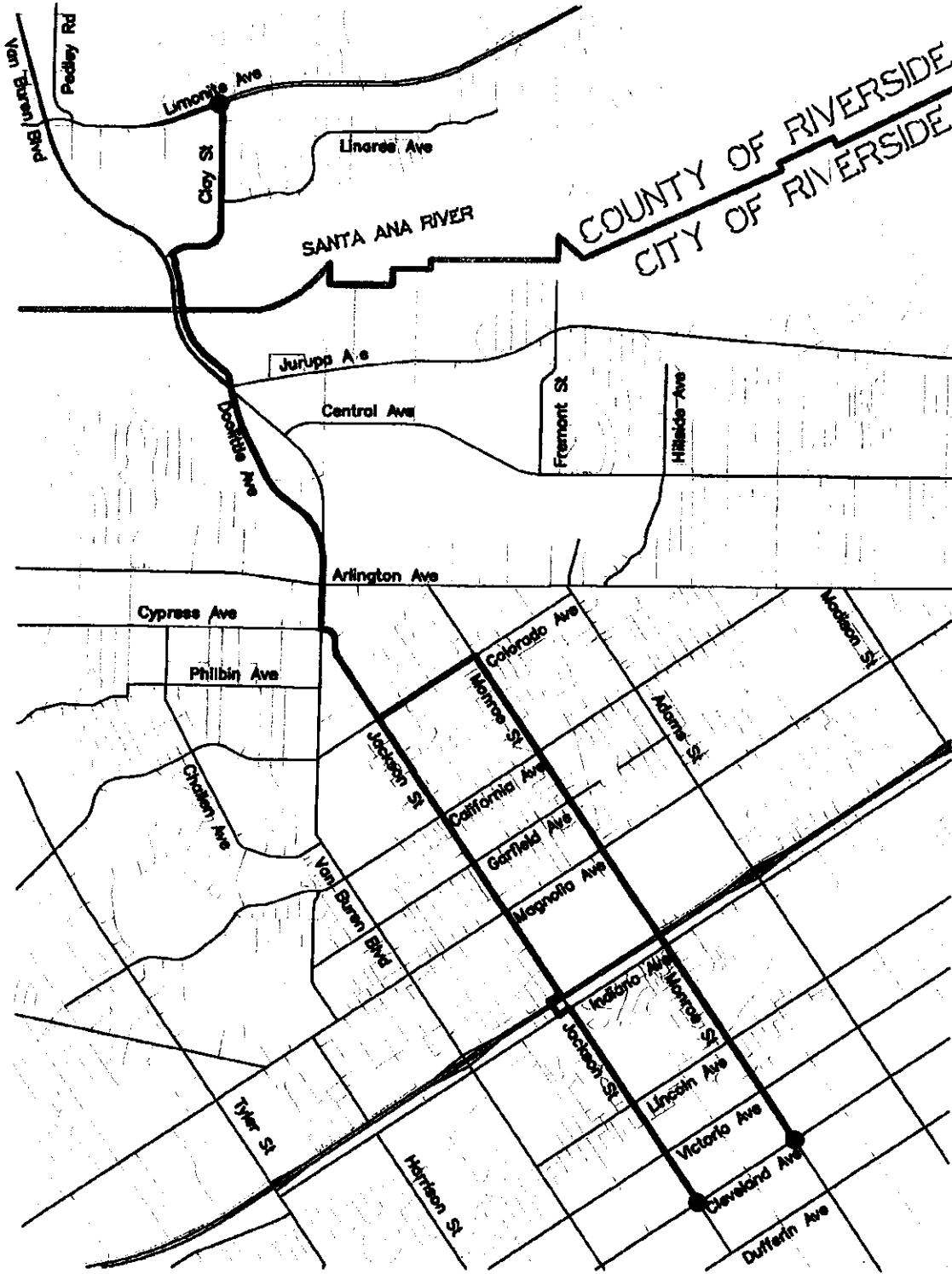
01/22/09

Date

Approved Scoping Agreement:

Clifford Yarger
City of Riverside Transportation Department

1/28/09
Date



LEGEND

- Proposed Riverside-Corona Feeder Pipeline Alignment
- - - Proposed Riverside-Corona Feeder Pipeline Alignment (Monroe Alternative)
- Junction



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ALBERT A.
WEBB
 ASSOCIATES

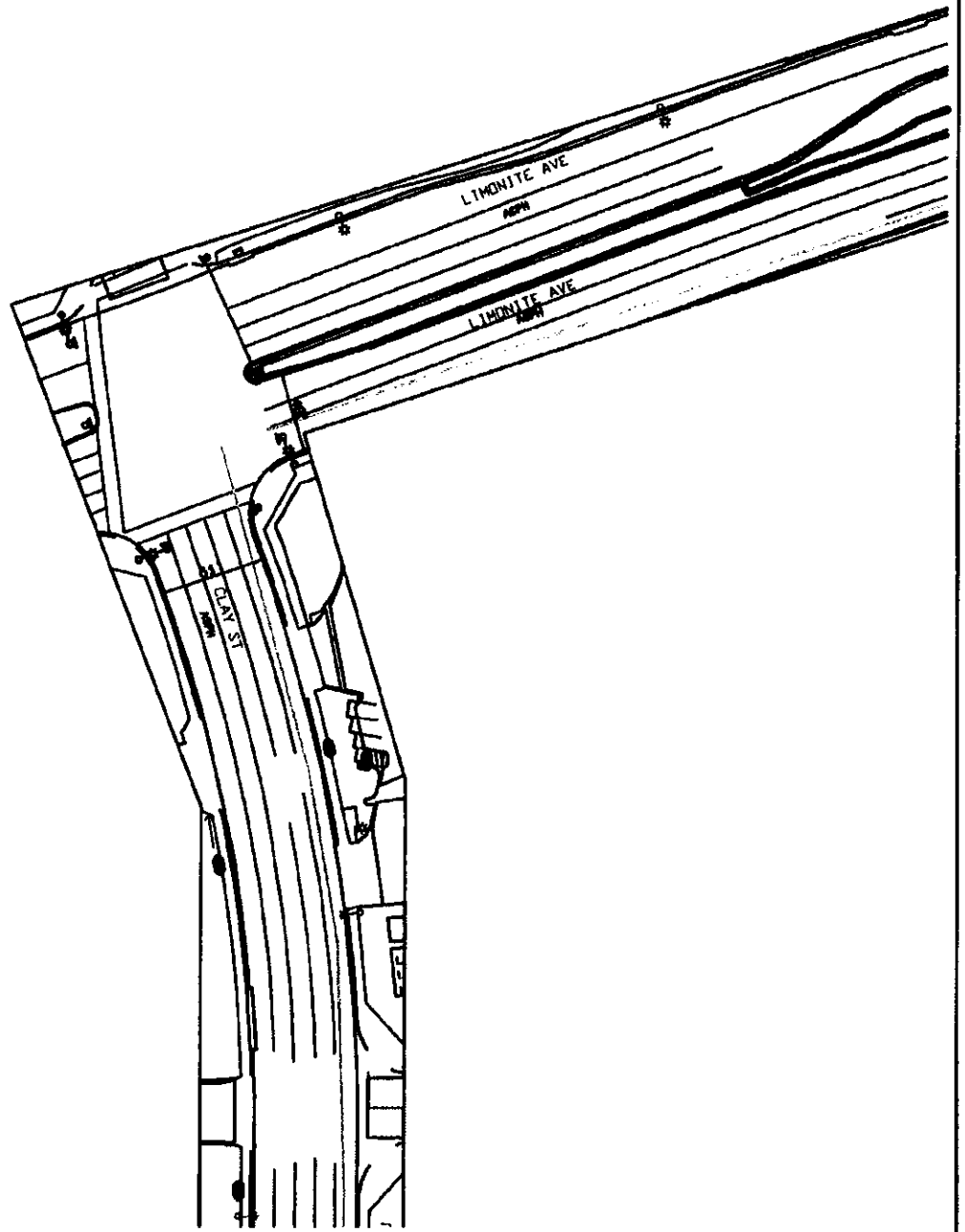
PROJECT SITE LOCATION MAP

RIVERSIDE-CORONA FEEDER PIPELINE REALIGNMENT
 CITY OF RIVERSIDE, CALIFORNIA

FIGURE

2-A

W.O. 07-0377



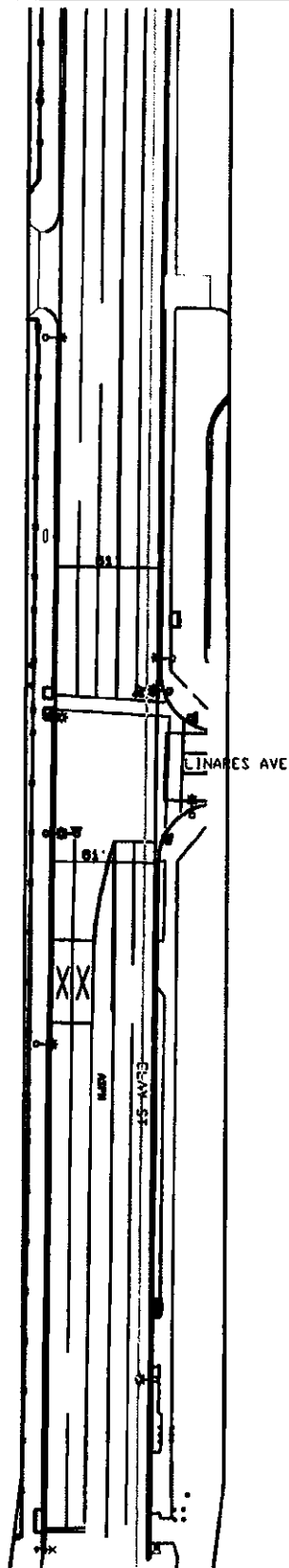
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ALBERT A.
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ASSOCIATES

CLAY ST & LIMONITE AVE

RIVERSIDE-CORONA FEEDER PIPELINE REALIGNMENT
CITY OF RIVERSIDE, CALIFORNIA

FIGURE
2-B1
W.O. 07-0377



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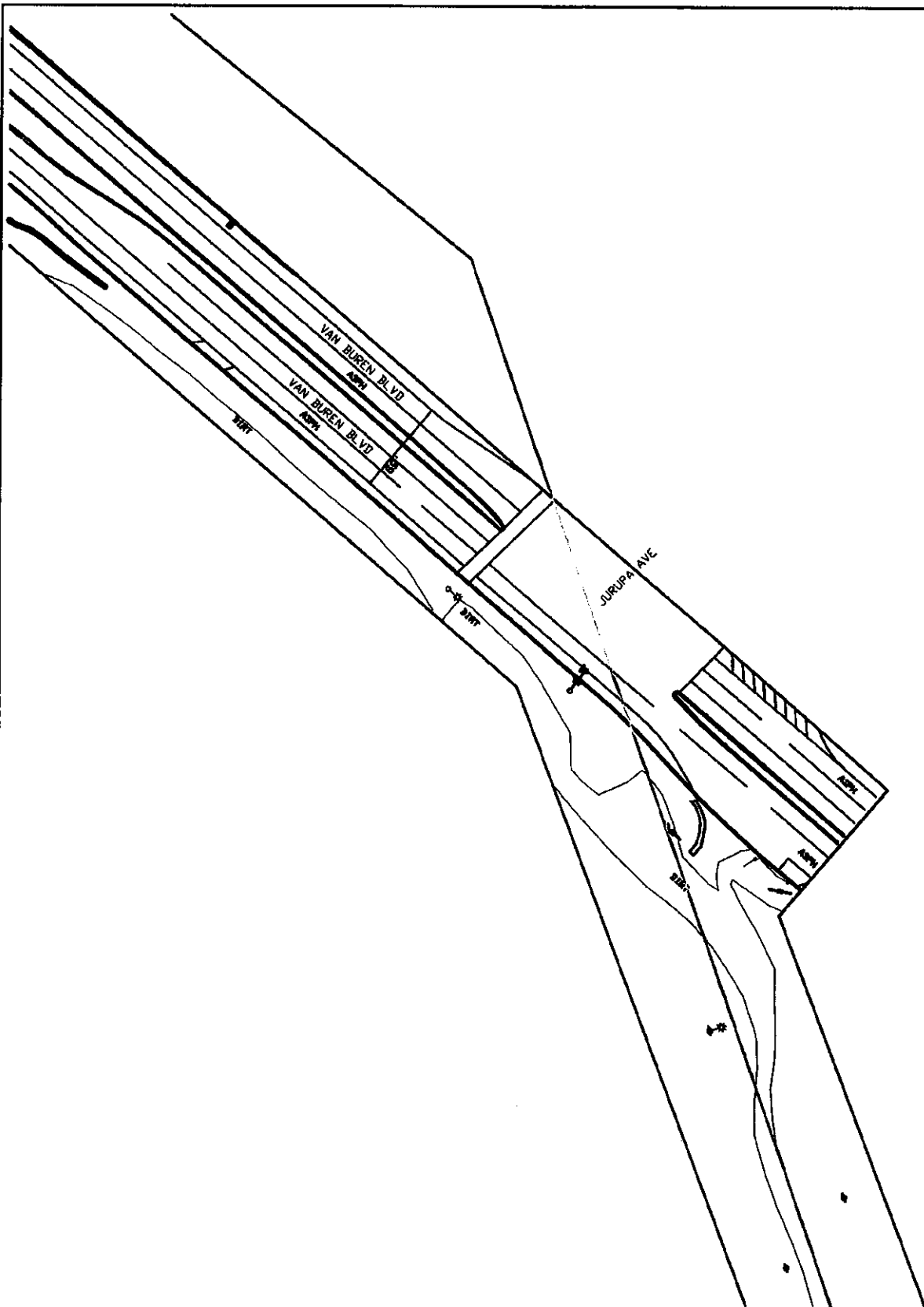
ALBERT A.
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CLAY ST & LINARES AVE

RIVERSIDE-CORONA FEEDER PIPELINE REALIGNMENT
CITY OF RIVERSIDE, CALIFORNIA

FIGURE
2-B2

W.O. 07-0377



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ASSOCIATES

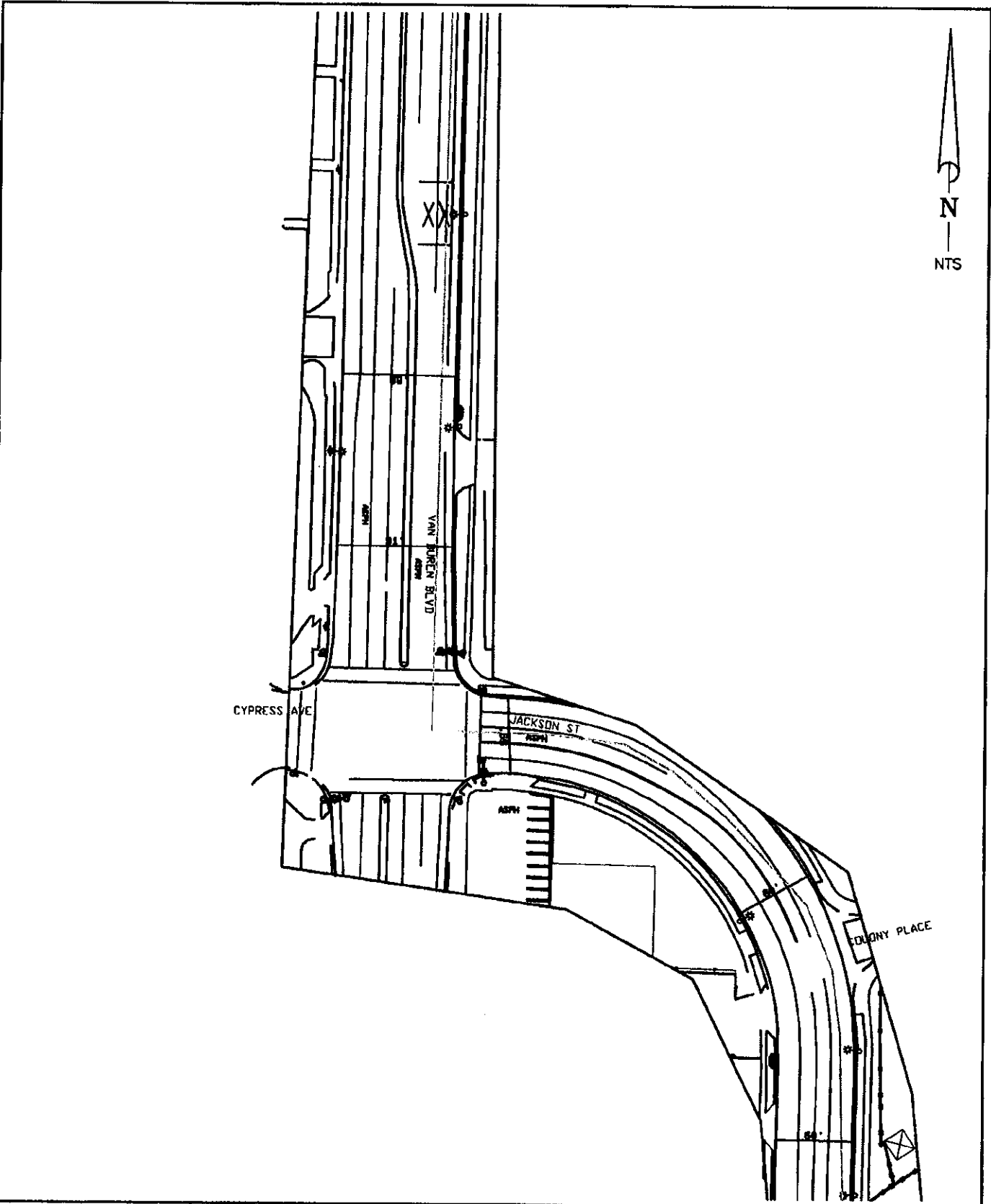
VAN BUREN BLVD & JURUPA AVE

RIVERSIDE-CORONA FEEDER PIPELINE REALIGNMENT
CITY OF RIVERSIDE, CALIFORNIA

FIGURE

2-B3

W.O. 07-0377



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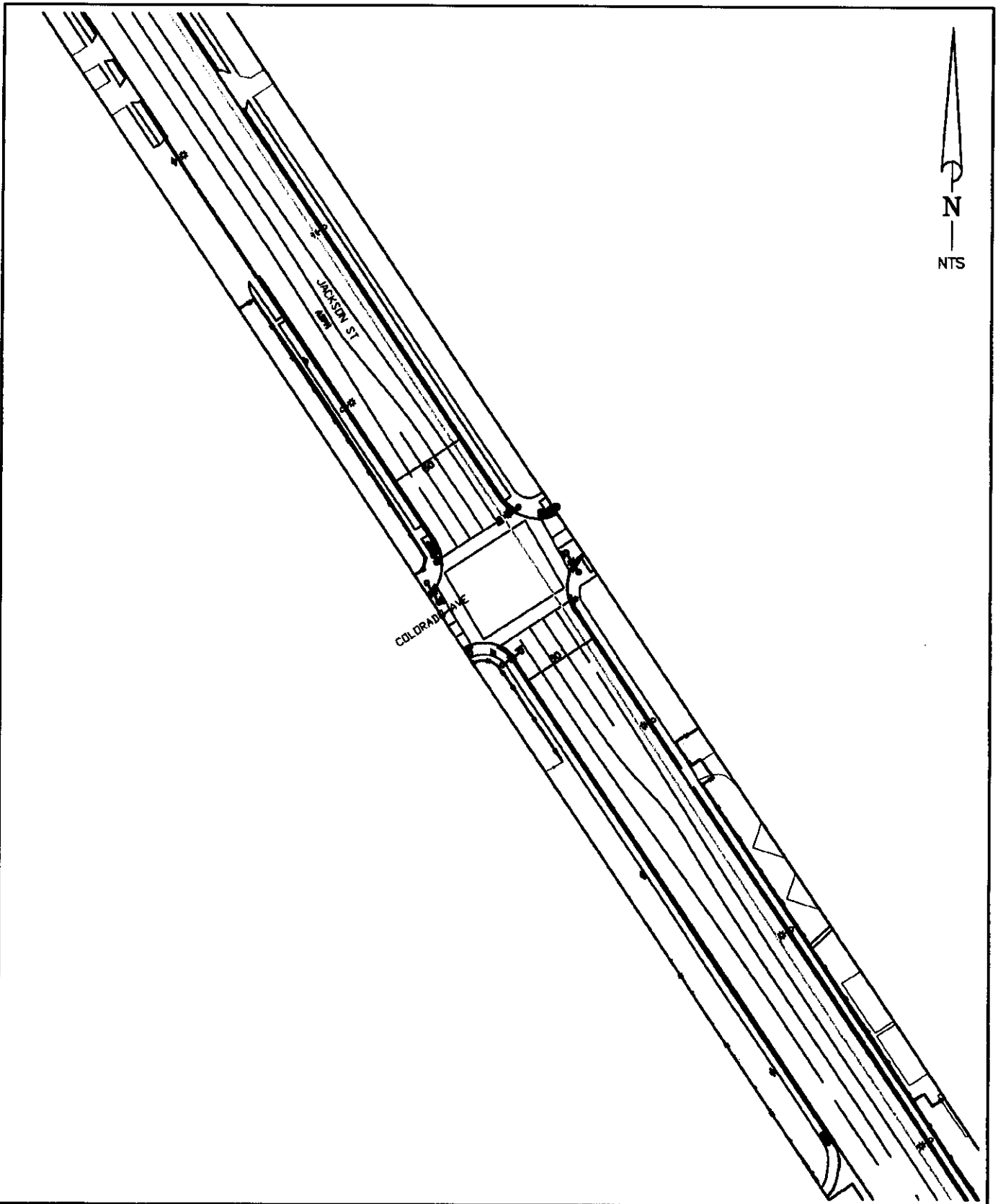
ALBERT A.
WEBB
 ASSOCIATES

VAN BUREN BLVD & JACKSON ST

RIVERSIDE-CORONA FEEDER PIPELINE REALIGNMENT
 CITY OF RIVERSIDE, CALIFORNIA

FIGURE
 2-B5

W.O. 07-0377



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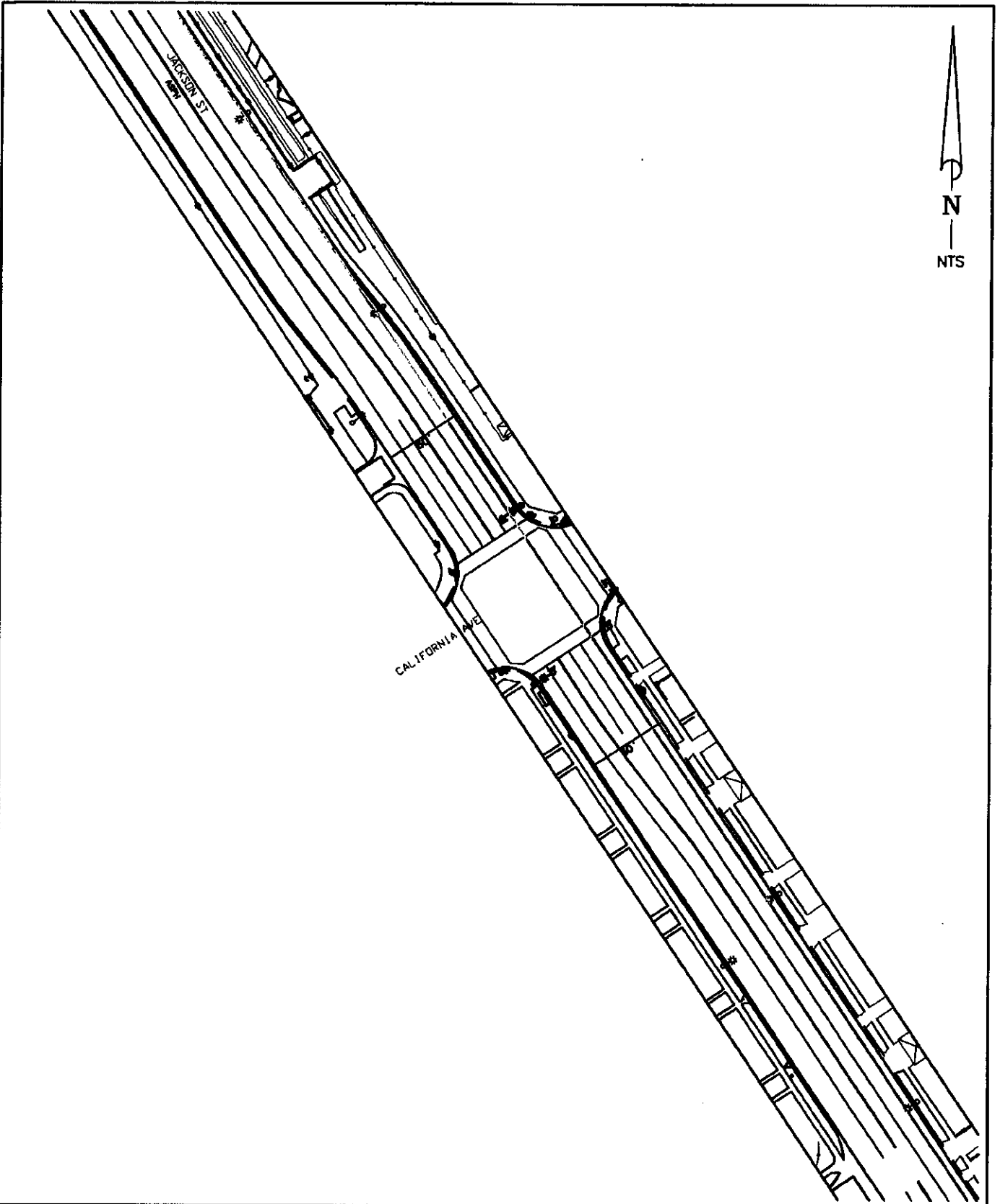
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 ASSOCIATES

JACKSON ST & COLORADO AVE

RIVERSIDE-CORONA FEEDER PIPELINE REALIGNMENT
 CITY OF RIVERSIDE, CALIFORNIA

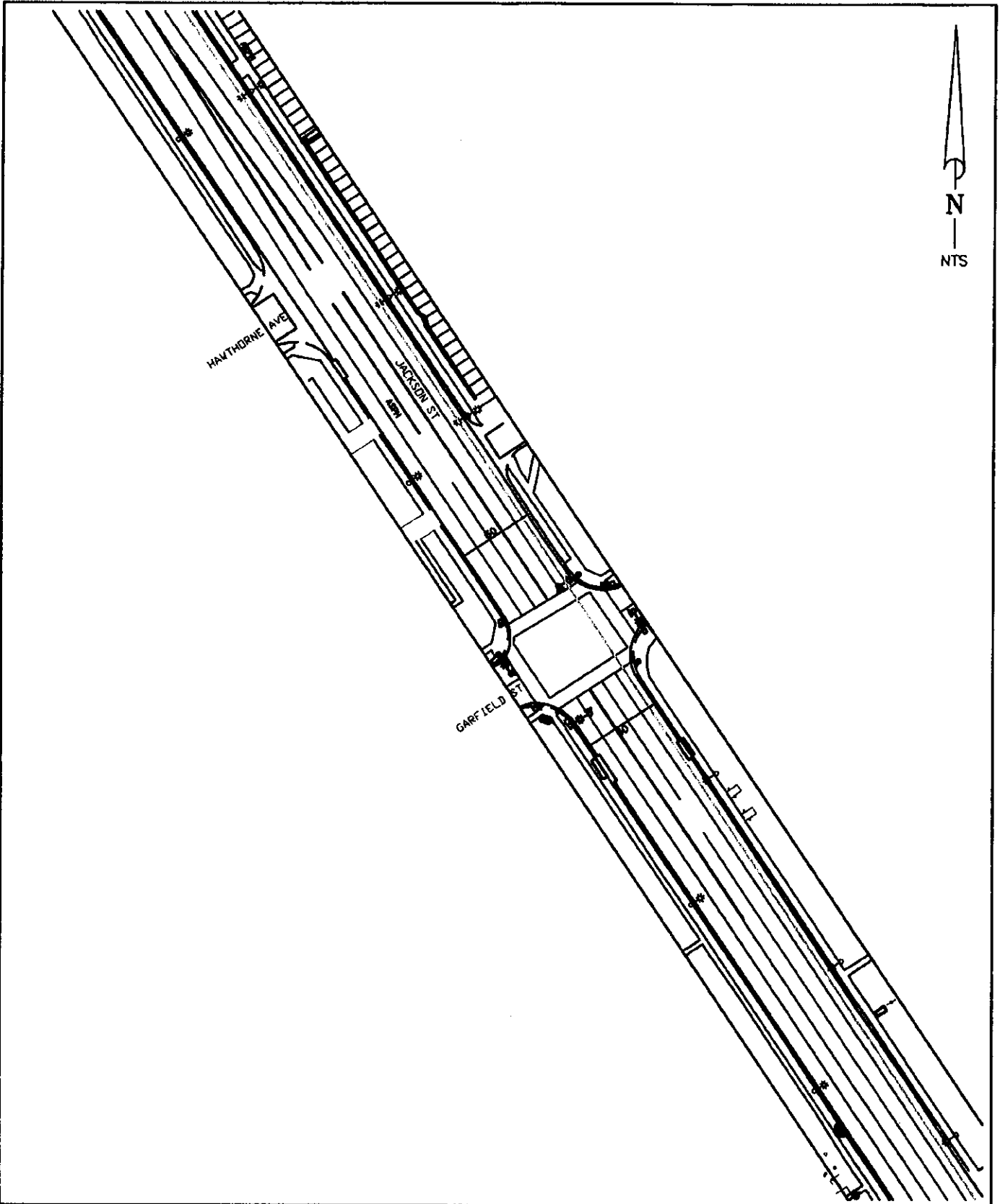
FIGURE
 2-B6

W.O. 07-0377



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ALBERT A. WEBB ASSOCIATES	JACKSON ST & CALIFORNIA AVE	FIGURE 2-B7
	RIVERSIDE-CORONA FEEDER PIPELINE REALIGNMENT CITY OF RIVERSIDE, CALIFORNIA	W.O. 07-0377



HAWTHORNE AVE

JACKSON ST

GARFIELD ST

ALBERT A.
WEBB
ASSOCIATES

JACKSON ST & GARFIELD AVE

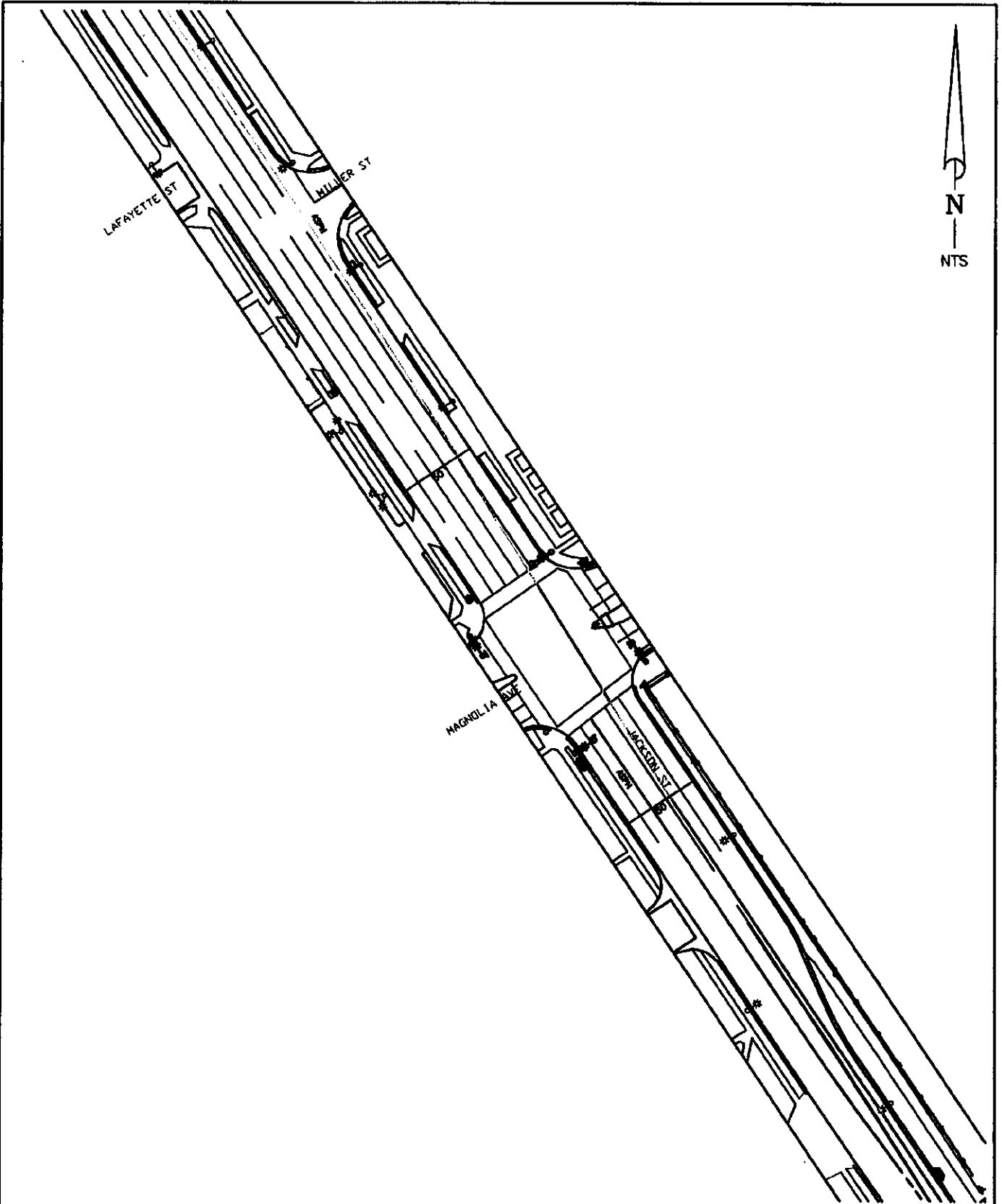
RIVERSIDE-CORONA FEEDER PIPELINE REALIGNMENT
CITY OF RIVERSIDE, CALIFORNIA

FIGURE

2-B8

W.O. 07-0377

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 ASSOCIATES

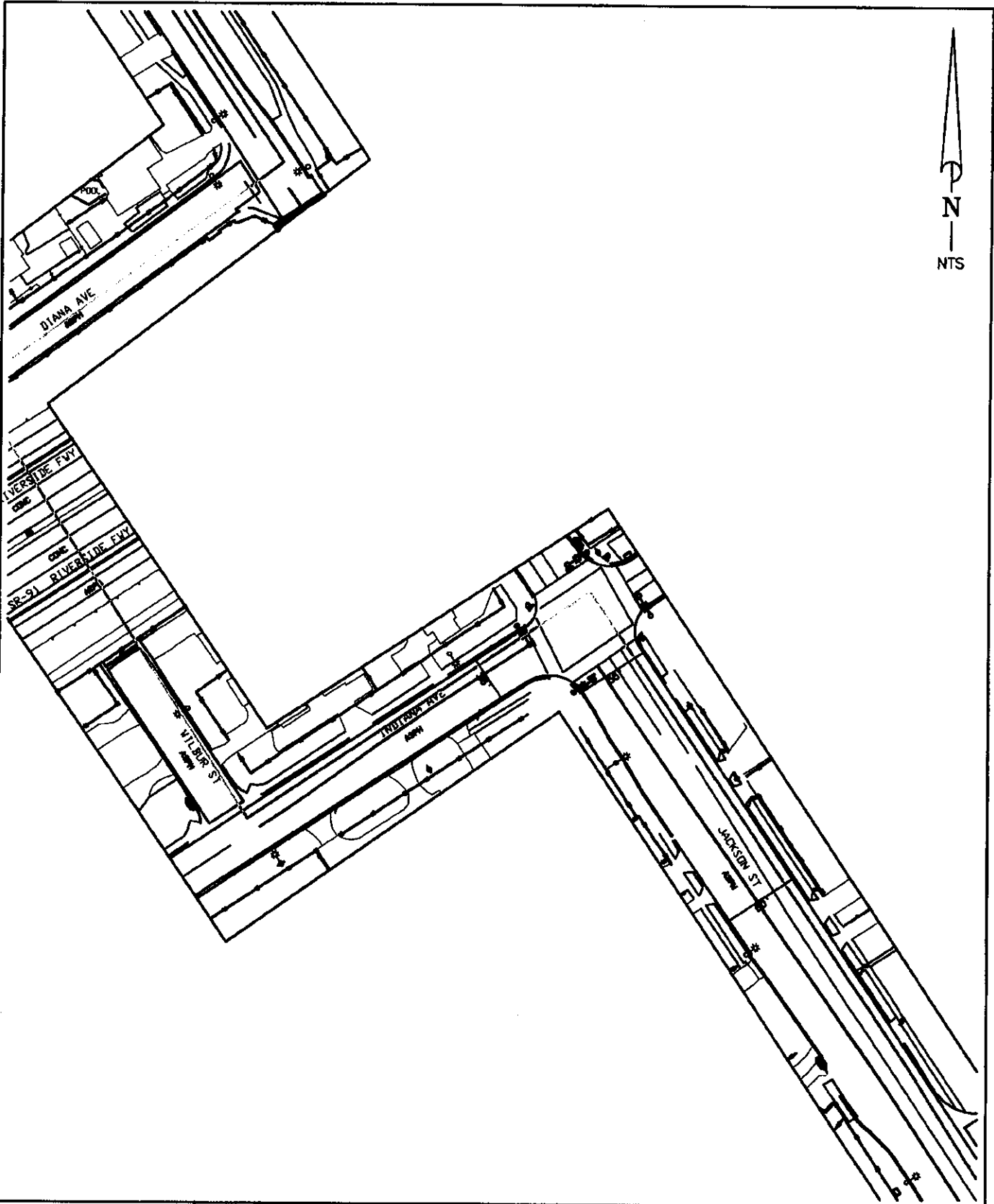
JACKSON ST & MAGNOLIA AVE

RIVERSIDE-CORONA FEEDER PIPELINE REALIGNMENT
 CITY OF RIVERSIDE, CALIFORNIA

FIGURE

2-B9

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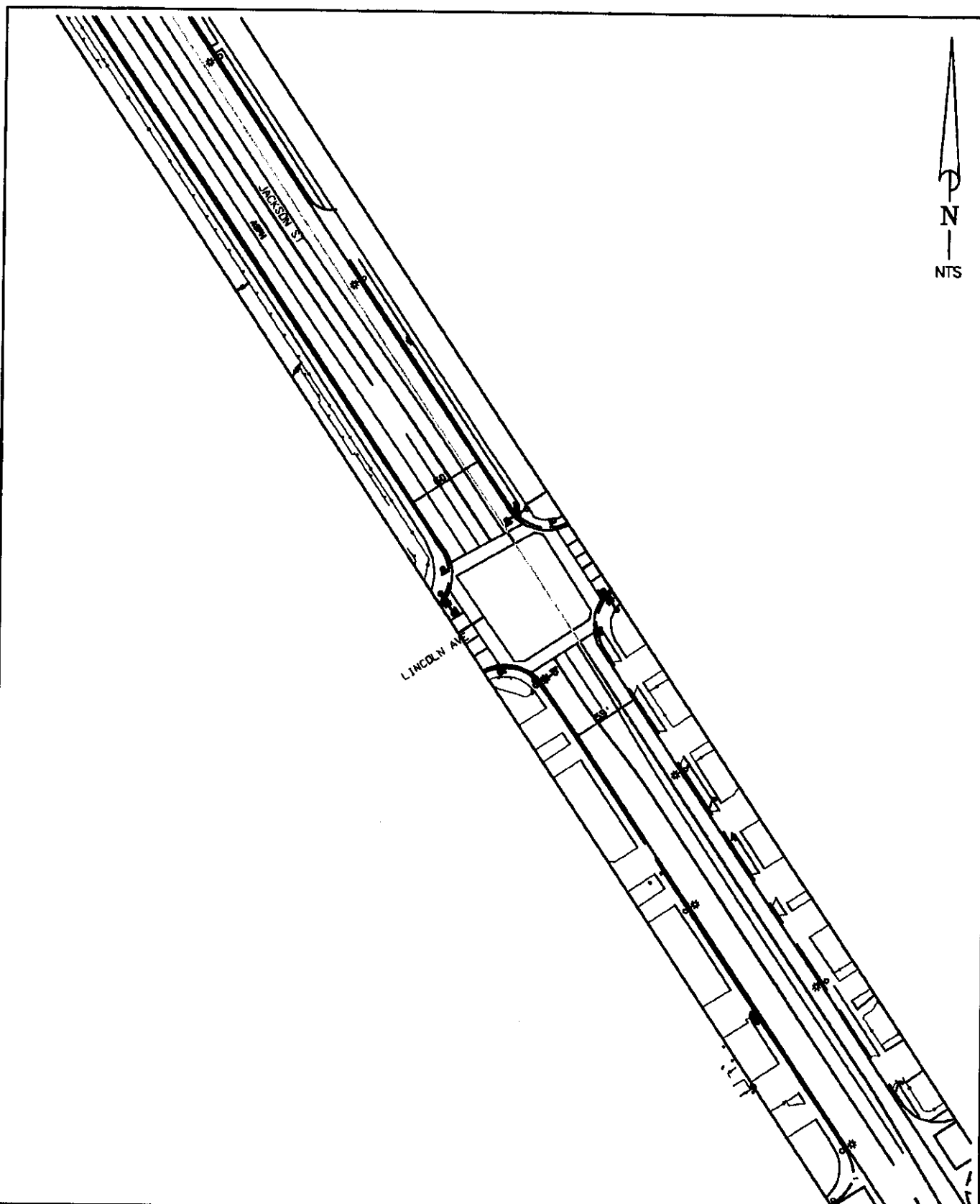
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JACKSON ST & INDIANA AVE

RIVERSIDE-CORONA FEEDER PIPELINE REALIGNMENT
CITY OF RIVERSIDE, CALIFORNIA

FIGURE
2-B10

W.O. 07-0377



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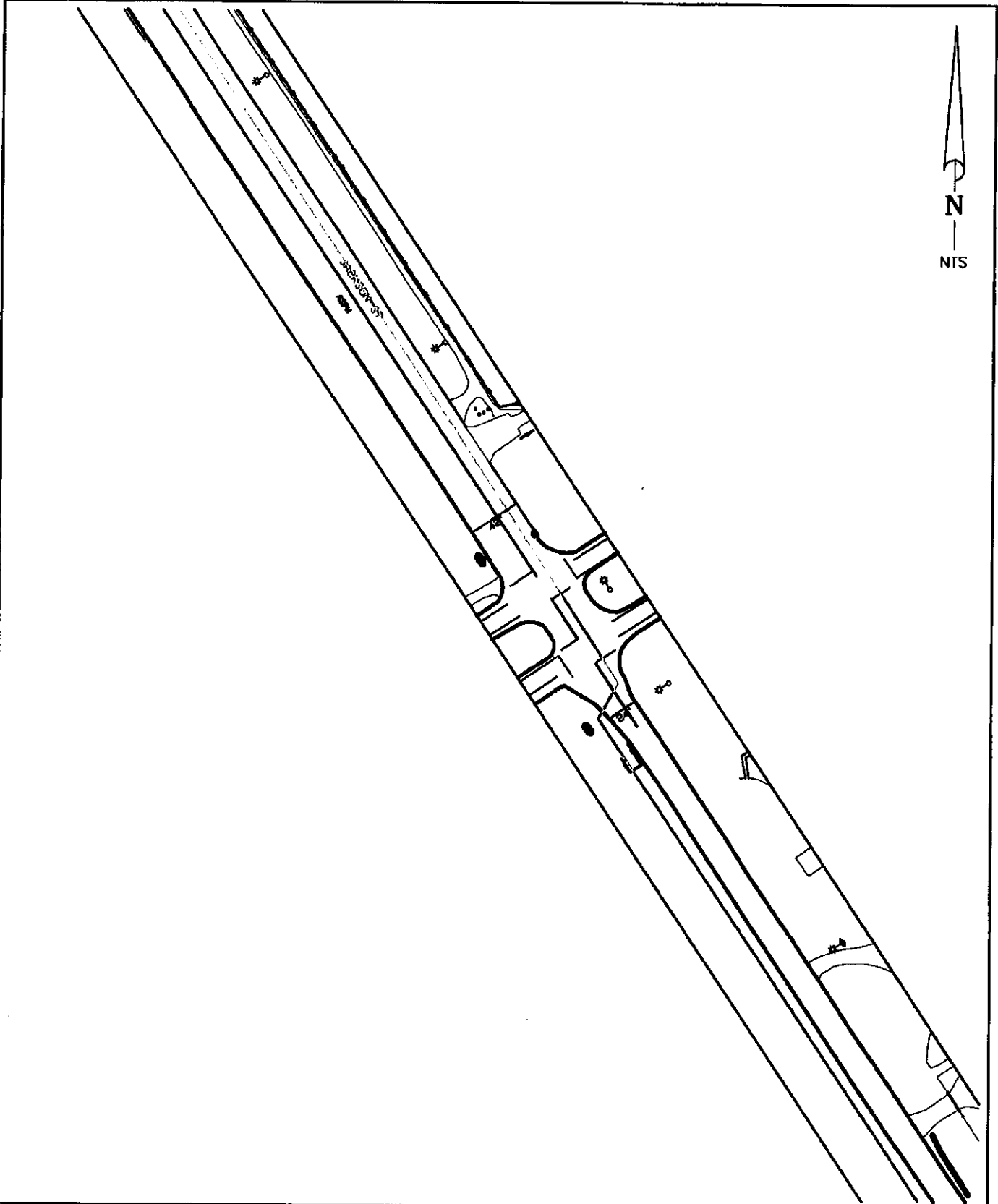
ALBERT A.
WEBB
ASSOCIATES

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

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 . **W E B B** A S S O C I A T E S

3788 MCCRAY STREET • RIVERSIDE, CA 92506
PHONE: 951.686.1070 • FAX: 951.788.1256
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 / 56th 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 56th 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 58th Street (contractor must maintain access to local residents at all times)

Pedley Road and 58th 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 56th 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

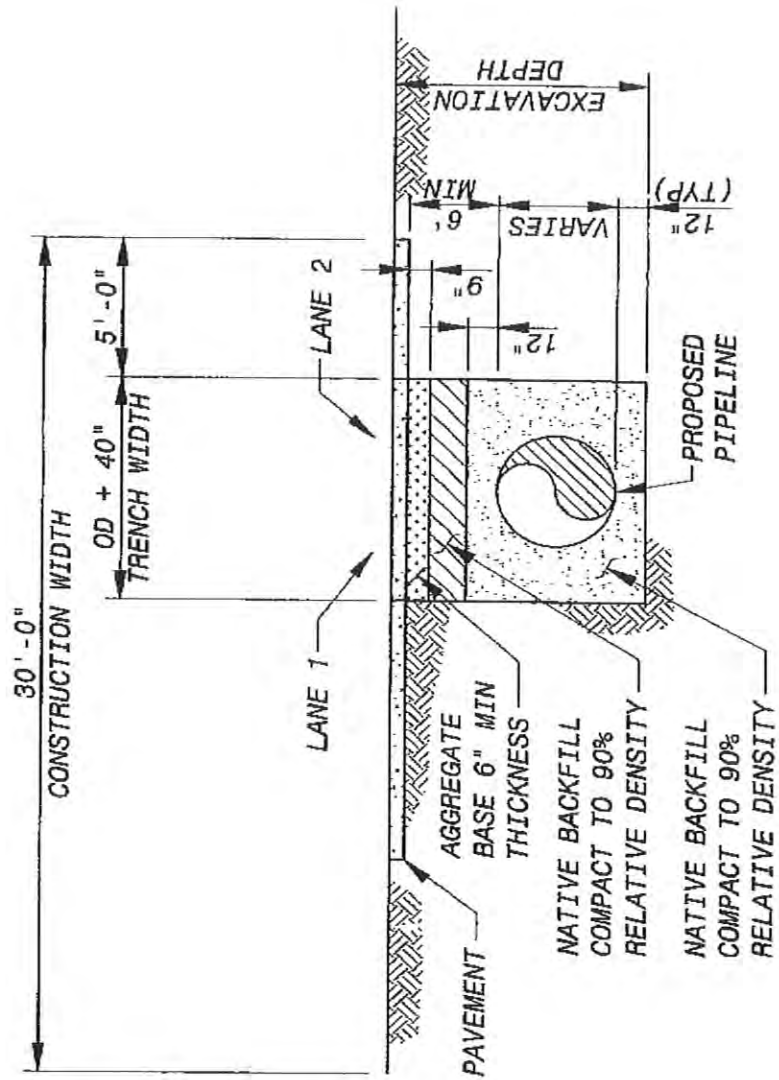
Texas Street and San Bernardino Avenue:

- 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 56th 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.

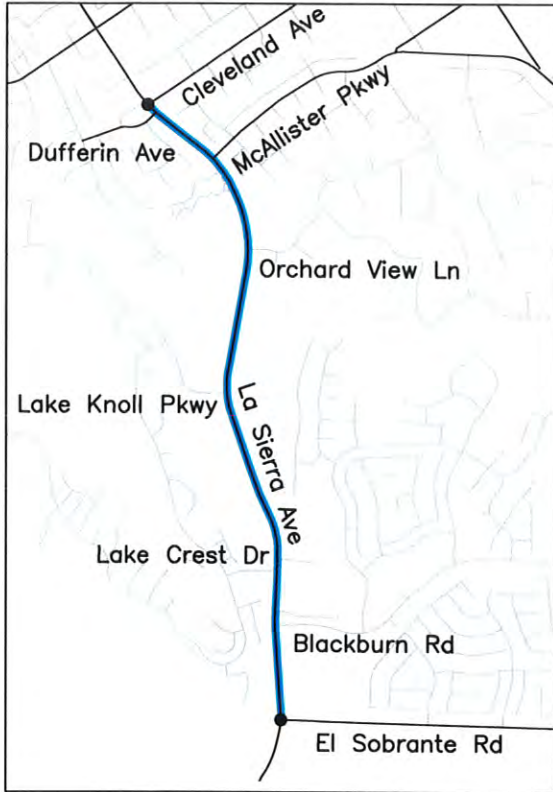
Alignment Plan

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.

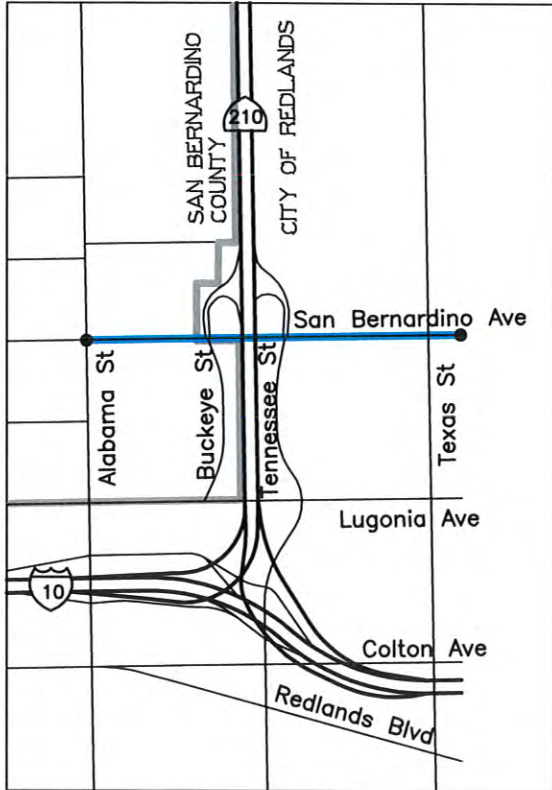
LA SIERRA PIPELINE



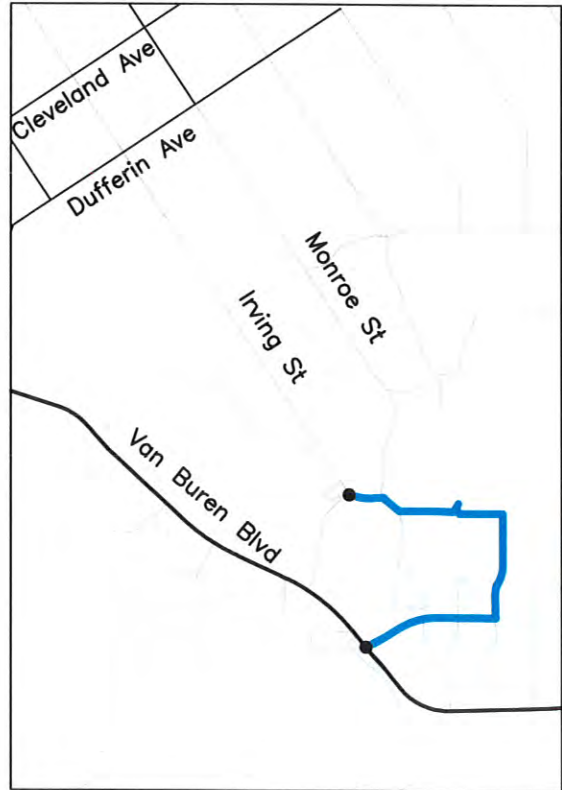
CLAY STREET CONNECTION



CENTRAL FEEDER CONNECTION



MOCKINGBIRD CONNECTION



— PROPOSED PIPELINE ALIGNMENT

● JUNCTION/CONNECTION



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	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 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	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 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

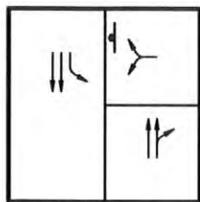
	Intersection	Traffic Control	Peak Hour	Existing	
				Delay (Sec)	LOS
1.	La Sierra Ave / Cleveland Ave	OWSC	AM	23.9	C
			PM	15.8	C
2.	La Sierra Ave / Dufferin Ave	OWSC	AM	27.4	D
			PM	78.2	F
3.	La Sierra Ave / McAllister Pkwy	Signal	AM	19.7	B
			PM	14.8	B
4.	La Sierra Ave / Orchard View Ln	OWSC	AM	18.5	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	40.2	E
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

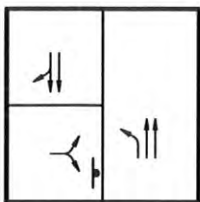
Table 3-4 – Levels of Service – Existing Plus Ambient Growth Conditions

	Intersection	Traffic Control	Peak Hour	Existing		EA	
				Delay (Sec)	LOS	Delay (Sec)	LOS
1.	La Sierra Ave / Cleveland Ave	OWSC	AM	23.9	C	28.0	D
			PM	15.8	C	17.5	C
2.	La Sierra Ave / Dufferin Ave	OWSC	AM	27.4	D	32.6	D
			PM	78.2	F	116.0	F
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	40.2	E	56.3	F
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

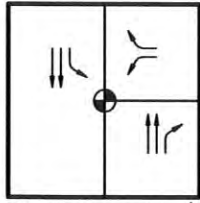
EA = Existing + Ambient Growth
OWSC = One Way Stop Controlled
TWSC = Two Way Stop Controlled
AWSC = All Way Stop Controlled



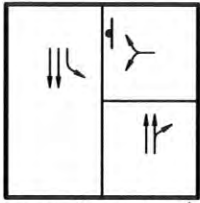
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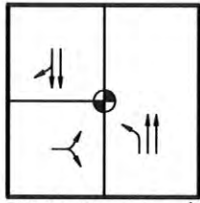
2. La Sierra Ave / Dufferin Ave



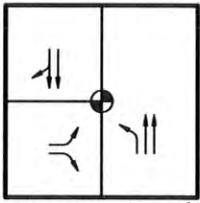
3. La Sierra Ave / McAllister Pkwy



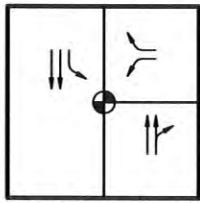
4. La Sierra Ave / Orchard View Ln



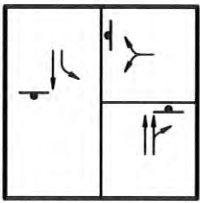
5. La Sierra Ave / Lake Knoll Pkwy



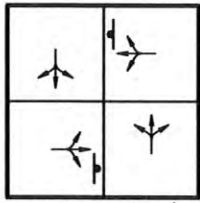
6. La Sierra Ave / Lake Crest Dr



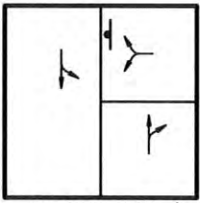
7. La Sierra Ave / Blackburn Rd



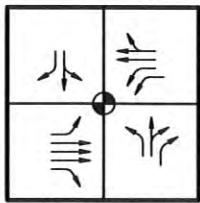
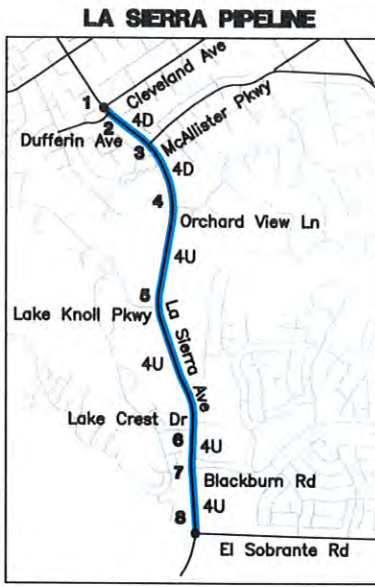
8. La Sierra Ave / El Sobrante Rd



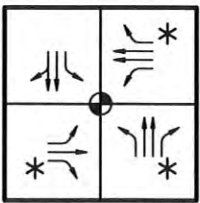
9. Pedley Rd / 56th St



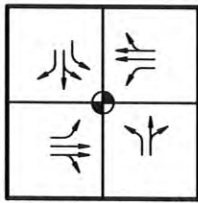
10. Pedley Rd / 58th St



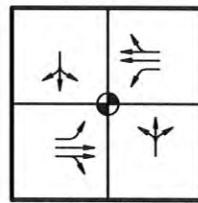
13. Clay St / Limonite Ave



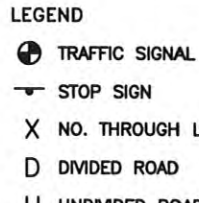
14. Alabama St / San Bernardino Ave



15. SR-210 SB Ramps / San Bernardino Ave



16. SR-210 NB Ramps / San Bernardino Ave

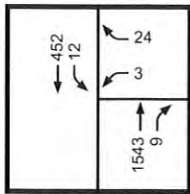


17. Texas St / San Bernardino Ave

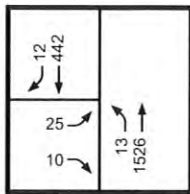
LEGEND

- TRAFFIC SIGNAL
- STOP SIGN
- NO. THROUGH LANES
- DIVIDED ROAD
- UNDIVIDED ROAD
- DEFACTO RIGHT TURN LANE

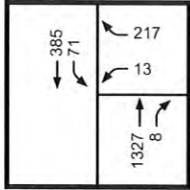




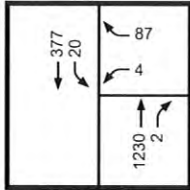
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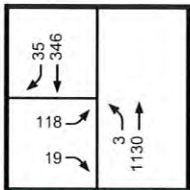
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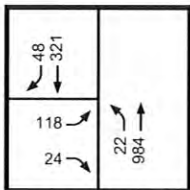
3. La Sierra Ave / McAllister Pkwy



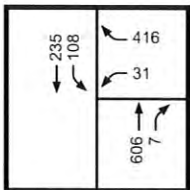
4. La Sierra Ave / Orchard View Ln



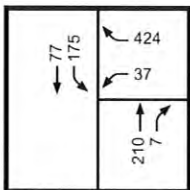
5. La Sierra Ave / Lake Knoll Pkwy



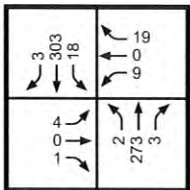
6. La Sierra Ave / Lake Crest Dr



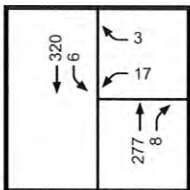
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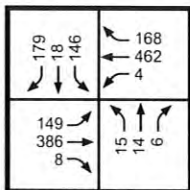
8. La Sierra Ave / El Sobrante Rd



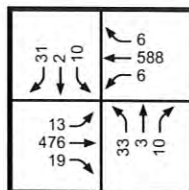
9. Pedley Rd / 56th St



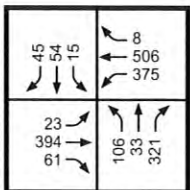
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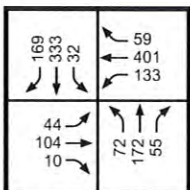
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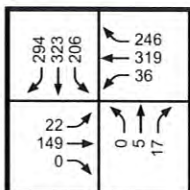
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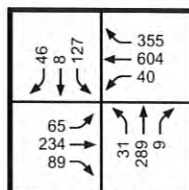
13. Clay St / Limonite Ave



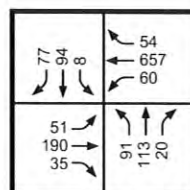
14. Alabama St / San Bernardino Ave



15. SR-210 SB Ramps / San Bernardino Ave



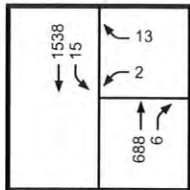
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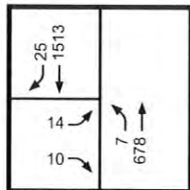
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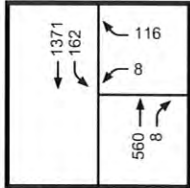
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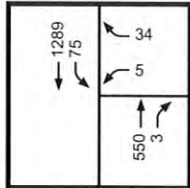
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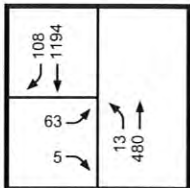
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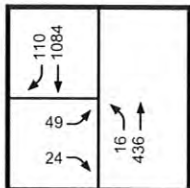
3. La Sierra Ave / McAllister Pkwy



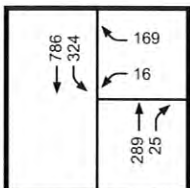
4. La Sierra Ave / Orchard View Ln



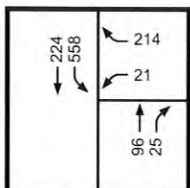
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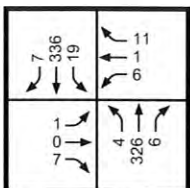
6. La Sierra Ave / Lake Crest Dr



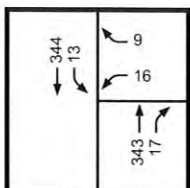
7. La Sierra Ave / Blackburn Rd



8. La Sierra Ave / El Sobrante Rd



9. Pedley Rd / 56th St



10. Pedley Rd / 58th St



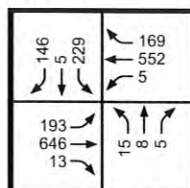
CLAY STREET CONNECTION



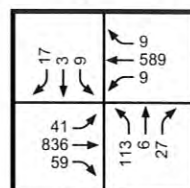
CENTRAL FEEDER CONNECTION



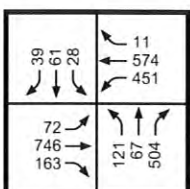
MOCKINGBIRD CONNECTION



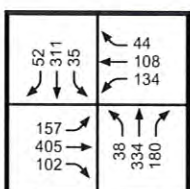
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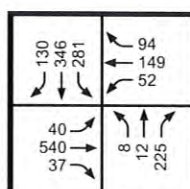
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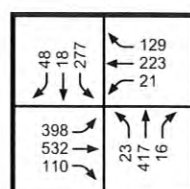
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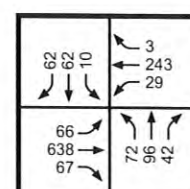
14. Alabama St / San Bernardino Ave



15. SR-210 SB Ramps / San Bernardino Ave



16. SR-210 NB Ramps / San Bernardino Ave



17. Texas St / San Bernardino Ave

G:\2007\07-0377\Traffic\Additional Pipelines\Traffic_Analysis\E-PK-out\072009\1-45:57 PM

ALBERT A.
WEBB
ASSOCIATES

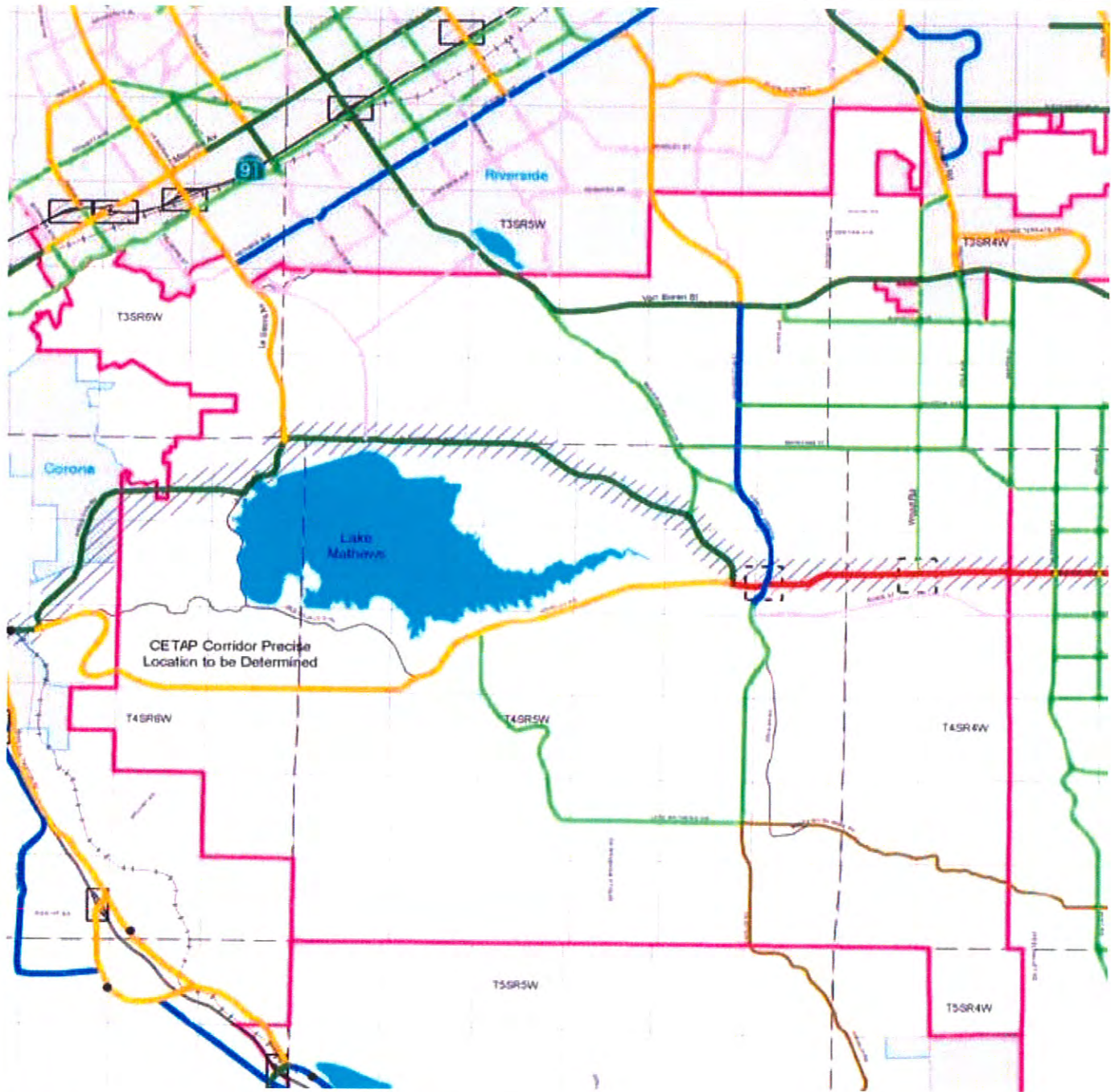
EXISTING PM
PEAK HOUR INTERSECTION VOLUMES

RIVERSIDE-CORONA FEEDER REALIGNMENT PROJECT
RIVERSIDE COUNTY AND SAN BERNARDINO COUNTY, CALIFORNIA

FIGURE

3-C

W.O. 07-0377

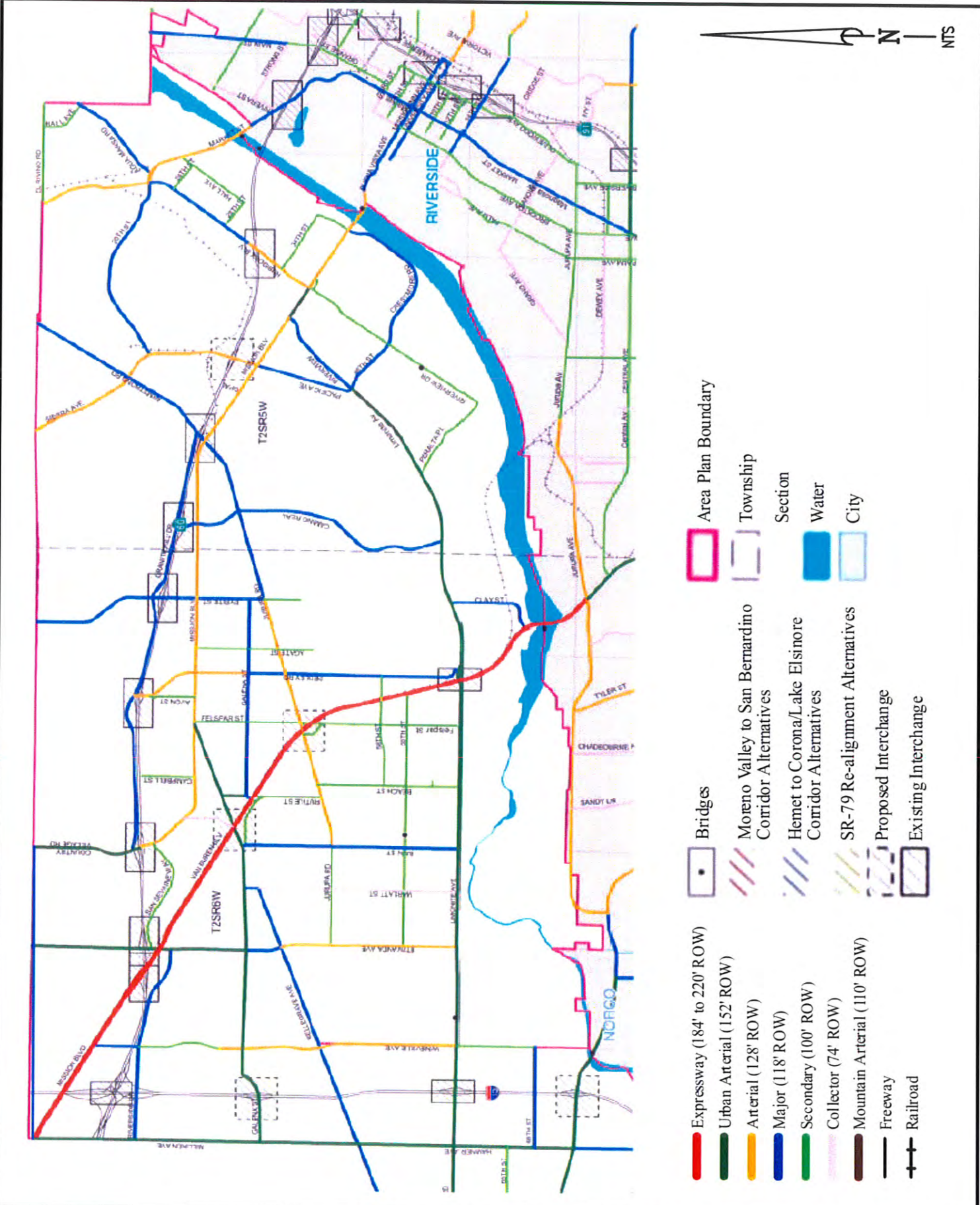


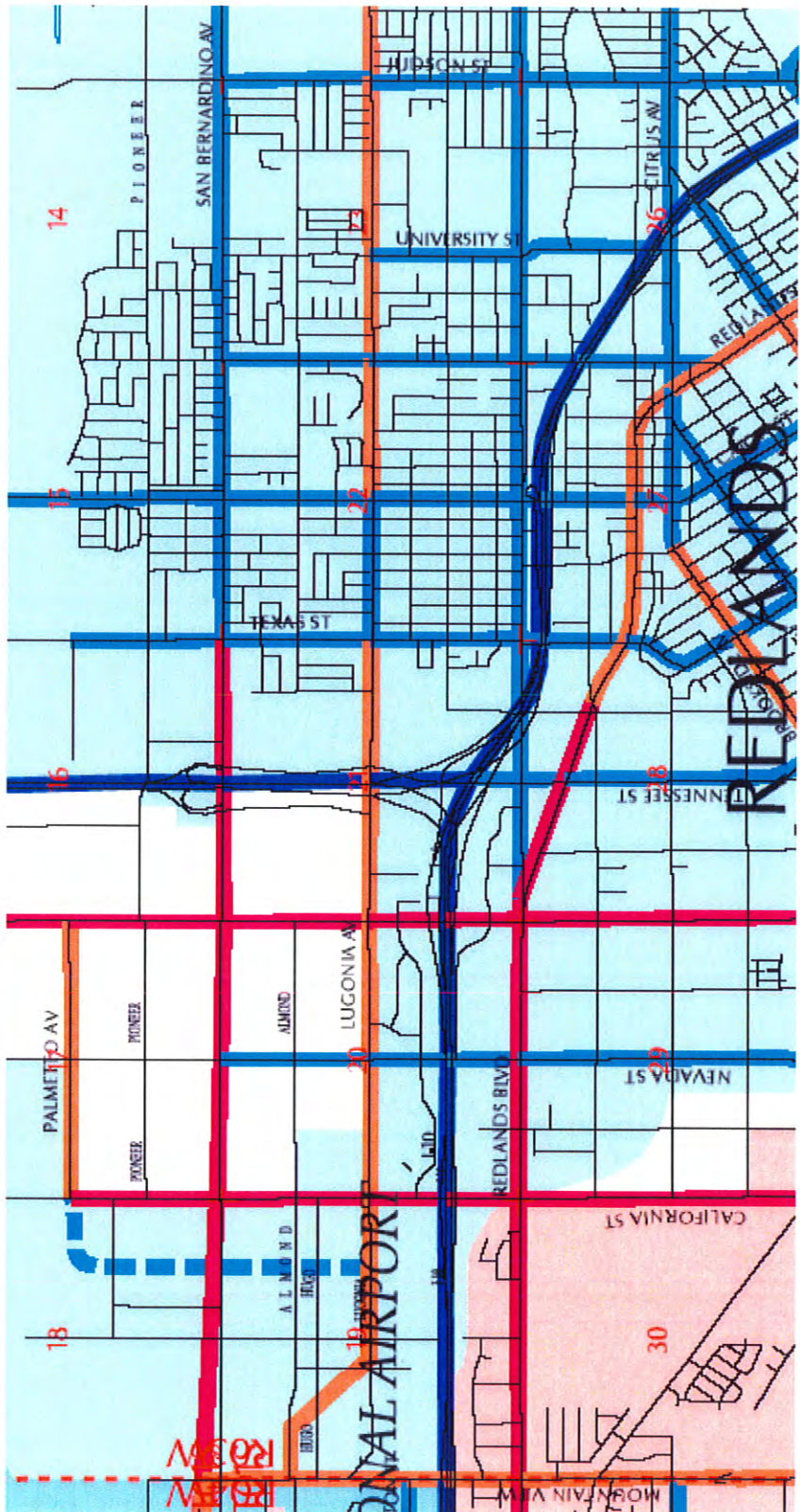
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- Urban Arterial (152' ROW)
- Arterial (128' ROW)
- Major (118' ROW)
- Secondary (100' ROW)
- Collector (74' ROW)
- Mountain Arterial (110' ROW)
- Freeway
- +— Railroad

- 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



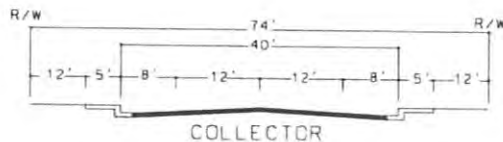
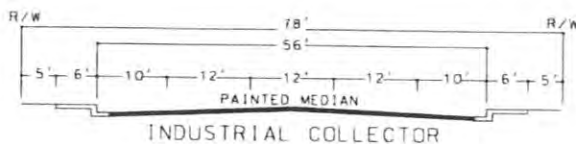
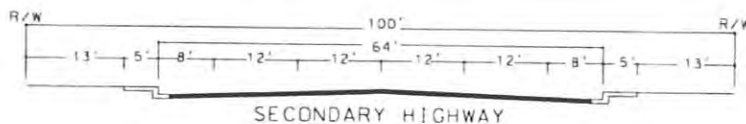
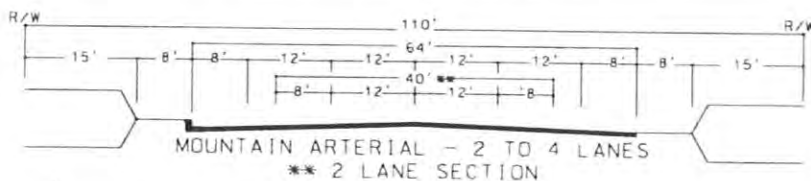
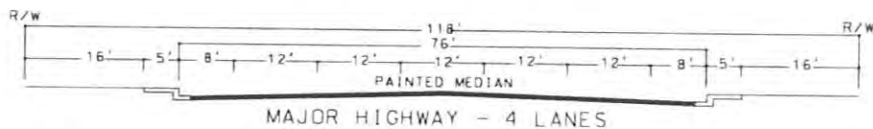
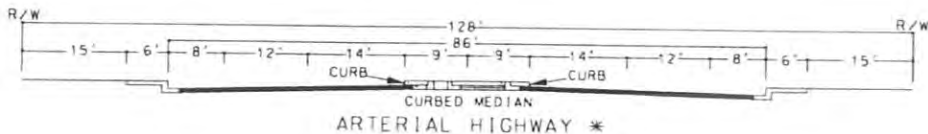
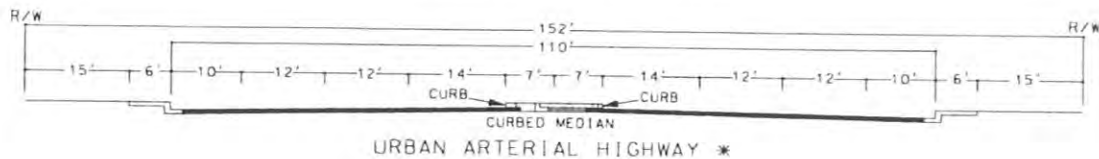
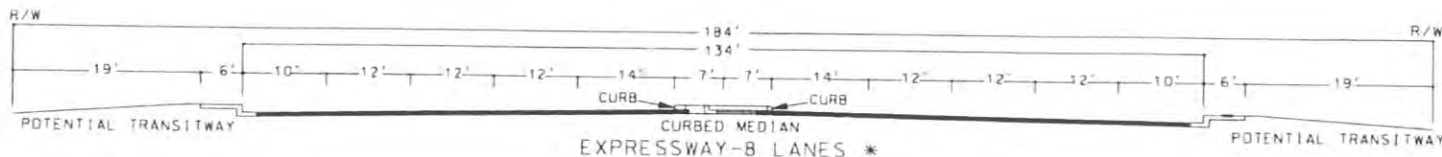




Circulation and Transportation

EXISTING PROPOSED

- | | | | |
|--|------------------------|--|---|
| | Freeway | | Controlled/Limited Access Collector |
| | Major Divided Highway | | Mountain Major Highway |
| | Major Arterial Highway | | Mountain Secondary Highway |
| | Major Highway | | State Highway (Special Standards or Conditions) |
| | Secondary Highway | | Railroads |



* IMPROVEMENTS MAY BE RECONFIGURED TO ACCOMMODATE EXCLUSIVE TRANSIT LANES OR ALTERNATIVE LANE ARRANGEMENTS. ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AT INTERSECTIONS TO ACCOMMODATE.

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 56th Street

The projected levels of service at the intersection of Pedley Road and 56th 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 56th 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 58th Street

The construction of the Riverside-Corona Feeder Realignment Project – Clay Street Connection at the intersection of Pedley Road and 58th 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 56th 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 58th Street (contractor must maintain access to local residents at all times)

Pedley Road and 58th 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 56th 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)

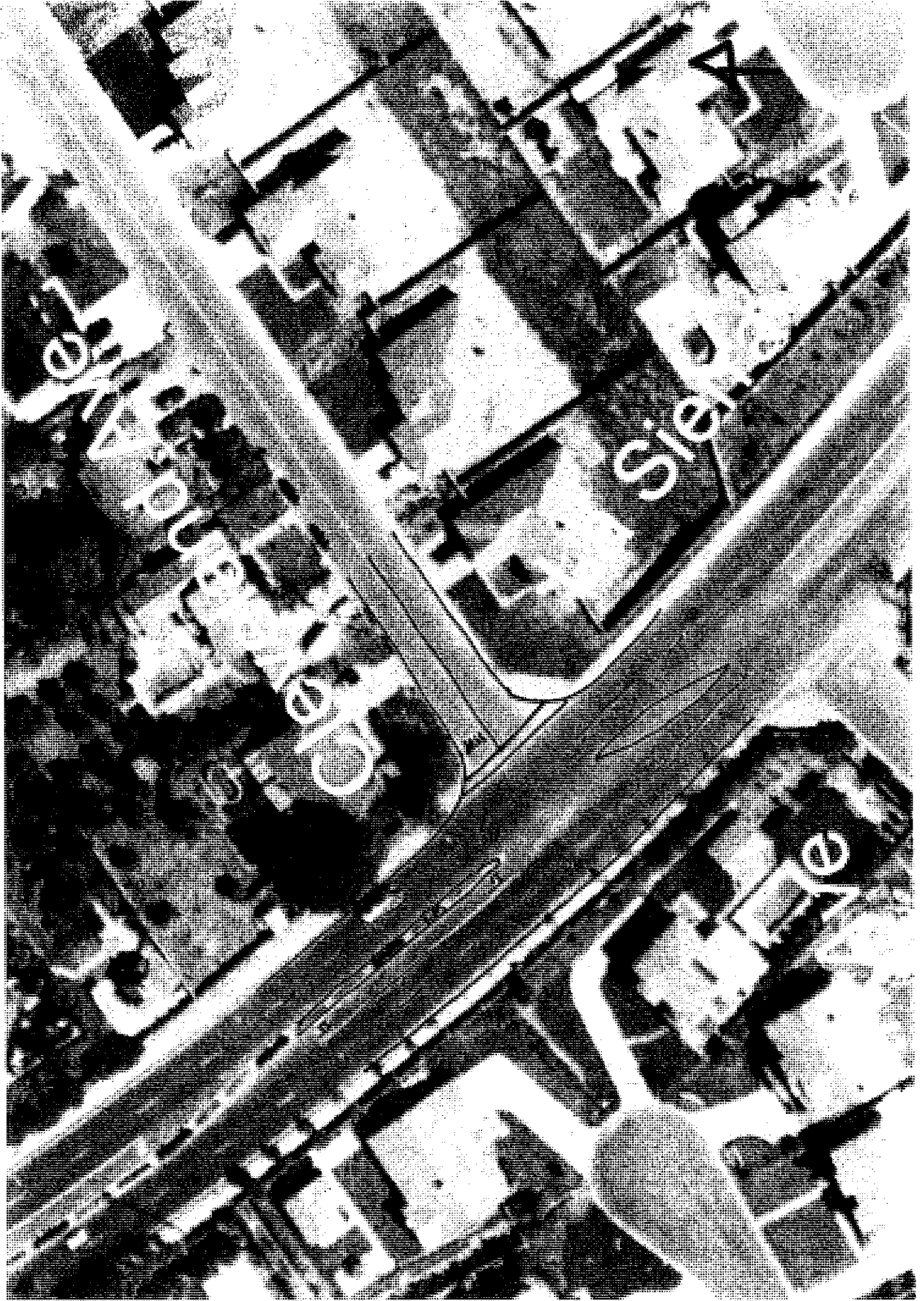
Mockingbird Connection

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



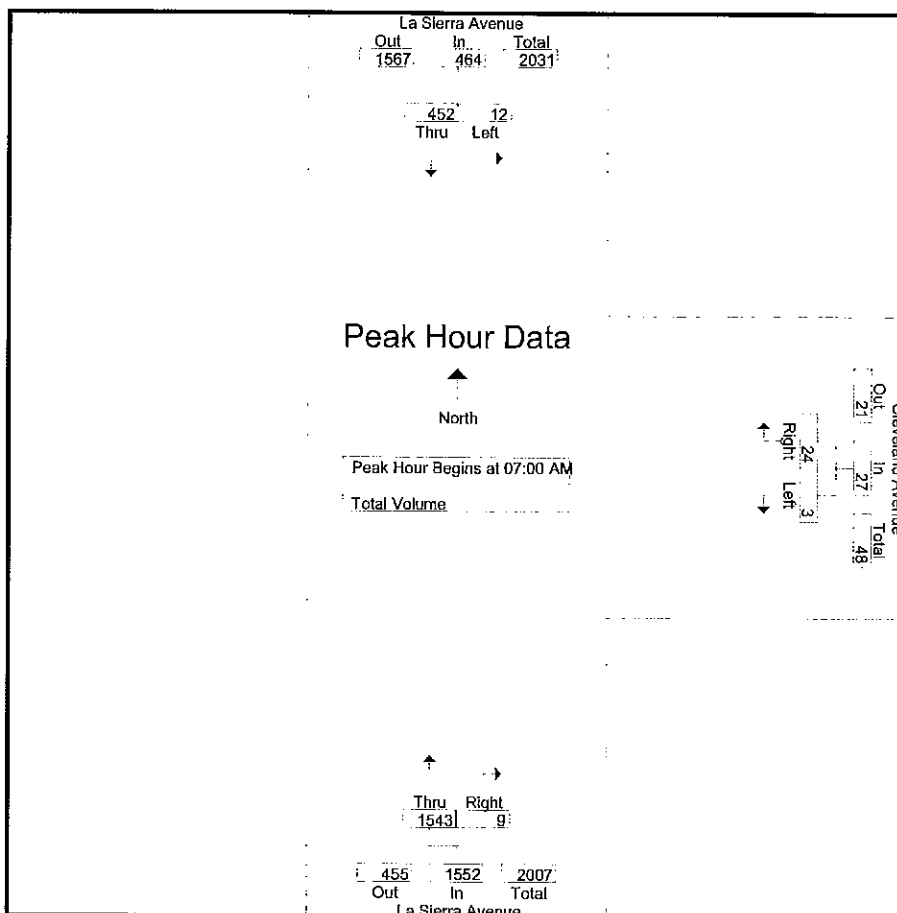
Counts Unlimited Inc.
 25286 Jaclyn Avenue
 Moreno Valley, CA 92557
 (951) 485-7934

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

Start Time	La Sierra Avenue Southbound			Cleveland Avenue Westbound			La Sierra Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. 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	

Start Time	La Sierra Avenue Southbound			Cleveland Avenue Westbound			La Sierra Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	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



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

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 : CRVLSCLPM
 Site Code : 9254013
 Start Date : 9/23/2009
 Page No : 1

Groups Printed- Total Volume

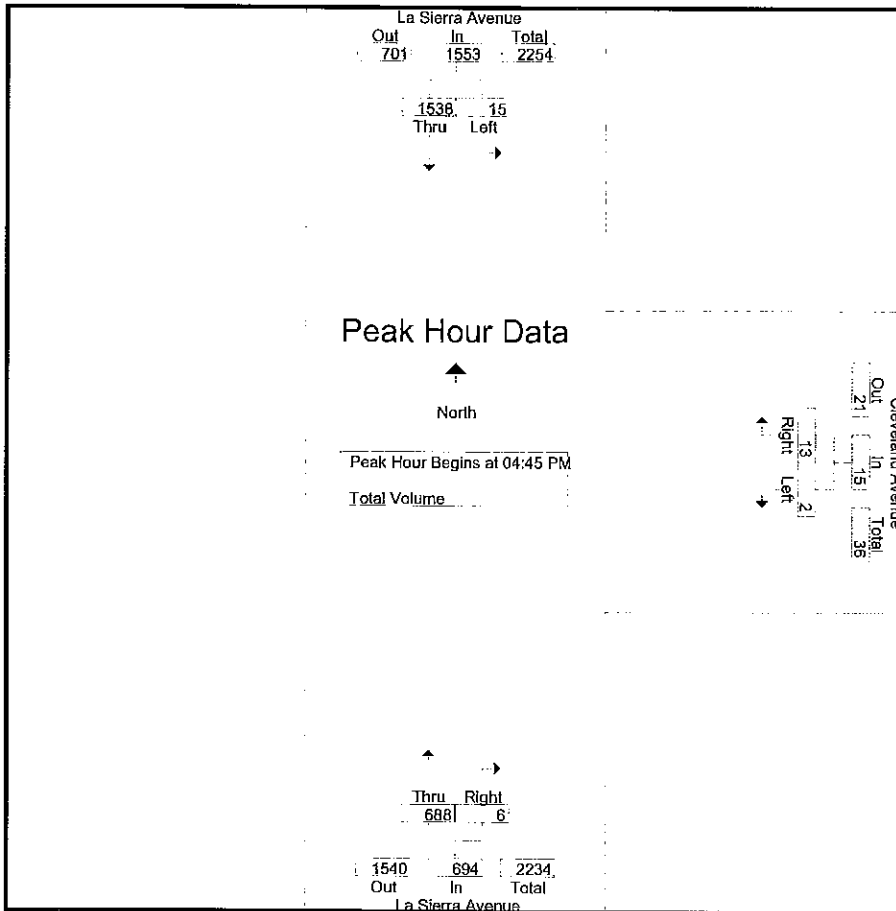
Start Time	La Sierra Avenue Southbound			Cleveland Avenue Westbound			La Sierra Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	4	300	304	1	2	3	187	0	187	494
04:15 PM	6	319	325	0	4	4	179	1	180	509
04:30 PM	7	329	336	0	2	2	186	0	186	524
04:45 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
Apprch %	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 Southbound			Cleveland Avenue Westbound			La Sierra Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	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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 25286 Jaclyn Avenue
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County of Riverside
 N/S: La Sierra Avenue
 E/W: Cleveland Avenue
 Weather: Sunny

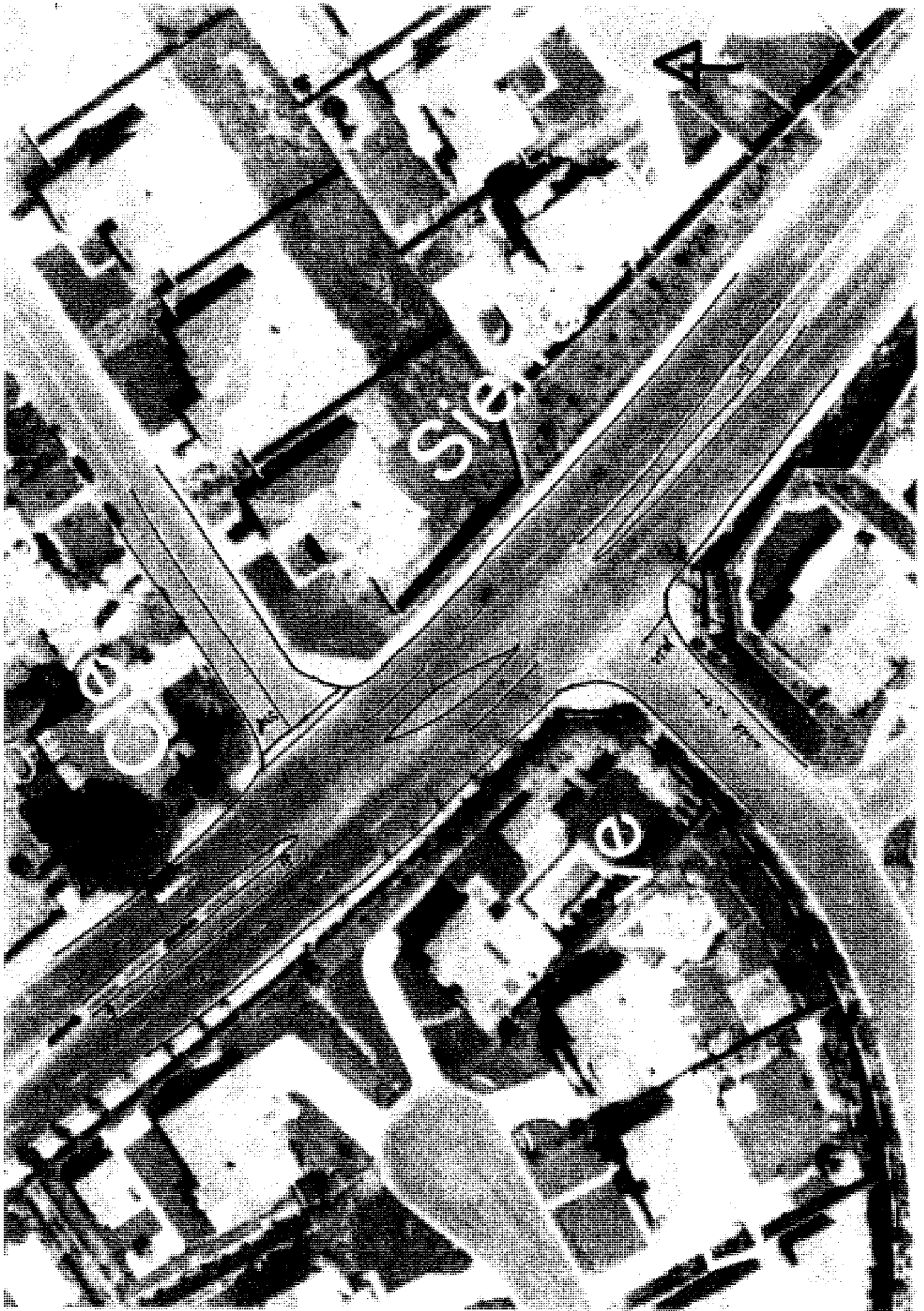
File Name : CRVLSCLPM
 Site Code : 9254013
 Start Date : 9/23/2009
 Page No : 2



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



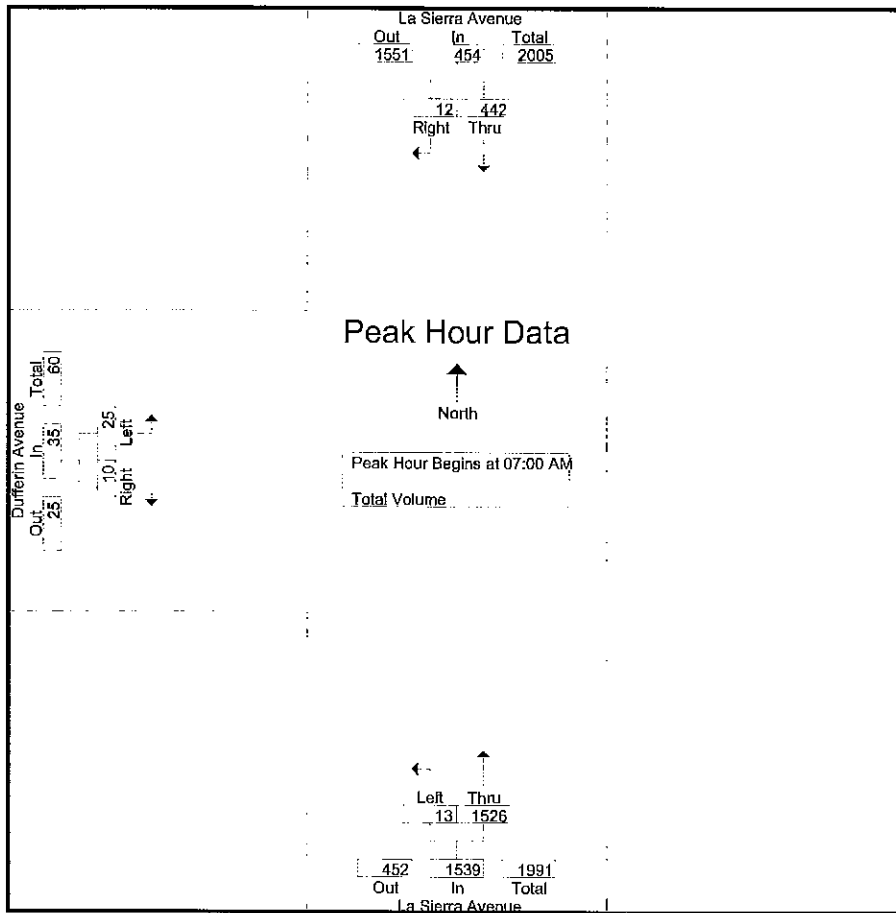
County of Riverside
 N/S: La Sierra Avenue
 E/W: Dufferin Avenue
 Weather: Sunny

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			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. 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	

Start Time	La Sierra Avenue Southbound			La Sierra Avenue Northbound			Dufferin Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	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



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	99.2	0.8	99.2	71.4	28.6		
PHF	.935	.464	.925	.650	.940	.936	.781	.625	.875

County of Riverside
 N/S: La Sierra Avenue
 E/W: Dufferin Avenue
 Weather: Sunny

File Name : CRVLSDUPM
 Site Code : 9254013
 Start Date : 9/23/2009
 Page No : 1

Groups Printed- Total Volume

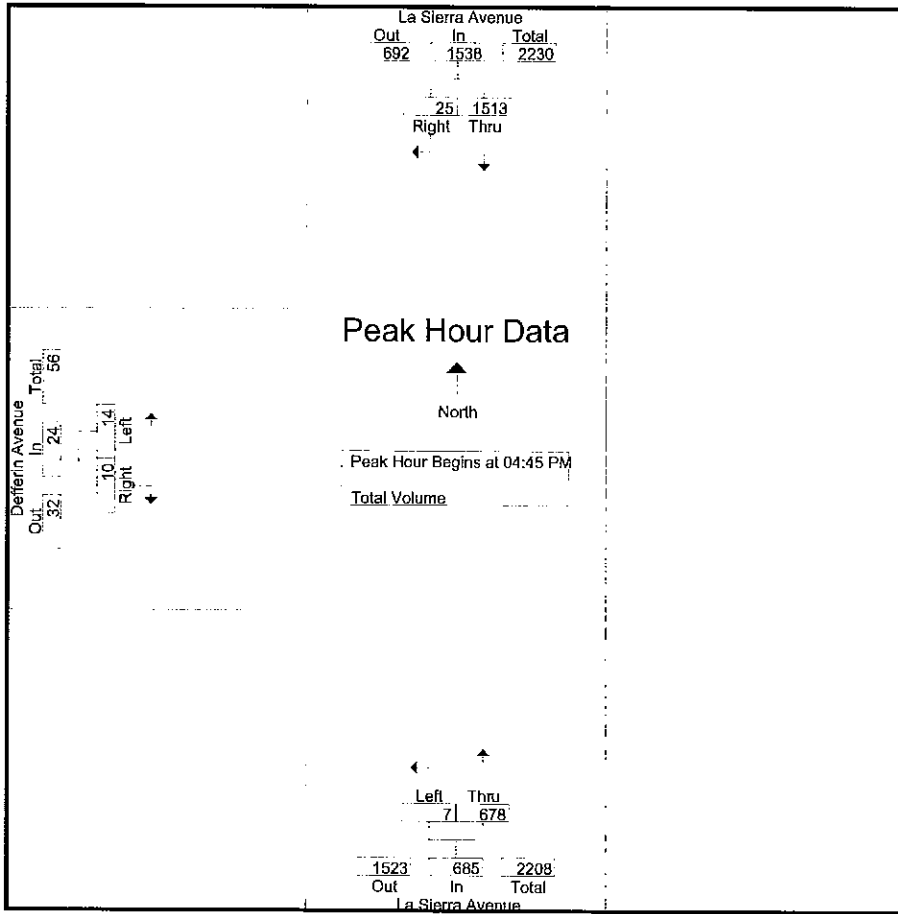
Start Time	La Sierra Avenue Southbound			La Sierra Avenue Northbound			Defferin Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	290	10	300	2	185	187	2	2	4	491
04:15 PM	310	10	320	4	175	179	6	0	6	505
04:30 PM	324	5	329	0	179	179	7	5	12	520
04:45 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	

Start Time	La Sierra Avenue Southbound			La Sierra Avenue Northbound			Defferin Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	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

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 Weather: Sunny

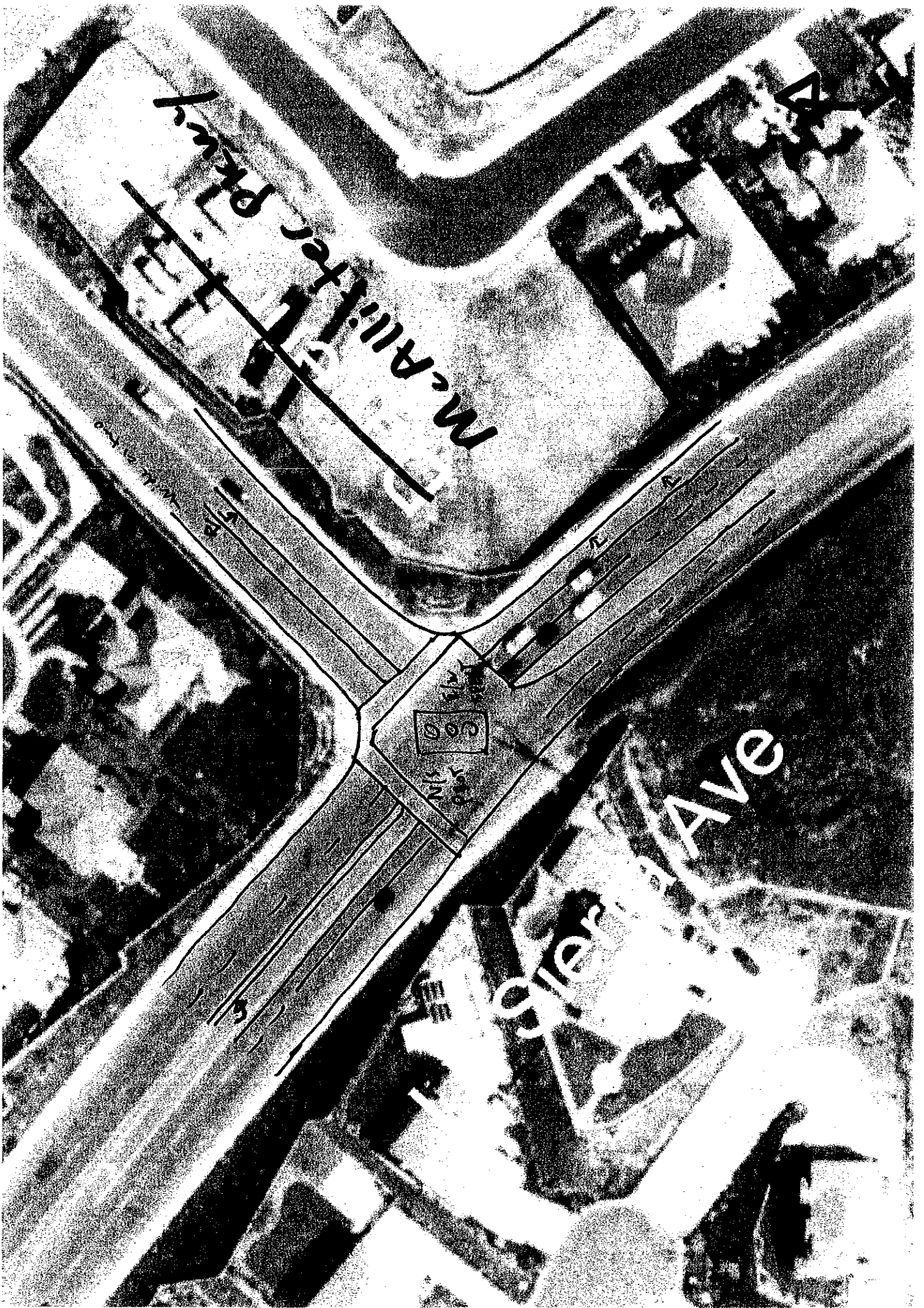
File Name : CRVLSDUPM
 Site Code : 9254013
 Start Date : 9/23/2009
 Page No : 2



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
+15 mins.	375	4	379	4	175	179
+30 mins.	403	7	410	0	179	179
+45 mins.	399	11	410	4	171	175
Total Volume	1513	25	1538	10	710	720
% App. Total	98.4	1.6		1.4	98.6	
PHF	.939	.568	.938	.625	.959	.963
						.714
						.700
						.708



McAllister Parkway

Glenview Ave

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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

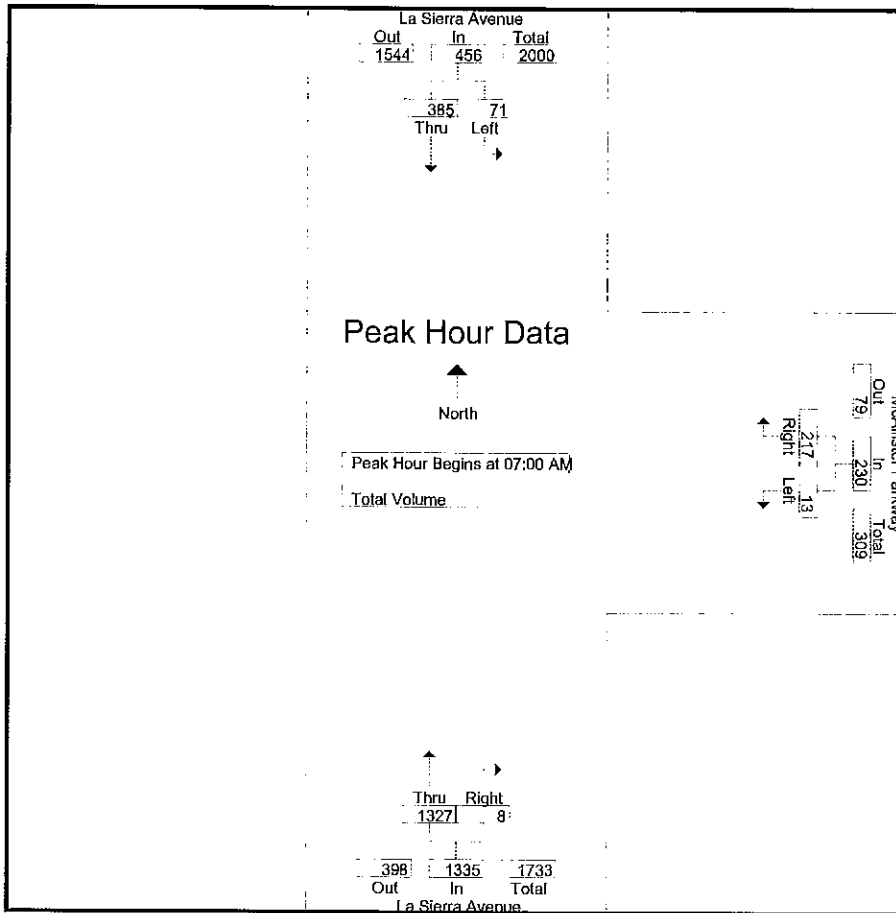
Start Time	La Sierra Avenue Southbound			McAllister Parkway Westbound			La Sierra Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	20	72	92	2	59	61	311	3	314	467
07:15 AM	18	96	114	4	56	60	332	2	334	508
07:30 AM	19	95	114	3	53	56	358	2	360	530
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
Apprch %	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	

Start Time	La Sierra Avenue Southbound			McAllister Parkway Westbound			La Sierra Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	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

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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	3	314
+15 mins.	28	106	134	4	56	60	332	2	334
+30 mins.	13	105	118	3	53	56	358	2	360
+45 mins.	18	106	124	4	49	53	326	1	327
Total Volume	73	439	512	13	217	230	1327	8	1335
% App. Total	14.3	85.7		5.7	94.3		99.4	0.6	
PHF	.652	.900	.941	.813	.919	.943	.927	.667	.927

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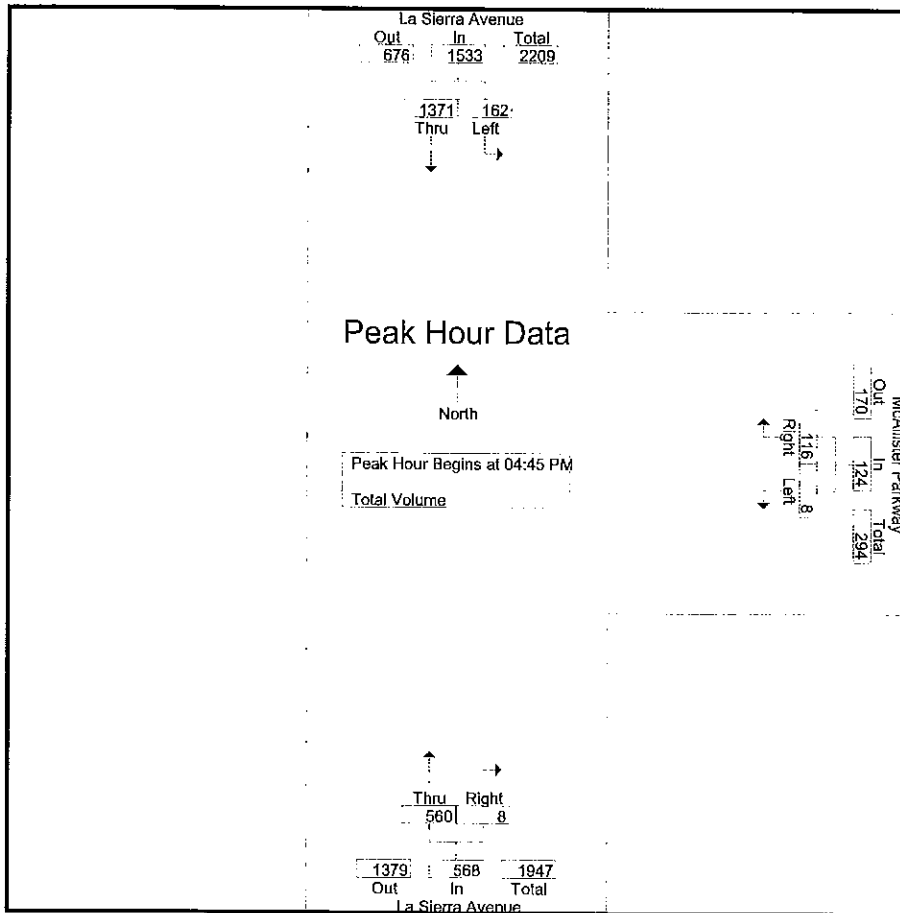
County of Riverside
 N/S: La Sierra Avenue
 E/W: McAllister Parkway
 Weather: Sunny

File Name : CRVLSMCPM
 Site Code : 9254028
 Start Date : 9/23/2009
 Page No : 1

Groups Printed- Total Volume

Start Time	La Sierra Avenue Southbound			McAllister Parkway Westbound			La Sierra Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. 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	

Start Time	La Sierra Avenue Southbound			McAllister Parkway Westbound			La Sierra Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	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



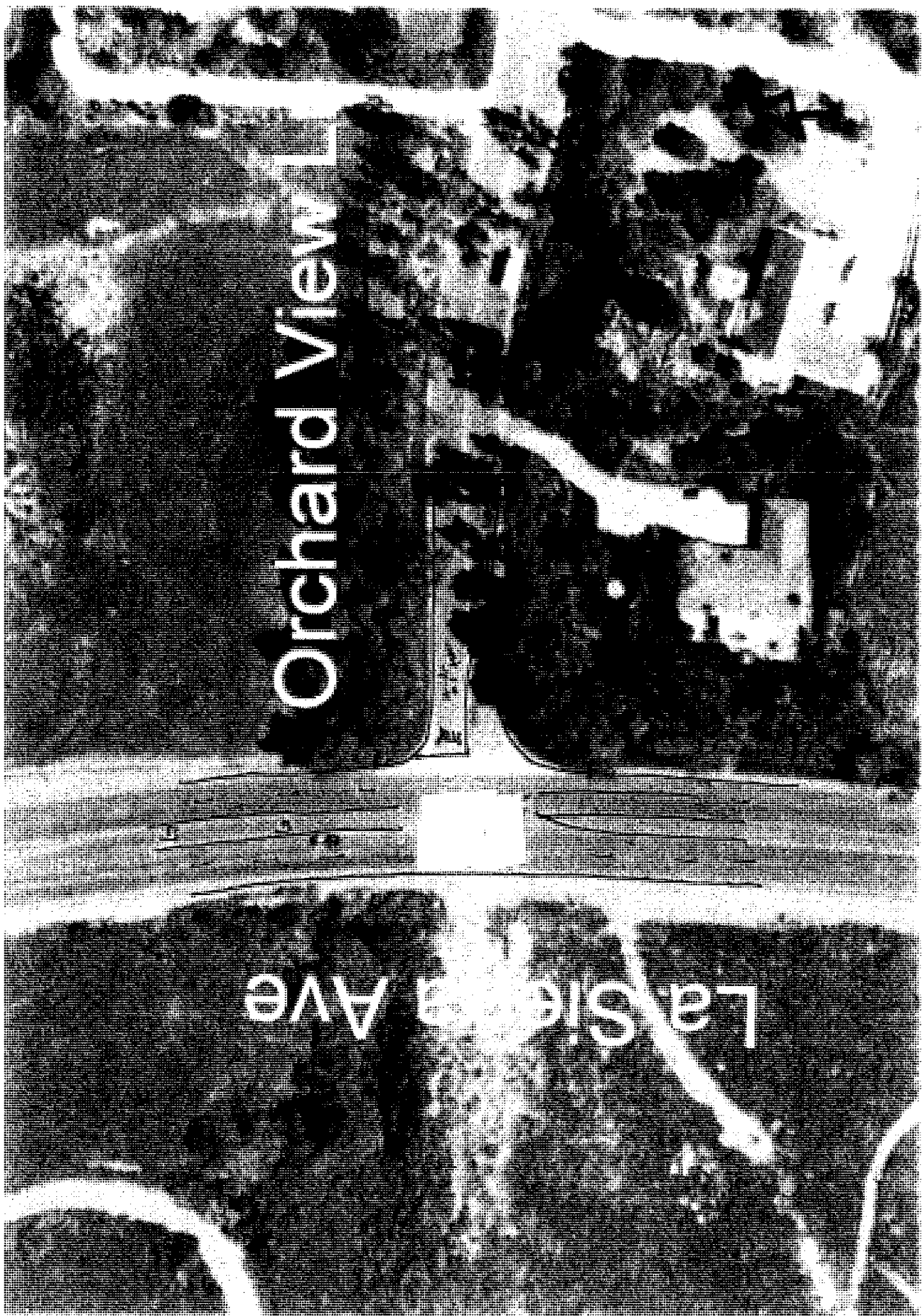
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

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

La Sierra Ave

Orchard View L



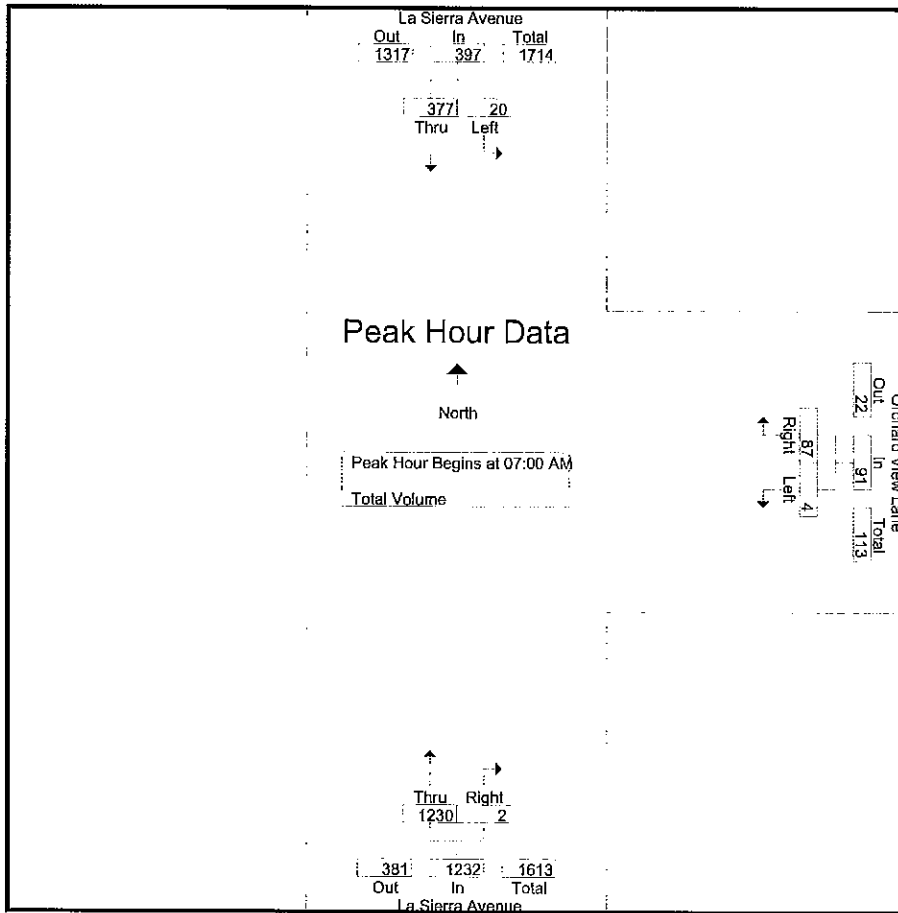
County of Riverside
 N/S: La Sierra Avenue
 E/W: Orchard View Lane
 Weather: Sunny

File Name : CRVLSOVAM
 Site Code : 9254051
 Start Date : 9/23/2009
 Page No : 1

Groups Printed- Total Volume

Start Time	La Sierra Avenue Southbound				Orchard View Lane Westbound				La Sierra Avenue Northbound				Int. Total
	Left	Thru	App.	Total	Left	Right	App.	Total	Thru	Right	App.	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	

Start Time	La Sierra Avenue Southbound			Orchard View Lane Westbound			La Sierra Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	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



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

County of Riverside
 N/S: La Sierra Avenue
 E/W: Orchard View Lane
 Weather: Sunny

File Name : CRVLSOVPM
 Site Code : 9254051
 Start Date : 9/23/2009
 Page No : 1

Groups Printed- Total Volume

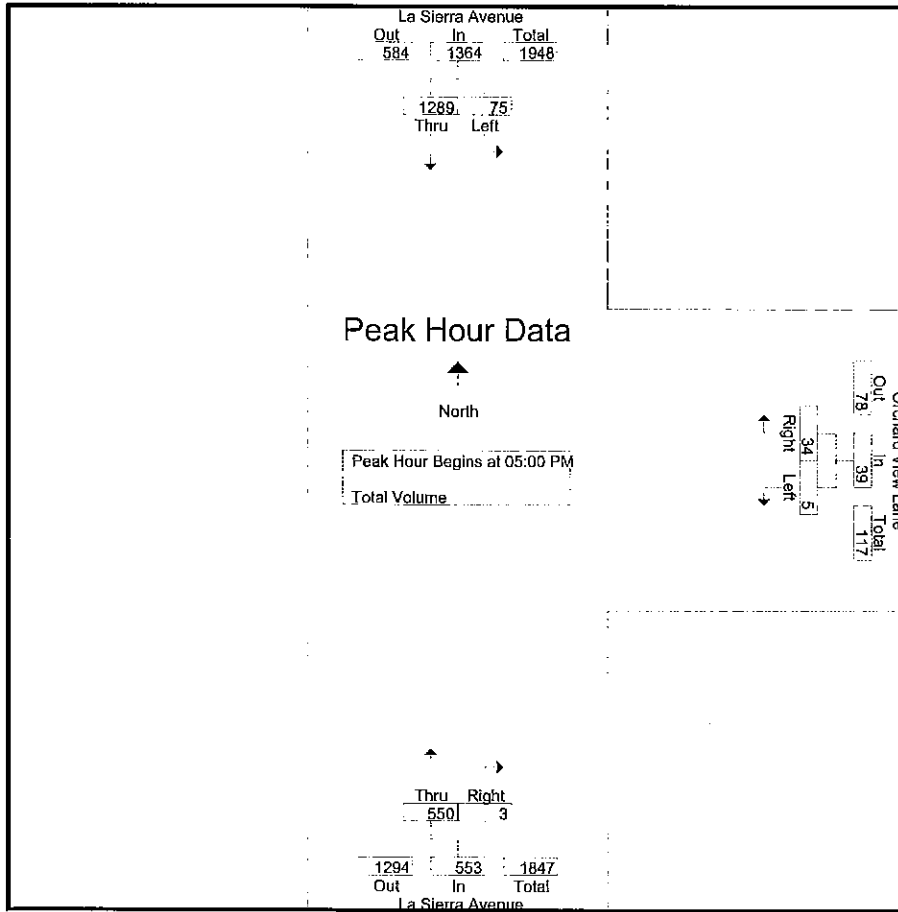
Start Time	La Sierra Avenue Southbound			Orchard View Lane Westbound			La Sierra Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	19	243	262	2	9	11	154	2	156	429
04:15 PM	18	255	273	1	12	13	146	0	146	432
04:30 PM	20	266	286	2	10	12	141	1	142	440
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			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	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	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
 Moreno Valley, CA 92557
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County of Riverside
 N/S: La Sierra Avenue
 E/W: Orchard View Lane
 Weather: Sunny

File Name : CRVLSOVPM
 Site Code : 9254051
 Start Date : 9/23/2009
 Page No : 2



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

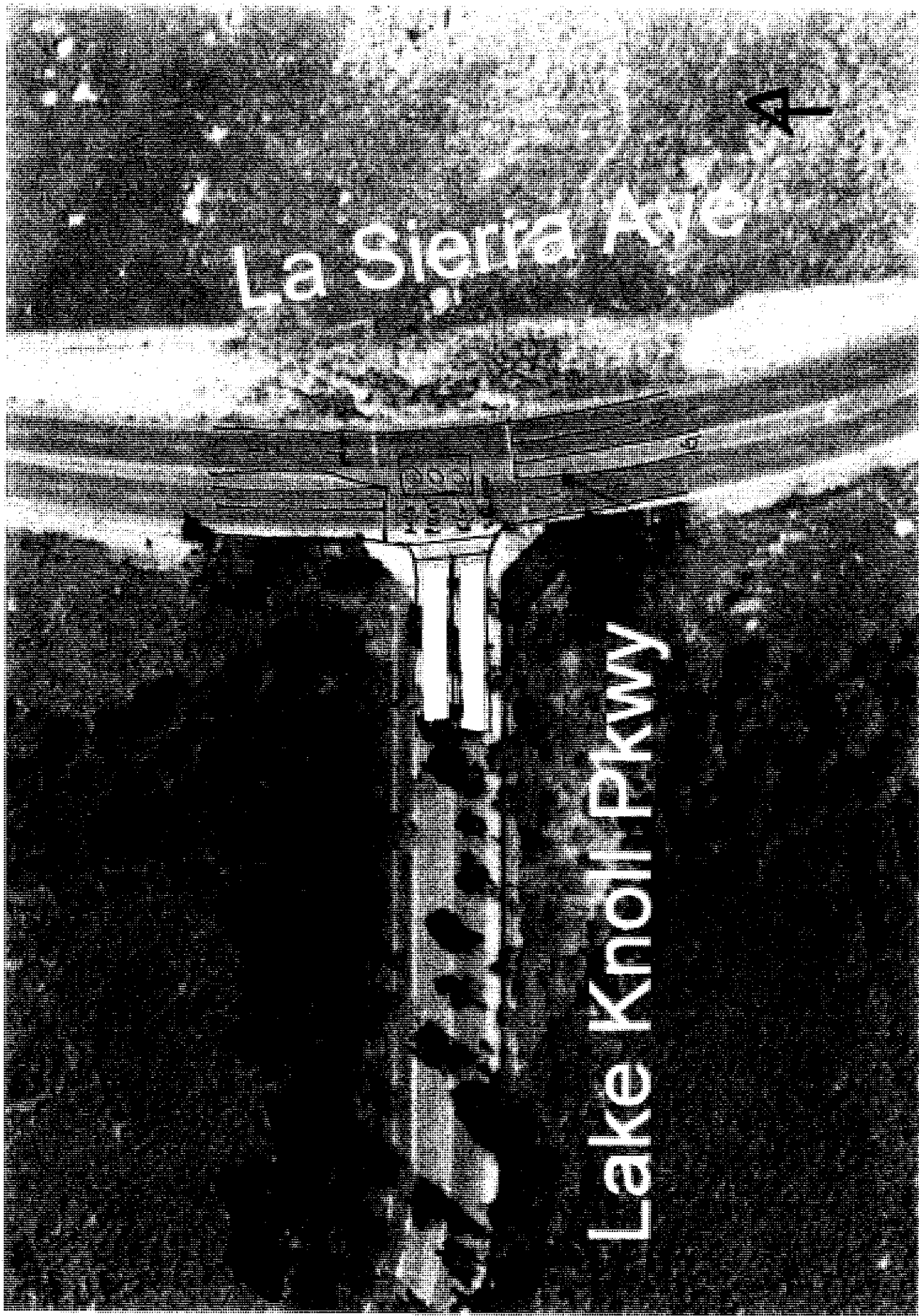
Peak Hour for Each Approach Begins at:

	04:45 PM			04:15 PM			04:00 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 Knoll Pkwy



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

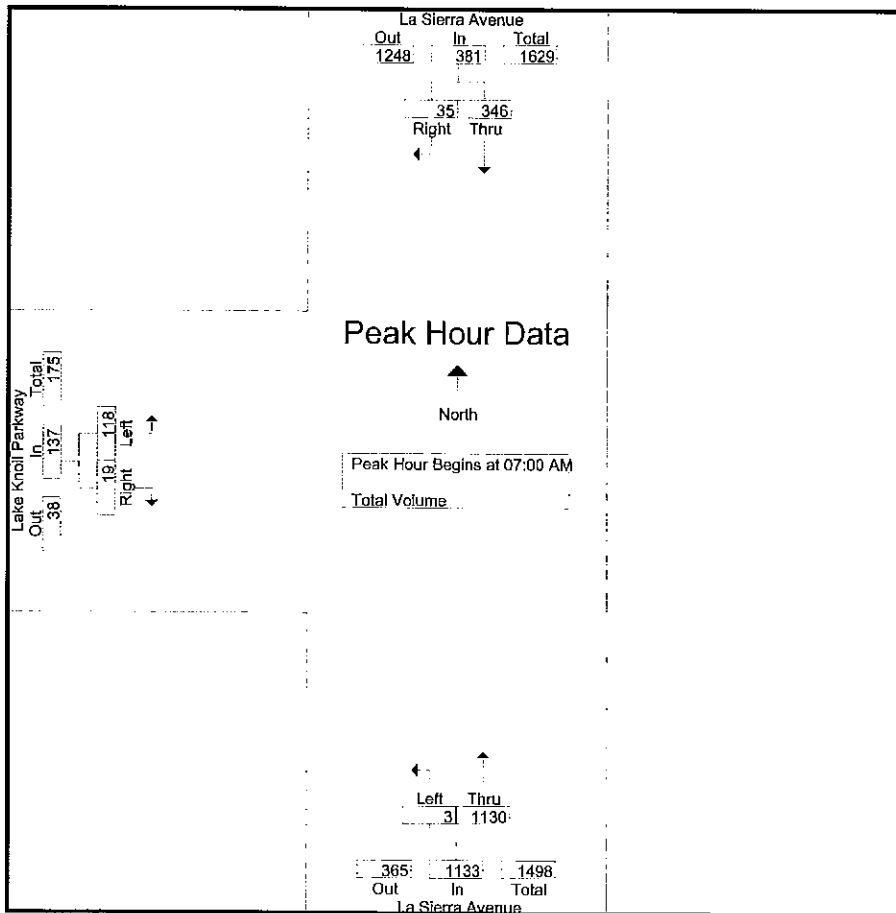
County of Riverside
 N/S: La Sierra Avenue
 E/W: Lake Knoll Parkway
 Weather: Sunny

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			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. 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	

Start Time	La Sierra Avenue Southbound			La Sierra Avenue Northbound			Lake Knoll Parkway Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	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



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.	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	99.7	0.3	99.7	100.0	86.1	13.9	99.7
PHF	.894	.833	.897	.375	.891	.891	.819	.594	.835

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 : 1

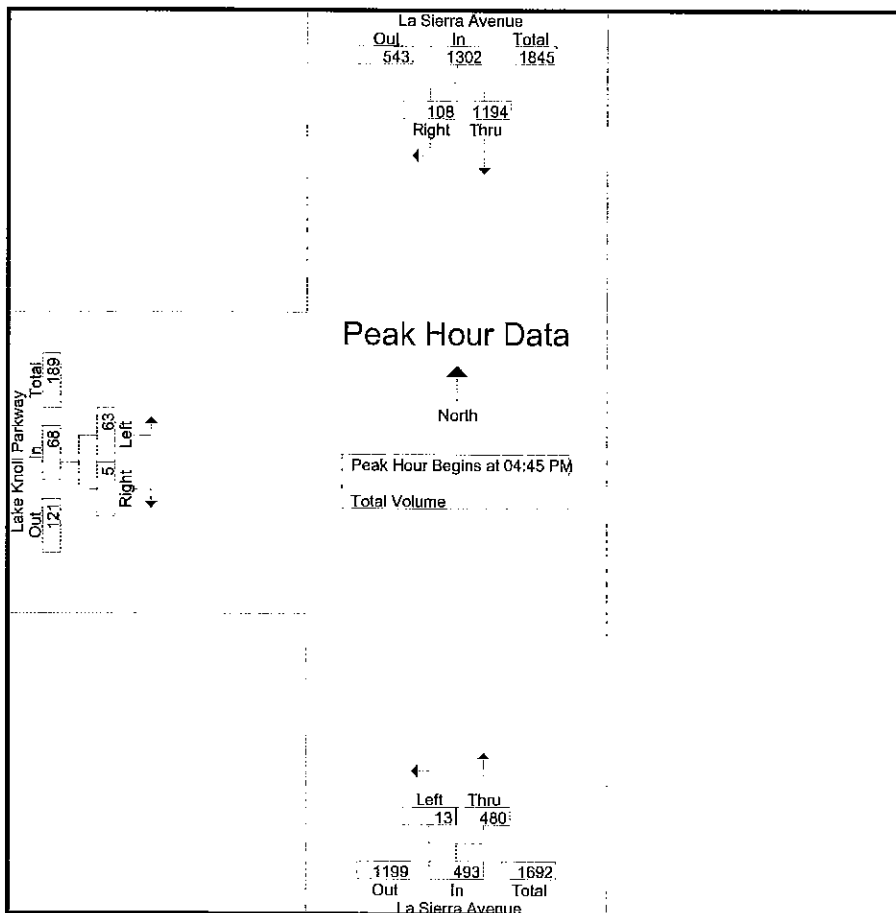
Groups Printed- Total Volume

Start Time	La Sierra Avenue Southbound			La Sierra Avenue Northbound			Lake Knoll Parkway Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. 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
Apprch %	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	

Start Time	La Sierra Avenue Southbound			La Sierra Avenue Northbound			Lake Knoll Parkway Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	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

County of Riverside
 N/S: La Sierra Avenue
 E/W: Lake Knoll Parkway
 Weather: Sunny

File Name : CRVLSLKPM
 Site Code : 9254035
 Start Date : 8/23/2009
 Page No : 2



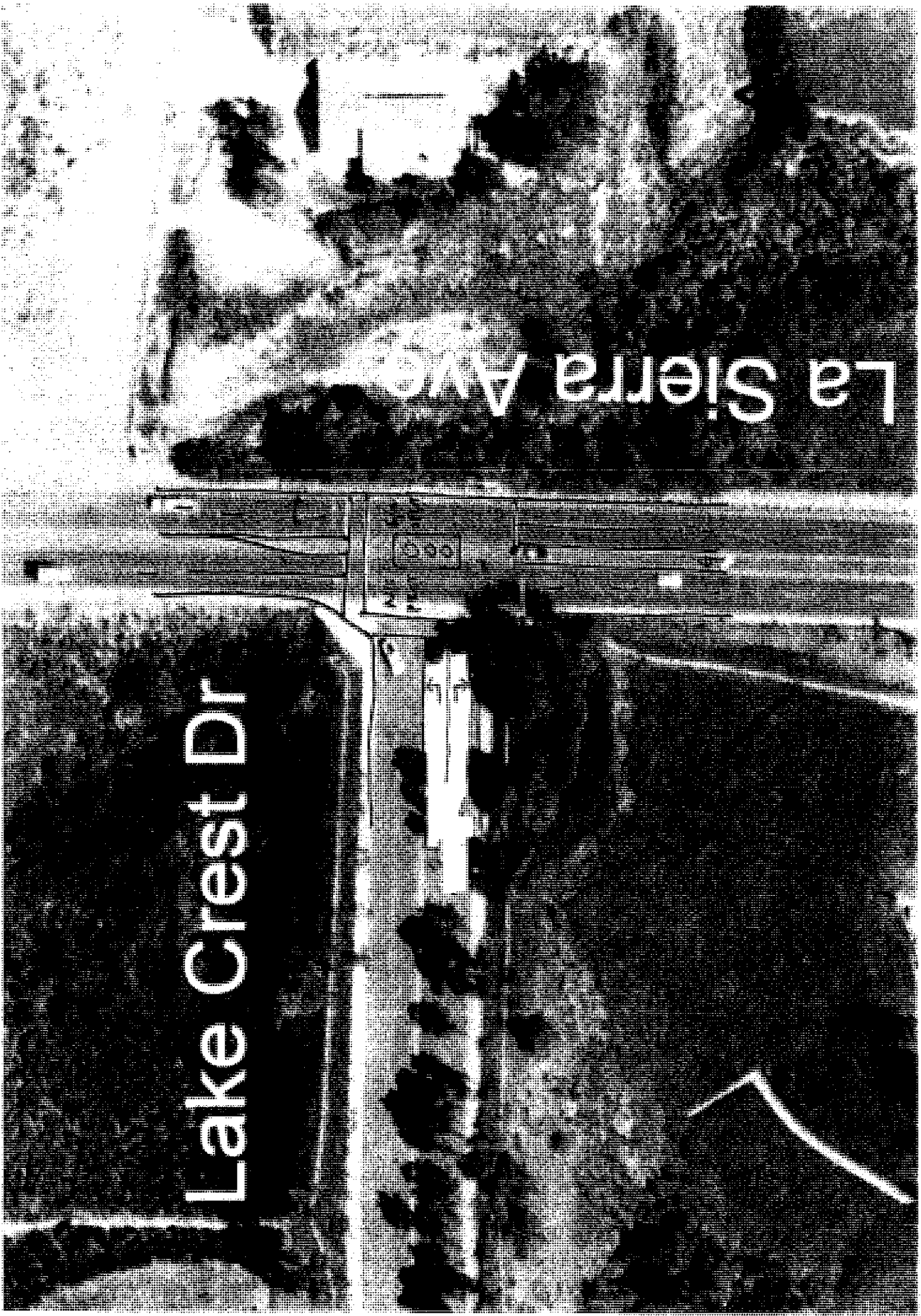
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

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



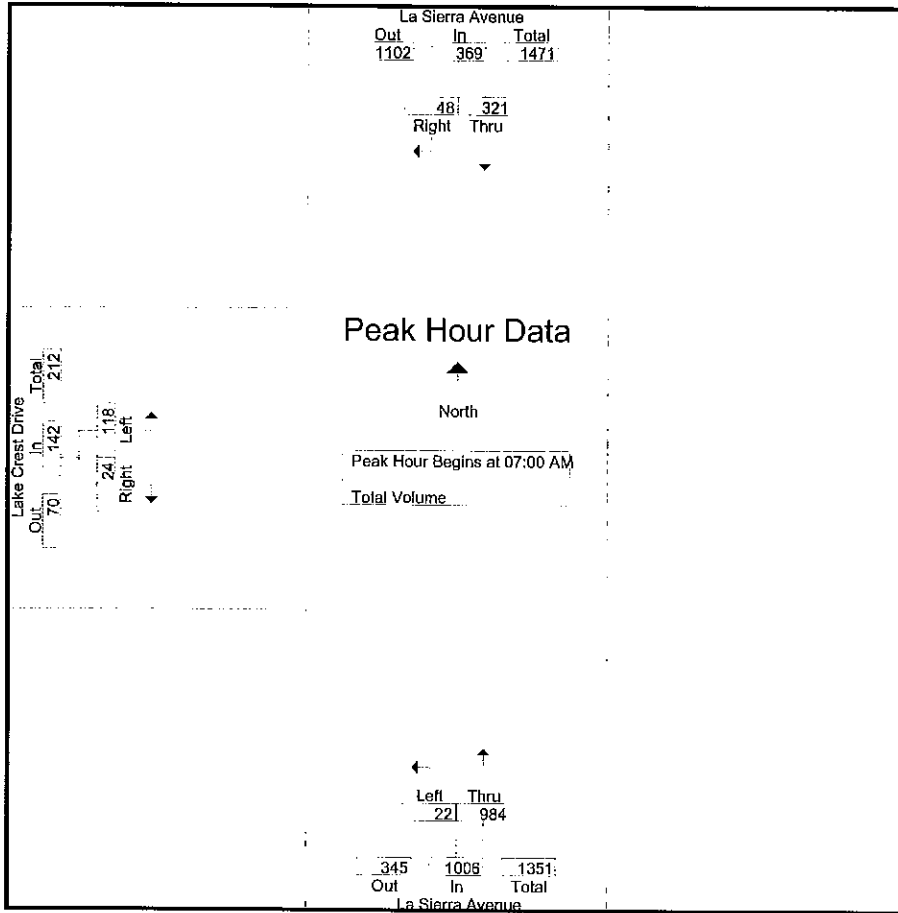
County of Riverside
 N/S: La Sierra Avenue
 EW: Lake Crest Drive
 Weather: Sunny

File Name : CRVLSLCAM
 Site Code : 9254063
 Start Date : 9/23/2009
 Page No : 1

Groups Printed- Total Volume

Start Time	La Sierra Avenue Southbound			La Sierra Avenue Northbound			Lake Crest Drive Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. 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	

Start Time	La Sierra Avenue Southbound			La Sierra Avenue Northbound			Lake Crest Drive Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	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



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

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

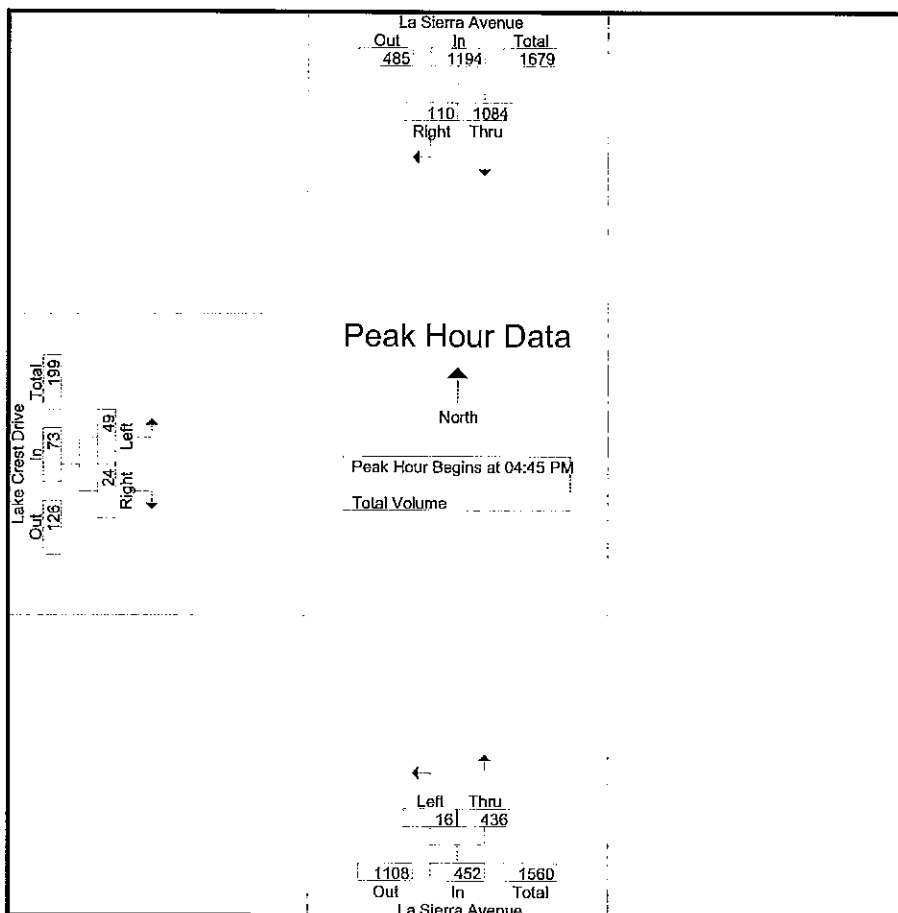
Groups Printed- Total Volume

Start Time	La Sierra Avenue Southbound			La Sierra Avenue Northbound			Lake Crest Drive Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. 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
Apprch %	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			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	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

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

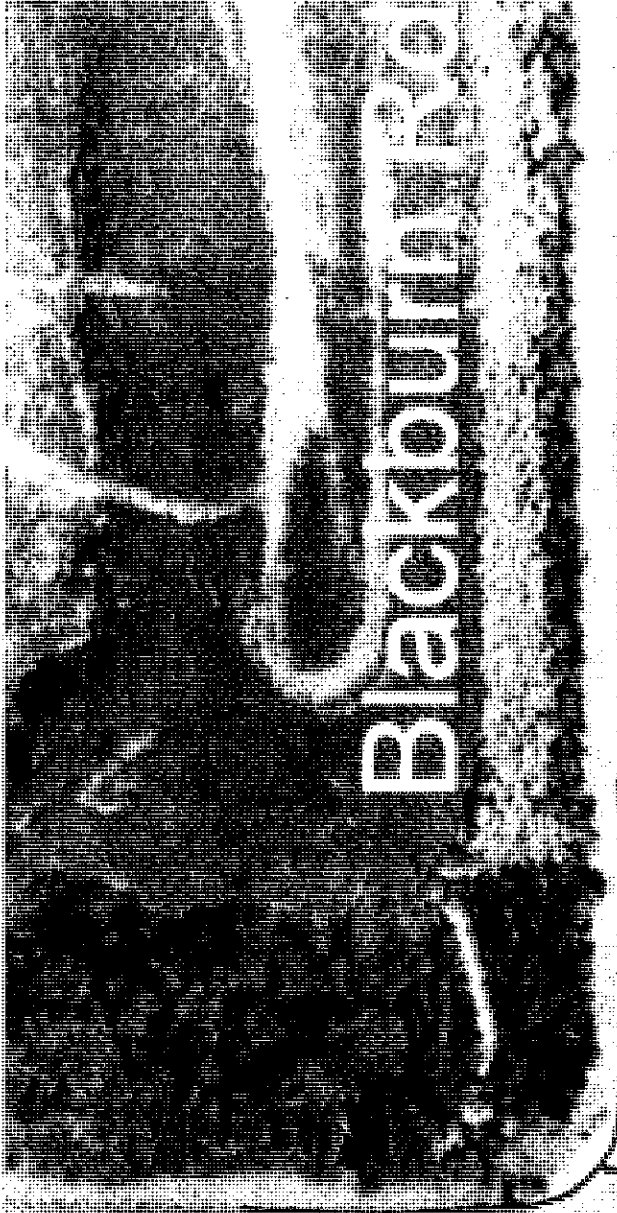
Peak Hour for Each Approach Begins at:

	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	
PHIF	900	724	881	607	912	931	819	700	806

La Sierra Ave

Blackburn Road

1960



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
 Page No : 1

Groups Printed- Total Volume

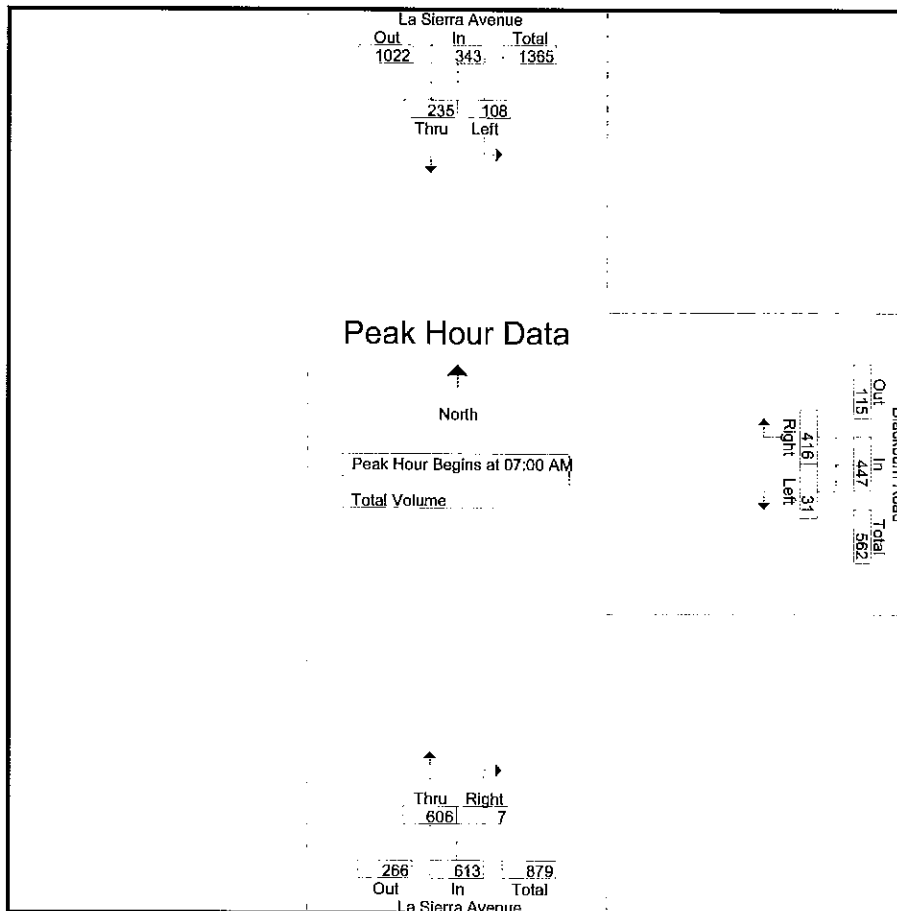
Start Time	La Sierra Avenue Southbound			Blackburn Road Westbound			La Sierra Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	20	54	74	12	115	127	117	2	119	320
07:15 AM	14	64	78	8	119	127	141	2	143	348
07:30 AM	23	58	81	5	103	108	192	2	194	383
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	

Start Time	La Sierra Avenue Southbound			Blackburn Road Westbound			La Sierra Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	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.
 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
 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			07:30 AM		
+0 mins.	51	59	110	12	115	127	192	2	194
+15 mins.	43	48	91	8	119	127	156	1	157
+30 mins.	33	50	83	5	103	108	152	3	155
+45 mins.	49	47	96	6	79	85	143	1	144
Total Volume	176	204	380	31	416	447	643	7	650
% App. Total	46.3	53.7		6.9	93.1		98.9	1.1	
PHF	.863	.864	.864	.646	.874	.880	.837	.583	.838

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

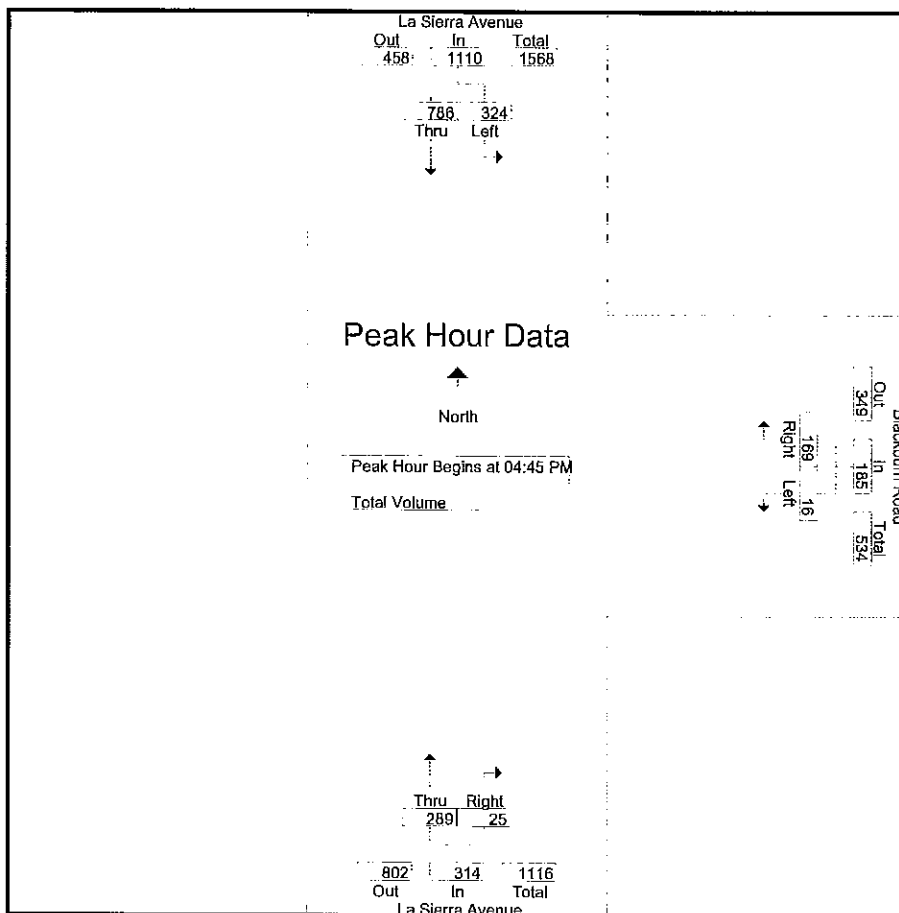
Start Time	La Sierra Avenue Southbound			Blackburn Road Westbound			La Sierra Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	71	142	213	4	40	44	94	1	95	352
04:15 PM	64	152	216	7	32	39	77	8	85	340
04:30 PM	63	173	236	3	46	49	81	3	84	369
04:45 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	

Start Time	La Sierra Avenue Southbound			Blackburn Road Westbound			La Sierra Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	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 : CRVLSBLPM
 Site Code : 9254066
 Start Date : 9/23/2009
 Page No : 2



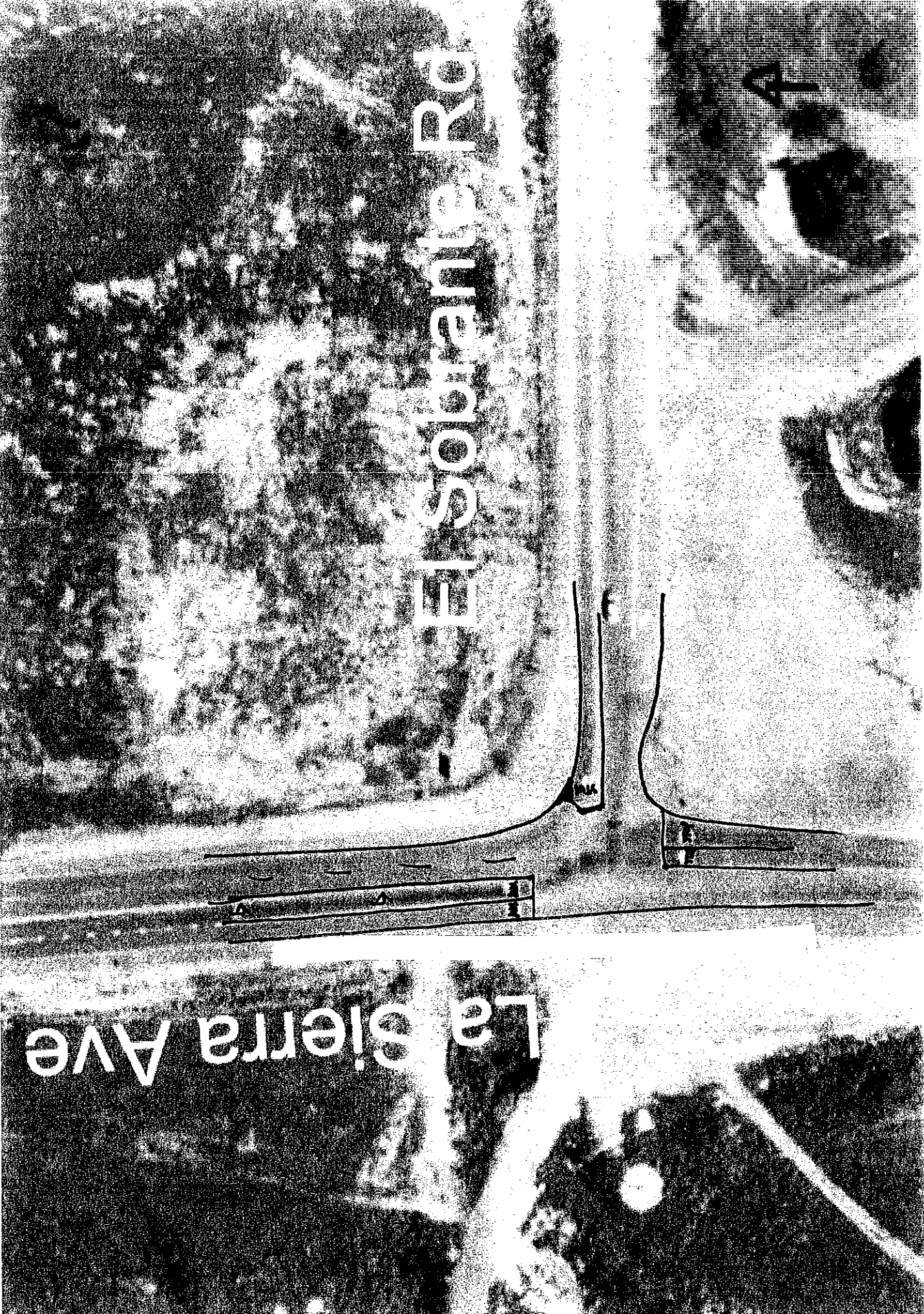
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			05:00 PM			04:00 PM		
+0 mins.	78	178	256	4	38	42	94	1	95
+15 mins.	83	184	267	4	44	48	77	8	85
+30 mins.	76	217	293	8	46	54	81	3	84
+45 mins.	87	207	294	4	53	57	77	9	86
Total Volume	324	786	1110	20	181	201	329	21	350
% App. Total	29.2	70.8	10	90		94	6		
PHF	.931	.906	.944	.625	.854	.882	.875	.583	.921

La Sierra Ave

El Sobrante Rd



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

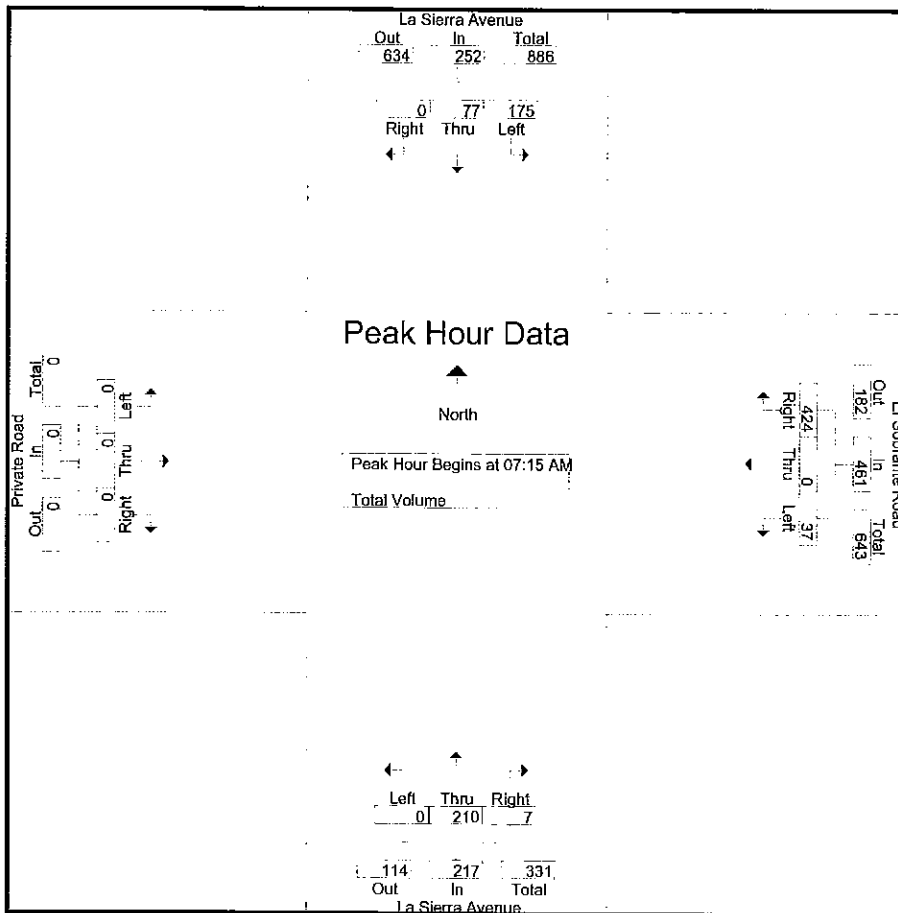
County of Riverside
 N/S: La Sierra Avenue
 E/W: El Sobrante Road
 Weather: Sunny

File Name : CRVLSESAM
 Site Code : 9254043
 Start Date : 9/23/2009
 Page No : 1

Groups Printed- Total Volume

Start Time	La Sierra Avenue Southbound				El Sobrante Road Westbound				La Sierra Avenue Northbound				Private Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	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		
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	

Start Time	La Sierra Avenue Southbound				El Sobrante Road Westbound				La Sierra Avenue Northbound				Private Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 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		
PHF	.875	.837	.000	.863	.771	.000	.848	.841	.000	.938	.438	.952	.000	.000	.000	.000	.901



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

Peak Hour for Each Approach Begins at:

	07:00 AM			07:30 AM			07:15 AM			07:00 AM						
+0 mins.	32	32	0	64	12	0	125	137	0	52	4	56	0	0	0	0
+15 mins.	50	23	0	73	10	0	106	116	0	56	1	57	0	0	0	0
+30 mins.	43	21	0	64	8	0	111	119	0	48	1	49	0	0	0	0
+45 mins.	46	20	0	66	12	0	105	117	0	54	1	55	0	0	0	0
Total Volume	171	96	0	267	42	0	447	489	0	210	7	217	0	0	0	0
% App. Total	64	36	0	8.6	0	91.4	0	96.8	3.2	0	0	0	0	0	0	0
PHF	.855	.750	.000	.914	.875	.000	.894	.892	.000	.938	.438	.952	.000	.000	.000	.000

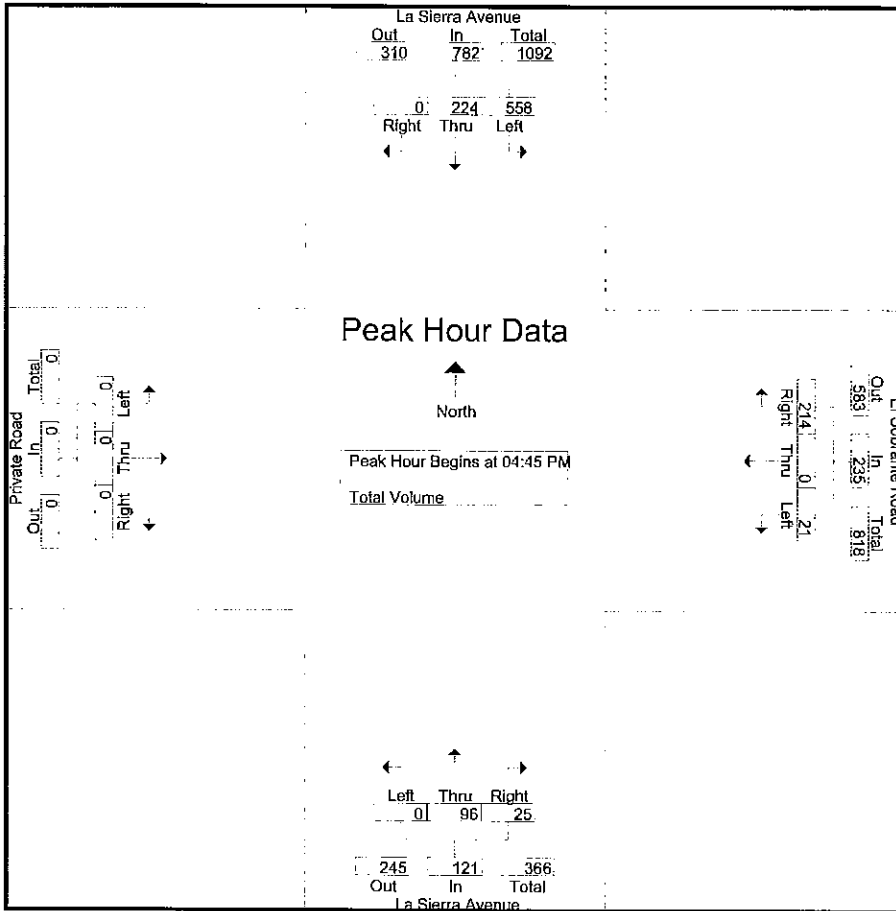
County of Riverside
 N/S: La Sierra Avenue
 E/W: El Sobrante Road
 Weather: Sunny

File Name : CRVLSESPM
 Site Code : 9254043
 Start Date : 9/23/2009
 Page No : 1

Groups Printed- Total Volume

Start Time	La Sierra Avenue Southbound				El Sobrante Road Westbound				La Sierra Avenue Northbound				Private Road 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	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
Approch %	74.1	25.9	0		8	0	92		0	75.7	24.3		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	

Start Time	La Sierra Avenue Southbound				El Sobrante Road Westbound				La Sierra Avenue Northbound				Private Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	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 Volume	558	224	0	782	21	0	214	235	0	96	25	121	0	0	0	0	1138
% App. Total	71.4	28.6	0		8.9	0	91.1		0	79.3	20.7		0	0	0		
PHF	.883	.812	.000	.861	.656	.000	.877	.890	.000	.960	.781	.917	.000	.000	.000	.000	.889



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

Peak Hour for Each Approach Begins at:

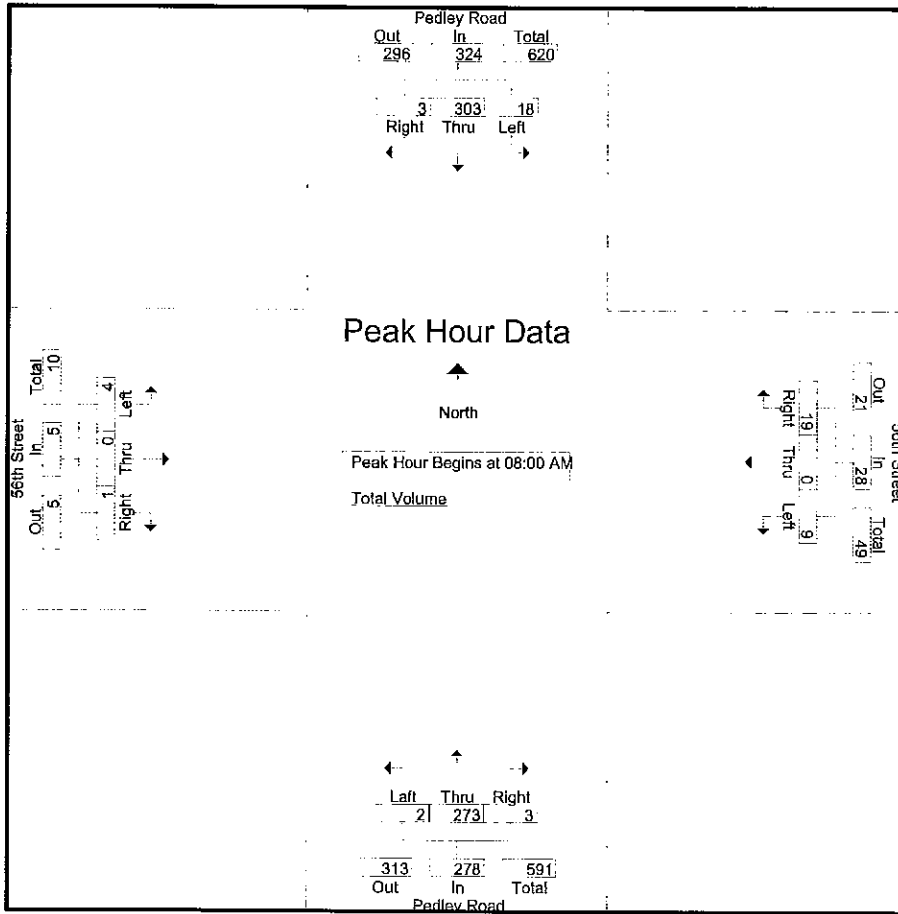
	04:45 PM			04:00 PM			04:00 PM			04:00 PM						
+0 mins.	123	51	0	174	2	0	69	71	0	25	8	33	0	0	0	0
+15 mins.	127	42	0	169	5	0	62	67	0	24	10	34	0	0	0	0
+30 mins.	158	69	0	227	9	0	65	74	0	18	8	26	0	0	0	0
+45 mins.	150	62	0	212	5	0	61	66	0	24	7	31	0	0	0	0
Total Volume	558	224	0	782	21	0	257	278	0	91	33	124	0	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	.000



Groups Printed- Total Volume

Start Time	Pedley Road Southbound				56th Street Westbound				Pedley Road Northbound				56th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	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	

Start Time	Pedley Road Southbound				56th Street Westbound				Pedley Road Northbound				56th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 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



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			07:00 AM			07:30 AM			07:30 AM						
+0 mins.	3	69	2	74	2	0	7	9	0	73	0	73	0	0	1	1
+15 mins.	4	66	0	70	2	0	4	6	1	73	0	74	0	0	1	1
+30 mins.	7	78	0	85	2	0	10	12	0	80	1	81	1	0	1	2
+45 mins.	4	90	1	95	1	0	7	8	1	67	0	68	1	0	0	1
Total Volume	18	303	3	324	7	0	28	35	2	293	1	296	2	0	3	5
% App. Total	5.6	93.5	0.9		20	0	80		0.7	99	0.3		40	0	60	
PHF	.643	.842	.375	.853	.875	.000	.700	.729	.500	.916	.250	.914	.500	.000	.750	.625

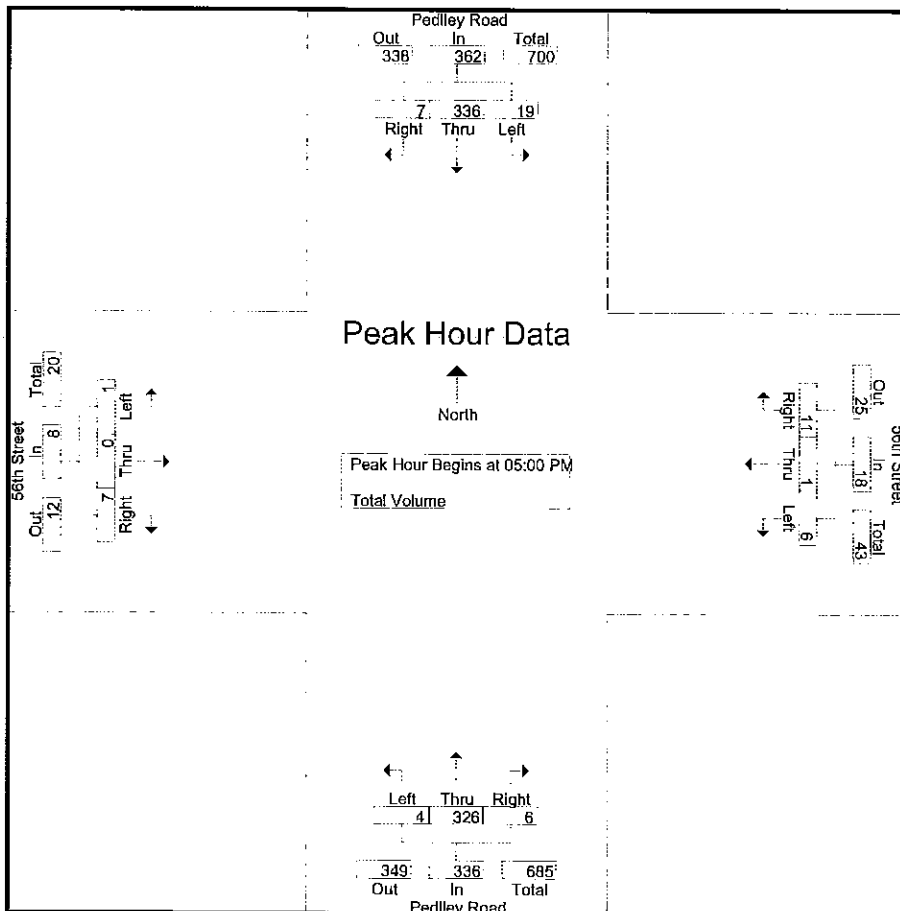
County of Riverside
 N/S: Pedley Road
 E/W: 56th Street
 Weather: Sunny

File Name : CRVPE56PM
 Site Code : 9254097
 Start Date : 9/23/2009
 Page No : 1

Groups Printed- Total Volume

Start Time	Pedley Road Southbound				56th Street Westbound				Pedley Road Northbound				56th 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	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	

Start Time	Pedley Road Southbound				56th Street Westbound				Pedley Road Northbound				56th Street Eastbound				App. Total	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 05:00 PM																		
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 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	



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

Peak Hour for Each Approach Begins at:

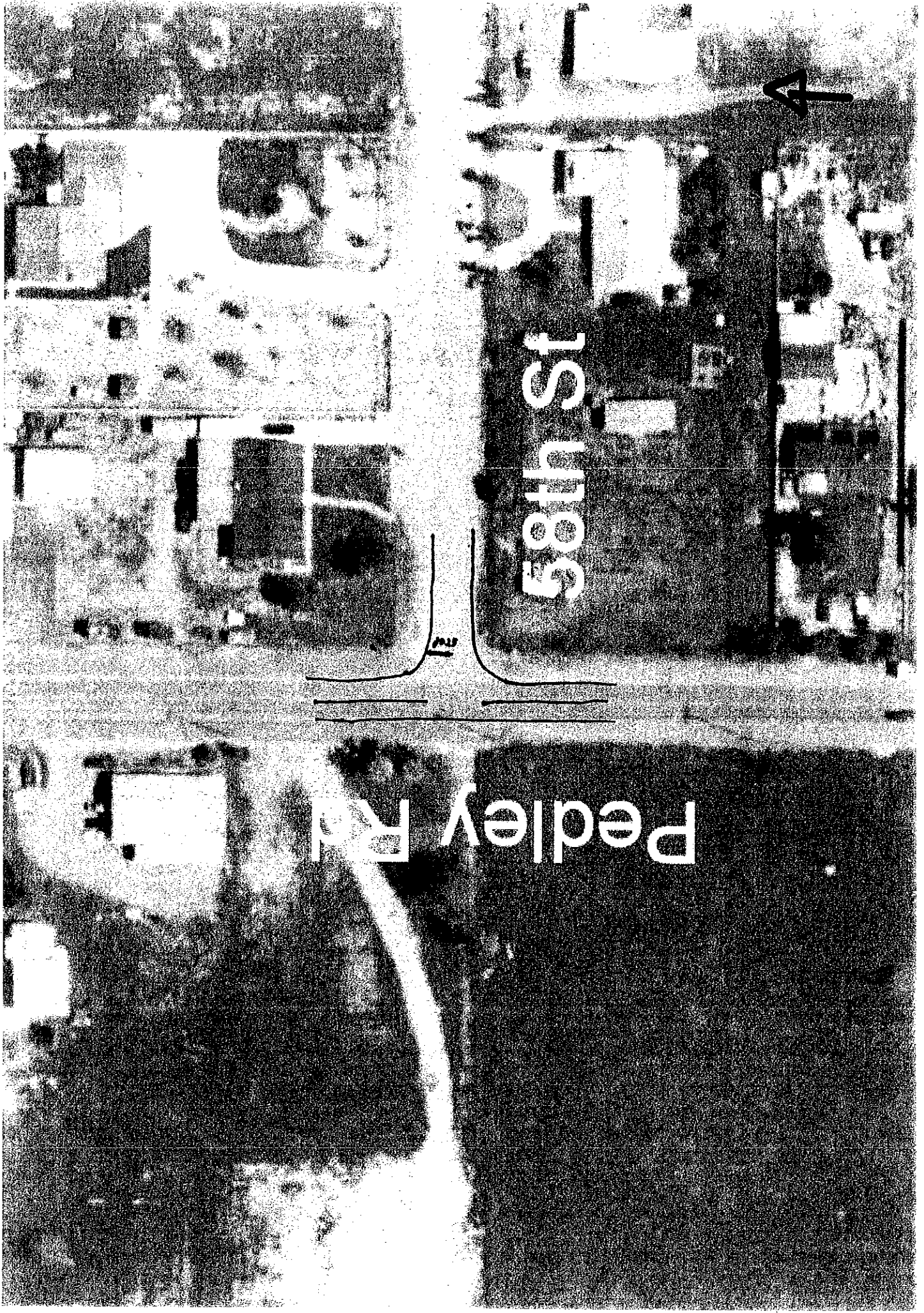
	04:45 PM				05:00 PM				05:00 PM				04:45 PM			
+0 mins.	2	98	0	100	0	0	3	3	0	73	1	74	1	0	0	1
+15 mins.	5	79	3	87	2	0	0	2	1	61	2	64	0	0	1	1
+30 mins.	3	76	1	80	2	1	4	7	3	110	0	113	0	0	1	1
+45 mins.	6	87	3	96	2	0	4	6	0	82	3	85	0	0	5	5
Total Volume	16	340	7	363	6	1	11	18	4	326	6	336	1	0	7	8
% App. Total	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



154185
58th St

Pedley Rd

21



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

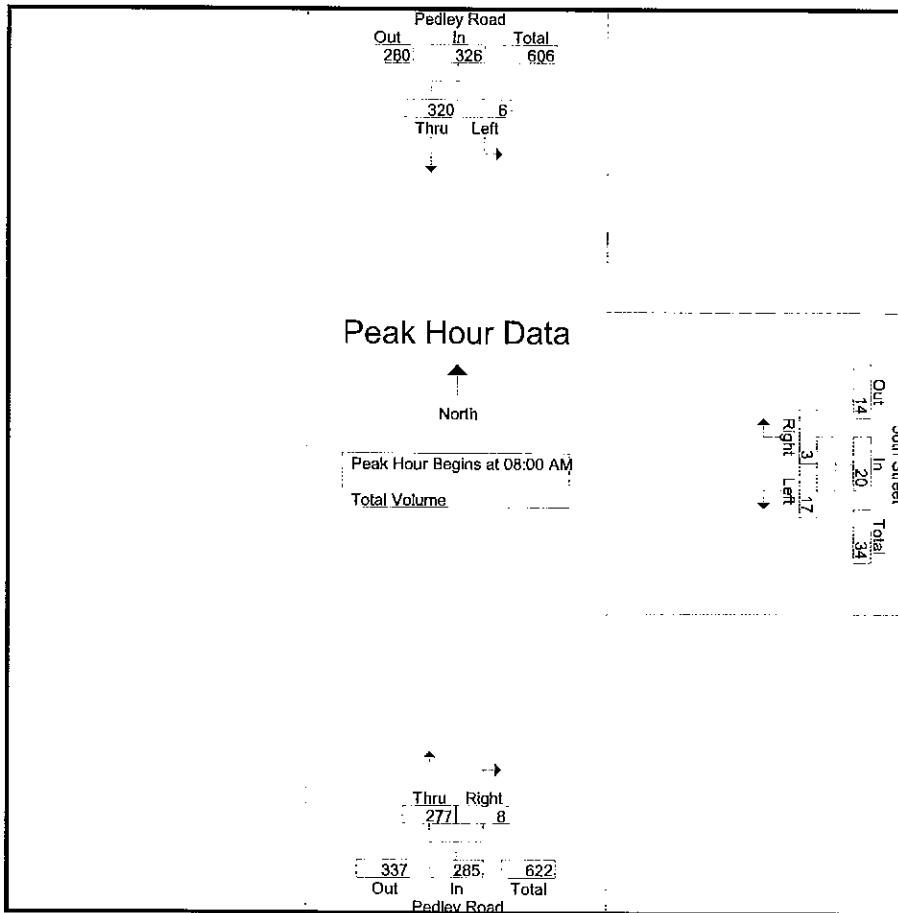
County of Riverside
 N/S: Pedley Road
 E/W: 58th Street
 Weather: Sunny

File Name : CRVPE58AM
 Site Code : 9254135
 Start Date : 9/23/2009
 Page No : 1

Groups Printed- Total Volume

Start Time	Pedley Road Southbound			58th Street Westbound			Pedley Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. 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	

Start Time	Pedley Road Southbound			58th Street Westbound			Pedley Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	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 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



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		07:00 AM		07:30 AM				
+0 mins.	1	70	71	6	2	8	68	1	69
+15 mins.	0	74	74	4	7	11	77	4	81
+30 mins.	3	75	78	4	4	8	79	2	81
+45 mins.	2	101	103	5	2	7	70	1	71
Total Volume	6	320	326	19	15	34	294	8	302
% App. Total	1.8	98.2		55.9	44.1		97.4	2.6	
PHF	.500	.792	.791	.792	.536	.773	.930	.500	.932

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

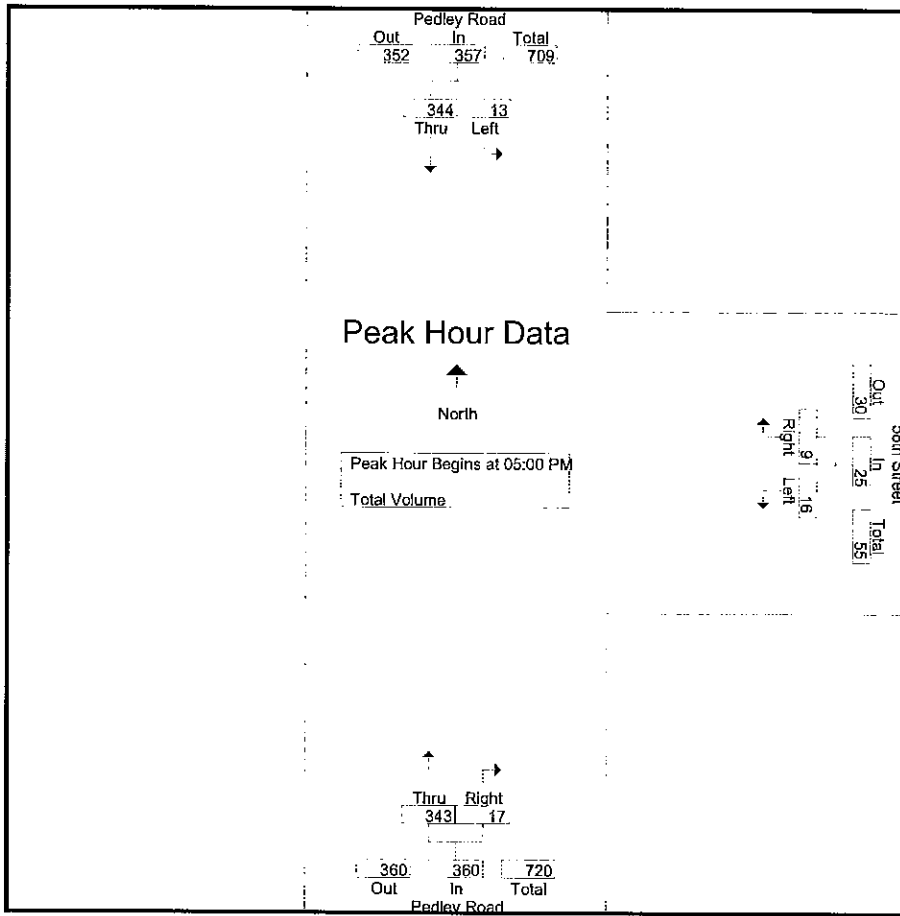
County of Riverside
 N/S: Pedley Road
 E/W: 58th Street
 Weather: Sunny

File Name : CRVPE58PM
 Site Code : 9254135
 Start Date : 9/23/2009
 Page No : 1

Groups Printed- Total Volume

Start Time	Pedley Road Southbound			58th Street Westbound			Pedley Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. 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
Apprch %	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	

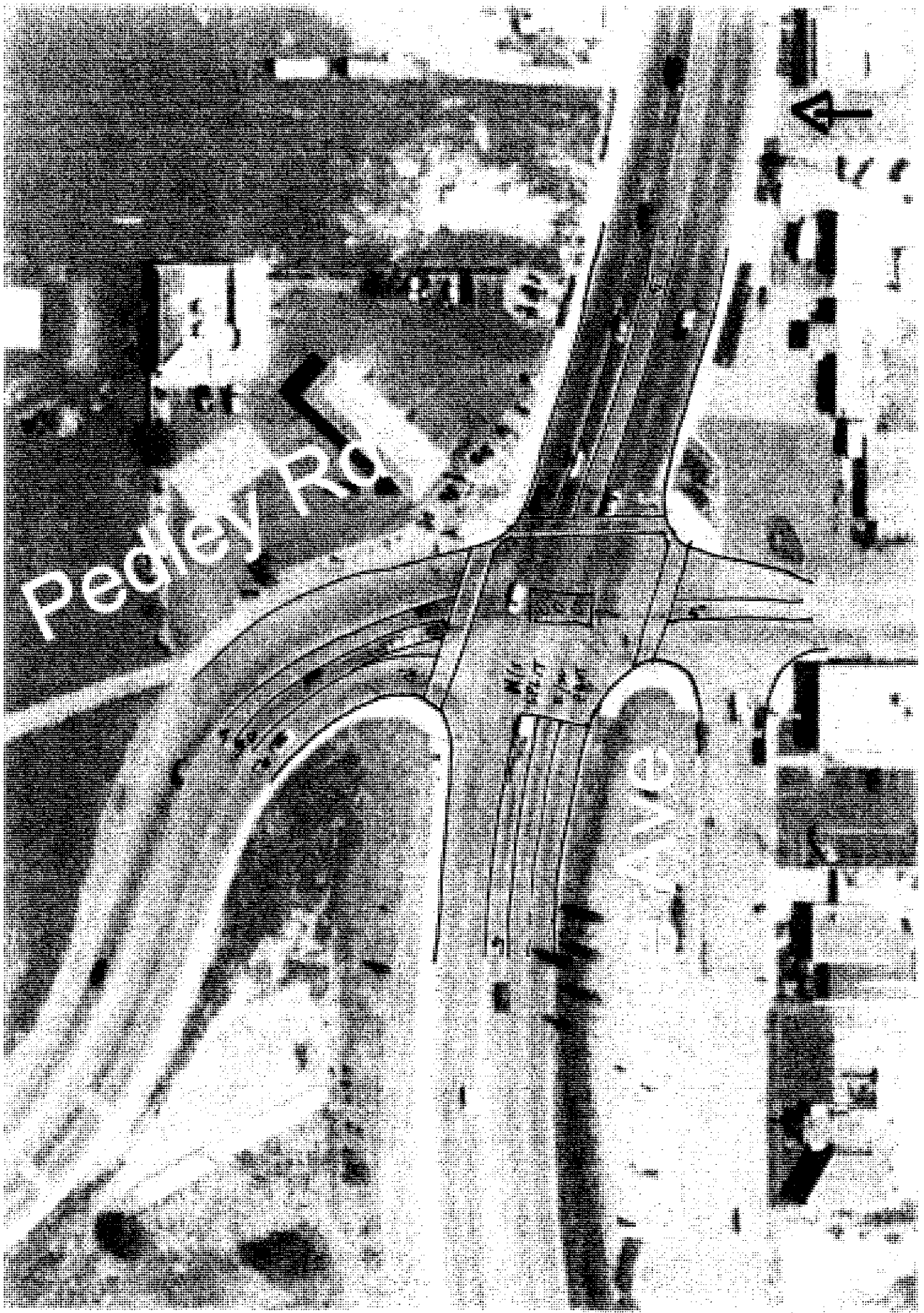
Start Time	Pedley Road Southbound			58th Street Westbound			Pedley Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	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



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	76	4	80
+15 mins.	4	81	85	5	1	6	69	3	72
+30 mins.	4	85	89	7	1	8	111	4	115
+45 mins.	5	93	98	3	3	6	87	6	93
Total Volume	13	344	357	22	7	29	343	17	360
% App. Total	3.6	96.4		75.9	24.1		95.3	4.7	
PHF	.650	.925	.911	.786	.583	.806	.773	.708	.783



pedley row



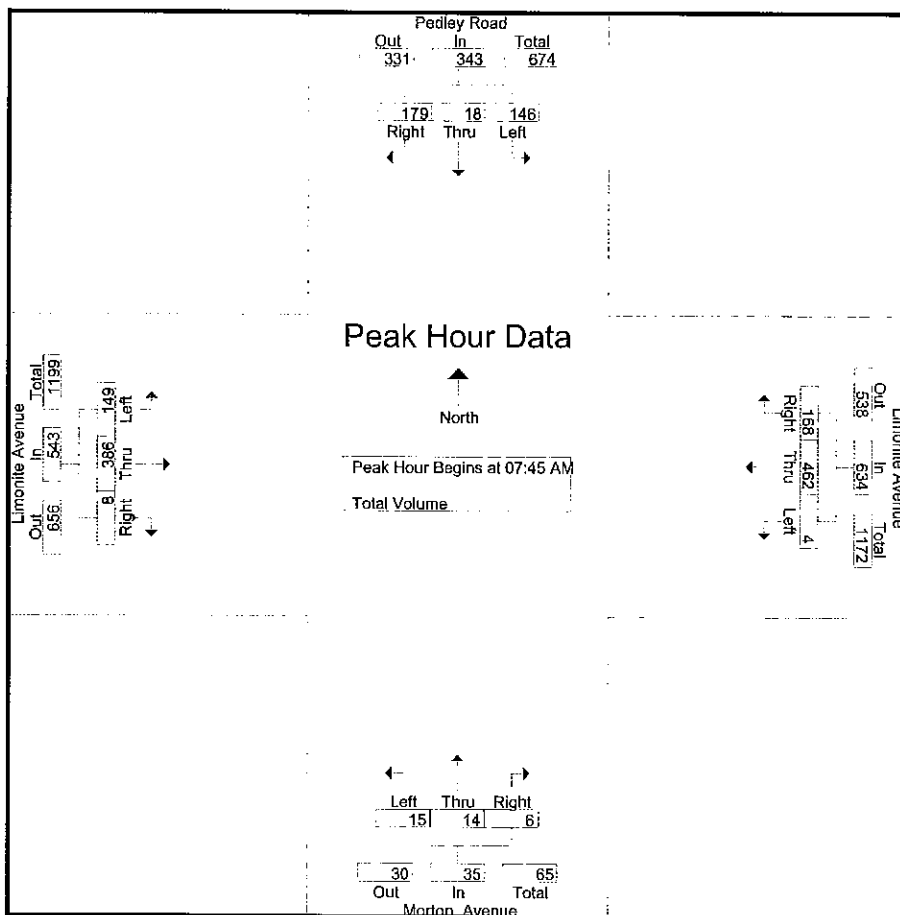
County of Riverside
 N/S: Pedley Road
 E/W: Limonite Avenue
 Weather: Sunny

File Name : CRVPELIAM
 Site Code : 9254137
 Start Date : 9/23/2009
 Page No : 1

Groups Printed- Total Volume

Start Time	Pedley Road Southbound				Limonite Avenue Westbound				Morton Avenue Northbound				Limonite Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	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	

Start Time	Pedley Road Southbound				Limonite Avenue Westbound				Morton Avenue Northbound				Limonite Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 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. Total	42.6	5.2	52.2		0.6	72.9	26.5		42.9	40	17.1		27.4	71.1	1.5		
PHF	.961	.750	.877	.922	.500	.909	.792	.901	.750	.500	.500	.875	.847	.946	.667	.956	.950



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

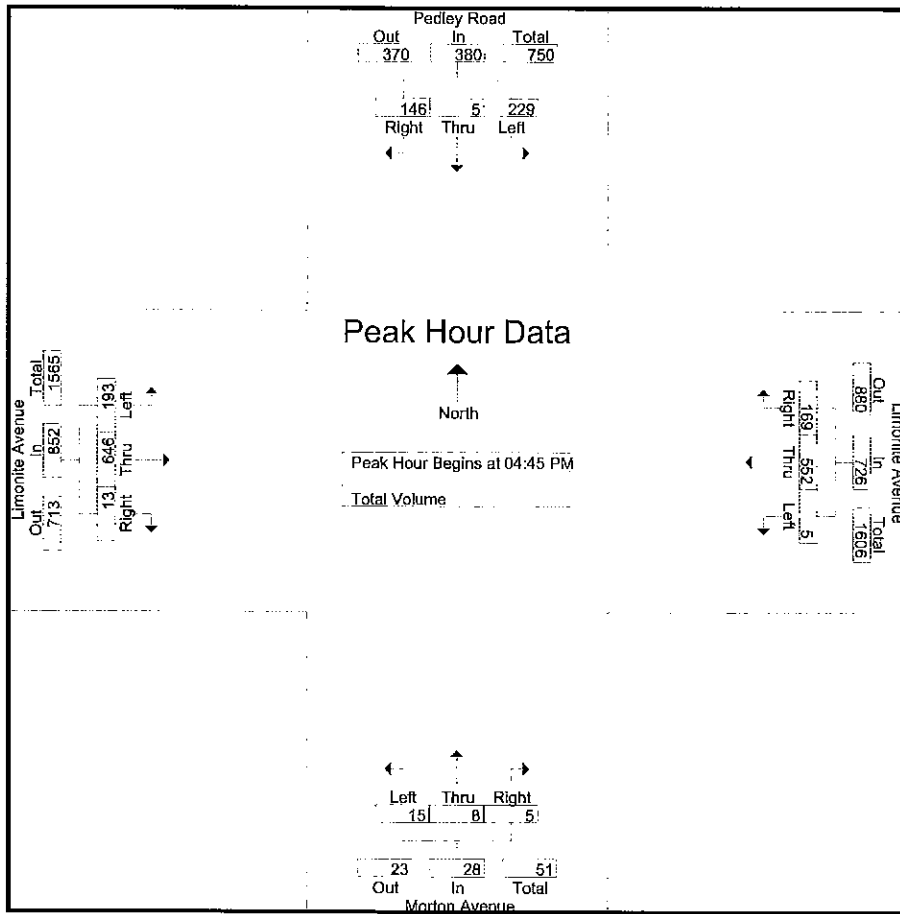
County of Riverside
 N/S: Pedley Road
 E/W: Limonite Avenue
 Weather: Sunny

File Name : CRVPELIPM
 Site Code : 9254137
 Start Date : 9/23/2009
 Page No : 1

Groups Printed- Total Volume

Start Time	Pedley Road Southbound				Limonite Avenue Westbound				Morton Avenue Northbound				Limonite 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	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	

Start Time	Pedley Road Southbound				Limonite Avenue Westbound				Morton Avenue Northbound				Limonite Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	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



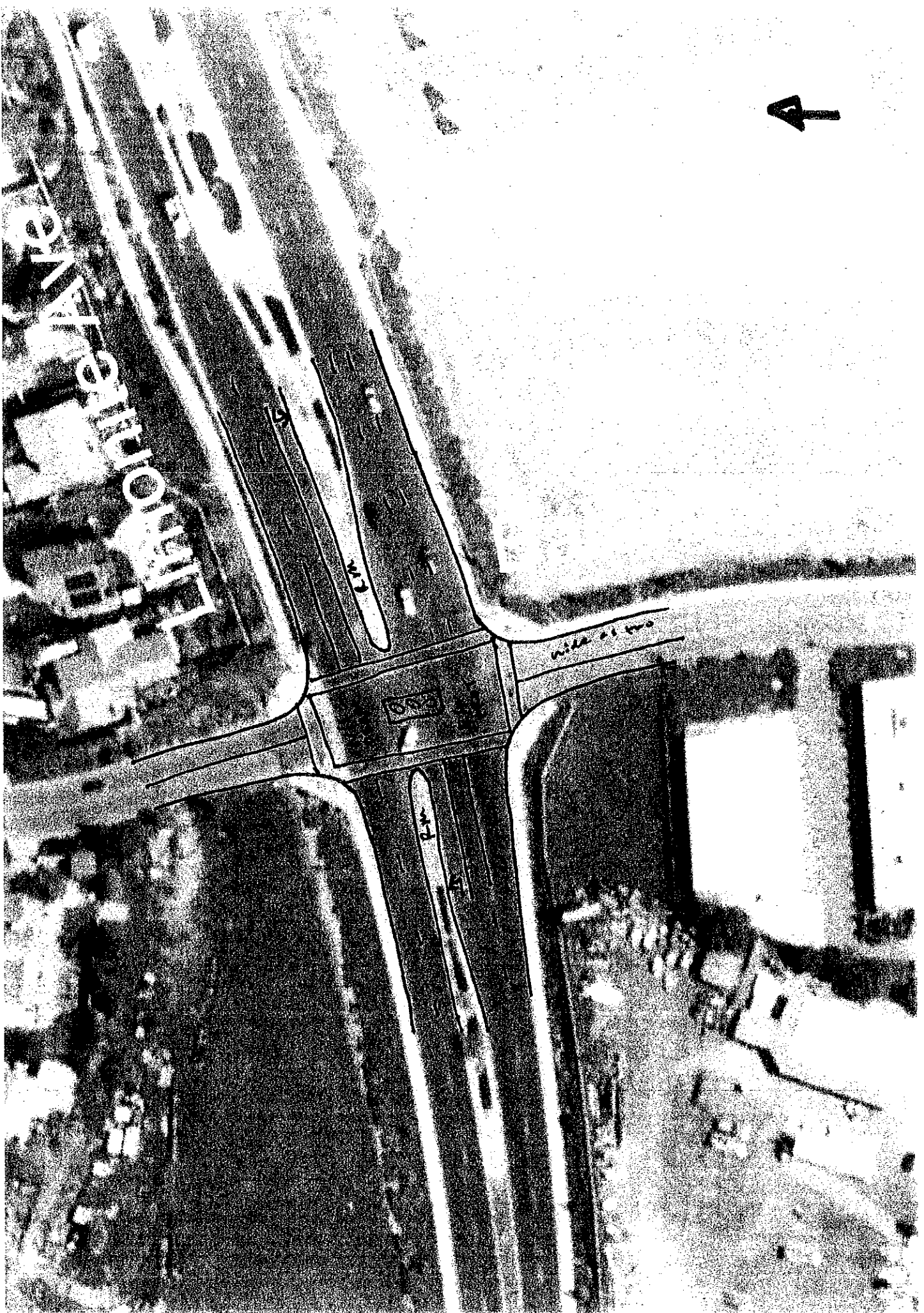
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

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



L'IMPASSE

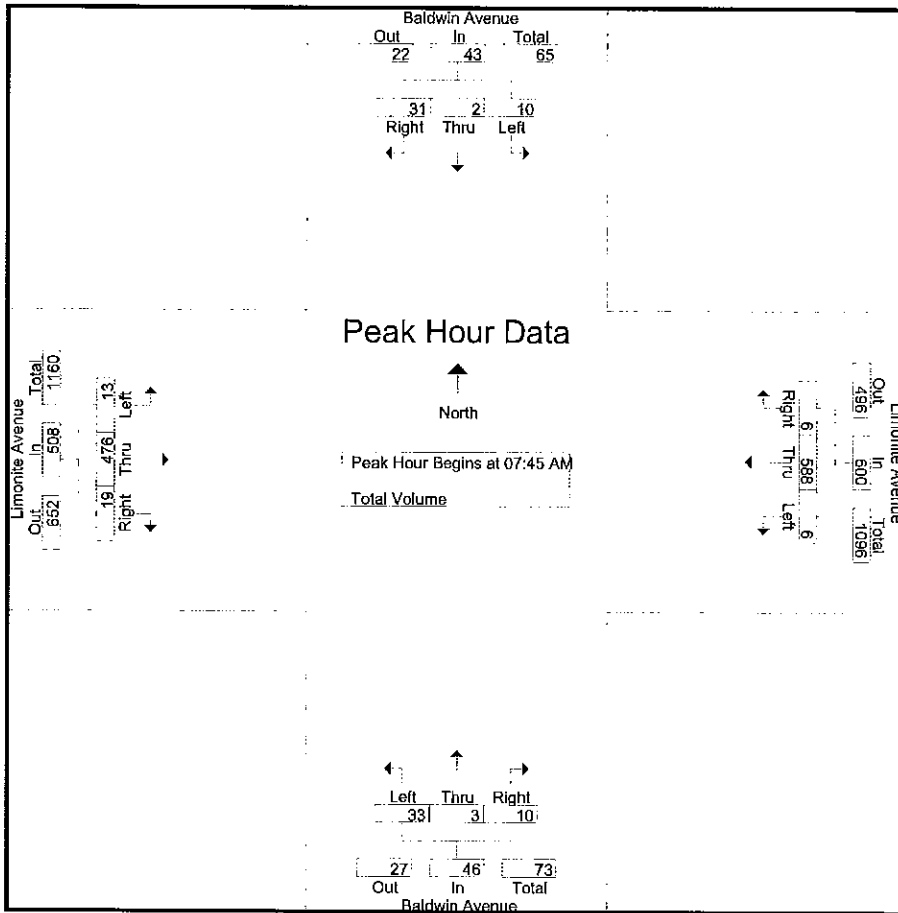


County of Riverside
 N/S: Baldwin Avenue
 E/W: Limonite Avenue
 Weather: Sunny

File Name : CRVBALIAM
 Site Code : 9254139
 Start Date : 9/23/2009
 Page No : 1

Groups Printed- Total Volume																	
Start Time	Baldwin Avenue Southbound				Limonite Avenue Westbound				Baldwin Avenue Northbound				Limonite Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	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
Approch %	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	

Start Time	Baldwin Avenue Southbound				Limonite Avenue Westbound				Baldwin Avenue Northbound				Limonite Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 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 Volume	10	2	31	43	6	588	6	600	33	3	10	46	13	476	19	508	1197
% App. Total	23.3	4.7	72.1		1	98	1		71.7	6.5	21.7		2.6	93.7	3.7		
PHF	.625	.500	.775	.896	.375	.942	.500	.938	.825	.250	.625	.821	.813	.944	.594	.941	.978



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

	07:00 AM			07:30 AM			07:45 AM			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

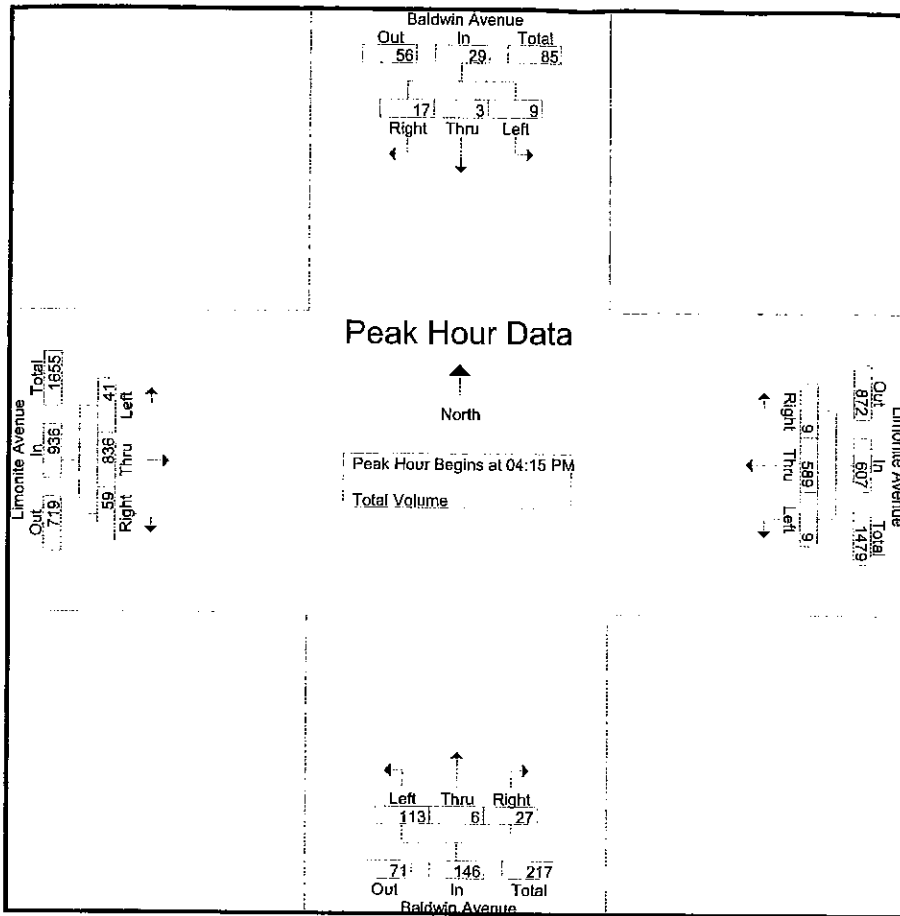
County of Riverside
 N/S: Baldwin Avenue
 E/W: Limonite Avenue
 Weather: Sunny

File Name : CRVBALIPM
 Site Code : 92540139
 Start Date : 9/23/2009
 Page No : 1

Groups Printed- Total Volume

Start Time	Baldwin Avenue Southbound				Limonite Avenue Westbound				Baldwin Avenue Northbound				Limonite 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	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
Approch %	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	

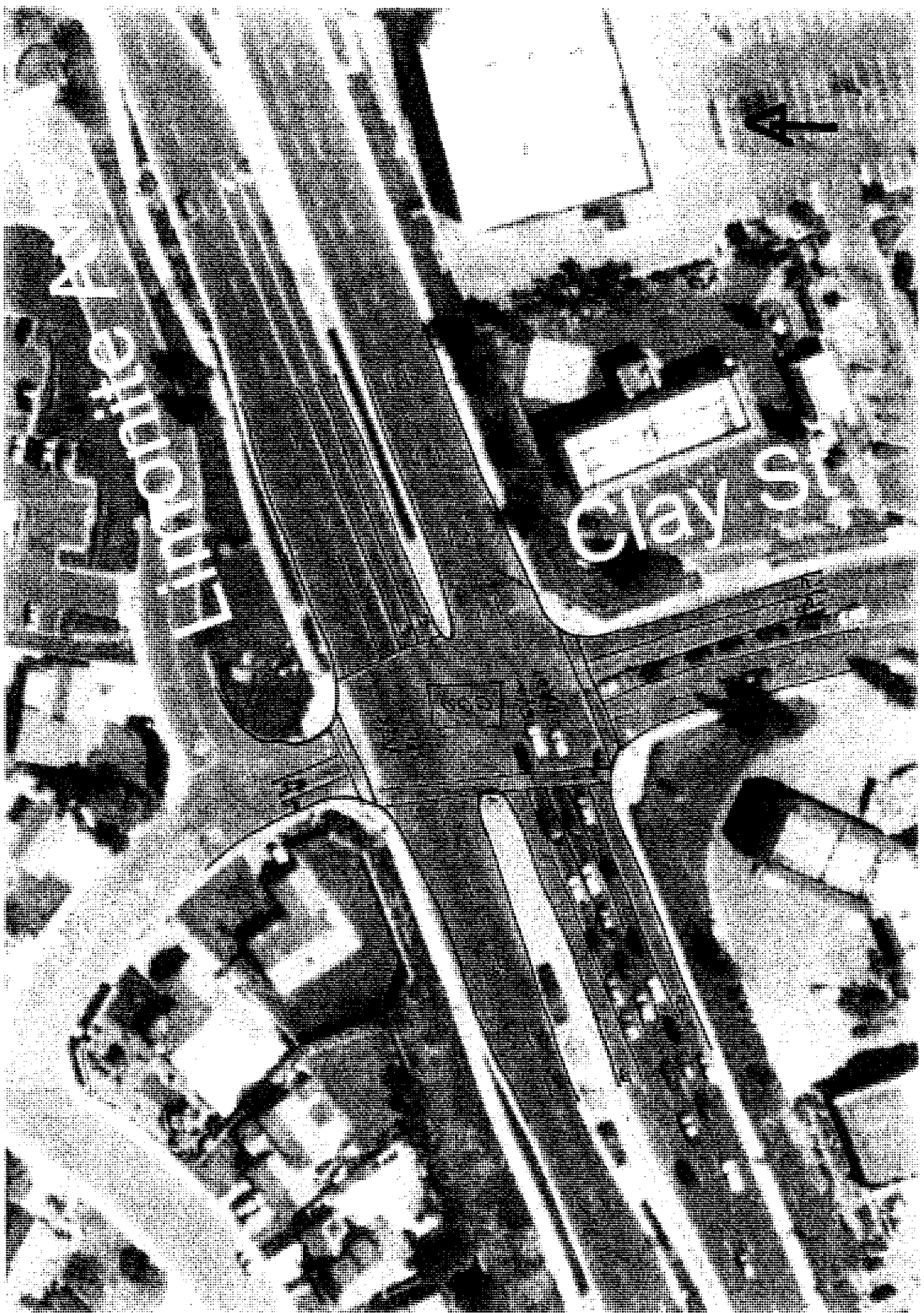
Start Time	Baldwin Avenue Southbound				Limonite Avenue Westbound				Baldwin Avenue Northbound				Limonite Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak I 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 Volume	9	3	17	29	9	589	9	607	113	6	27	146	41	836	59	936	1718
% App. Total	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



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



Limonite

Clay St



1000

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

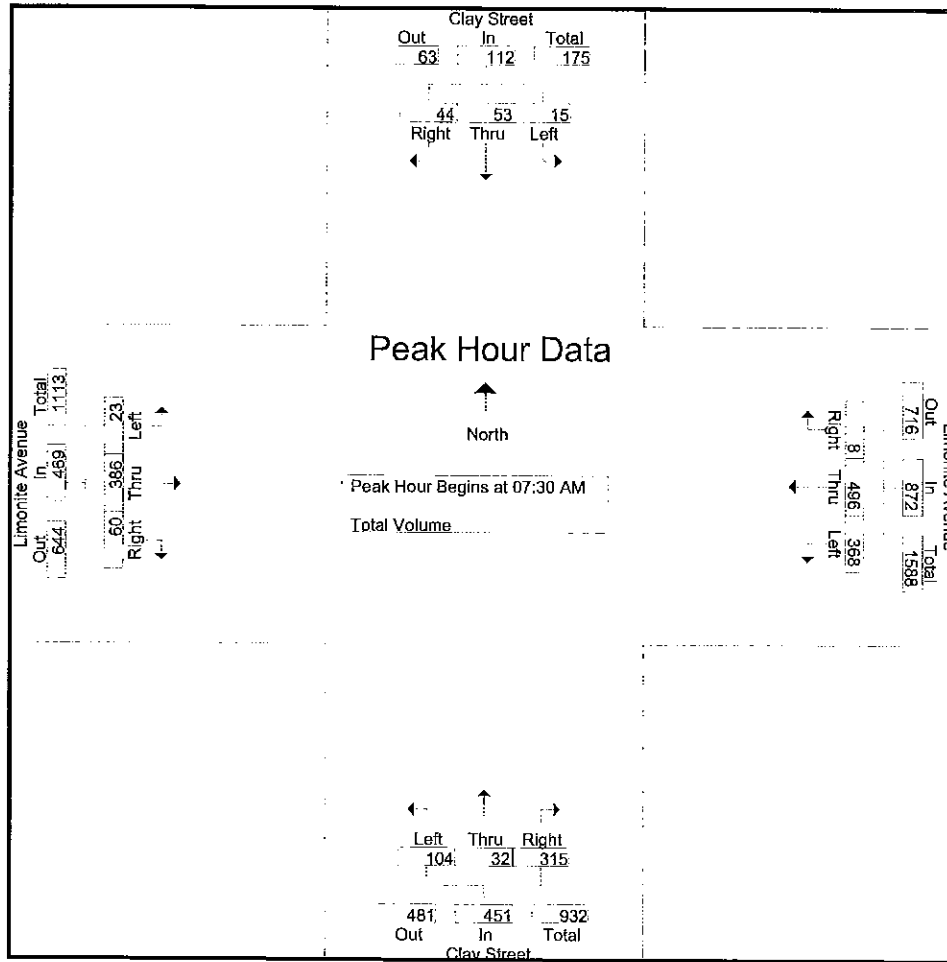
Groups Printed- Total Volume

Start Time	Clay Street Southbound				Limonite Avenue Westbound				Clay Street Northbound				Limonite Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	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	

Start Time	Clay Street Southbound				Limonite Avenue Westbound				Clay Street Northbound				Limonite Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 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

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

		Clay St					
4+ Axle Trucks	0	0	0	0	0	0	
3 Axle Trucks	0	0	0	0	0	0	
2 Axle Trucks	0	0	0	0	0	0	
Passenger Cars	45	54	15	114	64	178	
Total in PCE	45	54	15	114	64	178	
		↙	↓	↘	In	Out	Total

		Limonite Ave					
4+ Axle Trucks	0	0	0	0	0	0	
3 Axle Trucks	0	0	0	0	0	0	
2 Axle Trucks	0	0	0	0	0	0	
Passenger Cars	1135	1135	478	478	23	23	
Total in PCE	1135	1135	478	478	23	23	
					↙	→	↘

		Limonite Ave					
4+ Axle Trucks	0	0	0	0	0	0	
3 Axle Trucks	0	0	0	0	0	0	
2 Axle Trucks	0	0	0	0	0	0	
Passenger Cars	8	8	506	506	375	375	
Total in PCE	8	8	506	506	375	375	
		↙	←	↘	In	Out	Total

		Clay St					
4+ Axle Trucks	0	0	0	0	0	0	
3 Axle Trucks	0	0	0	0	0	0	
2 Axle Trucks	0	0	0	0	0	0	
Passenger Cars	106	33	321	106	33	321	
Total in PCE	106	33	321	106	33	321	
		↙	↑	↘	In	Out	Total

		Limonite Ave					
4+ Axle Trucks	0	0	0	0	0	0	
3 Axle Trucks	0	0	0	0	0	0	
2 Axle Trucks	0	0	0	0	0	0	
Passenger Cars	889	889	730	730	0	0	
Total in PCE	889	889	730	730	0	0	
					In	Out	Total

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

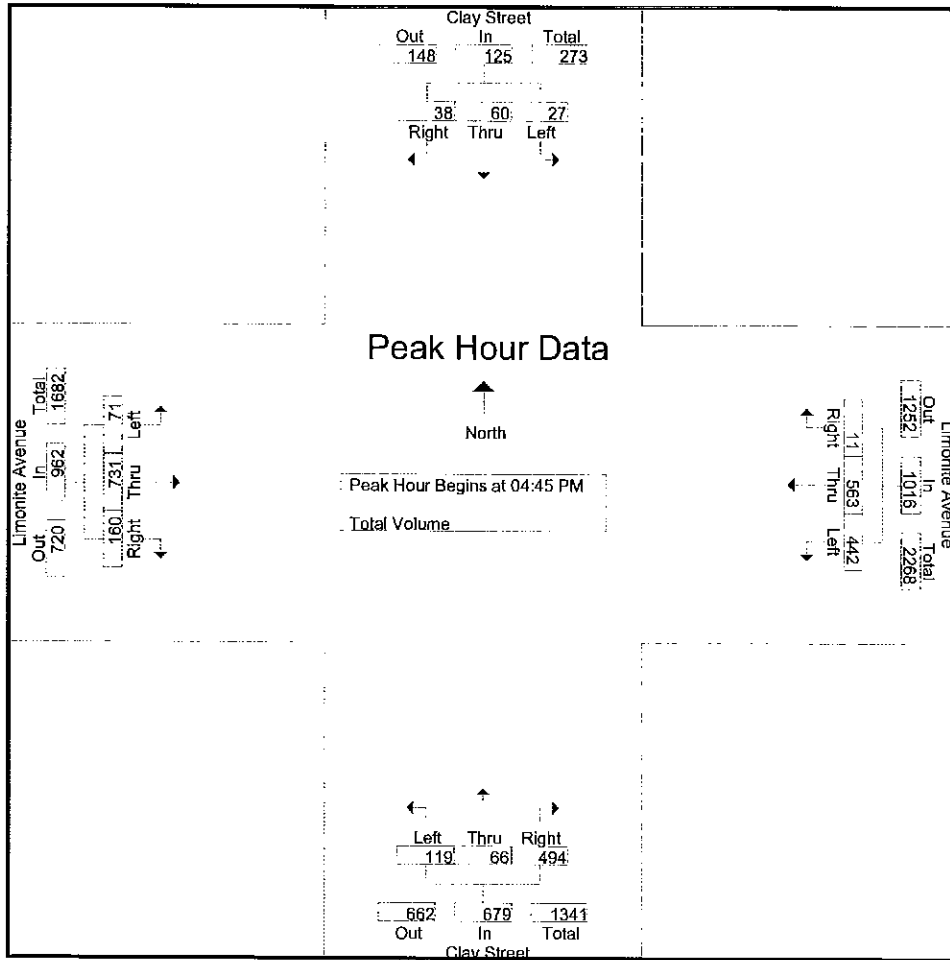
Groups Printed- Total Volume

Start Time	Clay Street Southbound				Limonite Avenue Westbound				Clay Street Northbound				Limonite 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	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	

Start Time	Clay Street Southbound				Limonite Avenue Westbound				Clay Street Northbound				Limonite Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	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

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

Clay St											
4+ Axle Trucks	0	0	0	0	0	0					
3 Axle Trucks	0	0	0	0	0	0					
2 Axle Trucks	0	0	0	0	0	0					
Passenger Cars	39	61	28	128	150	278					
Total in PCE	39	61	28	128	150	278					
	↙	↓	↘	In	Out	Total					

Limonite Ave						
4+ Axle Trucks	0	0	0	1715	1715	Total
3 Axle Trucks	0	0	0	734	734	Out
2 Axle Trucks	0	0	0	981	981	In
Passenger Cars	0	0	0	72	72	↘
Total in PCE	0	0	0	746	746	→
	0	0	0	163	163	↙

Limonite Ave						
↙	11	11	0	0	0	
←	574	574	0	0	0	
↘	451	451	0	0	0	
In	1036	1036	0	0	0	
Out	1278	1278	0	0	0	
Total	2314	2314	0	0	0	

Clay St						
Total	1367	675	692	121	67	504
Total in PCE	1367	675	692	121	67	504
Passenger Cars	0	0	0	0	0	0
2 Axle Trucks	0	0	0	0	0	0
3 Axle Trucks	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0

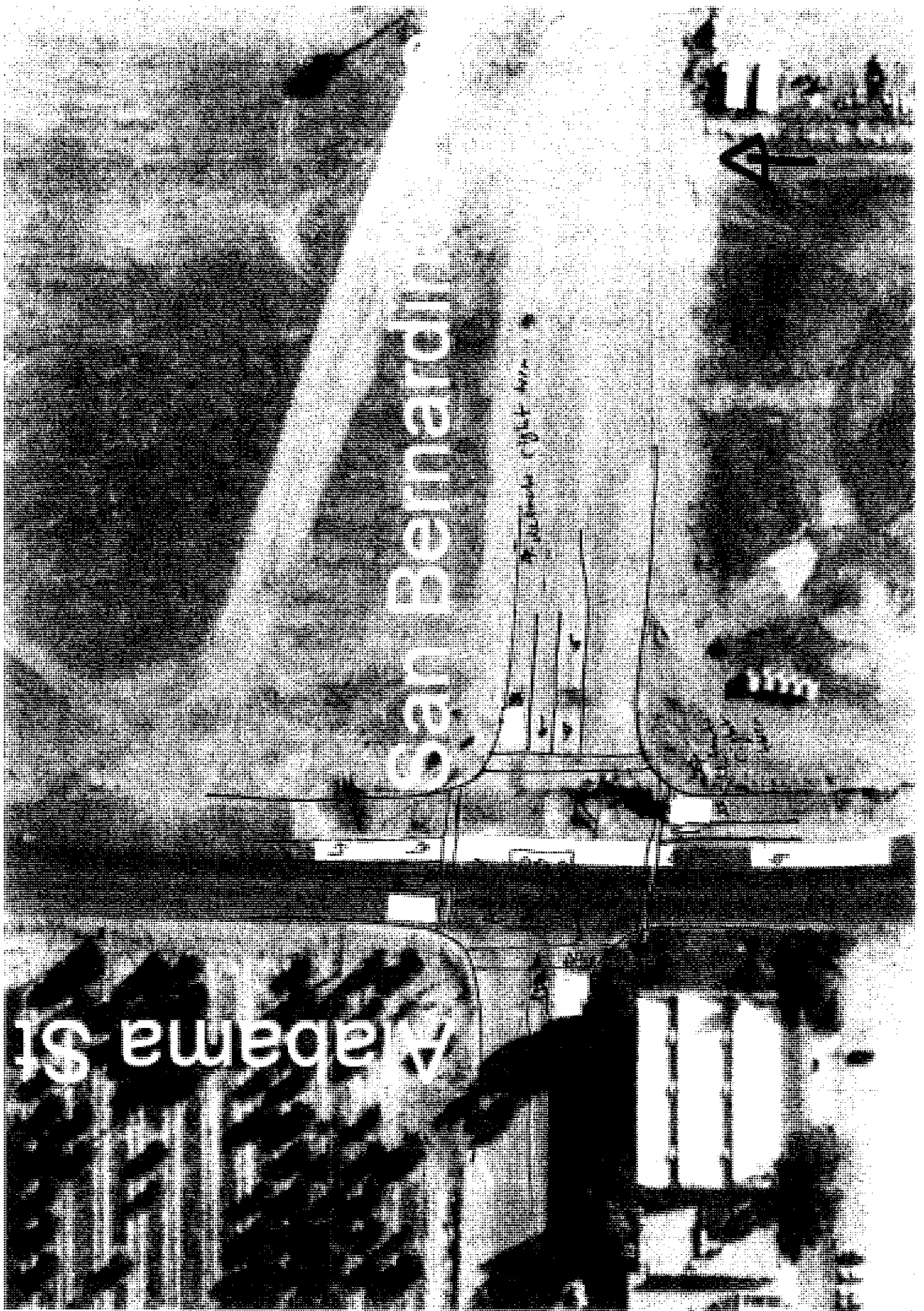
- PCE Factors**
 Passenger Cars = 1 PCE
 2 Axle Trucks = 1 PCE
 3 Axle Trucks = 1 PCE
 4+ Axle Trucks = 1 PCE

Ambient Growth of 2% for 1 year

Alabama St

San Bernardino

11-1
A

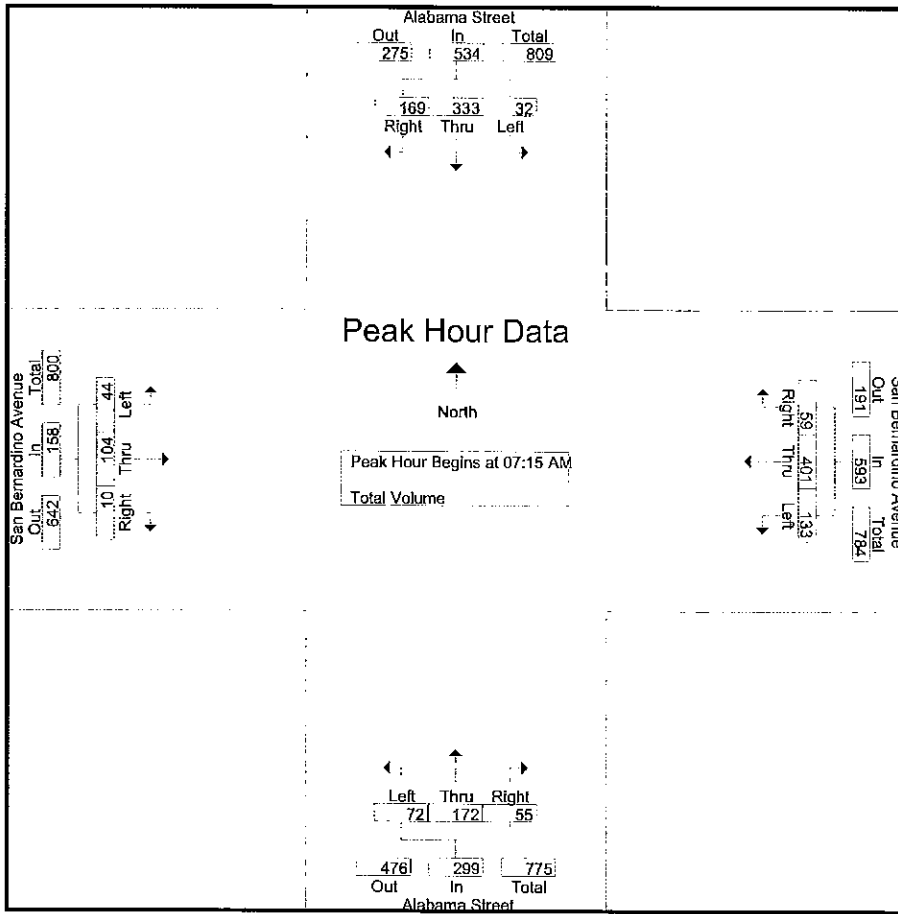


County of San Bernardino
N/S: Alabama Street
E/W: San Bernardino Avenue
Weather: Sunny

File Name : SBCALSBAM
Site Code : 9254001
Start Date : 9/23/2009
Page No : 1

Start Time	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
	07:00 AM	6	32	23	61	27	65	13	105	12	37	4	53	7	13	3	
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
Apprch %	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	

Start Time	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
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



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

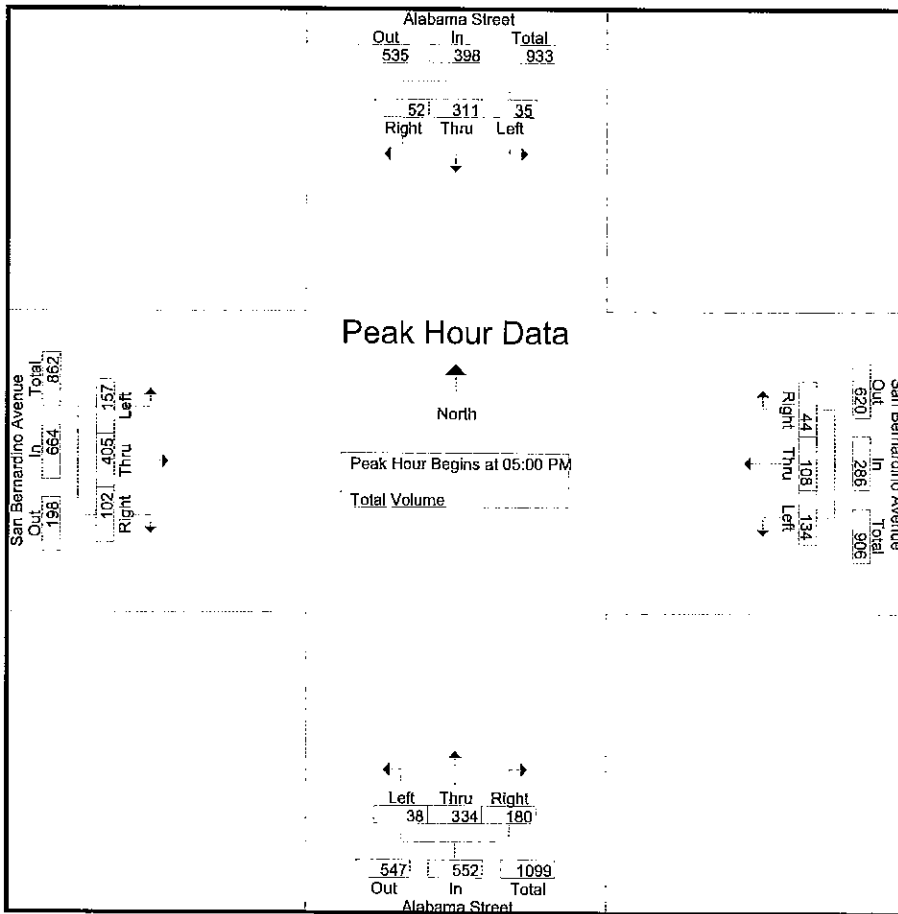
County of San Bernardino
N/S: Alabama Street
E/W: San Bernardino Avenue
Weather: Sunny

File Name : SBCALSBPM
Site Code : 9254001
Start Date : 9/23/2009
Page No : 1

Groups Printed- Total Volume

Start Time	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino 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	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	

Start Time	Alabama Street Southbound				San Bernardino Avenue Westbound				Alabama Street Northbound				San Bernardino Avenue 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 05:00 PM																	
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



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	.823	.822

SR-210

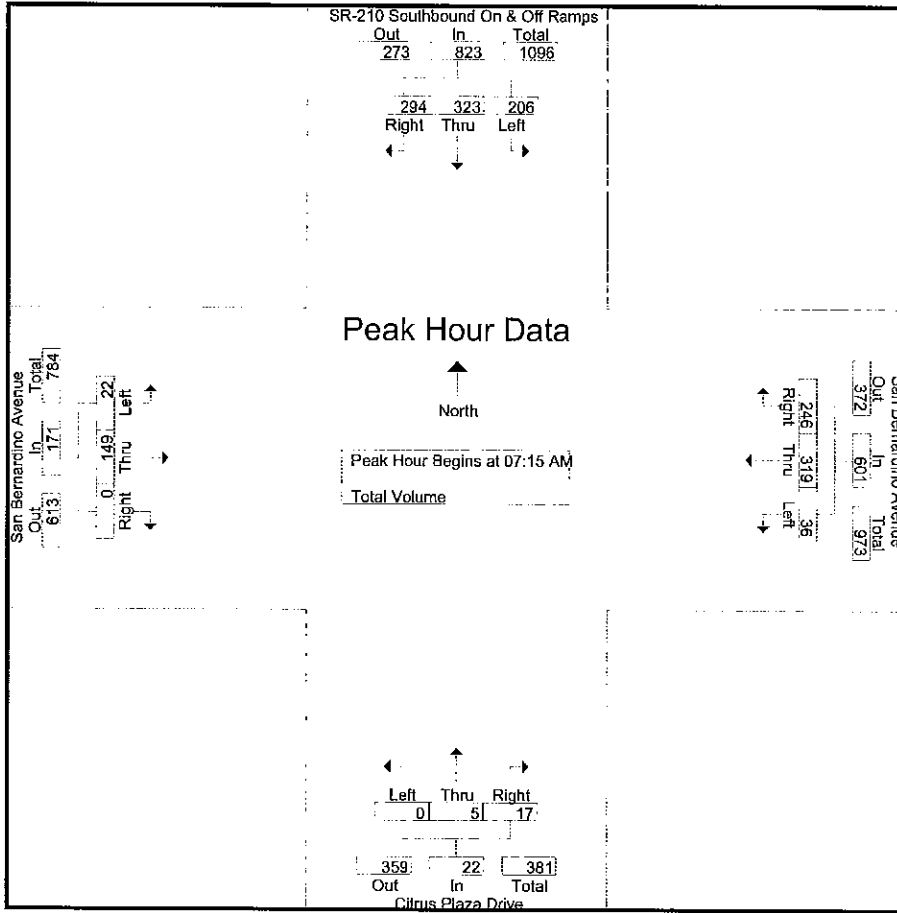
San Bernardino Ave



Groups Printed- Total Volume

Start Time	SR-210 Southbound On & Off Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	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
Apprch %	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	

Start Time	SR-210 Southbound On & Off Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 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



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

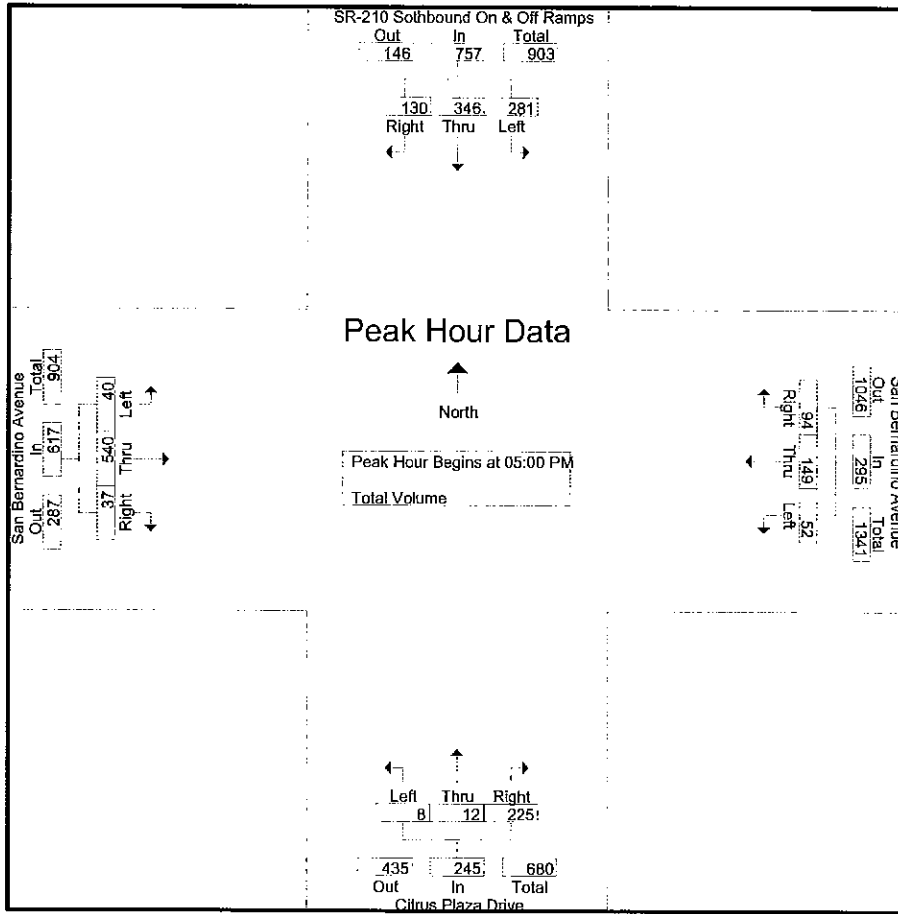
County of San Bernardino
 N/S: SR-210 Southbound Ramps
 E/W: San Bernardino Avenue
 Weather: Sunny

File Name : SBC210SSBPM
 Site Code : 9254033
 Start Date : 9/23/2009
 Page No : 1

Groups Printed- Total Volume

Start Time	SR-210 Sothbound On & Off Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino 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	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
Apprch %	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	

Start Time	SR-210 Sothbound On & Off Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for 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



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

SR-270

San Bernardino Ave

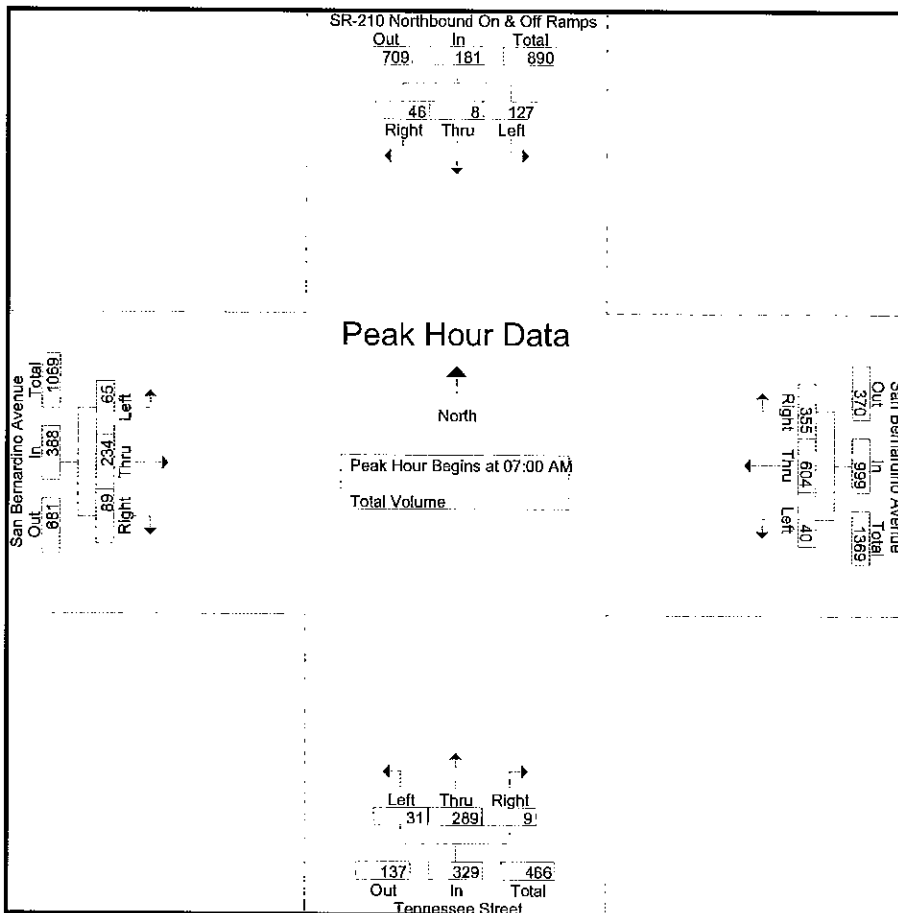
City of Redlands
 N/S: SR-210 Nothbound Ramps
 E/W: San Bernardino Avenue
 Weather: Sunny

File Name : RED210NSBAM
 Site Code : 9254092
 Start Date : 9/23/2009
 Page No : 1

Groups Printed- Total Volume

Start Time	SR-210 Northbound On & Off Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	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	

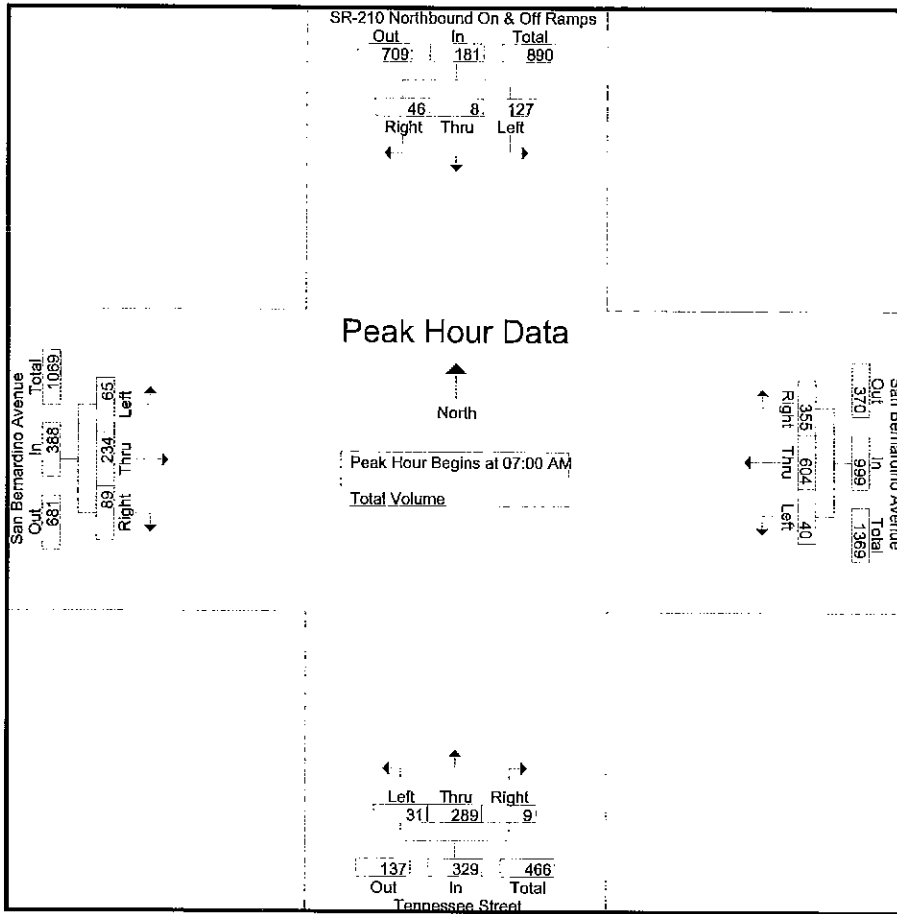
Start Time	SR-210 Northbound On & Off Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	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



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				07:00 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



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 PHF	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

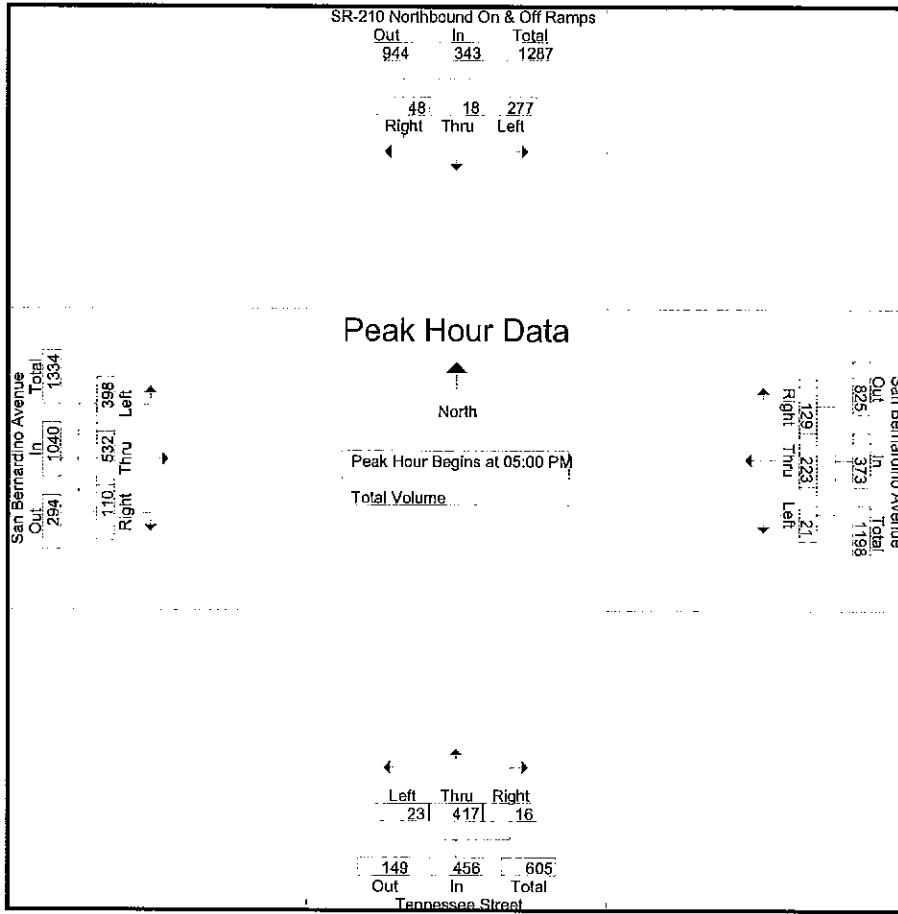
City of Redlands
 N/S: SR-210 Northbound Ramps
 E/W: San Bernardino Avenue
 Weather: Sunny

File Name : RED210NSBPM
 Site Code : 9254092
 Start Date : 9/23/2009
 Page No : 1

Groups Printed- Total Volume

Start Time	SR-210 Northbound On & Off Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino 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	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	

Start Time	SR-210 Northbound On & Off Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue 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 05:00 PM																	
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



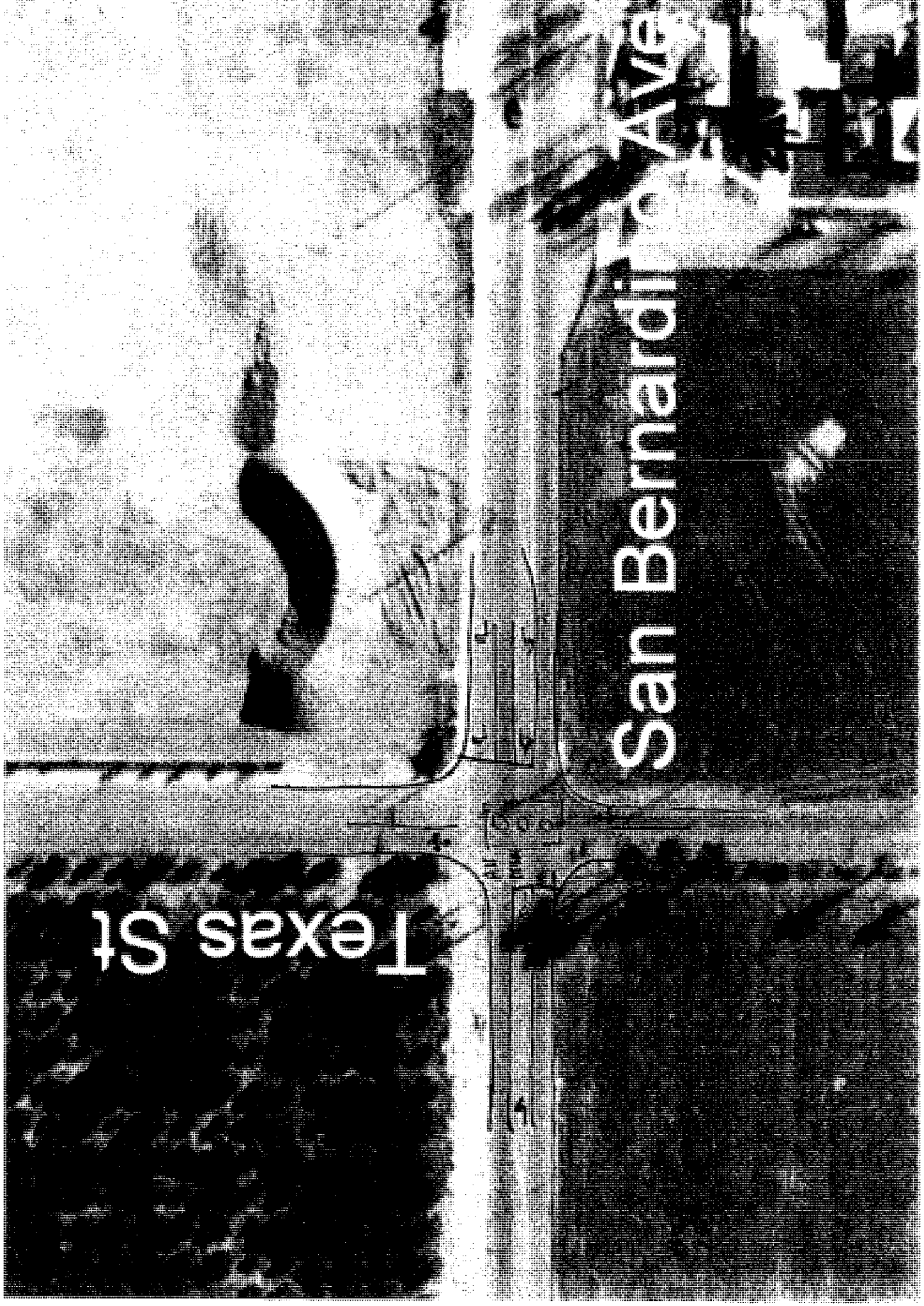
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			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

Texas St

San Bernardino Ave



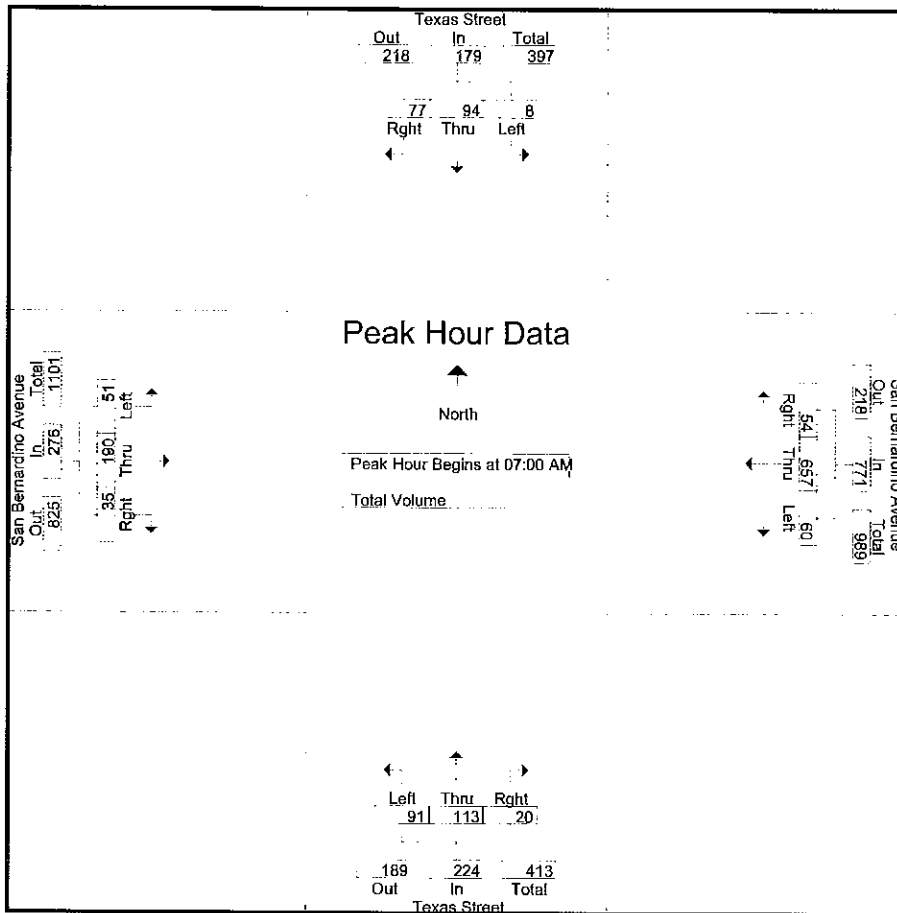
City of Redlands
 N/S: Texas Street
 E/W: San Bernardino Avenue
 Weather: Sunny

File Name : REDTESBAM
 Site Code : 9254009
 Start Date : 9/23/2009
 Page No : 1

Groups Printed- Total Volume

Start Time	Texas Street Southbound				San Bernardino Avenue Westbound				Texas Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	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	

Start Time	Texas Street Southbound				San Bernardino Avenue Westbound				Texas Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	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



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

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

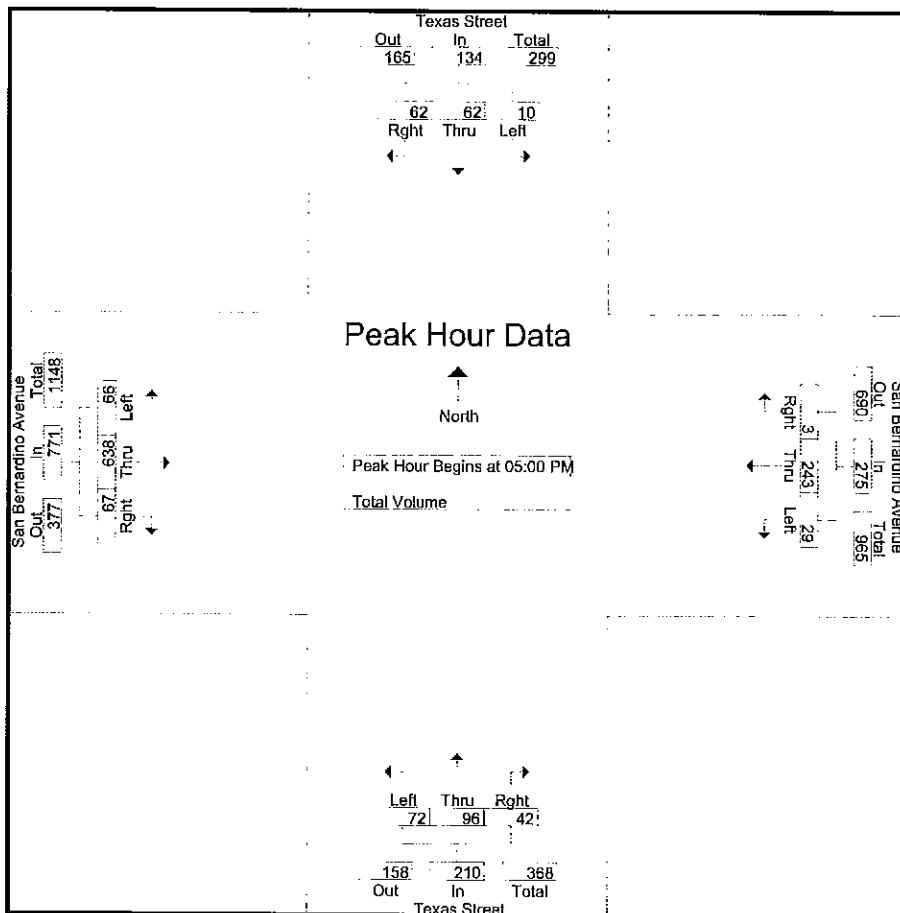
Groups Printed- Total Volume

Start Time	Texas Street Southbound				San Bernardino Avenue Westbound				Texas Street Northbound				San Bernardino 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	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	Texas Street Southbound				San Bernardino Avenue Westbound				Texas Street Northbound				San Bernardino Avenue 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 05:00 PM																	
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 Volume	10	62	62	134	29	243	3	275	72	96	42	210	66	638	67	771	1390
% App. Total	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

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:

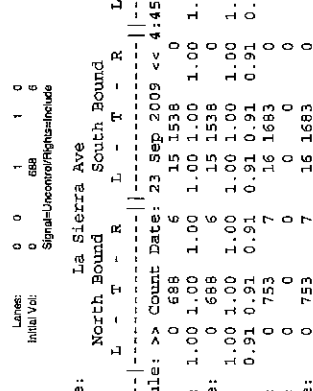
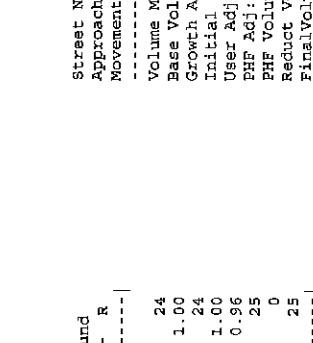
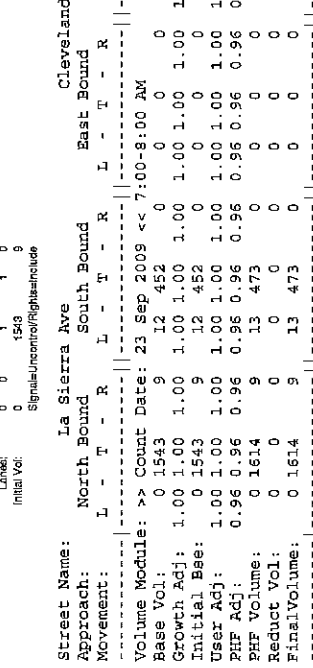
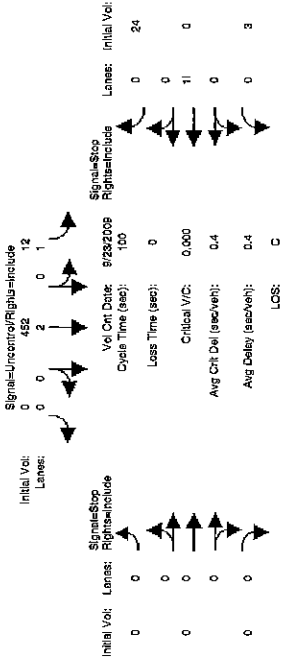
	05:00 PM			05:00 PM				04:45 PM				05:00 PM				
+0 mins.	3	19	19	41	6	63	1	70	11	25	12	48	16	137	12	165
+15 mins.	2	19	19	40	3	44	1	48	19	29	13	61	23	183	19	225
+30 mins.	5	10	10	25	11	59	0	70	23	23	13	59	13	165	17	195
+45 mins.	0	14	14	28	9	77	1	87	17	24	14	55	14	153	19	186
Total Volume	10	62	62	134	29	243	3	275	70	101	52	223	66	638	67	771
% App. Total	7.5	46.3	46.3	10.5	88.4	1.1		31.4	45.3	23.3		8.6	82.7	8.7		
PHF	.500	.816	.816	.817	.659	.789	.750	.790	.761	.871	.929	.914	.717	.872	.882	.857

APPENDIX B

**Existing
Level of Service Calculations**

Level of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
E AM

Intersection #1: La Sierra Ave / Cleveland Ave



Street Name: La Sierra Ave Cleveland Ave
 Approach: North 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 << 7:00-8:00 AM		
Base Vol:	0 1543 9 12 452 0 0	0 0 0 0 3 0 24
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 Base:	0 1543 9 12 452 0	0 0 0 0 3 0 24
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:	0.96 0.96 0.96 0.96 0.96 0.96	0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume:	0 1614 9 13 473 0	0 0 0 0 3 0 25
Reduct Vol:	0 0 0 0 0 0 0	0 0 0 0 0 0 0
Final Volume:	0 1614 9 13 473 0	0 0 0 0 3 0 25

Critical Gap Module:
 Critical Gap: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 FollowUpTime: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Capacity Module:		
Conflict Vol:	1623 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx	1880 2117 812
Potent Cap:	397 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx	63 50 322
Move Cap:	397 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx	61 48 322
Volume/Cap:	0.03 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx	0.05 0.00 0.08

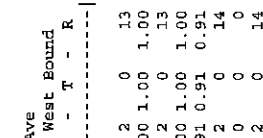
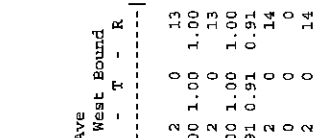
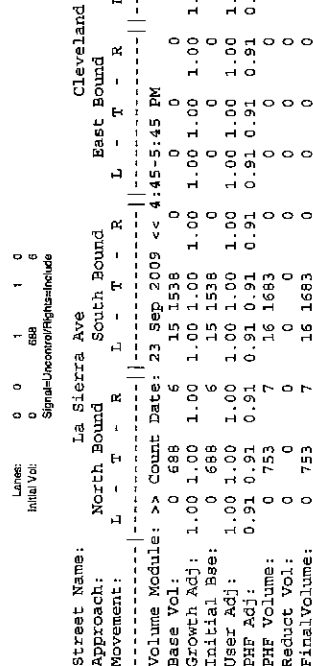
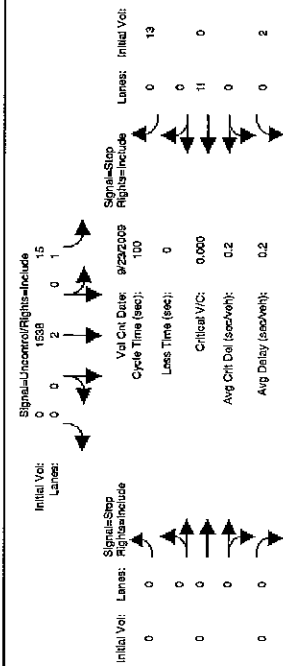
Level of Service Module:
 Control Del: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 LOS by Move: * * * * * B * * * * *

Movement:		
LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap:	xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx	xxxxx 219 xxxxxx
Shared Queue:	xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx	xxxxx 0.4 xxxxxx
Shrd ConfDel:	xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx	xxxxx 23.9 xxxxxx
Shared LOS:	* * * * *	* * * * * C
ApproachDel:	xxxxxxx	xxxxxxx 23.9
ApproachLOS:	* * * * *	* * * * * C

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

Level of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
E PM

Intersection #1: La Sierra Ave / Cleveland Ave



Street Name: La Sierra Ave Cleveland Ave
 Approach: North 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 << 4:45-5:45 PM		
Base Vol:	0 688 6 15 1538 0 0	0 0 0 0 2 0 13
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 Base:	0 688 6 15 1538 0	0 0 0 0 2 0 13
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:	0 753 7 16 1683 0	0 0 0 0 2 0 14
Reduct Vol:	0 0 0 0 0 0 0	0 0 0 0 0 0 0
Final Volume:	0 753 7 16 1683 0	0 0 0 0 2 0 14

Critical Gap Module:
 Critical Gap: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 FollowUpTime: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Capacity Module:		
Conflict Vol:	759 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx	1630 2472 360
Potent Cap:	848 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx	92 30 618
Move Cap:	848 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx	91 29 618
Volume/Cap:	0.02 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx	0.02 0.00 0.02

Level of Service Module:
 Control Del: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 LOS by Move: * * * * * A * * * * *

Movement:		
LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap:	xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx	xxxxx 349 xxxxxx
Shared Queue:	xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx	xxxxx 0.1 xxxxxx
Shrd ConfDel:	xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx	xxxxx 15.8 xxxxxx
Shared LOS:	* * * * *	* * * * * C
ApproachDel:	xxxxxxx	xxxxxxx 15.8
ApproachLOS:	* * * * *	* * * * * C

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

Riverside-Corona Road Realignment Project
W. of CA 52
Existing Condition

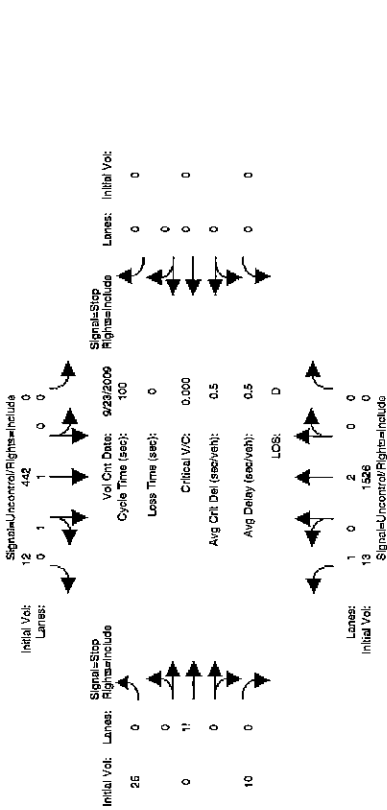
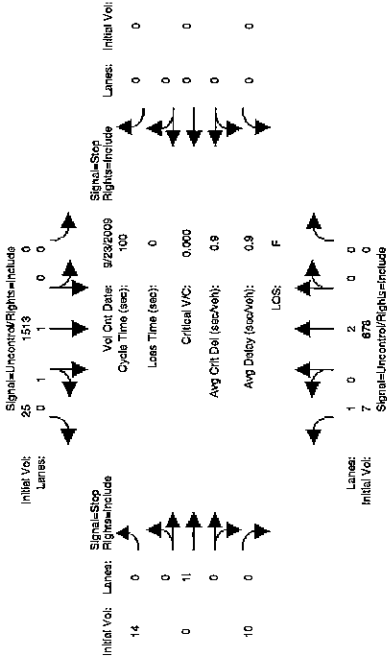
Riverside-Corona Road Realignment Project
W. of CA 52
Existing Condition

Level of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
E PM

Level of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
E AM

Intersection #2: La Sierra Ave / Dufferin Ave

Intersection #2: La Sierra Ave / Dufferin Ave



Street Name: La Sierra Ave Dufferin Ave
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 << 4:45-5:45 PM
Base Vol: 7 678 0 0 1513 25 14 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 1.00
Initial Bse: 7 678 0 0 1513 25 14 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 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 0.92 0.92
PHF Volume: 8 738 0 0 1646 27 15 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Volume: 8 738 0 0 1646 27 15 0 0 0 0 0 0

Critical Gap Module:
Critical Gap: 4.1 xxxxx
FollowUpTim: 2.2 xxxxx

Capacity Module:
Conflict Vol: 1674 xxxxx
Potent Cap.: 379 xxxxx
Move Cap.: 379 xxxxx
Volume/Cap: 0.02 xxxxx

Level of Service Module:
2Way95thQ: 0.1 xxxxx
Control Del: 14.7 xxxxx
LOS by Move: B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxxxx
ApproachLOS: * * * * *

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

Street Name: La Sierra Ave Dufferin Ave
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 << 7:00-8:00 AM
Base Vol: 13 1526 0 0 442 12 25 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 1526 0 0 442 12 25 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: 0.95 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 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Volume: 14 1601 0 0 464 13 26 0 0 0 0 0 0

Critical Gap Module:
Critical Gap: 4.1 xxxxx
FollowUpTim: 2.2 xxxxx

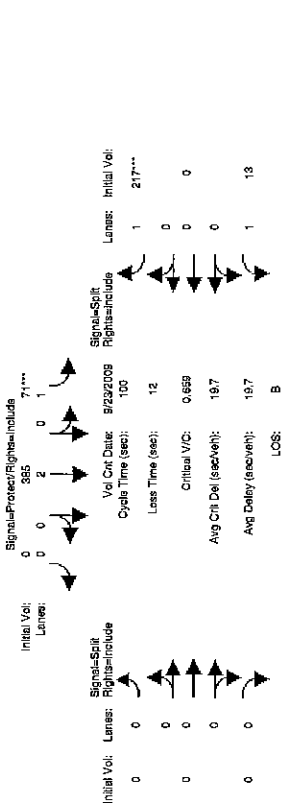
Capacity Module:
Conflict Vol: 476 xxxxx
Potent Cap.: 1082 xxxxx
Move Cap.: 1082 xxxxx
Volume/Cap: 0.01 xxxxx

Level of Service Module:
2Way95thQ: 0.0 xxxxx
Control Del: 8.4 xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxxxx
ApproachLOS: * * * * *

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

Riverside-Corona Freeway Alignment Project
 Existing Condition
 Level of Service Computation Report
 2000 HCM Operations (Base Volume Alternative)
 E AM

Intersection #3: La Sierra Ave / McAllister Pkwy



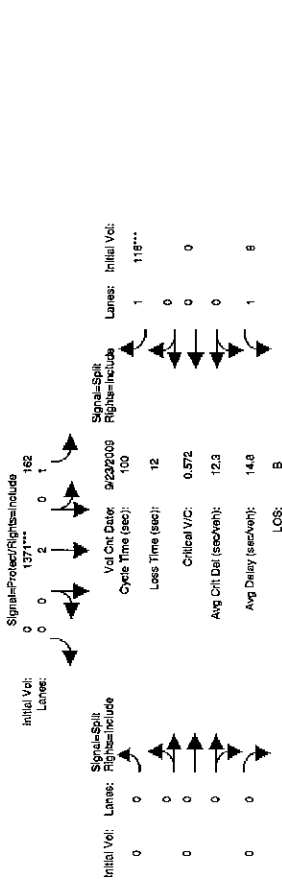
Street Name: La Sierra Ave South Bound McAllister Pkwy West Bound
 Approach: North Bound East Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7
 Volume Module: >> Count Date: 23 Sep 2009 << 7:00-8:00 AM
 Base Vol: 0 1327 8 71 385 0 0 0 0 13 0 217
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 1327 8 71 385 0 0 0 0 13 0 217
 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: 0 1392 8 75 404 0 0 0 0 14 0 228
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 1392 8 75 404 0 0 0 0 14 0 228
 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: 0 1392 8 75 404 0 0 0 0 14 0 228

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 0.93 0.83 0.93 0.93 1.00 1.00 1.00 1.00 0.93 1.00
 Adjustment: 1.00 0.93 0.83 0.93 0.93 1.00 1.00 1.00 1.00 0.93 1.00
 Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00
 Final Sat.: 0.3538 1583 1769 3538 0 0 0 0 1769 0 1583

Capacity Analysis Module:
 Vol/Sat: 0.00 0.39 0.01 0.04 0.11 0.00 0.00 0.00 0.00 0.01 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.59 0.59 0.07 0.41 0.00 0.00 0.00 0.00 0.22 0.00
 Volume/Cap: 0.00 0.66 0.01 0.60 0.28 0.00 0.00 0.00 0.00 0.04 0.00
 Delay/Veh: 0.0 14.5 8.3 53.2 19.7 0.0 0.0 0.0 0.0 30.9 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
 AdjDel/Veh: 0.0 14.5 8.3 53.2 19.7 0.0 0.0 0.0 0.0 30.9 0.0
 LOS By Move: A B A D B A A A A A C A D
 HCM2KAVG0: 0 16 0 3 4 0 0 0 0 0 0 0
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Freeway Alignment Project
 Existing Condition
 Level of Service Computation Report
 2000 HCM Operations (Base Volume Alternative)
 E PM

Intersection #3: La Sierra Ave / McAllister Pkwy



Street Name: La Sierra Ave South Bound McAllister Pkwy West Bound
 Approach: North Bound East Bound
 Movement: 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 << 4:45-5:45 PM
 Base Vol: 0 560 8 162 1371 0 0 0 0 8 0 116
 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: 0 560 8 162 1371 0 0 0 0 8 0 116
 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: 0 611 9 177 1497 0 0 0 0 9 0 127
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 611 9 177 1497 0 0 0 0 9 0 127
 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: 0 611 9 177 1497 0 0 0 0 9 0 127

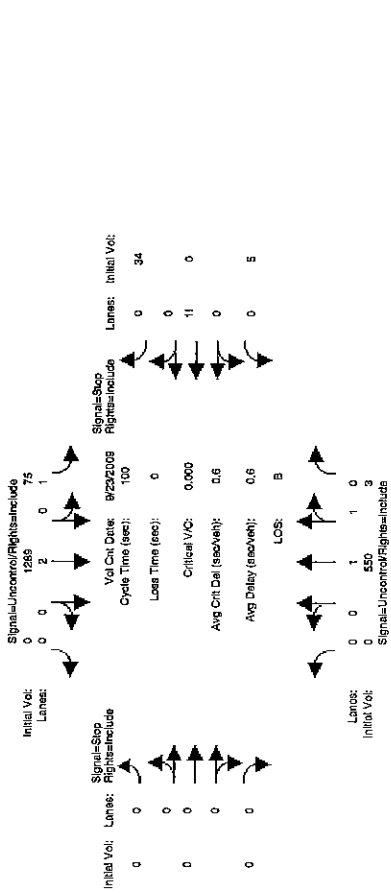
Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 0.93 0.83 0.93 0.93 1.00 1.00 1.00 1.00 0.93 1.00
 Adjustment: 1.00 0.93 0.83 0.93 0.93 1.00 1.00 1.00 1.00 0.93 1.00
 Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00
 Final Sat.: 0.3538 1583 1769 3538 0 0 0 0 1769 0 1583

Capacity Analysis Module:
 Vol/Sat: 0.00 0.17 0.01 0.10 0.42 0.00 0.00 0.00 0.00 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.48 0.48 0.28 0.68 0.00 0.00 0.00 0.00 0.13 0.00
 Volume/Cap: 0.00 0.36 0.01 0.36 0.62 0.00 0.00 0.00 0.00 0.04 0.00
 Delay/Veh: 0.0 16.7 13.8 29.6 9.3 0.0 0.0 0.0 0.0 38.2 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
 AdjDel/Veh: 0.0 16.7 13.8 29.6 9.3 0.0 0.0 0.0 0.0 38.2 0.0
 LOS By Move: A B B C A A A A A D A D
 HCM2KAVG0: 0 6 0 5 14 0 0 0 0 0 0
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Freeway Realignment Project
W.O. 07-0377
Existing Condition

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

Intersection #4: La Sierra Ave / Orchard View Ln



Street Name: La Sierra Ave Orchard View Ln
 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 << 7:00-8:00 AM

Base Vol: 0 1230 2 20 377 0 0 0 0 0 0 0 4 0 87
 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 1.00 1.00
 Initial Bse: 0 1230 2 20 377 0 0 0 0 0 0 0 4 0 87
 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
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 0 1302 2 21 399 0 0 0 0 0 0 0 4 0 92
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Volume: 0 1302 2 21 399 0 0 0 0 0 0 0 4 0 92

Critical Gap Module:
 Critical Gap: xxxxxx xxxxxx 4.1 xxxxxx xxxxxx xxxxxx xxxxxx 6.8 6.5 6.9
 FollowUpTrm: xxxxxx xxxxxx 2.2 xxxxxx xxxxxx xxxxxx xxxxxx 3.5 4.0 3.3

Capacity Module:
 Conflict Vol: xxxxxx xxxxxx 1304 xxxxxx xxxxxx xxxxxx xxxxxx 1544 1744 652
 Potential Cap.: xxxxxx xxxxxx 527 xxxxxx xxxxxx xxxxxx xxxxxx 105 86 411
 Move Cap.: xxxxxx xxxxxx 527 xxxxxx xxxxxx xxxxxx xxxxxx 102 82 411
 Volume/Cap: xxxxxx xxxxxx 0.04 xxxxxx xxxxxx xxxxxx xxxxxx 0.04 0.00 0.22

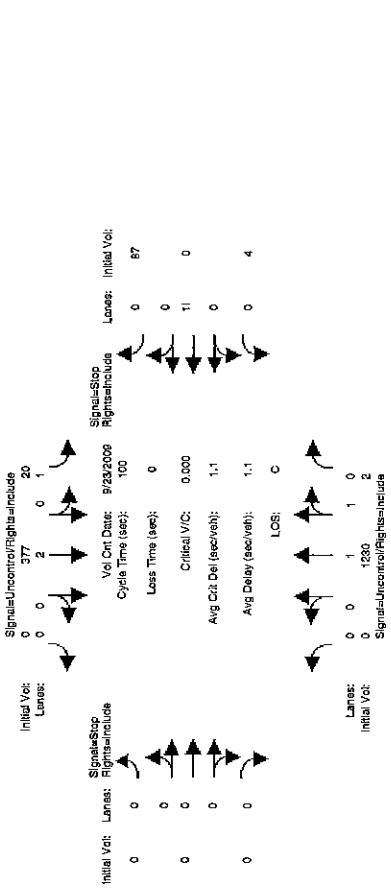
Level Of Service Module:
 2Way5thQ: xxxxxx xxxxxx xxxxxx 0.1 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Control Del: xxxxxx xxxxxx xxxxxx 12.1 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 LOS by Move: * * * * * B * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 362 xxxxxx
 Shared Queue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 1.1 xxxxxx
 Shrd CntrlDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 18.5 xxxxxx
 Shared LOS: * * * * * * * * * * * C * * * * *
 ApproachDel: xxxxxx * xxxxxx *
 ApproachLOS: * * * * * 18.5 C

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

Riverside-Corona Freeway Realignment Project
W.O. 07-0377
Existing Condition

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
E PM

Intersection #4: La Sierra Ave / Orchard View Ln



Street Name: La Sierra Ave Orchard View Ln
 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 << 5:00-6:00 PM

Base Vol: 0 550 3 75 1289 0 0 0 0 0 0 0 5 0 34
 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 1.00 1.00
 Initial Bse: 0 550 3 75 1289 0 0 0 0 0 0 0 5 0 34
 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
 PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
 PHF Volume: 0 574 3 78 1344 0 0 0 0 0 0 0 5 0 35
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Volume: 0 574 3 78 1344 0 0 0 0 0 0 0 5 0 35

Critical Gap Module:
 Critical Gap: xxxxxx xxxxxx 4.1 xxxxxx xxxxxx xxxxxx xxxxxx 6.8 6.5 6.9
 FollowUpTrm: xxxxxx xxxxxx 2.2 xxxxxx xxxxxx xxxxxx xxxxxx 3.5 4.0 3.3

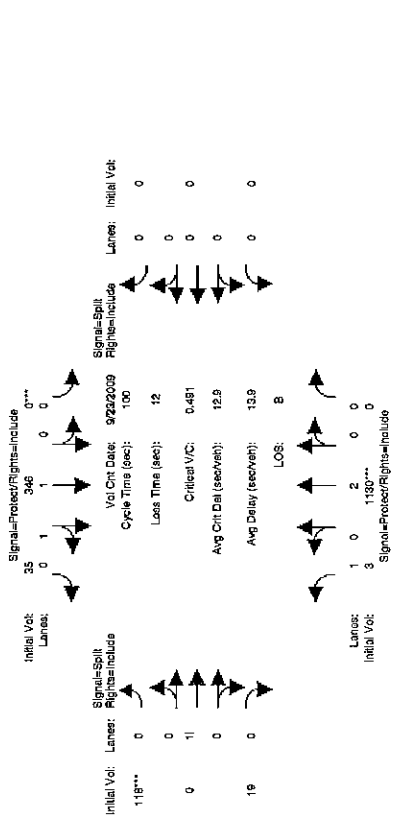
Capacity Module:
 Conflict Vol: xxxxxx xxxxxx 577 xxxxxx xxxxxx xxxxxx xxxxxx 1404 2076 288
 Potential Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 131 53 708
 Move Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 123 49 708
 Volume/Cap: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.04 0.00 0.05

Level Of Service Module:
 2Way5thQ: xxxxxx xxxxxx xxxxxx 0.3 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Control Del: xxxxxx xxxxxx xxxxxx 8.9 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 LOS by Move: * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 440 xxxxxx
 Shared Queue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.3 xxxxxx
 Shrd CntrlDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 14.0 xxxxxx
 Shared LOS: * * * * * * * * * * * B * * * * *
 ApproachDel: xxxxxx * xxxxxx *
 ApproachLOS: * * * * * 14.0 B

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

Riverside Corvona Feeder Realignment Project
 W.O. 07-0377
 Existing Condition
 Level Of Service Computation Report
 2000 HCM Operations (Base Volume Alternative)
 E AM

Intersection #5: La Sierra Ave / Lake Knoll Pkwy



Street Name: La Sierra Ave Lake Knoll Pkwy

Approach: Northbound Southbound Eastbound Westbound

Movement: 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 0 346 35 118 0 19 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: 3 1130 0 0 346 35 118 0 19 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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92

PHF Volume: 3 1227 0 0 376 38 128 0 21 0 0 0 0

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 3 1227 0 0 376 38 128 0 21 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 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: 3 1227 0 0 376 38 128 0 21 0 0 0 0

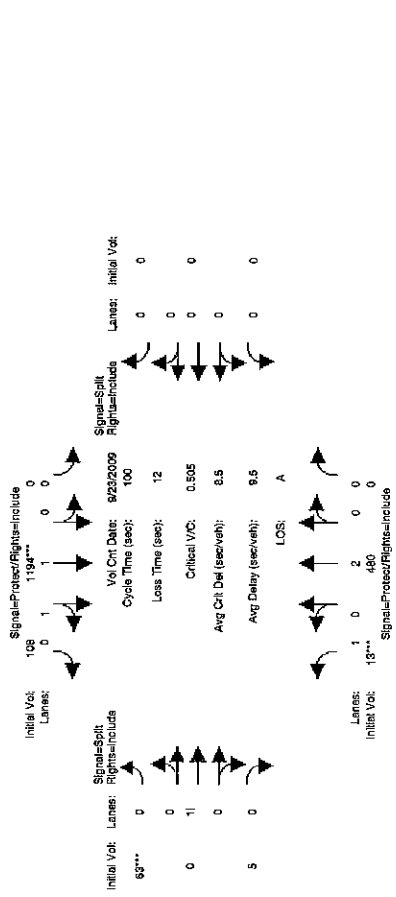
Saturation Flow Module:
 Sat/Lane: 1800 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adj/Lane: 0.93 0.93 1.00 1.00 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
 Lanes: 1.00 2.00 0.00 0.00 1.82 0.18 0.86 0.00 0.14 0.00 0.00 0.00
 Final Sat.: 1769 3538 0 0 3168 320 1509 0 243 0 0 0

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
 Crit Moves: ****
 Green/Cycle: 0.27 0.65 0.00 0.00 0.45 0.45 0.15 0.00 0.15 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
 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
 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: 26.9 9.6 0.0 0.0 17.1 17.1 40.6 0.0 40.6 0.0 0.0 0.0
 LOS by Move: C A A A A B B D A A A A
 HCM2kAVQ: 0 0 11 0 0 4 4 5 0 5 0 0

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

Riverside Corvona Feeder Realignment Project
 W.O. 07-0377
 Existing Condition
 Level Of Service Computation Report
 2000 HCM Operations (Base Volume Alternative)
 E PM

Intersection #5: La Sierra Ave / Lake Knoll Pkwy



Street Name: La Sierra Ave Lake Knoll Pkwy

Approach: Northbound Southbound Eastbound Westbound

Movement: 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 << 4:45-5:45 PM

Base Vol: 13 480 0 0 1194 108 63 0 5 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 63 0 5 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 67 0 5 0 0 0 0

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 14 510 0 0 1269 115 67 0 5 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 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

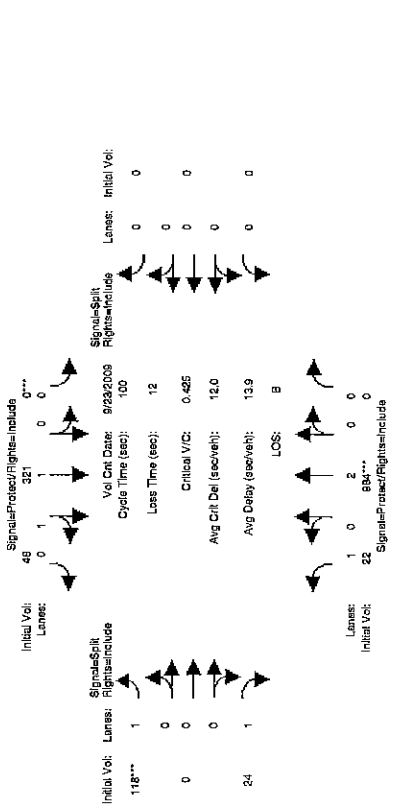
Final Volume: 14 510 0 0 1269 115 67 0 5 0 0 0 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adj/Lane: 0.93 0.93 1.00 1.00 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
 Lanes: 1.00 2.00 0.00 0.00 1.83 0.17 0.83 0.00 0.07 0.00 0.00 0.00
 Final Sat.: 1769 3538 0 0 3205 290 1633 0 130 0 0 0

Capacity Analysis Module:
 Vol/Sat: 0.01 0.14 0.00 0.00 0.40 0.40 0.04 0.00 0.04 0.00 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.07 0.54 0.00 0.00 0.73 0.73 0.08 0.00 0.08 0.00 0.00 0.00
 Volume/Cap: 0.11 0.27 0.00 0.00 0.54 0.54 0.54 0.00 0.54 0.00 0.00 0.00
 Delay/Veh: 44.0 12.4 0.0 0.0 6.1 6.1 48.9 0.0 48.9 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: 44.0 12.4 0.0 0.0 6.1 6.1 48.9 0.0 48.9 0.0 0.0 0.0
 LOS by Move: D B A A A A D A D A A A
 HCM2kAVQ: 0 0 4 0 0 10 3 0 3 0 0 0

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

Intersection #6: La Sierra Ave / Lake Crest Dr

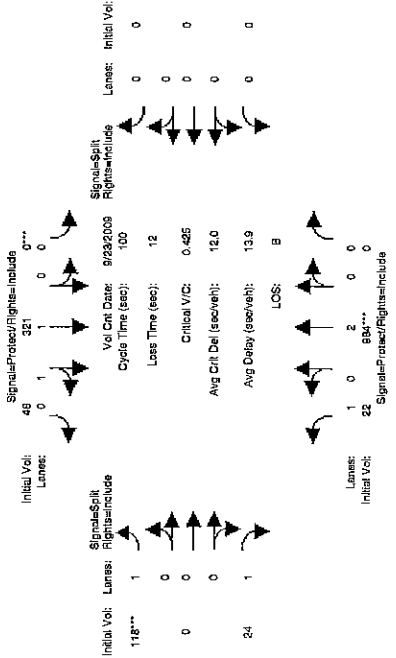


Street Name: La Sierra Ave Lake Crest Dr
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	7	7	7	7	7	7	7
Volume Module:	>> Count Date: 23 Sep 2009 << 7:00-8:00 AM						
Base Vol:	22	984	0	0	321	48	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	984	0	0	321	48	118
User Adj:	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
PHF Volume:	24	1066	0	0	348	52	128
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	24	1066	0	0	348	52	128
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:	24	1066	0	0	348	52	128

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.93 0.93 1.00 1.00 0.91 0.91 0.26 0.26
Lanes: 1.00 2.00 0.00 0.00 1.74 0.26 3.00 0.00
Final Sat.: 1769 3538 0 0 3019 451 1769 0 1583 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.01 0.30 0.00 0.00 0.12 0.12 0.07 0.00
Crit Moves: ****
Green/Cycle: 0.27 0.65 0.00 0.00 0.45 0.45 0.16 0.00
Volume/Cap: 0.05 0.46 0.00 0.00 0.26 0.26 0.46 0.00
Delay/Veh: 26.8 6.7 0.0 0.0 17.2 17.2 39.5 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 26.8 8.7 0.0 0.0 17.2 17.2 39.5 0.0
LOS by Move: C A A A B B D A A A
HCM2kAVQ: 1 9 0 0 4 4 4 0 1
Note: Queue reported is the number of cars per lane.

Intersection #6: La Sierra Ave / Lake Crest Dr



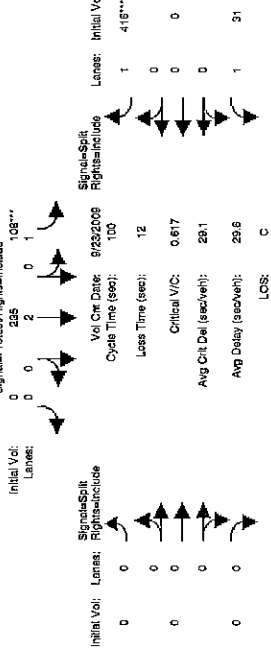
Street Name: La Sierra Ave Lake Crest Dr
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	7	7	7	7	7	7	7
Volume Module:	>> Count Date: 23 Sep 2009 << 4:45-5:45 PM						
Base Vol:	16	436	0	0	1084	110	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	436	0	0	1084	110	49
User Adj:	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
PHF Volume:	18	491	0	0	1221	124	55
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	18	491	0	0	1221	124	55
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:	18	491	0	0	1221	124	55

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.93 0.93 1.00 1.00 0.92 0.92 0.18 0.18
Lanes: 1.00 2.00 0.00 0.00 1.82 0.18 3.00 0.00
Final Sat.: 1769 3538 0 0 3167 321 1769 0 1583 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.01 0.14 0.00 0.00 0.39 0.39 0.03 0.00
Crit Moves: ****
Green/Cycle: 0.07 0.54 0.00 0.00 0.74 0.74 0.07 0.00
Volume/Cap: 0.15 0.26 0.00 0.00 0.52 0.52 0.45 0.00
Delay/Veh: 44.2 12.4 0.0 0.0 5.7 5.7 47.2 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 44.2 12.4 0.0 0.0 5.7 5.7 47.2 0.0
LOS by Move: D B A A A A D A A A
HCM2kAVQ: 1 4 0 0 9 9 2 0 1
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 Operations (Base Volume Alternative)
E AM

Intersection #7: La Sierra Ave / Blackburn Rd



Street Name: La Sierra Ave
Approach: North Bound South Bound Blackburn Rd 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 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	0	31	0	416
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 Base:	0	606	7	108	235	0	0	0	0	31	0	416
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	0.92	0.92
PHF Volume:	0	562	8	118	257	0	0	0	0	34	0	454
Reduced Vol:	0	0	0	0	0	0	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	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	562	8	118	257	0	0	0	0	34	0	454

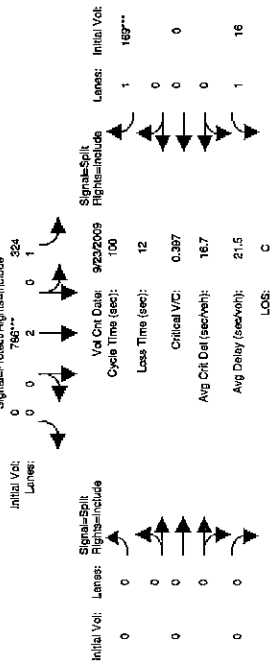
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.93 0.93 0.93 1.00 1.00 1.00 1.00 1.00 0.93 1.00 0.83
Lanes: 0 0 1.98 0.02 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 3490 40 1769 3538 0 0 0 0 1759 0 1583

Capacity Analysis Module:
Vol/Sat: 0.00 0.19 0.19 0.07 0.07 0.00 0.00 0.00 0.00 0.02 0.00 0.29
Crit Moves: ****
Green/Cycle: 0.00 0.31 0.31 0.11 0.21 0.00 0.00 0.00 0.00 0.46 0.00 0.46
Volume/Cap: 0.00 0.62 0.62 0.62 0.34 0.00 0.00 0.00 0.00 0.04 0.00 0.62
Delay/Veh: 0.0 30.7 30.7 48.6 33.8 0.0 0.0 0.0 0.0 14.6 0.0 21.7
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: 0.0 30.7 30.7 48.6 33.8 0.0 0.0 0.0 0.0 14.6 0.0 21.7
LOS by Move: A C C D C A A A A A A B A C
HCM2kAVGQ: 0 10 10 5 4 0 0 0 0 1 0 11

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 Operations (Base Volume Alternative)
E PM

Intersection #7: La Sierra Ave / Blackburn Rd



Street Name: La Sierra Ave
Approach: North Bound South Bound Blackburn Rd 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 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	0	169
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 Base:	0	289	25	324	786	0	0	0	0	16	0	169
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	307	27	344	834	0	0	0	0	17	0	179
Reduced Vol:	0	0	0	0	0	0	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	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	307	27	344	834	0	0	0	0	17	0	179

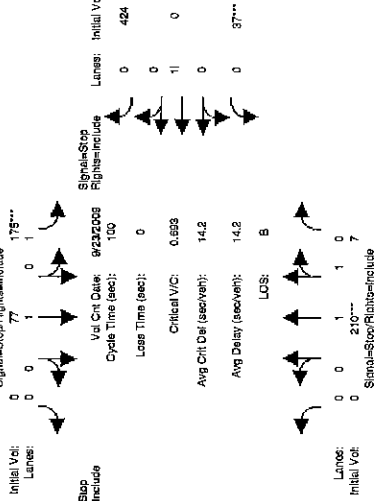
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.92 0.92 0.93 0.93 1.00 1.00 1.00 1.00 0.93 1.00 0.83
Lanes: 0 0 1.84 0.16 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 3217 278 1769 3538 0 0 0 0 1769 0 1583

Capacity Analysis Module:
Vol/Sat: 0.00 0.10 0.10 0.19 0.24 0.00 0.00 0.00 0.00 0.01 0.00 0.11
Crit Moves: ****
Green/Cycle: 0.00 0.20 0.20 0.41 0.55 0.00 0.00 0.00 0.00 0.26 0.00 0.26
Volume/Cap: 0.00 0.47 0.47 0.47 0.43 0.00 0.00 0.00 0.00 0.04 0.00 0.43
Delay/Veh: 0.0 35.6 35.6 21.8 13.6 0.0 0.0 0.0 0.0 27.5 0.0 31.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 35.6 35.6 21.8 13.6 0.0 0.0 0.0 0.0 27.5 0.0 31.4
LOS by Move: A D D C B A A A A A A C A C
HCM2kAVGQ: 0 5 5 8 8 0 0 0 0 0 0 0 5

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

Riverside-Corona Freeway Realignment Project
W.D. 07-0377
Existing Condition
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
E AM

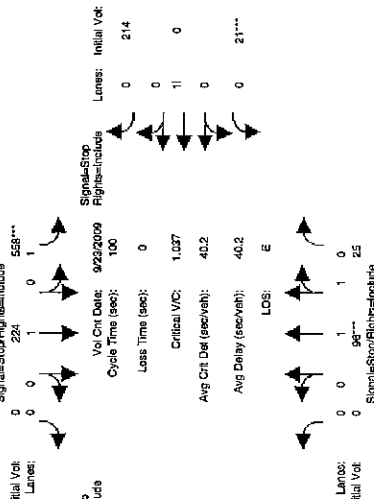
Intersection #8: La Sierra Ave / El Sobrante Rd



Street Name: La Sierra Ave El Sobrante Rd
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 7 7 7 7
Volume Module: >> Count Date: 23 Sep 2009 << 7:15-8:15 AM
Base Vol: 0 210 7 175 77 0 0 0 0 37 0 424
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: 0 210 7 175 77 0 0 0 0 37 0 424
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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 0 233 8 194 85 0 0 0 0 41 0 471
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 233 8 194 85 0 0 0 0 41 0 471
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: 0 233 8 194 85 0 0 0 0 41 0 471
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 1.00
Lanes: 0.00 1.94 0.06 1.00 1.00 0.00 0.00 0.00 0.00 0.08 0.00 0.92
Final Sat.: 0 1064 36 519 558 0 0 0 0 59 0 679
Capacity Analysis Module:
Vol/Sat: xxxxx 0.22 0.22 0.37 0.15 xxxxx xxxxx xxxxx 0.69 xxxxx 0.69
Crit Moves: *****
Delay/Veh: 0.0 10.5 10.5 13.0 9.9 0.0 0.0 0.0 0.0 17.1 0.0 17.1
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
AdjDel/Veh: 0.0 10.5 10.5 13.0 9.9 0.0 0.0 0.0 0.0 17.1 0.0 17.1
LOS by Move: * B B B A * * * * * C * * C
ApproachDel: 10.5 12.1 xxxxxxx 17.1
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 10.5 12.1 xxxxxxx 17.1
LOS by Appr: B B B B * * * * * C
AllwayAVGQ: 0.0 0.2 0.2 0.5 0.2 0.0 0.0 0.0 0.0 1.9 1.9 1.9
Note: Queue reported is the number of cars per lane.

Riverside-Corona Freeway Realignment Project
W.D. 07-0377
Existing Condition
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
E PM

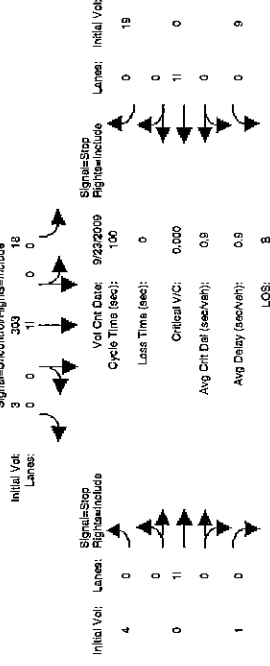
Intersection #8: La Sierra Ave / El Sobrante Rd



Street Name: La Sierra Ave El Sobrante Rd
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 7 7 7 7
Volume Module: >> Count Date: 23 Sep 2009 << 4:45-5:45 PM
Base Vol: 0 96 25 558 224 0 0 0 0 21 0 214
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: 0 96 25 558 224 0 0 0 0 21 0 214
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: 0 108 28 628 252 0 0 0 0 24 0 241
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 108 28 628 252 0 0 0 0 24 0 241
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: 0 108 28 628 252 0 0 0 0 24 0 241
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 1.00
Lanes: 0.00 1.59 0.41 1.00 1.00 0.00 0.00 0.00 0.00 0.09 0.00 0.91
Final Sat.: 0 897 240 605 659 0 0 0 0 59 0 598
Capacity Analysis Module:
Vol/Sat: xxxxx 0.12 0.12 1.04 0.38 xxxxx xxxxx xxxxx 0.40 xxxxx 0.40
Crit Moves: *****
Delay/Veh: 0.0 9.7 9.5 70.2 11.5 0.0 0.0 0.0 0.0 12.0 0.0 12.0
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
AdjDel/Veh: 0.0 9.7 9.5 70.2 11.5 0.0 0.0 0.0 0.0 12.0 0.0 12.0
LOS by Move: * A A F B * * * * * B * * B
ApproachDel: 9.7 53.4 xxxxxxx 12.0
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 9.7 53.4 xxxxxxx 12.0
LOS by Appr: A A F F * * * * * B
AllwayAVGQ: 0.0 0.1 0.1 10.4 0.6 0.0 0.0 0.0 0.0 0.7 0.7 0.7
Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
E.A.M.

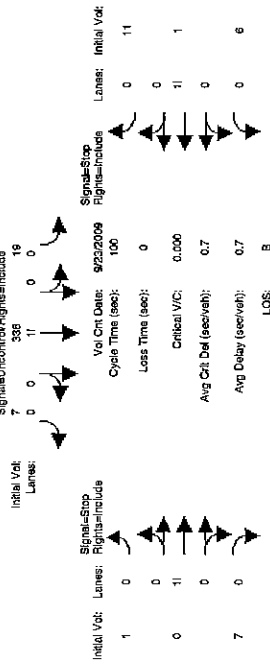
Intersection #9: Pedley Rd / 56th St



Street Name: Pedley Rd 56th St
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 << 8:00-9:00 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 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 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: 2 301 3 20 334 3 4 0 1 10 0 21
Reduct Vol: 0 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 Gap: 4.1 xxxxx xxxxx 4.1 xxxxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTrm: 2.2 xxxxx xxxxxx 2.2 xxxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Chnlct Vol: 337 xxxxx xxxxxx 304 xxxxx xxxxxx 693 684 336 683 684 303
Potent Cap.: 1222 xxxxx xxxxxx 1257 xxxxx xxxxxx 358 371 706 363 371 737
Move Cap.: 1222 xxxxx xxxxxx 1257 xxxxx xxxxxx 343 365 706 358 365 737
Volume/Cap: 0.00 xxxxx xxxxxx 0.02 xxxxx xxxxxx 0.01 0.00 0.00 0.03 0.00 0.03
Level of Service Module:
2WaySthg: 0.0 xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del: 8.0 xxxxx xxxxxx 7.9 xxxxx xxxxxx xxxxx xxxxx xxxxxx
LOS by Move: A * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
ShareQueue: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Shrd ConDel: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Shared LOS: *
ApproachDel: xxxxxx * 14.6 11.9
ApproachLOS: *
Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
E.P.M.

Intersection #9: Pedley Rd / 56th St



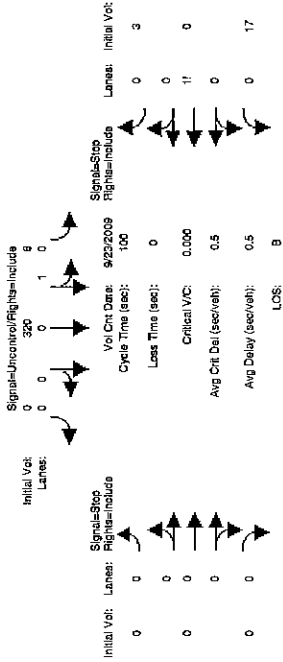
Street Name: Pedley Rd 56th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Volume Module: >> Count Date: 23 Sep 2009 << 5:00-6:00 PM
Base Vol: 4 326 6 19 336 7 1 0 0 7 6 1 11
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 4 326 6 19 336 7 1 0 0 7 6 1 11
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: 5 398 7 23 410 9 1 0 0 9 7 1 13
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Volume: 5 398 7 23 410 9 1 0 0 9 7 1 13
Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxxx 4.1 xxxxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTrm: 2.2 xxxxx xxxxxx 2.2 xxxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Chnlct Vol: 419 xxxxx xxxxxx 405 xxxxx xxxxxx 880 876 415 877 877 402
Potent Cap.: 1140 xxxxx xxxxxx 1153 xxxxx xxxxxx 268 287 638 269 287 649
Move Cap.: 1140 xxxxx xxxxxx 1153 xxxxx xxxxxx 256 280 638 260 280 649
Volume/Cap: 0.00 xxxxx xxxxxx 0.02 xxxxx xxxxxx 0.00 0.00 0.01 0.03 0.00 0.02
Level of Service Module:
2WaySthg: 0.0 xxxxx xxxxxx 0.1 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del: 8.2 xxxxx xxxxxx 8.2 xxxxx xxxxxx xxxxx xxxxx xxxxxx
LOS by Move: A * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
ShareQueue: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Shrd ConDel: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Shared LOS: *
ApproachDel: xxxxxx * 11.8 14.2
ApproachLOS: *
Note: Queue reported is the number of cars per lane.

Riverside-Corona Road Realignment Project

W.C. 07-0937
Existing Condition

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

Intersection #10: Pedley Rd / 58th St



Lanes: 0 0 0 1 0
Initial Vol: 0 277 0 277 0 277
Signal=Uncontrol/Right=Include

Street Name: Pedley Rd 58th St
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 << 8:00-9:00 AM
Base Vol: 0 277 8 6 320 0 0 0 0 17 0 3
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: 0 277 8 6 320 0 0 0 0 17 0 3
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: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 0 318 9 7 367 0 0 0 0 19 0 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 318 9 7 367 0 0 0 0 19 0 3
Critical Gap Module:
Critical Gap:xxxxx xxxxx 4.1 xxxxx xxxxxx xxxxxx xxxxxx 6.4 6.5 6.2
FollowUpTrim:xxxxx xxxxx 2.2 xxxxx xxxxxx xxxxxx xxxxxx 3.5 4.0 3.3
Capacity Module:
Conflict Vol: xxxxx xxxxx xxxxx 327 xxxxx xxxxxx xxxxx xxxxx xxxxxx 703 703 322
Potential Cap.: xxxxx xxxxx xxxxx 1233 xxxxx xxxxxx xxxxx xxxxx xxxxxx 404 362 719
Move Cap.: xxxxx xxxxx xxxxx 402 xxxxx xxxxxx xxxxx xxxxx xxxxxx 402 360 719
Volume/Cap: xxxxx xxxxx xxxxx 0.01 xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.05 0.00 0.00
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del:xxxxx xxxxx xxxxx 7.9 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
LOS by Move: * * * * * A * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxx xxxxx xxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Shrd ComDel:xxxxx xxxxx xxxxx 7.9 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Shared LOS: * * * * * A * * * * * A * * * * * A * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx 13.8
ApproachLOS: * * * * * B

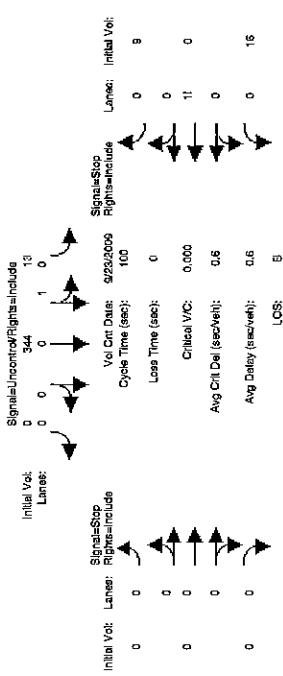
Note: Queue reported is the number of cars per lane.

Riverside-Corona Road Realignment Project

W.C. 07-0937
Existing Condition

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
E PM

Intersection #10: Pedley Rd / 58th St



Lanes: 0 0 0 1 0
Initial Vol: 0 343 0 343 0 343
Signal=Uncontrol/Right=Include

Street Name: Pedley Rd 58th St
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 << 5:00-6:00 PM
Base Vol: 0 343 17 13 344 0 0 0 0 16 0 9
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: 0 343 17 13 344 0 0 0 0 16 0 9
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: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 0 392 19 15 393 0 0 0 0 18 0 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 392 19 15 393 0 0 0 0 18 0 10
Critical Gap Module:
Critical Gap:xxxxx xxxxx 4.1 xxxxx xxxxxx xxxxxx xxxxxx 6.4 6.5 6.2
FollowUpTrim:xxxxx xxxxx 2.2 xxxxx xxxxxx xxxxxx xxxxxx 3.5 4.0 3.3
Capacity Module:
Conflict Vol: xxxxx xxxxx xxxxx 411 xxxxx xxxxxx xxxxx xxxxx xxxxxx 825 825 402
Potential Cap.: xxxxx xxxxx xxxxx 1147 xxxxx xxxxxx xxxxx xxxxx xxxxxx 343 308 649
Move Cap.: xxxxx xxxxx xxxxx 1147 xxxxx xxxxxx xxxxx xxxxx xxxxxx 319 304 649
Volume/Cap: xxxxx xxxxx xxxxx 0.01 xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.05 0.00 0.02
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del:xxxxx xxxxx xxxxx 8.2 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
LOS by Move: * * * * * A * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxx xxxxx xxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Shrd ComDel:xxxxx xxxxx xxxxx 8.2 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Shared LOS: * * * * * A * * * * * A * * * * * A * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx 14.5
ApproachLOS: * * * * * B

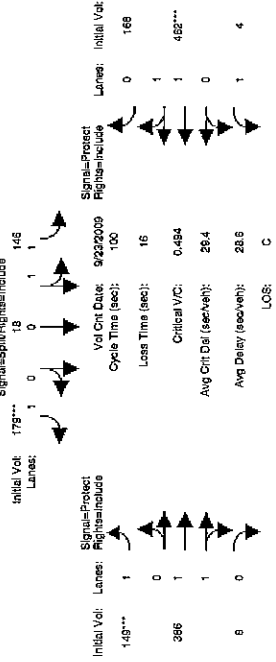
Note: Queue reported is the number of cars per lane.

Riverside-Corona Freeway Realignment Project

W.O. 07-0377
Existing Condition

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

Intersection #11: Pedley Rd / Limonite Ave



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
 Min. Green: 7

Volume Module: >> Count Date: 23 Sep 2009 << 7:45-8:45 AM
 Base Vol: 15 14 6 146 18 179 149 386 8 4 462 168
 Growth Adj: 1.00
 Initial Bse: 15 14 6 146 18 179 149 386 8 4 462 168
 User Adj: 1.00
 PHF Adj: 0.95
 PHF Volume: 16 15 6 154 19 188 157 406 8 4 486 177
 Reduct Vol: 0
 Reduced Vol: 16 15 6 154 19 188 157 406 8 4 486 177
 PCE Adj: 1.00
 MLF Adj: 1.00
 Final Volume: 16 15 6 154 19 188 157 406 8 4 486 177

Saturation Flow Module:
 Sat/Lane: 1900
 Adjustment: 0.93 0.94 0.94 0.94 0.94 0.94 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 0.93 0.93 0.93
 Lanes: 1.00 0.70 0.30 1.76 0.22 1.00 1.00 1.96 0.04 1.00 1.47 0.53
 Final Sat.: 1769 1245 533 3173 391 1583 1769 3456 72 1769 2491 906

Capacity Analysis Module:
 Vol/Sat: 0.01 0.01 0.01 0.05 0.05 0.12 0.09 0.12 0.12 0.00 0.20 0.20
 Crit Moves: *****
 Green/Cycle: 0.07 0.07 0.07 0.23 0.23 0.23 0.17 0.34 0.34 0.20 0.37 0.37
 Volume/Cap: 0.13 0.17 0.17 0.21 0.21 0.52 0.52 0.35 0.35 0.01 0.52 0.52
 Delay/Veh: 44.1 44.4 44.4 31.5 31.5 35.3 39.5 24.9 24.9 31.9 24.8 24.8
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 44.1 44.4 44.4 31.5 31.5 35.3 39.5 24.9 24.9 31.9 24.8 24.8
 LOS by Move: D D D C C C D D C C C C C C C C C C C C C C C C
 HCM2kAVGQ: 1 1 1 2 2 2 6 5 5 5 0 9 9

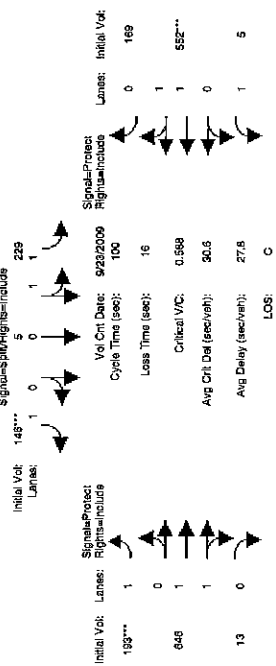
Note: Queue reported is the number of cars per lane.

Riverside-Corona Freeway Realignment Project

W.O. 07-0377
Existing Condition

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

Intersection #11: Pedley Rd / Limonite Ave



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
 Min. Green: 7

Volume Module: >> Count Date: 23 Sep 2009 << 4:45-5:45 PM
 Base Vol: 15 8 5 229 5 146 193 646 13 5 552 169
 Growth Adj: 1.00
 Initial Bse: 15 8 5 229 5 146 193 646 13 5 552 169
 User Adj: 1.00
 PHF Adj: 0.85
 PHF Volume: 18 9 6 268 6 171 226 757 15 6 647 198
 Reduct Vol: 0
 Reduced Vol: 18 9 6 268 6 171 226 757 15 6 647 198
 PCE Adj: 1.00
 MLF Adj: 1.00
 Final Volume: 18 9 6 268 6 171 226 757 15 6 647 198

Saturation Flow Module:
 Sat/Lane: 1900
 Adjustment: 0.93 0.92 0.92 0.92 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 0.93 0.93 0.93
 Lanes: 1.00 0.62 0.38 1.96 0.04 1.00 1.00 1.96 0.04 1.00 1.53 0.47
 Final Sat.: 1769 1079 675 3473 76 1583 1769 3458 70 1769 2614 800

Capacity Analysis Module:
 Vol/Sat: 0.01 0.01 0.01 0.08 0.08 0.11 0.13 0.22 0.22 0.00 0.25 0.25
 Crit Moves: *****
 Green/Cycle: 0.07 0.07 0.07 0.17 0.17 0.17 0.20 0.45 0.45 0.14 0.39 0.39
 Volume/Cap: 0.14 0.12 0.12 0.45 0.45 0.63 0.63 0.48 0.48 0.02 0.63 0.63
 Delay/Veh: 44.2 44.1 44.1 37.7 37.7 43.0 39.9 19.4 19.4 36.7 25.3 25.3
 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
 AdjDel/Veh: 44.2 44.1 44.1 37.7 37.7 43.0 39.9 19.4 19.4 36.7 25.3 25.3
 LOS by Move: D C
 HCM2kAVGQ: 1 1 1 4 4 6 6 9 9 9 0 12 12

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

Riverside-Corona Freeway Realignment Project
W.O. 07-0377
Existing Condition
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
E AM

Intersection #12: Baldwin Ave / Limonite Ave

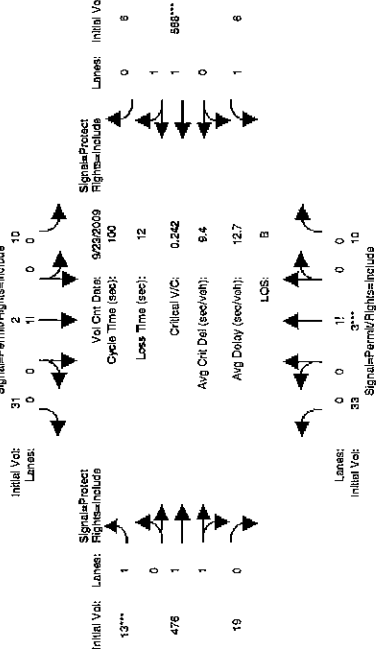


Table with columns for Street Name, Approach, Movement, and Signal timing data for Baldwin Ave, North Bound, South Bound, East Bound, and West Bound. Includes Volume Module and Saturation Flow Module data.

Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.03 0.03 0.01 0.14 0.14 0.00 0.17 0.17
Crit Moves: ****
Green/Cycle: 0.13 0.13 0.13 0.13 0.07 0.50 0.50 0.25 0.68 0.68
Volume/Cap: 0.25 0.25 0.25 0.21 0.21 0.21 0.21 0.01 0.25 0.25
Delay/Veh: 39.8 39.8 39.8 39.3 39.3 39.3 39.3 28.6 6.3 6.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 39.8 39.8 39.8 39.3 39.3 39.3 39.3 28.6 6.3 6.3
LOS by Move: D D D D D D D B C A A
HCM2kAVQ: 2 2 2 1 1 1 1 5 5 4 4
Note: Queue reported is the number of cars per lane.

Riverside-Corona Freeway Realignment Project
W.O. 07-0377
Existing Condition
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
E PM

Intersection #12: Baldwin Ave / Limonite Ave

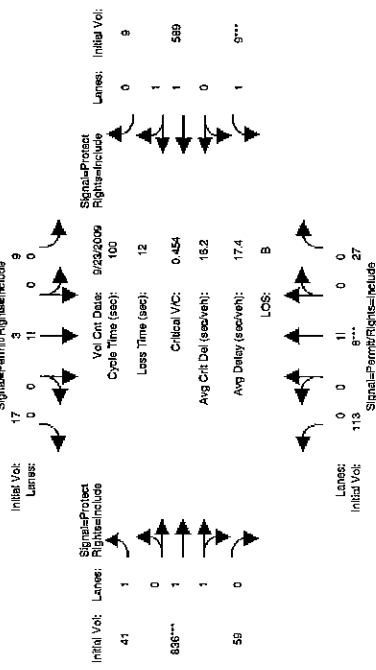
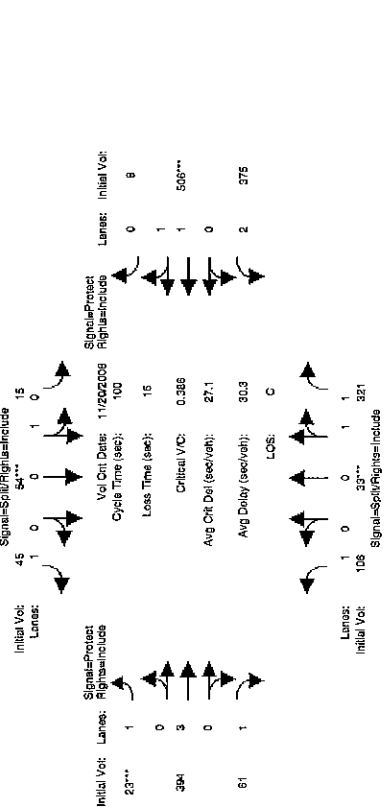


Table with columns for Street Name, Approach, Movement, and Signal timing data for Baldwin Ave, North Bound, South Bound, East Bound, and West Bound. Includes Volume Module and Saturation Flow Module data.

Capacity Analysis Module:
Vol/Sat: 0.12 0.12 0.12 0.02 0.02 0.02 0.03 0.28 0.28 0.01 0.18 0.18
Crit Moves: ****
Green/Cycle: 0.24 0.24 0.24 0.24 0.24 0.24 0.18 0.57 0.57 0.07 0.46 0.46
Volume/Cap: 0.49 0.49 0.49 0.08 0.08 0.08 0.14 0.49 0.49 0.08 0.40 0.40
Delay/Veh: 33.8 33.8 33.8 29.5 29.5 29.5 35.0 13.0 13.0 43.8 17.9 17.9
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: 33.8 33.8 33.8 29.5 29.5 29.5 35.0 13.0 13.0 43.8 17.9 17.9
LOS by Move: C C C C C C C C C B D B
HCM2kAVQ: 5 5 5 1 1 1 1 9 9 0 7 7
Note: Queue reported is the number of cars per lane.

Intersection #13: Clay St / Limonite Ave



Street Name: Clay St 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 7 7 7 7

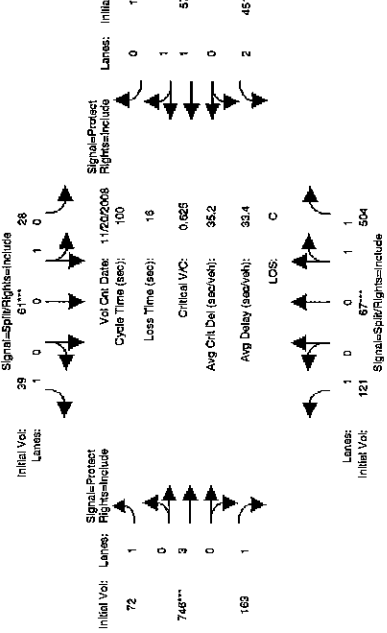
Volume Module: >> Count Date: 20 Nov 2008 << 7:30-8:30 AM
 Base Vol: 106 33 321 15 54 45 23 394 61 375 506 8
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 106 33 321 15 54 45 23 394 61 375 506 8
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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: 112 35 340 16 57 48 24 418 65 398 537 8
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 112 35 340 16 57 48 24 418 65 398 537 8
 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
 M/F Adj: 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: 112 35 340 16 57 48 24 418 65 398 537 8

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.93 0.85 0.85 0.97 0.97 0.83 0.93 0.89 0.83 0.90 0.93 0.93
 Lanes: 1.00 0.19 1.81 0.22 0.78 1.00 1.00 3.00 1.00 2.00 1.97 0.03
 Final Sat.: 1769 300 2918 400 1441 1583 1769 5083 1583 3432 3476 55

Capacity Analysis Module:
 Vol/Sat: 0.06 0.12 0.12 0.04 0.04 0.03 0.01 0.08 0.04 0.12 0.15 0.15
 Crit Moves: ****
 Green/Cycle: 0.29 0.29 0.29 0.10 0.10 0.10 0.07 0.19 0.19 0.26 0.38 0.38
 Volume/Cap: 0.22 0.40 0.40 0.40 0.40 0.31 0.20 0.44 0.22 0.44 0.40 0.40
 Delay/Veh: 27.2 28.9 28.9 43.8 43.8 43.0 44.6 36.3 34.8 30.9 22.7 22.7
 User Delay: 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: 27.2 28.9 28.9 43.8 43.8 43.0 44.6 36.3 34.8 30.9 22.7 22.7
 LOS by Move: C C C D D D D D D C C C C
 HCMKAVQ: 3 5 5 3 3 2 1 5 2 5 6 6

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

Intersection #13: Clay St / Limonite Ave



Street Name: Clay St 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 7 7 7 7

Volume Module: >> Count Date: 20 Nov 2008 << 4:45-5:45 PM
 Base Vol: 121 67 504 28 61 39 72 746 163 451 574 11
 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: 121 67 504 28 61 39 72 746 163 451 574 11
 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: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
 PHF Volume: 126 70 526 29 64 41 75 778 170 470 599 11
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 126 70 526 29 64 41 75 778 170 470 599 11
 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
 M/F Adj: 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: 126 70 526 29 64 41 75 778 170 470 599 11

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.93 0.85 0.85 0.96 0.96 0.83 0.93 0.89 0.83 0.90 0.93 0.93
 Lanes: 1.00 0.23 1.77 0.31 0.69 1.00 1.00 3.00 1.00 2.00 1.96 0.04
 Final Sat.: 1769 379 2853 576 1256 1583 1769 5083 1583 3432 3481 66

Capacity Analysis Module:
 Vol/Sat: 0.07 0.18 0.18 0.05 0.05 0.03 0.04 0.15 0.11 0.14 0.17 0.17
 Crit Moves: ****
 Green/Cycle: 0.29 0.29 0.29 0.08 0.08 0.08 0.13 0.24 0.24 0.22 0.33 0.33
 Volume/Cap: 0.24 0.62 0.62 0.62 0.62 0.32 0.32 0.62 0.44 0.62 0.52 0.52
 Delay/Veh: 27.0 31.8 31.8 52.6 52.6 44.8 40.0 34.7 32.7 37.0 27.5 27.5
 User Delay: 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: 27.0 31.8 31.8 52.6 52.6 44.8 40.0 34.7 32.7 37.0 27.5 27.5
 LOS by Move: C C C C D D D D C C C C
 HCMKAVQ: 3 9 9 4 4 2 2 9 5 8 8 8

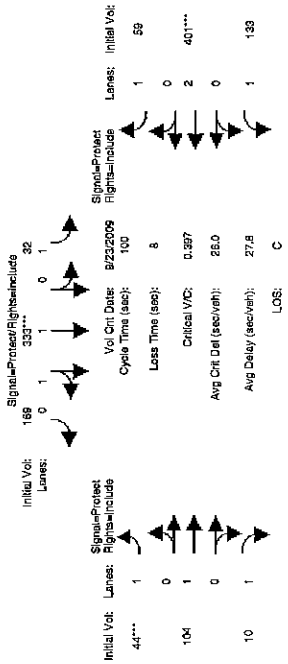
Note: Queue reported is the number of cars per lane.

Riverside-Corona Freeway Realignment Project

Level of Service Comparison Report
Existing Condition

2000 HCM Operating Flow Volume Alternative
EAM

Intersection #14: Alabama St / San Bernardino Ave



LOS: C

Lanes:	1	0	2	0	1
Initial Vol:	72	172	55	172	55
Signal-Protect/Rights=Include					

Street Name: Alabama St San Bernardino Ave
Approach: Northbound Southbound Eastbound Westbound
Movement: L-T-R L-T-R L-T-R L-T-R

Min. Green: 6 6 6 6 6 6 6 6 6 6 6 6

Volume Module: >> Count Date: 23 Sep 2009 << 7:15-8:15 AM

Base Vol:	72	172	55	32	333	169	44	104	10	133	401	59
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:	72	172	55	32	333	169	44	104	10	133	401	59
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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	82	197	63	37	381	193	50	119	11	152	459	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	197	63	37	381	193	50	119	11	152	459	68
FCR Adj:	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:	82	197	63	37	381	193	50	119	11	152	459	68

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	2.00	1.00	1.00	1.33	0.67	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	2388	1212	1700	1800	1800	1700	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.03	0.02	0.15	0.16	0.03	0.07	0.01	0.09	0.13	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.12	0.26	0.26	0.26	0.40	0.40	0.07	0.17	0.17	0.23	0.32	0.32
Volume/Cap:	0.40	0.21	0.13	0.08	0.40	0.40	0.40	0.39	0.04	0.39	0.40	0.12
Delay/Veh:	41.7	28.9	28.3	27.9	21.4	21.4	46.2	37.9	34.9	33.4	26.6	24.0
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:	41.7	28.9	28.3	27.9	21.4	21.4	46.2	37.9	34.9	33.4	26.6	24.0
LOS by Move:	D	C	C	C	C	C	D	C	C	C	C	C
HCM2kAV9Q:	3	2	1	1	6	6	2	4	0	4	6	1

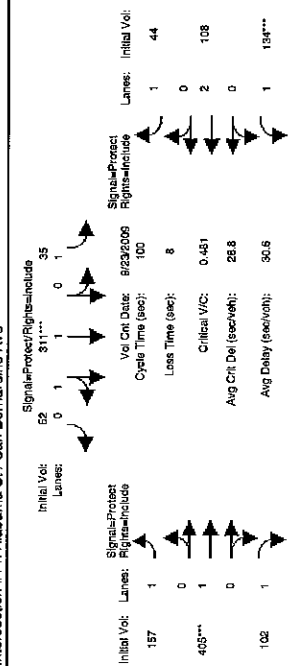
Note: Queue reported is the number of cars per lane.

Riverside-Corona Freeway Realignment Project

Level of Service Comparison Report
Existing Condition

2000 HCM Operating Flow Volume Alternative
EPM

Intersection #14: Alabama St / San Bernardino Ave



LOS: C

Lanes:	1	0	2	0	1
Initial Vol:	38	334	180	334	180
Signal-Protect/Rights=Include					

Street Name: Alabama St San Bernardino Ave
Approach: Northbound Southbound Eastbound Westbound
Movement: L-T-R L-T-R L-T-R L-T-R

Min. Green: 6 6 6 6 6 6 6 6 6 6 6 6

Volume Module: >> Count Date: 23 Sep 2009 << 5:00-6:00 PM

Base Vol:	38	334	180	35	311	52	157	405	102	134	108	44
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:	38	334	180	35	311	52	157	405	102	134	108	44
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	39	346	187	36	322	54	163	420	106	139	112	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	346	187	36	322	54	163	420	106	139	112	46
FCR Adj:	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:	39	346	187	36	322	54	163	420	106	139	112	46

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	2.00	1.00	1.00	1.71	0.29	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3084	516	1700	1800	1800	1700	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.02	0.10	0.10	0.02	0.10	0.10	0.10	0.10	0.23	0.06	0.08	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.06	0.17	0.17	0.10	0.21	0.21	0.40	0.48	0.48	0.17	0.25	0.25
Volume/Cap:	0.39	0.55	0.60	0.21	0.49	0.49	0.24	0.49	0.12	0.49	0.12	0.10
Delay/Veh:	47.6	38.9	41.2	42.0	35.0	35.0	20.3	18.2	14.5	39.0	29.2	29.0
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:	47.6	38.9	41.2	42.0	35.0	35.0	20.3	18.2	14.5	39.0	29.2	29.0
LOS by Move:	D	D	D	D	D	D	C	B	B	D	C	C
HCM2kAV9Q:	2	6	6	6	6	6	4	9	2	5	1	1

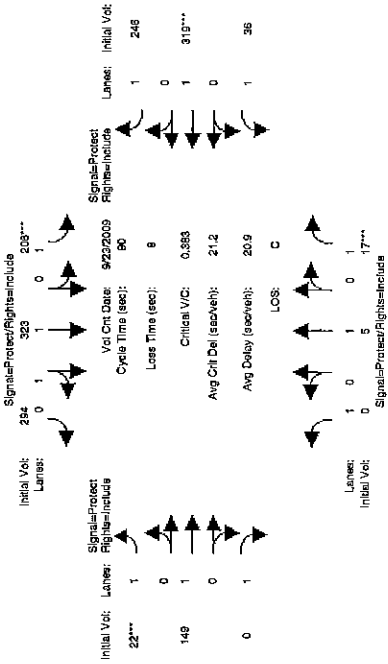
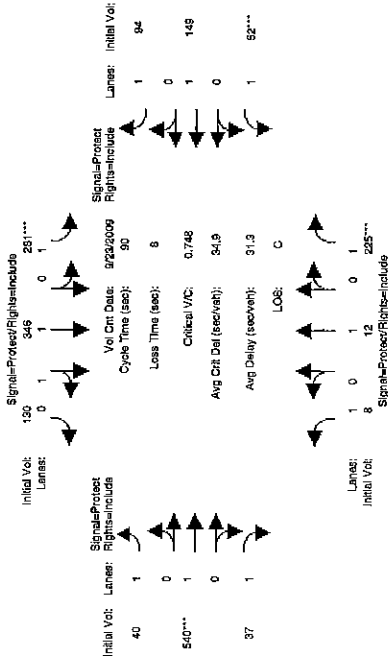
Note: Queue reported is the number of cars per lane.

Riverside-Corona Freeway Reassignment Project
 W.O. 07-0377
 Existing Condition
 Level Of Service Computation Report
 2000 HCM Operations (Base Volume Alternative)
 E PM

Riverside-Corona Freeway Reassignment Project
 W.O. 07-0377
 Existing Condition
 Level Of Service Computation Report
 2000 HCM Operations (Base Volume Alternative)
 E AM

Intersection #15: SR-210 SB Ramps / San Bernardino Ave

Intersection #15: SR-210 SB Ramps / San Bernardino Ave



Street Name: SR-210 SB Ramps San Bernardino Ave

Approach: Northbound Southbound Westbound

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

Min. Green: 6 6 6 6 6 6 6 6 6 6 6 6

Volume Module: >> Count Date: 23 Sep 2009 << 5:00-6:00 PM

Base Vol:	8	12	225	281	346	130	40	540	37	52	149	94
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:	8	12	225	281	346	130	40	540	37	52	149	94
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:	9	13	247	308	380	143	44	593	41	57	164	103
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	13	247	308	380	143	44	593	41	57	164	103
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:	9	13	247	308	380	143	44	593	41	57	164	103

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	1800	1700	2617	983	1700	1800	1800	1700	1800	1800

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.14	0.18	0.15	0.15	0.03	0.33	0.02	0.03	0.09	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.13	0.18	0.15	0.24	0.28	0.28	0.21	0.43	0.43	0.07	0.29	0.29
Volume/Cap:	0.04	0.04	0.77	0.77	0.51	0.51	0.12	0.77	0.05	0.50	0.32	0.20
Delay/Veh:	34.3	30.6	45.8	40.7	27.4	27.4	29.0	26.5	15.0	44.1	25.6	24.5
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:	34.3	30.6	45.8	40.7	27.4	27.4	29.0	26.5	15.0	44.1	25.6	24.5
LOS by Move:	C	C	D	C	D	C	C	C	B	D	C	C
HCW2KAVSQ:	0	0	8	10	6	6	1	16	1	2	4	2

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

Street Name: SR-210 SB Ramps San Bernardino Ave

Approach: Northbound Southbound Westbound

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

Min. Green: 6 6 6 6 6 6 6 6 6 6 6 6

Volume Module: >> Count Date: 23 Sep 2009 << 7:15-8:15 AM

Base Vol:	0	5	17	206	323	294	22	149	0	36	319	245
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:	0	5	17	206	323	294	22	149	0	36	319	245
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	0.92	0.92
PHF Volume:	0	5	18	224	351	320	24	162	0	39	347	268
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	18	224	351	320	24	162	0	39	347	268
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	5	18	224	351	320	24	162	0	39	347	268

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	1800	1700	1885	1715	1700	1800	1800	1700	1800	1800

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.13	0.19	0.19	0.01	0.09	0.00	0.02	0.19	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.00	0.07	0.32	0.38	0.38	0.38	0.07	0.30	0.00	0.22	0.46	0.46
Volume/Cap:	0.00	0.05	0.15	0.42	0.49	0.49	0.21	0.30	0.00	0.10	0.42	0.32
Delay/Veh:	0.0	39.5	40.2	24.8	21.4	21.4	40.7	24.3	0.0	27.8	16.5	15.5
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	39.5	40.2	24.8	21.4	21.4	40.7	24.3	0.0	27.8	16.5	15.5
LOS by Move:	A	D	D	C	C	C	D	C	A	C	B	B
HCW2KAVSQ:	0	0	1	5	7	7	1	4	0	1	6	5

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

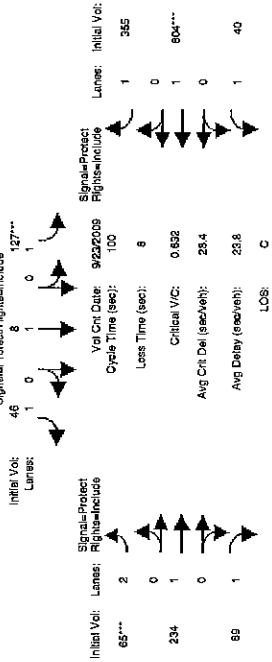
Riverside-Corona Freeway Realignment Project

W.O. 07-0377
Existing Condition

Level of Service Computation Report

2000 HCM Operations (Base Volume Alternative)
E AM

Intersection #16: SR-210 NB Ramps / San Bernardino Ave



Street Name: SR-210 NB Ramps 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 L T R
 Min. Green: 6 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6

Volume Module: >> Count Date: 23 Sep 2009 << 7:00-8:00 AM
 Base Vol: 31 289 9 127 8 46 65 234 89 40 604 355
 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 1.00 1.00 1.00 1.00
 Initial Bse: 31 289 9 127 8 46 65 234 89 40 604 355
 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
 PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
 PHF Volume: 35 329 10 145 9 52 74 267 101 46 688 404
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 35 329 10 145 9 52 74 267 101 46 688 404
 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 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
 Final Volume: 35 329 10 145 9 52 74 267 101 46 688 404

Saturation Flow Module:
 Sat/Lane: 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 0.89 1.00 1.00 0.94 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1700 3600 1800 1700 1800 1800 3200 1800 1800 1700 1800 1800

Capacity Analysis Module:
 Vol/Sat: 0.02 0.09 0.01 0.09 0.01 0.03 0.02 0.15 0.06 0.03 0.38 0.22
 Crit Moves: ****
 Green/Cycle: 0.14 0.14 0.14 0.13 0.14 0.14 0.06 0.46 0.46 0.19 0.59 0.59
 Volume/Cap: 0.15 0.65 0.04 0.65 0.04 0.21 0.39 0.32 0.12 0.14 0.65 0.38
 Delay/Veh: 38.4 43.6 37.2 47.9 37.6 38.9 46.5 17.3 15.4 34.2 15.2 11.2
 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 43.6 37.2 47.9 37.6 38.9 46.5 17.3 15.4 34.2 15.2 11.2
 LOS by Move: D D D D D D D D D D D D D D D D
 HCM2AVSQ: 1 6 0 6 0 2 5 2 1 15 7

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

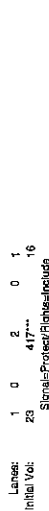
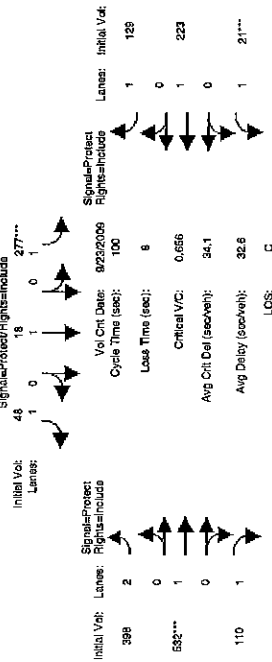
Riverside-Corona Freeway Realignment Project

W.O. 07-0377
Existing Condition

Level of Service Computation Report

2000 HCM Operations (Base Volume Alternative)
E PM

Intersection #16: SR-210 NB Ramps / San Bernardino Ave



Street Name: SR-210 NB Ramps 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 L T R
 Min. Green: 6 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6

Volume Module: >> Count Date: 23 Sep 2009 << 5:00-6:00 PM
 Base Vol: 23 417 16 277 18 48 398 532 110 21 223 129
 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: 23 417 16 277 18 48 398 532 110 21 223 129
 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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
 PHF Volume: 24 429 16 285 19 49 409 547 113 22 229 133
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 24 429 16 285 19 49 409 547 113 22 229 133
 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: 24 429 16 285 19 49 409 547 113 22 229 133

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 0.89 1.00 1.00 0.94 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
 Final Sat.: 1700 3600 1800 1700 1800 1800 3200 1800 1800 1700 1800 1800

Capacity Analysis Module:
 Vol/Sat: 0.01 0.12 0.01 0.17 0.01 0.03 0.13 0.30 0.06 0.01 0.13 0.07
 Crit Moves: ****
 Green/Cycle: 0.21 0.17 0.17 0.24 0.21 0.21 0.25 0.44 0.44 0.06 0.25 0.25
 Volume/Cap: 0.07 0.69 0.05 0.69 0.05 0.13 0.51 0.69 0.14 0.21 0.51 0.29
 Delay/Veh: 31.8 42.0 34.5 39.1 31.7 32.3 32.6 24.9 16.7 45.8 33.1 30.7
 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: 31.8 42.0 34.5 39.1 31.7 32.3 32.6 24.9 16.7 45.8 33.1 30.7
 LOS by Move: C D C D C D C D C D C D C D C D
 HCM2AVSQ: 1 7 0 10 0 1 6 14 2 1 6 3

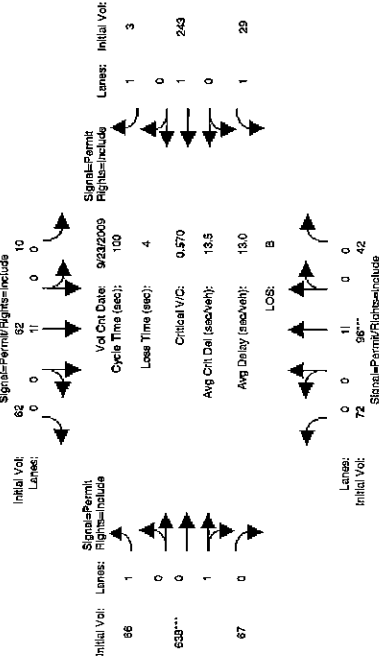
Note: Queue reported is the number of cars per lane.

Riverside-Corona Roadway Reimprovement Project
Level of Service Computation Report
Existing Condition
2000 HCM Operations (Base Volume Alternative)
E AM

Riverside-Corona Roadway Reimprovement Project
Level of Service Computation Report
Existing Condition
2000 HCM Operations (Base Volume Alternative)
E AM

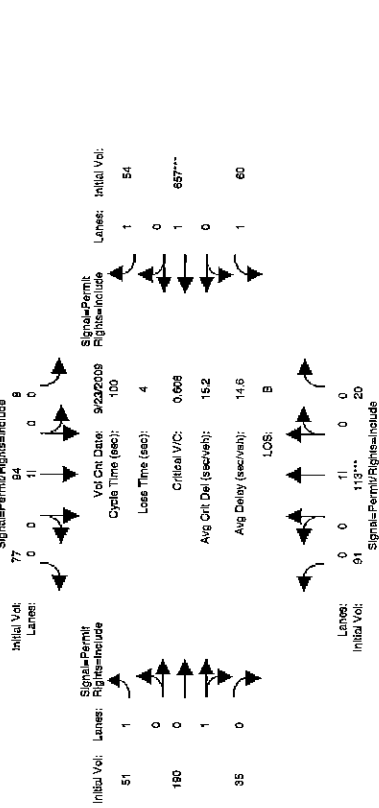
Riverside-Corona Roadway Reimprovement Project
Level of Service Computation Report
Existing Condition
2000 HCM Operations (Base Volume Alternative)
E AM

Intersection #17: Texas St / San Bernardino Ave



Street Name: Texas St San Bernardino Ave
 Approach: Northbound Southbound Eastbound Westbound
 Movement: L-T-R L-T-R L-T-R L-T-R
 Min. Green: 6 6 6 6 6 6 6 6 6 6 6 6
 Volume Module: >> Count Date: 23 Sep 2009 << 5:00-6:00 PM
 Base Vol: 72 96 42 10 62 66 638 67 29 243 3
 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: 72 96 42 10 62 66 638 67 29 243 3
 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: 77 103 45 11 66 66 71 683 72 31 260 3
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 77 103 45 11 66 66 71 683 72 31 260 3
 PCB Adj: 1.00 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 1.00
 Final Volume: 77 103 45 11 66 66 71 683 72 31 260 3
 Saturation Flow Module:
 Sat/Lane: 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
 Lanes: 0.35 0.45 0.20 0.08 0.46 0.46 1.00 0.90 0.10 1.00 1.00
 Final Sat.: 605 807 353 134 829 829 1700 1629 171 1700 1800 1800
 Capacity Analysis Module:
 Vol/Sat: 0.13 0.13 0.13 0.08 0.08 0.08 0.04 0.42 0.42 0.02 0.14 0.00
 Crit Moves: ****
 Green/Cycle: 0.22 0.22 0.22 0.22 0.22 0.22 0.74 0.74 0.74 0.74 0.74
 Volume/Cap: 0.57 0.57 0.57 0.36 0.36 0.36 0.06 0.57 0.57 0.02 0.20 0.00
 Delay/Veh: 36.5 36.5 36.5 33.3 33.3 33.3 6.6 6.6 6.6 3.6 4.1 3.5
 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: 36.5 36.5 36.5 33.3 33.3 33.3 6.6 6.6 6.6 3.6 4.1 3.5
 LOS by Move: D D D C C C C A A A A A A A
 HCM2EAVSQ: 7 7 7 4 4 4 1 11 11 0 2 0
 Note: Queue reported is the number of cars per lane.

Intersection #17: Texas St / San Bernardino Ave



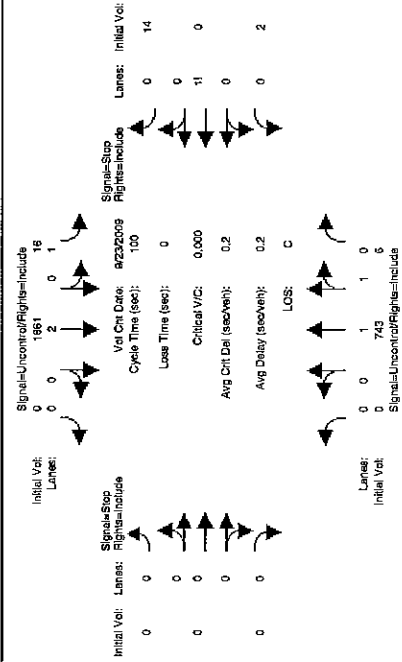
Street Name: Texas St San Bernardino Ave
 Approach: Northbound Southbound Eastbound Westbound
 Movement: L-T-R L-T-R L-T-R L-T-R
 Min. Green: 6 6 6 6 6 6 6 6 6 6 6 6
 Volume Module: >> Count Date: 23 Sep 2009 << 7:00-8:00 AM
 Base Vol: 91 113 20 8 94 77 51 190 35 60 657 54
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 91 113 20 8 94 77 51 190 35 60 657 54
 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: 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84
 PHF Volume: 108 134 24 9 112 91 60 225 42 71 779 64
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 108 134 24 9 112 91 60 225 42 71 779 64
 PCB Adj: 1.00 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 1.00
 Final Volume: 108 134 24 9 112 91 60 225 42 71 779 64
 Saturation Flow Module:
 Sat/Lane: 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
 Lanes: 0.42 0.49 0.09 0.05 0.52 0.43 1.00 0.84 0.16 1.00 1.00 1.00
 Final Sat.: 714 887 157 80 943 772 1700 1520 280 1700 1800 1800
 Capacity Analysis Module:
 Vol/Sat: 0.15 0.15 0.15 0.12 0.12 0.12 0.04 0.15 0.15 0.04 0.43 0.04
 Crit Moves: ****
 Green/Cycle: 0.25 0.25 0.25 0.25 0.25 0.25 0.71 0.71 0.71 0.71 0.71 0.71
 Volume/Cap: 0.61 0.61 0.61 0.48 0.48 0.48 0.05 0.21 0.21 0.06 0.61 0.05
 Delay/Veh: 35.8 35.8 35.8 32.8 32.8 32.8 4.3 5.0 5.0 4.4 8.2 4.3
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 35.8 35.8 35.8 32.8 32.8 32.8 4.3 5.0 5.0 4.4 8.2 4.3
 LOS by Move: D D D C C C C A A A A A A
 HCM2EAVSQ: 8 8 8 6 6 6 1 3 3 1 13 1
 Note: Queue reported is the number of cars per lane.

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

Riverside-Corona Feeder Realignment Project
 W.D. 07/03/07
 Existing + Ambient Growth Condition
 Level of Service Evaluation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 EA, PM

Riverside-Corona Feeder Realignment Project
 W.D. 07/03/07
 Existing + Ambient Growth Condition
 Level of Service Evaluation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 EA, AM

Intersection #1: La Sierra Ave / Cleveland Ave



Street Name: La Sierra Ave Cleveland Ave
 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 << 7:00-8:00 AM

Base Vol:	0	1543	9	12	452	0	0	0	0	3	0	24
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 Base:	0	1665	10	13	488	0	0	0	0	3	0	25
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	26
User Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	1743	10	14	511	0	0	0	0	3	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1743	10	14	511	0	0	0	0	3	0	27

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.8	6.5	6.9
FollowUpTrim:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3

Capacity Module:

Conflict Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2031	2286	877
Potential Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	50	39	292
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	48	37	292
Volume/Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.09

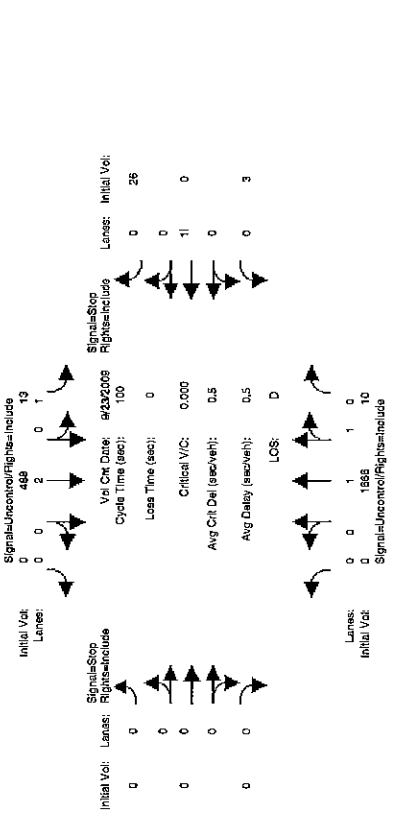
Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	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	187	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.6	xxxx
Shrd ComDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	28.0	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	28.0	D	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	D	*

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

Riverside-Corona Feeder Realignment Project
 W.D. 07/03/07
 Existing + Ambient Growth Condition
 Level of Service Evaluation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 EA, AM

Intersection #1: La Sierra Ave / Cleveland Ave



Street Name: La Sierra Ave Cleveland Ave
 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 << 4:45-5:45 PM

Base Vol:	0	688	6	15	1538	0	0	0	0	2	0	13
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 Base:	0	743	6	16	1661	0	0	0	0	2	0	14
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:	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:	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 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	813	7	18	1817	0	0	0	0	2	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	813	7	18	1817	0	0	0	0	2	0	15

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.8	6.5	6.9
FollowUpTrim:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3

Capacity Module:

Conflict Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1761	2669	410
Potential Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	76	22	591
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	74	22	591
Volume/Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.03

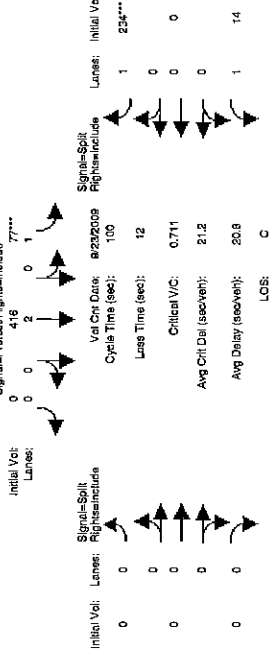
Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	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	307	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.2	xxxx
Shrd ComDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	17.5	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	17.5	C	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	C	*

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

Riverside-Corona Roadway Alignment Project
W.O. 07-0377
Existing + Ambient Growth Condition
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EA AM

Intersection #3: La Sierra Ave / McAllister Pkwy



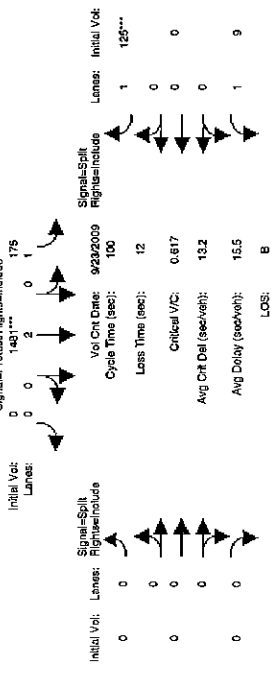
Initial Vol: 0 418 777
Lanes: 0 2 0 1
Signal=Protect/Rights=Include
Initial Vol: 0 1435
Lanes: 0 2 0 1
Signal=Protect/Rights=Include

Street Name: La Sierra Ave South Bound West Bound
Approach: North Bound East Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns: Min. Green, Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Includes saturation flow module data at the bottom.

Riverside-Corona Roadway Alignment Project
W.O. 07-0377
Existing + Ambient Growth Condition
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EA PM

Intersection #3: La Sierra Ave / McAllister Pkwy



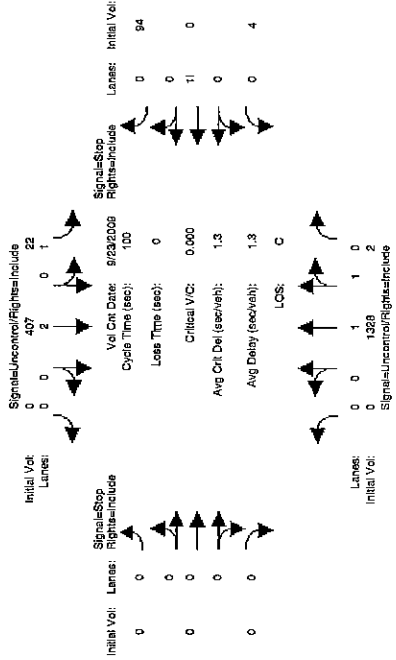
Initial Vol: 0 1431
Lanes: 0 2 0 1
Signal=Protect/Rights=Include
Initial Vol: 0 605
Lanes: 0 2 0 1
Signal=Protect/Rights=Include

Street Name: La Sierra Ave South Bound West Bound
Approach: North Bound East Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns: Min. Green, Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Includes saturation flow module data at the bottom.

Riverside-Corona Feeder Realignment Project
 W.O. 07-0377
 Existing + Ambient Growth Condition
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 EA AM

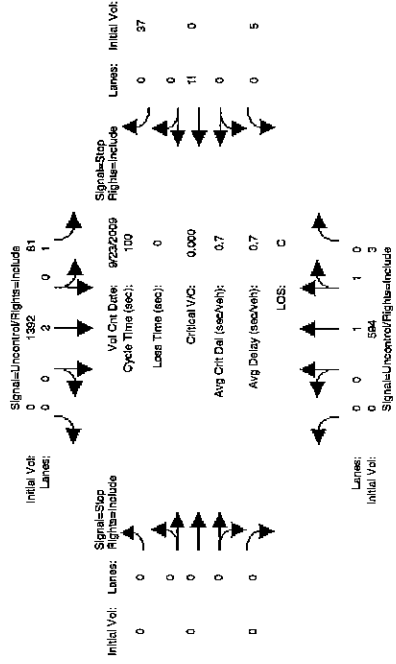
Intersection #4: La Sierra Ave / Orchard View Ln



Street Name: La Sierra Ave South Bound Orchard View Ln
 Approach: North 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 << 7:00-8:00 AM
 Base Vol: 0 1230 2 20 377 0 0 0 0 4 0 87
 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 1328 2 22 407 0 0 0 0 4 0 94
 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 1328 2 22 407 0 0 0 0 4 0 94
 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 0 1406 2 23 431 0 0 0 0 5 0 99
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Volume: 0 1406 2 23 431 0 0 0 0 5 0 99
 Critical Gap Module:
 Critical Gap: 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1
 FollowUpTime: 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2
 Capacity Module:
 Conflict Vol: 1408 1408 1408 1408 1408 1408 1408 1408 1408 1408 1408 1408
 Potential Cap.: 481 481 481 481 481 481 481 481 481 481 481 481
 Move Cap.: 481 481 481 481 481 481 481 481 481 481 481 481
 Volume/Cap: 0.05 0.05 0.05 0.05 0.05 0.05 0.05 0.05 0.05 0.05 0.05 0.05
 Level Of Service Module:
 2Way95thQ: 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
 Control Del: 12.9 12.9 12.9 12.9 12.9 12.9 12.9 12.9 12.9 12.9 12.9 12.9
 LOS by Move: B * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Queue: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Shrd Cntrl: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Shared LOS: * * * * *
 Approach Del: 20.9
 Approach LOS: C

Riverside-Corona Feeder Realignment Project
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 Existing + Ambient Growth Condition
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 EA PM

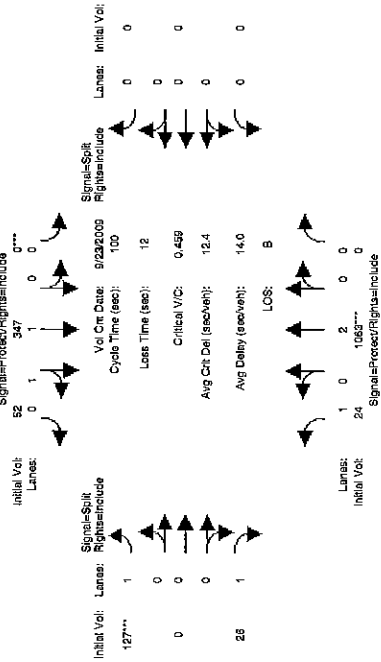
Intersection #4: La Sierra Ave / Orchard View Ln



Street Name: La Sierra Ave South Bound Orchard View Ln
 Approach: North 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 << 5:00-6:00 PM
 Base Vol: 0 550 3 75 1289 0 0 0 0 5 0 34
 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: 0 594 3 81 1392 0 0 0 0 5 0 37
 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: 0 594 3 81 1392 0 0 0 0 5 0 37
 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: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
 PHF Volume: 0 619 3 84 1452 0 0 0 0 6 0 38
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Volume: 0 619 3 84 1452 0 0 0 0 6 0 38
 Critical Gap Module:
 Critical Gap: 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.1
 FollowUpTime: 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2
 Capacity Module:
 Conflict Vol: 623 623 623 623 623 623 623 623 623 623 623 623
 Potential Cap.: 954 954 954 954 954 954 954 954 954 954 954 954
 Move Cap.: 954 954 954 954 954 954 954 954 954 954 954 954
 Volume/Cap: 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09
 Level Of Service Module:
 2Way95thQ: 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3
 Control Del: 9.1 9.1 9.1 9.1 9.1 9.1 9.1 9.1 9.1 9.1 9.1 9.1
 LOS by Move: A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Queue: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Shrd Cntrl: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Shared LOS: * * * * *
 Approach Del: 15.2
 Approach LOS: C

Riverside-Coronado Transit Facility Improvement Project
 W.C. DP-0037
 Existing + Ambient Growth Condition
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EA AM

Intersection #6: La Sierra Ave / Lake Crest Dr

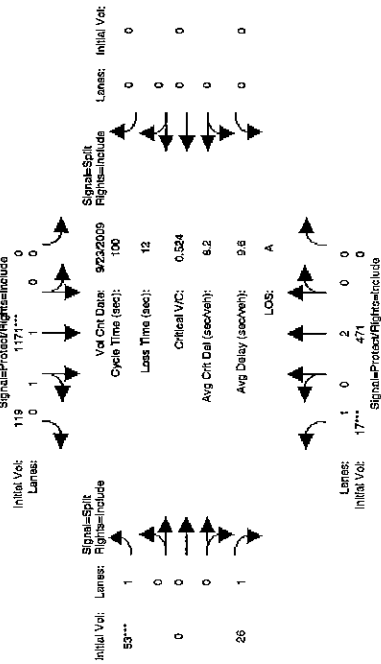


Street Name:	La Sierra Ave	South Bound	East Bound	West Bound
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	7 7 7	7 7 7	7 7 7	7 7 7
Volume Module: >> Count Date: 23 Sep 2009 << 7:00-8:00 AM				
Base Vol:	22 984	0 321 48	118 0	24 0 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
Initial Bse:	24 1063	0 347 52	127 0	26 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:	24 1063	0 347 52	127 0	26 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:	26 1151	0 376 56	138 0	28 0 0
Reduced Vol:	0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	26 1151	0 376 56	138 0	28 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:	26 1151	0 376 56	138 0	28 0 0
Saturation Flow Module:				
Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900
Adjustment:	0.93 0.93	1.00 1.00 0.91	0.91 0.93 1.00	0.83 1.00 1.00
Lanes:	1.00 2.00	0.00 1.74 0.26	1.00 0.00 1.00	0.00 0.00 0.00
Final Sat:	1769 3538	0 3019 451	1769 0	1583 0 0
Capacity Analysis Module:				
Vol/Sat:	0.01 0.33	0.00 0.00 0.12	0.08 0.00 0.02	0.00 0.00 0.00
Crit Moves:	****	****	****	****
Green/Cycle:	0.26 0.65	0.00 0.46 0.46	0.16 0.00 0.16	0.00 0.00 0.00
Volume/Cap:	0.06 0.50	0.00 0.27 0.27	0.50 0.00 0.11	0.00 0.00 0.00
Delay/Veh:	27.8 9.1	0.0 16.6 16.6	40.0 0.0 36.4	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
AdjDel/Veh:	27.8 9.1	0.0 16.6 16.6	40.0 0.0 36.4	0.0 0.0 0.0
LOS by Move:	C A A	A A B B B	D A D A A	A A A A
HCM2kV9Q:	1 10	0 0 4 4 4	0 4 0 1	0 0 0 0

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

Riverside-Coronado Transit Facility Improvement Project
 W.C. DP-0037
 Existing + Ambient Growth Condition
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EA PM

Intersection #6: La Sierra Ave / Lake Crest Dr

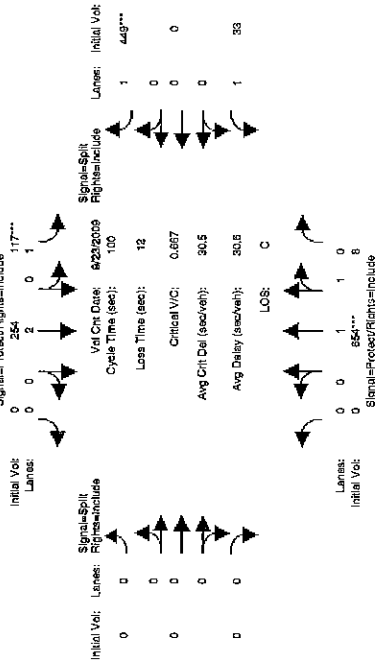


Street Name:	La Sierra Ave	South Bound	East Bound	West Bound
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	7 7 7	7 7 7	7 7 7	7 7 7
Volume Module: >> Count Date: 23 Sep 2009 << 4:45-5:45 PM				
Base Vol:	16 436	0 1084 110	49 0	24 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
Initial Bse:	17 471	0 1171 119	53 0	26 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:	17 471	0 1171 119	53 0	26 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:	0.89 0.89	0.89 0.89 0.89	0.89 0.89 0.89	0.89 0.89 0.89
PHF Volume:	19 530	0 1318 134	60 0	29 0 0
Reduced Vol:	0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	19 530	0 1318 134	60 0	29 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:	19 530	0 1318 134	60 0	29 0 0
Saturation Flow Module:				
Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900
Adjustment:	0.93 0.93	1.00 1.00 0.92	0.92 0.93 1.00	0.83 1.00 1.00
Lanes:	1.00 2.00	0.00 1.82 0.18	1.00 0.00 1.00	0.00 0.00 0.00
Final Sat:	1769 3538	0 3167 321	1769 0	1583 0 0
Capacity Analysis Module:				
Vol/Sat:	0.01 0.15	0.00 0.00 0.42	0.03 0.00 0.02	0.00 0.00 0.00
Crit Moves:	****	****	****	****
Green/Cycle:	0.07 0.55	0.00 0.00 0.74	0.07 0.00 0.07	0.00 0.00 0.00
Volume/Cap:	0.16 0.27	0.00 0.00 0.56	0.48 0.00 0.26	0.00 0.00 0.00
Delay/Veh:	44.3 11.9	0.0 6.1 6.1	47.7 0.0 45.3	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
AdjDel/Veh:	44.3 11.9	0.0 6.1 6.1	47.7 0.0 45.3	0.0 0.0 0.0
LOS by Move:	D B A	A A A A A	D A D A A	A A A A
HCM2kV9Q:	1 4	0 0 11 2	0 1	0 0 0

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

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 AM

Intersection #7: La Sierra Ave / Blackburn Rd



Street Name: La Sierra Ave Blackburn Rd

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 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	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	1.08	1.08	1.08
Initial Adj:	0	654	8	117	254	0	0	0	0	0	33	0	449
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PassByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	654	8	117	254	0	0	0	0	0	33	0	449
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
PHF 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	0.92
PHF Volume:	0	714	8	127	277	0	0	0	0	0	37	0	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	714	8	127	277	0	0	0	0	0	37	0	490
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	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
Final Volume:	0	714	8	127	277	0	0	0	0	0	37	0	490

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00	0.93	1.00	0.93
Lanes:	0.00	1.98	0.02	1.00	2.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3490	40	1769	3538	0	0	0	0	0	1769	0	1583

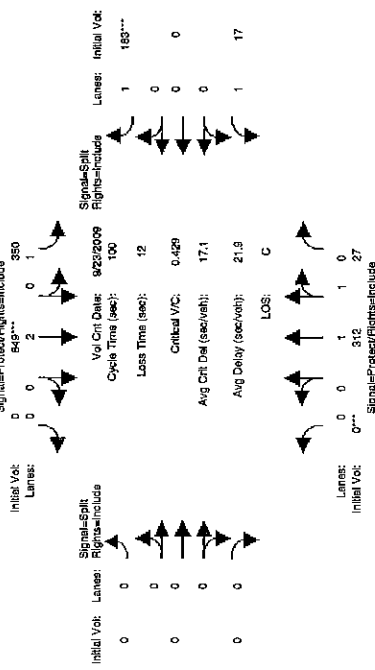
Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.20	0.07	0.08	0.00	0.00	0.00	0.00	0.02	0.00	0.31	0.12
Crit Moves:	0.00	0.31	0.31	0.11	0.22	0.00	0.00	0.00	0.00	0.46	0.00	0.46	0.26
Green/Cycle:	0.00	0.67	0.67	0.36	0.36	0.00	0.00	0.00	0.00	0.04	0.00	0.67	0.47
Volume/Cap:	0.00	31.8	31.8	51.5	33.4	0.0	0.0	0.0	0.0	14.6	0.0	23.1	31.8
Delay/Veh:	0.0	31.8	31.8	51.5	33.4	0.0	0.0	0.0	0.0	14.6	0.0	23.1	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.8	31.8	51.5	33.4	0.0	0.0	0.0	0.0	14.6	0.0	23.1	31.8
LOS by Move:	A	C	C	D	C	A	A	A	A	A	B	A	C
HCW2kAVQ:	0	11	11	5	4	0	0	0	0	1	0	0	12

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

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 Blackburn Rd

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 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:	1.08	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 Adj:	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
PassByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	312	27	350	849	0	0	0	0	0	17	0	183
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
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	0.94
PHF Volume:	0	331	29	371	901	0	0	0	0	0	18	0	194
Reduct 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
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	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
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	1900	1900	1900
Adjustment:	1.00	0.92	0.92	0.93	0.93	1.00	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.84	0.16	1.00	2.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3217	278	1769	3538	0	0	0	0	0	1769	0	1583

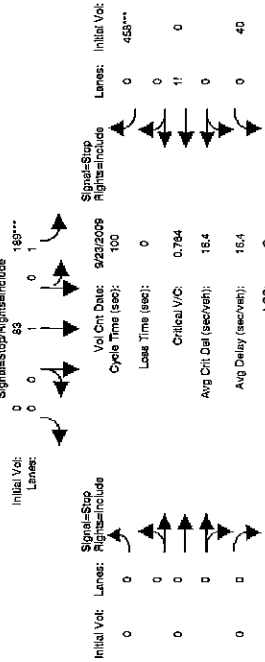
Capacity Analysis Module:

Vol/Sat:	0.00	0.10	0.10	0.21	0.25	0.00	0.00	0.00	0.00	0.01	0.00	0.12	0.08
Crit Moves:	0.00	0.20	0.20	0.41	0.55	0.00	0.00	0.00	0.00	0.26	0.00	0.26	0.26
Green/Cycle:	0.00	0.51	0.51	0.51	0.47	0.00	0.00	0.00	0.00	0.04	0.00	0.47	0.47
Volume/Cap:	0.00	36.0	36.0	22.3	13.9	0.0	0.0	0.0	0.0	27.5	0.0	31.8	31.8
Delay/Veh:	0.0	36.0	36.0	22.3	13.9	0.0	0.0	0.0	0.0	27.5	0.0	31.8	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.0	36.0	22.3	13.9	0.0	0.0	0.0	0.0	27.5	0.0	31.8	31.8
LOS by Move:	A	D	D	C	B	A	A	A	A	A	C	A	C
HCW2kAVQ:	0	6	6	9	9	0	0	0	0	0	0	0	5

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

Riverside-Corona Freeway Realignment Project
 W.C. C-07-C-03
 Existing + Ambient Growth Condition
 Level of Service Conspicuous Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 EA, AM

Intersection #8: La Sierra Ave / El Sobrante Rd



Initial Vol: 0
 Lanes: 0 0 1 1 1 0
 Initial Vol: 0 0 27***
 Lanes: 0 0 1 1 0 8
 Signal-Stop/Rights-Includes

Street Name: La Sierra Ave South Bound El Sobrante Rd West Bound
 Approach: North Bound East Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

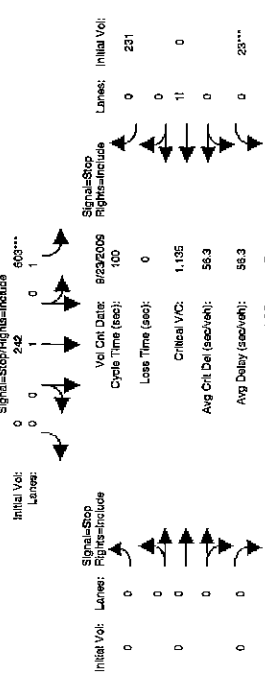
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Volume Module: >> Count Date:	23 Sep 2009 << 7:15-8:15 AM											
Base Vol:	0	210	7	175	77	0	0	0	0	37	0	424
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	227	8	189	83	0	0	0	0	40	0	458
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	227	8	189	83	0	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	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	0.90	0.90
PHF Volume:	0	252	8	210	92	0	0	0	0	44	0	508
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	252	8	210	92	0	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	1.00	1.00
MLP Adj:	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	252	8	210	92	0	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 1.00 1.00
 Lanes: 0.00 1.94 0.06 1.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.92
 Final Sat.: 0 1031 34 505 543 0 0 0 0 58 0 58 0 665

Capacity Analysis Module:
 Vol/Sat: xxxxx 0.24 0.24 0.42 0.17 xxxxx xxxxx xxxxx xxxxx 0.76 xxxxx 0.76
 Crit Moves: *****
 Delay/Veh: 0.0 11.0 11.0 14.0 10.3 0.0 0.0 0.0 0.0 21.0 0.0 21.0 21.0
 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
 AdjDel/Veh: 0.0 11.0 11.0 14.0 10.3 0.0 0.0 0.0 0.0 21.0 0.0 21.0 21.0
 LOS by Move: * B B B B * * * * * C * * C
 ApproachDel: 11.0 12.8 xxxxxxx 21.0
 Delay Adj: 1.00 xxxxxx 1.00
 AppAdjDel: 11.0 12.8 xxxxxxx 21.0
 LOS by Appr: B B B B * * * * * C C
 AllwayVeg: 0.0 0.3 0.3 0.6 0.2 0.0 0.0 0.0 0.0 2.6 2.6 2.6 2.6
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Freeway Realignment Project
 W.C. C-07-C-03
 Existing + Ambient Growth Condition
 Level of Service Conspicuous Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 EA, PM

Intersection #8: La Sierra Ave / El Sobrante Rd



Initial Vol: 0
 Lanes: 0 0 1 1 0 1
 Initial Vol: 0 0 104***
 Lanes: 0 0 1 1 0 27
 Signal-Stop/Rights-Includes

Street Name: La Sierra Ave South Bound El Sobrante Rd West Bound
 Approach: North Bound East Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

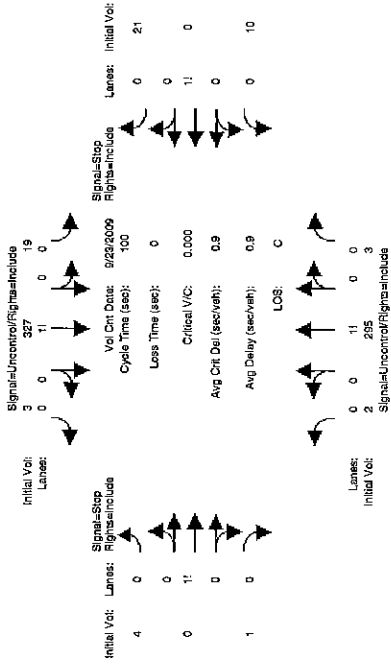
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Volume Module: >> Count Date:	23 Sep 2009 << 4:45-5:45 PM											
Base Vol:	0	96	25	558	224	0	0	0	0	21	0	214
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	104	27	603	242	0	0	0	0	23	0	231
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	104	27	603	242	0	0	0	0	23	0	231
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:	0	117	30	678	272	0	0	0	0	26	0	260
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	117	30	678	272	0	0	0	0	26	0	260
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
MLP Adj:	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	117	30	678	272	0	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 1.00 1.00
 Lanes: 0.00 1.59 0.41 1.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.01 0.91
 Final Sat.: 0 883 236 597 650 0 0 0 0 58 0 595

Capacity Analysis Module:
 Vol/Sat: xxxxx 0.13 0.13 1.14 0.42 xxxxx xxxxx xxxxx xxxxx 0.44 0.00 0.44
 Crit Moves: *****
 Delay/Veh: 0.0 9.9 9.7 102.5 12.1 0.0 0.0 0.0 0.0 12.6 12.6 12.6 12.6
 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
 AdjDel/Veh: 0.0 9.9 9.7 102.5 12.1 0.0 0.0 0.0 0.0 12.6 12.6 12.6 12.6
 LOS by Move: * A A A F B * * * * * B B B
 ApproachDel: 9.9 76.6 xxxxxxx 12.6
 Delay Adj: 1.00 xxxxxx 1.00
 AppAdjDel: 9.9 76.6 xxxxxxx 12.6
 LOS by Appr: A A F F * * * * * B B
 AllwayVeg: 0.0 0.1 0.1 15.6 0.7 0.0 0.0 0.0 0.0 0.7 0.7 0.7 0.7
 Note: Queue reported is the number of cars per lane.

Riverside Corridor Feasibility Study
 W.C. 07-037
 Existing + Ambient Growth Condition
 Level of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 EA AM

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

Volume Module: >> Count Date: 23 Sep 2009 << 8:00-9:00 AM

Base Vol: 2 273 3 18 303 3 4 0 1 9 0 19
 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: 2 295 3 19 327 3 4 0 1 10 0 21
 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: 2 295 3 19 327 3 4 0 1 10 0 21
 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: 2 325 4 21 361 4 5 0 1 11 0 23
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 2 325 4 21 361 4 5 0 1 11 0 23

Critical Gap Module:
 Critical Gap: 4.1 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
 FollowUpTim: 2.2 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

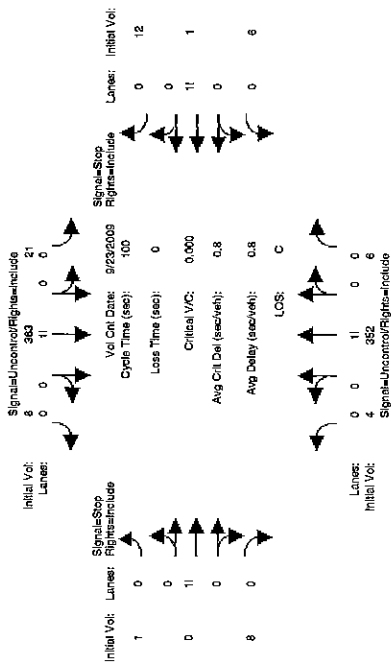
Capacity Module:
 Conflict Vol: 364 xxxxx xxxxx 329 xxxxx xxxxx 748 739 363 738 739 327
 Potent Cap.: 1194 xxxxx xxxxx 1231 xxxxx xxxxx 328 345 682 334 345 714
 Move Cap.: 1194 xxxxx xxxxx 1231 xxxxx xxxxx 313 338 682 328 338 714
 Volume/Cap: 0.00 xxxxx xxxxx 0.02 xxxxx xxxxx 0.02 0.00 0.00 0.03 0.00 0.03

Level of Service Module:
 2Way95thQ: 0.0 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Control Del: 8.0 xxxxx xxxxx 8.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: A * * * * * A * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd CntrlDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: *
 ApproachDel: xxxxxx * xxxxxx * 15.4 * * * * * B
 ApproachLOS: * C

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

Riverside Corridor Feasibility Study
 W.C. 07-037
 Existing + Ambient Growth Condition
 Level of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 EA PM

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

Volume Module: >> Count Date: 23 Sep 2009 << 5:00-6:00 PM

Base Vol: 4 326 6 19 336 7 1 0 0 7 6 1 11
 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 0 0 8 6 1 12
 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 0 0 8 6 1 12
 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 0 0 9 8 1 15
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 5 430 8 25 443 9 1 0 0 9 8 1 15

Critical Gap Module:
 Critical Gap: 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
 FollowUpTim: 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
 Conflict Vol: 452 xxxxx xxxxx 438 xxxxx xxxxx 950 946 448 947 947 434
 Potent Cap.: 1108 xxxxx xxxxx 1122 xxxxx xxxxx 240 261 611 241 261 622
 Move Cap.: 1108 xxxxx xxxxx 1122 xxxxx xxxxx 229 254 611 233 254 622
 Volume/Cap: 0.00 xxxxx xxxxx 0.02 xxxxx xxxxx 0.01 0.00 0.02 0.03 0.01 0.02

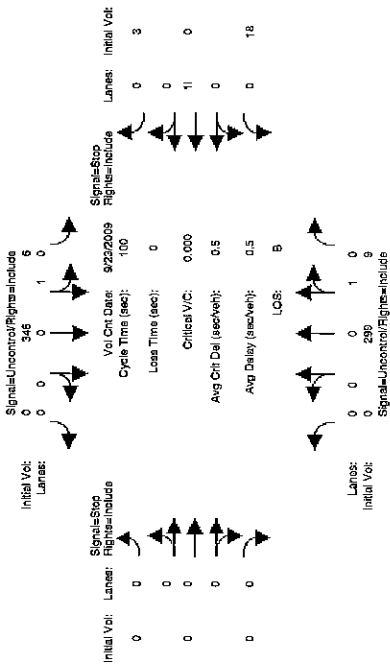
Level of Service Module:
 2Way95thQ: 0.0 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Control Del: 8.3 xxxxx xxxxx 8.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: A * * * * * A * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd CntrlDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: *
 ApproachDel: xxxxxx * xxxxxx * 12.3 * * * * * B
 ApproachLOS: * C

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

Riverside-Corona Freeway Reassignment Project

Existing + Ambient Growth Condition
Level of Service Comparison Report
2000 HCM Unsignalized (Future Volume Alternative)
EA AM

Intersection #10: Pedley Rd / 58th St



Street Name: Pedley Rd 58th St
 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 << 8:00-9:00 AM

Base Vol:	0	277	8	6	320	0	0	0	0	17	0	3
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	299	9	6	346	0	0	0	0	18	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PassesByVol:	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	343	10	7	396	0	0	0	0	21	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	343	10	7	396	0	0	0	0	21	0	4

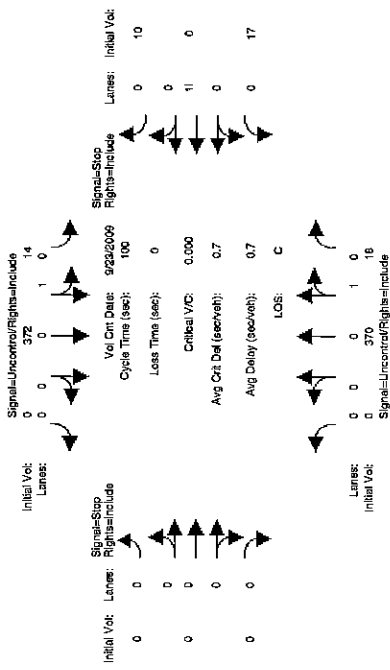
Critical Gap Module:
 Critical Gap: xxxxxx
 FollowUpPrim: xxxxxx
 Capacity Module:
 Conflict Vol: xxxxxx
 Potential Cap.: xxxxxx
 Move Cap.: xxxxxx
 Volume/Cap: xxxxxx
 Level of Service Module:
 2WayStgQ: xxxxxx
 Control Del: xxxxxx
 LOS By Move: A
 Movement: LT - LTR - RT
 Shared Cap.: xxxxxx
 Shared Queue: xxxxxx
 Shrd ComDel: xxxxxx
 Shared LOS: A
 ApproachDel: xxxxxx
 ApproachLOS: xxxxxx

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

Riverside-Corona Freeway Reassignment Project

Existing + Ambient Growth Condition
Level of Service Comparison Report
2000 HCM Unsignalized (Future Volume Alternative)
EA PM

Intersection #10: Pedley Rd / 58th St



Street Name: Pedley Rd 58th St
 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 << 5:00-6:00 PM

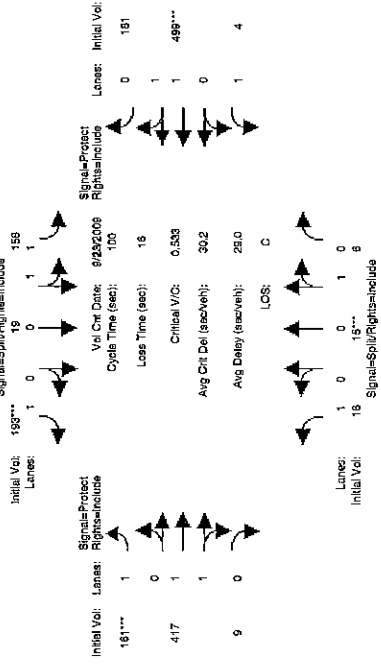
Base Vol:	0	343	17	13	344	0	0	0	0	16	0	9
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	370	18	14	372	0	0	0	0	17	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PassesByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	423	21	16	425	0	0	0	0	20	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	423	21	16	425	0	0	0	0	20	0	11

Critical Gap Module:
 Critical Gap: xxxxxx
 FollowUpPrim: xxxxxx
 Capacity Module:
 Conflict Vol: xxxxxx
 Potential Cap.: xxxxxx
 Move Cap.: xxxxxx
 Volume/Cap: xxxxxx
 Level of Service Module:
 2WayStgQ: xxxxxx
 Control Del: xxxxxx
 LOS By Move: A
 Movement: LT - LTR - RT
 Shared Cap.: xxxxxx
 Shared Queue: xxxxxx
 Shrd ComDel: xxxxxx
 Shared LOS: A
 ApproachDel: xxxxxx
 ApproachLOS: xxxxxx

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 #11: Pedley Rd / Limonite Ave



Street Name: Pedley Rd South Bound Limonite Ave West Bound
 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

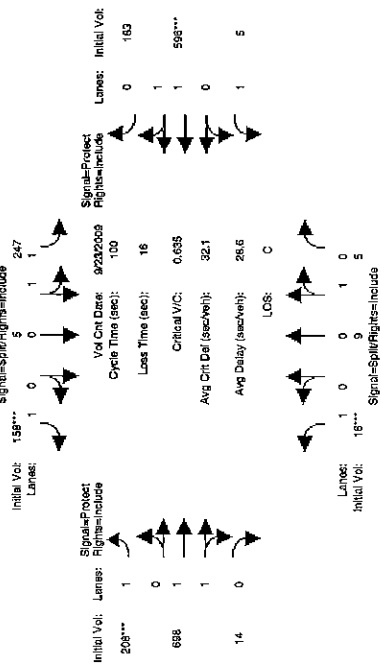
Volume Module: >> Count Date: 23 Sep 2009 << 7:45-8:45 AM
 Base Vol: 15 14 6 146 18 179 149 386 8 4 462 168
 Growth Adj: 1.08
 Initial Bse: 16 15 6 158 19 193 161 417 9 4 499 191
 Added Vol: 0
 PasserByVol: 0
 Initial Fut: 16 15 6 158 19 193 161 417 9 4 499 191
 User Adj: 1.00
 PHF Adj: 0.95
 PHF Volume: 17 16 7 166 20 203 169 439 9 5 525 191
 Reduct Vol: 0
 Reduced Vol: 17 16 7 166 20 203 169 439 9 5 525 191
 PCE Adj: 1.00
 MLF Adj: 1.00
 FinalVolume: 17 16 7 166 20 203 169 439 9 5 525 191

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.93 0.94 0.94 0.94 0.94 0.94 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 0.93 0.93 0.93
 Lanes: 1.00 0.70 0.30 1.78 0.22 1.00 1.00 1.96 0.04 1.00 1.47 0.53
 Final Sat.: 1769 1245 533 3173 391 1583 1769 3456 72 1769 2491 906

Capacity Analysis Module:
 Vol/Sat: 0.01 0.01 0.01 0.05 0.05 0.13 0.10 0.13 0.13 0.00 0.21 0.21
 Crit Moves: ****
 Green/Cycle: 0.07 0.07 0.07 0.23 0.23 0.23 0.17 0.35 0.35 0.19 0.37 0.37
 Volume/Cap: 0.14 0.18 0.18 0.23 0.23 0.23 0.57 0.36 0.36 0.01 0.57 0.57
 Delay/Veh: 44.2 44.5 44.5 31.6 31.6 36.3 40.6 24.4 24.4 32.7 25.5 25.5
 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: 44.2 44.5 44.5 31.6 31.6 36.3 40.6 24.4 24.4 32.7 25.5 25.5
 LOS by Move: D D C C C D D C C C C C C C C C C C C C C
 HCM2kAVGQ: 1 1 1 2 2 6 6 5 5 0 10 10
 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 PM

Intersection #11: Pedley Rd / Limonite Ave



Street Name: Pedley Rd South Bound Limonite Ave West Bound
 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

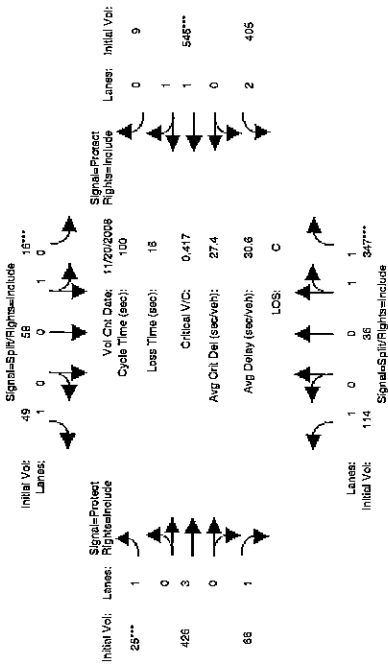
Volume Module: >> Count Date: 23 Sep 2009 << 4:45-5:45 PM
 Base Vol: 15 8 5 229 5 146 193 646 13 5 552 169
 Growth Adj: 1.08
 Initial Bse: 16 9 5 247 5 158 208 698 14 5 596 193
 Added Vol: 0
 PasserByVol: 0
 Initial Fut: 16 9 5 247 5 158 208 698 14 5 596 193
 User Adj: 1.00
 PHF Adj: 0.85
 PHF Volume: 19 10 6 290 6 185 244 818 16 6 699 214
 Reduct Vol: 0
 Reduced Vol: 19 10 6 290 6 185 244 818 16 6 699 214
 PCE Adj: 1.00
 MLF Adj: 1.00
 FinalVolume: 19 10 6 290 6 185 244 818 16 6 699 214

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.93 0.92 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 0.93 0.93 0.93 0.93 0.93
 Lanes: 1.00 0.62 0.38 1.96 0.04 1.00 1.00 1.96 0.04 1.00 1.53 0.47
 Final Sat.: 1769 1079 675 3473 76 1583 1769 3458 70 1769 2614 800

Capacity Analysis Module:
 Vol/Sat: 0.01 0.01 0.01 0.08 0.08 0.12 0.14 0.24 0.24 0.00 0.27 0.27
 Crit Moves: ****
 Green/Cycle: 0.07 0.07 0.07 0.17 0.17 0.17 0.20 0.46 0.46 0.14 0.39 0.39
 Volume/Cap: 0.15 0.13 0.13 0.48 0.48 0.68 0.68 0.51 0.51 0.03 0.68 0.68
 Delay/Veh: 44.3 44.2 44.2 38.0 38.0 45.5 41.9 19.3 19.3 37.5 26.5 26.5
 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: 44.3 44.2 44.2 38.0 38.0 45.5 41.9 19.3 19.3 37.5 26.5 26.5
 LOS by Move: D
 HCM2kAVGQ: 1 1 1 5 5 7 8 10 10 0 13 13
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Freeway Realignment Project
 Level of Service/Signal Timing
 Existing + Ambient Growth Condition
 2000 HCM Operations (Future Volume Alternative)
 EA AM

Intersection #13: Clay St / Limonite Ave



Street Name: Clay St 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 7 7 7 7

Volume Module: >> Count Date: 20 Nov 2008 << 7:30-8:30 AM

Base Vol:	106	33	321	15	54	45	23	394	61	375	506	8
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:	114	36	347	16	58	49	25	426	66	405	546	9
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:	114	36	347	16	58	49	25	426	66	405	546	9
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:	121	38	358	17	52	52	26	451	70	429	580	9
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	38	358	17	52	52	26	451	70	429	580	9
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:	121	38	358	17	52	52	26	451	70	429	580	9

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.85	0.85	0.97	0.97	0.83	0.93	0.89	0.83	0.90	0.93	0.93
Lanes:	1.00	0.19	1.81	0.22	0.78	1.00	1.00	3.00	1.00	2.00	1.97	0.03
Final Sat.:	1769	300	2918	400	1441	1583	1769	5083	1583	3432	3476	55

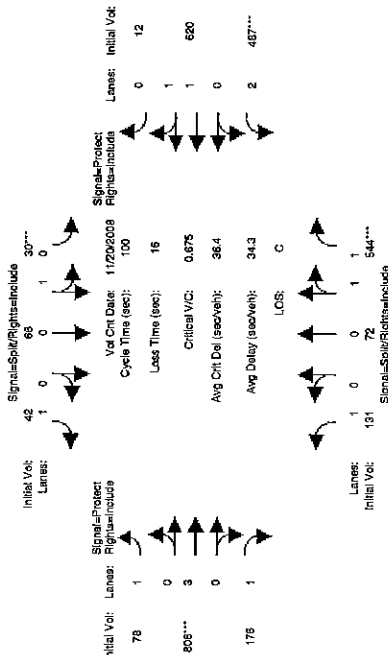
Capacity Analysis Module:

Vol/Sat:	0.07	0.13	0.13	0.04	0.04	0.03	0.01	0.09	0.04	0.13	0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.29	0.29	0.29	0.10	0.10	0.10	0.07	0.19	0.19	0.26	0.38	0.38
Volume/Cap:	0.24	0.44	0.44	0.44	0.44	0.33	0.21	0.47	0.24	0.47	0.44	0.44
Delay/Veh:	27.4	29.2	29.2	44.1	44.1	43.3	44.8	36.6	34.9	31.3	23.1	23.1
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:	27.4	29.2	29.2	44.1	44.1	43.3	44.8	36.6	34.9	31.3	23.1	23.1
LOS by Move:	C	C	C	D	D	D	D	D	D	C	C	C
HC2kxv90:	3	5	5	3	3	2	1	5	2	6	7	7

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

Riverside-Corona Freeway Realignment Project
 Level of Service/Signal Timing
 Existing + Ambient Growth Condition
 2000 HCM Operations (Future Volume Alternative)
 EA PM

Intersection #13: Clay St / Limonite Ave



Street Name: Clay St 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 7 7 7 7

Volume Module: >> Count Date: 20 Nov 2008 << 4:45-5:45 PM

Base Vol:	121	67	504	28	61	39	72	746	163	451	574	11
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:	131	72	544	30	66	42	78	806	176	487	620	12
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:	131	72	544	30	66	42	78	806	176	487	620	12
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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	136	75	568	32	69	44	81	840	184	508	646	12
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	75	568	32	69	44	81	840	184	508	646	12
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:	136	75	568	32	69	44	81	840	184	508	646	12

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.85	0.85	0.96	0.96	0.83	0.93	0.89	0.83	0.90	0.93	0.93
Lanes:	1.00	0.23	1.77	0.31	0.69	1.00	1.00	3.00	1.00	2.00	1.96	0.04
Final Sat.:	1769	379	2853	576	1256	1583	1769	5083	1583	3432	3461	66

Capacity Analysis Module:

Vol/Sat:	0.08	0.20	0.20	0.05	0.05	0.03	0.05	0.17	0.12	0.15	0.19	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.29	0.29	0.29	0.08	0.08	0.08	0.13	0.24	0.24	0.22	0.34	0.34
Volume/Cap:	0.26	0.67	0.67	0.67	0.67	0.34	0.36	0.67	0.47	0.67	0.55	0.55
Delay/Veh:	27.2	33.0	33.0	56.3	56.3	45.0	41.0	35.6	33.2	38.2	27.5	27.5
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:	27.2	33.0	33.0	56.3	56.3	45.0	41.0	35.6	33.2	38.2	27.5	27.5
LOS by Move:	C	C	C	E	E	D	D	D	D	C	C	C
HC2kxv90:	3	10	10	4	4	2	3	10	5	9	9	9

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

Riverside-Corona Feeder Realignment Project

W.O. 07-0377

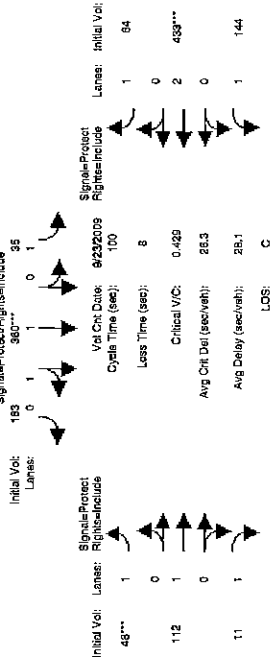
Existing + Ambient Growth Condition

Low Of Service Computation Report

2000 HCM Operations (Future Volume Alternative)

EA AM

Intersection #14: Alabama St / San Bernardino Ave



Initial Vol: 180
Lanes: 0 1 0 1

Signal-Protect Rights-Include

Vol Cnt Date: 9/23/2009
Cycle Time (sec): 100

Less Time (sec): 8

Critical V/C: 0.429

Avg Cnt Del (sec/veh): 28.3

Avg Delay (sec/veh): 28.1

LOS: C

Lanes: 1 0 2 0 1
Initial Vol: 78*** 186 59

Signal-Protect Rights-Include

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	6	6	6	6	6
Volume Module:	>> Count Date: 23 Sep 2009 << 7:15-8:15 AM								
Base Vol:	72	172	55	32	333	169	44	104	10
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Adj:	78	186	59	35	360	183	48	112	11
Added Vol:	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	78	186	59	35	360	183	48	112	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	89	213	68	40	411	209	54	129	12
Reduced Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	213	68	40	411	209	54	129	12
FCE 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:	89	213	68	40	411	209	54	129	12
Final Volume:	1700	3600	1800	1700	3388	1212	1700	1800	1800

Saturation Flow Module:

Sat/Lane: 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 1.00

Lanes: 1.00 2.00 1.00 1.00 1.33 0.57 1.00 1.00 1.00 1.00

Final Sat.: 1700 3600 1800 1700 3388 1212 1700 1800 1800 1800

Capacity Analysis Module:

Vol/Sat: 0.05 0.06 0.04 0.02 0.17 0.17 0.03 0.07 0.01 0.10 0.14 0.04

Crit Moves: ****

Green/Cycle: 0.12 0.26 0.26 0.40 0.40 0.07 0.17 0.17 0.23 0.32 0.32

Volume/Cap: 0.43 0.23 0.14 0.09 0.43 0.43 0.43 0.42 0.04 0.42 0.43 0.13

Delay/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

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: 42.1 29.1 28.4 26.0 21.8 21.8 46.6 38.2 34.9 33.8 27.0 24.1

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

HCM2kAVQ: 3 3 2 1 7 7 2 4 0 5 6 2

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

Riverside-Corona Feeder Realignment Project

W.O. 07-0377

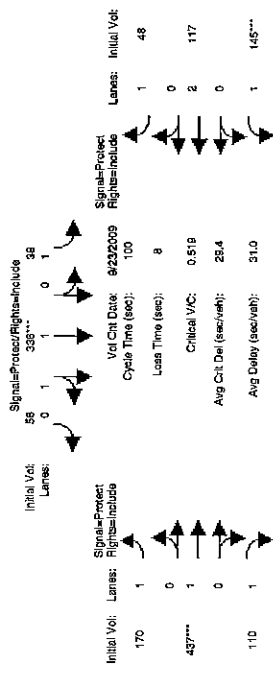
Existing + Ambient Growth Condition

Low Of Service Computation Report

2000 HCM Operations (Future Volume Alternative)

EA PM

Intersection #14: Alabama St / San Bernardino Ave



Initial Vol: 170
Lanes: 0 1 0 1

Signal-Protect Rights-Include

Vol Cnt Date: 9/23/2009
Cycle Time (sec): 100

Less Time (sec): 8

Critical V/C: 0.519

Avg Cnt Del (sec/veh): 28.4

Avg Delay (sec/veh): 31.0

LOS: C

Lanes: 1 0 2 0 1
Initial Vol: 41*** 361 154

Signal-Protect Rights-Include

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	6	6	6	6	6
Volume Module:	>> Count Date: 23 Sep 2009 << 5:00-6:00 PM								
Base Vol:	38	334	180	35	311	52	157	405	102
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Adj:	41	361	194	38	336	56	170	437	110
Added Vol:	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	41	361	194	38	336	56	170	437	110
User Adj:	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
PHF Volume:	43	374	201	39	348	58	176	453	114
Reduced Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	374	201	39	348	58	176	453	114
FCE 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:	43	374	201	39	348	58	176	453	114
Final Volume:	1700	3600	1800	1700	3084	516	1700	1800	1800

Saturation Flow Module:

Sat/Lane: 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 1.00

Lanes: 1.00 2.00 1.00 1.00 1.71 0.29 1.00 1.00 1.00 1.00

Final Sat.: 1700 3600 1800 1700 3084 516 1700 1800 1800 1800

Capacity Analysis Module:

Vol/Sat: 0.03 0.10 0.11 0.02 0.11 0.11 0.10 0.25 0.06 0.09 0.03 0.03

Crit Moves: ****

Green/Cycle: 0.06 0.18 0.18 0.10 0.21 0.21 0.41 0.48 0.48 0.17 0.24 0.24

Volume/Cap: 0.42 0.58 0.63 0.24 0.53 0.53 0.25 0.53 0.13 0.53 0.14 0.12

Delay/Veh: 48.1 39.0 41.9 42.6 35.5 35.5 19.7 18.8 14.6 39.8 30.2 30.0

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: 48.1 39.0 41.9 42.6 35.5 35.5 19.7 18.8 14.6 39.8 30.2 30.0

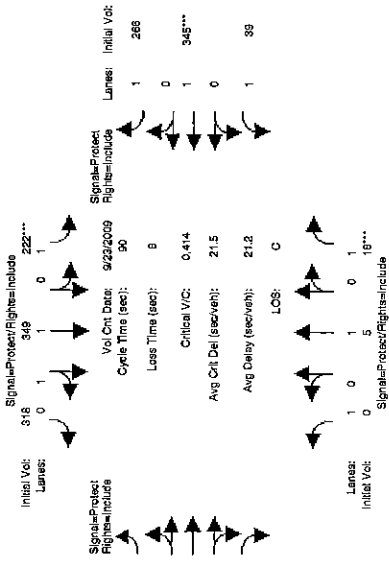
LOS by Move: D D D D D D D D B B B B D C C C C C C C C C C C C

HCM2kAVQ: 2 6 7 1 6 6 10 2 5 1 1 1

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

Riverside-Corona Freeway Realignment Project
 W.C. 07-03877
 Editing - Ambient Growth Condition
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EA AM

Intersection #15: SR-210 SB Ramps / San Bernardino Ave



Street Name: SR-210 SB Ramps San Bernardino Ave
 Approach: North Bound South Bound West Bound
 Movement: L - T - R L - T - R L - T - R

Min. Green:	6	6	6	6	6	6	6	6				
Volume Module: >> Count Date:	23 Sep 2009 << 7:15-8:15 AM											
Base Vol:	0	5	17	206	323	294	22	149	0	36	319	246
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	18	222	349	318	24	161	0	39	345	266
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	0	39	345	266
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	0.92	0.92
PHF Volume:	0	6	20	242	380	346	26	175	0	42	375	289
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	6	20	242	380	346	26	175	0	42	375	289
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	6	20	242	380	346	26	175	0	42	375	289

Saturation Flow Module:

Sat/Lane:	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
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	1800	1800	1700	1885	1715	1700	1800

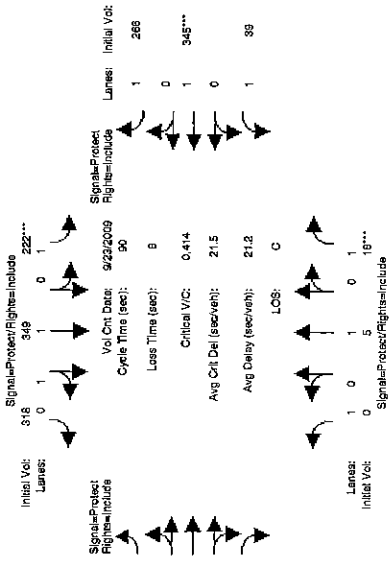
Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.14	0.20	0.20	0.02	0.10	0.00	0.02	0.21	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.00	0.07	0.07	0.32	0.38	0.38	0.07	0.31	0.00	0.21	0.45	0.46
Volume/Cap:	0.00	0.05	0.17	0.45	0.53	0.53	0.22	0.31	0.00	0.12	0.45	0.35
Delay/Veh:	0.0	39.5	40.3	25.2	21.9	21.9	40.8	23.8	0.0	28.6	16.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	39.5	40.3	25.2	21.9	21.9	40.8	23.8	0.0	28.6	16.8	15.8
LOS by Move:	A	D	D	C	C	C	D	C	A	C	B	B
HCW2KAVG0:	0	0	1	6	8	8	1	4	0	1	7	5

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

Riverside-Corona Freeway Realignment Project
 W.C. 07-03877
 Editing - Ambient Growth Condition
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EA AM

Intersection #15: SR-210 SB Ramps / San Bernardino Ave



Street Name: SR-210 SB Ramps San Bernardino Ave
 Approach: North Bound South Bound West Bound
 Movement: L - T - R L - T - R L - T - R

Min. Green:	6	6	6	6	6	6	6	6					
Volume Module: >> Count Date:	23 Sep 2009 << 5:00-6:00 PM												
Base Vol:	0	8	12	225	281	345	130	40	540	37	52	149	94
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	1.08
Initial Bse:	0	8	13	243	303	374	140	43	583	40	56	161	102
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	8	13	243	303	374	140	43	583	40	56	161	102
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	9	14	267	333	410	154	47	640	44	62	177	111
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	9	14	267	333	410	154	47	640	44	62	177	111
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	9	14	267	333	410	154	47	640	44	62	177	111

Saturation Flow Module:

Sat/Lane:	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
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	1800	1800	1700	2617	983	1700	1800

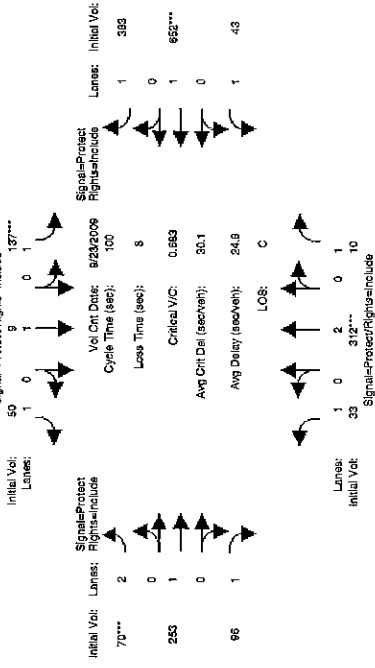
Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.15	0.20	0.16	0.16	0.03	0.36	0.02	0.04	0.10	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.12	0.18	0.18	0.24	0.29	0.29	0.20	0.43	0.43	0.07	0.30	0.30
Volume/Cap:	0.05	0.04	0.83	0.83	0.54	0.54	0.14	0.83	0.06	0.54	0.33	0.21
Delay/Veh:	34.8	30.6	51.8	46.0	27.4	27.4	29.8	30.2	15.1	46.0	25.2	24.0
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:	34.8	30.6	51.8	46.0	27.4	27.4	29.8	30.2	15.1	46.0	25.2	24.0
LOS by Move:	C	C	D	C	D	C	C	C	B	D	C	C
HCW2KAVG0:	0	0	10	12	7	7	1	18	1	3	4	2

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

Riverside-Corona Feeder Realignment Project
W.C. 07/03/77
Existing - Ambient Growth Condition
Level of Service Computation Report
2000 HCM Operations Future Volume Alternative
EA AM

Intersection #16: SR-210 NB Ramps / San Bernardino Ave



Street Name: SR-210 NB Ramps 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	6	6	6	6				
Volume Module: >> Count Date: 23 Sep 2009 << 7:00-8:00 AM												
Base Vol:	31	289	9	127	8	46	65	234	89	40	604	355
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:	33	312	10	137	9	50	70	253	96	43	652	393
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 Flt:	33	312	10	137	9	50	70	253	96	43	652	393
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	38	355	11	156	10	57	80	288	109	49	743	437
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	355	11	156	10	57	80	288	109	49	743	437
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
MFL Adj:	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:	38	355	11	156	10	57	80	288	109	49	743	437

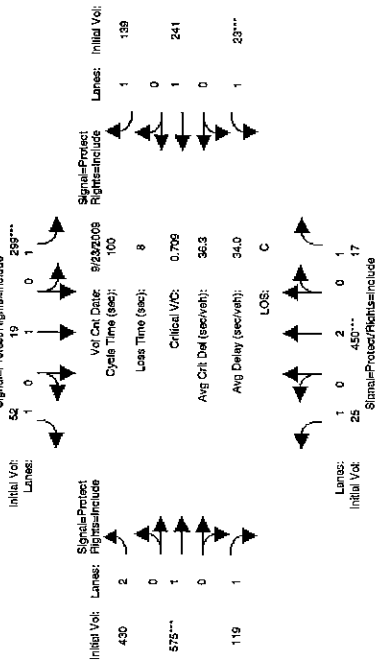
Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat: 1700 3600 1800 1700 1800 1800 3200 1800 1800 1700 1800 1800

Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.01 0.09 0.01 0.03 0.02 0.16 0.06 0.03 0.41 0.24
Crt Moves: ****
Green/Cycle: 0.14 0.14 0.14 0.13 0.14 0.14 0.06 0.47 0.47 0.18 0.59 0.59
Volume/Cap: 0.17 0.70 0.04 0.70 0.04 0.23 0.42 0.34 0.13 0.16 0.70 0.41
Delay/Veh: 38.5 45.3 37.2 51.2 37.6 39.0 46.8 16.9 14.9 35.1 16.6 11.5
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 45.3 37.2 51.2 37.6 39.0 46.8 16.9 14.9 35.1 16.6 11.5
LOS by Move: D D D D D D D D B B B B
HCMkVsg: 1 7 0 6 0 2 2 6 2 1 17 7

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

Riverside-Corona Feeder Realignment Project
W.C. 07/03/77
Existing - Ambient Growth Condition
Level of Service Computation Report
2000 HCM Operations Future Volume Alternative
EA PM

Intersection #16: SR-210 NB Ramps / San Bernardino Ave



Street Name: SR-210 NB Ramps 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	6	6	6	6				
Volume Module: >> Count Date: 23 Sep 2009 << 5:00-6:00 PM												
Base Vol:	23	417	16	277	18	48	398	532	110	21	223	129
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:	25	450	17	299	19	52	430	575	119	23	241	139
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 Flt:	25	450	17	299	19	52	430	575	119	23	241	139
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	26	463	18	308	20	53	442	591	122	23	248	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	463	18	308	20	53	442	591	122	23	248	143
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
MFL Adj:	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:	26	463	18	308	20	53	442	591	122	23	248	143

Saturation Flow Module:
Sat/Lane: 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 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
Final Sat: 1700 3600 1800 1700 1800 1800 3200 1800 1800 1700 1800 1800

Capacity Analysis Module:
Vol/Sat: 0.02 0.13 0.01 0.18 0.01 0.03 0.14 0.33 0.07 0.01 0.14 0.08
Crt Moves: ****
Green/Cycle: 0.21 0.17 0.17 0.24 0.21 0.21 0.25 0.44 0.44 0.06 0.25 0.25
Volume/Cap: 0.07 0.74 0.06 0.74 0.05 0.14 0.55 0.74 0.15 0.23 0.55 0.32
Delay/Veh: 31.9 44.0 34.6 41.9 31.7 32.4 33.3 26.9 16.8 45.9 34.0 30.9
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: 31.9 44.0 34.6 41.9 31.7 32.4 33.3 26.9 16.8 45.9 34.0 30.9
LOS by Move: C D C D C C C C C C B D C C
HCMkVsg: 1 8 0 11 1 1 16 2 1 7 4

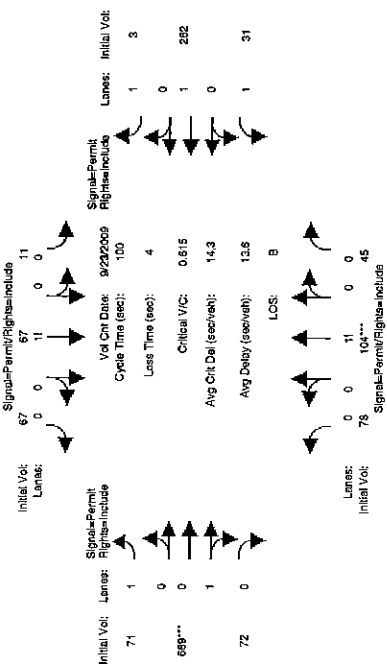
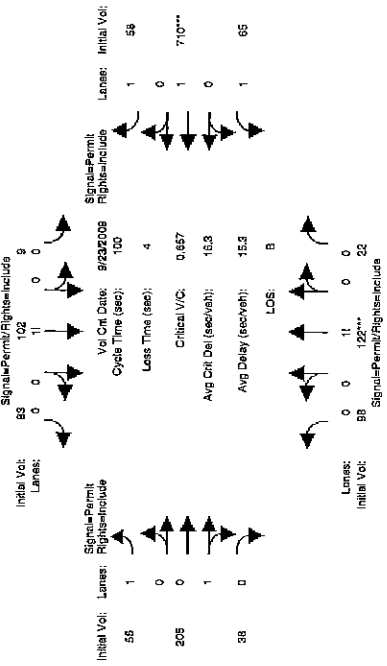
Note: Queue reported is the number of cars per lane.

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 AM

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 AM

Intersection #17: Texas St / San Bernardino Ave

Intersection #17: Texas St / San Bernardino Ave



Street Name: Texas St North Bound South Bound West Bound
 Approach: North Bound South Bound West Bound
 Movement: L-T-R L-T-R L-T-R L-T-R
 Min. Green: 6 6 6 6 6 6 6 6 6 6 6 6

Volume Module: >> Count Date: 23 Sep 2009 << 7:00-8:00 AM
 Base Vol: 91 113 20 8 94 77 51 190 35 60 657 54
 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: 98 122 22 9 102 83 55 205 38 65 710 58
 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: 98 122 22 9 102 83 55 205 38 65 710 58
 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: 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84
 PHF Volume: 117 145 26 10 120 99 65 243 45 77 842 69
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 117 145 26 10 120 99 65 243 45 77 842 69
 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
 MUF Adj: 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: 117 145 26 10 120 99 65 243 45 77 842 69

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: 0.42 0.49 0.09 0.05 0.52 0.43 1.00 0.84 0.16 1.00 1.00 1.00
 Final Sat: 714 867 157 80 943 772 1700 1520 280 1700 1800 1800

Capacity Analysis Module:
 Vol/Sat: 0.16 0.16 0.16 0.13 0.13 0.13 0.04 0.16 0.16 0.05 0.47 0.04
 Crit Moves: ****
 Green/Cycle: 0.25 0.25 0.25 0.25 0.25 0.25 0.71 0.71 0.71 0.71 0.71 0.71
 Volume/Cap: 0.66 0.66 0.66 0.51 0.51 0.51 0.05 0.23 0.23 0.06 0.66 0.05
 Delay/Veh: 37.4 37.4 37.4 33.4 33.4 33.4 4.3 5.0 5.0 4.4 9.1 4.3
 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
 AdjDel/Veh: 37.4 37.4 37.4 33.4 33.4 33.4 4.3 5.0 5.0 4.4 9.1 4.3
 LOS by Move: D D C C C A A A A A A A
 HCM2kayQ: 9 9 9 7 7 7 1 3 3 1 15 1

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

Street Name: Texas St North Bound South Bound West Bound
 Approach: North Bound South Bound West Bound
 Movement: L-T-R L-T-R L-T-R L-T-R
 Min. Green: 6 6 6 6 6 6 6 6 6 6 6 6

Volume Module: >> Count Date: 23 Sep 2009 << 5:00-6:00 PM
 Base Vol: 72 96 42 10 62 62 66 638 67 29 243 3
 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: 78 104 45 11 67 67 71 689 72 31 262 3
 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: 78 104 45 11 67 67 71 689 72 31 262 3
 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: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
 PHF Volume: 83 111 49 12 72 72 76 738 77 34 281 3
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 83 111 49 12 72 72 76 738 77 34 281 3
 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
 MUF Adj: 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: 83 111 49 12 72 72 76 738 77 34 281 3

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: 0.35 0.45 0.20 0.08 0.46 0.46 1.00 0.90 0.10 1.00 1.00 1.00
 Final Sat: 605 807 353 134 829 829 1700 1629 171 1700 1800 1800

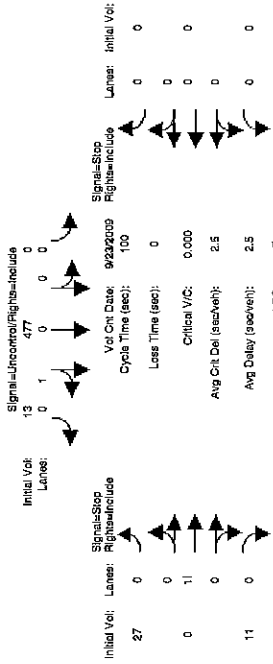
Capacity Analysis Module:
 Vol/Sat: 0.14 0.14 0.14 0.09 0.09 0.09 0.04 0.45 0.45 0.02 0.16 0.00
 Crit Moves: ****
 Green/Cycle: 0.22 0.22 0.22 0.22 0.22 0.22 0.74 0.74 0.74 0.74 0.74 0.74
 Volume/Cap: 0.62 0.62 0.62 0.39 0.39 0.39 0.06 0.62 0.62 0.03 0.21 0.00
 Delay/Veh: 37.8 37.8 37.8 33.6 33.6 33.6 3.7 7.2 7.2 3.6 4.2 3.5
 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: 37.8 37.8 37.8 33.6 33.6 33.6 3.7 7.2 7.2 3.6 4.2 3.5
 LOS by Move: D D C C C A A A A A A A
 HCM2kayQ: 8 8 8 4 4 4 1 12 12 0 3 0

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

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

Riverside-Corona Feeder Realignment Project
 W.C. 07-0377
 Existing + Ambient Growth + Project Condition
 Level Of Service Comparison Report
 2000 HCM Unsignalized (Flare Volume Alternative)
 EAP AM

Intersection #2: La Sierra Ave / Dufferin Ave



Initial Vol: 27
 Lanes: 0 1 0 0 0 0
 Signal-Stop Rights-Include: 0 1 0 0 0 0
 Signal-Start Rights-Include: 0 1 0 0 0 0
 Vcl Crt Del: 9/22/2009
 Cycle Time (sec): 100
 Loss Time (sec): 0
 Critical V/C: 0.000
 Avg Crt Del (sec/Veh): 2.5
 Avg Delay (sec/Veh): 2.5
 LOS: F

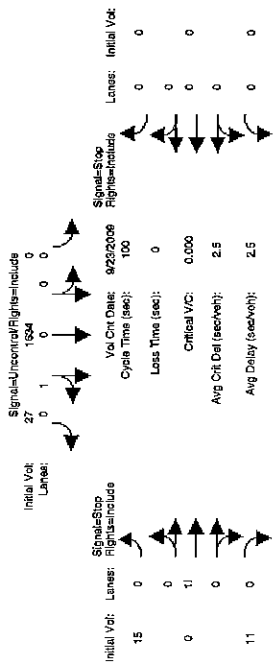
Street Name: La Sierra Ave Dufferin Ave
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Volume Module: >> Count Date: 23 Sep 2009 << 7:00-9:00 AM
 Base Vol: 13 1526 0 0 442 12 25 0 10 0 0 0
 Growth Adj: 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08
 Initial Bse: 14 1648 0 0 477 13 27 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 Fut: 14 1648 0 0 477 13 27 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
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 15 1729 0 0 501 14 28 0 11 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 15 1729 0 0 501 14 28 0 11 0 0 0

Critical Gap Module:
 Critical Gap: 4.1 XXXX XXXXX XXXXX XXXXX 6.4 6.5 6.2 XXXXX XXXXX XXXXX
 FollowUpPrm: 2.2 XXXX XXXXX XXXXX XXXXX 3.5 4.0 3.3 XXXXX XXXXX XXXXX
 Capacity Module:
 Conflict Vol: 515 XXXX XXXXX XXXX XXXX XXXXX 2267 2267 508 XXXX XXXX XXXXX
 Potent Cap.: 1051 XXXX XXXXX XXXX XXXX XXXXX 45 41 565 XXXX XXXX XXXXX
 Move Cap.: 1051 XXXX XXXXX XXXX XXXX XXXXX 44 40 565 XXXX XXXX XXXXX
 Volume/Cap: 0.01 XXXX XXXXX XXXX XXXX XXXXX 0.64 0.00 0.02 XXXX XXXX XXXXX
 Level Of Service Module:
 2Way95thQ: 0.0 XXXX XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX
 Control Del: 8.5 XXXX XXXXX XXXXX XXXX XXXXX XXXXX XXXX XXXXX
 LOS by Move: A * * * * * LT - LTR - RT LT - LTR - RT
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: XXXX XXXX XXXXX XXXX XXXX XXXXX 60 XXXXX XXXX XXXX XXXXX
 SharedQueue: XXXX XXXX XXXXX XXXX XXXX XXXXX 2.8 XXXXX XXXX XXXX XXXXX
 Shrd ConDel: XXXX XXXX XXXXX XXXX XXXX XXXXX 143 XXXXX XXXX XXXX XXXXX
 Shared LOS: * * * * * F * * * * *
 ApproachDel: XXXXXX 142.5
 ApproachLOS: * XXXXXX F

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

Riverside-Corona Feeder Realignment Project
 W.C. 07-0377
 Existing + Ambient Growth + Project Condition
 Level Of Service Comparison Report
 2000 HCM Unsignalized (Flare Volume Alternative)
 EAP PM

Intersection #2: La Sierra Ave / Dufferin Ave



Initial Vol: 15
 Lanes: 0 1 0 0 0 0
 Signal-Stop Rights-Include: 0 1 0 0 0 0
 Signal-Start Rights-Include: 0 1 0 0 0 0
 Vcl Crt Del: 9/22/2009
 Cycle Time (sec): 100
 Loss Time (sec): 0
 Critical V/C: 0.000
 Avg Crt Del (sec/Veh): 2.5
 Avg Delay (sec/Veh): 2.5
 LOS: F

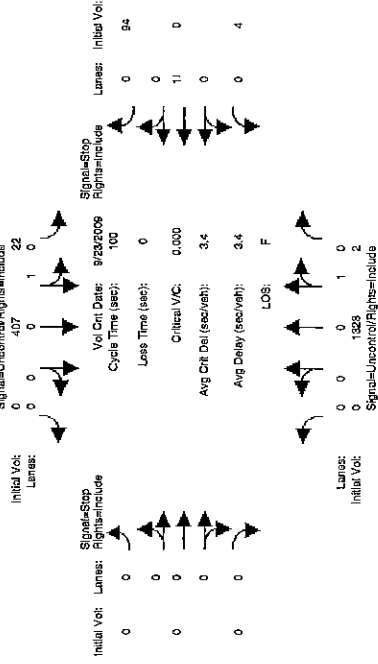
Street Name: La Sierra Ave Dufferin Ave
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Volume Module: >> Count Date: 23 Sep 2009 << 4:45-5:45 PM
 Base Vol: 7 678 0 0 1513 25 14 0 10 0 0 0
 Growth Adj: 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 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 Fut: 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
 PHF 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
 Reduct 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 Gap: 4.1 XXXX XXXXX XXXXX XXXXX 6.4 6.5 6.2 XXXXX XXXXX XXXXX
 FollowUpPrm: 2.2 XXXX XXXXX XXXXX XXXXX 3.5 4.0 3.3 XXXXX XXXXX XXXXX
 Capacity Module:
 Conflict Vol: 1807 XXXX XXXXX XXXX XXXX XXXXX 2606 2606 1793 XXXX XXXX XXXXX
 Potent Cap.: 340 XXXX XXXXX XXXX XXXX XXXXX 27 25 100 XXXX XXXX XXXXX
 Move Cap.: 340 XXXX XXXXX XXXX XXXX XXXXX 27 24 100 XXXX XXXX XXXXX
 Volume/Cap: 0.02 XXXX XXXXX XXXX XXXX XXXXX 0.62 0.00 0.12 XXXX XXXX XXXXX
 Level Of Service Module:
 2Way95thQ: 0.1 XXXX XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX
 Control Del: 15.8 XXXX XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX
 LOS by Move: C * * * * * LT - LTR - RT LT - LTR - RT
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: XXXX XXXX XXXXX XXXX XXXX XXXXX 38 XXXXX XXXX XXXX XXXXX
 SharedQueue: XXXX XXXX XXXXX XXXX XXXX XXXXX 2.7 XXXXX XXXX XXXX XXXXX
 Shrd ConDel: XXXX XXXX XXXXX XXXX XXXX XXXXX 226 XXXXX XXXX XXXX XXXXX
 Shared LOS: * * * * * F * * * * *
 ApproachDel: XXXXXX 225.5
 ApproachLOS: * XXXXXX F

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

Riverside-Corona Roadway Realignment Project
Easting + Ambient Growth + Project Condition
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
EAP AM

Intersection #4: La Sierra Ave / Orchard View Ln

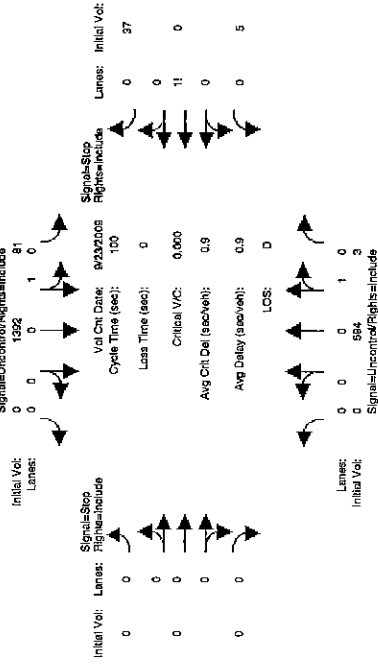


Street Name: La Sierra Ave Orchard View Ln
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Volume Module: >> Count Date: 23 Sep 2009 << 7:00-8:00 AM
 Base Vol: 0 1230 2 20 377 0 0 0 0 0 0 0 4 0 0 87
 Growth Adj: 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08
 Initial Bse: 0 1328 2 22 407 0 0 0 0 0 0 0 4 0 0 94
 Added Vol: 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
 Initial Fut: 0 1328 2 22 407 0 0 0 0 0 0 0 4 0 0 94
 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
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 2 1406 2 23 431 0 0 0 0 0 0 0 5 0 0 99
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 0 1406 2 23 431 0 0 0 0 0 0 0 5 0 0 99

Critical Gap Module:
 Critical Gap: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 6.4 6.5 6.2
 FollowUpTim: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 3.5 4.0 3.3
 Capacity Module:
 Conflict Vol: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1883 1883 1407
 Potent Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 78 71 170
 Move Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 75 67 170
 Volume/Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.06 0.00 0.58
 Level Of Service Module:
 2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Control Del: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 LOS by Move: * * * * * B * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * * B * * * * * A * * * * *
 ApproachDel: xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx
 ApproachLOS: * * * * *
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Roadway Realignment Project
Easting + Ambient Growth + Project Condition
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
EAP PM

Intersection #4: La Sierra Ave / Orchard View Ln

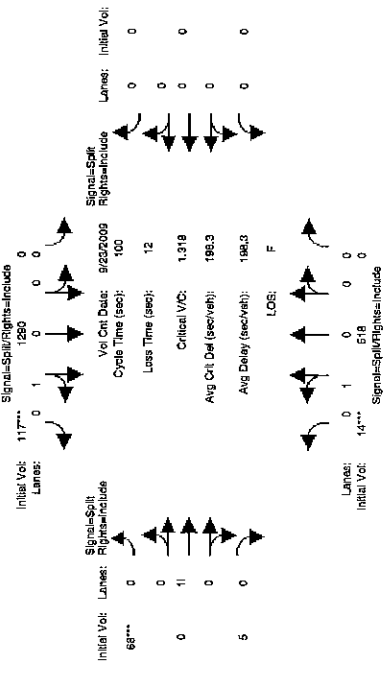


Street Name: La Sierra Ave Orchard View Ln
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Volume Module: >> Count Date: 23 Sep 2009 << 5:00-6:00 PM
 Base Vol: 0 550 3 75 1289 0 0 0 0 0 0 0 0 0 0 34
 Growth Adj: 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08
 Initial Bse: 0 594 3 81 1392 0 0 0 0 0 0 0 0 0 0 37
 Added Vol: 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
 Initial Fut: 0 594 3 81 1392 0 0 0 0 0 0 0 0 0 0 37
 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
 PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
 PHF Volume: 0 619 3 84 1452 0 0 0 0 0 0 0 6 0 0 38
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 0 619 3 84 1452 0 0 0 0 0 0 0 6 0 0 38

Critical Gap Module:
 Critical Gap: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 6.4 6.5 6.2
 FollowUpTim: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 3.5 4.0 3.3
 Capacity Module:
 Conflict Vol: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 2242 2242 621
 Potent Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 46 42 487
 Move Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 43 38 487
 Volume/Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.13 0.00 0.08
 Level Of Service Module:
 2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Control Del: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 LOS by Move: * * * * * A * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * * A * * * * * A * * * * *
 ApproachDel: xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx
 ApproachLOS: * * * * *
 Note: Queue reported is the number of cars per lane.

Riverside-Coronas Freeway Realignment Project
 W.O. 07-0277
 Existing + Ambient Growth + Project Condition
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EAP PM

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

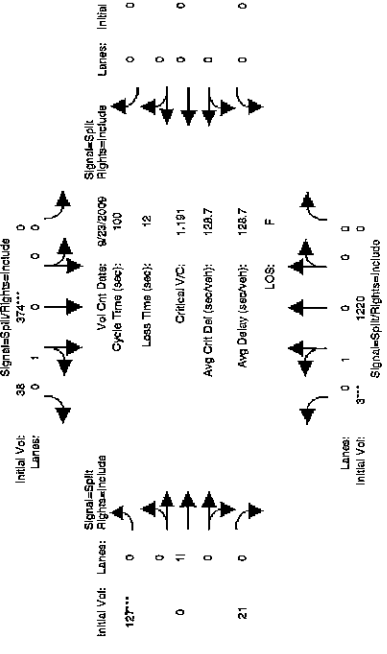
Volume Module: >> Count Date: 23 Sep 2009 << 4:45-5:45 PM

	North Bound	South Bound	East Bound	West Bound
Base Vol:	13 480	0 1194	108 63	0 0
Growth Adj:	1.08 1.08	1.08 1.08	1.08 1.08	1.08 1.08
Initial Base:	14 518	0 1290	117 68	0 0
Added Vol:	0 0	0 0	0 0	0 0
PasserByVol:	0 0	0 0	0 0	0 0
Initial Fut:	14 518	0 1290	117 68	0 0
User Adj:	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
PHF Volume:	15 551	0 1370	124 72	0 0
Reduc Vol:	0 0	0 0	0 0	0 0
Reduced Vol:	15 551	0 1370	124 72	0 0
PCE 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:	15 551	0 1370	124 72	0 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.98 0.98 1.00 1.00 0.97 0.97 0.93 0.93
 Lanes: 0.03 0.97 0.00 0.00 0.92 0.08 0.93 0.00
 Final Sat.: 49 1811 0 0 1689 153 1633 0
 Capacity Analysis Module:
 Vol/Sat: 0.30 0.30 0.00 0.00 0.81 0.81 0.04 0.04
 Crit Moves: ****
 Green/Cycle: 0.22 0.22 0.00 0.00 0.59 0.59 0.07 0.07
 Volume/Cap: 1.38 1.38 0.00 0.00 1.38 1.38 0.63 0.63
 Delay/Veh: 223.5 223 0 0 195 196.2 55.5 55.5
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 223.5 223 0 0 196 196.2 55.5 55.5
 LOS by Move: F F F F F F F F
 HCM2kAVG: 38 38 0 0 96 96 3 3
 Note: Queue reported is the number of cars per lane.

Riverside-Coronas Freeway Realignment Project
 W.O. 07-0277
 Existing + Ambient Growth + Project Condition
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EAP AM

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

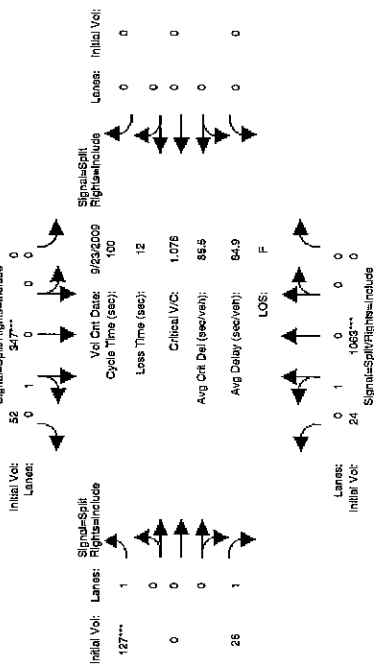
Volume Module: >> Count Date: 23 Sep 2009 << 7:00-8:00 AM

	North Bound	South Bound	East Bound	West Bound
Base Vol:	3 1130	0 346	35 118	0 19
Growth Adj:	1.08 1.08	1.08 1.08	1.08 1.08	1.08 1.08
Initial Base:	3 1220	0 374	38 127	0 21
Added Vol:	0 0	0 0	0 0	0 0
PasserByVol:	0 0	0 0	0 0	0 0
Initial Fut:	3 1220	0 374	38 127	0 21
User Adj:	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
PHF Volume:	4 1325	0 406	41 138	0 22
Reduc Vol:	0 0	0 0	0 0	0 0
Reduced Vol:	4 1325	0 406	41 138	0 22
PCE 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:	4 1325	0 406	41 138	0 22

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.98 0.98 1.00 1.00 0.97 0.97 0.92 0.92
 Lanes: 0.01 0.99 0.00 0.00 0.91 0.09 0.86 0.00
 Final Sat.: 5 1857 0 0 1671 169 1509 0
 Capacity Analysis Module:
 Vol/Sat: 0.71 0.71 0.00 0.00 0.24 0.24 0.09 0.09
 Crit Moves: ****
 Green/Cycle: 0.60 0.60 0.00 0.00 0.20 0.20 0.08 0.08
 Volume/Cap: 1.19 1.19 0.00 0.00 1.19 1.19 0.00 0.00
 Delay/Veh: 115.1 115 0 0 149 149.3 184.0 184.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 115.1 115 0 0 149 149.3 184.0 184.0
 LOS by Move: F F F F F F F F
 HCM2kAVG: 69 69 0 0 26 26 11 11
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Freeway Realignment Project
 W.O. 07-0377
 Existing + Ambient Growth + Project Condition
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EAP AM

Intersection #6: La Sierra Ave / Lake Crest Dr

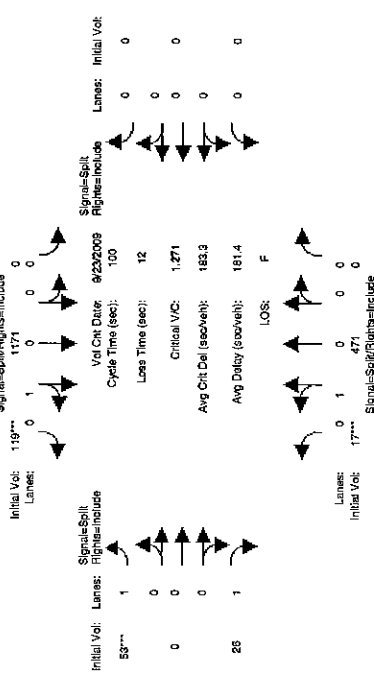


Street Name: La Sierra Ave
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
 Volume Module: >> Count Date: 23 Sep 2009 << 7:00-8:00 AM
 Base Vol: 26 994 0 0 321 48 118 0 24 0 0 0
 Growth Adj: 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08
 Initial Bse: 24 1063 0 0 347 52 127 0 26 0 0 0
 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
 Initial Fut: 24 1063 0 0 347 52 127 0 26 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 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 0.92 0.92 0.92 0.92 0.92 0.92 0.92
 PHF Volume: 26 1151 0 0 376 56 138 0 28 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 26 1151 0 0 376 56 138 0 28 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 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
 FinalVolume: 26 1151 0 0 376 56 138 0 28 0 0 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.98 0.98 1.00 1.00 0.96 0.86 0.93 1.00 0.83 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.02 0.98 0.00 0.00 0.87 0.13 1.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Final Sat.: 41 1819 0 0 1591 238 1769 0 1593 0 0 0
 Capacity Analysis Module:
 Vol/Sat: 0.63 0.63 0.00 0.00 0.24 0.24 0.08 0.00 0.02 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Crit Moves: *****
 Green/Cycle: 0.59 0.59 0.00 0.00 0.22 0.22 0.07 0.00 0.07 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Volume/Cap: 1.08 1.08 0.00 0.00 1.08 1.08 1.08 0.00 0.24 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Delay/Veh: 70.7 70.7 0.0 0.0 106 105.8 147.7 0.0 44.9 0.0 0.0 0.0 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 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 70.7 70.7 0.0 0.0 106 105.8 147.7 0.0 44.9 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 LOS by Move: E E A A F F F F A D A A A A
 HCM2kAVGQ: 51 51 0 0 21 21 9 0 1 0 0 0 0 0 0 0 0 0
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Freeway 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 #6: La Sierra Ave / Lake Crest Dr



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 7 7 7 7 7 7 7 7 7 7
 Volume Module: >> Count Date: 23 Sep 2009 << 4:45-5:45 PM
 Base Vol: 16 436 0 0 1084 110 49 0 24 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 1.08 1.08 1.08 1.08 1.08 1.08
 Initial Bse: 17 471 0 0 1171 119 53 0 26 0 0 0
 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
 Initial Fut: 17 471 0 0 1171 119 53 0 26 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 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 0.89 0.89 0.89 0.89 0.89 0.89
 PHF Volume: 19 530 0 0 1318 134 60 0 29 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 19 530 0 0 1318 134 60 0 29 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 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
 FinalVolume: 19 530 0 0 1318 134 60 0 29 0 0 0

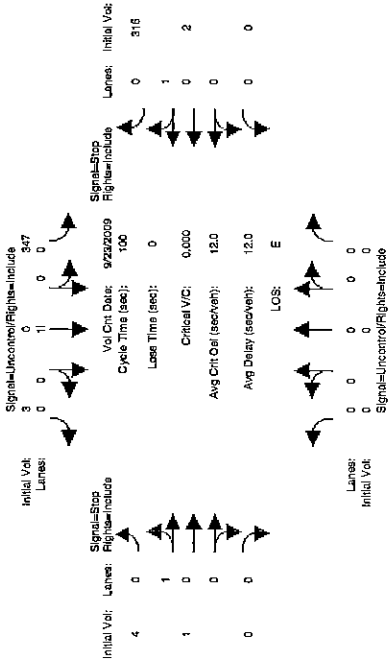
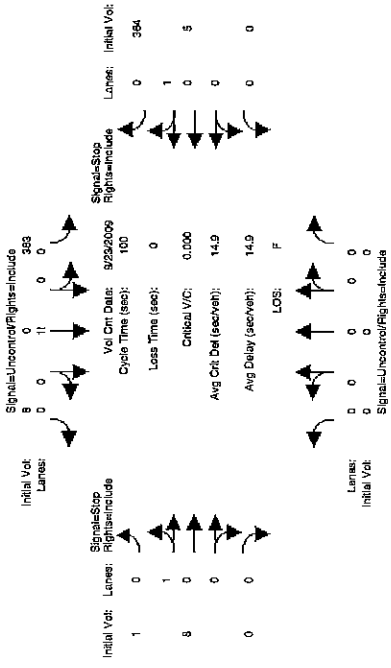
Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.98 0.98 1.00 1.00 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
 Lanes: 0.04 0.96 0.00 0.00 0.91 0.09 1.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Final Sat.: 66 1792 0 0 1670 169 1769 0 1583 0 0 0
 Capacity Analysis Module:
 Vol/Sat: 0.30 0.30 0.00 0.00 0.79 0.79 0.03 0.00 0.02 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Crit Moves: *****
 Green/Cycle: 0.22 0.22 0.00 0.00 0.59 0.59 0.07 0.00 0.07 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Volume/Cap: 1.34 1.34 0.00 0.00 1.34 1.34 0.48 0.00 0.26 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Delay/Veh: 207.5 208 0.0 0.0 180 179.7 47.7 0.0 45.3 0.0 0.0 0.0 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 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 207.5 208 0.0 0.0 180 179.7 47.7 0.0 45.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 LOS by Move: F F A A F F F F A D A A A A
 HCM2kAVGQ: 36 36 0 0 90 90 2 0 1 0 0 0 0 0 0 0 0 0
 Note: Queue reported is the number of cars per lane.

Riverside-Corona Freeway Realignment Project
W.O. 07-0377
Existing + Ambient Growth + Project Condition
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
EAP PM

Riverside-Corona Freeway Realignment Project
W.O. 07-0377
Existing + Ambient Growth + Project Condition
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
EAP AM

Intersection #9: Pedley Rd / 56th St

Intersection #9: Pedley Rd / 56th St



Street Name: Pedley Rd

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
 Volume Module: >> Count Date: 23 Sep 2009 << 5:00-6:00 PM
 Base Vol: 0 0 0 355 0 7 1 7 0 0 0 5 337
 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 1.08
 Initial Bse: 0 0 0 383 0 8 1 8 0 0 0 5 364
 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: 0 0 0 383 0 8 1 8 0 0 0 5 364
 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
 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 0.82
 PHF Volume: 0 0 0 468 0 9 1 9 0 0 0 7 444
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 0 0 0 468 0 9 1 9 0 0 0 7 444

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 << 8:00-9:00 AM
 Base Vol: 0 0 0 321 0 3 4 1 0 0 0 2 232
 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 1.08
 Initial Bse: 0 0 0 347 0 3 4 1 0 0 0 2 315
 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: 0 0 0 347 0 3 4 1 0 0 0 2 315
 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
 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 0.91
 PHF Volume: 0 0 0 382 0 4 5 1 0 0 0 2 348
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 0 0 0 382 0 4 5 1 0 0 0 2 348

Critical Gap Module:
 Critical Gap: xxxxxx xxxxxx xxxxxx 4.1 xxxxxx xxxxxx 7.1 6.5 xxxxxx xxxxxx 6.5 6.2
 FollowUpTim: xxxxxx xxxxxx xxxxxx 2.2 xxxxxx xxxxxx 3.5 4.0 xxxxxx xxxxxx 4.0 3.3
 Capacity Module:
 Conflict Vol: xxxxxx xxxxxx xxxxxx 0 xxxxxx xxxxxx 944 941 xxxxxx xxxxxx 945 0
 Potential Cap.: xxxxxx xxxxxx xxxxxx 900 xxxxxx xxxxxx 242 263 xxxxxx xxxxxx 262 900
 Move Cap.: xxxxxx xxxxxx xxxxxx 900 xxxxxx xxxxxx 50 78 xxxxxx xxxxxx 78 900
 Volume/Cap: xxxxxx xxxxxx xxxxxx 0.52 xxxxxx xxxxxx 0.03 0.12 xxxxxx xxxxxx 0.08 0.49
 Level Of Service Module:
 2Way95thQ: xxxxxx xxxxxx xxxxxx 3.1 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Control Del: xxxxxx xxxxxx xxxxxx 13.3 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 LOS by Move: * * * * * B * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 73 xxxxxx xxxxxx xxxxxx xxxxxx 779
 SharedQueue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.5 xxxxxx xxxxxx xxxxxx xxxxxx 3.8
 Shrd CntrlDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 62.5 xxxxxx xxxxxx xxxxxx xxxxxx 15.8
 Shared LOS: * * * * * E * * * * * F * * * * *
 ApproachDel: xxxxxx * * * * * 62.5 * * * * * 15.8
 ApproachLOS: * * * * * * * * * * * F

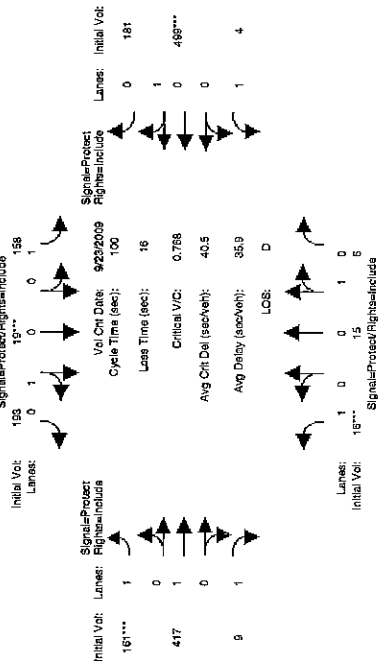
Critical Gap Module:
 Critical Gap: xxxxxx xxxxxx xxxxxx 4.1 xxxxxx xxxxxx 7.1 6.5 xxxxxx xxxxxx 6.5 6.2
 FollowUpTim: xxxxxx xxxxxx xxxxxx 2.2 xxxxxx xxxxxx 3.5 4.0 xxxxxx xxxxxx 4.0 3.3
 Capacity Module:
 Conflict Vol: xxxxxx xxxxxx xxxxxx 0 xxxxxx xxxxxx 767 766 xxxxxx xxxxxx 768 0
 Potential Cap.: xxxxxx xxxxxx xxxxxx 900 xxxxxx xxxxxx 319 333 xxxxxx xxxxxx 332 900
 Move Cap.: xxxxxx xxxxxx xxxxxx 900 xxxxxx xxxxxx 111 153 xxxxxx xxxxxx 155 900
 Volume/Cap: xxxxxx xxxxxx xxxxxx 0.42 xxxxxx xxxxxx 0.04 0.01 xxxxxx xxxxxx 0.02 0.39
 Level Of Service Module:
 2Way95thQ: xxxxxx xxxxxx xxxxxx 2.1 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Control Del: xxxxxx xxxxxx xxxxxx 11.9 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 LOS by Move: * * * * * B * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 118 xxxxxx xxxxxx xxxxxx xxxxxx 871
 SharedQueue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.2 xxxxxx xxxxxx xxxxxx xxxxxx 2.0
 Shrd CntrlDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 37.3 xxxxxx xxxxxx xxxxxx xxxxxx 11.9
 Shared LOS: * * * * * E * * * * * E * * * * *
 ApproachDel: xxxxxx * * * * * 37.3 * * * * * 11.9
 ApproachLOS: * * * * * * * * * * * E

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

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

Riverside-Corona Road Realignment Project
W.O. 07-03877
Existing + Ambient Growth + Project Condition
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EAP AM

Intersection #11: Pedley Rd / Limonite Ave



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
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7

Volume Module: >> Count Date: 23 Sep 2009 << 7:45-8:45 AM
 Base Vol: 15 14 6 146 18 179 149 386 8 4 462 168
 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 1.08 1.08 1.08 1.08
 Initial Bse: 16 15 6 158 19 193 161 417 5 4 499 181
 Added Vol: 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
 Initial Fut: 16 15 6 158 19 193 161 417 9 4 499 181
 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
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 17 16 7 166 20 203 169 439 9 5 525 191
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 17 16 7 166 20 203 169 439 9 5 525 191
 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 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
 Final Volume: 17 16 7 166 20 203 169 439 9 5 525 191

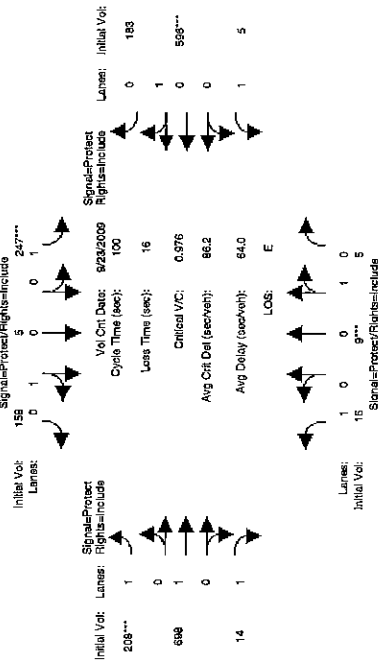
Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjusment: 0.93 0.94 0.94 0.93 0.85 0.85 0.93 0.98 0.83 0.93 0.94 0.94 0.93 0.94 0.94 0.94
 Lanes: 1.00 0.70 0.30 1.00 0.09 0.91 1.00 1.00 1.00 1.00 0.73 0.27 1.00 1.00 1.00 1.00
 Final Sat.: 1769 1245 533 1769 147 1462 1769 1862 1583 1769 1311 477

Capacity Analysis Module:
 Vol/Sat: 0.01 0.01 0.01 0.09 0.14 0.14 0.10 0.24 0.01 0.00 0.40 0.40
 Crit Moves: ****
 Green/Cycle: 0.07 0.10 0.10 0.14 0.17 0.17 0.12 0.46 0.46 0.14 0.49 0.49
 Volume/Cap: 0.14 0.13 0.13 0.69 0.83 0.83 0.83 0.51 0.01 0.02 0.83 0.83
 Delay/Veh: 44.2 41.2 41.2 49.1 56.5 56.5 66.3 19.3 14.5 37.3 28.6 28.6
 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: 44.2 41.2 41.2 49.1 56.5 56.5 66.3 19.3 14.5 37.3 28.6 28.6
 LOS by Move: D D D D E E E E B B B B D C C C
 HCM2kAVGQ: 1 1 1 6 9 9 7 10 0 0 21 21

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

Riverside-Corona Road Realignment Project
W.O. 07-03877
Existing + Ambient Growth + Project Condition
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EAP PM

Intersection #11: Pedley Rd / Limonite Ave



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
 Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7

Volume Module: >> Count Date: 23 Sep 2009 << 4:45-5:45 PM
 Base Vol: 15 8 5 229 5 146 193 646 13 5 552 169
 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 1.08 1.08 1.08 1.08
 Initial Bse: 16 9 5 247 5 158 208 698 14 5 596 183
 Added Vol: 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
 Initial Fut: 16 9 5 247 5 158 208 698 14 5 596 183
 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
 PHF Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
 PHF Volume: 19 10 6 290 6 185 244 818 16 6 699 214
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 19 10 6 290 6 185 244 818 16 6 699 214
 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 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
 Final Volume: 19 10 6 290 6 185 244 818 16 6 699 214

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjusment: 0.93 0.92 0.92 0.93 0.84 0.84 0.93 0.98 0.83 0.93 0.98 0.98 0.93 0.98 0.98 0.98
 Lanes: 1.00 0.62 0.38 1.00 0.03 0.97 1.00 1.00 1.00 1.00 0.77 0.23 1.00 1.00 1.00 1.00
 Final Sat.: 1769 1079 675 1769 53 1539 1769 1862 1583 1769 1376 421

Capacity Analysis Module:
 Vol/Sat: 0.01 0.01 0.01 0.16 0.12 0.12 0.14 0.44 0.01 0.00 0.51 0.51
 Crit Moves: ****
 Green/Cycle: 0.08 0.07 0.07 0.16 0.14 0.14 0.13 0.53 0.53 0.08 0.48 0.48
 Volume/Cap: 0.13 0.13 0.13 1.05 0.84 0.84 1.05 0.83 0.02 0.04 1.05 1.05
 Delay/Veh: 42.9 44.2 44.2 110.8 65.4 65.4 116.8 25.7 11.2 42.2 71.0 71.0
 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: 42.9 44.2 44.2 110.8 65.4 65.4 116.8 25.7 11.2 42.2 71.0 71.0
 LOS by Move: D D D D F E E F C B D E E
 HCM2kAVGQ: 1 1 1 15 8 8 13 23 0 0 39 39

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

Riverside-Corona Road / Realignment Project
W.O. 07-0397
Existing + Ambient Growth + Project Condition
Level Of Service Comparison Report
2000 HCM Operations (Future Volume Alternative)
EAP AM

Intersection #12: Baldwin Ave / Limonite Ave

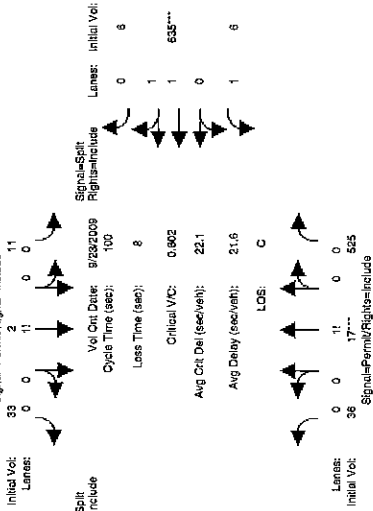


Table with columns: Street Name, Approach, Movement, Min. Green, Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kVQG.

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

Riverside-Corona Road / Realignment Project
W.O. 07-0397
Existing + Ambient Growth + Project Condition
Level Of Service Comparison Report
2000 HCM Operations (Future Volume Alternative)
EAP PM

Intersection #12: Baldwin Ave / Limonite Ave

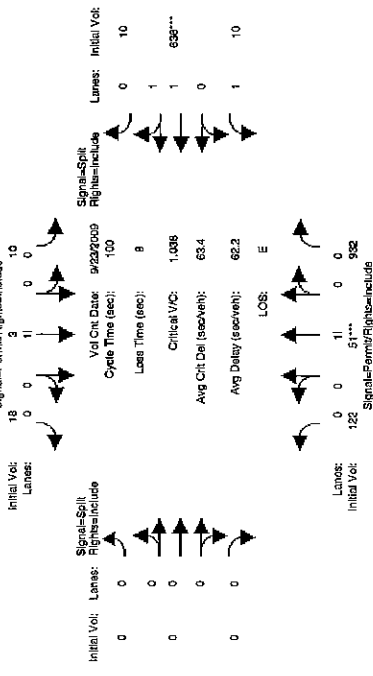
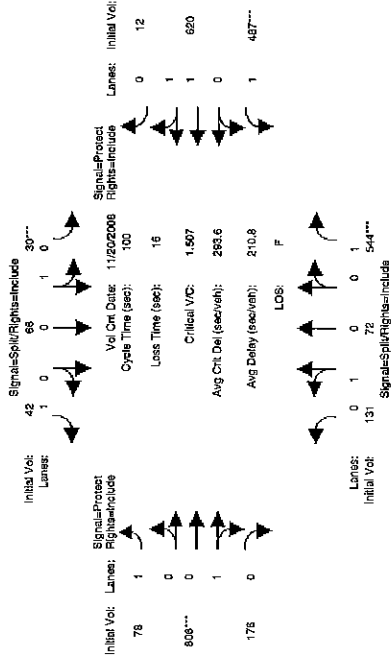


Table with columns: Street Name, Approach, Movement, Min. Green, Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kVQG.

Note: Queue 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 #13: Clay St / Limonite Ave



Street Name: Clay St
 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 7 7 7 7

Volume Module: >> Count Date: 20 Nov 2008 << 4:45-5:45 PM
 Base Vol: 121 67 504 28 61 39 72 746 163 451 574 11
 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: 131 72 544 30 66 42 78 806 176 487 620 12
 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: 131 72 544 30 66 42 78 806 176 487 620 12
 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: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
 PHF Volume: 136 75 568 32 69 44 81 840 184 508 646 12
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 136 75 568 32 69 44 81 840 184 508 646 12
 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: 136 75 568 32 69 44 81 840 184 508 646 12

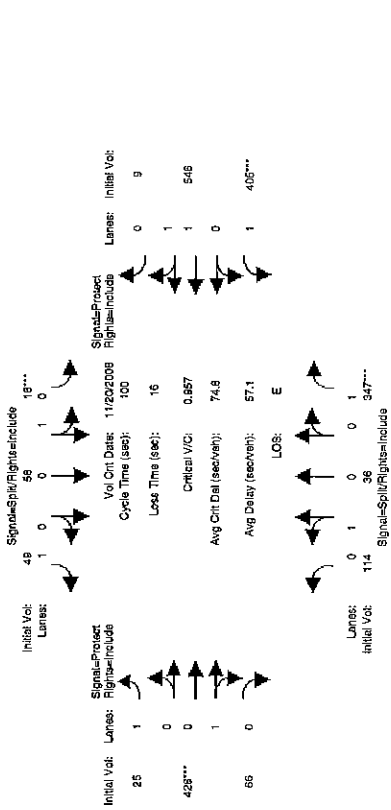
Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.95 0.83 0.96 0.96 0.83 0.93 0.93 0.95 0.95 0.93 0.93
 Lanes: 0.84 0.36 1.00 0.31 0.69 1.00 0.31 0.69 1.00 0.31 0.69 1.00
 Final Sat: 1161 643 1583 576 1256 1583 1769 1487 325 1769 3461 66

Capacity Analysis Module:
 Vol/Sat: 0.12 0.12 0.36 0.05 0.05 0.03 0.05 0.05 0.57 0.57 0.29 0.19 0.19
 Crit Moves: ****
 Green/Cycle: 0.23 0.23 0.23 0.07 0.07 0.07 0.15 0.36 0.36 0.18 0.39 0.39
 Volume/Cap: 0.51 0.51 1.57 0.78 0.78 0.40 0.31 1.57 1.57 0.47 1.57 0.47
 Delay/Veh: 34.9 34.9 309.2 71.7 71.7 46.8 38.7 297.0 297.0 313.0 22.8 22.8
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 34.9 34.9 309.2 71.7 71.7 46.8 38.7 297.0 297.0 313.0 22.8 22.8
 LOS by Move: C C F E D D D E E E C C
 HCM2kVQC: 6 6 44 5 5 2 2 78 78 40 8 8

Note: Queue 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 AM

Intersection #13: Clay St / Limonite Ave



Street Name: Clay St
 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 7 7 7 7

Volume Module: >> Count Date: 20 Nov 2008 << 7:30-8:30 AM
 Base Vol: 106 33 321 15 54 45 23 394 61 375 506 8
 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: 114 36 347 16 58 49 25 426 66 405 546 9
 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: 114 36 347 16 58 49 25 426 66 405 546 9
 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: 121 38 368 17 62 52 26 451 70 429 580 9
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 121 38 368 17 62 52 26 451 70 429 580 9
 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: 121 38 368 17 62 52 26 451 70 429 580 9

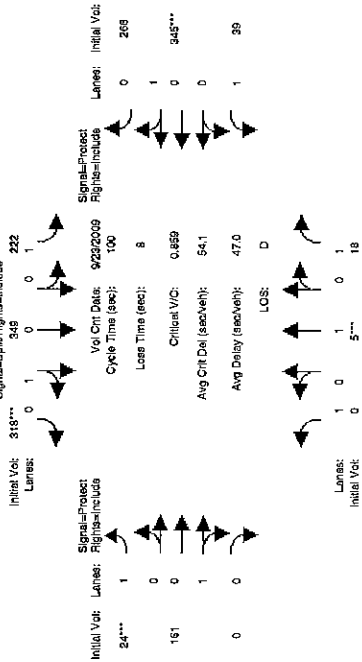
Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.94 0.94 0.83 0.97 0.97 0.83 0.93 0.96 0.96 0.93 0.93 0.93
 Lanes: 0.76 0.24 1.00 0.22 0.78 1.00 0.22 0.78 1.00 0.22 0.78 1.00
 Final Sat: 1367 426 1583 400 1441 1583 1769 1580 245 1769 3476 55

Capacity Analysis Module:
 Vol/Sat: 0.09 0.09 0.23 0.04 0.04 0.03 0.01 0.29 0.29 0.24 0.17 0.17
 Crit Moves: ****
 Green/Cycle: 0.24 0.24 0.24 0.07 0.07 0.07 0.16 0.29 0.29 0.25 0.38 0.38
 Volume/Cap: 0.38 0.38 0.99 0.61 0.61 0.47 0.09 0.99 0.99 0.44 0.44 0.44
 Delay/Veh: 32.7 32.7 81.4 53.6 53.6 47.8 36.1 71.3 71.3 77.4 23.5 23.5
 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: 32.7 32.7 81.4 53.6 53.6 47.8 36.1 71.3 71.3 77.4 23.5 23.5
 LOS by Move: C C F D D D D E E E C C
 HCM2kVQC: 4 4 17 3 3 2 1 22 22 19 7 7

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

Riverside-Corona Freeway Realignment Project
 W.O. 07-0377
 Existing + Ambient Growth + Project Condition
 Level Of Service Computation Report
 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

Approach: North Bound East Bound West Bound

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

Min. Green:	6	6	6	6	6	6	6	6	6
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Volume Module: >> Count Date: 23 Sep 2009 << 7:15-8:15 AM

Base Vol:	0	5	17	206	323	294	22	149	0	36	319	246
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	18	222	349	318	24	161	0	39	345	266
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	0	39	345	266
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	0.92	0.92
PHF Volume:	0	6	20	242	380	346	26	175	0	42	375	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	6	20	242	380	346	26	175	0	42	375	289
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	6	20	242	380	346	26	175	0	42	375	289

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	0.52	0.48	1.00	1.00	0.00	1.00	0.86	0.44
Final Sat:	1700	1800	1800	1700	942	858	1700	1800	0	1700	1016	784

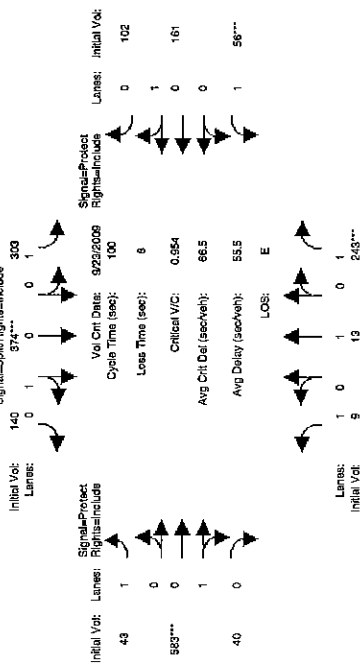
Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.14	0.40	0.40	0.02	0.10	0.00	0.02	0.37	0.37
Crit Moves:	0.00	0.06	0.06	0.42	0.42	0.42	0.06	0.27	0.00	0.17	0.38	0.38
Volume/Cap:	0.00	0.05	0.18	0.34	0.96	0.96	0.25	0.36	0.00	0.15	0.96	0.96
Delay/Veh:	0.00	44.5	45.5	20.1	52.8	52.8	46.2	29.7	0.00	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	1.00
AdjDel/Veh:	0.00	44.5	45.5	20.1	52.8	52.8	46.2	29.7	0.00	35.7	55.9	55.9
LOS by Move:	A	D	D	C	D	D	D	C	A	D	B	B
HCm2kV90:	0	0	1	5	28	28	1	4	0	1	26	26

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

Riverside-Corona Freeway 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



Street Name: SR-210 SB Ramps San Bernardino Ave

Approach: North Bound South Bound West Bound

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

Min. Green:	6	6	6	6	6	6	6	6	6
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Volume Module: >> Count Date: 23 Sep 2009 << 5:00-6:00 PM

Base Vol:	8	12	225	281	346	130	40	540	37	52	149	94
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:	9	13	243	303	374	140	43	583	40	56	161	102
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:	9	13	243	303	374	140	43	583	40	56	161	102
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:	9	14	267	333	410	154	47	640	44	62	177	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	14	267	333	410	154	47	640	44	62	177	111
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:	9	14	267	333	410	154	47	640	44	62	177	111

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	0.73	0.27	1.00	0.94	0.06	1.00	0.61	0.39
Final Sat:	1700	1800	1800	1700	1308	492	1700	1685	115	1700	1104	696

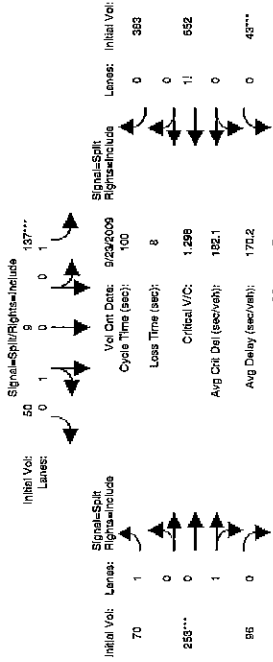
Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.15	0.20	0.31	0.31	0.03	0.38	0.38	0.04	0.16	0.16
Crit Moves:	0.15	0.15	0.32	0.32	0.32	0.12	0.39	0.39	0.06	0.33	0.33	0.33
Volume/Cap:	0.04	0.05	0.98	0.61	0.98	0.23	0.98	0.98	0.23	0.98	0.50	0.49
Delay/Veh:	36.3	36.4	90.7	30.8	65.6	65.6	40.2	58.8	58.8	55.7	27.7	27.7
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:	36.3	36.4	90.7	30.8	65.6	65.6	40.2	58.8	58.8	55.7	27.7	27.7
LOS by Move:	D	F	C	E	B	E	D	E	E	C	E	C
HCm2kV90:	0	0	13	10	23	23	2	27	27	3	7	7

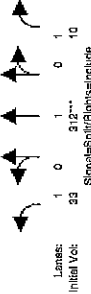
Note: Queue reported as the number of cars per lane.

Riverside-Corona Feeder Realignment Project
 10/07/09
 Existing - Ambient Conditions - Project Condition
 2000 HCM Operational Flow (Volume Alternative)
 EAP PM

Intersection #16: SR-210 NB Ramps / San Bernardino Ave



LOS: F



Street Name: SR-210 NB Ramps 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:	5	6	5	6	6	6	6	6	5
Volume Module:	>> Count Date: 23 Sep 2009 << 7:00-8:00 AM								
Base Vol:	31	289	9	127	8	46	65	234	89
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	33	312	10	137	9	50	70	253	96
Added Vol:	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	33	312	10	137	9	50	70	253	96
User Adj:	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
PHF Volume:	38	355	11	156	10	57	80	288	109
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	355	11	156	10	57	80	288	109
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:	38	355	11	156	10	57	80	288	109

Saturation Flow Module:

Sat/Lane:	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
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	1800	1800

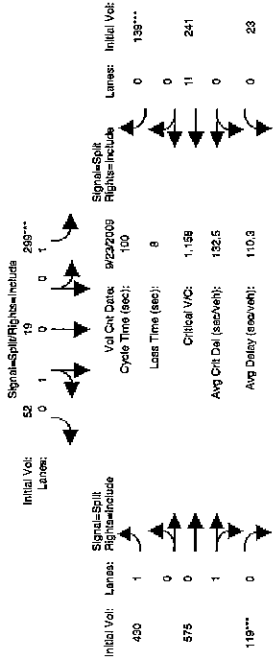
Capacity Analysis Module:

Vol/Sat:	0.02	0.20	0.01	0.09	0.04	0.04	0.05	0.22	0.22
Crit Moves:	0.15	0.15	0.15	0.07	0.07	0.07	0.17	0.17	0.17
Green/Cycle:	0.15	1.30	0.04	1.30	0.52	0.52	0.28	1.30	1.30
Volume/Cap:	37.0	201	36.2	228.7	48.7	48.7	36.7	198	197.7
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	37.0	201	36.2	228.7	48.7	48.7	36.7	198	197.7
AdjDel/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
LOS by Move:	D	F	D	F	D	D	F	F	F
HCM2kAVQ:	1	23	0	12	3	3	2	26	26

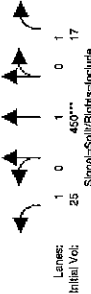
Note: Queue reported is the number of cars per lane.

Riverside-Corona Feeder Realignment Project
 10/07/09
 Existing - Ambient Conditions - Project Condition
 2000 HCM Operational Flow (Volume Alternative)
 EAP PM

Intersection #16: SR-210 NB Ramps / San Bernardino Ave



LOS: F



Street Name: SR-210 NB Ramps 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:	5	6	5	6	6	6	6	6	5
Volume Module:	>> Count Date: 23 Sep 2009 << 5:00-6:00 PM								
Base Vol:	23	417	16	277	18	48	398	532	110
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	25	450	17	299	19	52	430	575	119
Added Vol:	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	25	450	17	299	19	52	430	575	119
User Adj:	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
PHF Volume:	26	463	18	308	20	53	442	591	122
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	463	18	308	20	53	442	591	122
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:	26	463	18	308	20	53	442	591	122

Saturation Flow Module:

Sat/Lane:	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
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	1800	1800

Capacity Analysis Module:

Vol/Sat:	0.02	0.26	0.01	0.18	0.04	0.04	0.26	0.40	0.23
Crit Moves:	0.22	0.22	0.22	0.16	0.16	0.16	0.34	0.34	0.34
Green/Cycle:	0.07	1.16	0.04	1.16	0.26	0.26	0.76	1.16	1.16
Volume/Cap:	30.8	135	30.6	147.1	37.6	37.6	35.1	121	121.4
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	30.8	135	30.6	147.1	37.6	37.6	35.1	121	121.4
AdjDel/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
LOS by Move:	C	F	C	F	D	D	F	F	F
HCM2kAVQ:	1	25	0	19	2	2	14	37	23

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

