

MORENO VALLEY TRADE CENTER

TRAFFIC IMPACT ANALYSIS

E-COMMERCE SCENARIO

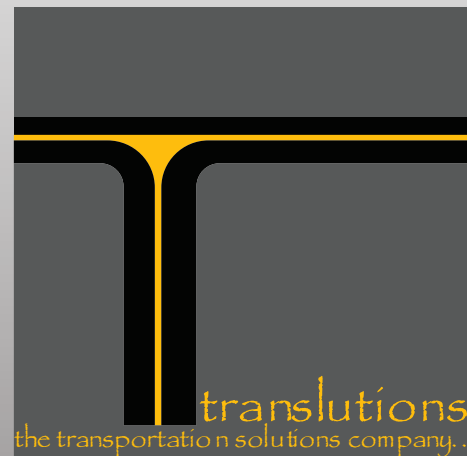
NOVEMBER 5, 2020

PREPARED FOR:

HILLWOOD

901 Via Piemonte, Suite 175
Ontario, California 91764

PREPARED BY:



translutions, inc.

17632 Irvine Boulevard, Suite 200
Tustin, California 92780
(949) 656-3131



TABLE OF CONTENTS

1.0 INTRODUCTION 1

 1.1 Purpose of the Traffic Study and Study Objectives 1

 1.2 Project Location & Study Area..... 1

 1.3 Analysis Scenarios 4

2.0 PROJECT DESCRIPTION 4

 2.1 Project Trip Generation 8

 2.2 Project Trip Distribution & Assignment 8

3.0 LOS DEFINITIONS, PROCEDURES, AND THRESHOLDS..... 8

 3.1 Intersection Levels of Service 8

 3.2 Roadway Segment Levels of Service 15

 3.3 Levels of Service Thresholds and Operating Requirements 15

4.0 VOLUME DEVELOPMENT METHODOLOGY 17

 4.1 Existing Without Project Traffic Volumes..... 17

 4.2 Opening Year (2024) Without Project Traffic Volumes 17

 4.3 General Plan Build-Out (2040) Without Project Traffic Volumes 17

 4.4 With Project Traffic Volumes 19

5.0 EXISTING CONDITIONS..... 19

 5.1 Existing Roadway Conditions 19

 5.2 Existing Transit Service..... 20

 5.3 Existing Pedestrian & Bicycle Facilities 20

 5.4 Existing Without Project Intersections Levels of Service..... 25

 5.5 Existing Without Project Roadway Segment Levels of Service 25

 5.6 Existing With Project Intersections Levels of Service 25

 5.7 Existing With Project Roadway Segment Levels of Service 31

6.0 OPENING YEAR (2024) CONDITIONS 31

 6.1 Opening Year (2024) Roadway Conditions..... 31

 6.2 Opening Year (2024) Transit Service..... 31

 6.3 Opening Year (2024) Pedestrian & Bicycle Facilities..... 33

 6.4 Opening Year (2024) Without Project Intersections Levels of Service 33

 6.5 Opening Year (2024) Without Project Roadway Segment Levels of Service 33

 6.6 Opening Year (2024) With Project Intersections Levels of Service 37

 6.7 Opening Year (2024) With Project Roadway Segment Levels of Service 37

7.0 GENERAL PLAN BUILD-OUT (2040) 2040 CONDITIONS 39

 7.1 General Plan Build-Out (2040) 2040 Roadway Conditions..... 39

7.2	General Plan Build-Out (2040) Transit Service	42
7.3	Year 2040 Pedestrian & Bicycle Facilities	42
7.4	General Plan Build-Out (2040) Without Project Intersections Levels of Service	42
7.5	General Plan Build-Out (2040) Without Project Roadway Segment Levels of Service	42
7.6	General Plan Build-Out (2040) With Project Intersection Levels of Service	46
7.7	General Plan Build-Out (2040) With Project Roadway Segment Levels of Service	46
8.0	CIRCULATION IMPROVEMENTS	49
8.1	Existing With Project Intersection Circulation Improvements	49
8.2	Existing With Project Roadway Segment Circulation Improvements	49
8.3	Opening Year (2024) With Project Intersection Circulation Improvements	54
8.4	Opening Year (2024) With Project Roadway Segment Circulation Improvements	56
8.5	General Plan Build-Out (2040) With Project Intersection Circulation Improvements	59
8.6	General Plan Build-Out (2040) With Project Roadway Segment Circulation Improvements	59
9.0	QUEUING ANALYSIS	63
10.0	PARKING	63
11.0	VEHICLE MILES TRAVELED (VMT) ANALYSIS	63
12.0	CALTRANS ANALYSIS	76
12.1	Analysis Scenarios	76
12.3	Existing Freeway Levels of Service	80
12.4	Existing With Project Freeway Levels of Service	80
12.5	Year 2040 Freeway Levels of Service	83
12.6	Year 2040 With Project Freeway Levels of Service	86
13.0	IMPACT CRITERIA FOR CEQA DETERMINATION	86
14.0	SUMMARY & CONCLUSIONS	87

APPENDICES

- Appendix A: Scoping Agreement
- Appendix B: Traffic Counts
- Appendix C: Detailed Volume Development Worksheets
- Appendix D: Level of Service Worksheets
- Appendix E: Queue Worksheets
- Appendix F: VMT Worksheets

FIGURES AND TABLES

FIGURES

Figure 1: Regional Project Location	2
---	---

Figure 2: Study Area Intersections	5
Figure 3: Study Area Roadway Segments	6
Figure 4: Site Plan.....	7
Figure 5: Project Trip Distribution – Autos.....	10
Figure 6: Project Trip Distribution – Trucks	11
Figure 7: Project Trip Assignment – Autos.....	12
Figure 8: Project Trip Assignment – Trucks	13
Figure 9: Total Project Trip Assignment	14
Figure 10: City of Moreno Valley LOS Standards	16
Figure 11: Cumulative Project Locations.....	18
Figure 12: Existing Transit	21
Figure 13: Existing Bicycle Lanes	22
Figure 14: City of Moreno Valley Master Plan of Trails	23
Figure 15: Existing Pedestrian Facilities	24
Figure 16: Existing Lane Geometrics and Stop Control	26
Figure 17: Existing Without Project Peak Hour Traffic Volumes	27
Figure 18: Existing With Project Peak Hour Traffic Volumes	30
Figure 19: Interim Year Roundabout Layout (Redlands Boulevard/Eucalyptus Avenue)	32
Figure 20: Opening Year (2024) Without Project Peak Hour Traffic Volumes.....	34
Figure 21: Opening Year (2024) With Project Peak Hour Traffic Volumes	38
Figure 22: General Plan Build-Out Intersection Geometrics and Stop Control.....	40
Figure 23: Build-Out Year Roundabout Layout (Redlands Boulevard/Eucalyptus Avenue)	41
Figure 24: City of Moreno Valley Recommended Class II Bicycle Lanes.....	43
Figure 25: General Plan Build-Out (2040) Without Project Peak Hour Traffic Volumes.....	44
Figure 26: General Plan Build-Out (2040) With Project Peak Hour Traffic Volumes.....	48
Figure 27: Existing With Project With Improvements Intersection Geometrics and Stop Control.....	51
Figure 28: Opening Year (2024) With Project With Improvements Intersection Geometrics and Stop Control.....	57
Figure 29: General Plan Build-Out (2040) With Project With Improvements Intersection Geometrics and Stop Control	61

TABLES

Table A: Project Trip Generation.....	9
Table B: Intersection Level of Service Criteria	15
Table C: City of Moreno Valley Roadway Capacities and Levels of Service	15
Table D: Existing Intersection Levels of Service	28
Table E: Existing Roadway Segment Levels of Service.....	29
Table F: Opening Year (2024) Intersection Levels of Service.....	35
Table G: Opening Year (2024) Roadway Segment Levels of Service	36
Table H: General Plan Build-Out (2040) Intersection Levels of Service.....	45
Table I: General Plan Build-Out (2040) Roadway Segment Levels of Service	47
Table J: Intersection Fair Share Calculations.....	50
Table K: Existing With Project With Improvements Intersection Levels of Service	52
Table L: Roadway Segment Fair Share Calculations.....	53
Table M: Existing With Project With Improvements Roadway Segment Levels of Service.....	55
Table N: Opening Year (2024) With Project With Improvements Intersection Levels of Service	58
Table O: Opening Year (2024) With Project With Improvements Roadway Segment Levels of Service	60
Table P: General Plan Build-Out (2040) With Project With Improvements Intersection Levels of Service.....	62

Table Q: General Plan Build-Out (2040) With Project With Improvements Roadway Segment Levels of Service.....	64
Table R: Existing Queuing Analysis	65
Table S: Opening Year (2024) Queuing Analysis	67
Table T: General Plan Build-Out Queuing Analysis	69
Table U: Existing With Project With Improvements Queuing Analysis	71
Table V: Opening Year (2024) With Project With Improvements Queuing Analysis	72
Table W: Year 2040 With Project With Improvements Queuing Analysis	73
Table X: Project VMT	75
Table Y: Project Effect on VMT	77
Table Z: VMT Reductions due to Project Design Features	78
Table AA: Project VMT With Project Design Features	79
Table BB: Existing Freeway Levels of Service	81
Table CC: Year 2040 Freeway Levels of Service	84

1.0 INTRODUCTION

This report presents the methodology, findings and conclusions of the traffic impact analysis (TIA) prepared for the proposed Moreno Valley Trade Center development project. The proposed project site is located on the southwest corner of Redlands Boulevard and Eucalyptus Avenue, in the City of Moreno Valley (City). The project proposes the construction of approximately 1,332,380 square feet of E-Commerce warehouse uses.

1.1 Purpose of the Traffic Study and Study Objectives

This report is intended to satisfy the requirements for a TIA established by the City of Moreno Valley Transportation Engineering Divisions *Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment* (June, 2020), as well as the requirements for the disclosure of potential impacts and mitigation measures per the California Environmental Quality Act (CEQA). The study area, analysis scenarios, and analysis methodologies are based on discussion with City staff and included in the approved Scoping Agreement. Appendix A includes the approved Scoping Agreement.

1.2 Project Location & Study Area

The project is located on the southwest corner of Redlands Boulevard and Eucalyptus Avenue in the City of Moreno Valley. The project proposes 1,332,380 square feet of E-Commerce warehouse uses. Figure 1 shows the regional location of the project. The project opening year is 2024.

Consistent with City Guidelines, this report analyzes intersections of "Collector" or higher classification, at which the project will add 50 or more peak hour trips. The following 34 intersections and 36 roadway segments were evaluated for traffic operations:

Study Intersections

1. Kitching Street and Iris Avenue (Moreno Valley);
2. Lasselle Street and Alessandro Boulevard (Moreno Valley);
3. Lasselle Street and Iris Avenue (Moreno Valley);
4. Nason Street and Eucalyptus Avenue (Moreno Valley);
5. Nason Street and Alessandro Boulevard (Moreno Valley);
6. Nason Street and Iris Avenue (Moreno Valley);
7. Fir Avenue and Eucalyptus Avenue (Moreno Valley);
8. Oliver Street and Iris Avenue (Moreno Valley);
9. Moreno Beach Dr and SR-60 Westbound Ramps (Caltrans);
10. Moreno Beach Dr and SR-60 Eastbound Ramps Caltrans);
11. Moreno Beach Dr and Eucalyptus Avenue (Moreno Valley);
12. Auto Mall Dr and Eucalyptus Avenue (Moreno Valley);
13. Moreno Beach Drive and Alessandro Boulevard (Moreno Valley);
14. Moreno Beach Boulevard and Cactus Avenue (Moreno Valley);
15. Moreno Beach Drive and John F Kennedy Drive (Moreno Valley);
16. Alessandro Road and San Timoteo Canyon Road (Redlands);
17. Live Oak Canyon Road and San Timoteo Canyon Road (Riverside County);
18. Redlands Boulevard and San Timoteo Canyon Road (Riverside County);
19. Driveway 1 and Eucalyptus Avenue (Moreno Valley);
20. Driveway 2-Essen Lane and Encilia Avenue (Moreno Valley);
21. Driveway 3 and Encilia Avenue (Moreno Valley);
22. Driveway 4-Shubert Street and Encilia Avenue (Moreno Valley);
23. Driveway 5 and Eucalyptus Avenue (Moreno Valley);

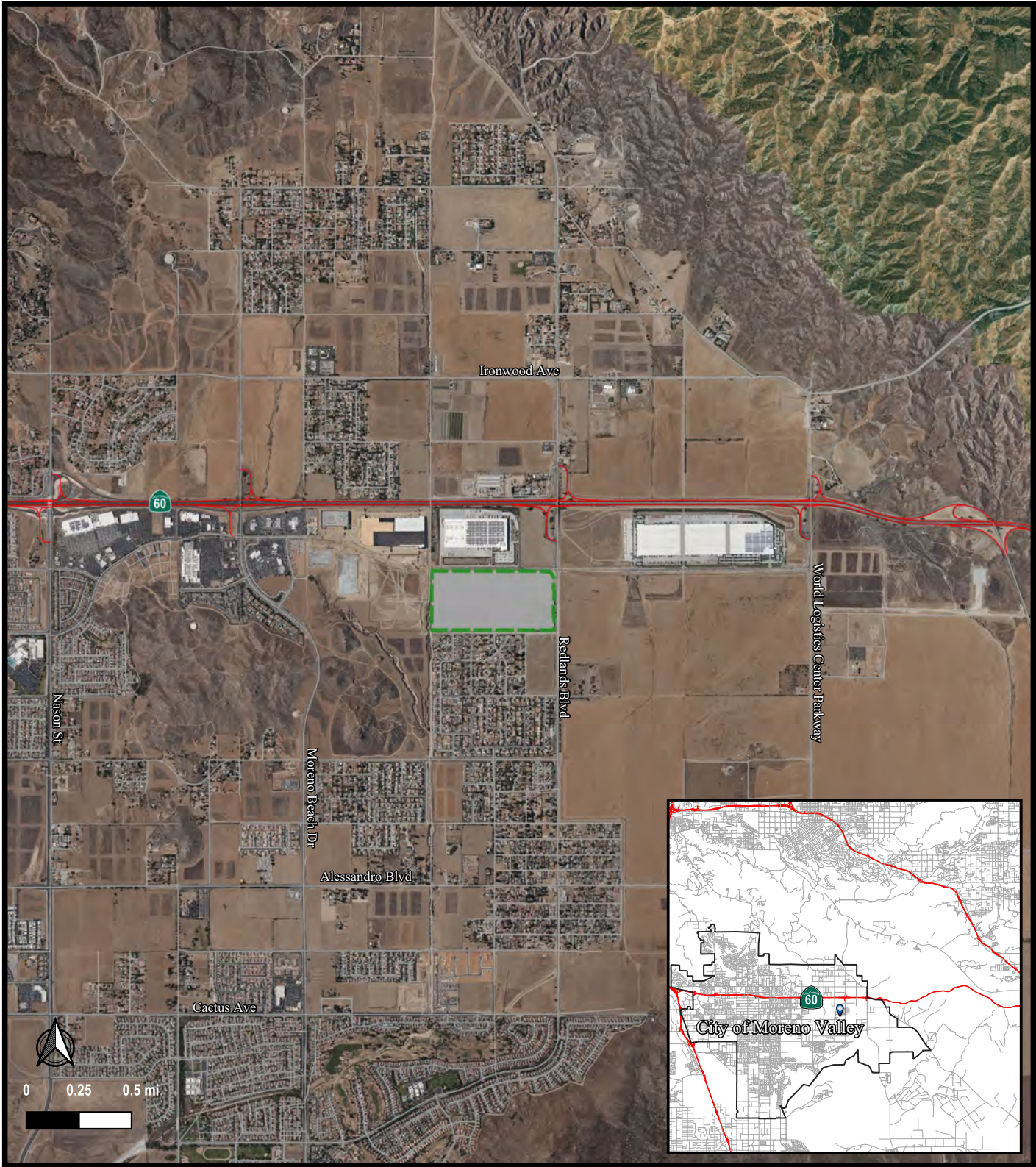


FIGURE 1

Legend

 Project Location

Moreno Valley Trade Center
Regional Project Location



24. Redlands Boulevard and Ironwood Avenue (Moreno Valley);
25. Redlands Boulevard and SR-60 Westbound Ramps (Caltrans);
26. Redlands Boulevard and SR-60 Eastbound Ramps (Caltrans);
27. Redlands Boulevard and Eucalyptus Avenue (Moreno Valley);
28. Redlands Boulevard and Driveway 6 (Moreno Valley);
29. Redlands Boulevard and Driveway 7 (Moreno Valley);
30. Redlands Boulevard and Encilia Avenue (Moreno Valley);
31. Redlands Boulevard and Cottonwood Avenue (Moreno Valley);
32. Redlands Boulevard and Alessandro Boulevard (Moreno Valley);
33. Redlands Boulevard-John F Kennedy Drive and Cactus Avenue (Moreno Valley);
34. World Logistics Parkway and Eucalyptus Avenue (Moreno Valley).

Study Roadway Segments

1. San Timoteo Canyon Road from Alessandro Road to Live Oak Canyon Road (Redlands);
2. San Timoteo Canyon Road from Live Oak Canyon Road to Redlands Boulevard (Riverside County);
3. Redlands Boulevard south of San Timoteo Canyon Road (Riverside County);
4. Redlands Boulevard north of Ironwood Avenue (Moreno Valley);
5. Redlands Boulevard from Ironwood Avenue to SR-60 Westbound Ramps (Moreno Valley);
6. Redlands Boulevard from SR-60 Westbound Ramps to SR-60 Eastbound Ramps (Caltrans);
7. Redlands Boulevard from SR-60 Eastbound Ramps to Eucalyptus Avenue (Moreno Valley);
8. Redlands Boulevard from Eucalyptus Avenue to Driveway 6 (Moreno Valley);
9. Redlands Boulevard from Driveway 6 to Driveway 7 (Moreno Valley);
10. Redlands Boulevard from Driveway 7 to Encilia Avenue (Moreno Valley);
11. Redlands Boulevard from Encilia Avenue to Cottonwood Avenue (Moreno Valley);
12. Redlands Boulevard from Cottonwood Avenue to Alessandro Boulevard (Moreno Valley);
13. Redlands Boulevard from Alessandro Boulevard to Cactus Avenue (Moreno Valley);
14. John F Kennedy Drive from Cactus Avenue to Moreno Beach Drive (Moreno Valley);
15. Moreno Beach Drive from SR-60 Westbound Ramps to SR-60 Eastbound Ramps (Caltrans);
16. Moreno Beach Drive from SR-60 Eastbound Ramps to Eucalyptus Avenue (Moreno Valley);
17. Moreno Beach Drive from Alessandro Boulevard to Cactus Avenue (Moreno Valley);
18. Moreno Beach Drive from Cactus Avenue to JFK Drive (Moreno Valley);
19. Moreno Beach Drive from John F Kennedy Drive to Oliver Street (Moreno Valley);
20. Iris Avenue from Nason Street to Oliver Street (Moreno Valley);
21. Iris Avenue from Lasselle Street to Nason Street (Moreno Valley);
22. Iris Avenue from Kitching Street to Lasselle Street (Moreno Valley);
23. Eucalyptus Avenue from Nason Street to Fir Avenue (Moreno Valley);
24. Eucalyptus Avenue from Fir Avenue to Moreno Beach Drive (Moreno Valley);
25. Eucalyptus Avenue from Moreno Beach Drive to Auto Mall Drive (Moreno Valley);
26. Eucalyptus Avenue from Auto Mall Drive to Driveway 1 (Moreno Valley);
27. Eucalyptus Avenue from Driveway 1 to Aldi Place (Moreno Valley);
28. Eucalyptus Avenue Aldi Place to Driveway 5 (Moreno Valley);
29. Eucalyptus Avenue from Driveway 5 to Redlands Boulevard (Moreno Valley);
30. Eucalyptus Avenue from Redlands Boulevard to World Logistics Center Driveway (Moreno Valley);
31. Encilia Avenue from Essen Lane to Mozart Way (Moreno Valley);
32. Encilia Avenue from Mozart Way to Shubert Street (Moreno Valley);

33. Encilia Avenue Shubert Street to Redlands Boulevard (Moreno Valley);
34. Alessandro Boulevard from Lasselle Street to Nason Street (Moreno Valley);
35. Alessandro Boulevard from Nason Street to Moreno Beach Drive (Moreno Valley); and
36. Alessandro Boulevard from Moreno Beach Drive to Redlands Boulevard (Moreno Valley).

The study area intersections are shown in Figure 2. The study area roadway segments are shown in Figure 3.

This report analyzes weekday daily, a.m., and p.m. peak hour conditions. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 a.m. and 9:00 a.m. The p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m. Roadway segments were analyzed during a 24-hour period using daily volume counts.

1.3 Analysis Scenarios

Based on the City of Moreno Valley Guidelines, this report analyzes traffic conditions for the following scenarios:

1. Existing Without Project Conditions;
2. Existing With Project Conditions;
3. Opening Year (2024) Without Project Conditions;
4. Opening Year (2024) With Project Conditions;
5. General Plan Build-Out (2040) Without Project Conditions; and
6. General Plan Build-Out (2040) With Project Conditions.

Consistent with the CMP, this report analyzes weekday daily, a.m., and p.m. peak hour conditions. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 a.m. and 9:00 a.m. The p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m. Roadway segments were analyzed during a 24-hour period using daily volume counts.

2.0 PROJECT DESCRIPTION

The project proposes the construction of approximately 1,332,380 square feet of E-Commerce building uses on an approximately 71.65-acre site. Access to the project will be provided by seven driveways, including two driveways on Eucalyptus Avenue, two driveways on Redlands Boulevard, and three driveways on Encilia Avenue. Truck access to and from the project site will be restricted to three project driveways. These driveways include the two driveways on Eucalyptus Avenue, and the southern driveway on Redlands Boulevard. The western driveway will include inbound/outbound access for autos/trucks and the eastern driveway will be restricted to outbound truck traffic only. The southern driveway on Redlands Boulevard will allow inbound truck traffic, but will restrict outbound truck traffic via on-site features such as a pork-chop designed driveway, signage posted at the driveway exit prohibiting outbound truck traffic, or other measures based on discussion with City staff. The two driveways on Redlands Boulevard will be restricted to right-in/right-out access only for autos and the three driveways on Encilia Avenue will be full-access for autos. The site plan for the proposed project is illustrated in Figure 4. It should be noted that with the completion of the project, new trails on the west side of the project will be constructed within the project property line and will extend to the north and south from Encilia Avenue to the Eucalyptus Avenue. In addition, the project will construct frontage improvements on Redlands Boulevard, Eucalyptus Avenue, and Encilia Avenue and install a traffic signal at Redlands Boulevard and Encilia Avenue. It is anticipated that since these improvements are included in the City's DIF program, the project will be eligible for a DIF credit for these improvements. Also, a roundabout is anticipated to be completed by opening year (2024) and will either be conditioned by the Sketchers expansion project or built by the City. If the roundabout is not completed by opening year, a median along Eucalyptus Avenue adjacent to the eastern driveway will be completed by the project.

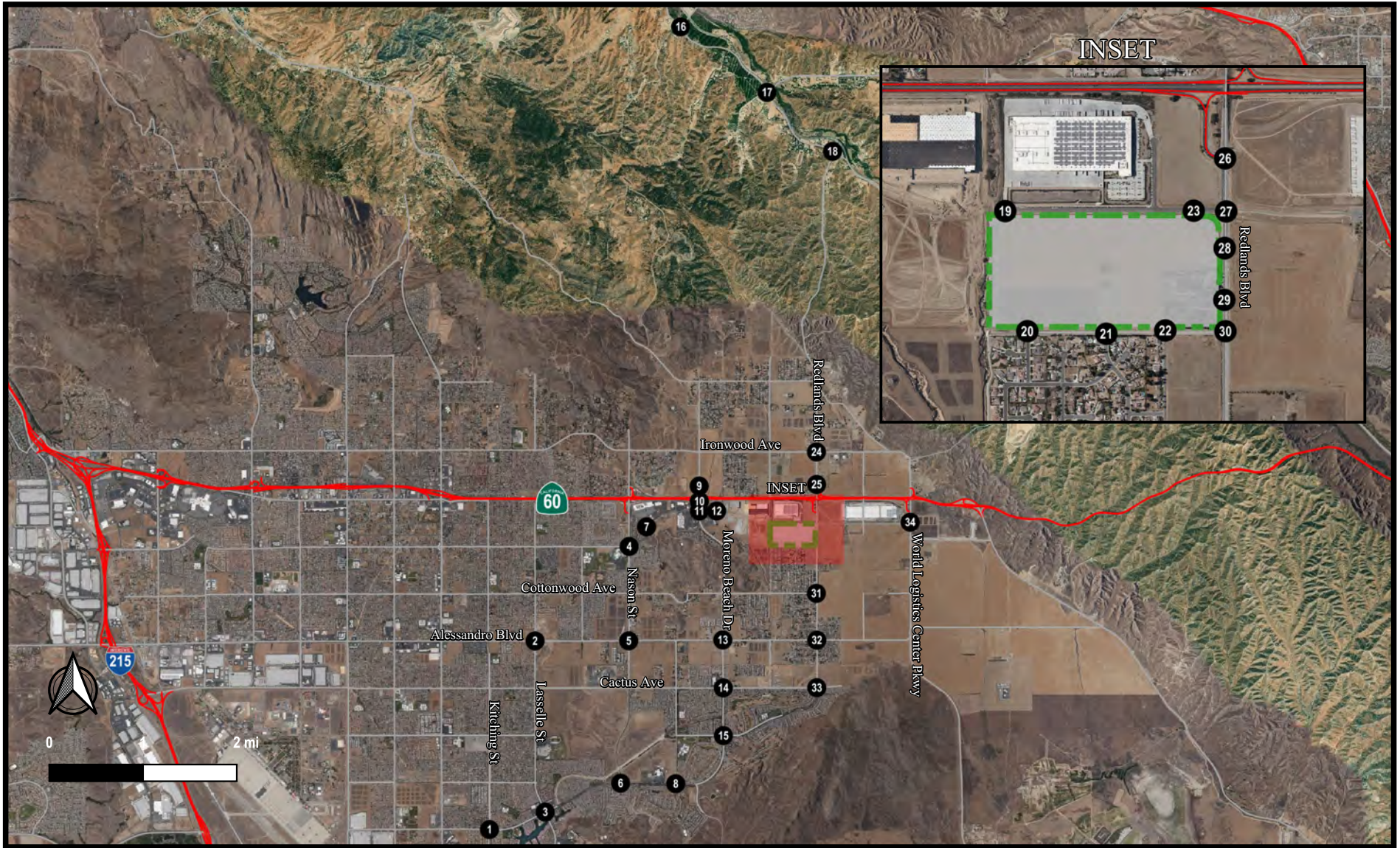


FIGURE 2

Legend

- Study Area Intersections
- ▭ Project Location

Moreno Valley Trade Center
Study Area Intersections



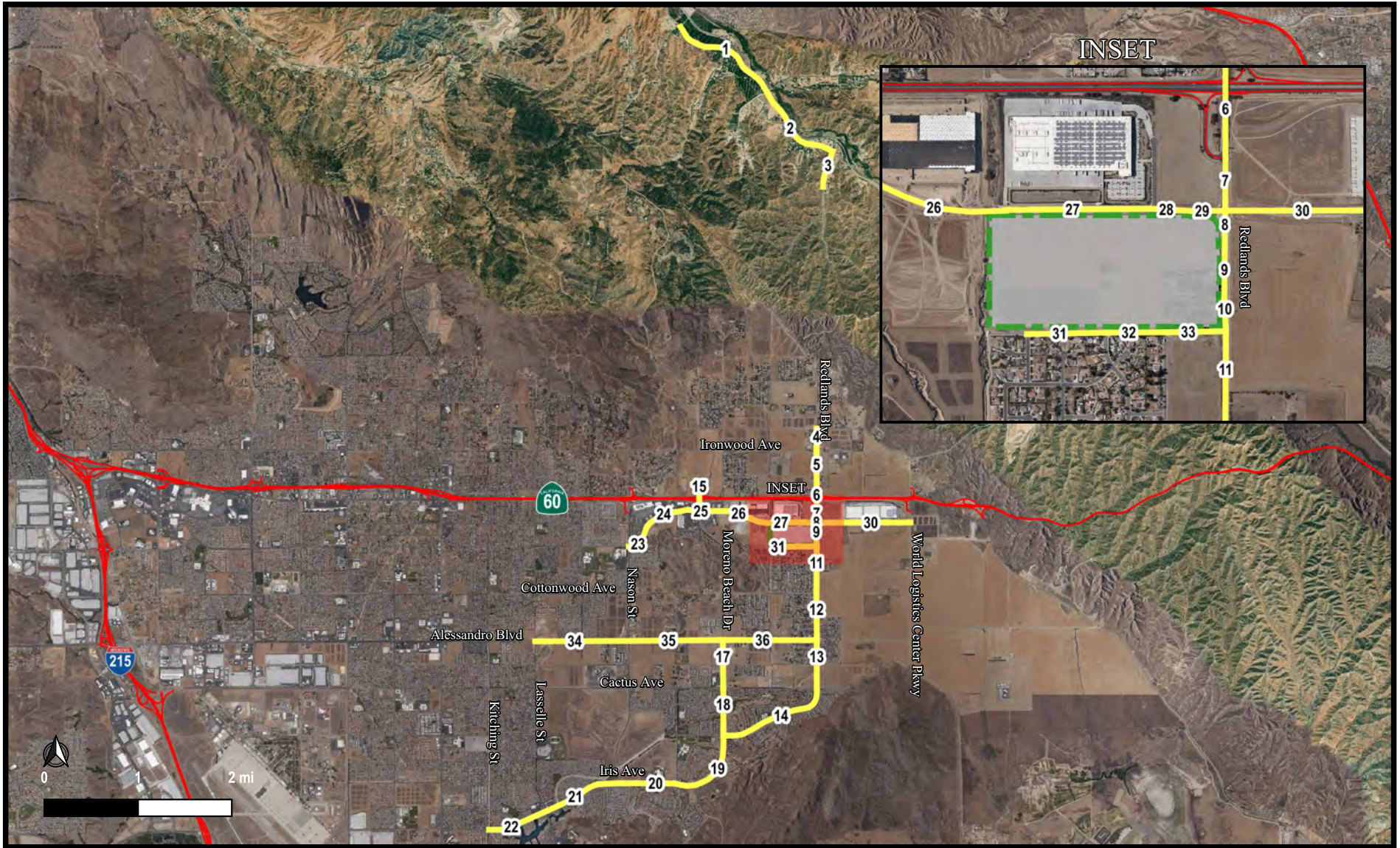




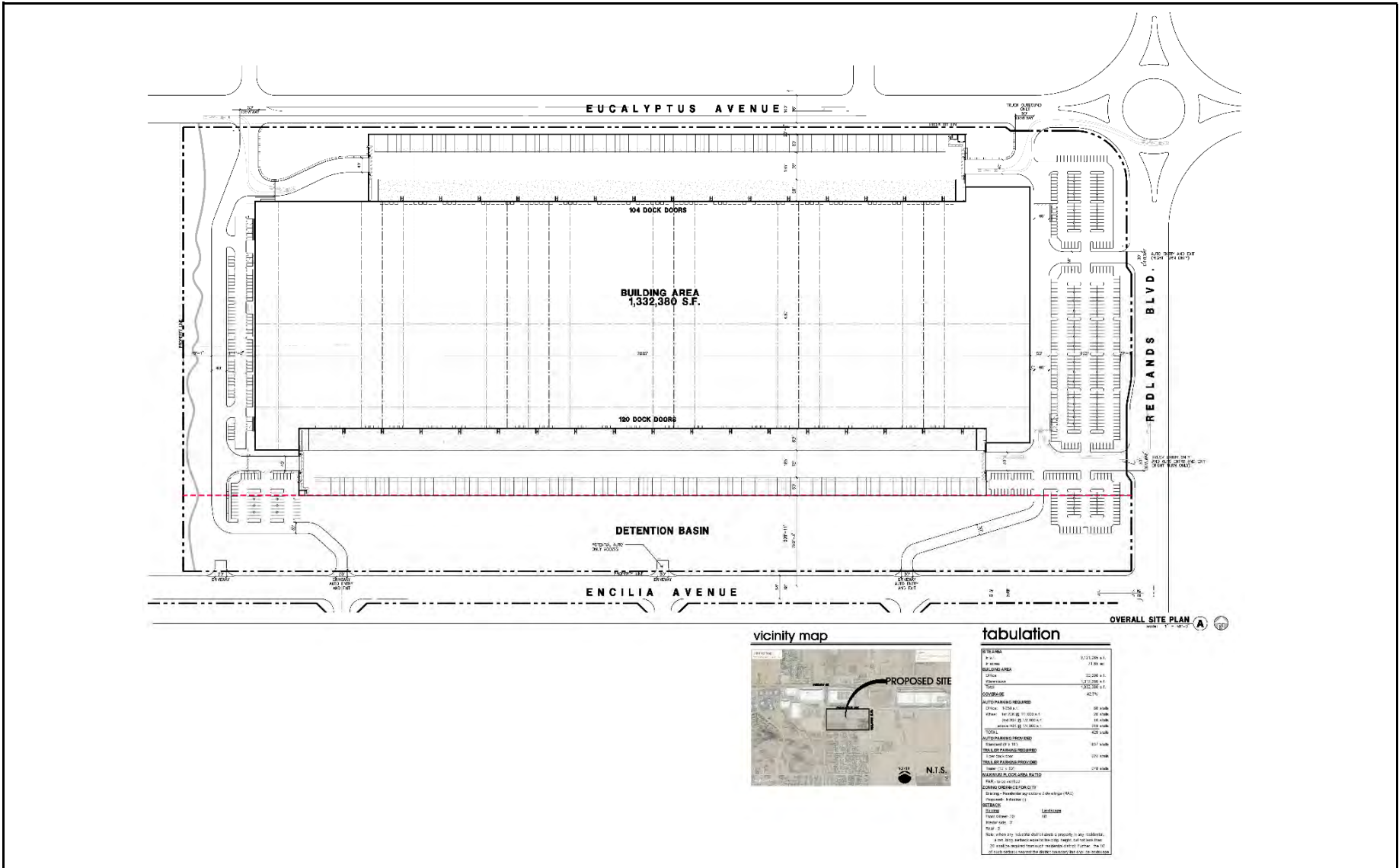
FIGURE 3

Legend

-  Project Location
-  Roadway Segments

Moreno Valley Trade Center
Study Area Roadway Segments





Source: HPA Architecture (September 16, 2019)

FIGURE 4

**Moreno Valley Trade Center
Site Plan**



2.1 Project Trip Generation

The trip generation for warehouse facilities are typically based on rates from Institute of Transportation Engineers' (ITE) Trip Generation (10th Edition). However, E-Commerce facilities typically generate higher auto trips than the warehouse uses from ITE. Therefore, the project trip generation was developed from surveys of E-Commerce facilities located in the Inland Empire. Seven Amazon facilities were selected in the Inland Empire, since Amazon facilities have higher trip generations than other E-Commerce facilities. The sites were surveyed for three weekdays (Tuesday through Thursday) in September 2017 and included passenger cars and trucks. The locations of the facilities surveyed included the following:

- 555 E. Orange Show Road, San Bernardino, CA
- 24208 San Michele Road, Moreno Valley, CA
- 24300 Nandina Avenue, Moreno Valley, CA
- 5250 Goodman Road, Eastvale, CA
- 1910 E. Central Avenue, San Bernardino, CA
- 2020 E. Central Avenue, San Bernardino, CA
- 2496 W. Walnut Avenue, Rialto, CA

The surveys are provided in Appendix B. For the purposes of this analysis, the trip generation was derived based on off-peak and peak season forecasts at the surveyed Amazon facilities. To provide a conservative analysis, the peak season was considered to be 2 months and the off-peak season was considered to be 10 months. Table A shows the trip generation for the project developed from the surveyed facilities. Consistent with the City Guidelines, truck trips were converted to Passenger Car Equivalents using conversion rates of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks and 3.0 for 4+ axle trucks. As shown in Table A, the project trip generation is expected to generate 554 PCE trips during the a.m. peak hour, 1,118 PCE trips during the p.m. peak hour, and 7,903 daily PCE trips.

2.2 Project Trip Distribution & Assignment

The project trip distribution patterns were developed separately for autos and trucks based on data from a select zone model run and in consultation with City staff through the scoping agreement process in Appendix A. The project trip generation was applied to the trip distribution patterns for the proposed project to develop trip assignments for new project trips. Figure 5 shows the trip distribution for project auto trips, and Figure 6 shows the trip distribution for truck trips. Figure 7 shows the trip assignment for auto trips and Figure 8 shows the assignment of truck trips in Passenger Car Equivalents (PCEs). Figure 9 shows the total project trip assignment (in PCEs) at the study intersections.

3.0 LOS DEFINITIONS, PROCEDURES, AND THRESHOLDS

Level of service (LOS) is a measure of the quality of operational conditions within a traffic stream, and is generally expressed in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Levels range from A to F, with LOS A representing excellent (free-flow) conditions and LOS F representing extreme congestion. Consistent with City guidelines, the Highway Capacity Manual (HCM) procedures have been used to evaluate levels of service. This section discusses the LOS definitions, procedures, and thresholds used in this report.

3.1 Intersection Levels of Service

The analysis of traffic operations at intersections was conducted according to the Highway Capacity Manual 6th Edition (HCM) delay methodologies using Synchro 10 software, which is described in the Highway Capacity Manual (Transportation Research Board, Washington, D.C., November 2016). Under the HCM methodology, LOS for signalized intersections is based on the average delay experienced by vehicles traveling through an intersection, whereas for un-signalized intersections, the LOS is based on the worst approach where the minor leg has a shared lane and on the worst movement where the minor leg has dedicated turn lanes. Table B presents a brief description of each level of service letter grade, as well as the range of delays associated with each grade.

Table A - Project Trip Generation

Land Use	Units	Peak Hour						Daily	
		AM Peak Hour			PM Peak Hour				
		In	Out	Total	In	Out	Total		
Total Vehicle Rates									
Total Vehicle Rates									
Trip Generation Rates ¹	1,332.38	TSF	0.2910	0.0717	0.3673	0.4087	0.3883	0.7970	4.9591
Trip Generation			388	96	489	545	517	1062	6,607
Passenger Car Equivalent Rates Calculations									
Passenger Cars									
Trip Generation Rates ¹	1,332.38	TSF	0.2800	0.0592	0.3392	0.3998	0.3733	0.7731	4.3155
Trip Generation			373	79	452	533	497	1030	5,750
PCE Factor ²			1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCEs			373	79	452	533	497	1030	5,750
2-Axle Trucks									
Trip Generation Rates ¹			0.0009	0.0009	0.0019	0.0002	0.0010	0.0011	0.1329
Trip Generation			1	1	3	0	1	2	177
PCE Factor ²			1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCEs			2	2	5	0	2	3	266
3-Axle Trucks									
Trip Generation Rates ¹			0.0027	0.0030	0.0057	0.0013	0.0025	0.0038	0.1149
Trip Generation			4	4	8	2	3	5	153
PCE Factor ²			2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCEs			8	8	16	4	6	10	306
4-Axle Trucks									
Trip Generation Rates ¹			0.0074	0.0085	0.0205	0.0074	0.0116	0.0190	0.3957
Trip Generation			10	11	27	10	15	25	527
PCE Factor ²			3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCEs			30	33	81	30	45	75	1,581
Total Project Trip Generation (Trips, By Vehicle Type)									
Warehouse	1,332.38	TSF							
Passenger Cars			373	79	452	533	497	1,030	5,750
2-Axle Trucks			1	1	3	0	1	2	177
3-Axle Trucks			4	4	8	2	3	5	153
4+ Axle Trucks			10	11	27	10	15	25	527
All Trucks			15	16	38	12	19	32	857
Total Vehicles			403	95	490	545	516	1,062	6,607
Total Project Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)									
Passenger Cars			373	79	452	533	497	1,030	5,750
Truck PCE									
2-Axle Trucks			2	2	5	0	2	3	266
3-Axle Trucks			8	8	16	4	6	10	306
4+ Axle Trucks			30	33	81	30	45	75	1,581
Total Truck PCE			40	43	102	34	53	88	2,153
Total PCE			413	122	554	567	550	1,118	7,903

¹ Trips based on Surveys and application to Proposed Project.

² Recommended PCE Factor per SBCTA Guidelines

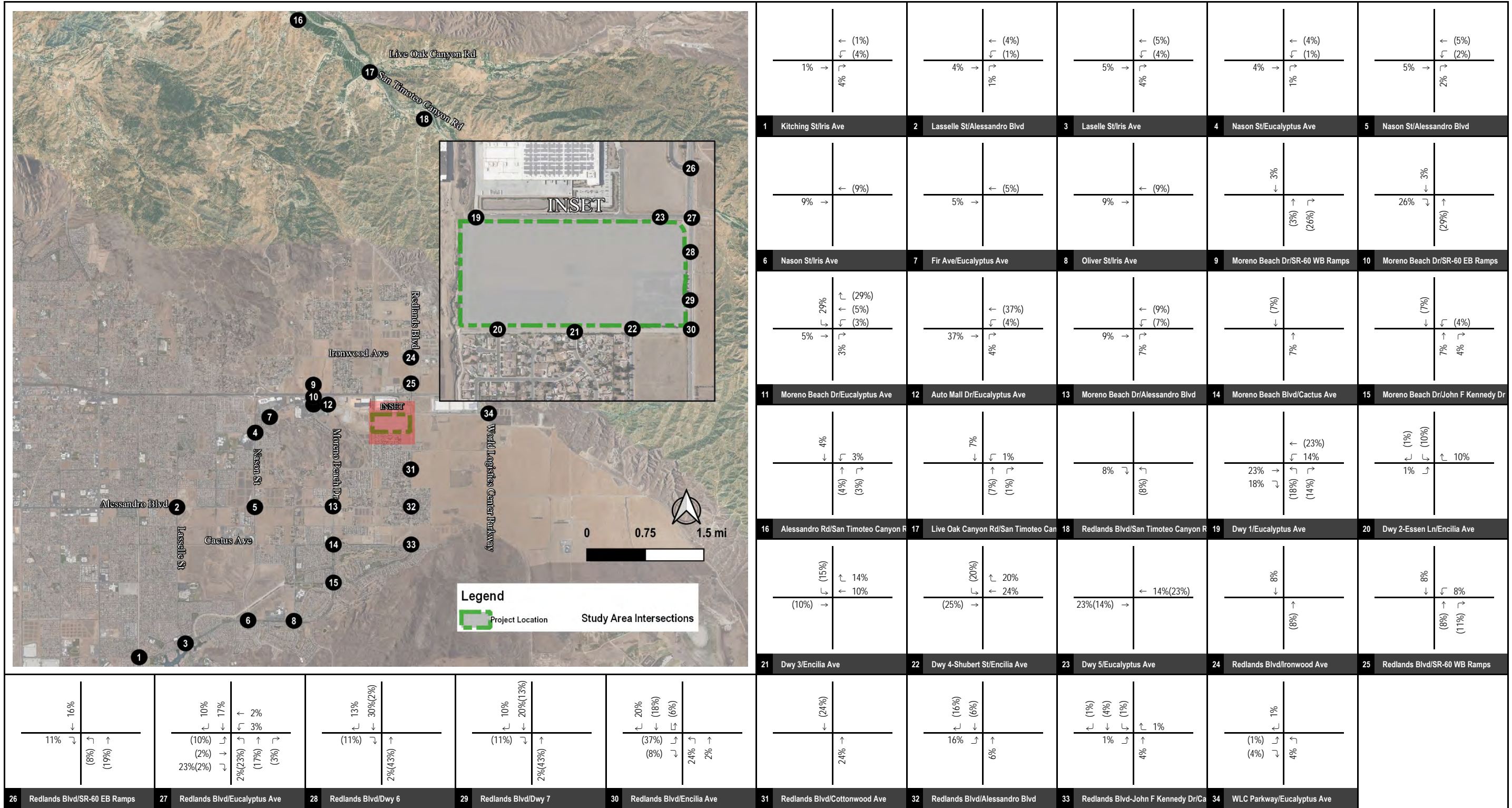


FIGURE 5

XX%(YY%) Inbound%(Outbound%) Distribution

Moreno Valley Trade Center
Project Trip Distribution (Autos)



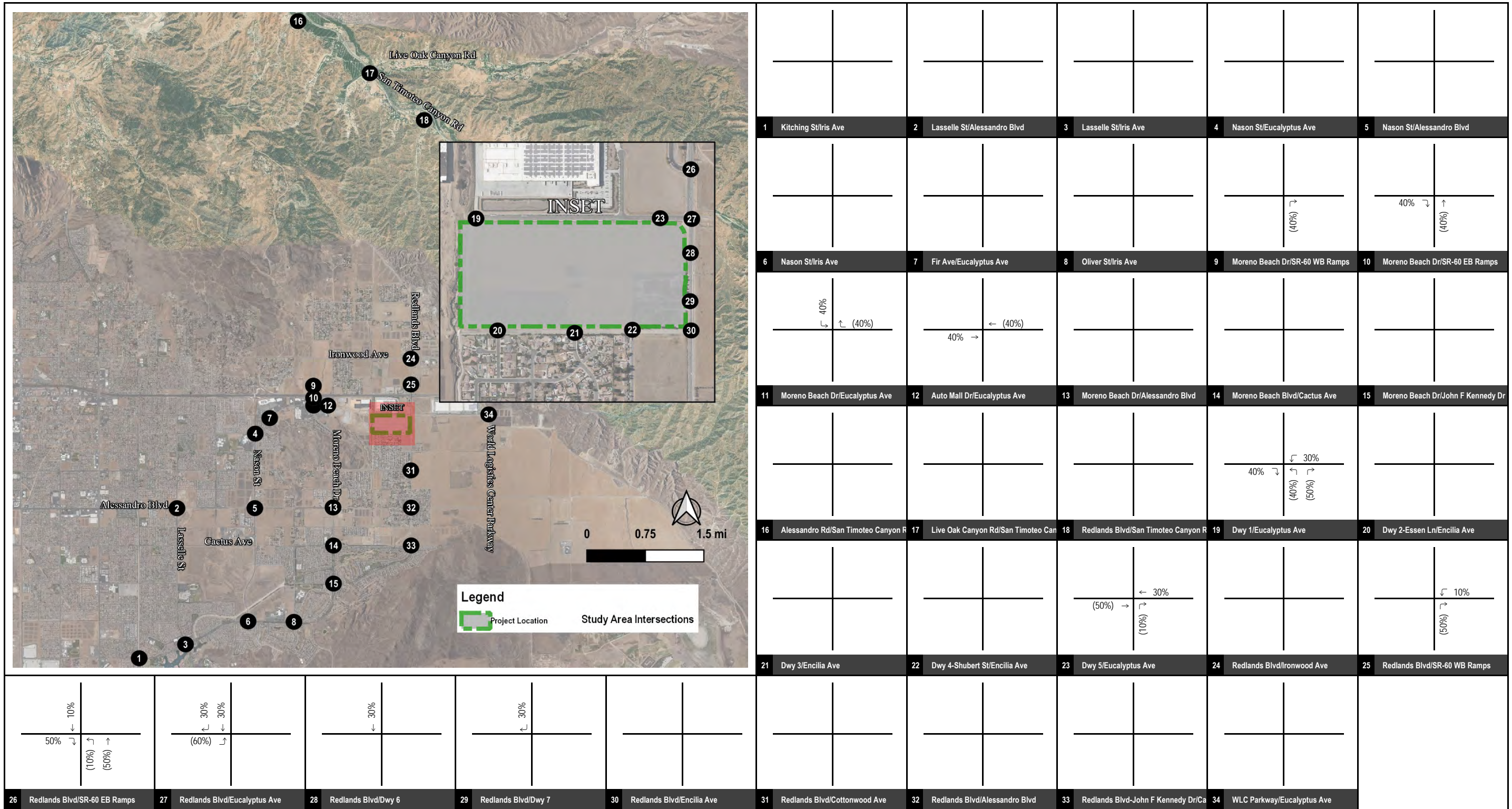


FIGURE 6

XX%(YY%) Inbound%(Outbound%) Distribution

Moreno Valley Trade Center
Project Trip Distribution (Trucks)



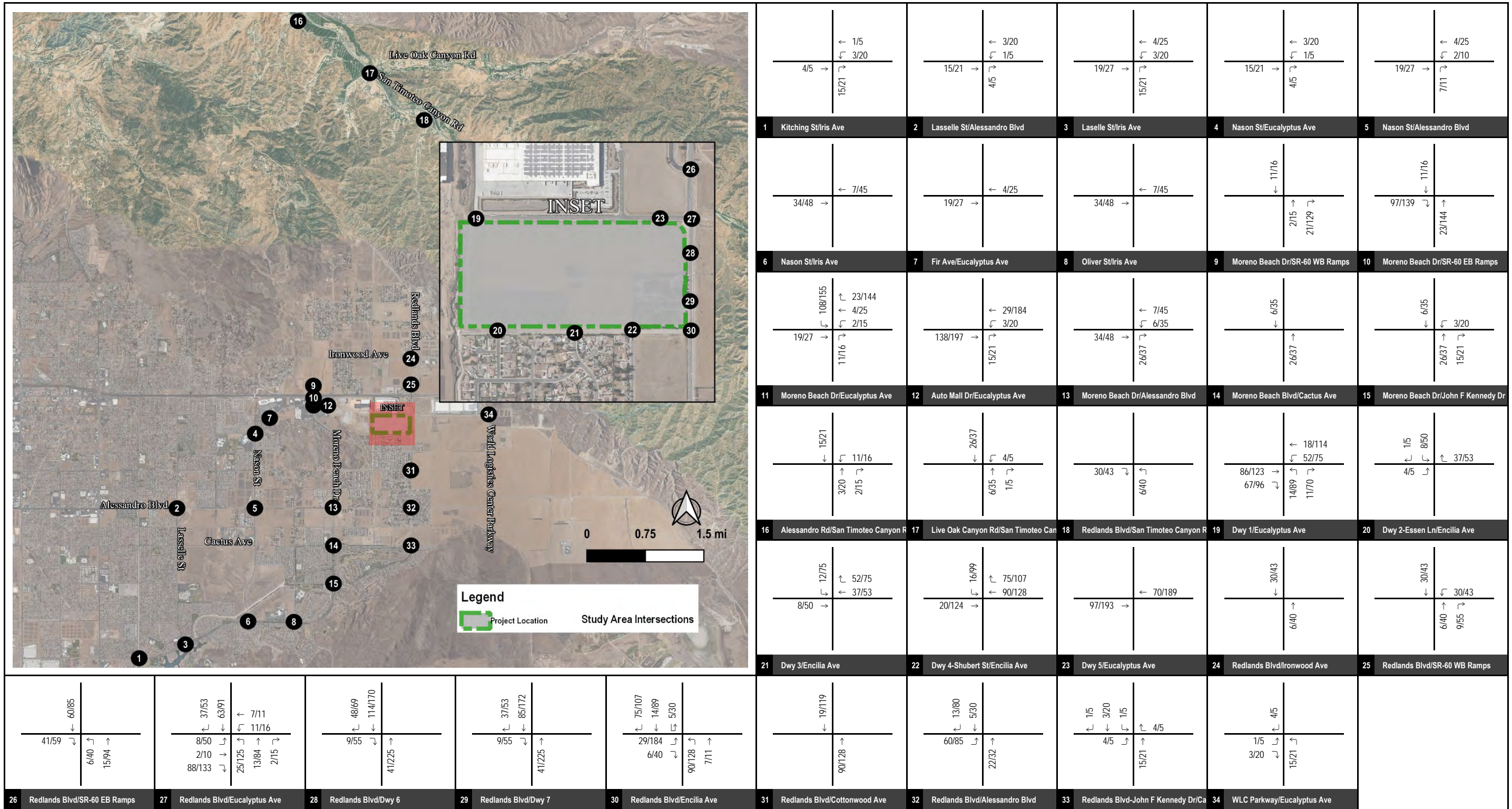


FIGURE 7

XXX/YYY AM/PM Peak Hour Trips

**Moreno Valley Trade Center
Project Trip Assignment (Autos)**



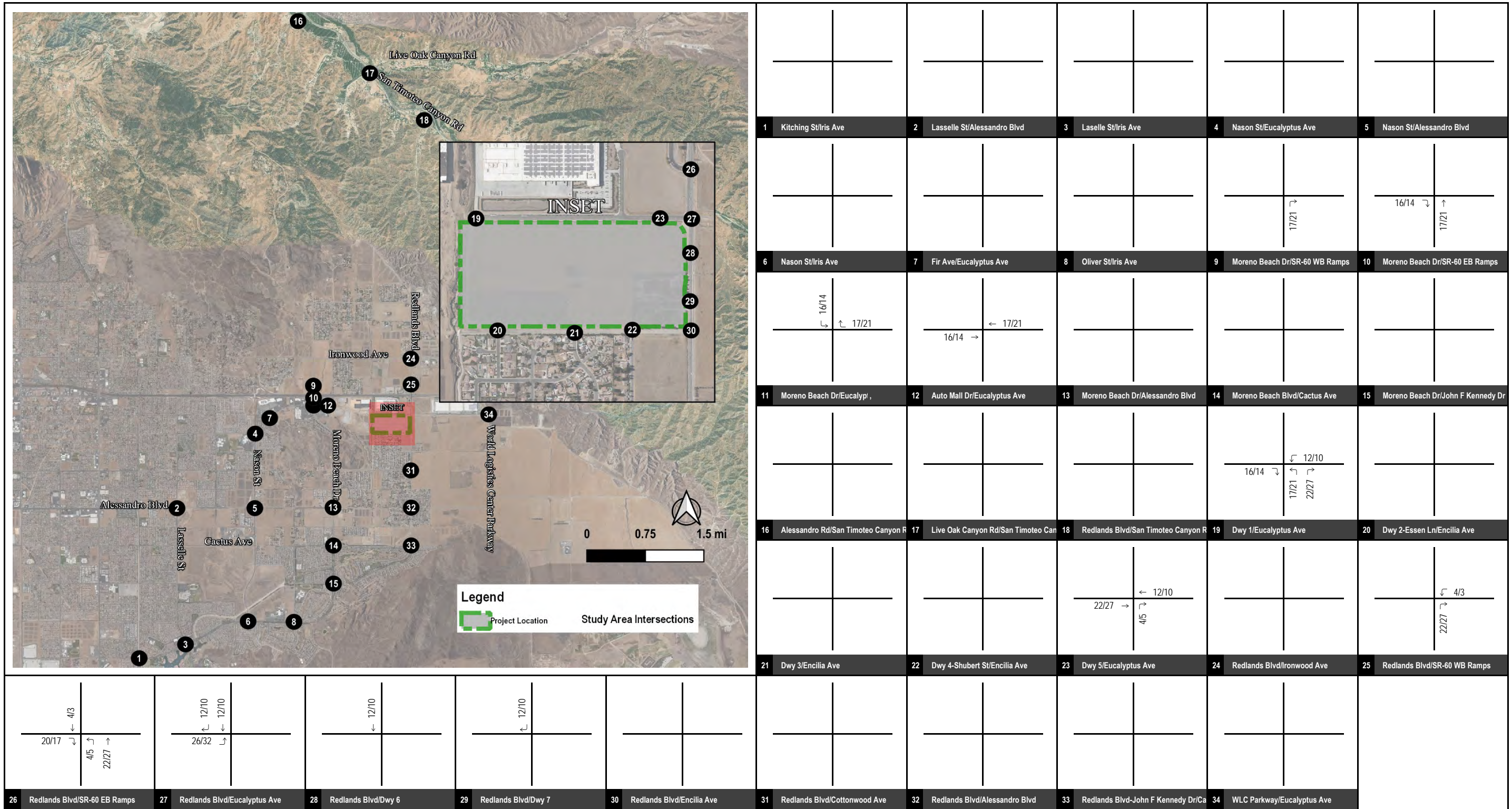


FIGURE 8

XXX/YYY

AM/PM Peak Hour Trips

Moreno Valley Trade Center
Project Trip Assignment (Trucks)



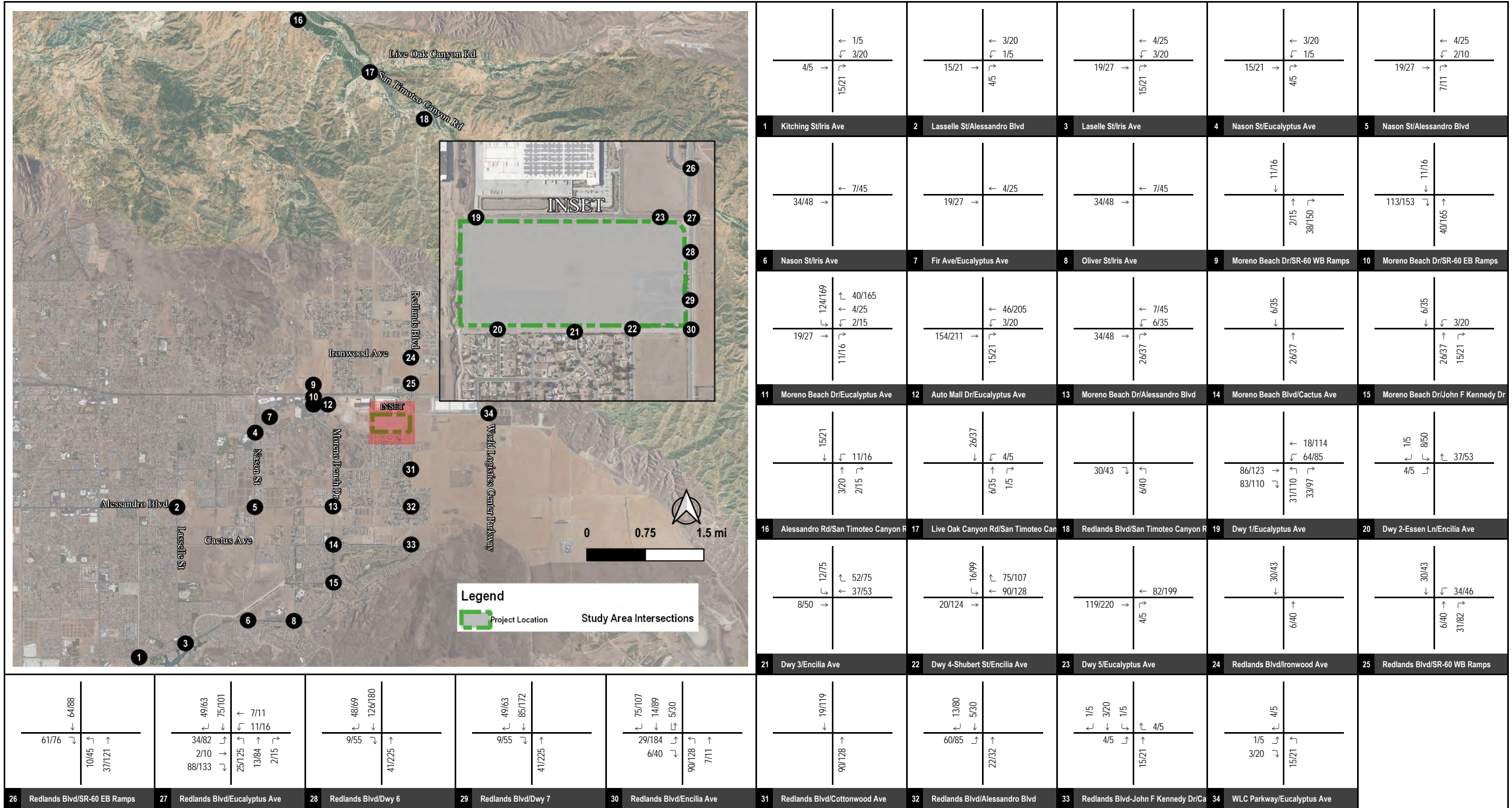


FIGURE 9

XXX/YYY AM/PM Peak Hour Trips

Moreno Valley Trade Center
Total Project Trip Assignment



Table B: Intersection Level of Service Criteria

LOS	Description of Drivers' Perception and Traffic Operation	Intersection Delay in Seconds	
		Un-signalized	Signalized
A	This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable, or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10	≤ 10
B	This level is assigned when the volume-to-capacity ratio is low and either progression is highly favorable, or the cycle length is short. More vehicles stop than with LOS A.	> 10 and ≤ 15	> 10 and ≤ 20
C	This level is typically assigned when progression is favorable, or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	> 15 and ≤ 25	> 20 and ≤ 35
D	This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	> 25 and ≤ 35	> 35 and ≤ 55
E	This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	> 35 and ≤ 50	> 55 and ≤ 80
F	This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 50	> 80

Source: *Highway Capacity Manual, 6th Edition*

3.2 Roadway Segment Levels of Service

The analysis of daily traffic operations on roadway segments was conducted using the City's daily capacity for each functional classification from the City's TIA guidelines. Table C shows the roadway capacity for each classification and represents the daily traffic volumes travelling in both directions during a 24-hour period. The City guidelines indicate that these roadway capacities are "rule of thumb" estimates for planning purposes and do not reflect other factors such as intersections (spacing, configuration, and control features), degree of access control, roadway grades, and design geometrics (horizontal and vertical alignment standards).

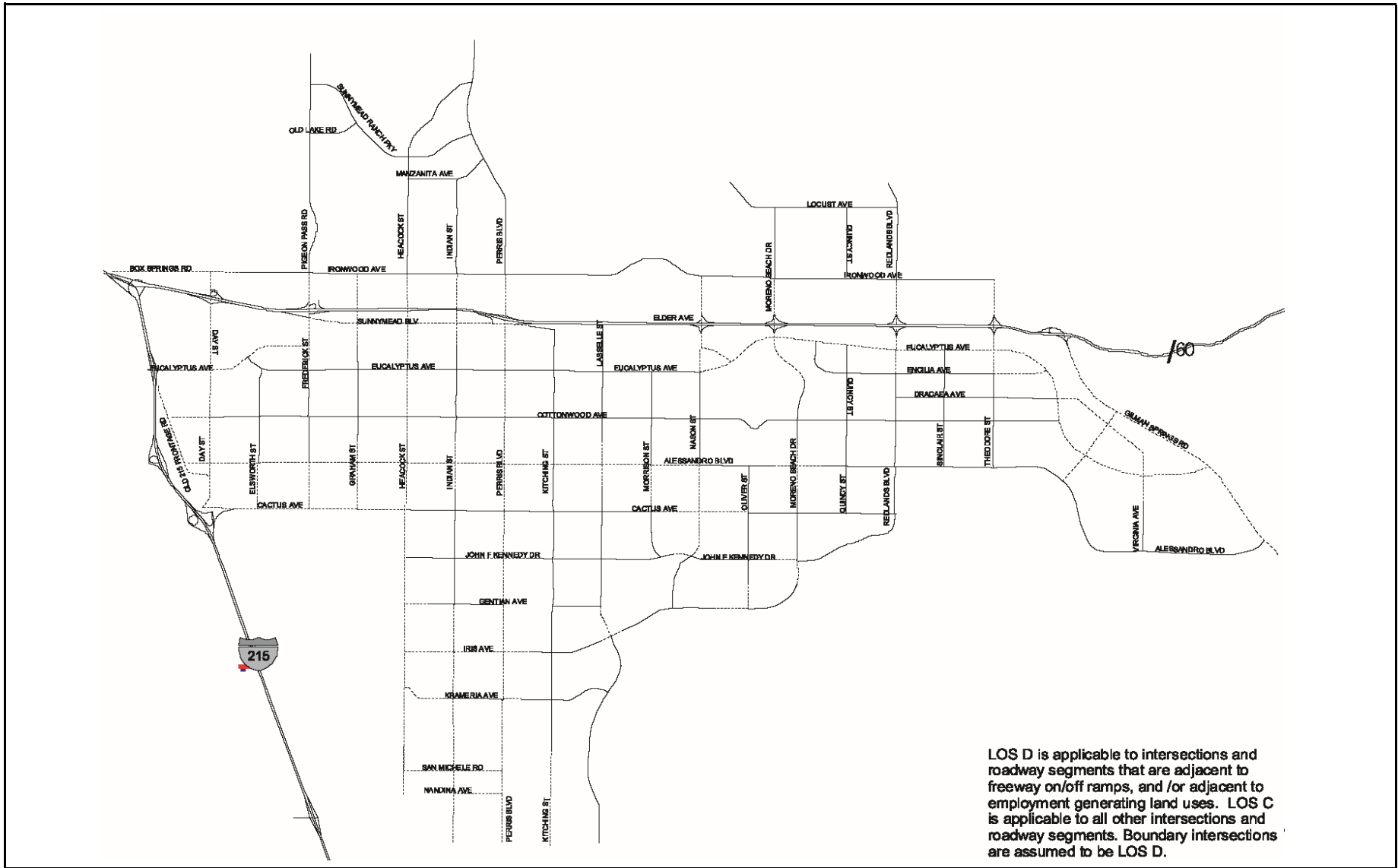
Table C: City of Moreno Valley Roadway Capacities and Levels of Service

Roadway Classification	Level of Service				
	A	B	C	D	E
Six-Lane Divided Arterial	33,900	39,400	45,000	50,600	56,300
Four-Lane Divided Arterial	22,500	26,300	30,000	33,800	37,500
Four-Lane Undivided Arterial	15,000	17,500	20,000	22,500	25,000
Two-Lane Industrial Collector	7,500	8,800	10,000	11,300	12,500
Two-Lane Undivided Residential	N/A	N/A	N/A	N/A	2,000

Source: City of Moreno Valley *Transportation Impact Analysis Preparation Guide for VMT and LOS Assessment* (June 2020).

3.3 Levels of Service Thresholds and Operating Requirements

Caltrans uses LOS D as the minimum level of service standard for state facilities. Intersections operating at LOS E or F require improvements. In addition, the City of Moreno Valley General Plan has established minimum Level of Service standards for its roadway network. The City's acceptable LOS standards include LOS D as both LOS C. LOS D is applicable to intersections that are adjacent to freeway on/off ramps and adjacent to employment generating land uses. LOS C is applicable to all other intersections. For boundary intersections, LOS D is assumed to be acceptable consistent with City guidelines. Figure 10 illustrates the City LOS standards.



Source: City of Moreno Valley General Plan

FIGURE 10

Moreno Valley Trade Center
City of Moreno Valley LOS Standards



The City has established operating requirements for signalized intersections, unsignalized intersections, and roadway segments. The following include the operating requirements:

Signalized Intersections

- Any signalized study intersection operating at acceptable LOS without project traffic in which the addition of project traffic causes the intersection to degrade to unacceptable LOS shall identify improvements to provide acceptable LOS.
- Any signalized intersection that is operating at unacceptable LOS without project traffic where the project increases delay by 5.0 or more seconds shall identify improvements to offset the increase in delay.

Unsignalized Intersections

- The addition of project related traffic causes the intersection to degrade from an acceptable LOS to unacceptable LOS. Improvements should be identified that achieve LOS D or better.

OR

- The project adds 5.0 seconds or more of delay to an intersection that is already projected to operate without project traffic at unacceptable LOS, AND the intersection meets the peak hour traffic signal warrant after the addition of project traffic. Improvements should be identified that achieve pre-project LOS and delay.

Roadway Segments

- Any study roadway segment operating at acceptable LOS without project traffic in which the addition of project traffic causes the segment to degrade to unacceptable LOS should identify improvements to achieve acceptable LOS.
- Any roadway segment that operates at unacceptable LOS in the no project scenario where the project adds traffic in excess of 5% of the roadway capacity (e.g. a volume-to-capacity ratio increase of 0.05) should identify improvements to add capacity to the segment.

4.0 VOLUME DEVELOPMENT METHODOLOGY

Forecast traffic volumes at study intersections were developed consistent with the City's guidelines. This section discusses the volume development methodology used to forecast future traffic volumes.

4.1 Existing Without Project Traffic Volumes

Existing without project traffic volumes and roadway segments are based on peak hour intersection turn movement counts and daily counts collected by Counts Unlimited Inc. in October 2019. Vehicle classification counts (e.g., passenger vehicle, 2-axle truck, 3-axle truck, and 4 or more axle truck), were conducted at all study area intersections and roadway segments. Consistent with City guidelines, PCE volumes at these intersections and roadway segments were computed using a PCE factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with 4 or more axles. Count sheets are contained in Appendix B. Detailed volume development worksheets are included in Appendix C.

4.2 Opening Year (2024) Without Project Traffic Volumes

Opening year (2024) without project peak hour traffic volumes were developed by applying an annual growth rate of 2 percent per year compounded for 5 years (10.41 percent) to the existing volumes and adding cumulative project trips. The cumulative projects included in the analysis are illustrated in Figure 11. Appendix C lists the cumulative projects included in the analysis. The cumulative projects are anticipated to generate 10,417 net a.m. peak hour trips, 13,437 net p.m. peak hour trips, and 151,344 net daily trips.

4.3 General Plan Build-Out (2040) Without Project Traffic Volumes

General Plan Build-Out (2040) without project traffic volumes were developed using the MVTM. The base year for the traffic model is 2012 and the forecast year is 2040. The difference between the modeled 2012 and 2040 peak period directional arterial traffic volumes (for each intersection approach and departure) was identified from loaded network model plots. This difference defines the growth in traffic over the 28-year period. This incremental growth in peak period

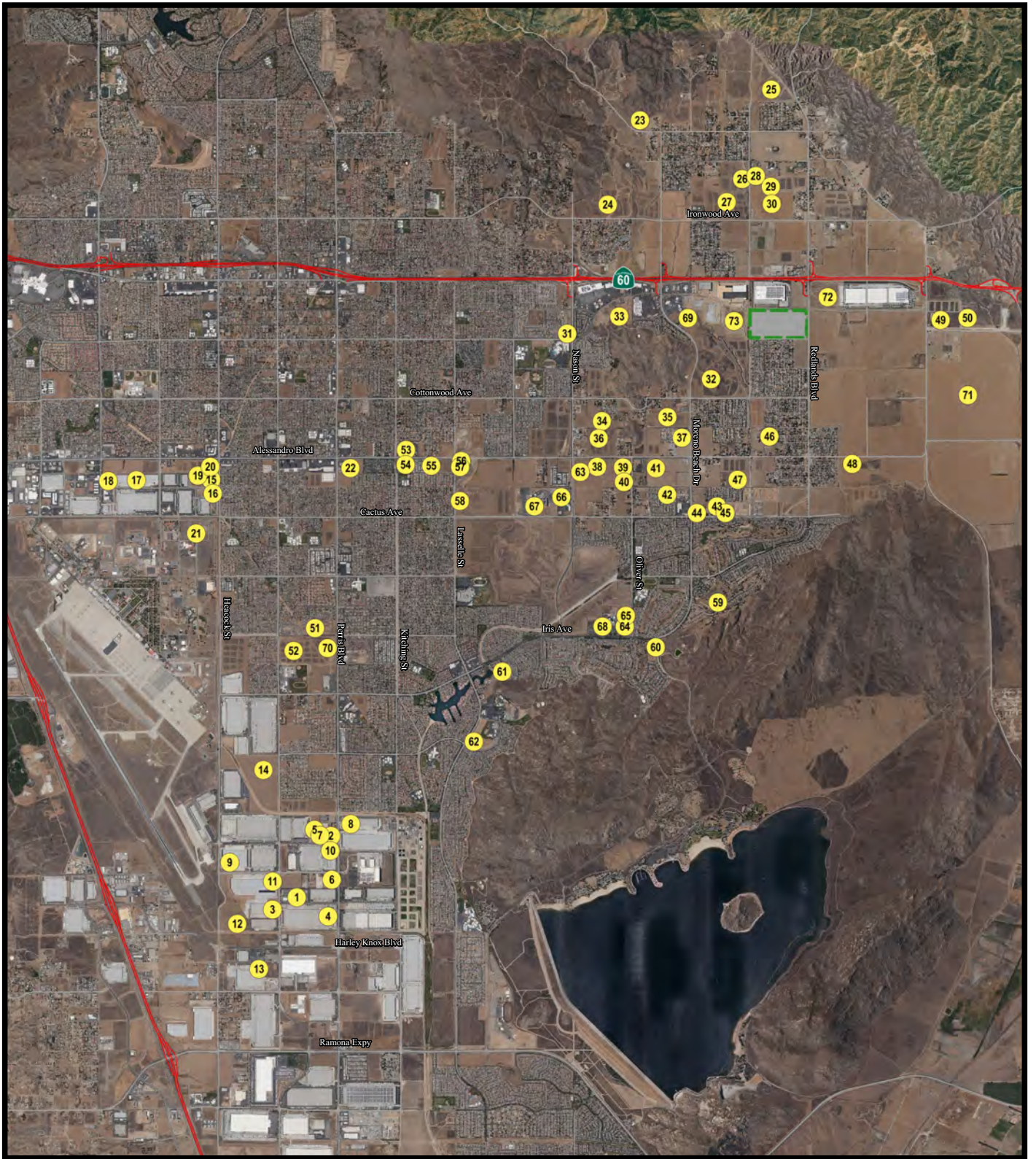


FIGURE 11

Legend

-  Project Location
-  Cumulative Projects

Moreno Valley Trade Center
Cumulative Project Locations



approach and departure volumes were factored to develop the incremental change in peak hour volumes. The MVTM uses a three-hour a.m. peak period and a four-hour p.m. peak period. Southern California Association of Governments (SCAG), the regional Metropolitan Transportation Organization (MPO) has established that the a.m. peak hour comprises 38 percent of the a.m. peak period and that the p.m. peak hour comprises 28 percent of the p.m. peak period. Therefore, the incremental changes in peak period volumes were multiplied by the appropriate factor to develop incremental changes in peak hour volumes. The incremental growth in approach and departure volumes between 2012 and 2040 was factored to reflect the forecast growth between the year of the ground counts (2019) and 2040. For this purpose, linear growth between 2012 and year 2040 was assumed. Since the increment between 2019 and 2040 is 21 years of the 28-year time span, a factor of 0.75 (i.e., 21/28) was used. This forecast growth in approach and departure volumes were added to the 2019 ground counts, resulting in post-processed forecast year 2040 link volumes.

General Plan Build-Out (2040) without project turn volumes were developed using existing turn volumes and the future approach and departure volumes, based on the methodologies contained in National Cooperative Highway Research Program Report (NCHRP) 255: Highway Traffic Data for Urbanized Area Project Planning and Design (Transportation Research Board, December 1982). At some locations, forecast turning movements were forecast to be less than those under opening year 2019 conditions. This can be attributed to network improvements, planned transit, or changes in land use. Therefore, these turning movements were adjusted by applying a growth factor of five percent to opening year 2019 traffic volumes to account for an increase in traffic volumes at these locations from cumulative conditions to year 2040. Detailed volume development worksheets are included in Appendix C.

4.4 With Project Traffic Volumes

Traffic volumes for existing, opening year (2024), general plan build-out (2040) with project conditions were developed by adding the trip assignment to the corresponding without project peak hour traffic volumes.

5.0 EXISTING CONDITIONS

This section discusses the existing transportation conditions in the study area.

5.1 Existing Roadway Conditions

Regional access to the project site is provided by SR-60 to the north. Local access to the project will be provided by the following roadways:

- **Redlands Boulevard** is oriented in the north-south direction and is a 2-lane roadway within the project study area. The City's circulation plan designates Redlands Boulevard as a "Divided Major Arterial" from Cactus Avenue to SR-60 with a right-of-way of 134 feet. The posted speed limit is 50 miles per hour adjacent to the project area.
- **Eucalyptus Avenue** is oriented in the east-west direction and is a 4-lane roadway from Nason Street to Moreno Beach Drive, a 2-lane roadway from Moreno Beach to Auto Mall Drive, and 4-lane roadway from Auto Mall Drive to Driveway 1, and a 3-lane roadway from Driveway 1 to Redlands Boulevard. The City's circulation plan designates Eucalyptus Avenue as an "Arterial" with a right-of-way of 100 feet from Nason Street to Redlands Boulevard. The posted speed limit is 40 miles per hour adjacent to the project area.
- **Moreno Beach Drive** is oriented in the north-south direction and is a 4-lane divided roadway from SR-60 to Eucalyptus Avenue, a 2-lane undivided roadway from Alessandro Boulevard to Cactus Avenue, and a 6-lane divided roadway from Cactus Avenue to Lasselle Street. The City's circulation plan designates Moreno Beach Drive as an "Divided Major Arterial" with a right-of-way of 134 feet from Auto Mall Drive to John F Kennedy Drive. The posted speed limit is 50 miles per hour adjacent to the project area.
- **Iris Avenue** is oriented in the east-west direction and is a 6-lane divided roadway. The City's circulation plan designates Iris Avenue as an "Divided Major Arterial" with a right-of-way of 134 feet from Kitching Street to John F Kennedy Drive. The posted speed limit is 50 miles per hour adjacent to the project area.
- **Alessandro Boulevard** is oriented in the east-west direction and is a 2-lane undivided roadway. The City's circulation plan designates Alessandro Boulevard as an "Divided Major Arterial" with a right-of-way of 134 feet

from east of Redlands Boulevard to west of Perris Boulevard. The posted speed limit is 45 miles per hour adjacent to the project area.

5.2 Existing Transit Service

Public transportation services within the City of Moreno Valley includes bus transit service provided by the Riverside Transit Agency (RTA) and commuter rail transportation (Metrolink). These services are further described below.

Bus Service. Public transportation in the City of Moreno Valley is provided by RTA, which is the regional transit operator in Riverside County.

- **Route 20** provides service on Alessandro Boulevard, Moreno Beach Drive, and Iris Avenue. Route 20 has major stops at the Moreno Valley/March Field Metrolink Station, Riverside University Medical Center, Kaiser Permanente Hospital, and Moreno Valley College. Route 20 operates at 45-minute headways on weekdays.
- **Route 31** provides transit service on Eucalyptus Avenue from Moreno Beach Drive to Kitching Street. Route 31 has major stops at the Stoneridge Towne Centre, Riverside University Medical Center, and the Moreno Valley Senior Center. Route 31 operates at 55-minute headways on weekdays.
- **Route 15** travels along 9th street and Central Avenue near the project area. Route 15 connects the Jerry Lewis Comm. Center, Citrus Valley High School, Citrus Plaza, and San Bernardino Transit Center. Route 15 operates at 30-40-minute headways on weekdays.

Commuter Rail Service. Commuter rail service is provided by Metrolink, which is operated by the Southern California Regional Rail Authority (SCRRA). Metrolink train service is available between the counties of Ventura, Los Angeles, San Bernardino, Orange, Riverside, and north San Diego. The area is served by the Moreno Valley/March Field Metrolink Station. The Moreno Valley/March Field Station is the nearest Metrolink station to the project site and is approximately 8 miles southwest of the project site.

Figure 12 illustrates the existing transit services. As shown in Figure 12, the closest transit route to the project is located on Eucalyptus Avenue via Route 31. Redlands Boulevard does not have any existing transit routes.

5.3 Existing Pedestrian & Bicycle Facilities

The City's Bicycle Master Plan includes three types of facilities and are discussed below:

- **Class I Multi-use Paths** Class I facilities are physically separated from motor vehicle routes, with exclusive rights-of-way for non-motorized users like cyclists and pedestrians and with motor vehicle cross flows kept to a minimum. Class I facilities are often important commuter connections and any proposed paths must be designed for multipurpose use.
- **Class II Bicycle Lanes** Class II facilities provide an exclusive roadway space for cyclists, demarcated through pavement marking and signage. Bicycle lanes must be one-way facilities and carry bicycle traffic in the same direction as the adjacent motor vehicle traffic. They are typically located along the right side of the street, between the adjacent travel lane and curb, road edge or parking lane.
- **Class III Bicycle Routes** Class III facilities are suggested bicycle routes marked by signs designating a preferred route between destinations. They are recommended where traffic volumes and roadway speeds are fairly low.

Figure 13 illustrates the existing bicycle facilities within the City. As shown in Figure 13, there are existing Class II bicycle lanes on Eucalyptus Avenue west of the project to Nason Street and no existing bicycle lanes on Redlands Boulevard. Pedestrian circulation in Moreno Valley is primarily provided via trails and sidewalks. Figure 14 illustrates the City's Master Plan of Trails. The existing pedestrian sidewalks adjacent to the project are illustrated in Figure 15. As illustrated in Figure 15, there are sidewalks adjacent to the project on the north side of Eucalyptus Avenue and no sidewalks on Redlands Boulevard.

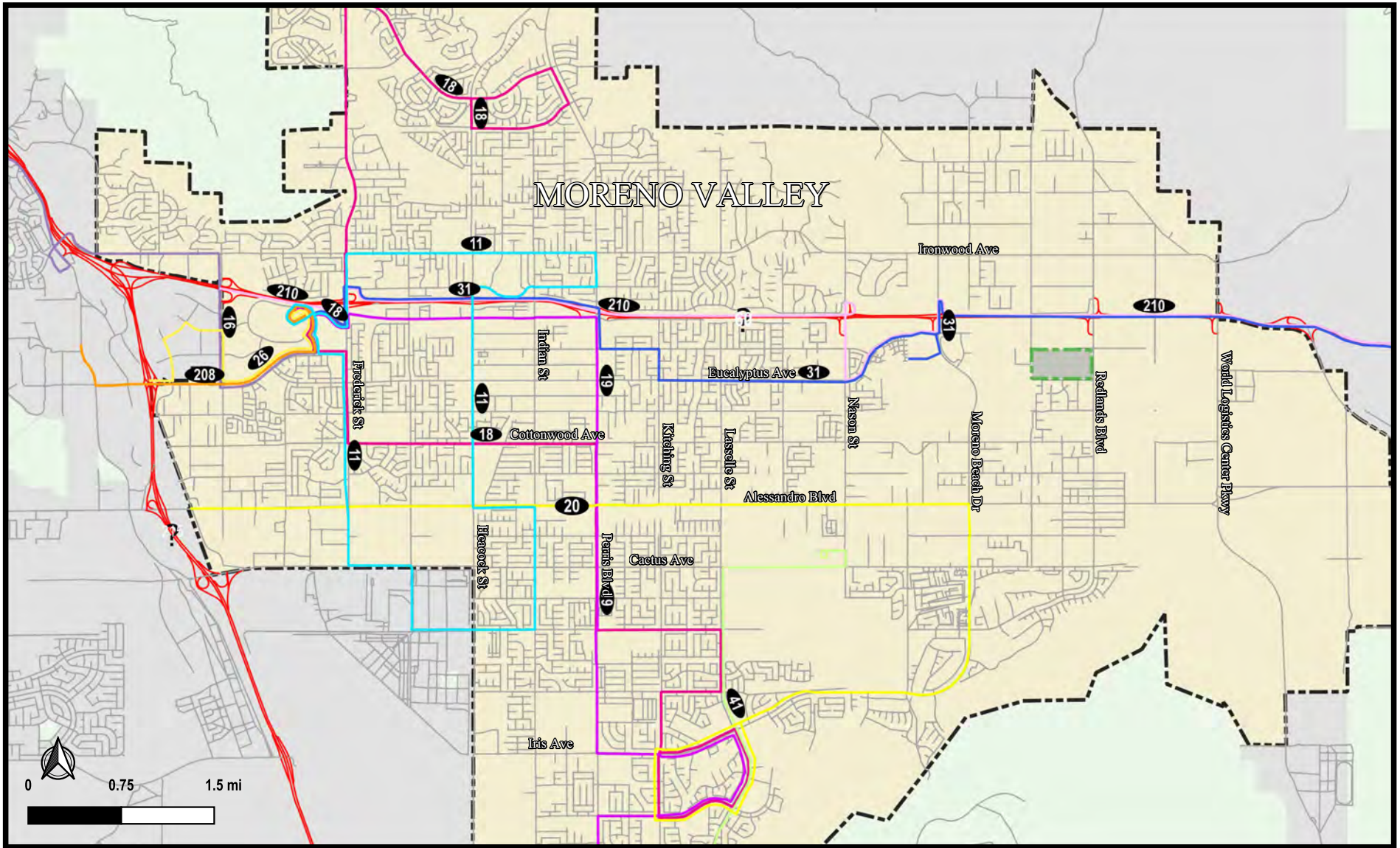


FIGURE 12

Legend

Project Location	Route 11	Route 18	Route 20	Route 210	Route 31	Route 11
City Boundary	Route 16	Route 19	Route 208	Route 26	Route 41	

**Moreno Valley Trade Center
Existing Transit**



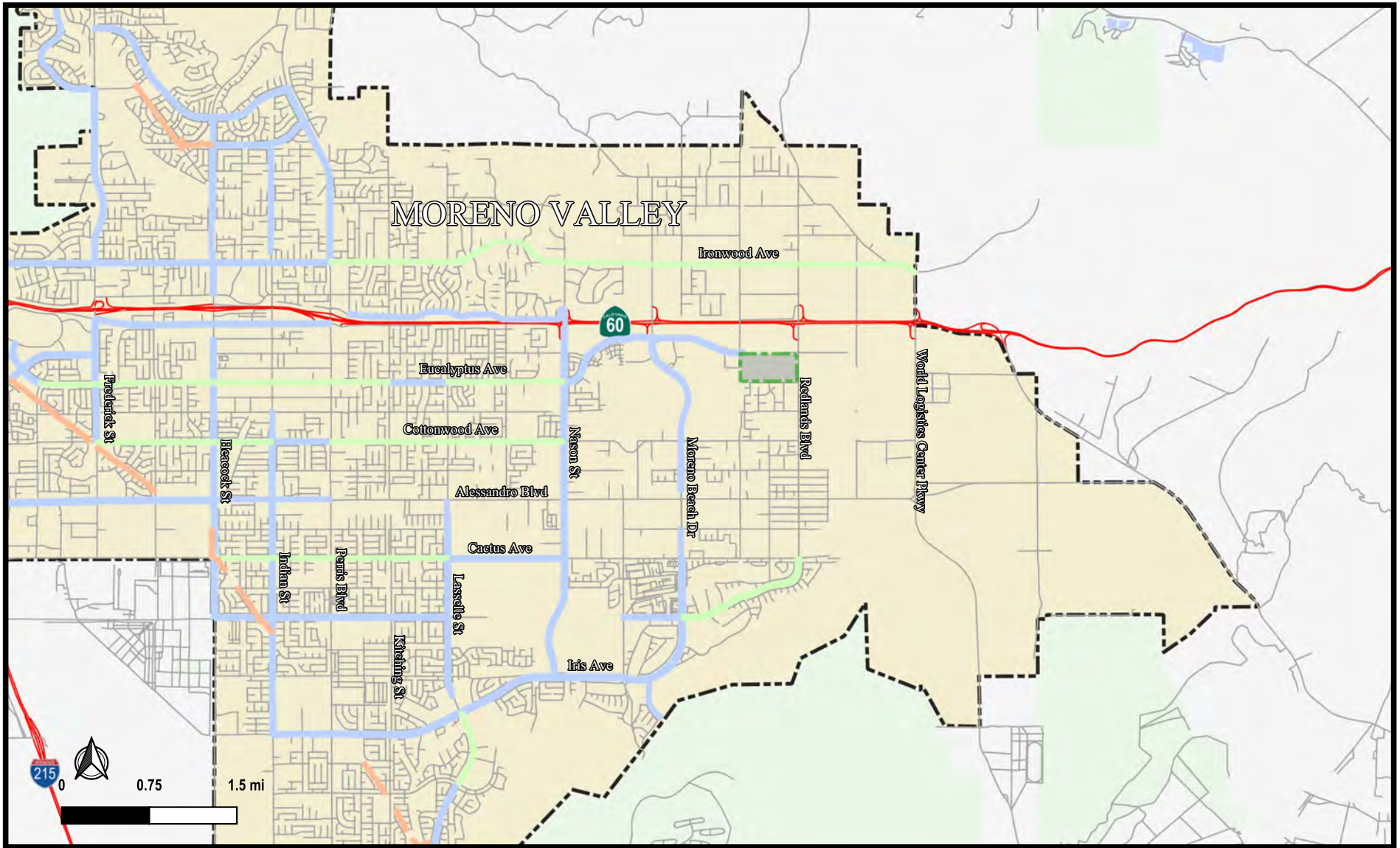
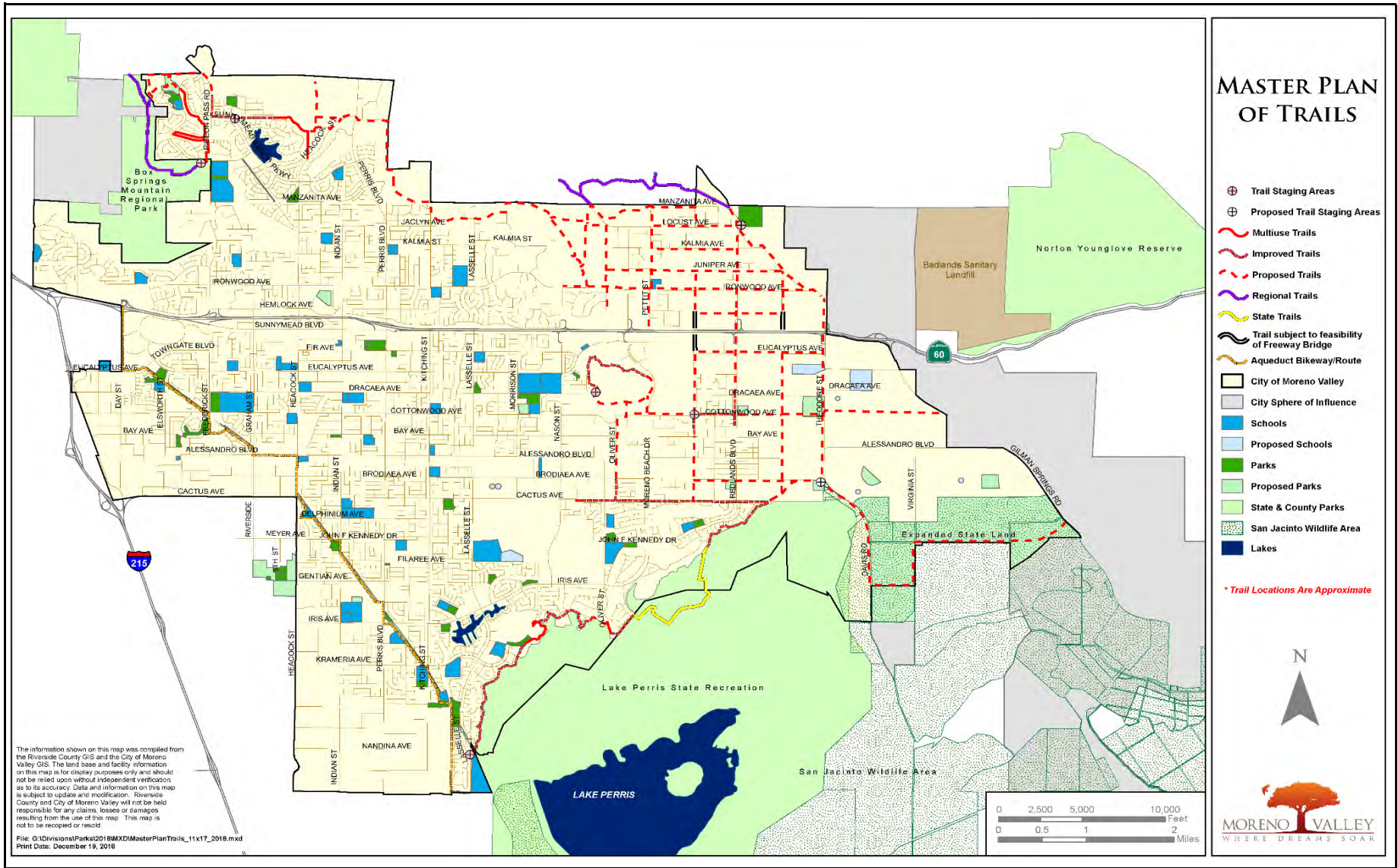


FIGURE 13

Moreno Valley Trade Center
Existing Bicycle Lanes





Source: City of Moreno Valley Parks and Community Services

FIGURE 14

**Moreno Valley Trade Center
City of Moreno Valley Master Plan of Trails**





FIGURE 15

Moreno Valley Trade Center
Existing Pedestrian Facilities

Legend
 Project Location
 Sidewalks
 Crosswalk



5.4 Existing Without Project Intersections Levels of Service

An intersection level of service analysis was conducted for existing without project conditions to determine current circulation system performance. Figure 16 shows the existing lane geometrics and stop controls at the study intersections. The existing without project traffic volumes at study intersections are illustrated in Figure 17. Detailed volume development worksheets are included in Appendix C. The existing without project levels of service for the study area intersections are summarized in Table D. Level of service calculation worksheets are contained in Appendix D. As shown in Table D, all study area intersections are currently operating at satisfactory levels of service with the exception of the following:

- Moreno Beach Drive/SR-60 Eastbound Ramps (a.m. and p.m. peak hours);
- Alessandro Boulevard/San Timoteo Canyon Road (a.m. peak hour);
- Live Oak Canyon Road/San Timoteo Canyon Road (a.m. and p.m. peak hours);
- Redlands Boulevard/San Timoteo Canyon Road (a.m. and p.m. peak hours); and
- Redlands Boulevard/Alessandro Boulevard (a.m. and p.m. peak hours).

5.5 Existing Without Project Roadway Segment Levels of Service

A level of service analysis was conducted for the study area roadway segments under existing without project conditions to determine current circulation system performance. Detailed volume development worksheets are included in Appendix C. The existing without project levels of service for the study area roadway segments are summarized in Table E. As shown in Table E, all study area roadway segments are currently operating at satisfactory levels of service with the exception of the following:

- San Timoteo Canyon Road from Alessandro Road to Live Oak Canyon Road;
- San Timoteo Canyon Road from Live Oak Canyon Road to Redlands Boulevard;
- Redlands Boulevard south of San Timoteo Canyon Road;
- Redlands Boulevard north of Ironwood Avenue;
- Redlands Boulevard from Ironwood Avenue to SR-60 Westbound Ramps;
- Redlands Boulevard from SR-60 Westbound Ramps to SR-60 Eastbound Ramps;
- Redlands Boulevard from SR-60 Eastbound Ramps to Eucalyptus Avenue;
- Redlands Boulevard from Eucalyptus Avenue to Driveway 6;
- Redlands Boulevard from Driveway 6 to Driveway 7;
- Redlands Boulevard from Driveway 7 to Encilia Avenue;
- Redlands Boulevard from Encilia Avenue to Cottonwood Avenue;
- Moreno Beach Drive from SR-60 Westbound Ramps to SR-60 Eastbound Ramps; and
- Moreno Beach Drive from Alessandro Boulevard to Cactus Avenue.

5.6 Existing With Project Intersections Levels of Service

An intersection level of service analysis was conducted for existing with project conditions to determine circulation system performance. The existing with project traffic volumes at study intersections are illustrated in Figure 18. Detailed volume development worksheets are included in Appendix C. The existing with project levels of service for the study area intersections are summarized in Table D. Level of service calculation worksheets are contained in Appendix D. As shown in Table D, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Moreno Beach Drive/SR-60 Eastbound Ramps (a.m. and p.m. peak hours). Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.
- Alessandro Boulevard/San Timoteo Canyon Road (a.m. peak hour). Based on the relevant jurisdiction's thresholds of significance, the project does not exceed the City's operational requirements at this location.

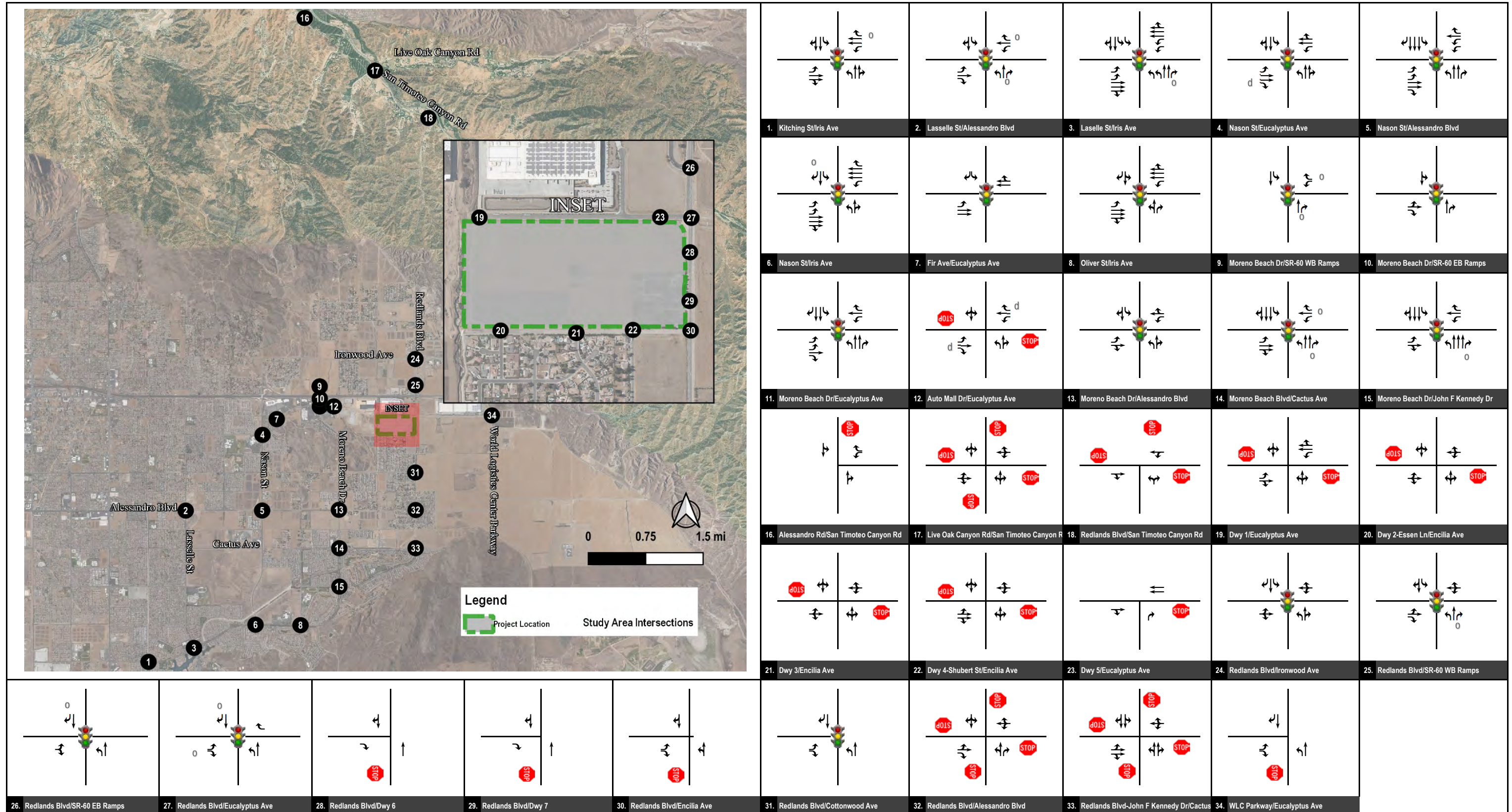


FIGURE 16

Legend
 Traffic Signal
 Stop Sign

**Moreno Valley Trade Center
Existing Intersection Geometrics and Stop Control**

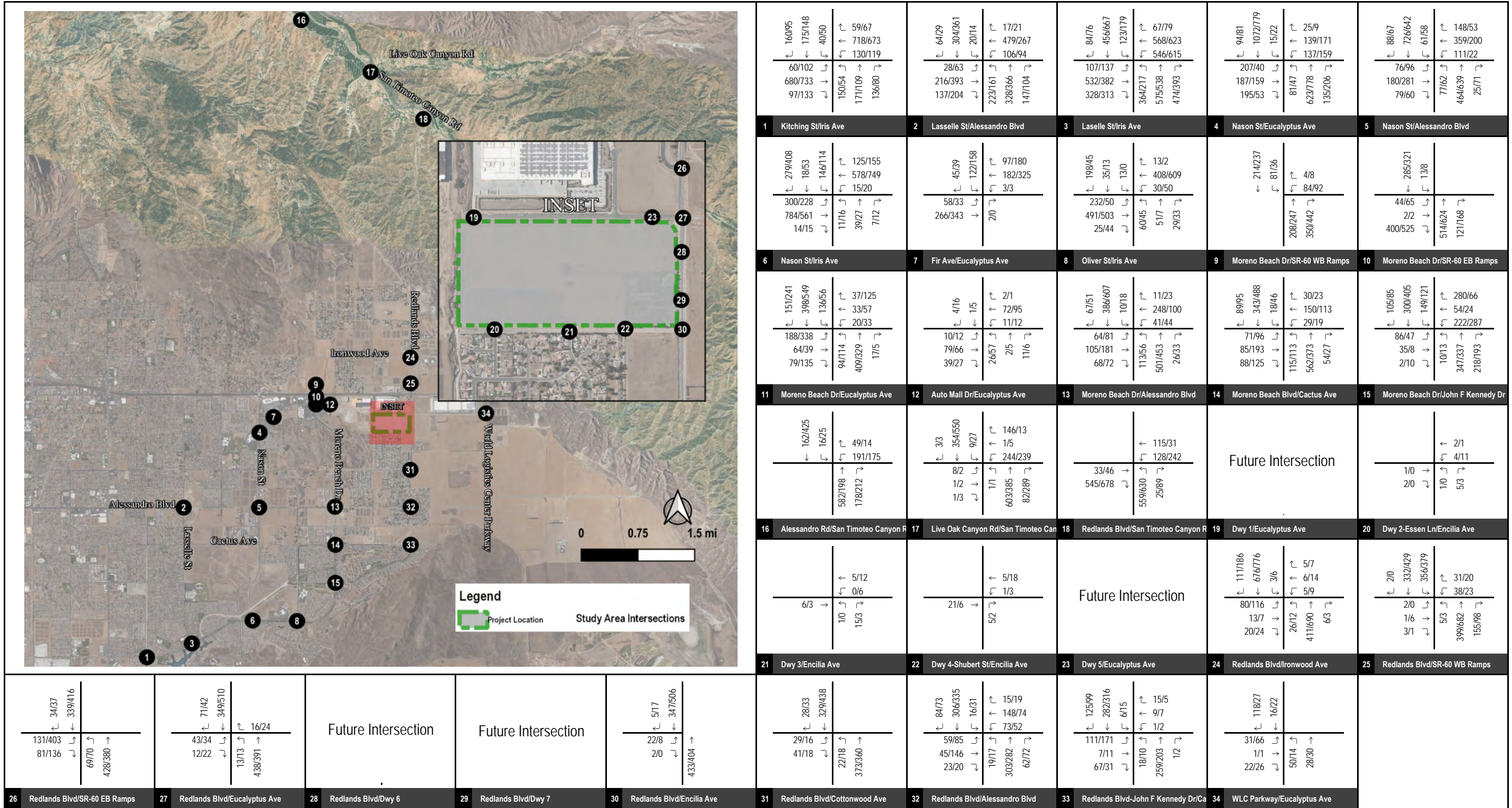


FIGURE 17

XXXX/YYYY AM/PM Peak Hour Traffic Volumes

Moreno Valley Trade Center
Existing Without Project Peak Hour Traffic Volumes



Table D: Existing Intersection Levels of Service

Intersection	LOS Standard	Jurisdiction	Control	Without Project				With Project				Change in Delay		Exceed City's Operational Requirement?
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS			
1 . Kitching St/Iris Ave	C	Moreno Valley	Signal	34.4	C	32.8	C	34.6	C	33.4	C	0.2	0.6	NO
2 . Lasselle St/Alessandro Blvd	D	Moreno Valley	Signal	42.7	D	43.9	D	46.1	D	44.7	D	3.4	0.8	NO
3 . Lasselle St/Iris Ave	D	Moreno Valley	Signal	40.8	D	41.9	D	40.9	D	42.1	D	0.1	0.2	NO
4 . Nason St/Eucalyptus Ave	D	Moreno Valley	Signal	43.4	D	27.3	C	43.6	D	28.1	C	0.2	0.8	NO
5 . Nason St/Alessandro Blvd	D	Moreno Valley	Signal	39.1	D	29.4	C	39.4	D	30.3	C	0.3	0.9	NO
6 . Nason St/Iris Ave	C	Moreno Valley	Signal	24.2	C	22.6	C	24.2	C	22.6	C	0.0	0.0	NO
7 . Fir Ave/Eucalyptus Ave	D	Moreno Valley	Signal	23.5	C	21.3	C	23.7	C	21.5	C	0.2	0.2	NO
8 . Oliver St/Iris Ave	D	Moreno Valley	Signal	28.5	C	23.5	C	29.3	C	23.8	C	0.8	0.3	NO
9 . Moreno Beach Dr/SR-60 WB Ramps	D	Caltrans	Signal	16.5	B	15.2	B	17.1	B	15.4	B	-	-	-
10 . Moreno Beach Dr/SR-60 EB Ramps	D	Caltrans	Signal	89.1	F *	>100	F *	>100	F *	>100	F *	-	-	-
11 . Moreno Beach Dr/Eucalyptus Ave	D	Moreno Valley	Signal	30.2	C	32.5	C	33.3	C	39.9	D	3.1	7.4	NO
12 . Auto Mall Dr/Eucalyptus Ave	D	Moreno Valley	TWSC	10.1	B	10.9	B	11.6	B	16.3	C	1.5	5.4	NO
13 . Moreno Beach Dr/Alessandro Blvd	D	Moreno Valley	Signal	39.3	D	30.6	C	39.4	D	37.7	D	0.1	7.1	NO
14 . Moreno Beach Blvd/Cactus Ave	C	Moreno Valley	Signal	26.2	C	29.7	C	26.6	C	29.8	C	0.4	0.1	NO
15 . Moreno Beach Dr/John F Kennedy Dr	D	Moreno Valley	Signal	29.4	C	28.1	C	29.5	C	28.7	C	0.1	0.6	NO
16 . Alessandro Rd/San Timoteo Canyon Rd	C	Redlands	AWSC	59.6	F *	16.2	C	64.6	F *	18.7	C	-	-	-
17 . Live Oak Canyon Rd/San Timoteo Canyon Rd	C	Riverside County	AWSC	74.3	F *	60.7	F *	80.7	F *	80.0	F *	-	-	-
18 . Redlands Blvd/San Timoteo Canyon Rd	C	Riverside County	AWSC	86.2	F *	>100	F *	95.6	F *	>100	F *	-	-	-
19 . Dwy 1/Eucalyptus Ave	D	Moreno Valley	TWSC	9.2	A		A	10.6	B	13.0	B	1.4	13.0	NO
20 . Dwy 2-Essen Ln/Encilia Ave	D	Moreno Valley	TWSC	8.4	A	8.3	A	8.8	A	7.3	A	0.4	-1.0	NO
21 . Dwy 3/Encilia Ave	D	Moreno Valley	TWSC	8.4	A	8.3	A	9.5	A	11.0	B	1.1	2.7	NO
22 . Dwy 4-Shubert St/Encilia Ave	D	Moreno Valley	TWSC	8.4	A	8.3	A	10.3	B	13.4	B	1.9	5.1	NO
23 . Dwy 5/Eucalyptus Ave	D	Moreno Valley	TWSC	<i>Future Intersection</i>				8.8	A	9.1	A	8.8	9.1	NO
24 . Redlands Blvd/Ironwood Ave	D	Moreno Valley	Signal	19.8	B	13.8	B	20.1	C	13.8	B	0.3	0.0	NO
25 . Redlands Blvd/SR-60 WB Ramps	D	Caltrans	Signal	27.5	C	39.9	D	27.6	C	47.3	D	-	-	-
26 . Redlands Blvd/SR-60 EB Ramps	D	Caltrans	Signal	20.4	C	25.0	C	28.8	C	26.9	C	-	-	-
27 . Redlands Blvd/Eucalyptus Ave	D	Moreno Valley	Signal	8.9	A	6.5	A	12.2	B	18.3	B	3.3	11.8	NO
28 . Redlands Blvd/Dwy 6	D	Moreno Valley	TWSC	<i>Future Intersection</i>				10.1	B	11.9	B	10.1	11.9	NO
29 . Redlands Blvd/Dwy 7	D	Moreno Valley	TWSC	<i>Future Intersection</i>				10.0	B	11.8	B	10.0	11.8	NO
30 . Redlands Blvd/Encilia Ave	D	Moreno Valley	TWSC	20.5	C	18.2	C	6.5	A	5.8	A	-14.0	-12.4	NO
31 . Redlands Blvd/Cottonwood Ave	C	Moreno Valley	Signal	7.0	A	5.5	A	2.0	A	2.6	A	-5.0	-2.9	NO
32 . Redlands Blvd/Alessandro Blvd	C	Moreno Valley	AWSC	26.7	D *	26.7	D *	41.3	E *	70.9	F *	14.6	44.2	YES
33 . Redlands Blvd-John F Kennedy Dr/Cactus Ave	C	Moreno Valley	AWSC	11.1	B	11.3	B	11.4	B	11.8	B	0.3	0.5	NO
34 . WLC Parkway/Eucalyptus Ave	D	Moreno Valley	TWSC	10.0	B	9.6	A	10.4	B	10.2	B	0.4	0.6	NO

Notes:

* Exceeds LOS Standard

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case approach/movement.

LOS = Level of Service

Table E: Existing Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	LOS Standard	Classification	Roadway Capacity	Without Project			Classification	Roadway Capacity	With Project			Change in V/C	Exceed City's Operational Requirement?
					Daily Volume	LOS	V/C			Daily Volume	LOS	V/C		
1 . San Timoleo Canyon Rd from Alessandro Rd to Live Oak Canyon Rd	City of Redlands/Riverside County	C	2MA	16,100	13,775	D *	0.856	2MA	16,100	14,177	D *	0.881	-	-
2 . San Timoleo Canyon Rd from Live Oak Canyon Rd to Redlands Blvd	Riverside County	C	2MA	16,100	17,208	F *	1.069	2MA	16,100	17,668	F *	1.097	-	-
3 . Redlands Blvd south of San Timoleo Canyon Rd	Riverside County	C	2MA	16,100	17,452	F *	1.084	2MA	16,100	17,912	F *	1.113	-	-
4 . Redlands Blvd north of Ironwood Ave	City of Moreno Valley	C	2U	12,500	18,086	F *	1.447	2U	12,500	18,546	F *	1.484	0.037	NO
5 . Redlands Blvd from Ironwood Ave to SR-60 WB Ramps	City of Moreno Valley	D	2U	12,500	15,092	F *	1.207	2U	12,500	15,552	F *	1.244	0.037	NO
6 . Redlands Blvd from SR-60 WB Ramps to SR-60 EB Ramps	Caltrans	D	2U	12,500	14,403	F *	1.152	2U	12,500	16,055	F *	1.284	-	-
7 . Redlands Blvd from SR-60 EB Ramps to Eucalyptus Ave	City of Moreno Valley	D	2U	12,500	12,290	E *	0.983	2U	12,500	15,136	F *	1.211	0.228	YES
8 . Redlands Blvd from Eucalyptus Ave to Driveway 6	City of Moreno Valley	D	2U	12,500	12,535	F *	1.003	4U	25,000	15,447	B	0.618	-0.385	NO
9 . Redlands Blvd from Driveway 6 to Driveway 7	City of Moreno Valley	D	2U	12,500	12,535	F *	1.003	4U	25,000	15,389	B	0.616	-0.387	NO
10 . Redlands Blvd from Driveway 7 to Encilia Ave	City of Moreno Valley	D	2U	12,500	12,535	F *	1.003	4U	25,000	15,094	B	0.604	-0.399	NO
11 . Redlands Blvd from Encilia Ave to Cottonwood Ave	City of Moreno Valley	C	2U	12,500	10,585	D *	0.847	2U	12,500	12,081	E *	0.966	0.120	YES
12 . Redlands Blvd from Cottonwood Ave to Alessandro Blvd	City of Moreno Valley	C	2U	12,500	9,391	C	0.751	2U	12,500	10,771	D *	0.862	0.110	YES
13 . Redlands Blvd from Alessandro Blvd to Cactus Ave	City of Moreno Valley	C	2U	12,500	8,501	B	0.680	2U	12,500	8,847	C	0.708	0.028	NO
14 . JFK Dr from Cactus Ave to Moreno Beach Dr	City of Moreno Valley	C	4U	25,000	5,797	A	0.232	4U	25,000	6,027	A	0.241	0.009	NO
15 . Moreno Beach Dr from SR-60 WB Ramps to SR-60 EB Ramps	Caltrans	D	2U	12,500	12,724	F *	1.018	2U	12,500	14,075	F *	1.126	-	-
16 . Moreno Beach Dr from SR-60 EB Ramps to Eucalyptus Ave	City of Moreno Valley	D	4D	37,500	23,934	B	0.638	4D	37,500	26,464	C	0.706	0.067	YES
17 . Moreno Beach Dr from Alessandro Blvd to Cactus Ave	City of Moreno Valley	D	2U	12,500	18,862	F *	1.509	2U	12,500	19,264	F *	1.541	0.032	NO
18 . Moreno Beach Dr from Cactus Ave to JFK Dr	City of Moreno Valley	C	6D	56,300	15,452	A	0.274	6D	56,300	15,854	A	0.282	0.007	NO
19 . Moreno Beach Dr from JFK Dr to Oliver St	City of Moreno Valley	D	6D	56,300	15,898	A	0.282	6D	56,300	16,530	A	0.294	0.011	NO
20 . Iris Ave From Nason St to Oliver St	City of Moreno Valley	D	6D	56,300	19,248	A	0.342	6D	56,300	19,766	A	0.351	0.009	NO
21 . Iris Ave From Lasselle St to Nason St	City of Moreno Valley	D	6D	56,300	30,134	A	0.535	6D	56,300	30,652	A	0.544	0.009	NO
22 . Iris Ave From Kitching St to Lasselle St	City of Moreno Valley	D	6D	56,300	26,472	A	0.470	6D	56,300	26,760	A	0.475	0.005	NO
23 . Eucalyptus Ave from Nason St to Fir Ave	City of Moreno Valley	D	4U	25,000	9,376	A	0.375	4U	25,000	9,664	A	0.387	0.012	NO
24 . Eucalyptus Ave from Fir Ave to Moreno Beach Dr	City of Moreno Valley	D	4D	37,500	14,002	A	0.373	4D	37,500	14,290	A	0.381	0.008	NO
25 . Eucalyptus Ave from Moreno Beach Dr to Auto Mall Dr	City of Moreno Valley	D	2U	12,500	3,673	A	0.294	2U	12,500	6,663	A	0.533	0.239	NO
26 . Eucalyptus Ave from Auto Mall Dr to Driveway 1	City of Moreno Valley	D	4U	25,000	1,617	A	0.065	4U	25,000	4,837	A	0.193	0.129	NO
27 . Eucalyptus Ave from Driveway 1 to Aldi Pl	City of Moreno Valley	D	3U	18,750	1,507	A	0.080	4U	25,000	4,496	A	0.180	0.099	NO
28 . Eucalyptus Ave Aldi Pl to Driveway 5	City of Moreno Valley	D	3U	18,750	2,424	A	0.129	4U	25,000	5,413	A	0.217	0.087	NO
29 . Eucalyptus Ave from Driveway 5 to Redlands Blvd	City of Moreno Valley	D	3U	18,750	2,424	A	0.129	4U	25,000	5,523	A	0.221	0.092	NO
30 . Eucalyptus Ave from Redlands Blvd to World Logistics Center Driveway	City of Moreno Valley	D	2U	12,500	2,612	A	0.209	2U	12,500	2,900	A	0.232	0.023	NO
31 . Encilia Ave from Essen Ln to Mozart Way	City of Moreno Valley	D	2UR	2,000	217	A	0.108	4U	25,000	793	A	0.032	-0.077	NO
32 . Encilia Ave from Mozart Way to Shubert St	City of Moreno Valley	D	2UR	2,000	217	A	0.108	4U	25,000	1,627	A	0.065	-0.043	NO
33 . Encilia Ave Shubert St to Redlands Blvd	City of Moreno Valley	D	2UR	2,000	475	A	0.237	4U	25,000	3,034	A	0.121	-0.116	NO
34 . Alessandro Blvd from Lasselle St to Nason St	City of Moreno Valley	D	2U	12,500	10,745	D	0.860	2U	12,500	11,033	D	0.883	0.023	NO
35 . Alessandro Blvd from Nason St to Moreno Beach Dr	City of Moreno Valley	D	2U	12,500	9,553	C	0.764	2U	12,500	10,071	D	0.806	0.041	NO
36 . Alessandro Blvd from Moreno Beach Dr to Redlands Blvd	City of Moreno Valley	D	2U	12,500	5,549	A	0.444	2U	12,500	6,469	A	0.518	0.074	NO

Notes:

LOS = Level of Service, 2MA=2-Lane Mountain Arterial, 2U=2-Lane Undivided, 4U=4-Lane Undivided, 6D=6-Lane Divided, 4D=4-Lane Divided, 2UR=2-Lane Undivided Residential

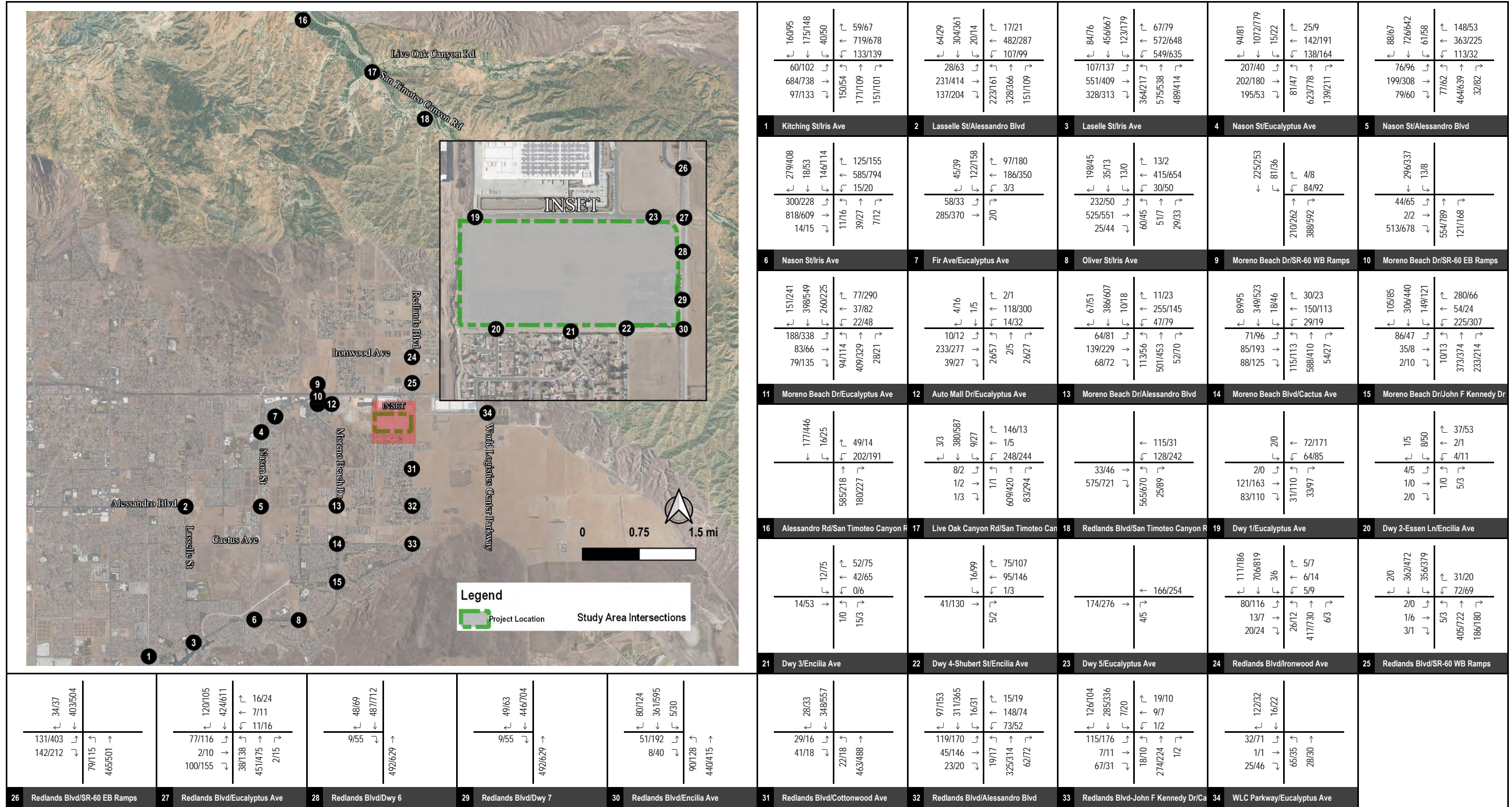


FIGURE 18

XXXX/YYYY AM/PM Peak Hour Traffic Volumes

**Moreno Valley Trade Center
Existing With Project Peak Hour Traffic Volumes**



- Live Oak Canyon Road/San Timoteo Canyon Road (a.m. and p.m. peak hours). Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.
- Redlands Boulevard/San Timoteo Canyon Road (a.m. and p.m. peak hours). Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.
- Redlands Boulevard/Alessandro Boulevard (a.m. and p.m. peak hours). Based on the relevant jurisdiction's thresholds of significance, the project exceeds the City's operational requirements at this location.

5.7 Existing With Project Roadway Segment Levels of Service

A level of service analysis was conducted for the study area roadway segments under existing with project conditions to determine circulation system performance. Detailed volume development worksheets are included in Appendix C. The existing with project levels of service for the study area roadway segments are summarized in Table E. As shown in Table E, all study area roadway segments are currently operating at satisfactory levels of service with the exception of the following:

- San Timoteo Canyon Road from Alessandro Road to Live Oak Canyon Road. Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.
- San Timoteo Canyon Road from Live Oak Canyon Road to Redlands Boulevard. Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.
- Redlands Boulevard south of San Timoteo Canyon Road. Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.
- Redlands Boulevard north of Ironwood Avenue. Based on the relevant jurisdiction's thresholds of significance, the project does not exceed the City's operational requirement at this location.
- Redlands Boulevard from Ironwood Avenue to SR-60 Westbound Ramps. Based on the relevant jurisdiction's thresholds of significance, the project does not exceed the City's operational requirement at this location.
- Redlands Boulevard from SR-60 Westbound Ramps to SR-60 Eastbound Ramps. Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.
- Redlands Boulevard from SR-60 Eastbound Ramps to Eucalyptus Avenue. Based on the relevant jurisdiction's thresholds of significance, the project exceeds the City's operational requirement at this location.
- Redlands Boulevard from Encilia Avenue to Cottonwood Avenue. Based on the relevant jurisdiction's thresholds of significance, the project exceeds the City's operational requirement at this location.
- Redlands Boulevard from Cottonwood Avenue to Alessandro Boulevard. Based on the relevant jurisdiction's thresholds of significance, the project exceeds the City's operational requirement at this location.
- Moreno Beach Drive from SR-60 Westbound Ramps to SR-60 Eastbound Ramps. Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.
- Moreno Beach Drive from Alessandro Boulevard to Cactus Avenue. Based on the relevant jurisdiction's thresholds of significance, the project does not exceed the City's operational requirement at this location.

6.0 OPENING YEAR (2024) CONDITIONS

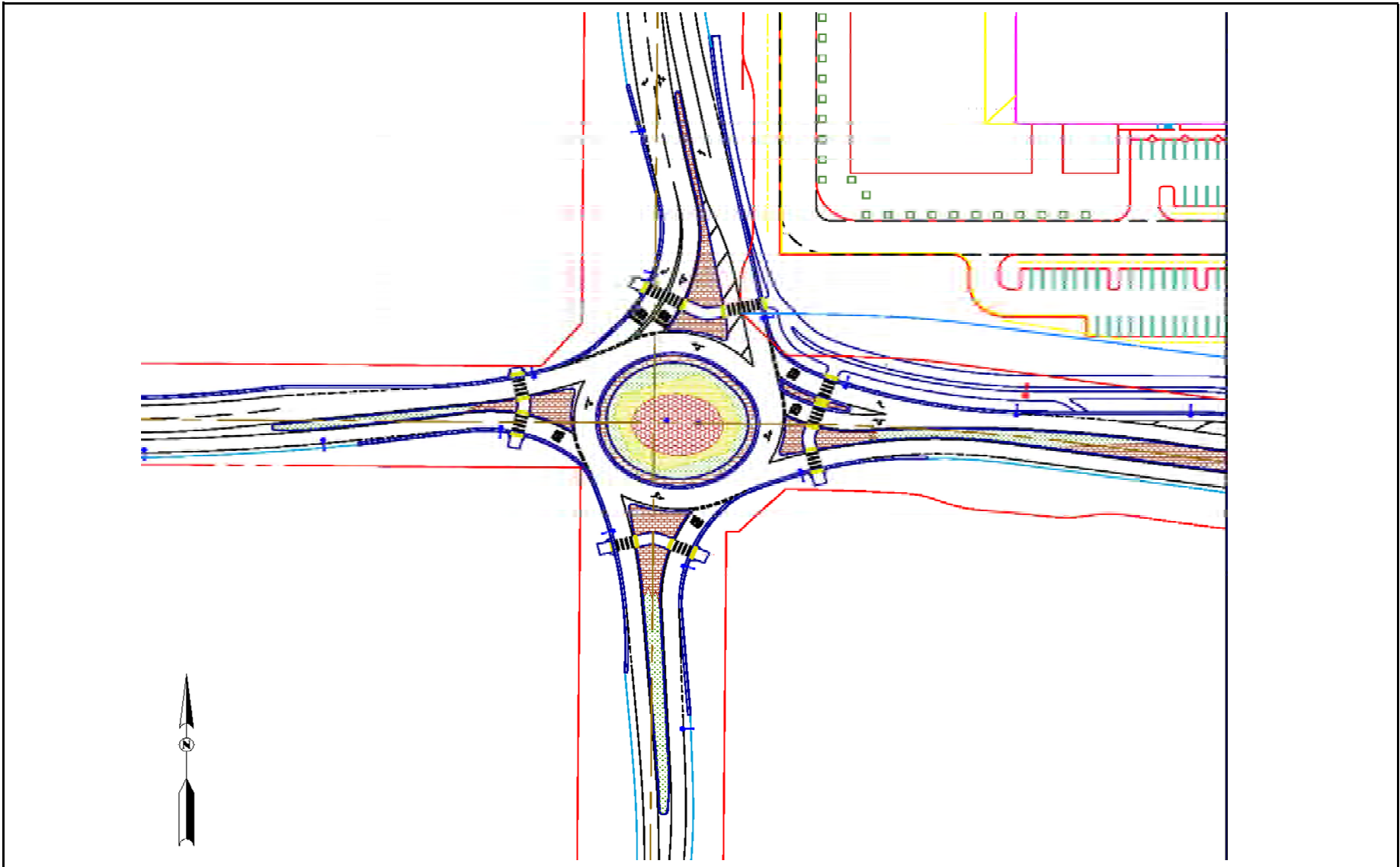
This section discusses opening year (2024) transportation conditions in the study area. It is anticipated that the project will open in 2024.

6.1 Opening Year (2024) Roadway Conditions

Opening year (2024) roadway conditions will include a roundabout intersection located at Redlands Boulevard/Eucalyptus Avenue. This improvement will either be conditioned by the Sketchers expansion project or built by the City. The roundabout interim layout is shown in Figure 19.

6.2 Opening Year (2024) Transit Service

Transit service under opening year (2024) conditions are anticipated to remain the same as under existing conditions.



Source: Roundabouts & Traffic Engineering (July, 2019)

FIGURE 19

**Moreno Valley Trade Center
Roundabout Interim Year (Redlands Boulevard/Eucalyptus Avenue)**



6.3 Opening Year (2024) Pedestrian & Bicycle Facilities

Pedestrian and bicycle facilities under opening year (2024) conditions are anticipated to remain the same as under existing conditions.

6.4 Opening Year (2024) Without Project Intersections Levels of Service

An intersection level of service analysis was conducted for opening year (2024) without project conditions to determine circulation system performance. Opening year (2024) without project traffic volumes at study intersections are shown in Figure 20. Opening year (2024) without project levels of service for the study area intersections are summarized in Table F. Detailed volume development worksheets are included in Appendix C. Level of service calculation worksheets are contained in Appendix D. As shown in Table F, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Kitching Street/Iris Avenue (a.m. and p.m. peak hours);
- Lasselle Street Alessandro Boulevard (a.m. and p.m. peak hours);
- Lasselle Street/Iris Avenue (p.m. peak hour);
- Nason Street/Eucalyptus Avenue (a.m. peak hour);
- Moreno Beach Drive/SR-60 Eastbound Ramps (a.m. and p.m. peak hours);
- Moreno Beach Drive/Alessandro Boulevard (a.m. and p.m. peak hours);
- Alessandro Boulevard/San Timoteo Canyon Road (a.m. peak hour);
- Live Oak Canyon Road/San Timoteo Canyon Road (a.m. and p.m. peak hours);
- Redlands Boulevard/San Timoteo Canyon Road (a.m. and p.m. peak hours);
- Redlands Boulevard/SR-60 Westbound Ramps (p.m. peak hour);
- Redlands Boulevard/Alessandro Boulevard (a.m. and p.m. peak hours);
- Redlands Boulevard/Cactus Avenue (p.m. peak hour); and
- World Logistics Center Parkway/Eucalyptus Avenue (a.m. and p.m. peak hours).

6.5 Opening Year (2024) Without Project Roadway Segment Levels of Service

A level of service analysis was conducted for the study area roadway segments under opening year (2024) without project conditions to determine circulation system performance. Detailed volume development worksheets are included in Appendix C. The opening year (2024) without project levels of service for the study area roadway segments are summarized in Table G. As shown in Table G, all study area roadway segments are projected to operate at satisfactory levels of service with the exception of the following:

- San Timoteo Canyon Road from Alessandro Road to Live Oak Canyon Road;
- San Timoteo Canyon Road from Live Oak Canyon Road to Redlands Boulevard;
- Redlands Boulevard south of San Timoteo Canyon Road;
- Redlands Boulevard north of Ironwood Avenue;
- Redlands Boulevard from Ironwood Avenue to SR-60 Westbound Ramps;
- Redlands Boulevard from SR-60 Westbound Ramps to SR-60 Eastbound Ramps;
- Redlands Boulevard from SR-60 Eastbound Ramps to Eucalyptus Avenue;
- Redlands Boulevard from Eucalyptus Avenue to Driveway 6;
- Redlands Boulevard from Driveway 6 to Driveway 7;
- Redlands Boulevard from Driveway 7 to Encilia Avenue;
- Redlands Boulevard from Encilia Avenue to Cottonwood Avenue;
- Redlands Boulevard from Cottonwood Avenue to Alessandro Boulevard;
- Redlands Boulevard from Alessandro Boulevard to Cactus Avenue;
- Moreno Beach Drive from SR-60 Westbound Ramps to SR-60 Eastbound Ramps;

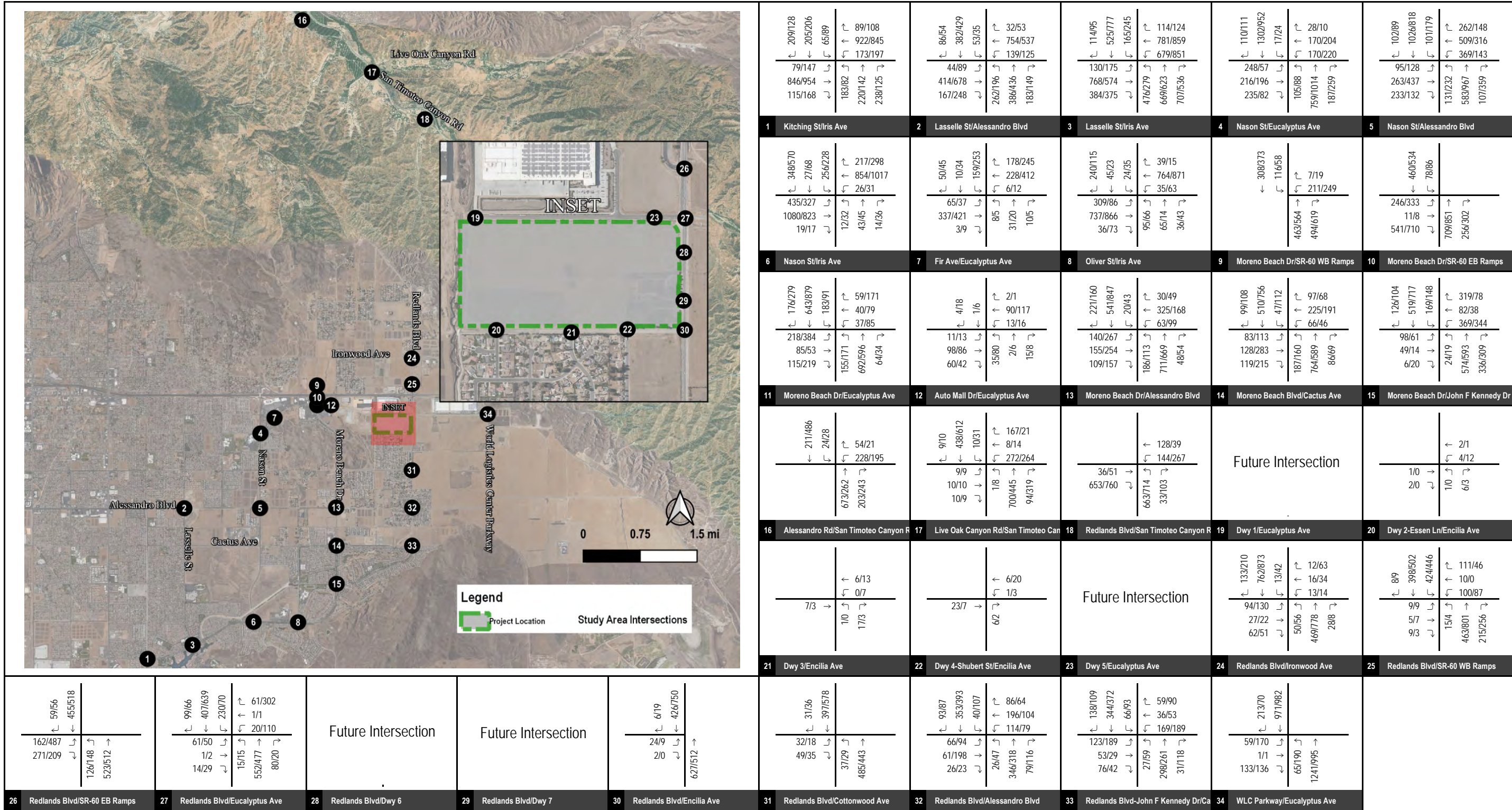


FIGURE 20

XXXX/YYYY AM/PM Peak Hour Traffic Volumes

Moreno Valley Trade Center
Opening Year (2024) Without Project Peak Hour Traffic Volumes



Table F: Opening Year (2024) Intersection Levels of Service

Intersection	LOS Standard	Jurisdiction	Control	Without Project				With Project				Change in Delay		Exceed City's Operational Requirement?
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS			
1. Kitching St/Iris Ave	C	Moreno Valley	Signal	39.7	D *	37.3	D *	40.0	D *	38.2	D *	0.3	0.9	NO
2. Lasselle St/Alessandro Blvd	D	Moreno Valley	Signal	92.7	F *	60.8	E *	93.3	F *	63.6	E *	0.6	2.8	NO
3. Lasselle St/Iris Ave	D	Moreno Valley	Signal	48.6	D	55.0	E *	50.3	D	55.7	E *	1.7	0.7	NO
4. Nason St/Eucalyptus Ave	D	Moreno Valley	Signal	67.2	E *	37.7	D	68.1	E *	38.8	D	0.9	1.1	NO
5. Nason St/Alessandro Blvd	D	Moreno Valley	Signal	42.2	D	36.9	D	42.2	D	37.9	D	0.0	1.0	NO
6. Nason St/Iris Ave	C	Moreno Valley	Signal	30.8	C	29.8	C	31.0	C	32.6	C	0.2	2.8	NO
7. Fir Ave/Eucalyptus Ave	D	Moreno Valley	Signal	25.5	C	25.8	C	26.6	C	26.0	C	1.1	0.2	NO
8. Oliver St/Iris Ave	D	Moreno Valley	Signal	35.6	D	27.8	C	35.9	D	28.0	C	0.3	0.2	NO
9. Moreno Beach Dr/SR-60 WB Ramps	D	Caltrans	Signal	16.9	B	16.1	B	17.3	B	16.2	B	-	-	-
10. Moreno Beach Dr/SR-60 EB Ramps	D	Caltrans	Signal	>100	F *	>100	F *	>100	F *	>100	F *	-	-	-
11. Moreno Beach Dr/Eucalyptus Ave	D	Moreno Valley	Signal	30.4	C	37.1	D	37.0	D	59.0	E *	6.6	21.9	YES
12. Auto Mall Dr/Eucalyptus Ave	D	Moreno Valley	TWSC	10.5	B	11.7	B	12.1	B	18.6	C	1.6	6.9	NO
13. Moreno Beach Dr/Alessandro Blvd	D	Moreno Valley	Signal	70.3	E *	85.2	F *	72.0	E *	>100	F *	1.7	14.2	YES
14. Moreno Beach Blvd/Cactus Ave	C	Moreno Valley	Signal	30.4	C	33.2	C	30.6	C	33.6	C	0.2	0.4	NO
15. Moreno Beach Dr/John F Kennedy Dr	D	Moreno Valley	Signal	30.0	C	28.3	C	30.3	C	29.0	C	0.3	0.7	NO
16. Alessandro Rd/San Timoteo Canyon Rd	C	Redlands	AWSC	>100	F *	24.6	C	>100	F *	31.2	D *	-	-	-
17. Live Oak Canyon Rd/San Timoteo Canyon Rd	C	Riverside County	AWSC	>100	F *	>100	F *	>100	F *	>100	F *	-	-	-
18. Redlands Blvd/San Timoteo Canyon Rd	C	Riverside County	AWSC	>100	F *	>100	F *	>100	F *	>100	F *	-	-	-
19. Dwy 1/Eucalyptus Ave	D	Moreno Valley	TWSC	9.5	A		A	10.9	B	14.4	B	1.4	14.4	NO
20. Dwy 2-Essen Ln/Encilia Ave	D	Moreno Valley	TWSC	8.4	A	8.3	A	8.8	A	7.3	A	0.4	-1.0	NO
21. Dwy 3/Encilia Ave	D	Moreno Valley	TWSC	8.5	A	8.3	A	9.4	A	10.7	B	0.9	2.4	NO
22. Dwy 4-Shubert St/Encilia Ave	D	Moreno Valley	TWSC	8.4	A	8.3	A	10.4	B	13.4	B	2.0	5.1	NO
23. Dwy 5/Eucalyptus Ave	D	Moreno Valley	TWSC	<i>Future Intersection</i>				8.9	A	9.2	A	8.9	9.2	NO
24. Redlands Blvd/Ironwood Ave	D	Moreno Valley	Signal	21.0	C	19.5	B	21.0	C	26.3	C	0.0	6.8	NO
25. Redlands Blvd/SR-60 WB Ramps	D	Caltrans	Signal	37.4	D	64.5	E *	41.6	D	71.7	E *	-	-	-
26. Redlands Blvd/SR-60 EB Ramps	D	Caltrans	Signal	40.9	D	32.1	C	37.5	D	49.9	D	-	-	-
27. Redlands Blvd/Eucalyptus Ave	D	Moreno Valley	Roundabout	16.0	C	8.4	A	23.0	C	15.6	C	7.0	7.2	NO
28. Redlands Blvd/Dwy 6	D	Moreno Valley	TWSC	<i>Future Intersection</i>				10.5	B	13.6	B	10.5	13.6	NO
29. Redlands Blvd/Dwy 7	D	Moreno Valley	TWSC	<i>Future Intersection</i>				10.3	B	13.5	B	10.3	13.5	NO
30. Redlands Blvd/Encilia Ave	D	Moreno Valley	Signal	30.5	D	26.9	D	3.2	A	4.8	A	-27.3	-22.1	NO
31. Redlands Blvd/Cottonwood Ave	C	Moreno Valley	Signal	7.9	A	6.9	A	2.6	A	3.3	A	-5.3	-3.6	NO
32. Redlands Blvd/Alessandro Blvd	C	Moreno Valley	AWSC	95.1	F *	>100	F *	>100	F *	>100	F *	30.3	92.4	YES
33. Redlands Blvd-John F Kennedy Dr/Cactus Ave	C	Moreno Valley	AWSC	21.8	C	31.2	D *	22.8	C	35.2	E *	1.0	4.0	NO
34. WLC Parkway/Eucalyptus Ave	D	Moreno Valley	TWSC	>100	F *	>100	F *	>100	F *	>100	F *	677.7	10626.4	YES

Notes:

* Exceeds LOS Standard

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case approach/movement.

LOS = Level of Service

Table G: Opening Year (2024) Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	LOS Standard	Classification	Roadway Capacity	Without Project			Classification	Roadway Capacity	With Project			Change in V/C	Exceed City's Operational Requirement?
					Daily Volume	LOS	V/C			Daily Volume	LOS	V/C		
					1 . San Timoteo Canyon Rd from Alessandro Rd to Live Oak Canyon Rd	City of Redlands/Riverside County	C			2MA	16,100	15,849		
2 . San Timoteo Canyon Rd from Live Oak Canyon Rd to Redlands Blvd	Riverside County	C	2MA	16,100	19,852	F *	1.233	2MA	16,100	20,312	F *	1.262	-	-
3 . Redlands Blvd south of San Timoteo Canyon Rd	Riverside County	C	2MA	16,100	20,216	F *	1.256	2MA	16,100	20,676	F *	1.284	-	-
4 . Redlands Blvd north of Ironwood Ave	City of Moreno Valley	C	2U	12,500	21,242	F *	1.699	2U	12,500	21,702	F *	1.736	0.037	NO
5 . Redlands Blvd from Ironwood Ave to SR-60 WB Ramps	City of Moreno Valley	D	2U	12,500	17,625	F *	1.410	2U	12,500	18,085	F *	1.447	0.037	NO
6 . Redlands Blvd from SR-60 WB Ramps to SR-60 EB Ramps	Caltrans	D	2U	12,500	18,155	F *	1.452	2U	12,500	19,807	F *	1.585	-	-
7 . Redlands Blvd from SR-60 EB Ramps to Eucalyptus Ave	City of Moreno Valley	D	2U	12,500	16,324	F *	1.306	2U	12,500	19,170	F *	1.534	0.228	YES
8 . Redlands Blvd from Eucalyptus Ave to Driveway 6	City of Moreno Valley	D	2U	12,500	15,044	F *	1.203	4U	25,000	17,956	C	0.718	-0.485	NO
9 . Redlands Blvd from Driveway 6 to Driveway 7	City of Moreno Valley	D	2U	12,500	15,044	F *	1.203	4U	25,000	17,898	C	0.716	-0.488	NO
10 . Redlands Blvd from Driveway 7 to Encilia Ave	City of Moreno Valley	D	2U	12,500	15,044	F *	1.203	4U	25,000	17,603	C	0.704	-0.499	NO
11 . Redlands Blvd from Encilia Ave to Cottonwood Ave	City of Moreno Valley	C	2U	12,500	12,891	F *	1.031	2U	12,500	14,387	F *	1.151	0.120	YES
12 . Redlands Blvd from Cottonwood Ave to Alessandro Blvd	City of Moreno Valley	C	2U	12,500	11,794	E *	0.944	2U	12,500	13,174	F *	1.054	0.110	YES
13 . Redlands Blvd from Alessandro Blvd to Cactus Ave	City of Moreno Valley	C	2U	12,500	10,196	D *	0.816	2U	12,500	10,542	D *	0.843	0.028	NO
14 . JFK Dr from Cactus Ave to Moreno Beach Dr	City of Moreno Valley	C	4U	25,000	7,080	A	0.283	4U	25,000	7,310	A	0.292	0.009	NO
15 . Moreno Beach Dr from SR-60 WB Ramps to SR-60 EB Ramps	Caltrans	D	2U	12,500	18,159	F *	1.453	2U	12,500	19,510	F *	1.561	-	-
16 . Moreno Beach Dr from SR-60 EB Ramps to Eucalyptus Ave	City of Moreno Valley	D	4D	37,500	32,941	D	0.878	4D	37,500	35,471	E *	0.946	0.067	YES
17 . Moreno Beach Dr from Alessandro Blvd to Cactus Ave	City of Moreno Valley	D	2U	12,500	25,697	F *	2.056	2U	12,500	26,099	F *	2.088	0.032	NO
18 . Moreno Beach Dr from Cactus Ave to JFK Dr	City of Moreno Valley	C	6D	56,300	22,022	A	0.391	6D	56,300	22,424	A	0.398	0.007	NO
19 . Moreno Beach Dr from JFK Dr to Oliver St	City of Moreno Valley	D	6D	56,300	26,091	A	0.463	6D	56,300	26,723	A	0.475	0.011	NO
20 . Iris Ave From Nason St to Oliver St	City of Moreno Valley	D	6D	56,300	29,723	A	0.528	6D	56,300	30,241	A	0.537	0.009	NO
21 . Iris Ave From Lasselle St to Nason St	City of Moreno Valley	D	6D	56,300	42,358	C	0.752	6D	56,300	42,876	C	0.762	0.009	NO
22 . Iris Ave From Kitching St to Lasselle St	City of Moreno Valley	D	6D	56,300	36,225	B	0.643	6D	56,300	36,513	B	0.649	0.005	NO
23 . Eucalyptus Ave from Nason St to Fir Ave	City of Moreno Valley	D	4U	25,000	11,434	A	0.457	4U	25,000	11,722	A	0.469	0.012	NO
24 . Eucalyptus Ave from Fir Ave to Moreno Beach Dr	City of Moreno Valley	D	4D	37,500	17,687	A	0.472	4D	37,500	17,975	A	0.479	0.008	NO
25 . Eucalyptus Ave from Moreno Beach Dr to Auto Mall Dr	City of Moreno Valley	D	2U	12,500	6,371	A	0.510	2U	12,500	9,361	C	0.749	0.239	NO
26 . Eucalyptus Ave from Auto Mall Dr to Driveway 1	City of Moreno Valley	D	4U	25,000	2,943	A	0.118	4U	25,000	6,163	A	0.247	0.129	NO
27 . Eucalyptus Ave from Driveway 1 to Aldi Pl	City of Moreno Valley	D	3U	18,750	2,822	A	0.150	4U	25,000	5,811	A	0.232	0.082	NO
28 . Eucalyptus Ave Aldi Pl to Driveway 5	City of Moreno Valley	D	3U	18,750	3,834	A	0.204	4U	25,000	6,823	A	0.273	0.068	NO
29 . Eucalyptus Ave from Driveway 5 to Redlands Blvd	City of Moreno Valley	D	3U	18,750	3,834	A	0.204	4U	25,000	6,933	A	0.277	0.073	NO
30 . Eucalyptus Ave from Redlands Blvd to World Logistics Center Driveway	City of Moreno Valley	D	2U	12,500	6,042	A	0.483	2U	12,500	6,330	A	0.506	0.023	NO
31 . Encilia Ave from Essen Ln to Mozart Way	City of Moreno Valley	D	2UR	2,000	240	A	0.120	4U	25,000	816	A	0.033	-0.087	NO
32 . Encilia Ave from Mozart Way to Shubert St	City of Moreno Valley	D	2UR	2,000	240	A	0.120	4U	25,000	1,650	A	0.066	-0.054	NO
33 . Encilia Ave Shubert St to Redlands Blvd	City of Moreno Valley	D	2UR	2,000	524	A	0.262	4U	25,000	3,083	A	0.123	-0.138	NO
34 . Alessandro Blvd from Lasselle St to Nason St	City of Moreno Valley	D	2U	12,500	18,164	F *	1.453	2U	12,500	18,452	F *	1.476	0.023	NO
35 . Alessandro Blvd from Nason St to Moreno Beach Dr	City of Moreno Valley	D	2U	12,500	17,498	F *	1.400	2U	12,500	18,016	F *	1.441	0.041	NO
36 . Alessandro Blvd from Moreno Beach Dr to Redlands Blvd	City of Moreno Valley	D	2U	12,500	7,674	B	0.614	2U	12,500	8,594	B	0.688	0.074	NO

Notes:

LOS = Level of Service, 2MA=2-Lane Mountain Arterial, 2U=2-Lane Undivided, 4U=4-Lane Undivided, 6D=6-Lane Divided, 4D=4-Lane Divided, 2UR=2-Lane Undivided Residential

- Moreno Beach Drive from Alessandro Boulevard to Cactus Avenue;
- Alessandro Boulevard from Lasselle Street to Nason Street; and
- Alessandro Boulevard from Nason Street to Moreno Beach Drive.

6.6 Opening Year (2024) With Project Intersections Levels of Service

An intersection level of service analysis was conducted for opening year (2024) with project conditions to determine circulation system performance. Opening year (2024) with project traffic volumes at study intersections are shown in Figure 21. The opening year (2024) with project levels of service for the study area intersections are summarized in Table F. Level of service calculation worksheets are contained in Appendix D. As shown in Table F, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Kitching Street/Iris Avenue (a.m. and p.m. peak hours). Based on the relevant jurisdiction's thresholds of significance, the project does not exceed the City's operational requirement at this location.
- Lasselle Street Alessandro Boulevard (a.m. and p.m. peak hours). Based on the relevant jurisdiction's thresholds of significance, the project does not exceed the City's operational requirement at this location.
- Lasselle Street/Iris Avenue (p.m. peak hour). Based on the relevant jurisdiction's thresholds of significance, the project does not exceed the City's operational requirement at this location.
- Nason Street/Eucalyptus Avenue (p.m. peak hour). Based on the relevant jurisdiction's thresholds of significance, the project does not exceed the City's operational requirement at this location.
- Moreno Beach Drive/SR-60 Eastbound Ramps (a.m. and p.m. peak hours). Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.
- Moreno Beach Drive/Eucalyptus Avenue (p.m. peak hour). Based on the relevant jurisdiction's thresholds of significance, the project exceeds the City's operational requirement at this location.
- Moreno Beach Drive/Alessandro Boulevard (a.m. and p.m. peak hours). Based on the relevant jurisdiction's thresholds of significance, the project exceeds the City's operational requirement at this location.
- Alessandro Boulevard/San Timoteo Canyon Road (a.m. and p.m. peak hours). Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.
- Live Oak Canyon Road/San Timoteo Canyon Road (a.m. and p.m. peak hours). Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.
- Redlands Boulevard/San Timoteo Canyon Road (a.m. and p.m. peak hours). Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.
- Redlands Boulevard/SR-60 Westbound Ramps (p.m. peak hour). Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.
- Redlands Boulevard/Alessandro Boulevard (a.m. and p.m. peak hours). Based on the relevant jurisdiction's thresholds of significance, the project exceeds the City's operational requirement at this location.
- Redlands Boulevard/Cactus Avenue (p.m. peak hour). Based on the relevant jurisdiction's thresholds of significance, the project does not exceed the City's operational requirement at this location.
- World Logistics Center Parkway/Eucalyptus Avenue (a.m. and p.m. peak hours). Based on the relevant jurisdiction's thresholds of significance, the project exceeds the City's operational requirement at this location.

6.7 Opening Year (2024) With Project Roadway Segment Levels of Service

A level of service analysis was conducted for the study area roadway segments under opening year (2024) with project conditions to determine current circulation system performance. Detailed volume development worksheets are included in Appendix C. The opening year (2024) with project levels of service for the study area roadway segments are summarized in Table G. As shown in Table G, all study area roadway segments are projected to operate at satisfactory levels of service with the exception of the following:

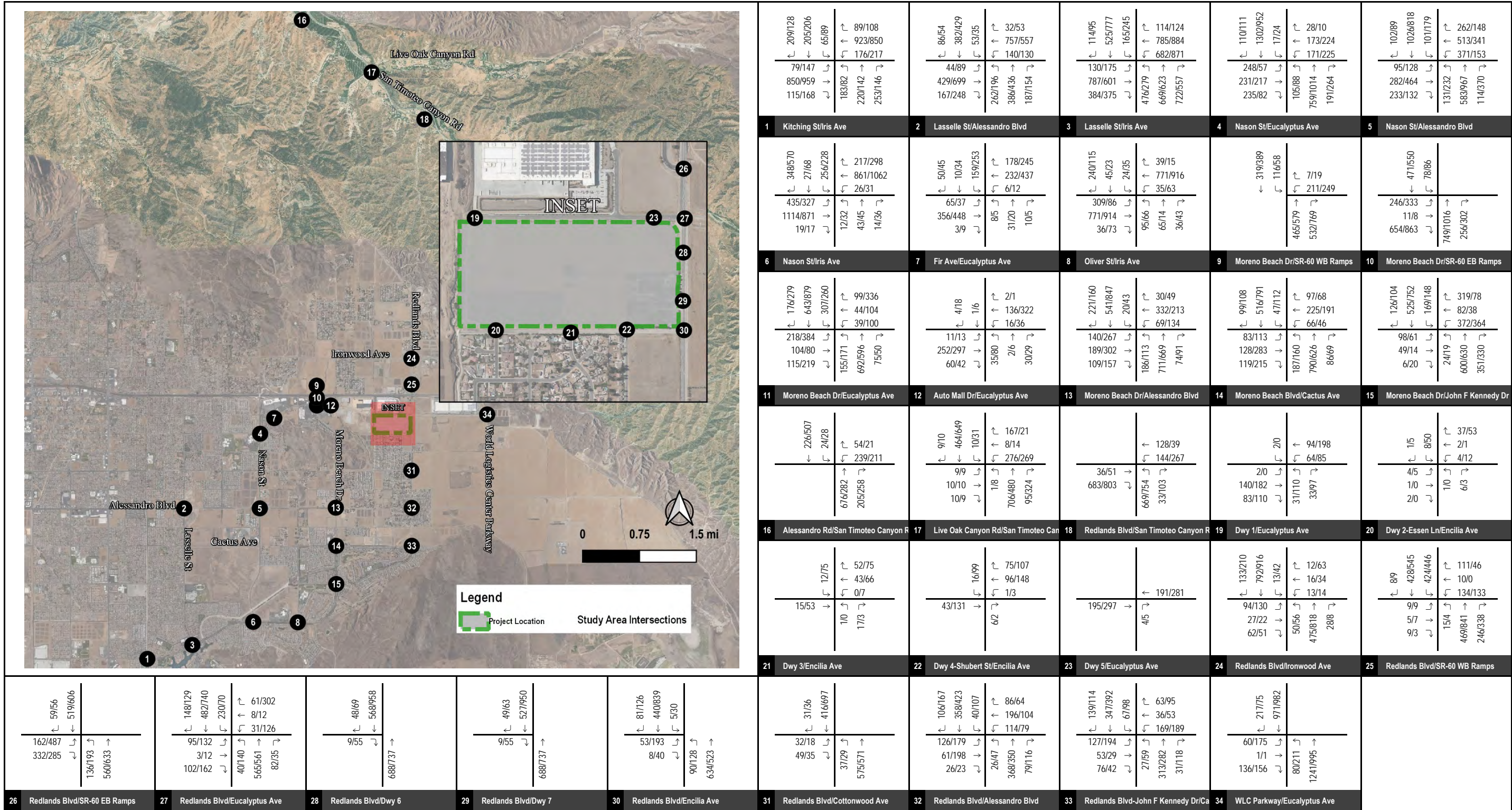


FIGURE 21

XXXX/YYYY AM/PM Peak Hour Traffic Volumes

Moreno Valley Trade Center
Opening Year (2024) With Project Peak Hour Traffic Volumes



- San Timoteo Canyon Road from Alessandro Road to Live Oak Canyon Road. Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.
- San Timoteo Canyon Road from Live Oak Canyon Road to Redlands Boulevard. Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.
- Redlands Boulevard south of San Timoteo Canyon Road. Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.
- Redlands Boulevard north of Ironwood Avenue. Based on the relevant jurisdiction's thresholds of significance, the project does not exceed the City's operational requirement at this location.
- Redlands Boulevard from Ironwood Avenue to SR-60 Westbound Ramps. Based on the relevant jurisdiction's thresholds of significance, the project does not exceed the City's operational requirement at this location.
- Redlands Boulevard from SR-60 Westbound Ramps to SR-60 Eastbound Ramps. Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.
- Redlands Boulevard from SR-60 Eastbound Ramps to Eucalyptus Avenue. Based on the relevant jurisdiction's thresholds of significance, the project **exceeds** the City's operational requirement at this location.
- Redlands Boulevard from Encilia Avenue to Cottonwood Avenue. Based on the relevant jurisdiction's thresholds of significance, the project **exceeds** the City's operational requirement at this location.
- Redlands Boulevard from Cottonwood Avenue to Alessandro Boulevard. Based on the relevant jurisdiction's thresholds of significance, the project **exceeds** the City's operational requirement at this location.
- Redlands Boulevard from Alessandro Boulevard to Cactus Avenue. Based on the relevant jurisdiction's thresholds of significance, the project does not exceed the City's operational requirement at this location.
- Moreno Beach Drive from SR-60 Westbound Ramps to SR-60 Eastbound Ramps. Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.
- Moreno Beach Drive from SR-60 Eastbound Ramps to Eucalyptus Avenue. Based on the relevant jurisdiction's thresholds of significance, the project **exceeds** the City's operational requirement at this location.
- Moreno Beach Drive from Alessandro Boulevard to Cactus Avenue. Based on the relevant jurisdiction's thresholds of significance, the project does not exceed the City's operational requirement at this location.
- Alessandro Boulevard from Lasselle Street to Nason Street. Based on the relevant jurisdiction's thresholds of significance, the project does not exceed the City's operational requirement at this location.
- Alessandro Boulevard from Nason Street to Moreno Beach Drive. Based on the relevant jurisdiction's thresholds of significance, the project does not exceed the City's operational requirement at this location.

7.0 GENERAL PLAN BUILD-OUT (2040) 2040 CONDITIONS

This section discusses the general plan build-out (2040) transportation conditions in the study area.

7.1 General Plan Build-Out (2040) 2040 Roadway Conditions

Based on the City of Moreno Valley TIA guidelines, the general plan build-out analysis includes the roadway geometrics identified in the City's General Plan cross-sections. Furthermore, the Moreno Beach Drive/SR-60 Interchange Phase 2 project is included in the City's Capital Improvement Plan (CIP) and indicates that the design phase was completed in 2019 and construction is anticipated to be completed by December 2021. The Redlands Boulevard/SR-60 Interchange is also proposed to be re-configured in the City's CIP, with the anticipated completion in 2023/2024 or later. Figure 22 illustrates the General Plan build-out intersection geometrics used in the analysis. General plan build-out (2040) roadway conditions will also include a roundabout intersection located at Redlands Boulevard/Eucalyptus Avenue. This improvement will either be conditioned by the Sketchers expansion project or built by the City. The roundabout build-out year layout is shown in Figure 23.

The City of Moreno Valley General Plan includes the following roadway characteristics:

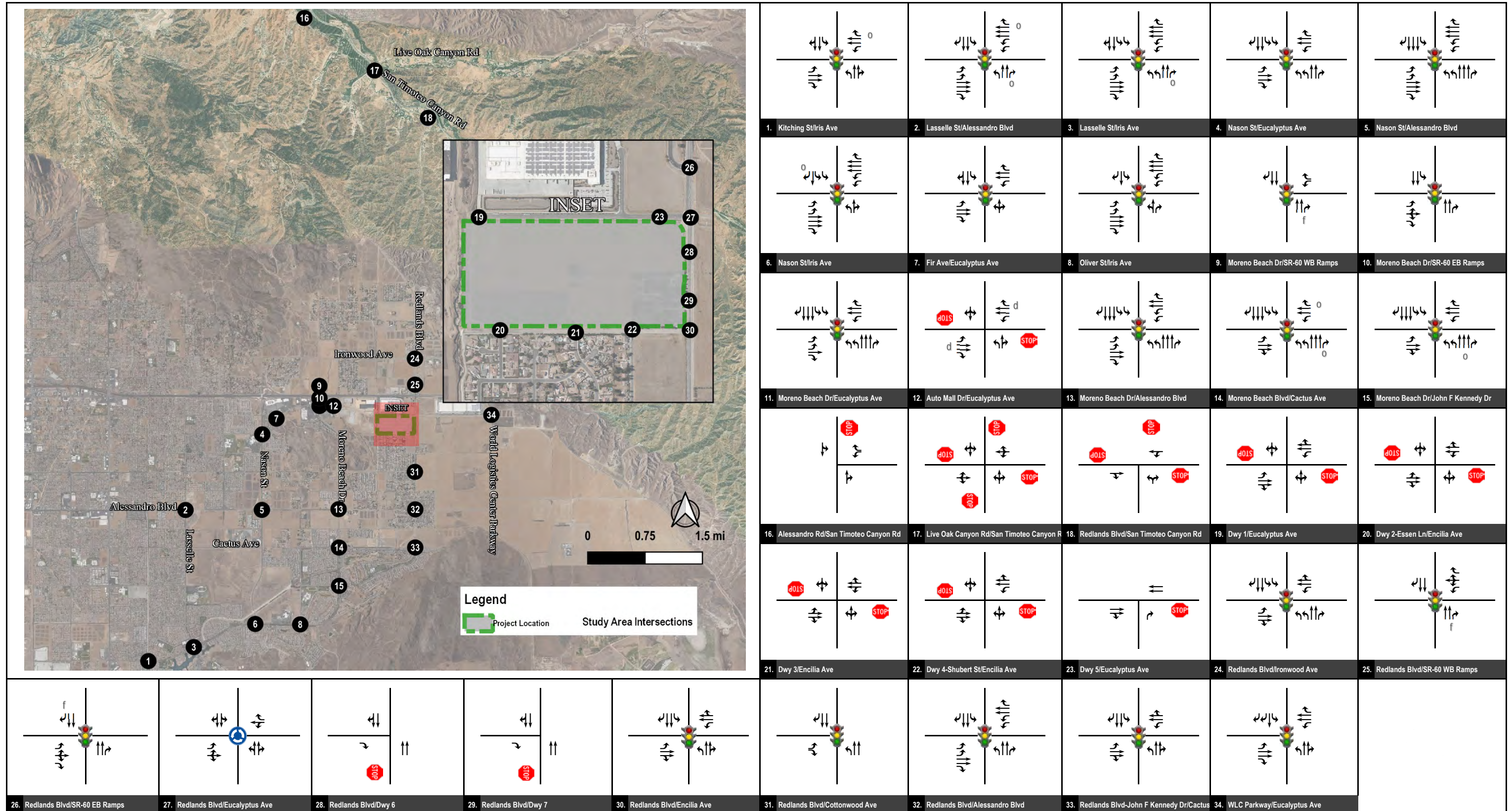
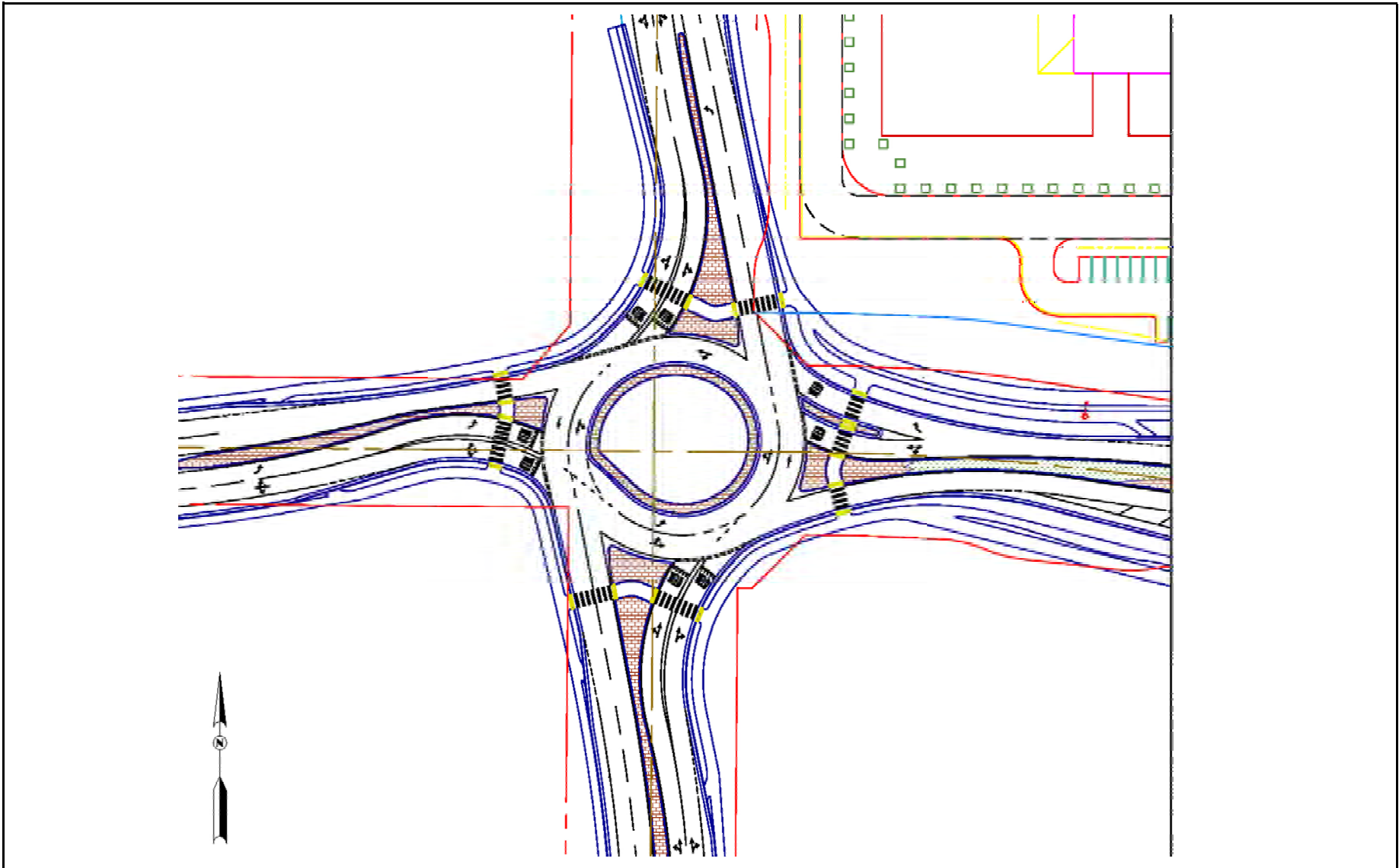


FIGURE 22

Moreno Valley Trade Center
 General Plan Build-Out Intersection Geometrics and Stop Control



Source: Roundabouts & Traffic Engineering (July, 2019)

FIGURE 23

Moreno Valley Trade Center

Roudabout Build-Out Year (Redlands Boulevard/Eucalyptus Avenue)



- **Redlands Boulevard** is planned as a “Divided Arterial – 4 Lane” roadway from Cactus Avenue to Locust Avenue in the City’s General Plan.
- **Eucalyptus Avenue** is planned as an “Arterial” roadway from west of Nason Street to east of World Logistics Center Parkway in the City’s General Plan. An Arterial roadway can have up to 4 lanes.
- **Moreno Beach Drive** is planned as a “Divided Major Arterial” roadway from SR-60 Eastbound Ramps to south of John F. Kennedy Drive in the City’s General Plan. A Divided Major Arterial can have up to 6 lanes with a median.
- **Iris Avenue** is planned as a “Divided Major Arterial” roadway from Kitching Street to north of John F. Kennedy Drive in the City’s General Plan. A Divided Major Arterial can have up to 6 lanes with a median.
- **Alessandro Boulevard** is planned as a “Divided Arterial – 4 Lane” roadway from Nason Street to east of World Logistics Center Parkway in the City’s General Plan.

7.2 General Plan Build-Out (2040) Transit Service

Transit service under general plan build-out (2040) conditions are anticipated to remain the same as under opening year conditions.

7.3 Year 2040 Pedestrian & Bicycle Facilities

Proposed pedestrian trails in the City are included in previously referenced Figure 14. As shown in Figure 14, the following trail improvements are in the vicinity of the project:

- **Redlands Boulevard:** Proposed trail from Dracaea Avenue to north of Locust Avenue.
- **Eucalyptus Avenue:** Proposed trail from west of the proposed project to World Logistics Center Parkway.

Proposed Class II bike lanes within the project area are included in the City’s Bicycle Master Plan and are shown in Figure 24. As shown in Figure 24, the following Class II bike lanes are planned in the vicinity of the project:

- **Redlands Boulevard:** Class II bicycle facilities are planned from Cactus Avenue to north of Locust Avenue.
- **Eucalyptus Avenue:** Class II bicycle facilities are planned from west of the project to World Logistics Center Parkway.

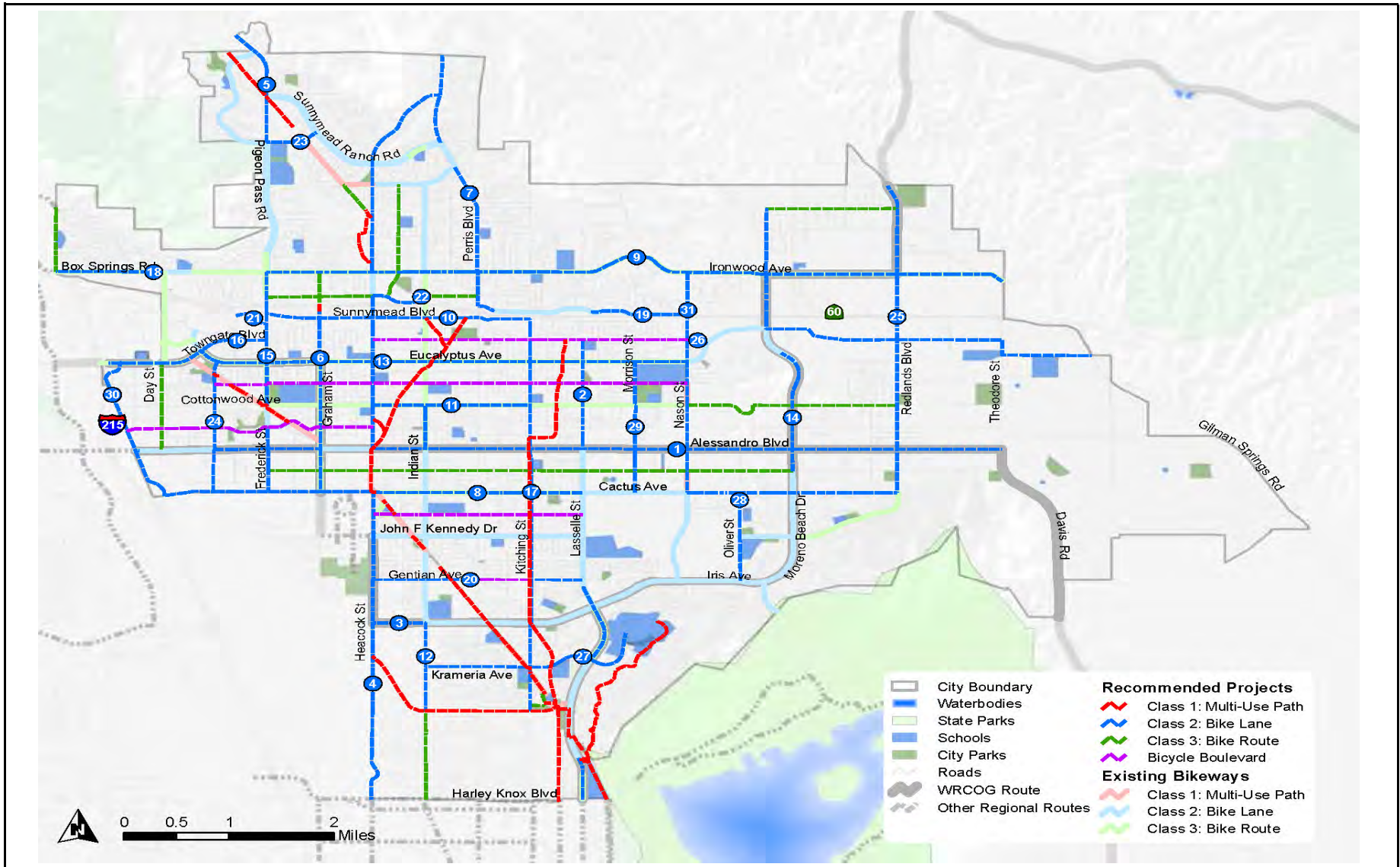
7.4 General Plan Build-Out (2040) Without Project Intersections Levels of Service

An intersection level of service analysis was conducted for general plan build-out (2040) without project conditions to determine circulation system performance. General plan build-out (2040) without project traffic volumes at study intersections are shown in Figure 25. General plan build-out (2040) without project levels of service for the study area intersections are summarized in Table H. Detailed volume development worksheets are included in Appendix C. Level of service calculation worksheets are contained in Appendix D. As shown in Table H, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Kitching Street/Iris Avenue (a.m. and p.m. peak hours);
- Lasselle Street/Iris Avenue (p.m. peak hour);
- Nason Street/Eucalyptus Avenue (a.m. and p.m. peak hours);
- Nason Street/Iris Avenue (a.m. and p.m. peak hours);
- Alessandro Boulevard/San Timoteo Canyon Road (a.m. and p.m. peak hours);
- Live Oak Canyon Road/San Timoteo Canyon Road (a.m. and p.m. peak hours);
- Redlands Boulevard/San Timoteo Canyon Road (a.m. and p.m. peak hours);

7.5 General Plan Build-Out (2040) Without Project Roadway Segment Levels of Service

A level of service analysis was conducted for the study area roadway segments under general plan build-out (2040) without project conditions to determine circulation system performance. Detailed volume development worksheets are included in Appendix C. The general plan build-out (2040) without project levels of service for the study area roadway



Source: City of Moreno Valley Bicycle Master Plan

FIGURE 24

Moreno Valley Trade Center

City of Moreno Valley Recommended Class II Bicycle Lanes



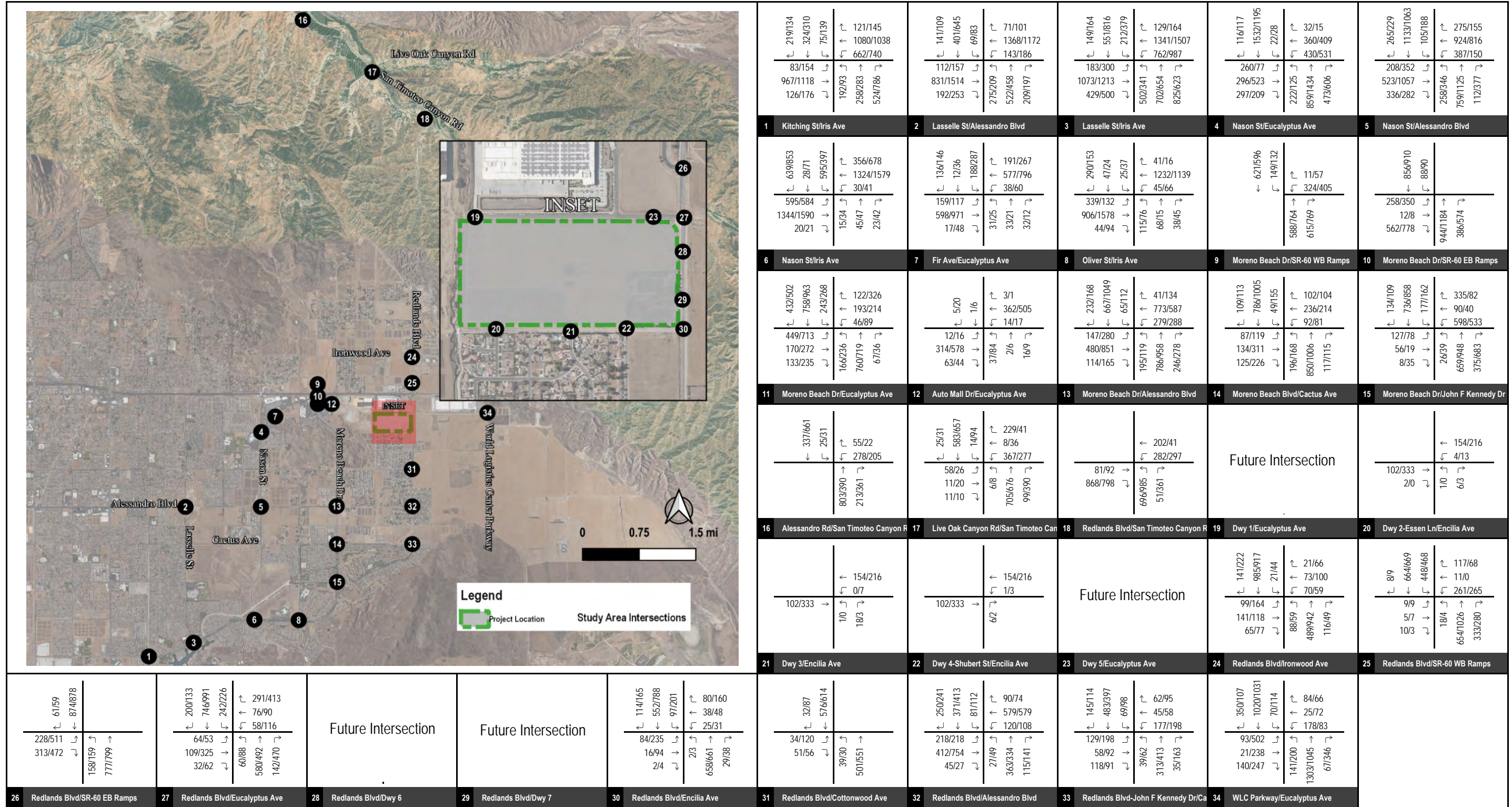


FIGURE 25

XXXX/YYYY AM/PM Peak Hour Traffic Volumes

Moreno Valley Trade Center
General Plan Build-Out (2040) Without Project Peak Hour Traffic Volumes



Table H: General Plan Build-Out (2040) Intersection Levels of Service

Intersection	LOS Standard	Jurisdiction	Control	Without Project				With Project				Change in Delay		Exceed City's Operational Requirement?
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS			
1 . Kitching St/Iris Ave	C	Moreno Valley	Signal	95.4	F *	>100	F *	99.0	F *	>100	F *	3.6	0.6	NO
2 . Lasselle St/Alessandro Blvd	D	Moreno Valley	Signal	39.6	D	39.5	D	39.7	D	39.6	D	0.1	0.1	NO
3 . Lasselle St/Iris Ave	D	Moreno Valley	Signal	49.4	D	63.5	E *	49.8	D	64.6	E *	0.4	1.1	NO
4 . Nason St/Eucalyptus Ave	D	Moreno Valley	Signal	58.4	E *	57.5	E *	58.4	E *	58.8	E *	0.0	1.3	NO
5 . Nason St/Alessandro Blvd	D	Moreno Valley	Signal	44.8	D	40.6	D	44.8	D	40.7	D	0.0	0.1	NO
6 . Nason St/Iris Ave	C	Moreno Valley	Signal	35.4	D *	63.5	E *	35.6	D *	63.9	E *	0.2	0.4	NO
7 . Fir Ave/Eucalyptus Ave	D	Moreno Valley	Signal	32.6	C	34.1	C	32.8	C	34.4	C	0.2	0.3	NO
8 . Oliver St/Iris Ave	D	Moreno Valley	Signal	34.0	C	32.2	C	34.2	C	32.4	C	0.2	0.2	NO
9 . Moreno Beach Dr/SR-60 WB Ramps	D	Caltrans	Signal	2.8	A	0.2	A	2.8	A	0.1	A	-	-	-
10 . Moreno Beach Dr/SR-60 EB Ramps	D	Caltrans	Signal	15.1	B	27.6	C	16.3	B	36.4	D	-	-	-
11 . Moreno Beach Dr/Eucalyptus Ave	D	Moreno Valley	Signal	49.2	C	49.0	D	34.8	C	60.8	E *	2.4	11.8	YES
12 . Auto Mall Dr/Eucalyptus Ave	D	Moreno Valley	TWSC	12.7	B	19.3	C	14.7	B	28.9	D	2.0	9.6	NO
13 . Moreno Beach Dr/Alessandro Blvd	D	Moreno Valley	Signal	36.8	D	37.9	D	36.8	D	38.4	D	0.0	0.5	NO
14 . Moreno Beach Blvd/Cactus Ave	C	Moreno Valley	Signal	29.6	C	28.5	C	29.7	C	28.7	C	0.1	0.2	NO
15 . Moreno Beach Dr/John F Kennedy Dr	D	Moreno Valley	Signal	35.7	D	30.0	C	35.8	D	30.4	C	0.1	0.4	NO
16 . Alessandro Rd/San Timoteo Canyon Rd	C	Redlands	AWSC	>100	F *	>100	F *	>100	F *	>100	F *	-	-	-
17 . Live Oak Canyon Rd/San Timoteo Canyon Rd	C	Riverside County	AWSC	>100	F *	>100	F *	>100	F *	>100	F *	-	-	-
18 . Redlands Blvd/San Timoteo Canyon Rd	C	Riverside County	AWSC	>100	F *	>100	F *	>100	F *	>100	F *	-	-	-
19 . Dwy 1/Eucalyptus Ave	D	Moreno Valley	TWSC	11.5	B	A	A	13.4	B	22.2	C	1.9	22.2	NO
20 . Dwy 2-Essen Ln/Encilia Ave	D	Moreno Valley	TWSC	8.7	A	9.2	A	9.5	A	11.6	B	0.8	2.4	NO
21 . Dwy 3/Encilia Ave	D	Moreno Valley	TWSC	8.7	A	9.2	A	9.5	A	12.0	B	0.8	2.8	NO
22 . Dwy 4-Shubert St/Encilia Ave	D	Moreno Valley	TWSC	8.6	A	9.2	A	9.6	A	13.1	B	1.0	3.9	NO
23 . Dwy 5/Eucalyptus Ave	D	Moreno Valley	TWSC	Future Intersection				9.2	A	10.4	B	9.2	10.4	NO
24 . Redlands Blvd/Ironwood Ave	D	Moreno Valley	Signal	25.9	C	32.2	C	26.1	C	24.7	C	0.2	-7.5	NO
25 . Redlands Blvd/SR-60 WB Ramps	D	Caltrans	Signal	9.6	A	7.5	A	11.6	B	8.0	A	-	-	-
26 . Redlands Blvd/SR-60 EB Ramps	D	Caltrans	Signal	14.7	B	20.7	C	15.6	B	14.7	B	-	-	-
27 . Redlands Blvd/Eucalyptus Ave	D	Moreno Valley	Roundabout	8.6	A	16.1	C	10.2	B	42.8	E *	1.6	26.7	YES
28 . Redlands Blvd/Dwy 6	D	Moreno Valley	TWSC	Future Intersection				12.1	B	16.0	C	12.1	16.0	NO
29 . Redlands Blvd/Dwy 7	D	Moreno Valley	TWSC	Future Intersection				11.9	B	15.9	C	11.9	15.9	NO
30 . Redlands Blvd/Encilia Ave	D	Moreno Valley	Signal	14.1	B	28.0	C	17.8	B	40.3	D	3.7	12.3	NO
31 . Redlands Blvd/Cottonwood Ave	C	Moreno Valley	Signal	4.3	A	8.4	A	4.3	A	8.5	A	0.0	0.1	NO
32 . Redlands Blvd/Alessandro Blvd	C	Moreno Valley	Signal	28.9	C	28.0	C	29.0	C	28.9	C	0.1	0.9	NO
33 . Redlands Blvd/John F Kennedy Dr/Cactus Ave	C	Moreno Valley	Signal	28.7	C	24.9	C	28.7	C	24.9	C	0.0	0.0	NO
34 . WLC Parkway/Eucalyptus Ave	D	Moreno Valley	Signal	26.0	C	49.2	D	26.6	C	51.4	D	0.6	2.2	NO

Notes:

* Exceeds LOS Standard

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case approach/movement.

LOS = Level of Service

segments are summarized in Table I. As shown in Table I, all study area roadway segments are projected to operate at satisfactory levels of service with the exception of the following:

- San Timoteo Canyon Road from Alessandro Road to Live Oak Canyon Road;
- San Timoteo Canyon Road from Live Oak Canyon Road to Redlands Boulevard;
- Redlands Boulevard south of San Timoteo Canyon Road;
- Iris Avenue from Lasselle Street to Nason Street; and
- Eucalyptus Avenue from Nason Street to Fir Avenue.

7.6 General Plan Build-Out (2040) With Project Intersection Levels of Service

An intersection level of service analysis was conducted for general plan build-out (2040) with project conditions to determine circulation system performance. General plan build-out (2040) with project traffic volumes at study intersections are shown in Figure 26. The general plan build-out (2040) with project levels of service for the study area intersections are summarized in Table H. Level of service calculation worksheets are contained in Appendix D. As shown in Table H, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- Kitching Street/Iris Avenue (a.m. and p.m. peak hours). Based on the relevant jurisdiction's thresholds of significance, the project does not exceed the City's operational requirement at this location.
- Lasselle Street/Iris Avenue (p.m. peak hour). Based on the relevant jurisdiction's thresholds of significance, the project does not exceed the City's operational requirement at this location.
- Nason Street/Eucalyptus Avenue (a.m. and peak hours). Based on the relevant jurisdiction's thresholds of significance, the project does not exceed the City's operational requirement at this location.
- Nason Street/Iris Avenue (a.m. and p.m. peak hours). Based on the relevant jurisdiction's thresholds of significance, the project does not exceed the City's operational requirement at this location.
- Moreno Beach Drive/Eucalyptus Avenue (p.m. peak hour). Based on the relevant jurisdiction's thresholds of significance, the project exceeds the City's operational requirement at this location.
- Alessandro Boulevard/San Timoteo Canyon Road (a.m. and p.m. peak hours). Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.
- Live Oak Canyon Road/San Timoteo Canyon Road (a.m. and p.m. peak hours). Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.
- Redlands Boulevard/San Timoteo Canyon Road (a.m. and p.m. peak hours). Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.
- Redlands Boulevard/Eucalyptus Avenue (p.m. peak hour). Based on the relevant jurisdiction's thresholds of significance, the project exceeds the City's operational requirement at this location.

7.7 General Plan Build-Out (2040) With Project Roadway Segment Levels of Service

A level of service analysis was conducted for the study area roadway segments under general plan build-out (2040) with project conditions to determine circulation system performance. Detailed volume development worksheets are included in Appendix C. The general plan build-out (2040) with project levels of service for the study area roadway segments are summarized in Table I. As shown in Table I, all study area roadway segments are projected to operate at satisfactory levels of service with the exception of the following:

- San Timoteo Canyon Road from Alessandro Road to Live Oak Canyon Road. Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.
- San Timoteo Canyon Road from Live Oak Canyon Road to Redlands Boulevard. Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.

Table I: General Plan Build-Out (2040) Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	LOS Standard	Classification	Roadway Capacity	Without Project			With Project			Change in V/C	Exceed City's Operational Requirement?
					Daily Volume	LOS	V/C	Daily Volume	LOS	V/C		
1 . San Timoteo Canyon Rd from Alessandro Rd to Live Oak Canyon Rd	City of Redlands/Riverside County	C	2MA	16,100	21,100	F *	1.311	21,502	F *	-	-	-
2 . San Timoteo Canyon Rd from Live Oak Canyon Rd to Redlands Blvd	Riverside County	C	2MA	16,100	24,137	F *	1.499	24,597	F *	-	-	-
3 . Redlands Blvd south of San Timoteo Canyon Rd	Riverside County	C	2MA	16,100	25,853	F *	1.606	26,313	F *	-	-	-
4 . Redlands Blvd north of Ironwood Ave	City of Moreno Valley	C	4D	37,500	23,883	B	0.637	24,343	B	0.649	0.012	NO
5 . Redlands Blvd from Ironwood Ave to SR-60 WB Ramps	City of Moreno Valley	D	4D	37,500	22,667	B	0.604	23,127	B	0.617	0.012	NO
6 . Redlands Blvd from SR-60 WB Ramps to SR-60 EB Ramps	Caltrans	D	4D	37,500	25,690	B	0.685	27,342	C	-	-	-
7 . Redlands Blvd from SR-60 EB Ramps to Eucalyptus Ave	City of Moreno Valley	D	4D	37,500	26,068	B	0.695	28,914	C	0.771	0.076	NO
8 . Redlands Blvd from Eucalyptus Ave to Driveway 6	City of Moreno Valley	D	4D	37,500	25,275	B	0.674	28,187	C	0.752	0.078	NO
9 . Redlands Blvd from Driveway 6 to Driveway 7	City of Moreno Valley	D	4D	37,500	25,275	B	0.674	28,129	C	0.750	0.076	NO
10 . Redlands Blvd from Driveway 7 to Encilia Ave	City of Moreno Valley	D	4D	37,500	25,275	B	0.674	27,834	C	0.742	0.068	NO
11 . Redlands Blvd from Encilia Ave to Cottonwood Ave	City of Moreno Valley	C	4D	37,500	16,675	A	0.445	18,171	A	0.485	0.040	NO
12 . Redlands Blvd from Cottonwood Ave to Alessandro Blvd	City of Moreno Valley	C	4D	37,500	15,667	A	0.418	17,047	A	0.455	0.037	NO
13 . Redlands Blvd from Alessandro Blvd to Cactus Ave	City of Moreno Valley	C	4D	37,500	10,706	A	0.285	11,052	A	0.295	0.009	NO
14 . JFK Dr from Cactus Ave to Moreno Beach Dr	City of Moreno Valley	C	4U	25,000	12,915	A	0.517	13,145	A	0.526	0.009	NO
15 . Moreno Beach Dr from SR-60 WB Ramps to SR-60 EB Ramps	Caltrans	D	6D	56,300	24,982	A	0.444	26,333	A	-	-	-
16 . Moreno Beach Dr from SR-60 EB Ramps to Eucalyptus Ave	City of Moreno Valley	D	6D	56,300	44,511	C	0.791	47,041	D	0.836	0.045	NO
17 . Moreno Beach Dr from Alessandro Blvd to Cactus Ave	City of Moreno Valley	D	6D	56,300	32,569	A	0.578	32,971	A	0.586	0.007	NO
18 . Moreno Beach Dr from Cactus Ave to JFK Dr	City of Moreno Valley	C	6D	56,300	25,486	A	0.453	25,888	A	0.460	0.007	NO
19 . Moreno Beach Dr from JFK Dr to Oliver St	City of Moreno Valley	D	6D	56,300	33,716	A	0.599	34,348	B	0.610	0.011	NO
20 . Iris Ave From Nason St to Oliver St	City of Moreno Valley	D	6D	56,300	45,638	D	0.811	46,156	D	0.820	0.009	NO
21 . Iris Ave From Lasselle St to Nason St	City of Moreno Valley	D	6D	56,300	61,514	F *	1.093	62,032	F *	1.102	0.009	NO
22 . Iris Ave From Kitching St to Lasselle St	City of Moreno Valley	D	6D	56,300	50,410	D	0.895	50,698	E *	0.900	0.005	NO
23 . Eucalyptus Ave from Nason St to Fir Ave	City of Moreno Valley	D	4U	25,000	26,165	F *	1.047	26,453	F *	1.058	0.012	NO
24 . Eucalyptus Ave from Fir Ave to Moreno Beach Dr	City of Moreno Valley	D	4D	37,500	28,783	C	0.768	29,071	C	0.775	0.008	NO
25 . Eucalyptus Ave from Moreno Beach Dr to Auto Mall Dr	City of Moreno Valley	D	4U	25,000	12,586	A	0.503	15,576	B	0.623	0.120	NO
26 . Eucalyptus Ave from Auto Mall Dr to Driveway 1	City of Moreno Valley	D	4U	25,000	8,251	A	0.330	11,471	A	0.459	0.129	NO
27 . Eucalyptus Ave from Driveway 1 to Aldi Pl	City of Moreno Valley	D	4U	25,000	7,912	A	0.316	10,901	A	0.436	0.120	NO
28 . Eucalyptus Ave Aldi Pl to Driveway 5	City of Moreno Valley	D	4U	25,000	9,978	A	0.399	12,967	A	0.519	0.120	NO
29 . Eucalyptus Ave from Driveway 5 to Redlands Blvd	City of Moreno Valley	D	4U	25,000	9,978	A	0.399	13,077	A	0.523	0.124	NO
30 . Eucalyptus Ave from Redlands Blvd to World Logistics Center Driveway	City of Moreno Valley	D	4U	25,000	19,426	C	0.777	19,714	C	0.789	0.012	NO
31 . Encilia Ave from Essen Ln to Mozart Way	City of Moreno Valley	D	4U	25,000	3,996	A	0.160	4,572	A	0.183	0.023	NO
32 . Encilia Ave from Mozart Way to Shubert St	City of Moreno Valley	D	4U	25,000	3,996	A	0.160	5,406	A	0.216	0.056	NO
33 . Encilia Ave Shubert St to Redlands Blvd	City of Moreno Valley	D	4U	25,000	4,312	A	0.172	6,871	A	0.275	0.102	NO
34 . Alessandro Blvd from Lasselle St to Nason St	City of Moreno Valley	D	6D	56,300	36,212	B	0.643	36,500	B	0.648	0.005	NO
35 . Alessandro Blvd from Nason St to Moreno Beach Dr	City of Moreno Valley	D	4D	37,500	26,984	C	0.720	27,502	C	0.733	0.014	NO
36 . Alessandro Blvd from Moreno Beach Dr to Redlands Blvd	City of Moreno Valley	D	4D	37,500	27,143	C	0.724	28,063	C	0.748	0.025	NO

Notes:

LOS = Level of Service, 2MA=2-Lane Mountain Arterial, 2U=2-Lane Undivided, 4U=4-Lane Undivided, 6D=6-Lane Divided, 4D=4-Lane Divided, 2UR=2-Lane Undivided Residential

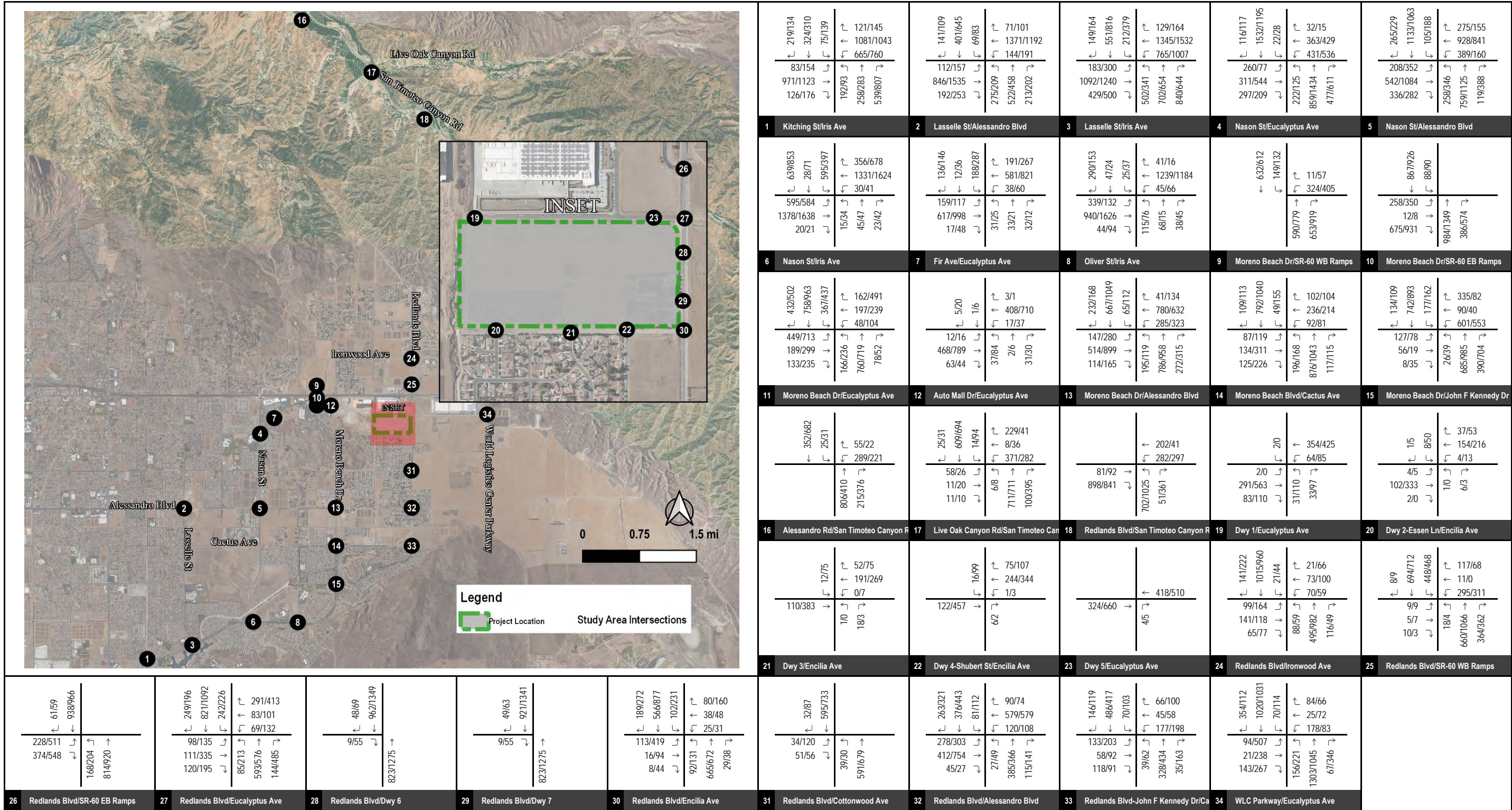


FIGURE 26

XXXX/YYYY AM/PM Peak Hour Traffic Volumes

Moreno Valley Trade Center
General Plan Build-Out (2040) With Project Peak Hour Traffic Volumes



- Redlands Boulevard south of San Timoteo Canyon Road. Based on the relevant jurisdiction's thresholds of significance, the project has a cumulative impact at this location.
- Iris Avenue from Lasselle Street to Nason Street. Based on the relevant jurisdiction's thresholds of significance, the project does not exceed the City's operational requirement at this location.
- Iris Avenue Kitching Street to Lasselle Street. Based on the relevant jurisdiction's thresholds of significance, the project does not exceed the City's operational requirement at this location.
- Eucalyptus Avenue from Nason Street to Fir Avenue. Based on the relevant jurisdiction's thresholds of significance, the project does not exceed the City's operational requirement at this location.

8.0 CIRCULATION IMPROVEMENTS

The City requires that circulation improvements be recommended at any intersection or roadway segment which exceeds the operational requirements discussed previously in Chapter 3.3. These improvements can include conversion of stop control, signalization, changes to signal phasing, and/or addition of lanes as appropriate. The following improvements have been recommended:

8.1 Existing With Project Intersection Circulation Improvements

Under existing with project conditions, the following modifications to intersection configurations are recommended as circulation improvements as follows:

- Moreno Beach Drive/SR-60 Eastbound Ramps: Add a southbound through lane. Re-stripe the southbound through-left turn lane to a left-turn lane. Re-stripe the eastbound through-left turn lane to a left-through-right turn lane. These improvements are included in the City's DIF program. The project will pay DIF fees to these planned improvements.
- Alessandro Boulevard/San Timoteo Canyon Road: Install a traffic signal. This intersection is not included in any fee program and a fair share has been calculated. The project fair share calculation is shown in Table J. As shown in Table J, the project fair share at this intersection is 10.39%.
- Live Oak Canyon Road/San Timoteo Canyon Road: Install a traffic signal. This intersection is not included in any fee program and a fair share has been calculated. The project fair share calculation is shown in Table J. As shown in Table J, the project fair share at this intersection is 9.88%.
- Redlands Boulevard/San Timoteo Canyon Road: Install a traffic signal. Add a northbound left-turn lane and eastbound right-turn lane with overlap phasing. This intersection is not included in any fee program and a fair share has been calculated. The project fair share calculation is shown in Table J. As shown in Table J, the project fair share at this intersection is 8.82%.
- Redlands Boulevard/Alessandro Boulevard: Install a traffic signal. These improvements are included in the City's General Plan. The project will pay DIF fees to these planned improvements.

Figure 27 illustrates the existing with project recommended improvements and Table K shows the resulting levels of service.

8.2 Existing With Project Roadway Segment Circulation Improvements

Under existing with project with project conditions, the following modifications to roadway segment configurations are recommended as mitigation measures in accord with CMP requirements as follows:

- San Timoteo Canyon Road from Alessandro Road to Live Oak Canyon Road: Widen from 2 lanes to 4 lanes. These improvements are not included in any fee program and a fair share has been calculated. The project fair share calculation is shown in Table L. As shown in Table L, the project fair share at this roadway segment is 5.2%.

Table J: Intersection Project Fair Share Calculations

Intersection	AM Peak Hour					PM Peak Hour					Project Fair Share %
	Total Volume		Total Growth	Project Trips	Project %	Total Volume		Total Growth	Project Trips	Project %	
	2019	2040 With Project				2019	2040 With Project				
11 . Moreno Beach Dr/Eucalyptus Avenue	3,252	7,478	4,226	400	9.47%	4,042	9,979	5,937	834	14.05%	14.05%
16 . Alessandro Road/San Timoteo Canyon Road	2,356	3,485	1,129	62	5.49%	2,098	3,484	1,386	144	10.39%	10.39%
17 . Live Oak Canyon Road/San Timoteo Canyon Road	2,906	4,304	1,398	74	5.29%	3,038	4,697	1,659	164	9.88%	9.88%
18 . Redlands Boulevard/San Timoteo Canyon Road	2,810	4,432	1,622	72	4.44%	3,432	5,314	1,882	166	8.82%	8.82%

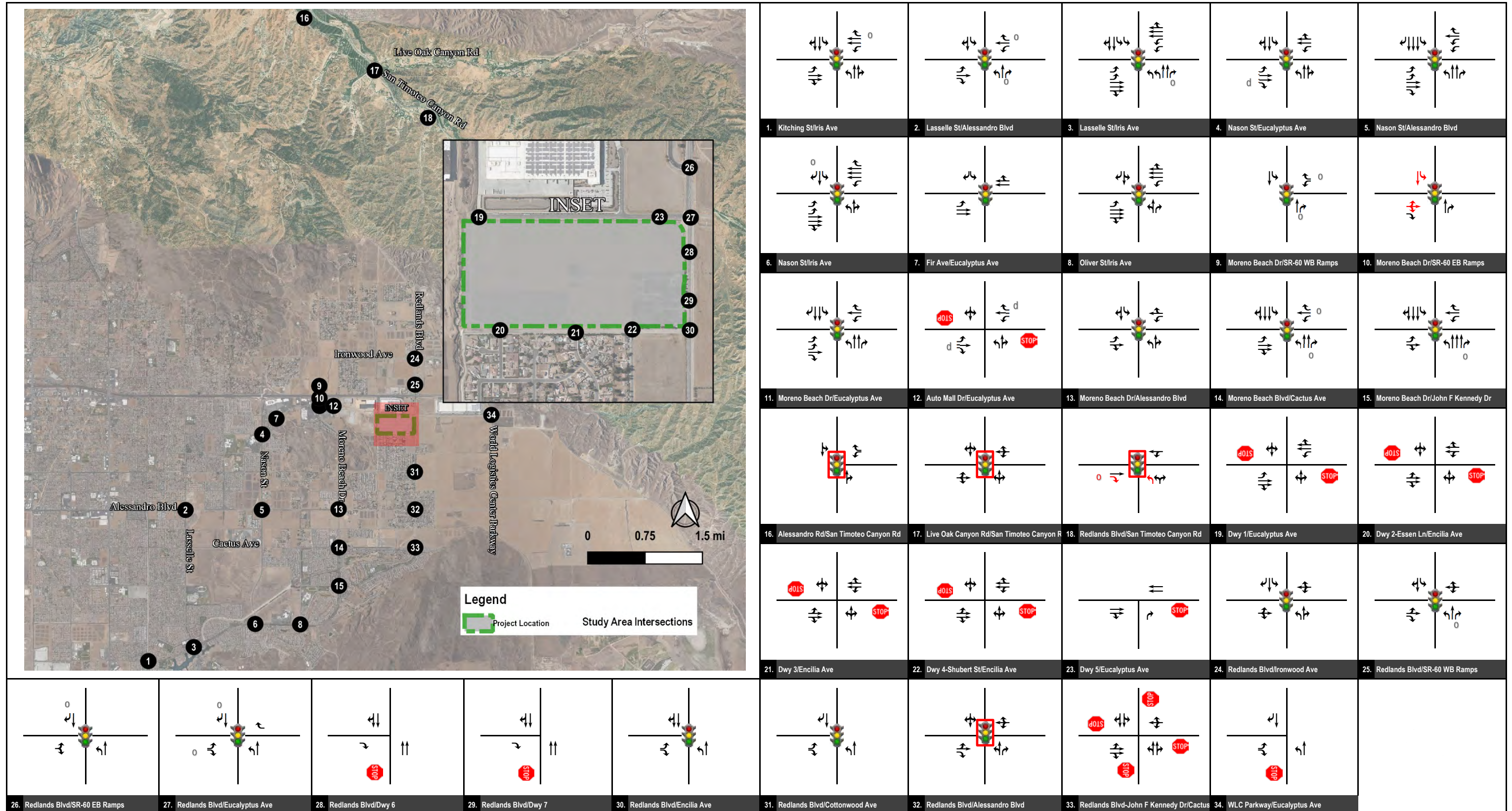


FIGURE 27

Moreno Valley Trade Center
 Existing With Project With Improvements Intersection Geometrics and Stop Control

Table K: Existing With Project With Improvements Intersection Levels of Service

Intersection	LOS Standard	Jurisdiction	With Project						With Project With Improvements			
			Control	AM Peak Hour		PM Peak Hour		Control	AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS
10 . Moreno Beach Dr/SR-60 EB Ramps	D	Caltrans	Signal	>100	F *	>100	F *	Signal	32.4	C	37.3	D
16 . Alessandro Rd/San Timoteo Canyon Rd	C	Redlands	AWSC	64.6	F *	18.7	C	Signal	0.9	A	0.6	A
17 . Live Oak Canyon Rd/San Timoteo Canyon Rd	C	Riverside County	AWSC	80.7	F *	80.0	F *	Signal	17.1	B	12.0	B
18 . Redlands Blvd/San Timoteo Canyon Rd	C	Riverside County	AWSC	95.6	F *	>100	F *	Signal	12.7	B	16.7	B
32 . Redlands Blvd/Alessandro Blvd	C	Moreno Valley	AWSC	41.3	E *	70.9	F *	Signal	15.6	C	17.6	B

Notes:

LOS = Level of Service

Table L: Roadway Segment Project Fair Share Calculations

Roadway Segment	Daily				
	Total Volume		Total Growth	Project Trips	Project %
	2019	2040 With Project			
1 . San Timoteo Canyon Rd from Alessandro Rd to Live Oak Canyon Rd	13,775	21,502	7,727	402	5.203%
2 . San Timoteo Canyon Rd from Live Oak Canyon Rd to Redlands Blvd	17,208	24,597	7,390	460	6.225%
3 . Redlands Blvd south of San Timoteo Canyon Rd	17,452	26,313	8,862	460	5.191%

- San Timoteo Canyon Road from Live Oak Canyon Road to Redlands Boulevard: Widen from 2 lanes to 4 lanes. These improvements are not included in any fee program and a fair share has been calculated. The project fair share calculation is shown in Table L. As shown in Table L, the project fair share at this roadway segment is 6.2%.
- Redlands Boulevard south of San Timoteo Canyon Road: Widen from 2 lanes to 4 lanes. These improvements are not included in any fee program and a fair share has been calculated. The project fair share calculation is shown in Table L. As shown in Table L, the project fair share at this roadway segment is 5.19%.
- Redlands Boulevard from SR-60 Westbound Ramps to SR-60 Eastbound Ramps: Widen from 2 lanes to 4 lanes. These improvements are included in the City's DIF program. The project will pay DIF fees to these planned improvements.
- Redlands Boulevard from SR-60 Eastbound Ramps to Eucalyptus Avenue: Widen from 2 lanes to 4 lanes. These improvements are included in the City's General Plan. The project will pay DIF fees to these planned improvements.
- Redlands Boulevard from Encilia Avenue to Cottonwood Avenue. Widen from 2 lanes to 4 lanes. These improvements are included in the City's General Plan. The project will pay DIF fees to these planned improvements.
- Redlands Boulevard from Cottonwood Avenue to Alessandro Boulevard. Widen from 2 lanes to 4 lanes. These improvements are included in the City's General Plan. The project will pay DIF fees to these planned improvements.
- Moreno Beach Drive from SR-60 Westbound Ramps to SR-60 Eastbound Ramps: Widen from 2 lanes to 4 lanes. These improvements are included in the City's DIF program. The project will pay DIF fees to these planned improvements.
- Moreno Beach Drive from SR-60 Eastbound Ramps to Eucalyptus Avenue. These improvements are included in the City's DIF program. The project will pay DIF fees to these planned improvements.

Table M shows the resulting levels of service with the recommended improvements.

8.3 Opening Year (2024) With Project Intersection Circulation Improvements

Under opening year (2024) with project conditions, the following modifications to intersection configurations are recommended as circulation improvements as follows:

- Moreno Beach Drive/SR-60 Eastbound Ramps: Add a northbound through lane. Add a southbound through lane. Re-stripe the southbound through-left turn lane to a left-turn lane. Re-stripe the eastbound through-left turn lane to a left-through-right turn lane. The Moreno Beach Drive/SR-60 Interchange Phase 2 project is included in the City's Capital Improvement Plan (CIP) and indicates that the design phase was completed in 2019 and construction is anticipated to be completed by December 2021.
- Moreno Beach Drive/Eucalyptus Avenue: Add overlap phasing to the westbound right-turn lane. These improvements are not included in any fee program and a fair share has been calculated. The project fair share calculation is shown in Table J. As shown in Table J, the project fair share at this intersection is 14.1%.
- Moreno Beach Drive/Alessandro Boulevard: Add a southbound right-turn lane. This improvement is included in the City's DIF program. The project will pay DIF fees to these planned improvements.
- Alessandro Boulevard/San Timoteo Canyon Road: Install a traffic signal. This intersection is not included in any fee program and a fair share has been calculated. The project fair share calculation is shown in Table J. As shown in Table J, the project fair share at this intersection is 10.39%.
- Live Oak Canyon Road/San Timoteo Canyon Road: Install a traffic signal. This intersection is not included in any fee program and a fair share has been calculated. The project fair share calculation is shown in Table J. As shown in Table J, the project fair share at this intersection is 9.88%.

Table M: Existing with Project With Improvements Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	LOS Standard	With Project				With Project With Improvements			
			Classification	Roadway Capacity	Daily Volume	LOS	Classification	Roadway Capacity	Daily Volume	LOS
1 . San Timoteo Canyon Rd from Alessandro Rd to Live Oak Canyon Rd	City of Redlands/Riverside County	C	2MA	16,100	14,177	D *	4MA	37,200	14,177	C
2 . San Timoteo Canyon Rd from Live Oak Canyon Rd to Redlands Blvd	Riverside County	C	2MA	16,100	17,668	F *	4MA	37,200	17,668	C
3 . Redlands Blvd south of San Timoteo Canyon Rd	Riverside County	C	2MA	16,100	17,912	F *	4MA	37,200	17,912	C
6 . Redlands Blvd from SR-60 WB Ramps to SR-60 EB Ramps	Caltrans	D	2U	12,500	16,055	F *	4D	37,500	16,055	A
7 . Redlands Blvd from SR-60 EB Ramps to Eucalyptus Ave	City of Moreno Valley	D	2U	12,500	15,136	F *	4D	37,500	15,136	A
11 . Redlands Blvd from Encilia Ave to Cottonwood Ave	City of Moreno Valley	C	2U	12,500	12,081	E *	4D	37,500	12,081	A
12 . Redlands Blvd from Cottonwood Ave to Alessandro Blvd	City of Moreno Valley	C	2U	12,500	10,771	D *	4D	37,500	10,771	A
15 . Moreno Beach Dr from SR-60 WB Ramps to SR-60 EB Ramps	Caltrans	D	2U	12,500	14,075	F *	4D	37,500	14,075	A
16 . Moreno Beach Dr from SR-60 EB Ramps to Eucalyptus Ave	City of Moreno Valley	D	4D	37,500	26,464	C	4D	37,500	26,464	C

Notes:

LOS = Level of Service, 2MA=2-Lane Mountain Arterial, 2U=2-Lane Undivided, 4U=4-Lane Undivided, 6D=6-Lane Divided, 4D=4-Lane Divided, 2UR=2-Lane Undivided Residential

- Redlands Boulevard/San Timoteo Canyon Road: Install a traffic signal. Add a northbound left-turn lane, eastbound right-turn lane with overlap phasing, and westbound left-turn lane. This intersection is not included in any fee program and a fair share has been calculated. The project fair share calculation is shown in Table J. As shown in Table J, the project fair share at this intersection is 8.82%.
- Redlands Boulevard/SR-60 Westbound Ramps: An interchange re-configuration for the Redlands SR-60 Ramps is planned but not anticipated to be funded by opening year of the project. Therefore, an interim year improvement has been recommended to restore levels of service to pre-project conditions. The improvements include converting the northbound right-turn lane to a through-right lane. This may require the widening of the north leg of the intersection. The City will aid the applicant to acquire the necessary right-of-way if the widening is necessary.
- Redlands Boulevard/Alessandro Boulevard: Install a traffic signal. This improvement is included in the City's DIF program. The project will pay DIF fees to this planned improvement.
- World Logistics Center Parkway/Eucalyptus Avenue: Install a traffic signal. This improvement is part of the improvements conditioned for the World Logistics Center project (*Traffic Impact Analysis by WSP USA, July 2018*).

Figure 28 illustrates the opening year (2024) with project recommended improvements and Table N shows the resulting levels of service.

8.4 Opening Year (2024) With Project Roadway Segment Circulation Improvements

Under opening year (2024) with project with project conditions, the following modifications to roadway segment configurations are recommended as mitigation measures in accord with CMP requirements as follows:

- San Timoteo Canyon Road from Alessandro Road to Live Oak Canyon Road: Widen from 2 lanes to 4 lanes. These improvements are not included in any fee program and a fair share has been calculated. The project fair share calculation is shown in Table L. As shown in Table L, the project fair share at this roadway segment is 5.2%.
- San Timoteo Canyon Road from Live Oak Canyon Road to Redlands Boulevard: Widen from 2 lanes to 4 lanes. These improvements are not included in any fee program and a fair share has been calculated. The project fair share calculation is shown in Table L. As shown in Table L, the project fair share at this roadway segment is 6.2%.
- Redlands Boulevard south of San Timoteo Canyon Road: Widen from 2 lanes to 4 lanes. These improvements are not included in any fee program and a fair share has been calculated. The project fair share calculation is shown in Table L. As shown in Table L, the project fair share at this roadway segment is 5.19%.
- Redlands Boulevard from SR-60 Westbound Ramps to SR-60 Eastbound Ramps: Widen from 2 lanes to 4 lanes. The Redlands Boulevard/SR-60 Interchange is proposed to be re-configured in the City's CIP, with the anticipated completion in 2023/2024 or later.
- Redlands Boulevard from SR-60 Eastbound Ramps to Eucalyptus Avenue: Widen from 2 lanes to 4 lanes. The Redlands Boulevard/SR-60 Interchange is proposed to be re-configured in the City's CIP, with the anticipated completion in 2023/2024 or later.
- Redlands Boulevard from Encilia Avenue to Cottonwood Avenue. Widen from 2 lanes to 4 lanes. These improvements are included in the City's DIF program. The project will pay DIF fees to these planned improvements.
- Redlands Boulevard from Cottonwood Avenue to Alessandro Boulevard. Widen from 2 lanes to 4 lanes. These improvements are included in the City's DIF program. The project will pay DIF fees to these planned improvements.

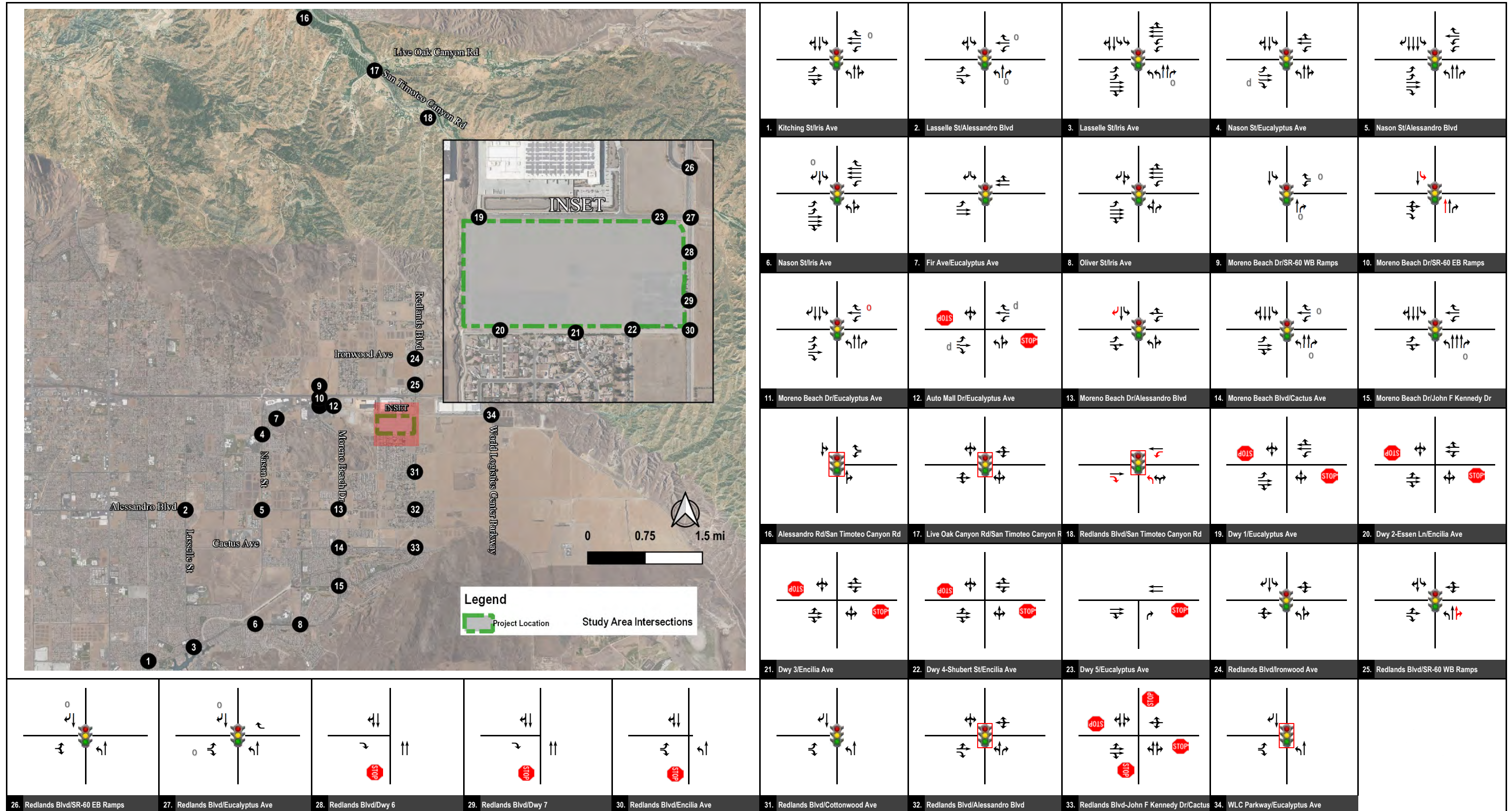


FIGURE 28

Legend
 Traffic Signal
 Stop Sign

**Moreno Valley Trade Center
Opening Year (2024) With Project With Improvements Intersection Geometrics and Stop Control**

Table N: Opening Year (2024) With Project With Improvements Intersection Levels of Service

Intersection	LOS Standard	Jurisdiction	With Project						With Project With Improvements			
			Control	AM Peak Hour		PM Peak Hour		Control	AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS
10 . Moreno Beach Dr/SR-60 EB Ramps	D	Caltrans	Signal	>100	F *	>100	F *	Signal	37.7	D	42.4	D
11 . Moreno Beach Dr/Eucalyptus Ave	D	Moreno Valley	Signal	37.0	D	59.0	E *	Signal	34.2	C	39.7	D
13 . Moreno Beach Dr/Alessandro Blvd	D	Moreno Valley	Signal	72.0	E *	>100	F *	Signal	49.1	D	69.5	E *
16 . Alessandro Rd/San Timoteo Canyon Rd	C	Redlands	AWSC	>100	F *	31.2	D *	Signal	1.2	A	0.7	A
17 . Live Oak Canyon Rd/San Timoteo Canyon Rd	C	Riverside County	AWSC	>100	F *	>100	F *	Signal	26.7	C	14.4	B
18 . Redlands Blvd/San Timoteo Canyon Rd	C	Riverside County	AWSC	>100	F *	>100	F *	Signal	9.8	A	17.2	B
25 . Redlands Blvd/SR-60 WB Ramps	D	Caltrans	Signal	41.6	D	71.7	E *	Signal	36.8	D	59.9	E *
32 . Redlands Blvd/Alessandro Blvd	C	Moreno Valley	AWSC	>100	F *	>100	F *	Signal	22.1	C	64.8	E *
34 . WLC Parkway/Eucalyptus Ave	D	Moreno Valley	TWSC	>100	F *	>100	F *	Signal	12.0	B	29.5	C

Notes:

LOS = Level of Service

- Moreno Beach Drive from SR-60 Westbound Ramps to SR-60 Eastbound Ramps: Widen from 2 lanes to 6 lanes. The Moreno Beach Drive/SR-60 Interchange Phase 2 project is included in the City's Capital Improvement Plan (CIP) and indicates that the design phase was completed in 2019 and construction is anticipated to be completed by December 2021.
- Moreno Beach Drive from SR-60 Eastbound Ramps to Eucalyptus Avenue: Widen from 4 lanes to 6 lanes. These improvements are included in the City's DIF program. The project will pay DIF fees to these planned improvements.

Table O shows the resulting levels of service with the recommended improvements.

8.5 General Plan Build-Out (2040) With Project Intersection Circulation Improvements

Under general plan build-out (2040) with project conditions, the following modifications to intersection configurations are recommended as circulation improvements as follows:

- Moreno Beach Drive/Eucalyptus Avenue: Add overlap phasing to the westbound right-turn lane. These improvements are not included in any fee program and a fair share has been calculated. The project fair share calculation is shown in Table J. As shown in Table J, the project fair share at this intersection is 14.1%.
- Alessandro Boulevard/San Timoteo Canyon Road: Install a traffic signal. This intersection is not included in any fee program and a fair share has been calculated. The project fair share calculation is shown in Table J. As shown in Table J, the project fair share at this intersection is 10.39%.
- Live Oak Canyon Road/San Timoteo Canyon Road: Install a traffic signal. This intersection is not included in any fee program and a fair share has been calculated. The project fair share calculation is shown in Table J. As shown in Table J, the project fair share at this intersection is 9.88%.
- Redlands Boulevard/San Timoteo Canyon Road: Install a traffic signal. Add a northbound left-turn lane, eastbound right-turn lane with overlap phasing, and westbound left-turn lane. This intersection is not included in any fee program and a fair share has been calculated. The project fair share calculation is shown in Table J. As shown in Table J, the project fair share at this intersection is 8.82%.
- Redlands Boulevard/Eucalyptus Avenue: Convert the eastbound left-turn lane to a through-left-turn lane, convert the eastbound left-through-right turn lane to a through-right-turn lane, convert the westbound right-turn lane to a through-right-turn lane. These improvements are included in the City's General Plan. The project will pay DIF fees to these planned improvements.

Figure 29 illustrates the general plan build-out (2040) with project recommended improvements and Table P shows the resulting levels of service.

8.6 General Plan Build-Out (2040) With Project Roadway Segment Circulation Improvements

Under general plan build-out (2040) with project with project conditions, the following modifications to roadway segment configurations are recommended as mitigation measures in accord with CMP requirements as follows:

- San Timoteo Canyon Road from Alessandro Road to Live Oak Canyon Road: Widen from 2 lanes to 4 lanes. These improvements are not included in any fee program and a fair share has been calculated. The project fair share calculation is shown in Table L. As shown in Table L, the project fair share at this roadway segment is 5.2%.
- San Timoteo Canyon Road from Live Oak Canyon Road to Redlands Boulevard: Widen from 2 lanes to 4 lanes. These improvements are not included in any fee program and a fair share has been calculated. The project fair share calculation is shown in Table L. As shown in Table L, the project fair share at this roadway segment is 6.2%.

Table O: Opening Year (2024) With Project With Improvements Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	LOS Standard	With Project				With Project With Improvements			
			Classification	Roadway Capacity	Daily Volume	LOS	Classification	Roadway Capacity	Daily Volume	LOS
1 . San Timoteo Canyon Rd from Alessandro Rd to Live Oak Canyon Rd	City of Redlands/Riverside County	C	2MA	16,100	16,251	F *	4MA	37,200	16,251	C
2 . San Timoteo Canyon Rd from Live Oak Canyon Rd to Redlands Blvd	Riverside County	C	2MA	16,100	20,312	F *	4MA	37,200	20,312	C
3 . Redlands Blvd south of San Timoteo Canyon Rd	Riverside County	C	2MA	16,100	20,676	F *	4MA	37,200	20,676	C
6 . Redlands Blvd from SR-60 WB Ramps to SR-60 EB Ramps	Caltrans	D	2U	12,500	19,807	F *	4D	37,500	19,807	A
7 . Redlands Blvd from SR-60 EB Ramps to Eucalyptus Ave	City of Moreno Valley	D	2U	12,500	19,170	F *	4D	37,500	19,170	A
11 . Redlands Blvd from Encilia Ave to Cottonwood Ave	City of Moreno Valley	C	2U	12,500	14,387	F *	4D	37,500	14,387	A
12 . Redlands Blvd from Cottonwood Ave to Alessandro Blvd	City of Moreno Valley	C	2U	12,500	13,174	F *	4D	37,500	13,174	A
15 . Moreno Beach Dr from SR-60 WB Ramps to SR-60 EB Ramps	Caltrans	D	2U	12,500	19,510	F *	4D	37,500	19,510	A
16 . Moreno Beach Dr from SR-60 EB Ramps to Eucalyptus Ave	City of Moreno Valley	D	4D	37,500	35,471	E *	6D	56,300	35,471	B

Notes:

LOS = Level of Service, 2MA=2-Lane Mountain Arterial, 2U=2-Lane Undivided, 4U=4-Lane Undivided, 6D=6-Lane Divided, 4D=4-Lane Divided, 2UR=2-Lane Undivided Residential

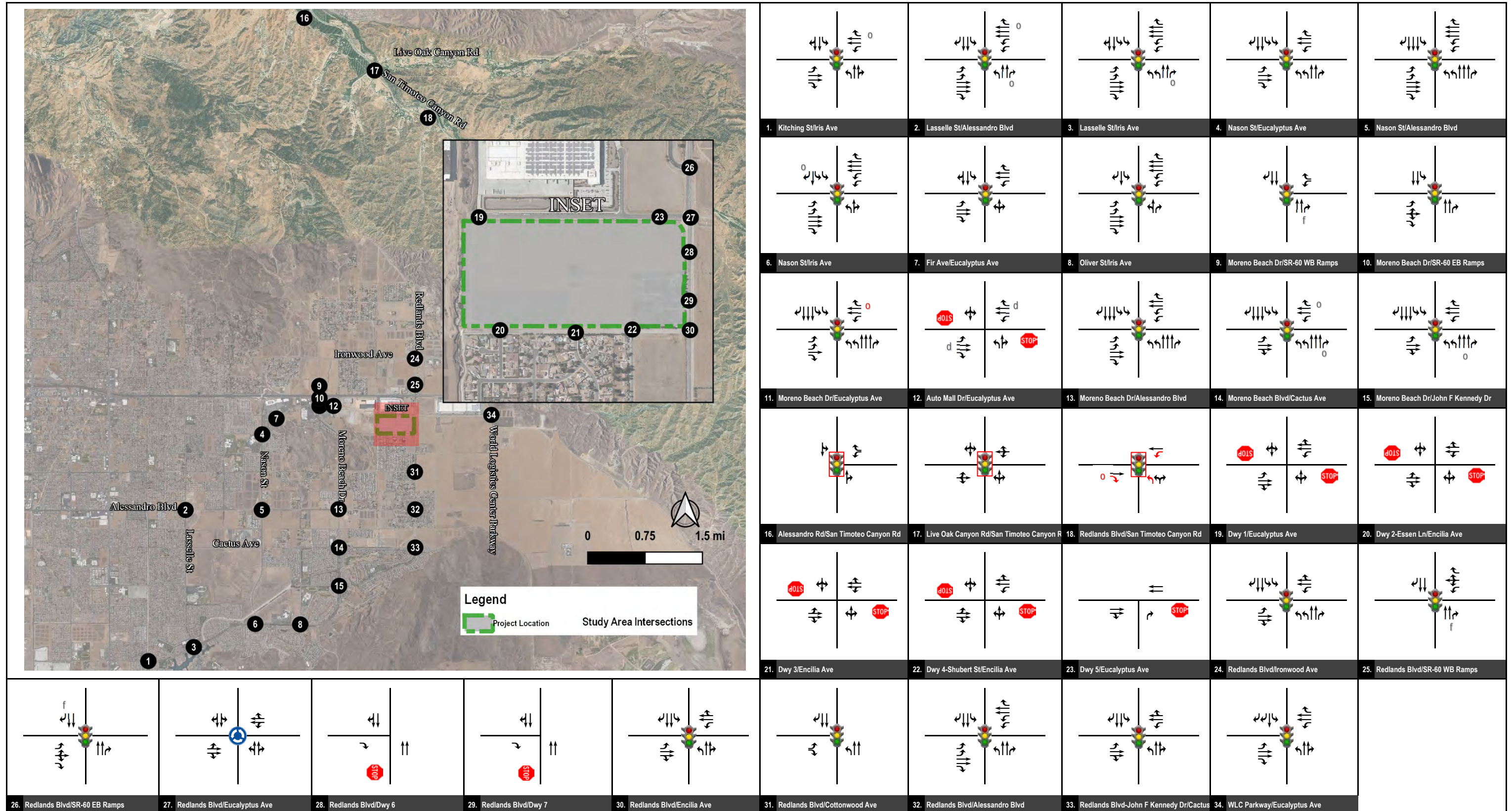


FIGURE 29

Moreno Valley Trade Center
General Plan Build-Out With Project With Improvements Intersection Geometrics and Stop Control

Table P: General Plan Build-Out (2040) With Project With Improvements Intersection Levels of Service

Intersection	LOS Standard	Jurisdiction	With Project				With Project With Improvements					
			Control	AM Peak Hour		PM Peak Hour		Control	AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS
11 . Moreno Beach Dr/Eucalyptus Ave	D	Moreno Valley	Signal	34.8	C	60.8	E *	Signal	33.4	D	45.1	D
16 . Alessandro Rd/San Timoteo Canyon Rd	C	Redlands	AWSC	>100	F *	>100	F *	Signal	1.8	A	1.3	A
17 . Live Oak Canyon Rd/San Timoteo Canyon Rd	C	Riverside County	AWSC	>100	F *	>100	F *	Signal	27.2	C	27.0	C
18 . Redlands Blvd/San Timoteo Canyon Rd	C	Riverside County	AWSC	>100	F *	>100	F *	Signal	16.7	B	20.3	C
27 . Redlands Blvd/Eucalyptus Ave	D	Moreno Valley	Roundabout	10.2	B	42.8	E *	Roundabout	10.1	A	28.3	D

Notes:

LOS = Level of Service

- Redlands Boulevard south of San Timoteo Canyon Road: Widen from 2 lanes to 4 lanes. These improvements are not included in any fee program and a fair share has been calculated. The project fair share calculation is shown in Table L. As shown in Table L, the project fair share at this roadway segment is 5.19%.

Table Q shows the resulting levels of service with the recommended improvements.

9.0 QUEUING ANALYSIS

A queuing analysis was conducted at the study area intersections for the left and right turn lanes under existing, opening year (2024), and general plan build-out (2040) without and with project conditions. The 95th percentile back-of-queue lengths at the study area intersections have been reported. Tables R, S, and T show the queue lengths under each of the analysis years for without and with project conditions. A queuing analysis for with project with improvements conditions under existing, opening year (2024), and general plan build-out (2040) conditions are shown in Tables U, V, and W. The City does not have thresholds of significance for intersection queues and with the implementation of the recommended improvements, the study intersections are forecast to operate at satisfactory levels of service. Therefore, the queuing analysis is for informational purposes only.

10.0 PARKING

On-site parking is illustrated in previously referenced Figure 4. As shown in Figure 4, the 2,000 auto parking stalls for autos are located to the west of the building adjacent to Redlands Boulevard and southeast of the building adjacent to Encillia Avenue. The 128 trailer parking stalls for trucks is provided to the north of the building along Eucalyptus Avenue.

11.0 VEHICLE MILES TRAVELED (VMT) ANALYSIS

Senate Bill 743 (SB-743), which was codified in Public Resources Code section 21099, was signed by the Governor in 2013 and directed the Governor's Office of Planning and Research (OPR) to identify alternative metrics for evaluating transportation impacts under CEQA. Pursuant to Section 21099, the criteria for determining the significance of transportation impacts must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." Recently adopted changes to the CEQA Guidelines in response to Section 21099 include a new section (15064.3) that specifies that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts. A separate Technical Advisory issued by OPR provides additional technical details on calculating VMT and assessing transportation impacts for various types of projects.

The City of Moreno Valley has prepared updated *Traffic Impact Analysis Guidelines* (Guidelines) for Land Use Projects in June 2020 to address changes to CEQA pursuant to SB-743 to include VMT analysis methodology and thresholds. The City recommends using VMT per employee for industrial projects. Based on the Guidelines, a project would result in a significant project generated VMT impact under either of the following conditions:

1. A project would have a significant VMT impact if, in the Existing Plus Project scenario, its net VMT per capita (for residential projects) or per employee (for office and industrial projects) exceeds the average VMT for Moreno Valley. For all other uses, a net increase in VMT would be considered a significant impact.
2. If a project is consistent with the regional RTP/SCS, then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence. If it is not consistent with the RTP/SCS, then it would have a significant VMT impact if:
 - a. For residential projects its net VMT per capita exceeds the average VMT per capita for Moreno Valley in the RTP/SCS horizon-year.
 - b. For office and industrial projects its net VMT per employee exceeds the average VMT per employee for Moreno Valley in the RTP/SCS horizon-year

Table Q: General Plan Build-Out (2040) With Project With Improvements Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	LOS Standard	With Project				With Project With Improvements			
			Classification	Roadway Capacity	Daily Volume	LOS	Classification	Roadway Capacity	Daily Volume	LOS
1 . San Timoteo Canyon Rd from Alessandro Rd to Live Oak Canyon Rd	City of Redlands/Riverside County	C	2MA	16,100	21,502	F *	4MA	37,200	21,502	C
2 . San Timoteo Canyon Rd from Live Oak Canyon Rd to Redlands Blvd	Riverside County	C	2MA	16,100	24,597	F *	4MA	37,200	24,597	C
3 . Redlands Blvd south of San Timoteo Canyon Rd	Riverside County	C	2MA	16,100	26,313	F *	4MA	37,200	26,313	C

Notes:

LOS = Level of Service, 2MA=2-Lane Mountain Arterial, 2U=2-Lane Undivided, 4U=4-Lane Undivided, 6D=6-Lane Divided, 4D=4-Lane Divided, 2UR=2-Lane Undivided Residential

Table R: Existing Queuing Analysis

Intersection	Movement	Storage Length (In Feet)	Without Project		With Project	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
			Queue Length ¹	Queue Length ¹	Queue Length ¹	Queue Length ¹
1 . Kitching Street/Iris Avenue	NBL	180	190	90	190	90
	SBL	200	75	85	75	85
	EBL	135	100	140	100	140
	WBL	115	170	170	170	190
	WBR	500	5	0	0	0
2 . Lasselle Street/Alessandro Boulevard	NBL	200	315	225	315	225
	NBR	120	20	30	25	35
	SBL	150	45	35	45	35
	EBL	175	55	95	55	95
	EBR	65	70	135	70	130
	WBL	150	130	155	130	155
3 . Lasselle Street/Iris Avenue	WBR	25	0	0	0	5
	NBL	200	200	135	200	140
	NBR	200	270	205	285	230
	SBL	200	85	115	85	115
	EBL	200	80	95	80	95
4 . Nason Street/Eucalyptus Avenue	WBL	220	140	160	225	165
	NBL	300	150	80	145	80
	SBL	175	35	45	35	45
	EBL	200	275	70	275	70
	EBR	25	115	0	125	0
	WBL	200	195	180	185	155
5 . Nason Street/Alessandro Boulevard	NBL	275	115	100	115	100
	NBR	275	0	15	0	20
	SBL	270	100	95	100	95
	SBR	330	30	10	30	10
	EBL	250	60	55	50	45
	EBR	125	0	10	15	5
	WBL	250	70	25	45	30
	WBR	250	20	15	5	5
6 . Nason Street/Iris Avenue	NBL	100	30	40	30	40
	SBL	200	175	150	175	150
	SBR	200	65	130	65	155
	EBL	260	160	115	165	110
	WBL	150	40	50	35	50
	WBR	160	5	5	5	0
7 . Fir Avenue/Eucalyptus Avenue	SBL	250	125	155	125	155
	SBR	400	25	30	25	30
	EBL	200	45	40	45	35
8 . Oliver Street/Iris Avenue	NBR	50	0	0	0	0
	SBR	480	65	0	65	0
	EBL	225	280	85	265	75
	WBL	250	60	85	60	85
9 . Moreno Beach Dr/SR-60 Westbound Ramps	NBR	200	0	0	0	0
	SBL	175	110	65	115	70
	WBL	150	125	130	120	130
	WBR	1220	10	15	10	15
10 . Moreno Beach Dr/SR-60 Eastbound Ramps	NBR	445	80	0	0	5
	EBR	590	55	105	55	130
11 . Moreno Beach Dr/Eucalyptus Avenue	NBL	240	125	150	130	150
	NBR	100	0	0	0	0
	SBL	120	180	60	195	155
	SBR	150	95	25	25	25
	EBL	225	85	160	105	180
	EBR	150	25	30	25	30
	WBL	115	45	60	50	80
	WBR	140	0	65	20	90
12 . Auto Mall Dr/Eucalyptus Avenue	NBL	120	25	25	25	25
	EBL	50	0	0	0	0
	EBR	25	0	0	0	0
	WBL	85	0	0	0	25
	WBR	25	0	0	0	0
13 . Moreno Beach Dr/Alessandro Boulevard	NBL	125	165	70	125	105
	SBL	275	30	40	30	40
	EBL	100	105	120	80	100
	WBL	175	75	75	80	120

Table R: Existing Queuing Analysis

Intersection	Movement	Storage Length (In Feet)	Without Project		With Project	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
			Queue Length ¹	Queue Length ¹	Queue Length ¹	Queue Length ¹
14 . Moreno Beach Boulevard/Cactus Avenue	NBL	200	135	160	165	160
	NBR	820	5	0	5	15
	SBL	200	35	55	25	50
	EBL	150	105	130	105	130
	WBL	150	50	45	50	45
15 . Moreno Beach Dr/John F Kennedy Dr	WBR	215	0	0	0	0
	NBL	275	30	35	30	35
	NBR	250	15	15	15	25
	SBL	350	200	150	120	150
	EBL	100	120	80	120	80
24 . Redlands Boulevard/Ironwood Avenue	WBL	325	245	305	245	325
	WBR	660	45	10	45	10
	NBL	325	60	20	55	20
	SBL	350	15	20	15	20
	SBR	85	35	60	35	60
25 . Redlands Boulevard/SR-60 Westbound Ramps	NBL	125	10	0	10	0
	NBR	250	5	30	5	55
	SBL	325	330	520	340	525
	EBR	25	0	0	0	0
26 . Redlands Boulevard/SR-60 Eastbound Ramps	NBL	300	105	110	115	190
	SBR	70	0	0	5	0
27 . Redlands Boulevard/Eucalyptus Avenue	NBL	100	35	35	70	170
	SBR	390	5	5	5	0
	EBR	315	5	10	60	65
30 . Redlands Boulevard/Encilia Avenue	EBL	600	25	25	75	475
	EBR	600	0	0	0	25
31 . Redlands Boulevard/Cottonwood Avenue	NBL	100	35	30	40	30
	SBR	200	10	10	10	10
	EBL	300	45	25	50	25
	EBR	300	30	20	30	20
32 . Redlands Boulevard/Alessandro Boulevard	NBR	290	25	25	25	25
	EBR	45	25	25	25	25
34 . WLC Parkway/Eucalyptus Avenue	NBL	100	25	0	25	25
	SBR	100	0	0	0	0
	EBL	240	25	25	25	25
	EBR	240	25	25	25	25

Notes:

Bold = Queue exceeds storage length.

¹Queues reported are 95th Percentile queue lengths per movement in feet.

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, L = Left, T = Through, R = Right.

Table S: Opening Year (2024) Queuing Analysis

Intersection	Movement	Storage Length (In Feet)	Without Project		With Project	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
			Queue Length ¹	Queue Length ¹	Queue Length ¹	Queue Length ¹
1 . Kitching Street/Iris Avenue	NBL	180	235	120	235	130
	SBL	200	105	130	105	145
	EBL	135	120	190	120	190
	WBL	115	205	210	205	165
	WBR	500	5	15	0	0
2 . Lasselle Street/Alessandro Boulevard	NBL	200	420	335	420	335
	NBR	120	45	55	50	55
	SBL	150	100	70	100	70
	EBL	175	80	165	80	165
	EBR	65	95	155	95	155
	WBL	150	165	205	165	215
3 . Lasselle Street/Iris Avenue	WBR	25	5	5	0	5
	NBL	200	300	210	315	210
	NBR	200	535	355	545	380
	SBL	200	110	165	110	165
	EBL	200	80	105	80	95
4 . Nason Street/Eucalyptus Avenue	WBL	220	380	505	275	525
	NBL	300	215	150	215	150
	SBL	175	40	50	40	50
	EBL	200	360	90	360	90
	EBR	25	180	25	180	25
5 . Nason Street/Alessandro Boulevard	WBL	200	245	190	245	180
	NBL	275	180	275	180	275
	NBR	275	40	110	40	130
	SBL	270	145	230	145	230
	SBR	330	40	30	40	30
	EBL	250	55	60	55	60
6 . Nason Street/Iris Avenue	EBR	125	85	30	25	25
	WBL	250	165	80	160	80
	WBR	250	20	30	20	30
	NBL	100	35	65	35	65
	SBL	200	290	285	290	300
	SBR	200	105	305	105	305
7 . Fir Avenue/Eucalyptus Avenue	EBL	260	240	160	235	140
	WBL	150	40	55	40	50
	WBR	160	5	5	5	5
	SBL	250	155	235	155	235
	SBR	400	110	40	55	40
8 . Oliver Street/Iris Avenue	EBL	200	20	30	20	25
	NBR	50	0	10	0	10
	SBR	480	75	55	75	55
	EBL	225	350	130	360	130
9 . Moreno Beach Dr/SR-60 Westbound Ramps	WBL	250	70	100	70	100
	NBR	200	0	0	0	0
	SBL	175	160	95	155	95
	WBL	150	240	270	240	265
10 . Moreno Beach Dr/SR-60 Eastbound Ramps	WBR	1220	10	20	10	20
	NBR	445	55	115	25	90
	EBR	590	60	260	215	510
11 . Moreno Beach Dr/Eucalyptus Avenue	NBL	240	195	240	190	250
	NBR	100	5	0	15	15
	SBL	120	150	70	220	165
	SBR	150	25	5	15	5
	EBL	225	85	230	135	230
	EBR	150	55	110	70	35
	WBL	115	70	115	75	130
12 . Auto Mall Dr/Eucalyptus Avenue	WBR	140	0	70	20	90
	NBL	120	25	25	25	30
	EBL	50	0	0	0	0
	EBR	25	0	0	0	0
	WBL	85	0	0	0	25
13 . Moreno Beach Dr/Alessandro Boulevard	WBR	25	0	0	0	0
	NBL	125	365	235	370	240
	SBL	275	45	75	45	75
	EBL	100	240	425	245	435
	WBL	175	130	200	145	250

Table S: Opening Year (2024) Queuing Analysis

Intersection	Movement	Storage Length (In Feet)	Without Project		With Project	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
			Queue Length ¹	Queue Length ¹	Queue Length ¹	Queue Length ¹
14 . Moreno Beach Boulevard/Cactus Avenue	NBL	200	220	80	220	55
	NBR	820	5	0	5	0
	SBL	200	55	75	55	70
	EBL	150	120	150	120	150
	WBL	150	105	80	105	80
15 . Moreno Beach Dr/John F Kennedy Dr	WBR	215	35	20	35	20
	NBL	275	50	45	50	45
	NBR	250	15	35	15	35
	SBL	350	145	180	155	185
	EBL	100	140	100	140	100
24 . Redlands Boulevard/Ironwood Avenue	WBL	325	355	355	355	370
	WBR	660	40	20	55	20
	NBL	325	60	70	55	65
	SBL	350	35	75	35	75
	SBR	85	50	80	50	80
25 . Redlands Boulevard/SR-60 Westbound Ramps	NBL	125	20	5	20	5
	NBR	250	35	55	15	70
	SBL	325	570	645	570	660
	EBR	25	0	0	0	0
26 . Redlands Boulevard/SR-60 Eastbound Ramps	NBL	300	170	230	205	320
	SBR	70	10	5	5	20
27 . Redlands Boulevard/Eucalyptus Avenue						
	SBR	390	0	0	25	0
30 . Redlands Boulevard/Encilia Avenue	EBL	600	25	25	100	525
	EBR	600	0	0	25	25
31 . Redlands Boulevard/Cottonwood Avenue	NBL	100	60	40	60	40
	SBR	200	10	10	10	10
	EBL	300	50	30	55	30
	EBR	300	35	25	35	25
32 . Redlands Boulevard/Alessandro Boulevard	NBR	290	25	25	25	30
	EBR	45	25	25	25	25
34 . WLC Parkway/Eucalyptus Avenue	NBL	100	25	90	30	115
	SBR	100	0	0	0	0
	EBL	240	290	805	300	830
	EBR	240	195	235	205	305

Notes:

Bold = Queue exceeds storage length.

¹Queues reported are 95th Percentile queue lengths per movement in feet.

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, L = Left, T = Through, R = Right.

Table T: General Plan Build-Out (2040) Queuing Analysis

Intersection	Movement	Storage Length (In Feet)	Without Project		With Project	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
			Queue Length ¹	Queue Length ¹	Queue Length ¹	Queue Length ¹
1 . Kitching Street/Iris Avenue	NBL	180	315	180	315	155
	SBL	200	140	275	140	260
	EBL	135	115	185	115	180
	EBR	150	55	110	55	95
	WBL	115	740	880	740	860
	WBR	500	0	0	0	20
2 . Lasselle Street/Alessandro Boulevard	NBL	200	285	240	285	240
	NBR	120	85	70	80	75
	SBL	150	105	115	100	115
	SBR	150	55	40	55	40
	EBL	175	75	100	75	100
	EBR	65	105	150	105	150
	WBL	150	95	115	95	115
	WBR	25	5	0	5	0
3 . Lasselle Street/Iris Avenue	NBL	200	310	245	310	245
	NBR	200	710	295	765	315
	SBL	200	135	235	135	235
	EBL	200	90	120	90	110
	EBR	150	35	85	40	270
	WBL	220	375	505	375	505
	WBR	150	5	5	5	5
	NBL	300	170	85	170	85
4 . Nason Street/Eucalyptus Avenue	NBR	150	135	395	135	405
	SBL	175	25	30	25	30
	SBR	150	35	40	35	40
	EBL	200	280	110	280	110
	EBR	150	245	135	245	135
	WBL	200	565	685	565	695
	WBR	150	5	0	5	0
	NBL	275	145	185	145	185
5 . Nason Street/Alessandro Boulevard	NBR	275	40	160	45	170
	SBL	270	140	215	140	215
	SBR	330	70	55	70	55
	EBL	250	130	180	130	175
	EBR	125	270	120	265	115
	WBL	250	170	80	170	85
	WBR	250	30	60	30	55
	NBL	100	35	65	35	65
6 . Nason Street/Iris Avenue	SBL	200	330	265	330	265
	SBR	200	300	935	330	935
	EBL	260	270	195	265	195
	EBR	150	0	0	0	0
	WBL	150	20	40	20	35
	WBR	160	265	480	265	490
	SBL	250	195	280	195	280
	EBL	200	200	115	195	110
7 . Fir Avenue/Eucalyptus Avenue	EBR	150	5	10	5	10
	WBL	250	65	85	65	80
	WBR	150	95	85	95	75
	NBR	50	0	10	0	10
	SBL	250	45	60	45	60
	SBR	480	80	60	80	60
	EBL	225	180	80	180	80
	EBR	150	5	0	5	5
8 . Oliver Street/Iris Avenue	WBL	250	40	50	40	50
	WBR	150	5	0	5	0
	NBR	200	40	45	55	145
	SBR	150	25	30	25	30
	WBL	150	310	360	310	360
	WBR	1220	15	30	15	30
	NBR	445	160	180	170	0
	EBR	590	165	305	230	455
9 . Moreno Beach Dr/SR-60 Westbound Ramps	NBL	240	100	160	100	160
	NBR	100	0	0	0	0
	SBL	120	130	140	175	230
	SBR	150	65	110	55	95
	EBL	225	240	290	240	295
	EBR	150	75	15	70	15
	WBL	115	70	115	70	120
	WBR	140	115	115	65	295
10 . Auto Mall Dr/Eucalyptus Avenue	NBL	120	25	25	25	0
	EBL	50	0	0	0	0
	EBR	25	0	0	0	0
	WBL	85	0	25	0	0
	WBR	25	0	0	0	0
	NBL	125	90	70	90	70
	NBR	150	30	35	35	45
	SBL	275	50	75	50	75
11 . Moreno Beach Dr/Alessandro Boulevard	SBR	150	60	75	60	75
	EBL	100	95	105	90	115
	EBR	150	95	55	90	55
	WBL	175	140	155	145	175
	WBR	150	0	50	0	50

Table T: General Plan Build-Out (2040) Queuing Analysis

Intersection	Movement	Storage Length (In Feet)	Without Project		With Project	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
			Queue Length ¹	Queue Length ¹	Queue Length ¹	Queue Length ¹
14 . Moreno Beach Boulevard/Cactus Avenue	NBL	200	110	105	110	105
	NBR	820	0	0	0	0
	SBL	200	30	70	30	70
	SBR	150	65	15	65	15
	EBL	150	115	135	115	135
	WBL	150	120	110	150	110
	WBR	215	35	30	35	30
15 . Moreno Beach Dr/John F Kennedy Dr	NBL	275	25	35	25	35
	NBR	250	30	35	30	40
	SBL	350	65	65	65	65
	SBR	150	30	5	30	5
	EBL	100	160	110	160	110
	WBL	325	530	495	535	520
	WBR	660	60	15	60	15
24 . Redlands Boulevard/Ironwood Avenue	NBL	325	55	45	55	50
	NBR	150	20	10	25	20
	SBL	350	25	40	25	40
	SBR	85	55	90	55	95
	EBL	250	130	185	130	185
	WBL	250	100	90	100	90
	WBR	300	50	35	55	40
25 . Redlands Boulevard/SR-60 Westbound Ramps	NBR	500	0	0	0	0
	SBR	300	5	25	5	10
	WBL	500	170	125	185	190
	WBR	300	50	35	55	40
26 . Redlands Boulevard/SR-60 Eastbound Ramps	NBR	350	20	30	25	40
	SBR	350	0	0	0	0
	EBR	350	75	215	115	250
	WBR	300	50	35	55	40
30 . Redlands Boulevard/Encilla Avenue	NBL	250	10	-	-	-
	SBL	200	120	155	120	-
	SBR	150	20	35	40	-
	EBL	250	105	180	130	-
	WBL	250	45	45	45	-
31 . Redlands Boulevard/Cottonwood Avenue	NBL	100	70	45	65	40
	SBR	200	30	60	20	10
	EBL	300	55	105	55	105
	EBR	300	40	30	40	30
	WBR	300	40	30	40	30
32 . Redlands Boulevard/Alessandro Boulevard	NBL	250	50	45	50	45
	NBR	150	35	45	40	45
	SBL	250	115	115	115	115
	SBR	150	10	145	15	185
	EBL	250	115	85	140	115
	EBR	50	0	0	0	0
	WBL	250	75	55	75	55
33 . Redlands Boulevard/Cactus Avenue	WBR	150	0	0	0	0
	NBL	250	60	65	60	65
	SBL	250	85	35	75	40
	SBR	150	75	70	80	75
	EBL	250	145	155	150	160
34 . WLC Parkway/Eucalyptus Avenue	WBL	250	185	155	185	155
	NBL	100	145	190	155	210
	SBL	150	85	120	85	120
	SBR	100	140	5	145	5
	EBL	240	110	580	110	590
	EBR	150	55	65	60	65
	WBL	250	205	100	205	100
	WBR	150	10	0	10	0

Notes:

Bold = Queue exceeds storage length.

¹Queues reported are 95th Percentile queue lengths per movement in feet.

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, L = Left, T = Through, R = Right.

Table U: Existing With Project With Improvements Queuing Analysis

Intersection	Movement	Storage Length (In Feet)	Without Project		With Project With Improvements	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
			Queue Length ¹	Queue Length ¹	Queue Length ¹	Queue Length ¹
10 . Moreno Beach Dr/SR-60 EB Ramps	NBR	445	0	0	0	0
	EBR	590	0	0	55	90
	SBL	250	0	0	35	25
16 . Alessandro Rd/San Timoteo Canyon Rd	WBL	625	0	0	165	150
	WBR	25	0	0	40	20
18 . Redlands Blvd/San Timoteo Canyon Rd	NBL	250	0	0	195	210
	EBR	350	0	0	225	325
32 . Redlands Blvd/Alessandro Blvd	NBR	290	0	0	15	20
	EBR	50	0	0	20	20

Notes:

Bold = Queue exceeds storage length.

¹Queues reported are 95th Percentile queue lengths per movement in feet.

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, L = Left, T = Through, R = Right.

Table V: Opening Year (2024) With Project With Improvements Queuing Analysis

Intersection	Movement	Storage Length (In Feet)	With Project With Improvements	
			AM Peak Hour	PM Peak Hour
			Queue Length ¹	Queue Length ¹
10 . Moreno Beach Dr/SR-60 Eastbound Ramps	NBR	445	85	55
	EBR	590	255	405
11 . Moreno Beach Dr/Eucalyptus Avenue	NBL	240	190	215
	NBR	100	15	0
	SBL	120	330	270
	SBR	150	45	120
	EBL	225	130	110
	EBR	150	70	35
	WBL	115	70	130
13 . Moreno Beach Dr/Alessandro Boulevard	WBR	140	25	235
	NBL	125	280	225
	SBL	275	45	75
	EBL	100	255	405
16 . Alessandro Rd/San Timoteo Canyon Rd	WBL	175	130	240
	WBL	625	275	160
	WBR	25	65	25
18 . Redlands Blvd/San Timoteo Canyon Rd	NBL	250	215	235
	WBL	250	130	205
	EBR	350	125	360
25 . Redlands Boulevard/SR-60 Westbound Ramps	NBL	125	35	15
	SBL	325	545	590
	EBR	25	0	0
32 . Redlands Boulevard/Alessandro Boulevard	NBR	290	25	30
	EBR	50	15	20
34 . WLC Parkway/Eucalyptus Avenue	NBL	100	80	250
	SBR	100	65	35
	EBL	240	65	140
	EBR	240	30	25

Notes:

Bold = Queue exceeds storage length.

¹Queues reported are 95th Percentile queue lengths per movement in feet.

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, L = Left, T = Through, R = Right.

Table W: General Plan Build-Out (2040) Queuing Analysis

Intersection	Movement	Storage Length (In Feet)	With Project With Improvements	
			AM Peak Hour	PM Peak Hour
			Queue Length ¹	Queue Length ¹
11 . Moreno Beach Dr/Eucalyptus Avenue	NBL	240	100	135
	NBR	100	0	0
	SBL	120	175	185
	SBR	150	50	50
	EBL	225	240	250
	EBR	150	70	15
	WBL	115	75	135
16 . Alessandro Rd/San Timoteo Canyon Rd	WBR	140	120	380
	WBL	625	270	180
18 . Redlands Blvd/San Timoteo Canyon Rd	WBR	25	45	25
	NBL	250	200	465
	WBL	250	230	285
	EBR	350	350	205

Notes:

Bold = Queue exceeds storage length.

¹Queues reported are 95th Percentile queue lengths per movement in feet.

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, L = Left, T = Through, R = Right.

- c. For all other land development project types, a net increase in VMT in the RTP/SCS horizon-year would be considered a significant impact.

While the City doesn't specify impact thresholds for project effect on VMT, the Guidelines require disclosure of the cumulative link-level boundary VMT per service population within City of Moreno Valley increases under the plus project condition compared to the no project condition.

Analysis Methodology. The VMT analysis was conducted using two steps. First, the Per Employee VMT was calculated from the Riverside Transportation Analysis Model (RivTAM). Since the project includes characteristics which reduce VMT but cannot be evaluated using the RivTAM, those calculations were conducted off-model. The methodology for the analysis is discussed below.

- **RivTAM Calculations.** The RivTAM uses a base year of 2012 and a future year of 2040. Both the base year and future year models were run for the without and with project scenarios. VMT outputs are included in Appendix F A. Consistent to the Guidelines, the baseline (2020) conditions VMT was calculated by interpolating between the Base Year (2012) and Future Year (2040) RivTAM runs. As with the Baseline Without Project Conditions, the Project Baseline (2020) conditions were calculated by interpolating between the Base Year (2012) and Future Year (2040) RivTAM runs. The base and future year "plus project" conditions VMT was derived by adding the project land use to a separate TAZ and full model runs were performed to isolate the VMT for the project.
- **Off-Model Calculations.** The RivTAM is not very responsive to some land use inputs such as increased density, bicycle and pedestrian connections, and proximity to transit (for example, TAZs are typically large which precludes the 0.25-mile transit accessibility radius). VMT reductions from such inputs are typically conducted outside the model. This section discusses the methodology applied for project characteristics that cannot be adequately evaluated in the model. The project includes the following Project Design Features (PDFs) that the RivTAM is not responsive to:
 - With the completion of the project, new trails on the west side of the project will be constructed within the project property line and will extend to the north and south from Encilia Avenue to Eucalyptus Avenue. Due to the fact that the RivTAM does not adequately account for active transportation modes, VMT reductions due to the trail completion was based on percentage reduction in VMT under a business as usual (no trail scenario) and reductions under "with trail" conditions from the California Emissions Estimator Model (CalEEMod). It should be noted that since only percentage reductions were used, trip parameters in the CalEEMod were not changed.
 - The project will implement a voluntary commute trip reduction program where employees are encouraged to commute via an alternative mode of transportation at least one day a week (including carpooling, vanpooling, transit, walking, bicycling, telecommuting, compressed work week, etc.).
 - The project will be located on Redlands Boulevard adjacent to a residential neighborhood. An increase in the diversity of land uses near the project can decrease VMT, since trips between land use types are shorter and may be accommodated by non-auto modes of transport.

PROJECT ANALYSIS

RivTAM Analysis. As stated earlier, the first part of the VMT analysis was conducted using the RivTAM. Table X summarizes the findings of the Base Year (2012) model runs and the Future Year (2040) model runs respectively. As seen on Table X, the Future Year (2040) project VMT per employee is 12.38 miles, which is less than the City of Moreno Valley VMT/Capita of 12.43 miles, showing a less than significant impact under cumulative conditions.

Table X: Project VMT

	Total Homebased Work VMT	Total Employment	VMT/Employee
Year 2012			
Project	23,359	2,000	11.68
City of Moreno Valley			11.00
Year 2040			
Project	24,770	2,000	12.38
City of Moreno Valley			12.43
Year 2020			
Project	23,762	2,000	11.88
City of Moreno Valley			11.41
Project as a Percentage of City			104.13%

Based on the City's Guidelines, Baseline 2020 VMT was calculated by interpolating between the model base and future years. Table X shows the resulting Baseline 2020 VMT for the City and the Project. As seen in Table X, the project VMT per employee is 11.88 miles, which is 4.13% greater than the City of Moreno Valley VMT/Employee of 11.41 miles. The City also requires analysis of project effect on VMT within the City's roadways for disclosure although no thresholds are specified. This analysis was based on the RivTAM. Tables Y show the results of the analysis for the Base Year (2012), Future Year (2040), and Baseline Year (2020) conditions. As seen from Table Y, the project does not increase VMT per employee within the City limits under all scenarios.

Off-Model Analysis. As stated earlier, specific project design features that cannot be conducted using the RivTAM were calculated separately using CalEEMod and CAPCOA guidelines. Table Z shows the calculations for these reductions. CalEEMod worksheets are included in Appendix F. Table AA shows the project generated VMT after accounting for these project features. As shown on Table AA, the project VMT is lower than the City VMT for both the baseline and cumulative conditions.

Based on the evaluation described above, with the implementation of the project design features, the project will have less than significant VMT impacts under CEQA.

12.0 CALTRANS ANALYSIS

With the implementation of SB 743, Caltrans has recently approved the Caltrans *Vehicle Miles Traveled-Focused Transportation Impact Study Guide* (May 2020). The guidelines consider different types of transportation impacts than previously examined. When analyzing the impact of VMT on the State Highway System resulting from local land use projects, the focus will no longer be on traffic at intersections and roadways immediately around project sites. Instead, the focus will be on how projects are likely to influence the overall amount of automobile use. Caltrans review of land use projects and plans will be focused on a VMT metric, consistent with the changes to the CEQA guidelines. Beyond the VMT metric, additional future guidance will include the bases for requesting transportation impact analysis that is not based on VMT and will include a simplified safety analysis approach that reduces risks to all road users and focuses on multi-modal conflict analysis as well as access management issues. With this guidance, Caltrans will transition away from requesting LOS or other vehicle operations analysis of land use projects. Although Caltrans is shifting away from vehicle LOS for land use projects, Caltrans District 8 has requested that a vehicle LOS analysis be conducted for the project. The following discusses the Caltrans traffic analysis and includes the forecast traffic volume methodology and levels of service analyses.

12.1 Analysis Scenarios

Based on Caltrans guidelines, traffic conditions were analyzed for the following scenarios:

1. Existing Conditions;
2. Existing plus Project Conditions;
3. 2040 Conditions; and
4. 2040 plus Project Conditions.

12.2 Freeway Analysis

A freeway analysis was conducted for the project consistent with HCM 6th Edition methodology, which uses vehicle density (passenger cars per mile per lane) as the LOS criteria. The existing traffic volumes are based on data from Caltrans and conservation of flow was applied to the freeway facilities to obtain consistent traffic volumes. Year 2040 traffic volumes were developed using the MVTM consistent with the methodology described earlier in the report in chapter 4.3. Detailed volume development worksheets are included in Appendix B.

Table Y: Project Effect on VMT

	Without Project	With Project	Difference
Year 2012			
Total VMT	1,717,720	1,734,283	16,563
Service Population	225,662	227,662	2,000
VMT per Service Population	7.6	7.6	0.0
Year 2040			
Total VMT	2,783,726	2,778,457	(5,269)
Service Population	307,007	309,007	2,000
VMT per Service Population	9.1	9.0	-0.1
Year 2020			
Total VMT	2,022,293	2,032,618	10,325
Service Population	248,903	250,903	2,000
VMT per Service Population	8.0	8.0	0.0

Table Z: VMT Reductions due to Project Design Features

	Annual VMT	% Reduction	Source
Project VMT (Without PDFs)	15,540,009		CalEEMod
Project Design Features		-	CalEEMod
- Pedestrian Connections Off-Site	-	-	CalEEMod
- Increase Diversity	-	-	CalEEMod
- Implement Trip Reduction Program	-	-	CalEEMod
VMT Reduction Due to PDFs	953,004		
Project VMT (With PDFs)	14,587,005	6.1%	

Table AA: Project VMT With Project Design Features

	Project VMT/Employee	% of City VMT
Baseline (2020) Project VMT/Employee	11.88	104.13%
Baseline (2020) Project VMT/Employee After PDF	11.15	97.75%
Year 2040 Project VMT/Employee	12.38	99.61%
Year 2040 Project VMT/Employee After PDF	11.63	93.50%

12.3 Existing Freeway Levels of Service

A level of service analysis was conducted for the study area freeway facilities under existing conditions to determine current circulation system performance. Detailed volume development worksheets are included in Appendix C. The existing levels of service for the study area freeway facilities are summarized in Table BB. Level of service calculation worksheets are contained in Appendix D. As shown in Table BB, the following segments are forecast to operate at unsatisfactory levels of service:

- State Route 60 Eastbound: Byrne Road to Valley Way (a.m. and p.m. peak hours);
- State Route 60 Eastbound: Valley Way to Rubidoux Boulevard (a.m. and p.m. peak hours);
- State Route 60 Eastbound: Rubidoux Boulevard to Market Street (a.m. and p.m. peak hours);
- State Route 60 Eastbound: Market Street to Main Street (a.m. and p.m. peak hours);
- Interstate 215 Southbound: SR-91 to 3rd Street (a.m. peak hour);
- Interstate 215 Southbound: Martin Luther King Boulevard to Central Avenue (p.m. peak hour);
- Interstate 215 Southbound: Central Avenue to Box Springs Road (p.m. peak hour);
- Interstate 215 Southbound: Box Springs Road to I-215 (p.m. peak hour);
- State Route 60 Eastbound: Pigeon Pass Road to Heacock Street (p.m. peak hour);
- Interstate 215 Northbound: Box Springs Road to Central Avenue (a.m. and p.m. peak hours);
- Interstate 215 Northbound: Martin Luther King Boulevard to University Avenue (a.m. peak hour);
- State Route 60 Westbound: SR-91 to Main Street (a.m. peak hour); and
- State Route 60 Westbound: Main Street to Market Street (a.m. peak hour).

12.4 Existing With Project Freeway Levels of Service

A level of service analysis was conducted for the study area freeway facilities under existing with project conditions to determine current circulation system performance. Detailed volume development worksheets are included in Appendix C. The existing levels of service for the study area freeway facilities are summarized in Table BB. Level of service calculation worksheets are contained in Appendix D. As shown in Table BB, the following segments are forecast to operate at unsatisfactory levels of service:

- State Route 60 Eastbound: Byrne Road to Valley Way (a.m. and p.m. peak hours);
- State Route 60 Eastbound: Valley Way to Rubidoux Boulevard (a.m. and p.m. peak hours);
- State Route 60 Eastbound: Rubidoux Boulevard to Market Street (a.m. and p.m. peak hours);
- State Route 60 Eastbound: Market Street to Main Street (a.m. and p.m. peak hours);
- Interstate 215 Southbound: SR-91 to 3rd Street (a.m. peak hour);
- Interstate 215 Southbound: Martin Luther King Boulevard to Central Avenue (p.m. peak hour);
- Interstate 215 Southbound: Central Avenue to Box Springs Road (p.m. peak hour);
- Interstate 215 Southbound: Box Springs Road to I-215 (p.m. peak hour);
- State Route 60 Eastbound: Pigeon Pass Road to Heacock Street (p.m. peak hour);
- State Route 60 Eastbound: Heacock Street Perris Boulevard (p.m. peak hour);
- Interstate 215 Northbound: Box Springs Road to Central Avenue (a.m. and p.m. peak hours);
- Interstate 215 Northbound: Martin Luther King Boulevard to University Avenue (a.m. peak hour);
- State Route 60 Westbound: SR-91 to Main Street (a.m. peak hour); and
- State Route 60 Westbound: Main Street to Market Street (a.m. peak hour).

Table BB: Existing With Project Freeway Levels of Service

Freeway Ramp/Segment	Eastbound/Southbound							
	Without Project				With Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Density (pc/mi/ln)		Density (pc/mi/ln)		Density (pc/mi/ln)		Density (pc/mi/ln)	
SR-60								
I-15 to Etiwanda Ave.	21.6	C	23.7	C	21.9	C	24.0	C
Etiwanda Ave. to Country Village Rd.	17.8	B	19.3	C	18.0	B	19.6	C
Country Village Rd. to Pedley Rd.	14.9	B	16.0	B	15.1	B	16.3	B
Pedley Rd. to Pyrite St.	16.2	B	17.5	B	16.4	B	17.8	B
Pyrite St. to Byrne Rd.	20.4	C	19.7	C	20.7	C	20.0	C
Byrne Rd. to Valley Way	38.1	E *	35.8	E *	38.8	E *	36.5	E *
Valley Way to Rubidoux Blvd.	38.2	E *	35.8	E *	38.9	E *	36.7	E *
Rubidoux Blvd. to Market St.	41.2	E *	38.5	E *	42.0	E *	39.4	E *
Market St. to Main St.	-	F *	-	F *	-	F *	-	F *
Main St. to SR-91	32.3	D	25.8	C	32.7	D	26.4	C
I-215								
SR-91 to 3rd St.	35.5	E *	29.0	D	36.2	E *	29.9	D
3rd St. to University Ave.	32.3	D	31.1	D	30.8	D	31.9	D
University Ave. to Martin Luther King Blvd.	30.6	D	29.7	D	31.1	D	30.4	D
Martin Luther King Blvd. to Central Ave.	32.6	D	-	F *	33.4	D	-	F *
Central Ave. to Box Springs Rd.	26.3	C	37.8	E *	26.8	C	38.6	E *
Box Springs Rd. to I-215	27.8	D	-	F *	28.5	D	-	F *
SR-60								
I-215 to Day St.	18.6	B	24.6	C	19.1	B	25.4	C
Day St. to Pigeon Pass Rd.	21.6	C	30.7	D	22.3	C	31.7	D
Pigeon Pass Rd. to Heacock St.	26.2	D	-	F *	27.7	D	-	F *
Heacock St. to Perris Blvd.	23.1	C	32.9	D	24.5	C	35.9	E *
Perris Blvd. to Nason St.	20.7	C	27.2	D	22.1	C	29.7	D
Nason St. to Moreno Beach Dr. Off-Ramp	10.5	A	13.6	B	11.5	B	14.9	B
Moreno Beach Dr. Off-Ramp	13.0	B	15.7	B	13.6	B	16.5	B
Between Moreno Beach Dr. Ramps	11.9	B	15.1	B	12.4	B	15.7	B
Moreno Beach Dr. On-Ramp	14.2	B	17.8	B	14.6	B	18.4	B
Moreno Beach Dr. On-Ramp to Redlands Blvd. Off-Ramp	13.1	B	16.7	B	13.5	B	17.3	B
Redlands Blvd. Off-Ramp ¹	-		-		-		-	
Between Redlands Blvd. Ramps	11.3	B	11.7	B	11.3	B	11.7	B
Redlands Blvd. On-Ramp	12.7	B	13.2	B	12.7	B	13.5	B
East of Redlands Blvd. On-Ramp	12.2	B	12.7	B	12.2	B	13.1	B

Table Y: Existing With Project Freeway Levels of Service

Freeway Ramp/Segment	Westbound/Northbound							
	Without Project				With Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Density (pc/mi/ln)		Density (pc/mi/ln)		Density (pc/mi/ln)		Density (pc/mi/ln)	
SR-60								
East of Redlands Blvd. Off-Ramp	13.6	B	14.8	B	13.8	B	15.2	B
Redlands Blvd. Off-Ramp	17.0	B	18.6	B	17.0	B	18.6	B
Between Redlands Blvd. Ramps	12.9	B	14.4	B	12.9	A	14.4	B
Redlands Blvd. On-Ramp	17.5	B	18.8	B	17.6	B	19.3	B
Redlands Blvd. On-Ramp to Moreno Beach Dr. Off-Ramp	17.5	B	18.8	C	17.7	B	19.4	C
Moreno Beach Dr. Off-Ramp	21.1	C	22.4	C	21.3	C	23.1	C
Between Moreno Beach Dr. Ramps	16.7	B	17.9	B	16.9	B	18.5	C
Moreno Beach Dr. On-Ramp ²	-		-		-		-	
Moreno Beach Dr. to Nason St.	16.6	B	18.0	B	16.9	B	19.4	B
Nason St. to Perris Blvd.	23.0	C	24.5	C	23.5	C	26.6	D
Perris Blvd. to Heacock St.	22.7	C	27.0	D	23.1	C	29.2	D
Heacock St. to Pigeon Pass Rd.	18.5	C	25.0	C	18.9	C	26.8	D
Pigeon Pass Rd. to Day St.	22.9	C	26.3	C	23.2	C	27.7	C
Day St. I-215	22.2	C	28.5	D	22.6	C	30.6	D
I-215								
I-215 to Box Springs Rd.	24.4	C	33.3	D	24.6	C	34.5	D
Box Springs Rd. to Central Ave.	-	F *	44.6	F *	-	F *	-	F *
Central Ave. to Martin Luther King Blvd.	24.6	C	23.0	C	24.8	C	23.7	C
Martin Luther King Blvd. to University Ave.	42.0	E *	33.4	D	42.2	E *	34.3	D
University Ave. to 3rd St.	25.4	C	23.6	C	25.5	C	24.2	C
3rd St. to SR-91	31.4	D	27.6	C	31.6	D	28.2	D
SR-60								
SR-91 to Main St.	-	F *	20.8	C	-	F *	21.4	C
Main St. to Market St.	43.4	E *	26.8	D	43.8	E *	27.4	D
Market St. to Rubidoux Blvd.	26.2	D	29.2	D	26.3	D	29.9	D
Rubidoux Blvd. to Valley Way	25.0	C	27.7	D	25.2	C	28.3	D
Valley Way to Pyrite St.	17.8	B	19.3	C	17.9	B	19.6	C
Pyrite St. to Pedley Rd.	17.7	B	19.1	C	17.8	B	19.4	C
Pedley Rd. to Country Village Rd.	17.6	B	19.1	C	17.7	B	19.4	C
Country Village Rd. to Etiwanda Ave.	20.8	C	23.0	C	21.0	C	23.3	C
Etiwanda Ave. to I-15	16.1	B	14.3	B	16.2	B	14.5	B

As stated in HCM 6th Edition, lane drops at diverge segments are analyzed operationally as basic freeway segments.

Weaving Segment

/ln = passenger cars per mile per lane

12.5 Year 2040 Freeway Levels of Service

A level of service analysis was conducted for the study area freeway facilities under year 2040 conditions to determine current circulation system performance. Detailed volume development worksheets are included in Appendix C. The existing levels of service for the study area freeway facilities are summarized in Table CC. Level of service calculation worksheets are contained in Appendix D. As shown in Table CC, the following segments are forecast to operate at unsatisfactory levels of service:

- State Route 60 Eastbound: Pyrite Street to Byrne Road (a.m. peak hour);
- State Route 60 Eastbound: Byrne Road to Valley Way (a.m. and p.m. peak hours);
- State Route 60 Eastbound: Valley Way to Rubidoux Boulevard (a.m. and p.m. peak hours);
- State Route 60 Eastbound: Rubidoux Boulevard to Market Street (a.m. and p.m. peak hours);
- State Route 60 Eastbound: Market Street to Main Street (a.m. and p.m. peak hours);
- State Route 60 Eastbound: Main Street to SR-91 (a.m. peak hour);
- Interstate 215 Southbound: SR-91 to 3rd Street (a.m. peak hour);
- Interstate 215 Southbound: 3rd Street to University Avenue (a.m. and p.m. peak hours);
- Interstate 215 Southbound: University Avenue to Martin Luther King Boulevard (a.m. and p.m. peak hours);
- Interstate 215 Southbound: Martin Luther King Boulevard to Central Avenue (a.m. and p.m. peak hours);
- Interstate 215 Southbound: Central Avenue to Box Springs Road (a.m. and p.m. peak hours);
- Interstate 215 Southbound: Box Springs Road to I-215 (a.m. and p.m. peak hours);
- State Route 60 Eastbound: I-215 to Day Street (a.m. peak hour);
- State Route 60 Eastbound: Day Street to Pigeon Pass Road (p.m. peak hour);
- State Route 60 Eastbound: Pigeon Pass Road to Heacock Street (p.m. peak hour);
- State Route 60 Eastbound: Heacock Street to Perris Boulevard (p.m. peak hour);
- State Route 60 Eastbound: Perris Boulevard to Nason Street (p.m. peak hour);
- State Route 60 Eastbound: Between Moreno Beach Drive Ramps (p.m. peak hour);
- State Route 60 Eastbound: Moreno Beach Drive On-Ramp (p.m. peak hour);
- State Route 60 Eastbound: Moreno Beach Drive On-Ramp to Redlands Boulevard Off-Ramp (p.m. peak hour);
- State Route 60 Westbound: Redlands Boulevard On-Ramp to Moreno Beach Drive Off-Ramp (a.m. peak hour);
- State Route 60 Westbound: Moreno Beach Drive Off-Ramp (a.m. peak hour);
- State Route 60 Westbound: Nason Street to Perris Boulevard (a.m. peak hour);
- State Route 60 Westbound: Day Street to I-215 (p.m. peak hour);
- Interstate 215 Northbound: I-215 to Box Springs Road (p.m. peak hour);
- Interstate 215 Northbound: Box Springs Road to Central Avenue (a.m. and p.m. peak hours);
- Interstate 215 Northbound: Martin Luther King Boulevard to University Avenue (a.m. and p.m. peak hours);
- Interstate 215 Northbound: 3rd Street to SR-91 (a.m. and p.m. peak hours);
- State Route 60 Westbound: SR-91 to Main Street (a.m. and p.m. peak hours);
- State Route 60 Westbound: Main Street to Market Street (a.m. and p.m. peak hours);
- State Route 60 Westbound: Market Street to Rubidoux Boulevard (p.m. peak hour); and
- State Route 60 Westbound: Rubidoux Boulevard to Valley Way (p.m. peak hour).

Table CC: Year 2040 With Project Freeway Levels of Service

Freeway Ramp/Segment	Eastbound/Southbound							
	Without Project				With Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Density (pc/mi/ln)		Density (pc/mi/ln)		Density (pc/mi/ln)		Density (pc/mi/ln)	
SR - 60								
I-15 to Etiwanda Ave.	34.3	D	25.0	C	34.7	D	25.4	C
Etiwanda Ave. to Country Village Rd.	31.0	D	20.4	C	31.4	D	20.7	C
Country Village Rd. to Pedley Rd.	28.1	D	18.4	C	28.4	D	18.7	C
Pedley Rd. to Pyrite St.	30.9	D	20.2	C	31.2	D	20.4	C
Pyrite St. to Byrne Rd.	37.3	E *	22.8	C	37.8	E *	23.1	C
Byrne Rd. to Valley Way	-	F *	39.1	E *	-	F *	39.9	E *
Valley Way to Rubidoux Blvd.	-	F *	-	F *	-	F *	-	F *
Rubidoux Blvd. to Market St.	-	F *	-	F *	-	F *	-	F *
Market St. to Main St.	-	F *	-	F *	-	F *	-	F *
Main St. to SR-91	-	F *	28.8	D	-	F *	29.3	D
I-215								
SR-91 to 3rd St.	-	F *	34.5	D	-	F *	35.2	E *
3rd St. to University Ave.	-	F *	35.8	E *	-	F *	36.5	E *
University Ave. to Martin Luther King Blvd.	-	F *	35.8	E *	-	F *	36.5	E *
Martin Luther King Blvd. to Central Ave.	-	F *	-	F *	-	F *	-	F *
Central Ave. to Box Springs Rd.	-	F *	-	F *	-	F *	-	F *
Box Springs Rd. to I-215	-	F *	-	F *	-	F *	-	F *
SR-60								
I-215 to Day St.	-	F *	29.4	D	-	F *	30.4	D
Day St. to Pigeon Pass Rd.	25.5	C	-	F *	26.2	C	-	F *
Pigeon Pass Rd. to Heacock St.	34.2	D	-	F *	36.4	E *	-	F *
Heacock St. to Perris Blvd.	31.6	D	-	F *	33.7	D	-	F *
Perris Blvd. to Nason St.	29.1	D	41.9	E *	31.1	D	-	F *
Nason St. to Moreno Beach Dr. Off-Ramp	14.7	B	28.7	D	15.7	B	30.5	D
Moreno Beach Dr. Off-Ramp	16.5	B	28.3	D	17.1	B	29.0	D
Between Moreno Beach Dr. Ramps	16.0	B	37.1	E *	16.4	B	38.3	E *
Moreno Beach Dr. On-Ramp	20.2	C	38.5	E *	20.7	C	-	F *
Moreno Beach Dr. On-Ramp to Redlands Blvd. Off-Ramp	19.2	C	-	F *	19.7	C	-	F *
Between Redlands Blvd. Ramps	15.4	B	30.3	D	15.4	B	30.3	D
Redlands Blvd. On-Ramp	17.6	B	31.0	D	17.6	B	31.3	D
East of Redlands Blvd. On-Ramp	17.1	B	32.6	D	17.2	B	33.2	D

Table Z: Year 2040 With Project Freeway Levels of Service

Freeway Ramp/Segment	Westbound/Northbound							
	Without Project				With Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Density (pc/mi/ln)		Density (pc/mi/ln)		Density (pc/mi/ln)		Density (pc/mi/ln)	
SR-60								
East of Redlands Blvd. Off-Ramp	29.7	D	28.2	D	30.1	D	28.8	D
Redlands Blvd. Off-Ramp	30.9	D	29.9	D	30.9	D	29.9	D
Between Redlands Blvd. Ramps	25.9	C	24.7	C	25.9	D	24.7	C
Redlands Blvd. On-Ramp	32.1	D	30.0	D	32.3	D	30.5	D
Redlands Blvd. On-Ramp to Moreno Beach Dr. Off-Ramp	35.6	E *	31.8	D	35.9	E *	32.8	D
Moreno Beach Dr. Off-Ramp	36.5	E *	33.3	D	36.7	E *	34.0	D
Between Moreno Beach Dr. Ramps	32.8	D	28.6	D	33.1	D	29.4	D
Moreno Beach Dr. to Nason St.	30.3	D	29.8	D	30.6	D	31.4	D
Nason St. to Perris Blvd.	-	F *	30.1	D	39.2	E *	32.9	D
Perris Blvd. to Heacock St.	31.4	D	35.0	D	32.0	D	38.2	E *
Heacock St. to Pigeon Pass Rd.	21.4	C	29.0	D	21.8	C	31.3	D
Pigeon Pass Rd. to Day St.	21.5	C	26.2	C	21.8	C	27.5	C
Day St. I-215	22.2	C	36.9	E *	22.6	C	40.1	E *
I-215								
I-215 to Box Springs Rd.	25.8	C	-	F *	26.0	C	-	F *
Box Springs Rd. to Central Ave.	-	F *	-	F *	-	F *	-	F *
Central Ave. to Martin Luther King Blvd.	28.1	D	32.4	D	28.3	D	33.4	D
Martin Luther King Blvd. to University Ave.	-	F *	-	F *	-	F *	-	F *
University Ave. to 3rd St.	27.6	C	30.8	D	27.7	C	31.4	D
3rd St. to SR-91	-	F *	38.4	E *	-	F *	39.2	E *
SR-60								
SR-91 to Main St.	-	F *	-	F *	-	F *	-	F *
Main St. to Market St.	-	F *	-	F *	-	F *	-	F *
Market St. to Rubidoux Blvd.	29.2	D	-	F *	29.4	D	-	F *
Rubidoux Blvd. to Valley Way	26.5	D	-	F *	26.7	D	-	F *
Valley Way to Pyrite St.	18.7	C	27.2	D	18.8	C	27.6	D
Pyrite St. to Pedley Rd.	18.6	C	29.8	D	18.6	C	30.2	D
Pedley Rd. to Country Village Rd.	18.5	C	29.5	D	18.6	C	30.0	D
Country Village Rd. to Etiwanda Ave.	21.9	C	32.3	D	22.0	C	32.8	D
Etiwanda Ave. to I-15	16.9	B	19.2	C	17.0	B	19.5	C

12.6 Year 2040 With Project Freeway Levels of Service

A level of service analysis was conducted for the study area freeway facilities under year 2040 with project conditions to determine current circulation system performance. Detailed volume development worksheets are included in Appendix C. The existing levels of service for the study area freeway facilities are summarized in Table CC. Level of service calculation worksheets are contained in Appendix D. As shown in Table CC, the following segments are forecast to operate at unsatisfactory levels of service:

- State Route 60 Eastbound: Pyrite Street to Byrne Road (a.m. peak hour);
- State Route 60 Eastbound: Byrne Road to Valley Way (a.m. and p.m. peak hours);
- State Route 60 Eastbound: Valley Way to Rubidoux Boulevard (a.m. and p.m. peak hours);
- State Route 60 Eastbound: Rubidoux Boulevard to Market Street (a.m. and p.m. peak hours);
- State Route 60 Eastbound: Market Street to Main Street (a.m. and p.m. peak hours);
- State Route 60 Eastbound: Main Street to SR-91 (a.m. peak hour);
- Interstate 215 Southbound: SR-91 to 3rd Street (a.m. and p.m. peak hours);
- Interstate 215 Southbound: 3rd Street to University Avenue (a.m. and p.m. peak hours);
- Interstate 215 Southbound: University Avenue to Martin Luther King Boulevard (a.m. and p.m. peak hours);
- Interstate 215 Southbound: Martin Luther King Boulevard to Central Avenue (a.m. and p.m. peak hours);
- Interstate 215 Southbound: Central Avenue to Box Springs Road (a.m. and p.m. peak hours);
- Interstate 215 Southbound: Box Springs Road to I-215 (a.m. and p.m. peak hours);
- State Route 60 Eastbound: I-215 to Day Street (a.m. peak hour);
- State Route 60 Eastbound: Day Street to Pigeon Pass Road (p.m. peak hour);
- State Route 60 Eastbound: Pigeon Pass Road to Heacock Street (a.m. and p.m. peak hours);
- State Route 60 Eastbound: Heacock Street to Perris Boulevard (p.m. peak hour);
- State Route 60 Eastbound: Perris Boulevard to Nason Street (p.m. peak hour);
- State Route 60 Eastbound: Between Moreno Beach Drive Ramps (p.m. peak hour);
- State Route 60 Eastbound: Moreno Beach Drive On-Ramp (p.m. peak hour);
- State Route 60 Eastbound: Moreno Beach Drive On-Ramp to Redlands Boulevard Off-Ramp (p.m. peak hour);
- State Route 60 Westbound: Redlands Boulevard On-Ramp to Moreno Beach Drive Off-Ramp (a.m. peak hour);
- State Route 60 Westbound: Moreno Beach Drive Off-Ramp (a.m. peak hour);
- State Route 60 Westbound: Nason Street to Perris Boulevard (a.m. peak hour);
- State Route 60 Westbound: Perris Boulevard to Heacock Street (p.m. peak hour);
- State Route 60 Westbound: Day Street to I-215 (p.m. peak hour);
- Interstate 215 Northbound: I-215 to Box Springs Road (p.m. peak hour);
- Interstate 215 Northbound: Box Springs Road to Central Avenue (a.m. and p.m. peak hours);
- Interstate 215 Northbound: Martin Luther King Boulevard to University Avenue (a.m. and p.m. peak hours);
- Interstate 215 Northbound: 3rd Street to SR-91 (a.m. and p.m. peak hours);
- State Route 60 Westbound: SR-91 to Main Street (a.m. and p.m. peak hours);
- State Route 60 Westbound: Main Street to Market Street (a.m. and p.m. peak hours);
- State Route 60 Westbound: Market Street to Rubidoux Boulevard (p.m. peak hour); and
- State Route 60 Westbound: Rubidoux Boulevard to Valley Way (p.m. peak hour).

13.0 IMPACT CRITERIA FOR CEQA DETERMINATION

This section evaluates the CEQA checklist for impact evaluation.

A. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The project is consistent with the City's adopted plans and policies. With implementation of the recommended improvements, the project has less than significant impacts based on the City's impact criteria. The project would not conflict with adopted policies supporting alternative transportation modes. The project will not change roadway designations from those in the City's General Plan. The project will also not result in removal of any of the facilities listed above. Therefore, the project impact is considered less than significant.

B. Conflict or be inconsistent with CEQA Guidelines 15064.3, subdivision (b)?

The Future Year (2040) project VMT per employee is 12.38 miles, which is less than the City of Moreno Valley VMT/employee of 12.43 miles, showing a less than significant impact under cumulative conditions.

The project effect on VMT under Base Year (2012), Future Year (2040), and Baseline Year (2020) conditions does not increase VMT per employee within the City limits under all scenarios.

Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The design of driveways and other project access locations will be based on City Code, which sets the standard for such design. It is not anticipated that traffic hazards will increase, therefore, the project impact is considered less than significant.

C. Result in inadequate emergency access?

The proposed driveways will be designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes, and building codes established by the City's Engineering and Fire Departments. The project will not increase delays on street segments substantially, therefore, the project will not result in inadequate emergency access, and the project impact is considered less than significant.

14.0 SUMMARY & CONCLUSIONS

The proposed project is forecast to generate 554 new PCE trips in the a.m. peak hour, 1,118 new PCE trips in the p.m. peak hour, and 7,903 new PCE daily trips. Based on the intersection and roadway segment LOS analysis, with the construction of the circulation improvements, intersections and roadway segments will operate at satisfactory LOS.

APPENDIX A: SCOPING AGREEMENT



SCOPING AGREEMENT FOR TRAFFIC IMPACT ANALYSIS

Date: January 29, 2020

This letter acknowledges the City of Moreno Valley Transportation Engineering Division requirements for the traffic impact analysis of the following project.

Case No. NOT AVAILABLE
Project Name: Moreno Valley Trade Center
Project Address: Southwest corner of Redlands Blvd. and Eucalyptus Ave.
Project Description: 1,332,380 SF E-Commerce Building

	<u>Consultant</u>	<u>Developer</u>
Name:	Translutions, Inc.	Hillwood Development
Address:	17632 Irvine Blvd., Suite 200	901 Via Piemonte, Suite 175
	Tustin, CA 92780	Ontario, CA 91764
Telephone:	(949) 656-3131	

I. Background

The proposed development is located on a vacant parcel at the southwest corner of Redlands Blvd./Eucalyptus Ave. in the City of Moreno Valley. The project is a 1,332,380 SF E-Commerce building. Project access will be via one full-access driveway and right-out only for trucks on Eucalyptus Ave., two right-in/right-out access driveways on Redlands Blvd., and three full-access driveways on Encilia Ave. The southerly driveway on Redlands Boulevard will include inbound truck access and prohibit outbound truck traffic. On-site features will be developed to prohibit outbound truck traffic. See Figure (Site Plan) for the access locations.

II. Trip Geographic Distribution and Assignment*

*Trip Distribution/Trip Assignment diagrams for autos and trucks are included in the attached Figures 4 thru 8.

III. Site Trip Generation Forecast

A. Trip Generation is based on surveys of similar E-Commerce facilities and applied to the project. Surveys will be included in the Appendices of this TIA.

- B. AM Peak: 7:00-9:00 AM (based upon existing 24-hour traffic counts)
- C. PM Peak: 4:00-6:00 PM (based upon existing 24-hour traffic counts)
- D. Intersection and link acceptable Level of Service “D” for some intersections and links and Level of Service “C” for others based upon the current City policy. (Use Highway Capacity Manual - latest edition - operations procedures; parameters per County of Riverside Traffic Impact Analysis Guidelines.)

Proposed Use Rates*

*Proposed Use rates for the project are included in the Trip Generation Table attached as Tables A.

Existing Use Rates*

Land Use (per unit): Daily: AM: PM:

Internal Trip Allowance: Yes _____ No X Percentage _____

Pass-by Trip Allowance: Yes _____ No X Percentage _____

Use	Size	Unit	AM Peak Hour		AM Total	PM Peak Hour		PM Total	Daily Trips
			In	Out		In	Out		
E-Commerce*	1,332.38	TSF	413	122	554	567	550	1,118	7,903
Existing/ Approved									
Difference									

* **Source:** Trips are based on surveys of local E-Commerce facilities and applied to the project.

IV. Specific Project Issues to be Analyzed

- A. The focus of this traffic study will be on addressing the adequacy of site access and identifying specific near-term and future circulation improvements required in the study area to maintain acceptable peak hour and daily levels of service (LOS).
- B. The traffic study shall address the project traffic impacts at all study intersections listed in Section VI and provide appropriate mitigation measures if applicable. Peak-hour traffic signal warrants shall be evaluated for all intersections that are not currently signalized.
- C. Using Synchro software, the traffic study shall provide a Queuing Analysis section to determine the 95th percentile queues and the minimum requirement of

storage length for right and left-turn movements at all studied intersections based on forecasted E+P (V.C), Opening Year + Project (V.E) and GP Buildout (V.E if applicable) traffic volumes.

- D. Qualitative assessment of existing and planned non-motorized facilities (e.g., pedestrians, bike routes, trails, etc.) within the study area. The TIA will analyze and recommend trail crossing solutions on Eucalyptus Avenue and Encilia Avenue that connects the existing Class I trail to the new Class I trail along the west side of the project.
- E. Discussion of employee parking based on building area and anticipated employment forecasts.
- F. Discussion of truck access between SR-60 and the project site.
- G. The traffic study shall be updated with VMT analysis after the City has adopted VMT threshold and guidelines as required by SB 743.
- H. For any facilities impacted by the project that requires mitigation measures, the traffic study will identify the amount of impact by project generated traffic (in percentage) and determine the fair share calculations for each of the required mitigation measures.

V. Study of Horizon Years

- A. Existing
- B. Existing + Project
- C. Opening Year (2024) – Existing + 2% per year growth for 5 years (10.41%) + cumulative projects in the vicinity.
- D. Opening Year + Project (2024)
- E. General Plan Build-out
- F. General Plan Build-out + Project

*****Opening year should have five (5) year minimum horizon**

VI. Facilities to be Studied (See Figures 2 and 3 for Intersection/Roadway Segment Maps)

- A. Intersections
 - 1. Laselle St/Iris Ave
 - 2. Nason St/Alessandro Blvd
 - 3. Nason St/Iris Ave
 - 4. Oliver St/Iris Ave
 - 5. Alessandro Rd/San Timoteo Canyon Rd
 - 6. Live Oak Canyon Rd/San Timoteo Canyon Rd
 - 7. Redlands Blvd/San Timoteo Canyon Rd
 - 8. Moreno Beach Dr/SR-60 WB Ramps
 - 9. Moreno Beach Dr/SR-60 EB Ramps
 - 10. Moreno Beach Dr/Eucalyptus Ave
 - 11. Auto Mall Dr/Eucalyptus Ave
 - 12. Moreno Beach Dr/Alessandro Blvd

13. Moreno Beach Blvd/Cactus Ave
14. Moreno Beach Dr/JFK Dr
15. Dwy 1/Eucalyptus Ave
16. Dwy 2-Essen Ln/Encilia Ave
17. Dwy 3-Shubert St/Encilia Ave
18. Dwy 4/Eucalyptus Ave
19. Redlands Blvd/Ironwood Ave
20. Redlands Blvd/SR-60 WB Ramps
21. Redlands Blvd/SR-60 EB Ramps
22. Redlands Blvd/Eucalyptus Ave
23. Redlands Blvd/Dwy 6
24. Redlands Blvd/Dwy 7
25. Redlands Blvd/Encilia Ave
26. Redlands Blvd/Cottonwood Ave
27. Redlands Blvd/Alessandro Blvd
28. Redlands Blvd-JFK Dr/Cactus Ave
29. Kitching St/Iris Ave
30. Lasselle St/Alessandro Blvd
31. World Logistics Center Parkway/Eucalyptus Ave
32. Fir Ave/Eucalyptus Ave
33. Nason St/Eucalyptus Ave
34. Dwy 5/Encilia Ave

B. Roadway Segments

1. San Timoteo Canyon Rd from Alessandro Rd to Live Oak Canyon Rd
2. San Timoteo Canyon Rd from Live Oak Canyon Rd to Redlands Blvd
3. Redlands Blvd south of San Timoteo Canyon Rd
4. Redlands Blvd north of Ironwood Ave
5. Redlands Blvd from Ironwood Ave to SR-60 WB Ramps
6. Redlands Blvd from SR-60 WB Ramps to SR-60 EB Ramps
7. Redlands Blvd from SR-60 EB Ramps to Eucalyptus Ave
8. Redlands Blvd from Eucalyptus Ave to Driveway 6
9. Redlands Blvd from Driveway 6 to Driveway 7
10. Redlands Blvd from Driveway 7 to Encilia Ave
11. Redlands Blvd from Encilia Ave to Cottonwood Ave
12. Redlands Blvd from Cottonwood Ave to Alessandro Blvd
13. Redlands Blvd from Alessandro Blvd to Cactus Ave
14. JFK Dr from Cactus Ave to Moreno Beach Dr
15. Moreno Beach Dr from SR-60 WB Ramps to SR-60 EB Ramps
16. Moreno Beach Dr from SR-60 EB Ramps to Eucalyptus Ave
17. Moreno Beach Dr from Alessandro Blvd to Cactus Ave
18. Moreno Beach Dr from Cactus Ave to JFK Dr
19. Moreno Beach Dr from JFK Dr to Oliver St
20. Iris Ave From Nason St to Oliver St
21. Iris Ave From Lasselle St to Nason St
22. Iris Ave From Kitching St to Lasselle St

23. Eucalyptus Ave from Nason St to Fir Ave
24. Eucalyptus Ave from Fir Ave to Moreno Beach Dr
25. Eucalyptus Ave from Moreno Beach Dr to Auto Mall Dr
26. Eucalyptus Ave from Auto Mall Dr to Driveway 1
27. Eucalyptus Ave from Driveway 1 to Aldi PI
28. Eucalyptus Ave Aldi PI to Driveway 4
29. Eucalyptus Ave from Driveway 4 to Redlands Blvd
30. Eucalyptus Ave from Redlands Blvd to World Logistics Center Parkway
31. Encilia Ave from Essen Ln to Shubert St
32. Encilia Ave Shubert St to Redlands Blvd
33. Alessandro Blvd from Lasselle St to Nason St
34. Alessandro Blvd from Nason St to Moreno Beach Dr
35. Alessandro Blvd from Moreno Beach Dr to Redlands Blvd

VII. Deliverables

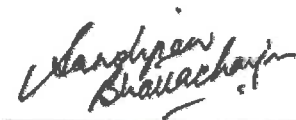
- A. Draft traffic impact study (2 copies + pdf file on a CD or USB drive)
- B. Final traffic impact study (4 copies + pdf file on a CD or USB drive)

All draft and final traffic impact studies shall be delivered with the \$3,118 review fee to the Permit Technician, Land Development Division, Moreno Valley City Hall, 14177 Frederick Street, Moreno Valley, CA 92552. Please contact the Land Development Division at 951-413-3110 prior to the delivery of the traffic study.

A signed copy of this Scoping Agreement must be included in the submitted draft and final traffic impact studies.

If you have any questions regarding this *Scoping Agreement*, please contact Eric Lewis at (951) 413-3140.

Recommended By:

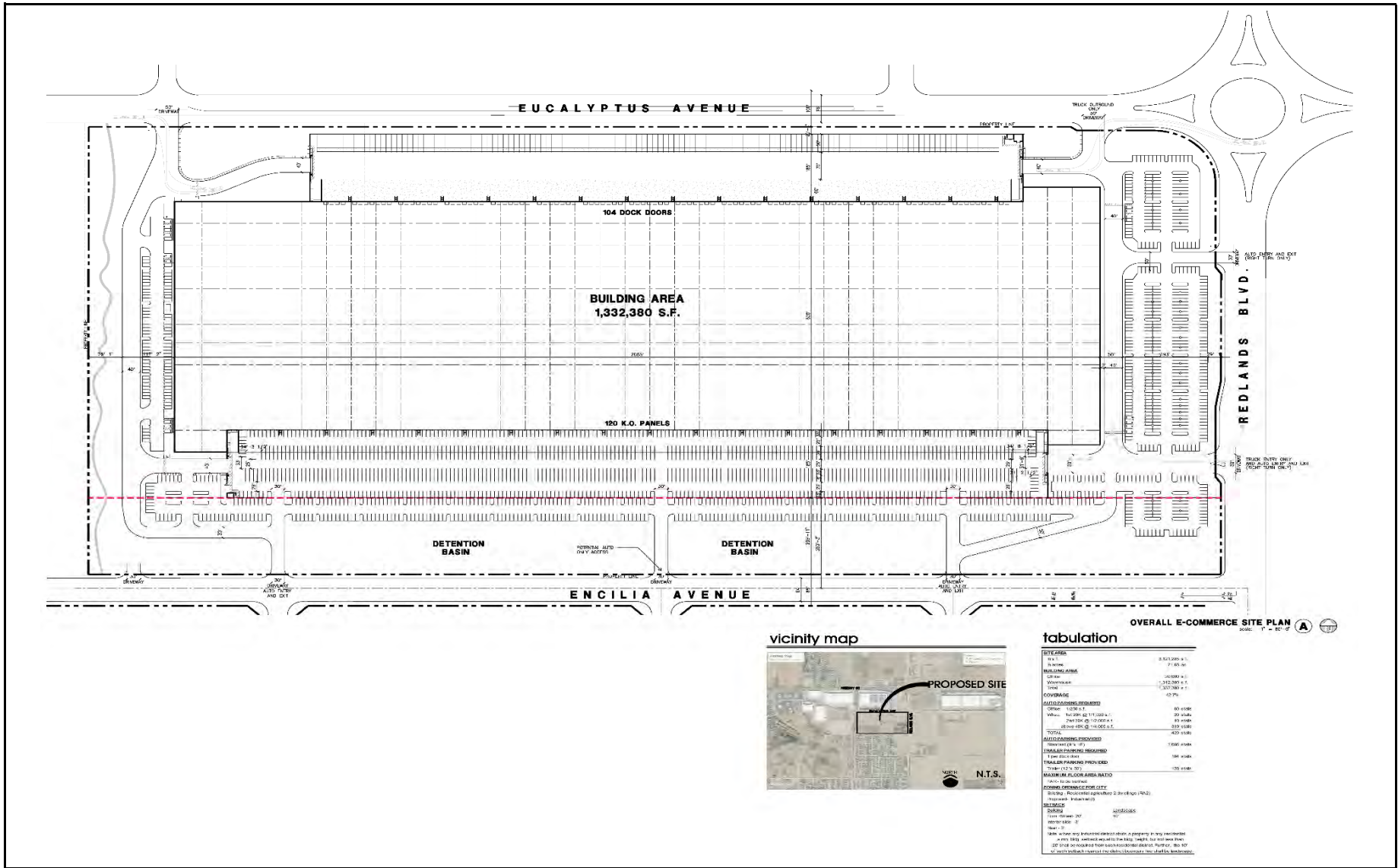


Sandipan Bhattacharjee, P.E., T.E., AICP
Translutions, Inc.

Approved By:



Eric Lewis, P.E., T.E.
City Traffic Engineer



Source: HPA Architecture (October 3, 2019)

FIGURE 1

Moreno Valley Trade Center
Site Plan



Table A - Project Trip Generation (Weighted Average)

Land Use	Units	Peak Hour						Daily	
		AM Peak Hour			PM Peak Hour				
		In	Out	Total	In	Out	Total		
Total Vehicle Rates									
Total Vehicle Rates									
Trip Generation Rates ¹	1,332.38	TSF	0.2910	0.0717	0.3673	0.4087	0.3883	0.7970	4.9591
Trip Generation			388	96	489	545	517	1062	6,607
Passenger Car Equivalent Rates Calculations									
Passenger Cars									
Trip Generation Rates ¹	1,332.38	TSF	0.2800	0.0592	0.3392	0.3998	0.3733	0.7731	4.3155
Trip Generation			373	79	452	533	497	1030	5,750
PCE Factor ²			1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCEs			373	79	452	533	497	1030	5,750
2-Axle Trucks									
Trip Generation Rates ¹			0.0009	0.0009	0.0019	0.0002	0.0010	0.0011	0.1329
Trip Generation			1	1	3	0	1	2	177
PCE Factor ²			1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCEs			2	2	5	0	2	3	266
3-Axle Trucks									
Trip Generation Rates ¹			0.0027	0.0030	0.0057	0.0013	0.0025	0.0038	0.1149
Trip Generation			4	4	8	2	3	5	153
PCE Factor ²			2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCEs			8	8	16	4	6	10	306
4-Axle Trucks									
Trip Generation Rates ¹			0.0074	0.0085	0.0205	0.0074	0.0116	0.0190	0.3957
Trip Generation			10	11	27	10	15	25	527
PCE Factor ²			3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCEs			30	33	81	30	45	75	1,581
Total Project Trip Generation (Trips, By Vehicle Type)									
Warehouse	1,332.38	TSF							
Passenger Cars			373	79	452	533	497	1,030	5,750
2-Axle Trucks			1	1	3	0	1	2	177
3-Axle Trucks			4	4	8	2	3	5	153
4+ Axle Trucks			10	11	27	10	15	25	527
All Trucks			15	16	38	12	19	32	857
Total Vehicles			403	95	490	545	516	1,062	6,607
Total Project Trip Generation (Passenger Car Equivalent Trips, By Vehicle Type)									
Passenger Cars			373	79	452	533	497	1,030	5,750
Truck PCE									
2-Axle Trucks			2	2	5	0	2	3	266
3-Axle Trucks			8	8	16	4	6	10	306
4+ Axle Trucks			30	33	81	30	45	75	1,581
Total Truck PCE			40	43	102	34	53	88	2,153
Total PCE			413	122	554	567	550	1,118	7,903

¹ Trips based on Surveys and application to Proposed Project.

² Recommended PCE Factor per SBCTA Guidelines

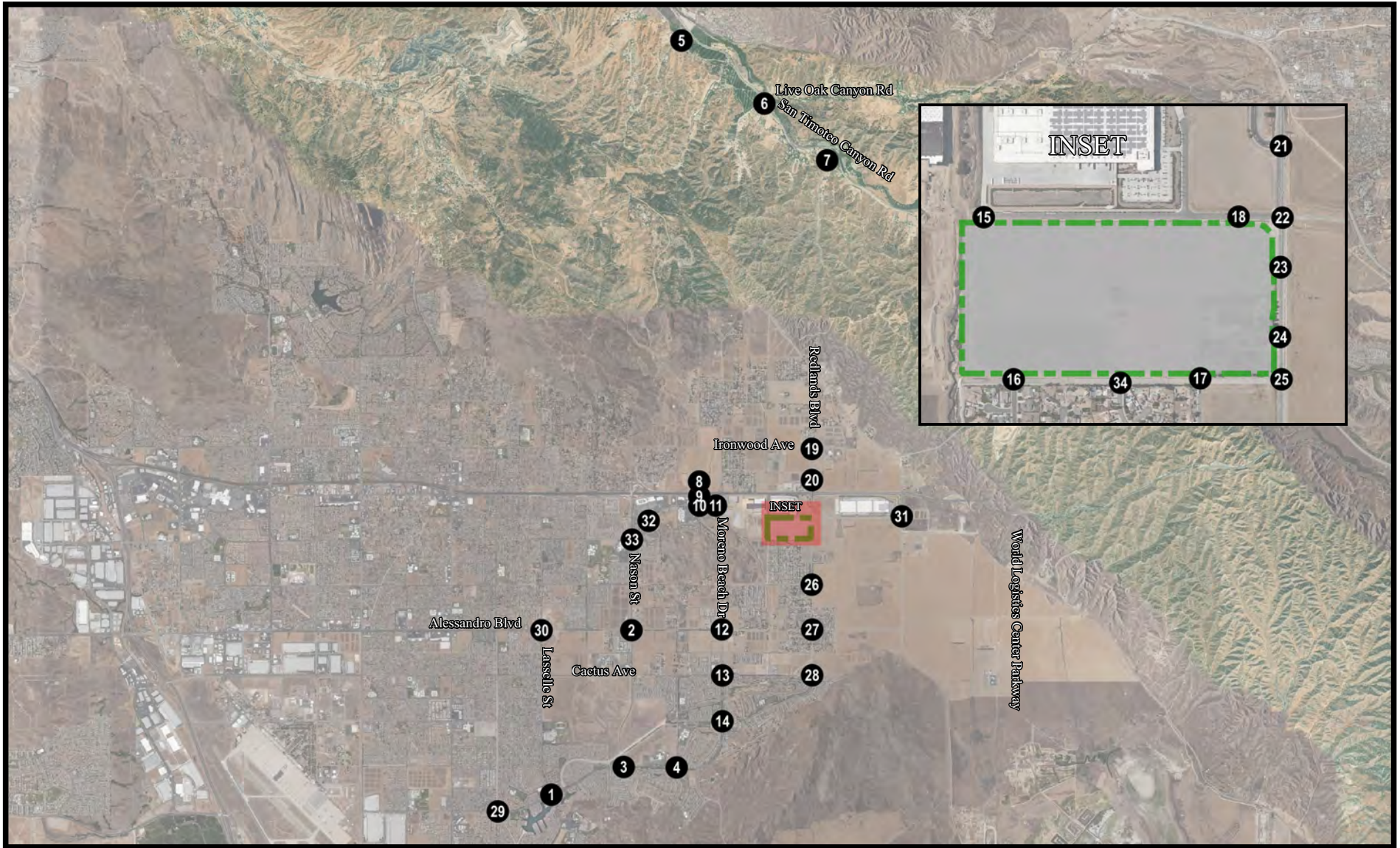


FIGURE 2

Legend

- Project Location
- Study Area Intersections

Moreno Valley Trade Center
Study Area Intersections



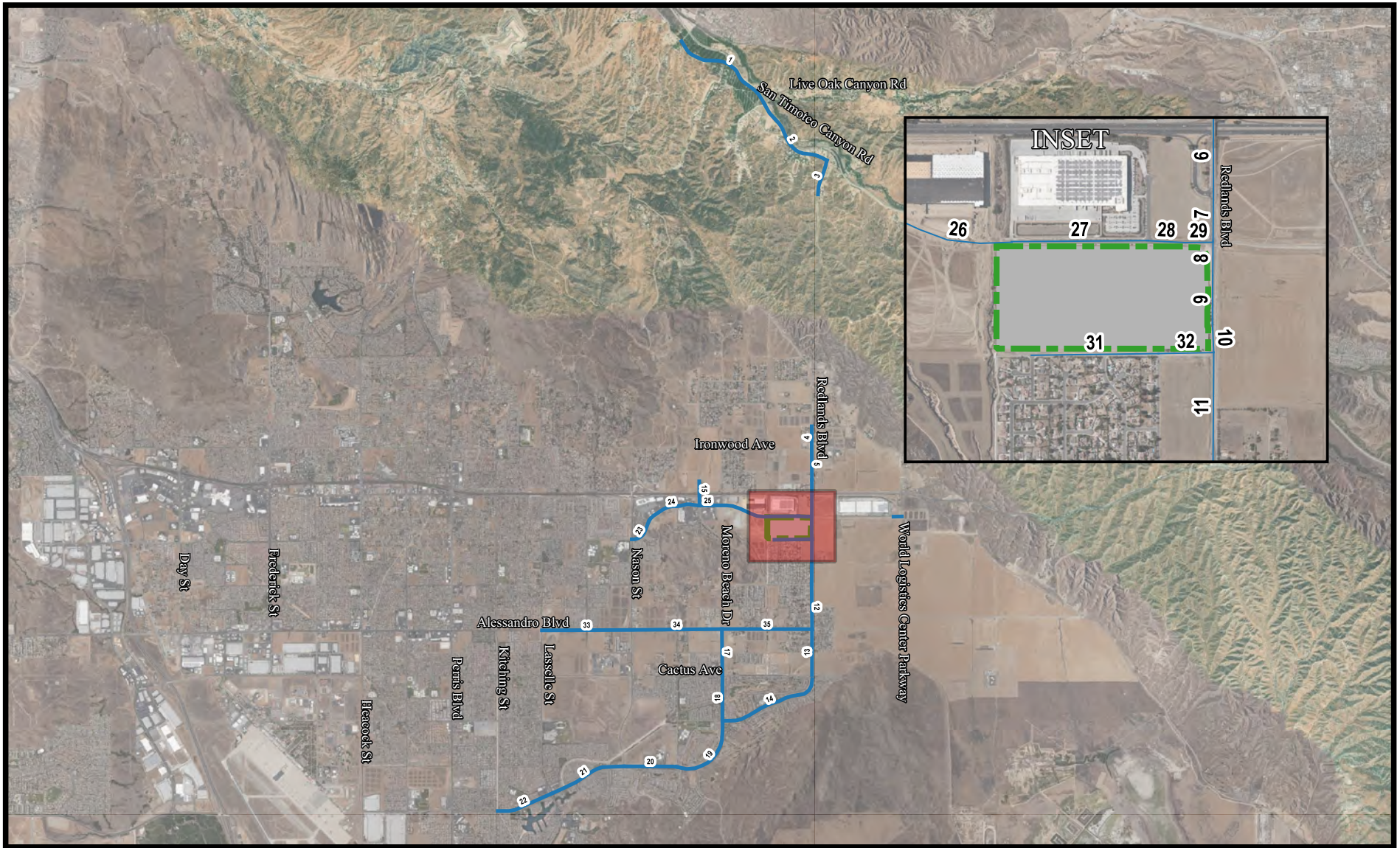


FIGURE 3

Legend

-  Project Location
-  Study Area Roadway Segments

Moreno Valley Trade Center
Study Area Roadway Segments



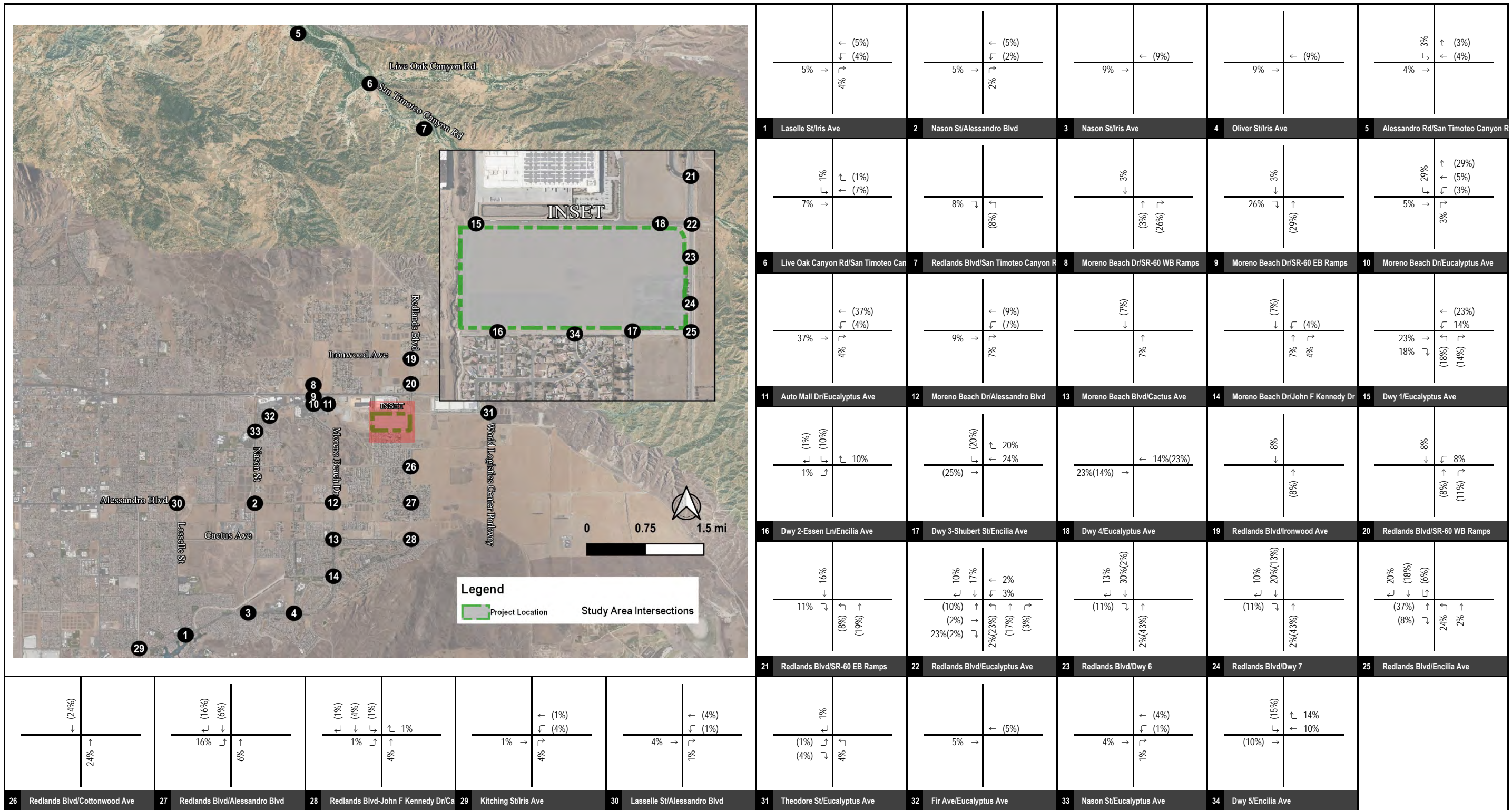


FIGURE 4

XX%(YY%) Inbound%(Outbound%) Distribution

**Moreno Valley Trade Center
Project Trip Distribution (Autos)**



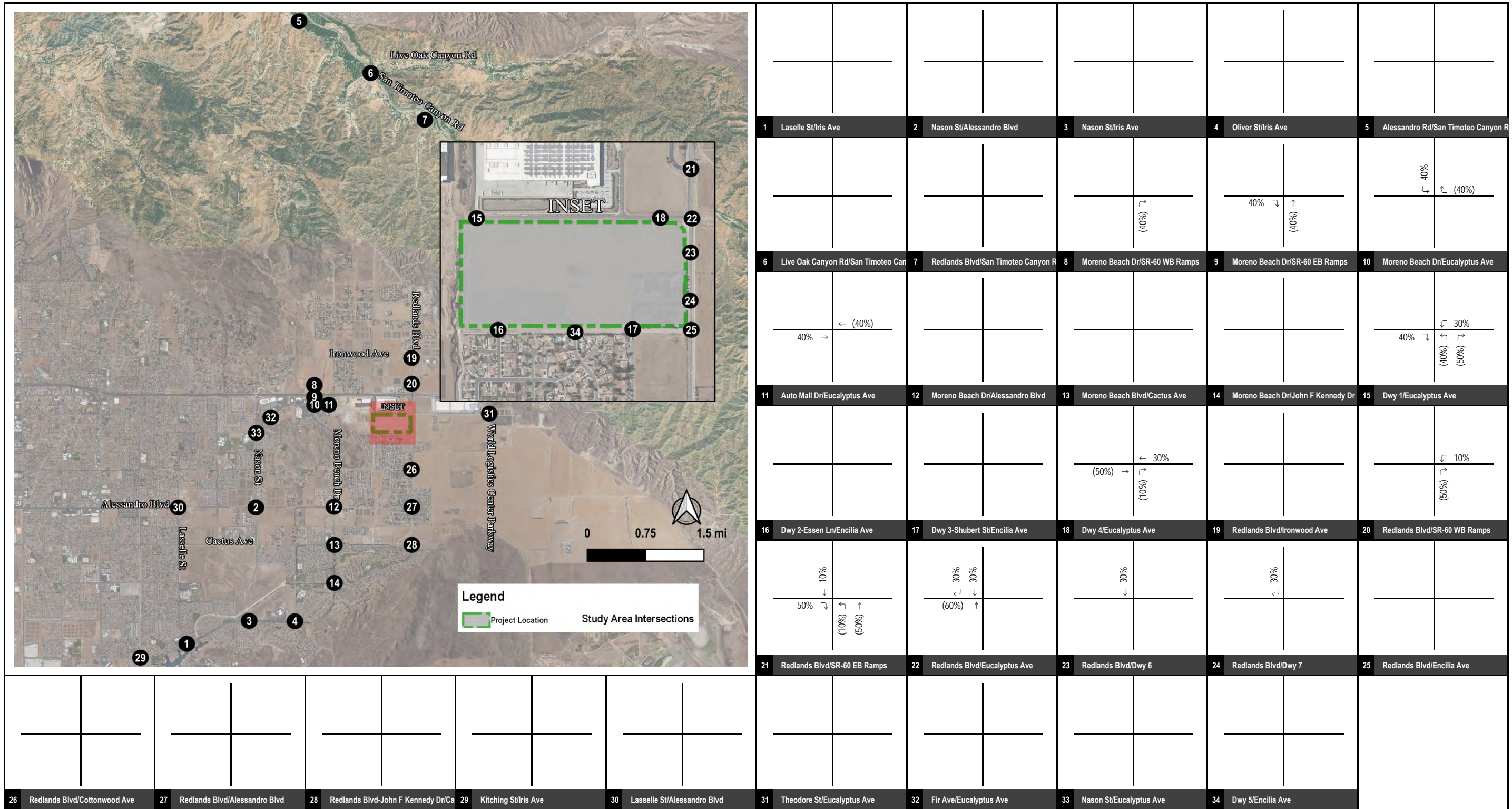


FIGURE 5

XX%(YY%) Inbound%(Outbound%) Distribution

Moreno Valley Trade Center
Project Trip Distribution (Trucks)



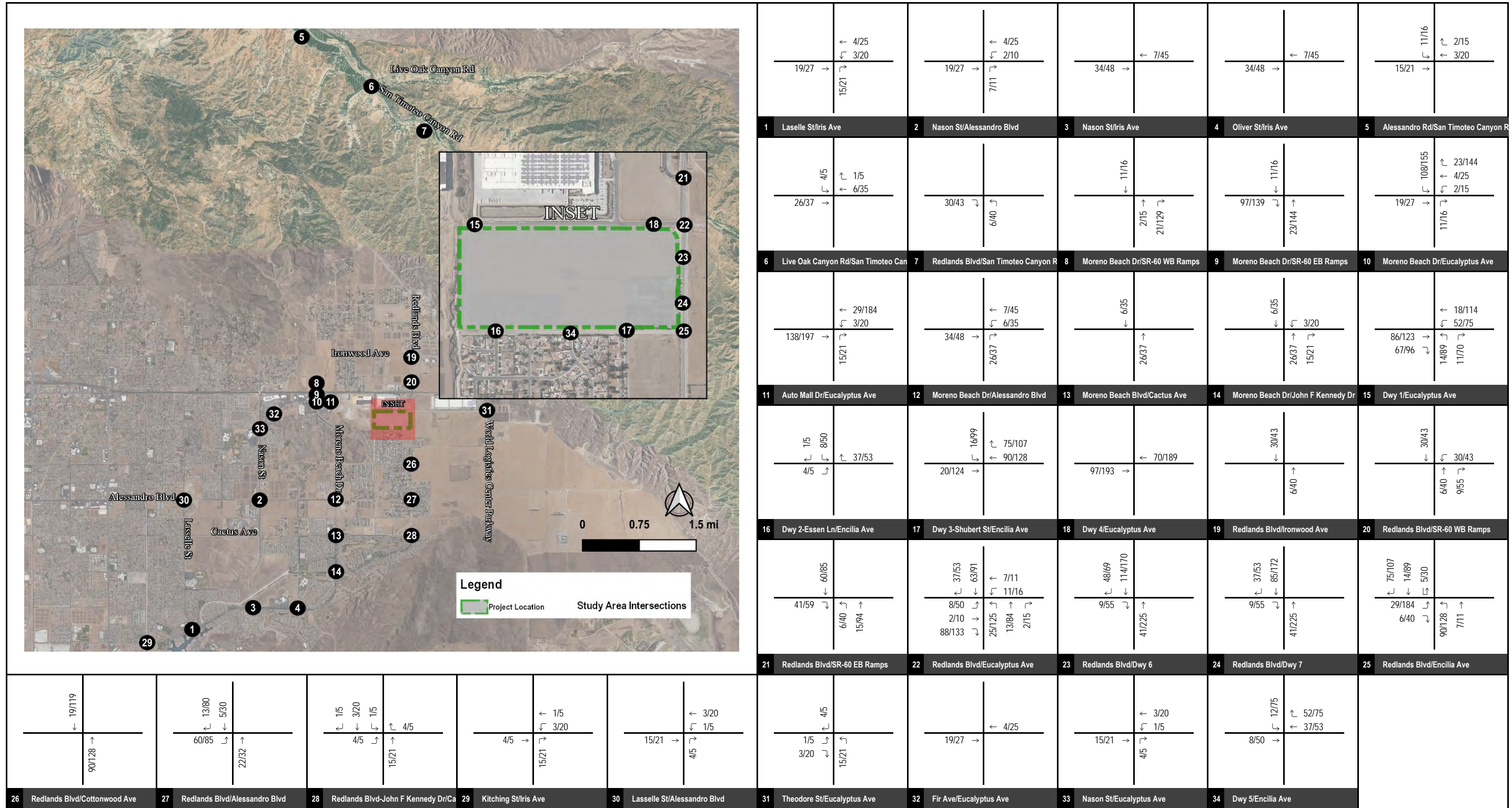


FIGURE 6

XXX/YYY

AM/PM Peak Hour Trips

Moreno Valley Trade Center
Project Trip Assignment (Autos)



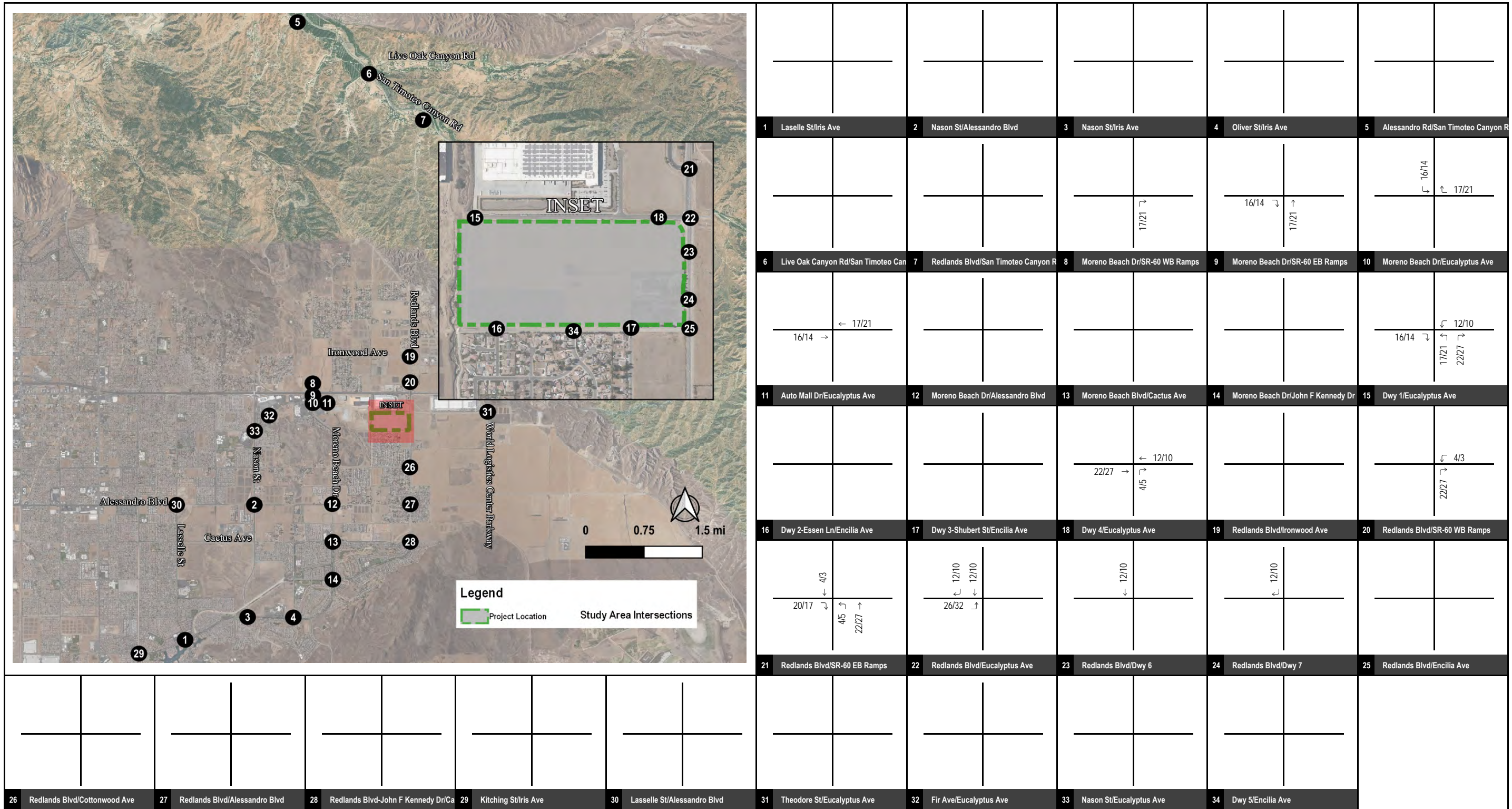


FIGURE 7

XXX/YYY AM/PM Peak Hour Trips

**Moreno Valley Trade Center
Project Trip Assignment (Trucks)**



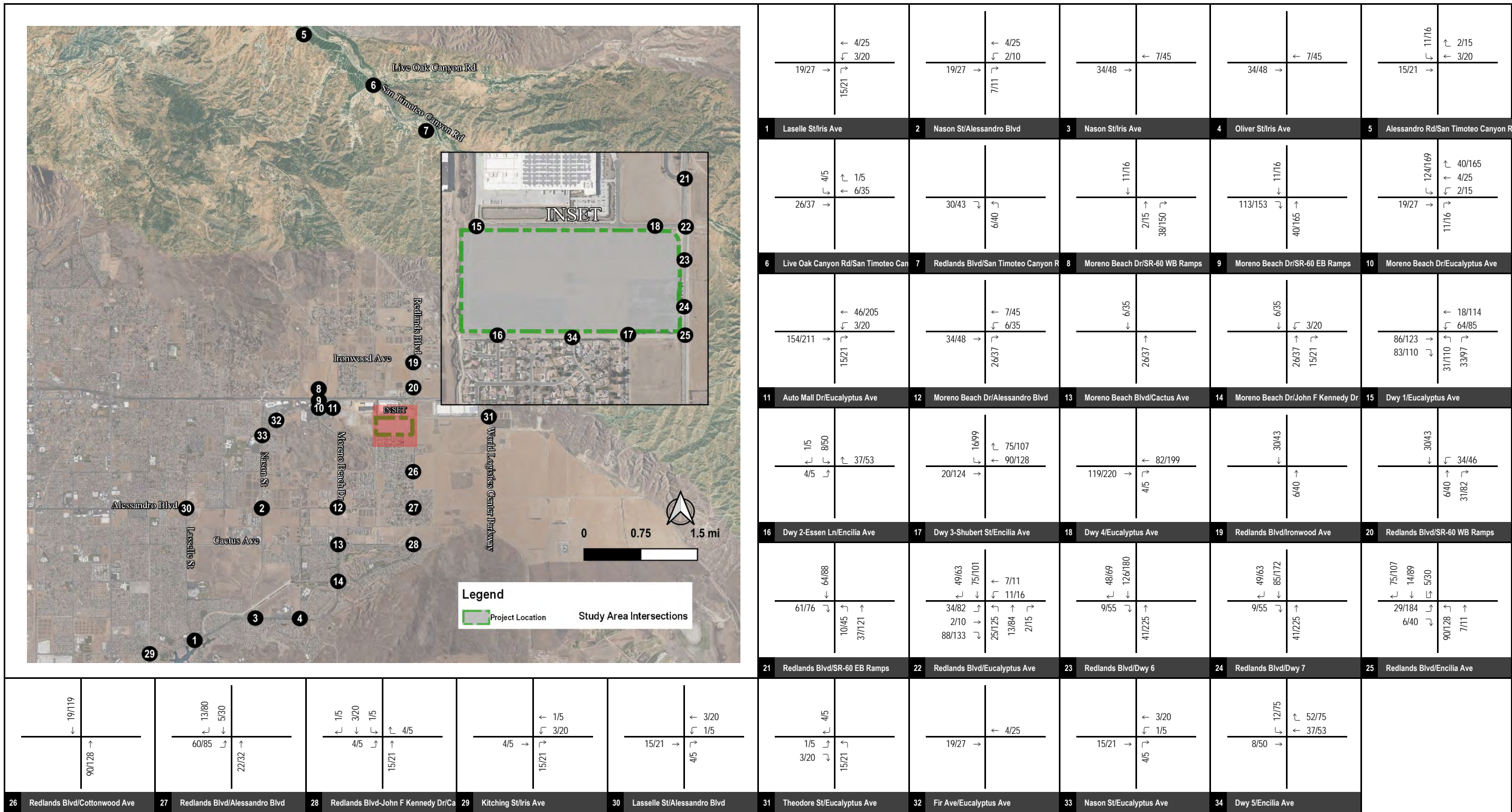


FIGURE 8

XXX/YYY AM/PM Peak Hour Trips

Moreno Valley Trade Center
Total Project Trip Assignment



APPENDIX B: TRAFFIC COUNTS

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 01_MR_V_Lasselle_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

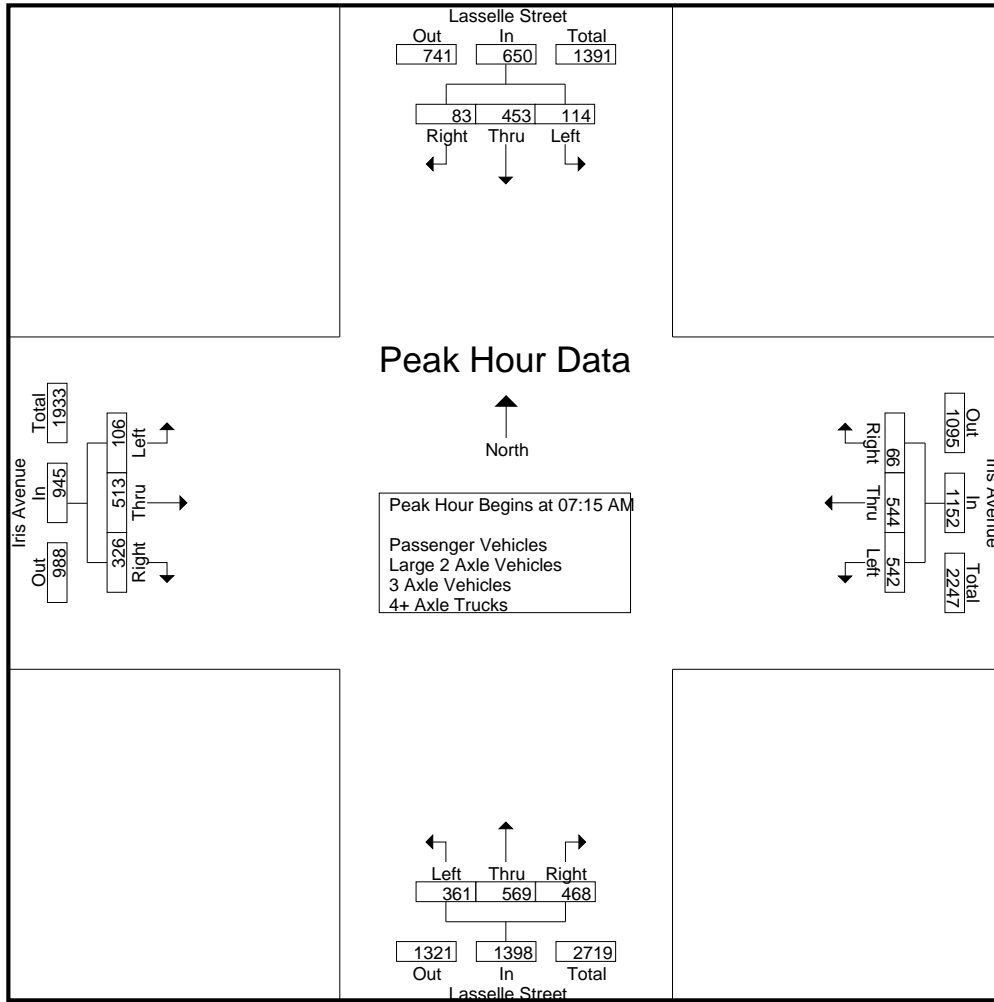
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	19	82	18	119	165	150	13	328	68	139	100	307	19	61	70	150	904
07:15 AM	22	93	21	136	142	151	15	308	102	166	98	366	30	88	90	208	1018
07:30 AM	24	96	26	146	127	177	22	326	121	138	102	361	23	127	62	212	1045
07:45 AM	26	152	22	200	145	111	11	267	62	128	132	322	35	175	109	319	1108
Total	91	423	87	601	579	589	61	1229	353	571	432	1356	107	451	331	889	4075
08:00 AM	42	112	14	168	128	105	18	251	76	137	136	349	18	123	65	206	974
08:15 AM	35	66	10	111	87	76	19	182	38	123	130	291	29	83	37	149	733
08:30 AM	54	55	13	122	65	81	31	177	37	83	89	209	26	75	20	121	629
08:45 AM	33	58	16	107	80	87	50	217	32	101	62	195	30	70	34	134	653
Total	164	291	53	508	360	349	118	827	183	444	417	1044	103	351	156	610	2989
Grand Total	255	714	140	1109	939	938	179	2056	536	1015	849	2400	210	802	487	1499	7064
Apprch %	23	64.4	12.6		45.7	45.6	8.7		22.3	42.3	35.4		14	53.5	32.5		
Total %	3.6	10.1	2	15.7	13.3	13.3	2.5	29.1	7.6	14.4	12	34	3	11.4	6.9	21.2	
Passenger Vehicles	237	701	135	1073	919	893	175	1987	522	996	832	2350	209	753	475	1437	6847
% Passenger Vehicles	92.9	98.2	96.4	96.8	97.9	95.2	97.8	96.6	97.4	98.1	98	97.9	99.5	93.9	97.5	95.9	96.9
Large 2 Axle Vehicles	6	11	5	22	19	9	4	32	14	19	13	46	1	28	12	41	141
% Large 2 Axle Vehicles	2.4	1.5	3.6	2	2	1	2.2	1.6	2.6	1.9	1.5	1.9	0.5	3.5	2.5	2.7	2
3 Axle Vehicles	12	1	0	13	0	31	0	31	0	0	2	2	0	18	0	18	64
% 3 Axle Vehicles	4.7	0.1	0	1.2	0	3.3	0	1.5	0	0	0.2	0.1	0	2.2	0	1.2	0.9
4+ Axle Trucks	0	1	0	1	1	5	0	6	0	0	2	2	0	3	0	3	12
% 4+ Axle Trucks	0	0.1	0	0.1	0.1	0.5	0	0.3	0	0	0.2	0.1	0	0.4	0	0.2	0.2

Start Time	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	22	93	21	136	142	151	15	308	102	166	98	366	30	88	90	208	1018
07:30 AM	24	96	26	146	127	177	22	326	121	138	102	361	23	127	62	212	1045
07:45 AM	26	152	22	200	145	111	11	267	62	128	132	322	35	175	109	319	1108
08:00 AM	42	112	14	168	128	105	18	251	76	137	136	349	18	123	65	206	974
Total Volume	114	453	83	650	542	544	66	1152	361	569	468	1398	106	513	326	945	4145
% App. Total	17.5	69.7	12.8		47	47.2	5.7		25.8	40.7	33.5		11.2	54.3	34.5		
PHF	.679	.745	.798	.813	.934	.768	.750	.883	.746	.857	.860	.955	.757	.733	.748	.741	.935

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 01_MR_V_Lasselle_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	22	93	21	136	165	150	13	328	102	166	98	366	30	88	90	208
+15 mins.	24	96	26	146	142	151	15	308	121	138	102	361	23	127	62	212
+30 mins.	26	152	22	200	127	177	22	326	62	128	132	322	35	175	109	319
+45 mins.	42	112	14	168	145	111	11	267	76	137	136	349	18	123	65	206
Total Volume	114	453	83	650	579	589	61	1229	361	569	468	1398	106	513	326	945
% App. Total	17.5	69.7	12.8		47.1	47.9	5		25.8	40.7	33.5		11.2	54.3	34.5	
PHF	.679	.745	.798	.813	.877	.832	.693	.937	.746	.857	.860	.955	.757	.733	.748	.741

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 01_MR_V_Lasselle_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

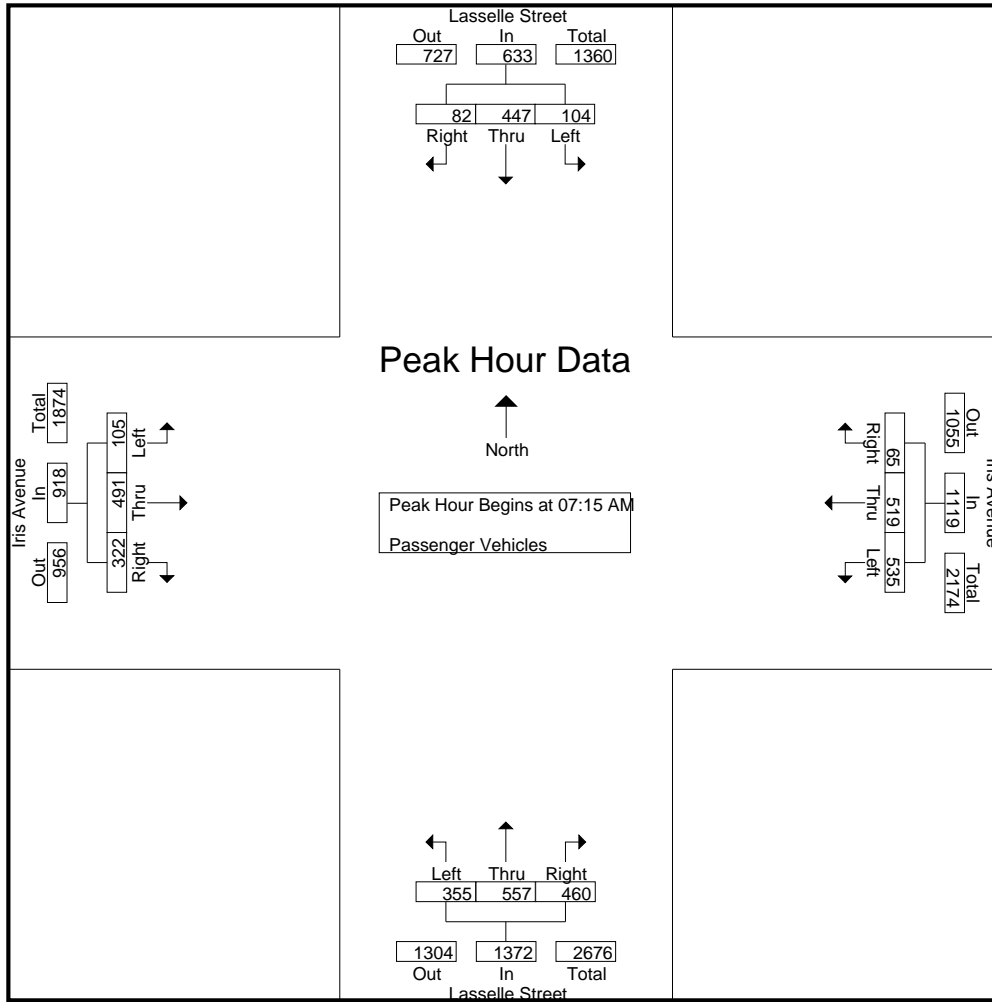
Groups Printed- Passenger Vehicles

Start Time	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	12	79	17	108	160	146	13	319	67	137	97	301	19	59	66	144	872
07:15 AM	16	91	21	128	140	147	15	302	100	160	97	357	29	82	88	199	986
07:30 AM	21	93	26	140	125	167	22	314	120	136	100	356	23	121	62	206	1016
07:45 AM	26	151	22	199	143	105	11	259	60	126	130	316	35	173	108	316	1090
Total	75	414	86	575	568	565	61	1194	347	559	424	1330	106	435	324	865	3964
08:00 AM	41	112	13	166	127	100	17	244	75	135	133	343	18	115	64	197	950
08:15 AM	35	65	10	110	85	71	18	174	35	120	128	283	29	77	36	142	709
08:30 AM	53	53	12	118	62	77	29	168	35	81	87	203	26	63	19	108	597
08:45 AM	33	57	14	104	77	80	50	207	30	101	60	191	30	63	32	125	627
Total	162	287	49	498	351	328	114	793	175	437	408	1020	103	318	151	572	2883
Grand Total	237	701	135	1073	919	893	175	1987	522	996	832	2350	209	753	475	1437	6847
Apprch %	22.1	65.3	12.6		46.3	44.9	8.8		22.2	42.4	35.4		14.5	52.4	33.1		
Total %	3.5	10.2	2	15.7	13.4	13	2.6	29	7.6	14.5	12.2	34.3	3.1	11	6.9	21	

Start Time	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	16	91	21	128	140	147	15	302	100	160	97	357	29	82	88	199	986
07:30 AM	21	93	26	140	125	167	22	314	120	136	100	356	23	121	62	206	1016
07:45 AM	26	151	22	199	143	105	11	259	60	126	130	316	35	173	108	316	1090
08:00 AM	41	112	13	166	127	100	17	244	75	135	133	343	18	115	64	197	950
Total Volume	104	447	82	633	535	519	65	1119	355	557	460	1372	105	491	322	918	4042
% App. Total	16.4	70.6	13		47.8	46.4	5.8		25.9	40.6	33.5		11.4	53.5	35.1		
PHF	.634	.740	.788	.795	.935	.777	.739	.891	.740	.870	.865	.961	.750	.710	.745	.726	.927

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 01_MR_V_Lasselle_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	16	91	21	128	140	147	15	302	100	160	97	357	29	82	88	199
+15 mins.	21	93	26	140	125	167	22	314	120	136	100	356	23	121	62	206
+30 mins.	26	151	22	199	143	105	11	259	60	126	130	316	35	173	108	316
+45 mins.	41	112	13	166	127	100	17	244	75	135	133	343	18	115	64	197
Total Volume	104	447	82	633	535	519	65	1119	355	557	460	1372	105	491	322	918
% App. Total	16.4	70.6	13		47.8	46.4	5.8		25.9	40.6	33.5		11.4	53.5	35.1	
PHF	.634	.740	.788	.795	.935	.777	.739	.891	.740	.870	.865	.961	.750	.710	.745	.726

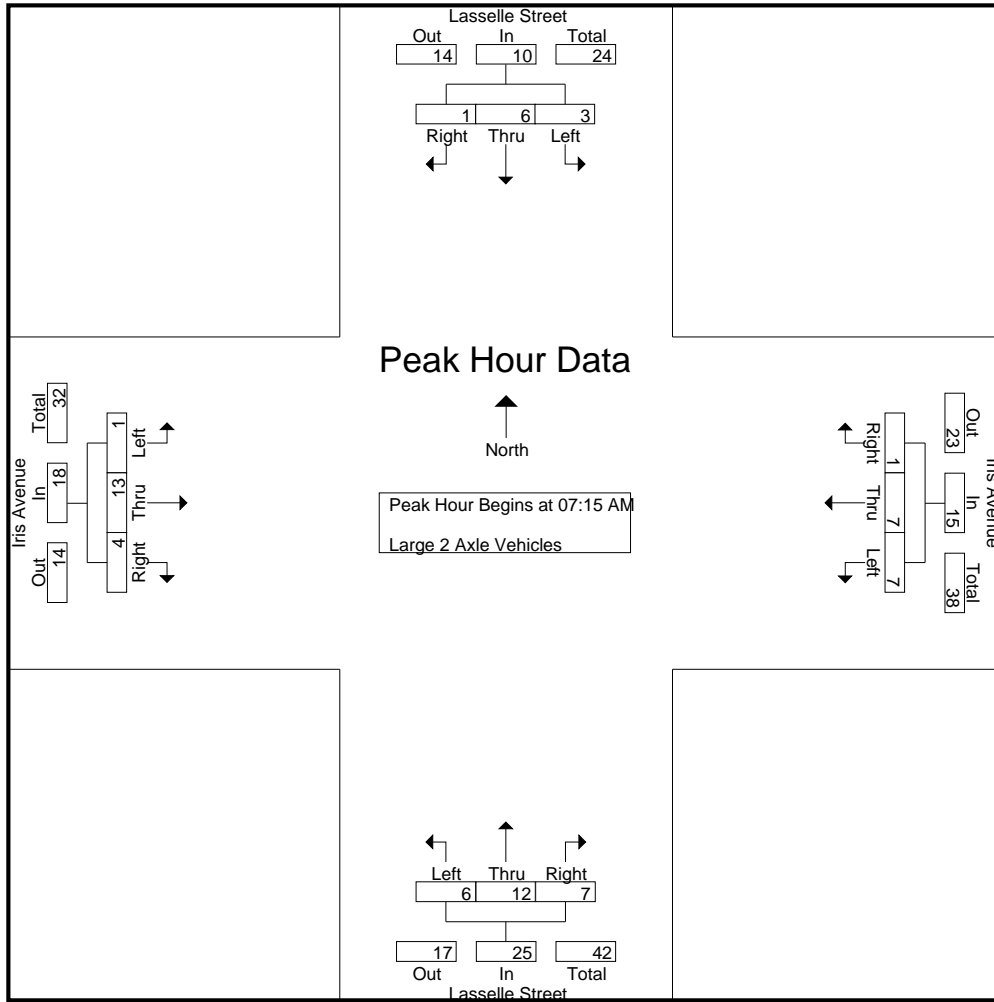
City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 01_MRV_Lasselle_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	2	1	5	5	0	0	5	1	2	3	6	0	1	4	5	21
07:15 AM	0	2	0	2	2	1	0	3	2	6	0	8	1	6	2	9	22
07:30 AM	2	3	0	5	2	4	0	6	1	2	2	5	0	4	0	4	20
07:45 AM	0	1	0	1	2	2	0	4	2	2	2	6	0	2	1	3	14
Total	4	8	1	13	11	7	0	18	6	12	7	25	1	13	7	21	77
08:00 AM	1	0	1	2	1	0	1	2	1	2	3	6	0	1	1	2	12
08:15 AM	0	1	0	1	2	0	1	3	3	3	2	8	0	4	1	5	17
08:30 AM	1	2	1	4	3	1	2	6	2	2	0	4	0	8	1	9	23
08:45 AM	0	0	2	2	2	1	0	3	2	0	1	3	0	2	2	4	12
Total	2	3	4	9	8	2	4	14	8	7	6	21	0	15	5	20	64
Grand Total	6	11	5	22	19	9	4	32	14	19	13	46	1	28	12	41	141
Apprch %	27.3	50	22.7		59.4	28.1	12.5		30.4	41.3	28.3		2.4	68.3	29.3		
Total %	4.3	7.8	3.5	15.6	13.5	6.4	2.8	22.7	9.9	13.5	9.2	32.6	0.7	19.9	8.5	29.1	

Start Time	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	2	0	2	2	1	0	3	2	6	0	8	1	6	2	9	22
07:30 AM	2	3	0	5	2	4	0	6	1	2	2	5	0	4	0	4	20
07:45 AM	0	1	0	1	2	2	0	4	2	2	2	6	0	2	1	3	14
08:00 AM	1	0	1	2	1	0	1	2	1	2	3	6	0	1	1	2	12
Total Volume	3	6	1	10	7	7	1	15	6	12	7	25	1	13	4	18	68
% App. Total	30	60	10		46.7	46.7	6.7		24	48	28		5.6	72.2	22.2		
PHF	.375	.500	.250	.500	.875	.438	.250	.625	.750	.500	.583	.781	.250	.542	.500	.500	.773



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	2	0	2	2	1	0	3	2	6	0	8	1	6	2	9
+15 mins.	2	3	0	5	2	4	0	6	1	2	2	5	0	4	0	4
+30 mins.	0	1	0	1	2	2	0	4	2	2	2	6	0	2	1	3
+45 mins.	1	0	1	2	1	0	1	2	1	2	3	6	0	1	1	2
Total Volume	3	6	1	10	7	7	1	15	6	12	7	25	1	13	4	18
% App. Total	30	60	10		46.7	46.7	6.7		24	48	28		5.6	72.2	22.2	
PHF	.375	.500	.250	.500	.875	.438	.250	.625	.750	.500	.583	.781	.250	.542	.500	.500

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 01_MRV_Lasselle_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

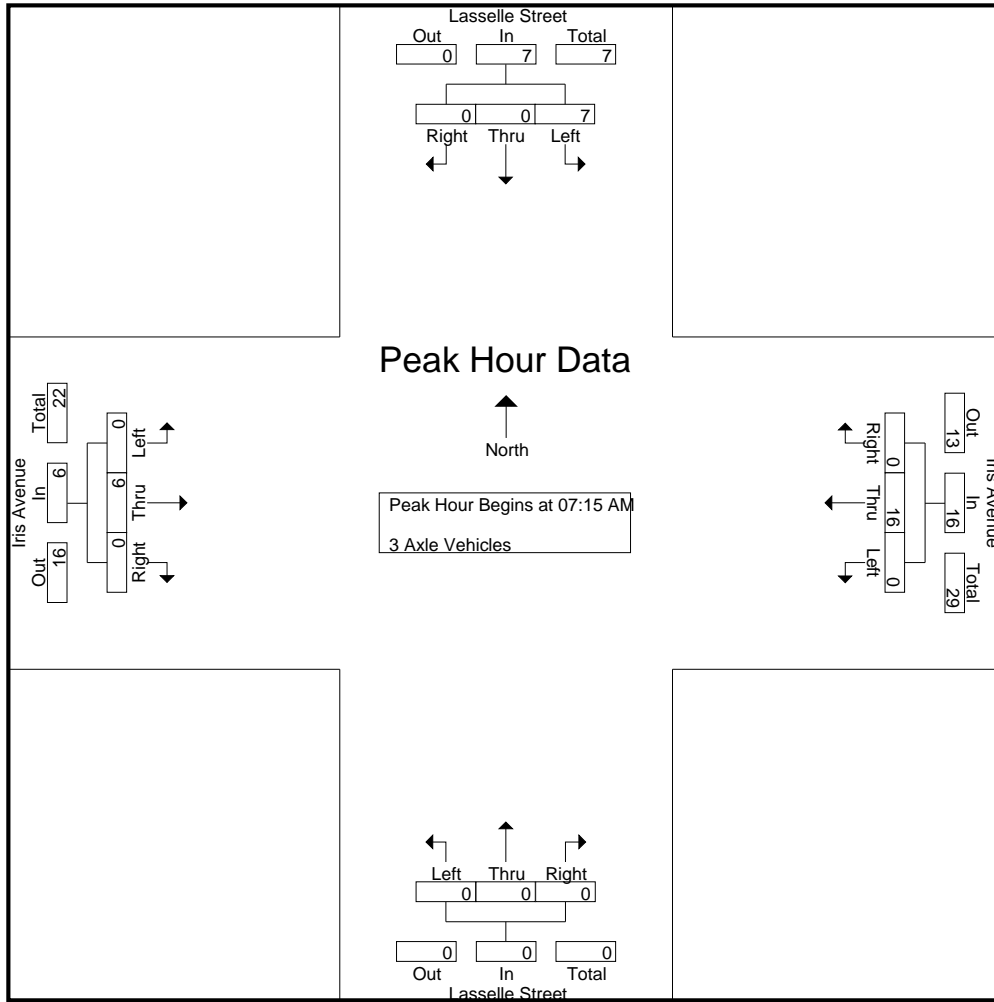
Groups Printed- 3 Axle Vehicles

Start Time	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	0	0	5	0	4	0	4	0	0	0	0	0	1	0	1	10
07:15 AM	6	0	0	6	0	3	0	3	0	0	0	0	0	0	0	0	9
07:30 AM	1	0	0	1	0	5	0	5	0	0	0	0	0	0	0	0	6
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Total	12	0	0	12	0	16	0	16	0	0	0	0	0	1	0	1	29
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
08:30 AM	0	0	0	0	0	3	0	3	0	0	1	1	0	4	0	4	8
08:45 AM	0	1	0	1	0	5	0	5	0	0	1	1	0	5	0	5	12
Total	0	1	0	1	0	15	0	15	0	0	2	2	0	17	0	17	35
Grand Total	12	1	0	13	0	31	0	31	0	0	2	2	0	18	0	18	64
Apprch %	92.3	7.7	0		0	100	0		0	0	100		0	100	0		
Total %	18.8	1.6	0	20.3	0	48.4	0	48.4	0	0	3.1	3.1	0	28.1	0	28.1	

Start Time	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	0	0	6	0	3	0	3	0	0	0	0	0	0	0	0	9
07:30 AM	1	0	0	1	0	5	0	5	0	0	0	0	0	0	0	0	6
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
Total Volume	7	0	0	7	0	16	0	16	0	0	0	0	0	6	0	6	29
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.292	.000	.000	.292	.000	.800	.000	.800	.000	.000	.000	.000	.000	.250	.000	.250	.725

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 01_MR_V_Lasselle_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	6	0	0	6	0	3	0	3	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	5	0	5	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6
Total Volume	7	0	0	7	0	16	0	16	0	0	0	0	0	6	0	6
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0	
PHF	.292	.000	.000	.292	.000	.800	.000	.800	.000	.000	.000	.000	.000	.250	.000	.250

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 01_MRV_Lasselle_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

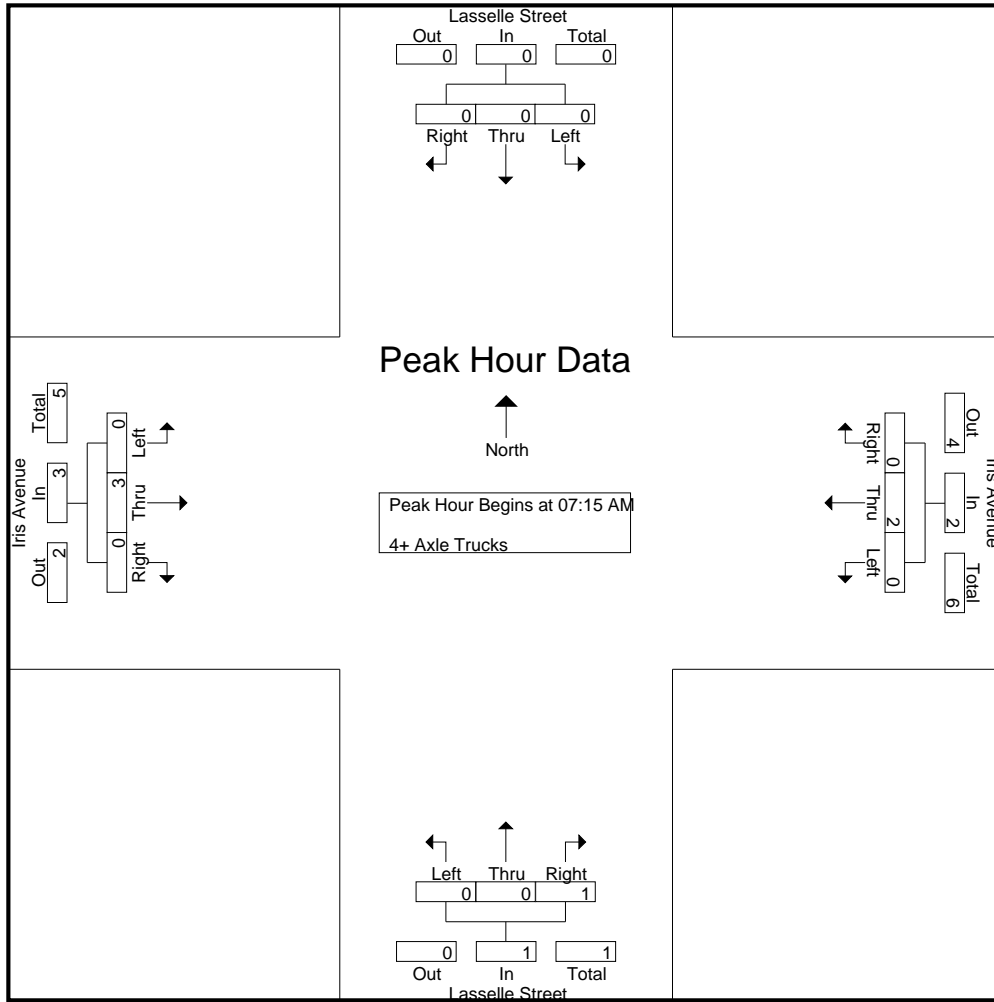
Groups Printed- 4+ Axle Trucks

Start Time	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	1	0	1	0	0	1	1	0	2	0	0	2	5
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	1	2
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
08:45 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	4	0	5	0	0	1	1	0	1	0	0	1	7
Grand Total	0	1	0	1	1	5	0	6	0	0	2	2	0	3	0	0	3	12
Apprch %	0	100	0		16.7	83.3	0		0	0	100		0	100	0			
Total %	0	8.3	0	8.3	8.3	41.7	0	50	0	0	16.7	16.7	0	25	0	0	25	

Start Time	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:15 AM																		
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	0	0	0	2	0	2	0	0	1	1	0	3	0	0	3	6
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0			
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.000	.375	.000	.375	.500	

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 01_MRNV_Lasselle_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	1	1	0	3	0	3
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.000	.375	.000	.375

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 01_MR_V_Lasselle_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

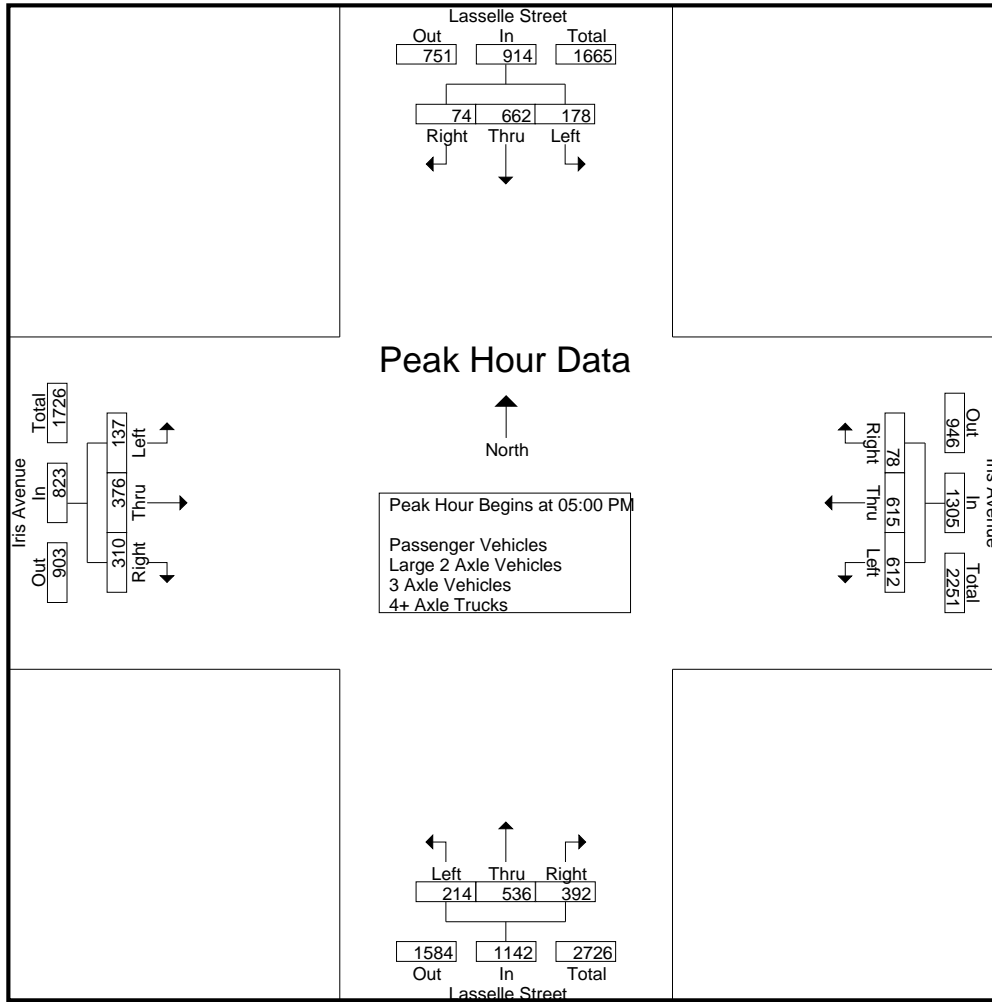
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	40	152	26	218	138	137	20	295	54	142	105	301	35	87	53	175	989
04:15 PM	54	116	22	192	124	106	22	252	45	121	93	259	35	93	57	185	888
04:30 PM	48	111	21	180	151	132	22	305	49	122	102	273	33	90	52	175	933
04:45 PM	49	158	24	231	151	133	30	314	50	124	97	271	27	103	57	187	1003
Total	191	537	93	821	564	508	94	1166	198	509	397	1104	130	373	219	722	3813
05:00 PM	38	140	16	194	161	142	21	324	49	117	105	271	43	93	83	219	1008
05:15 PM	50	156	18	224	145	161	24	330	47	153	99	299	33	95	47	175	1028
05:30 PM	51	184	18	253	126	145	19	290	57	149	90	296	22	92	63	177	1016
05:45 PM	39	182	22	243	180	167	14	361	61	117	98	276	39	96	117	252	1132
Total	178	662	74	914	612	615	78	1305	214	536	392	1142	137	376	310	823	4184
Grand Total	369	1199	167	1735	1176	1123	172	2471	412	1045	789	2246	267	749	529	1545	7997
Apprch %	21.3	69.1	9.6		47.6	45.4	7		18.3	46.5	35.1		17.3	48.5	34.2		
Total %	4.6	15	2.1	21.7	14.7	14	2.2	30.9	5.2	13.1	9.9	28.1	3.3	9.4	6.6	19.3	
Passenger Vehicles	366	1184	164	1714	1161	1102	171	2434	400	1036	782	2218	264	737	519	1520	7886
% Passenger Vehicles	99.2	98.7	98.2	98.8	98.7	98.1	99.4	98.5	97.1	99.1	99.1	98.8	98.9	98.4	98.1	98.4	98.6
Large 2 Axle Vehicles	3	13	1	17	13	14	1	28	12	9	6	27	3	9	9	21	93
% Large 2 Axle Vehicles	0.8	1.1	0.6	1	1.1	1.2	0.6	1.1	2.9	0.9	0.8	1.2	1.1	1.2	1.7	1.4	1.2
3 Axle Vehicles	0	1	1	2	2	7	0	9	0	0	0	0	0	1	1	2	13
% 3 Axle Vehicles	0	0.1	0.6	0.1	0.2	0.6	0	0.4	0	0	0	0	0	0.1	0.2	0.1	0.2
4+ Axle Trucks	0	1	1	2	0	0	0	0	0	0	1	1	0	2	0	2	5
% 4+ Axle Trucks	0	0.1	0.6	0.1	0	0	0	0	0	0	0.1	0	0	0.3	0	0.1	0.1

Start Time	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	38	140	16	194	161	142	21	324	49	117	105	271	43	93	83	219	1008
05:15 PM	50	156	18	224	145	161	24	330	47	153	99	299	33	95	47	175	1028
05:30 PM	51	184	18	253	126	145	19	290	57	149	90	296	22	92	63	177	1016
05:45 PM	39	182	22	243	180	167	14	361	61	117	98	276	39	96	117	252	1132
Total Volume	178	662	74	914	612	615	78	1305	214	536	392	1142	137	376	310	823	4184
% App. Total	19.5	72.4	8.1		46.9	47.1	6		18.7	46.9	34.3		16.6	45.7	37.7		
PHF	.873	.899	.841	.903	.850	.921	.813	.904	.877	.876	.933	.955	.797	.979	.662	.816	.924

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 01_MR_V_Lasselle_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	38	140	16	194	161	142	21	324	49	117	105	271	43	93	83	219
+15 mins.	50	156	18	224	145	161	24	330	47	153	99	299	33	95	47	175
+30 mins.	51	184	18	253	126	145	19	290	57	149	90	296	22	92	63	177
+45 mins.	39	182	22	243	180	167	14	361	61	117	98	276	39	96	117	252
Total Volume	178	662	74	914	612	615	78	1305	214	536	392	1142	137	376	310	823
% App. Total	19.5	72.4	8.1		46.9	47.1	6		18.7	46.9	34.3		16.6	45.7	37.7	
PHF	.873	.899	.841	.903	.850	.921	.813	.904	.877	.876	.933	.955	.797	.979	.662	.816

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 01_MRV_Lasselle_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

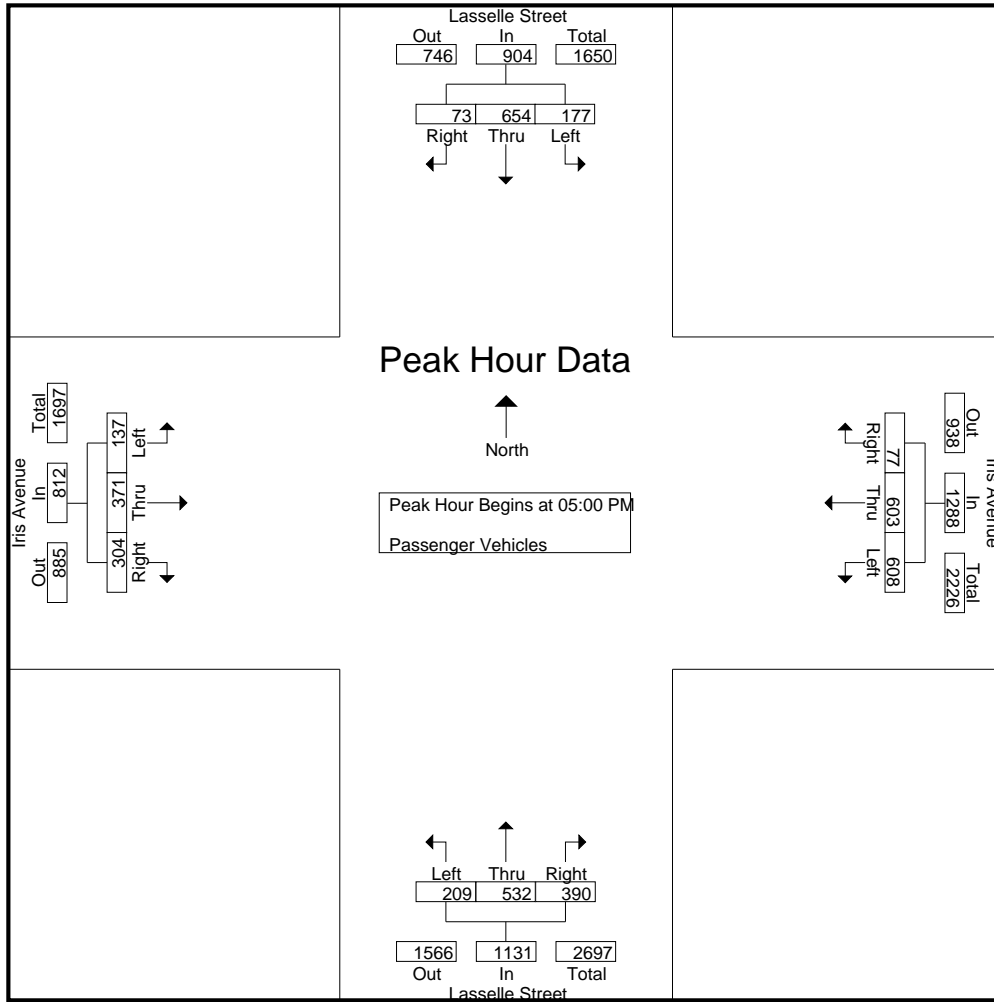
Groups Printed- Passenger Vehicles

Start Time	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	40	150	26	216	135	135	20	290	53	141	105	299	35	85	51	171	976
04:15 PM	54	113	21	188	120	104	22	246	43	121	92	256	33	91	57	181	871
04:30 PM	47	110	20	177	147	131	22	300	47	121	99	267	32	90	51	173	917
04:45 PM	48	157	24	229	151	129	30	310	48	121	96	265	27	100	56	183	987
Total	189	530	91	810	553	499	94	1146	191	504	392	1087	127	366	215	708	3751
05:00 PM	38	137	16	191	159	139	20	318	48	116	103	267	43	92	81	216	992
05:15 PM	49	154	18	221	145	157	24	326	45	151	99	295	33	93	46	172	1014
05:30 PM	51	181	18	250	125	143	19	287	55	149	90	294	22	90	63	175	1006
05:45 PM	39	182	21	242	179	164	14	357	61	116	98	275	39	96	114	249	1123
Total	177	654	73	904	608	603	77	1288	209	532	390	1131	137	371	304	812	4135
Grand Total	366	1184	164	1714	1161	1102	171	2434	400	1036	782	2218	264	737	519	1520	7886
Apprch %	21.4	69.1	9.6		47.7	45.3	7		18	46.7	35.3		17.4	48.5	34.1		
Total %	4.6	15	2.1	21.7	14.7	14	2.2	30.9	5.1	13.1	9.9	28.1	3.3	9.3	6.6	19.3	

Start Time	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	38	137	16	191	159	139	20	318	48	116	103	267	43	92	81	216	992
05:15 PM	49	154	18	221	145	157	24	326	45	151	99	295	33	93	46	172	1014
05:30 PM	51	181	18	250	125	143	19	287	55	149	90	294	22	90	63	175	1006
05:45 PM	39	182	21	242	179	164	14	357	61	116	98	275	39	96	114	249	1123
Total Volume	177	654	73	904	608	603	77	1288	209	532	390	1131	137	371	304	812	4135
% App. Total	19.6	72.3	8.1		47.2	46.8	6		18.5	47	34.5		16.9	45.7	37.4		
PHF	.868	.898	.869	.904	.849	.919	.802	.902	.857	.881	.947	.958	.797	.966	.667	.815	.921

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 01_MR_V_Lasselle_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	38	137	16	191	159	139	20	318	48	116	103	267	43	92	81	216
+15 mins.	49	154	18	221	145	157	24	326	45	151	99	295	33	93	46	172
+30 mins.	51	181	18	250	125	143	19	287	55	149	90	294	22	90	63	175
+45 mins.	39	182	21	242	179	164	14	357	61	116	98	275	39	96	114	249
Total Volume	177	654	73	904	608	603	77	1288	209	532	390	1131	137	371	304	812
% App. Total	19.6	72.3	8.1		47.2	46.8	6		18.5	47	34.5		16.9	45.7	37.4	
PHF	.868	.898	.869	.904	.849	.919	.802	.902	.857	.881	.947	.958	.797	.966	.667	.815

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 01_MRV_Lasselle_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

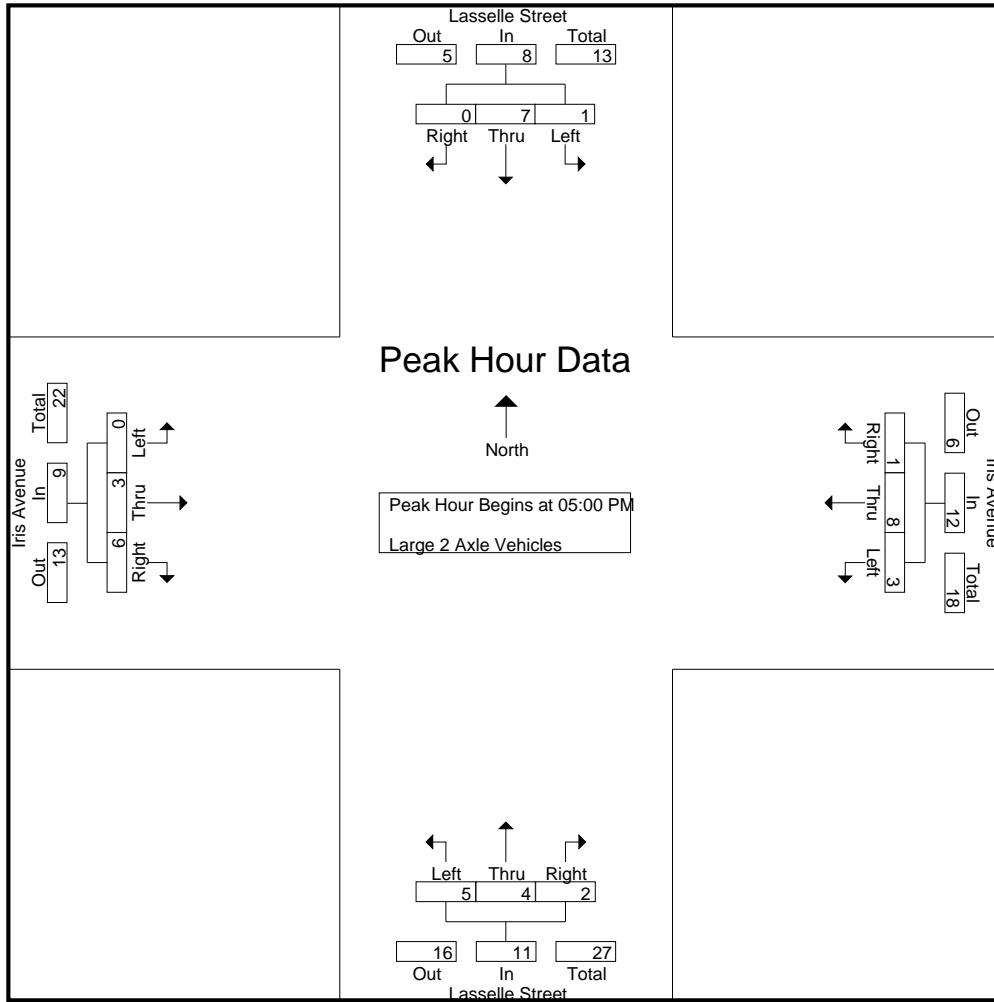
Groups Printed- Large 2 Axle Vehicles

Start Time	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	3	1	0	4	1	1	0	2	0	1	1	2	9
04:15 PM	0	3	0	3	4	2	0	6	2	0	1	3	2	2	0	4	16
04:30 PM	1	1	1	3	3	0	0	3	2	1	3	6	1	0	1	2	14
04:45 PM	1	1	0	2	0	3	0	3	2	3	0	5	0	3	1	4	14
Total	2	6	1	9	10	6	0	16	7	5	4	16	3	6	3	12	53
05:00 PM	0	3	0	3	1	2	1	4	1	1	2	4	0	0	2	2	13
05:15 PM	1	2	0	3	0	2	0	2	2	2	0	4	0	2	1	3	12
05:30 PM	0	2	0	2	1	1	0	2	2	0	0	2	0	1	0	1	7
05:45 PM	0	0	0	0	1	3	0	4	0	1	0	1	0	0	3	3	8
Total	1	7	0	8	3	8	1	12	5	4	2	11	0	3	6	9	40
Grand Total	3	13	1	17	13	14	1	28	12	9	6	27	3	9	9	21	93
Apprch %	17.6	76.5	5.9		46.4	50	3.6		44.4	33.3	22.2		14.3	42.9	42.9		
Total %	3.2	14	1.1	18.3	14	15.1	1.1	30.1	12.9	9.7	6.5	29	3.2	9.7	9.7	22.6	

Start Time	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	3	0	3	1	2	1	4	1	1	2	4	0	0	2	2	13
05:15 PM	1	2	0	3	0	2	0	2	2	2	0	4	0	2	1	3	12
05:30 PM	0	2	0	2	1	1	0	2	2	0	0	2	0	1	0	1	7
05:45 PM	0	0	0	0	1	3	0	4	0	1	0	1	0	0	3	3	8
Total Volume	1	7	0	8	3	8	1	12	5	4	2	11	0	3	6	9	40
% App. Total	12.5	87.5	0		25	66.7	8.3		45.5	36.4	18.2		0	33.3	66.7		
PHF	.250	.583	.000	.667	.750	.667	.250	.750	.625	.500	.250	.688	.000	.375	.500	.750	.769

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 01_MR_V_Lasselle_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2

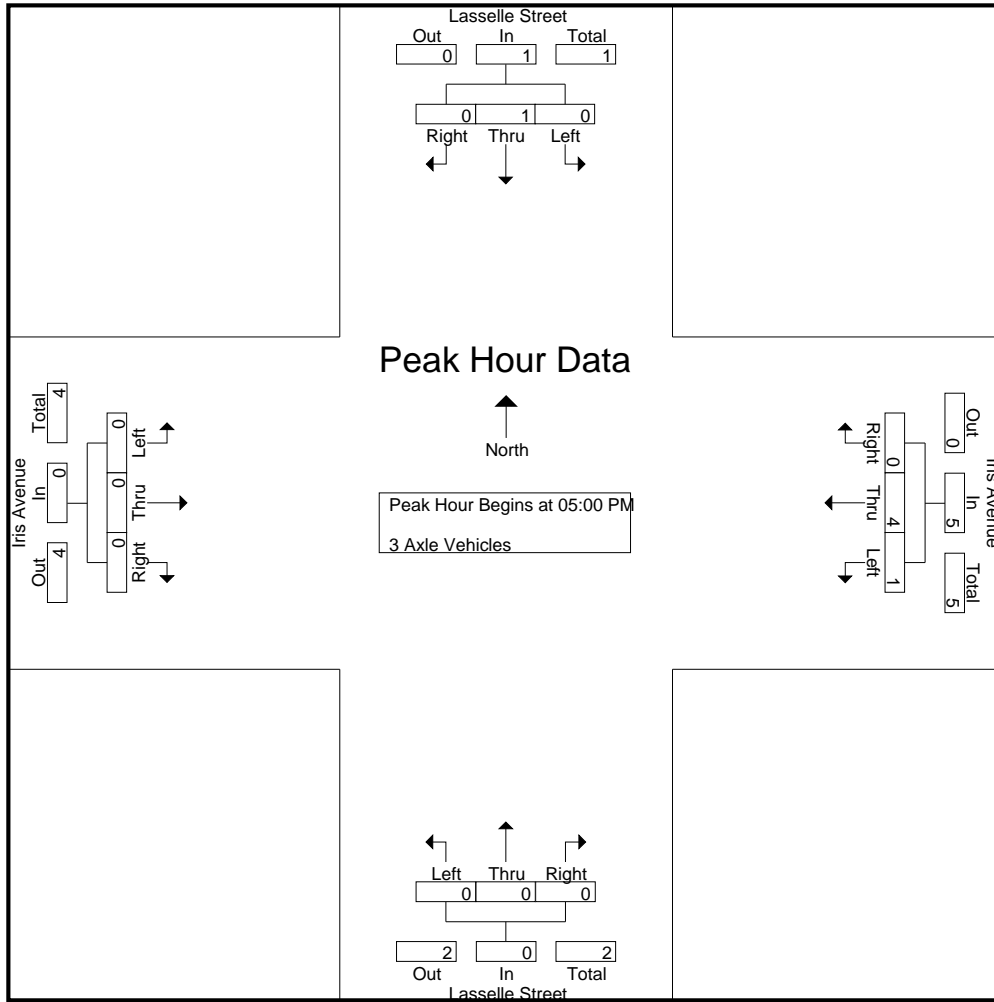


Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	3	0	3	1	2	1	4	1	1	2	4	0	0	2	2
+15 mins.	1	2	0	3	0	2	0	2	2	2	0	4	0	2	1	3
+30 mins.	0	2	0	2	1	1	0	2	2	0	0	2	0	1	0	1
+45 mins.	0	0	0	0	1	3	0	4	0	1	0	1	0	0	3	3
Total Volume	1	7	0	8	3	8	1	12	5	4	2	11	0	3	6	9
% App. Total	12.5	87.5	0		25	66.7	8.3		45.5	36.4	18.2		0	33.3	66.7	
PHF	.250	.583	.000	.667	.750	.667	.250	.750	.625	.500	.250	.688	.000	.375	.500	.750

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 01_MR_V_Lasselle_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	4	0	5	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	20	80	0	0	0	0	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.250	.500	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 01_MRV_Lasselle_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

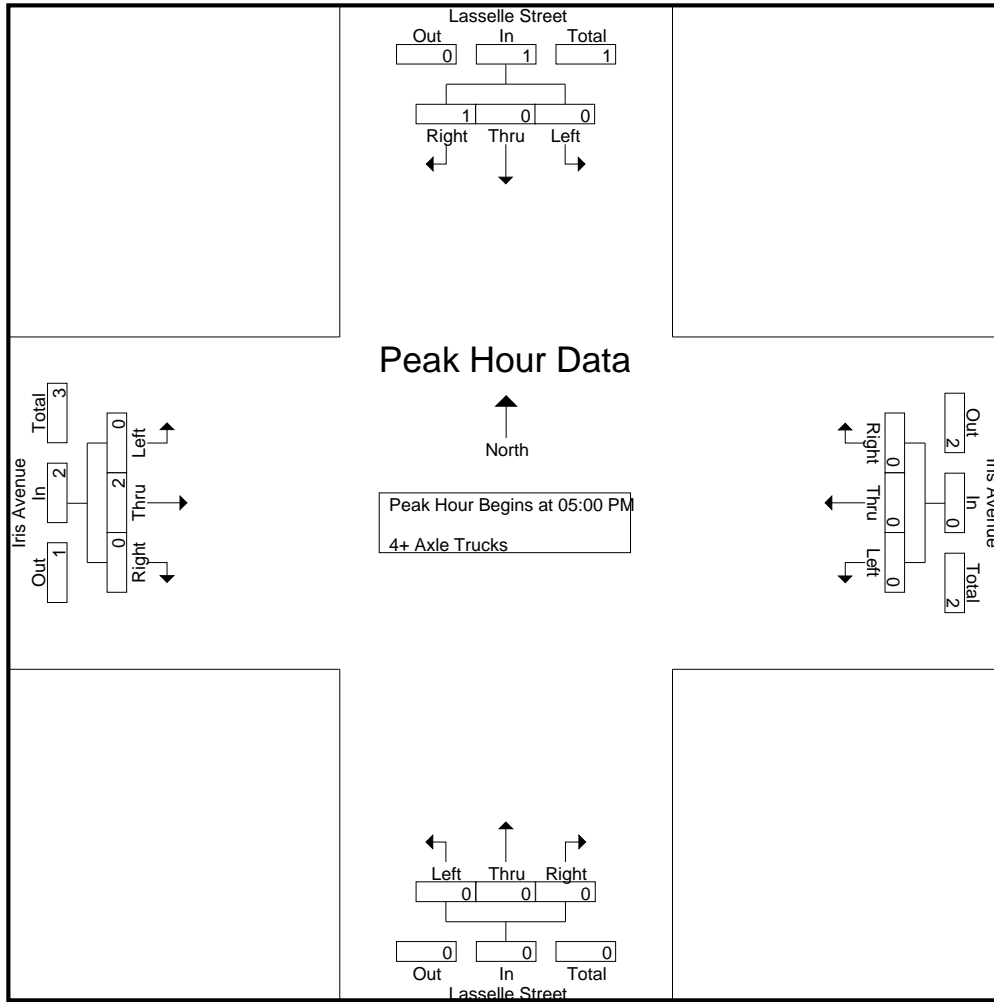
Groups Printed- 4+ Axle Trucks

Start Time	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Grand Total	0	1	1	2	0	0	0	0	0	0	1	1	0	2	0	2	5	
Apprch %	0	50	50		0	0	0		0	0	100		0	100	0			
Total %	0	20	20	40	0	0	0	0	0	0	20	20	0	40	0	40		

Start Time	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 05:00 PM																		
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3	
% App. Total	0	0	100		0	0	0		0	0	0		0	100	0			
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.750	

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 01_MR_V_Lasselle_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2
% App. Total	0	0	100		0	0	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500

City of Moreno Valley
 N/S: Nason Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 02_MRV_Nason_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

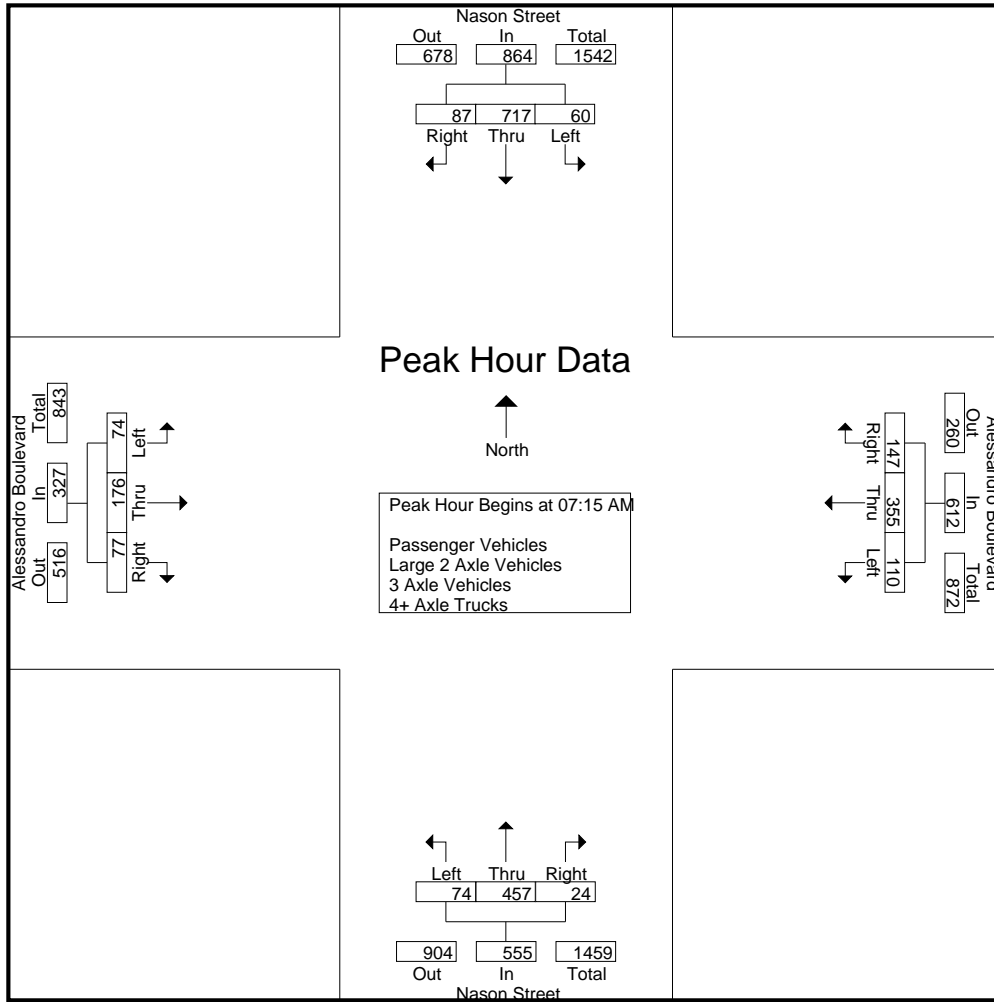
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	10	135	15	160	15	57	24	96	14	92	4	110	14	27	11	52	418
07:15 AM	8	171	19	198	25	86	22	133	14	100	4	118	15	24	8	47	496
07:30 AM	18	155	23	196	28	103	50	181	27	140	12	179	18	35	22	75	631
07:45 AM	25	219	25	269	24	101	51	176	17	125	7	149	20	62	29	111	705
Total	61	680	82	823	92	347	147	586	72	457	27	556	67	148	70	285	2250
08:00 AM	9	172	20	201	33	65	24	122	16	92	1	109	21	55	18	94	526
08:15 AM	12	118	17	147	14	66	15	95	21	105	4	130	16	51	29	96	468
08:30 AM	7	110	6	123	8	63	13	84	17	91	6	114	14	39	23	76	397
08:45 AM	10	130	7	147	7	52	11	70	12	112	1	125	15	24	13	52	394
Total	38	530	50	618	62	246	63	371	66	400	12	478	66	169	83	318	1785
Grand Total	99	1210	132	1441	154	593	210	957	138	857	39	1034	133	317	153	603	4035
Apprch %	6.9	84	9.2		16.1	62	21.9		13.3	82.9	3.8		22.1	52.6	25.4		
Total %	2.5	30	3.3	35.7	3.8	14.7	5.2	23.7	3.4	21.2	1	25.6	3.3	7.9	3.8	14.9	
Passenger Vehicles	97	1179	128	1404	152	584	207	943	128	833	36	997	126	306	146	578	3922
% Passenger Vehicles	98	97.4	97	97.4	98.7	98.5	98.6	98.5	92.8	97.2	92.3	96.4	94.7	96.5	95.4	95.9	97.2
Large 2 Axle Vehicles	2	28	1	31	2	9	3	14	10	21	3	34	1	11	6	18	97
% Large 2 Axle Vehicles	2	2.3	0.8	2.2	1.3	1.5	1.4	1.5	7.2	2.5	7.7	3.3	0.8	3.5	3.9	3	2.4
3 Axle Vehicles	0	1	3	4	0	0	0	0	0	2	0	2	5	0	1	6	12
% 3 Axle Vehicles	0	0.1	2.3	0.3	0	0	0	0	0	0.2	0	0.2	3.8	0	0.7	1	0.3
4+ Axle Trucks	0	2	0	2	0	0	0	0	0	1	0	1	1	0	0	1	4
% 4+ Axle Trucks	0	0.2	0	0.1	0	0	0	0	0	0.1	0	0.1	0.8	0	0	0.2	0.1

Start Time	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	8	171	19	198	25	86	22	133	14	100	4	118	15	24	8	47	496
07:30 AM	18	155	23	196	28	103	50	181	27	140	12	179	18	35	22	75	631
07:45 AM	25	219	25	269	24	101	51	176	17	125	7	149	20	62	29	111	705
08:00 AM	9	172	20	201	33	65	24	122	16	92	1	109	21	55	18	94	526
Total Volume	60	717	87	864	110	355	147	612	74	457	24	555	74	176	77	327	2358
% App. Total	6.9	83	10.1		18	58	24		13.3	82.3	4.3		22.6	53.8	23.5		
PHF	.600	.818	.870	.803	.833	.862	.721	.845	.685	.816	.500	.775	.881	.710	.664	.736	.836

City of Moreno Valley
 N/S: Nason Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 02_MR_V_Nason_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM				07:15 AM				07:30 AM				07:45 AM			
+0 mins.	8	171	19	198	25	86	22	133	27	140	12	179	20	62	29	111
+15 mins.	18	155	23	196	28	103	50	181	17	125	7	149	21	55	18	94
+30 mins.	25	219	25	269	24	101	51	176	16	92	1	109	16	51	29	96
+45 mins.	9	172	20	201	33	65	24	122	21	105	4	130	14	39	23	76
Total Volume	60	717	87	864	110	355	147	612	81	462	24	567	71	207	99	377
% App. Total	6.9	83	10.1		18	58	24		14.3	81.5	4.2		18.8	54.9	26.3	
PHF	.600	.818	.870	.803	.833	.862	.721	.845	.750	.825	.500	.792	.845	.835	.853	.849

City of Moreno Valley
 N/S: Nason Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 02_MRV_Nason_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

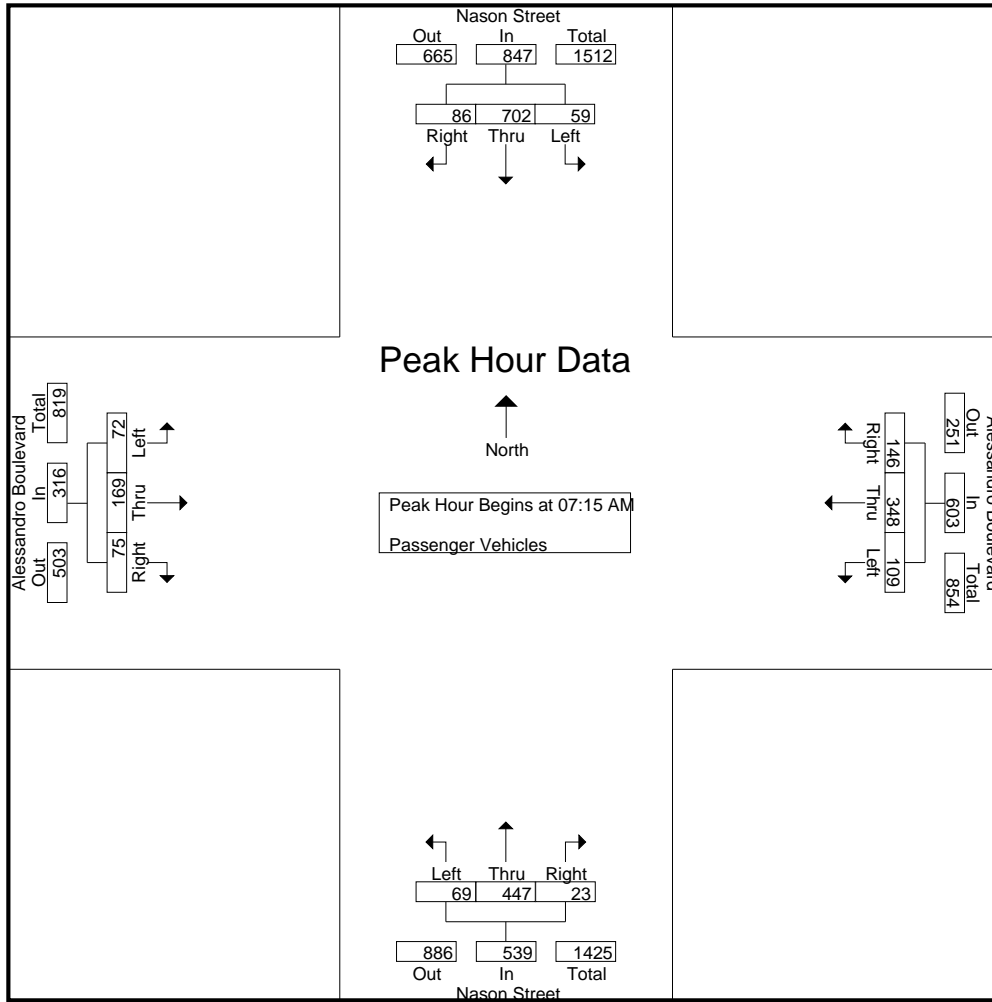
Groups Printed- Passenger Vehicles

Start Time	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	10	129	15	154	15	56	24	95	13	89	3	105	13	25	10	48	402
07:15 AM	8	166	19	193	25	85	22	132	12	96	4	112	15	22	8	45	482
07:30 AM	18	152	23	193	28	102	50	180	27	137	12	176	17	34	21	72	621
07:45 AM	24	217	25	266	23	98	51	172	16	123	6	145	20	60	28	108	691
Total	60	664	82	806	91	341	147	579	68	445	25	538	65	141	67	273	2196
08:00 AM	9	167	19	195	33	63	23	119	14	91	1	106	20	53	18	91	511
08:15 AM	12	114	14	140	14	66	14	94	21	102	4	127	15	50	27	92	453
08:30 AM	6	109	6	121	8	63	13	84	16	87	5	108	13	38	21	72	385
08:45 AM	10	125	7	142	6	51	10	67	9	108	1	118	13	24	13	50	377
Total	37	515	46	598	61	243	60	364	60	388	11	459	61	165	79	305	1726
Grand Total	97	1179	128	1404	152	584	207	943	128	833	36	997	126	306	146	578	3922
Apprch %	6.9	84	9.1		16.1	61.9	22		12.8	83.6	3.6		21.8	52.9	25.3		
Total %	2.5	30.1	3.3	35.8	3.9	14.9	5.3	24	3.3	21.2	0.9	25.4	3.2	7.8	3.7	14.7	

Start Time	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	8	166	19	193	25	85	22	132	12	96	4	112	15	22	8	45	482
07:30 AM	18	152	23	193	28	102	50	180	27	137	12	176	17	34	21	72	621
07:45 AM	24	217	25	266	23	98	51	172	16	123	6	145	20	60	28	108	691
08:00 AM	9	167	19	195	33	63	23	119	14	91	1	106	20	53	18	91	511
Total Volume	59	702	86	847	109	348	146	603	69	447	23	539	72	169	75	316	2305
% App. Total	7	82.9	10.2		18.1	57.7	24.2		12.8	82.9	4.3		22.8	53.5	23.7		
PHF	.615	.809	.860	.796	.826	.853	.716	.838	.639	.816	.479	.766	.900	.704	.670	.731	.834

City of Moreno Valley
 N/S: Nason Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 02_MRV_Nason_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM							
+0 mins.	8	166	19	193	25	85	22	132	12	96	4	112	15	22	8	45
+15 mins.	18	152	23	193	28	102	50	180	27	137	12	176	17	34	21	72
+30 mins.	24	217	25	266	23	98	51	172	16	123	6	145	20	60	28	108
+45 mins.	9	167	19	195	33	63	23	119	14	91	1	106	20	53	18	91
Total Volume	59	702	86	847	109	348	146	603	69	447	23	539	72	169	75	316
% App. Total	7	82.9	10.2		18.1	57.7	24.2		12.8	82.9	4.3		22.8	53.5	23.7	
PHF	.615	.809	.860	.796	.826	.853	.716	.838	.639	.816	.479	.766	.900	.704	.670	.731

City of Moreno Valley
 N/S: Nason Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 02_MRV_Nason_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

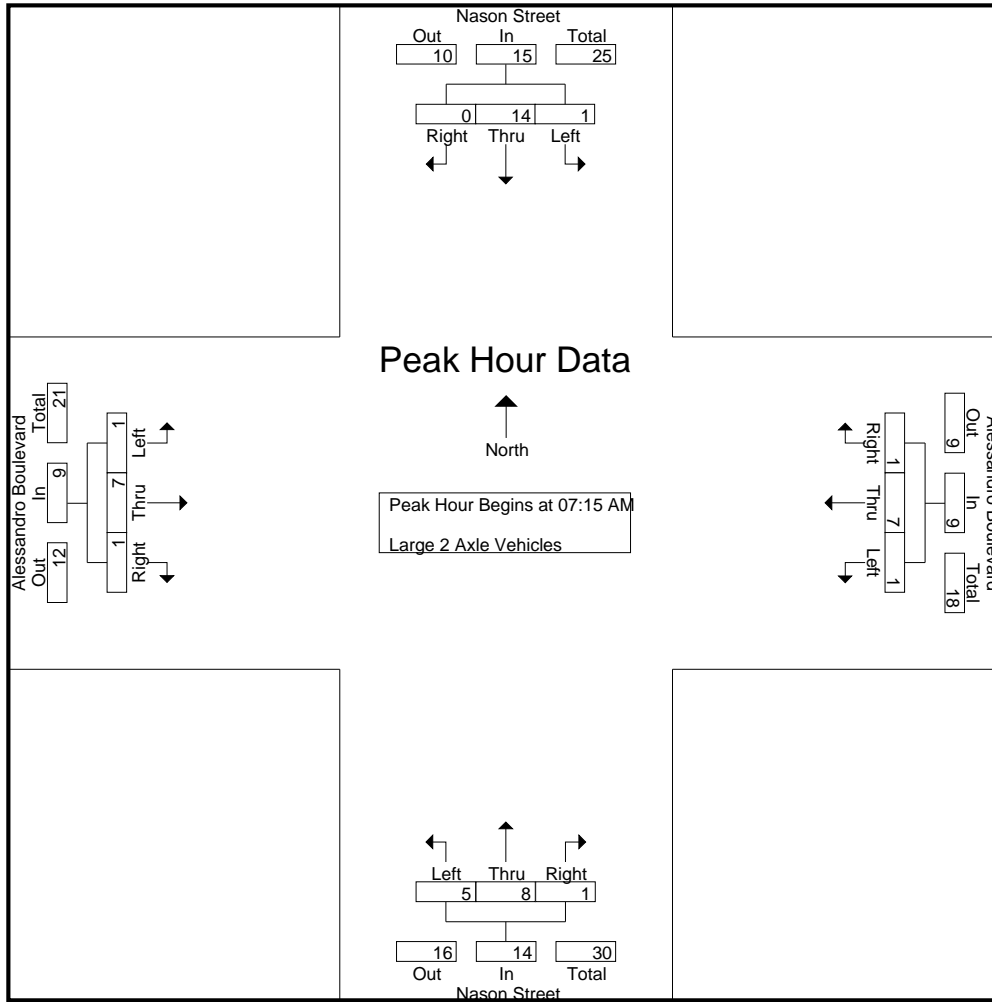
Groups Printed- Large 2 Axle Vehicles

Start Time	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	6	0	6	0	1	0	1	1	3	1	5	0	2	1	3	15
07:15 AM	0	4	0	4	0	1	0	1	2	3	0	5	0	2	0	2	12
07:30 AM	0	3	0	3	0	1	0	1	0	3	0	3	1	1	0	2	9
07:45 AM	1	2	0	3	1	3	0	4	1	1	1	3	0	2	1	3	13
Total	1	15	0	16	1	6	0	7	4	10	2	16	1	7	2	10	49
08:00 AM	0	5	0	5	0	2	1	3	2	1	0	3	0	2	0	2	13
08:15 AM	0	3	1	4	0	0	1	1	0	3	0	3	0	1	2	3	11
08:30 AM	1	1	0	2	0	0	0	0	1	4	1	6	0	1	2	3	11
08:45 AM	0	4	0	4	1	1	1	3	3	3	0	6	0	0	0	0	13
Total	1	13	1	15	1	3	3	7	6	11	1	18	0	4	4	8	48
Grand Total	2	28	1	31	2	9	3	14	10	21	3	34	1	11	6	18	97
Apprch %	6.5	90.3	3.2		14.3	64.3	21.4		29.4	61.8	8.8		5.6	61.1	33.3		
Total %	2.1	28.9	1	32	2.1	9.3	3.1	14.4	10.3	21.6	3.1	35.1	1	11.3	6.2	18.6	

Start Time	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	4	0	4	0	1	0	1	2	3	0	5	0	2	0	2	12
07:30 AM	0	3	0	3	0	1	0	1	0	3	0	3	1	1	0	2	9
07:45 AM	1	2	0	3	1	3	0	4	1	1	1	3	0	2	1	3	13
08:00 AM	0	5	0	5	0	2	1	3	2	1	0	3	0	2	0	2	13
Total Volume	1	14	0	15	1	7	1	9	5	8	1	14	1	7	1	9	47
% App. Total	6.7	93.3	0		11.1	77.8	11.1		35.7	57.1	7.1		11.1	77.8	11.1		
PHF	.250	.700	.000	.750	.250	.583	.250	.563	.625	.667	.250	.700	.250	.875	.250	.750	.904

City of Moreno Valley
 N/S: Nason Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 02_MRV_Nason_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	4	0	4	0	1	0	1	2	3	0	5	0	2	0	2
+15 mins.	0	3	0	3	0	1	0	1	0	3	0	3	1	1	0	2
+30 mins.	1	2	0	3	1	3	0	4	1	1	1	3	0	2	1	3
+45 mins.	0	5	0	5	0	2	1	3	2	1	0	3	0	2	0	2
Total Volume	1	14	0	15	1	7	1	9	5	8	1	14	1	7	1	9
% App. Total	6.7	93.3	0		11.1	77.8	11.1		35.7	57.1	7.1		11.1	77.8	11.1	
PHF	.250	.700	.000	.750	.250	.583	.250	.563	.625	.667	.250	.700	.250	.875	.250	.750

City of Moreno Valley
 N/S: Nason Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 02_MRV_Nason_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

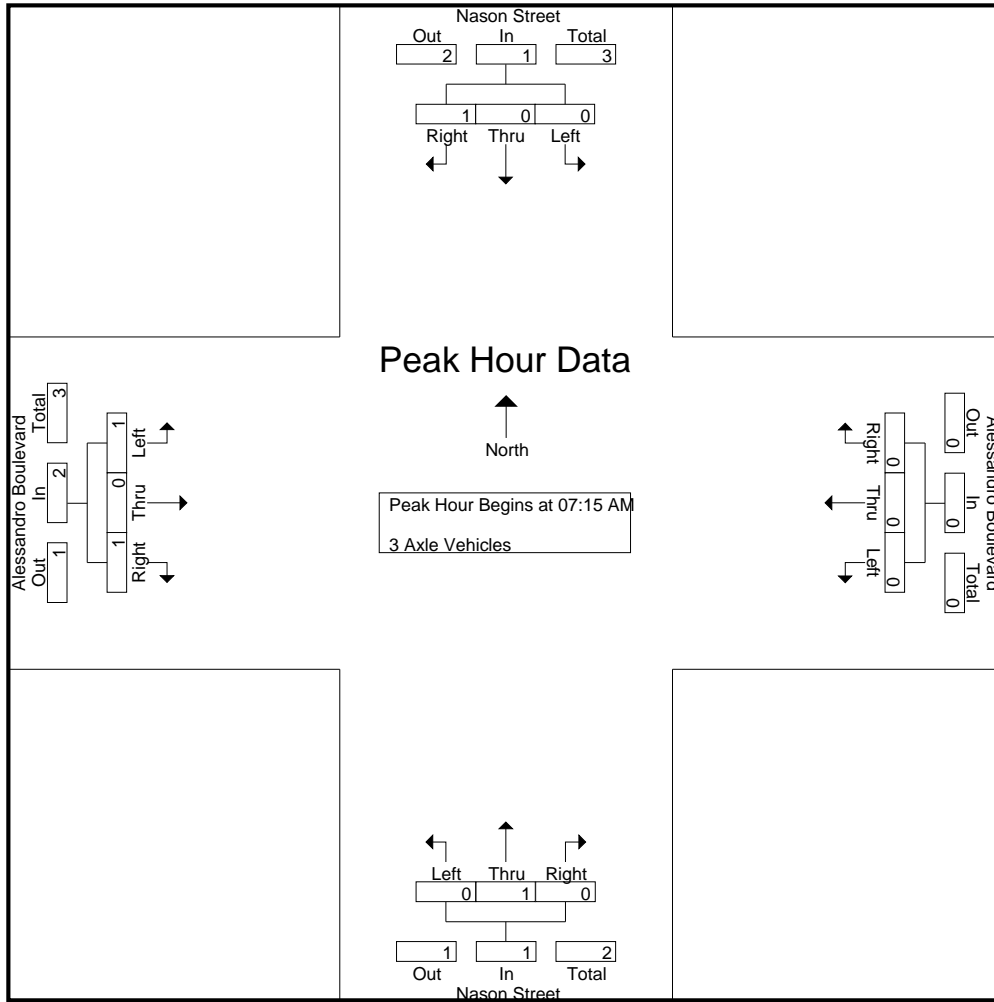
Groups Printed- 3 Axle Vehicles

Start Time	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	2	3
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:15 AM	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	2	0	0	2	4
Total	0	1	3	4	0	0	0	0	0	1	0	1	4	0	0	4	9
Grand Total	0	1	3	4	0	0	0	0	0	2	0	2	5	0	1	6	12
Apprch %	0	25	75		0	0	0		0	100	0		83.3	0	16.7		
Total %	0	8.3	25	33.3	0	0	0	0	0	16.7	0	16.7	41.7	0	8.3	50	

Start Time	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	1	1	0	0	0	0	0	1	0	1	1	0	1	2	4
% App. Total	0	0	100		0	0	0		0	100	0		50	0	50		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.250	.500	.500

City of Moreno Valley
 N/S: Nason Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 02_MRV_Nason_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	0	0	1	1	0	0	0	0	0	1	0	1	1	0	1	2
% App. Total	0	0	100		0	0	0		0	100	0		50	0	50	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.250	.500

City of Moreno Valley
 N/S: Nason Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 02_MRV_Nason_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

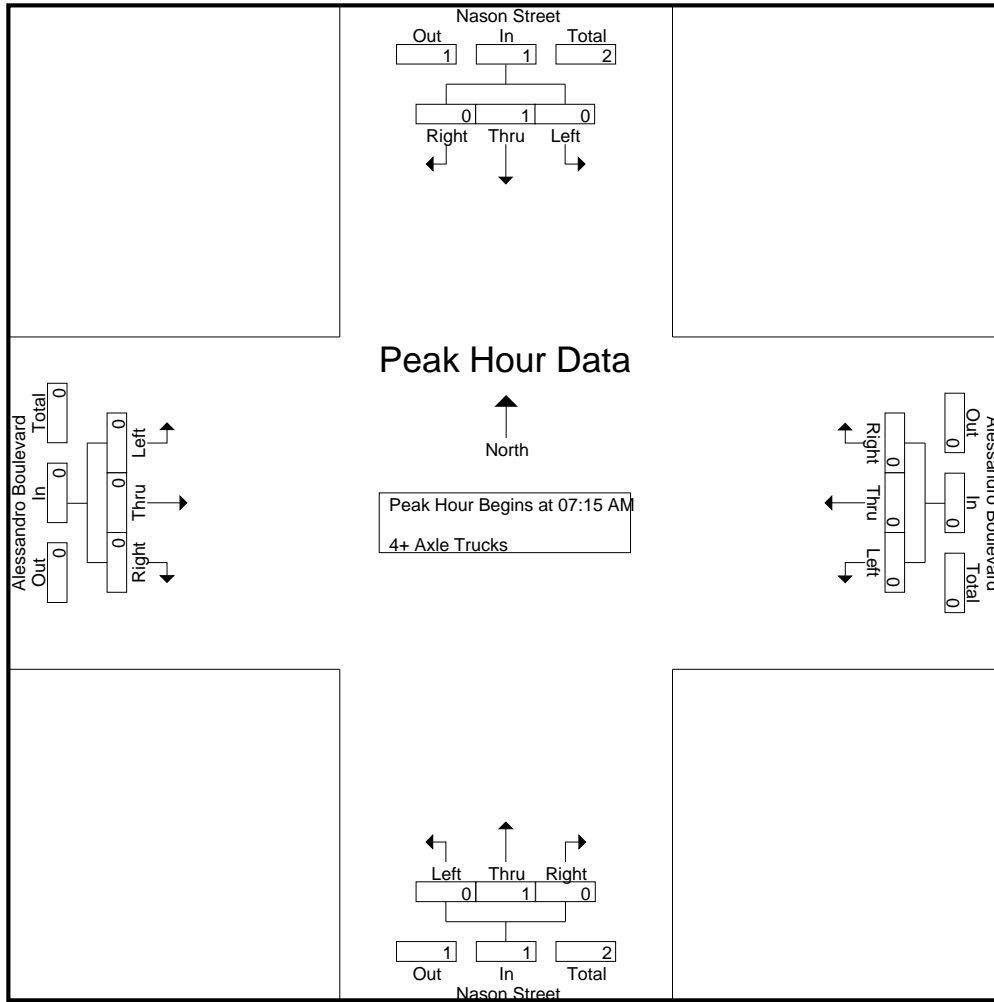
Groups Printed- 4+ Axle Trucks

Start Time	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	2	0	2	0	0	0	0	0	1	0	1	1	0	0	1	4
Apprch %	0	100	0		0	0	0		0	100	0		100	0	0		
Total %	0	50	0	50	0	0	0	0	0	25	0	25	25	0	0	25	

Start Time	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

City of Moreno Valley
 N/S: Nason Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 02_MRV_Nason_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

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

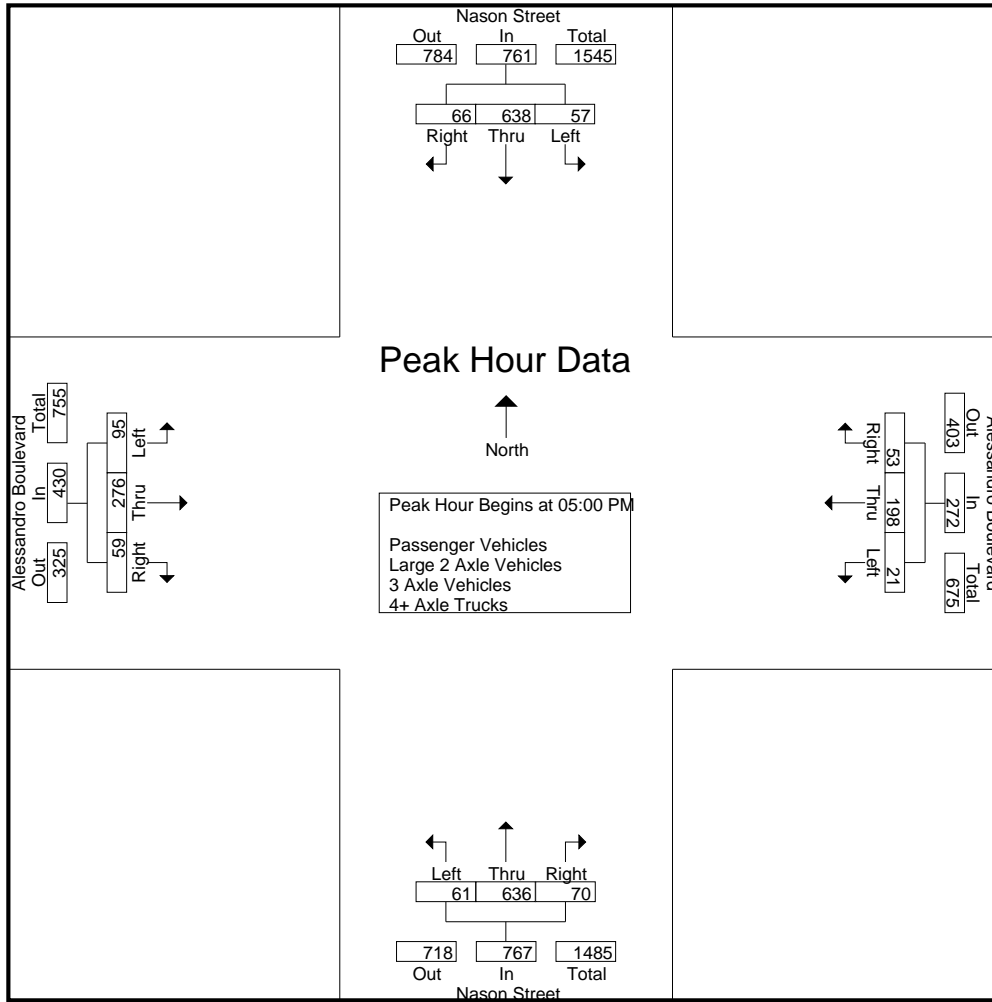
City of Moreno Valley
 N/S: Nason Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 02_MRV_Nason_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	10	124	20	154	8	52	13	73	18	148	18	184	32	65	15	112	523
04:15 PM	8	119	14	141	11	47	23	81	16	150	8	174	37	47	14	98	494
04:30 PM	17	126	18	161	2	38	20	60	24	180	25	229	26	60	22	108	558
04:45 PM	8	112	16	136	6	58	17	81	15	173	9	197	21	61	22	104	518
Total	43	481	68	592	27	195	73	295	73	651	60	784	116	233	73	422	2093
05:00 PM	16	143	20	179	5	50	18	73	16	208	26	250	20	77	20	117	619
05:15 PM	16	135	8	159	4	52	4	60	15	147	14	176	28	62	13	103	498
05:30 PM	9	195	16	220	6	45	14	65	13	157	19	189	18	63	11	92	566
05:45 PM	16	165	22	203	6	51	17	74	17	124	11	152	29	74	15	118	547
Total	57	638	66	761	21	198	53	272	61	636	70	767	95	276	59	430	2230
Grand Total	100	1119	134	1353	48	393	126	567	134	1287	130	1551	211	509	132	852	4323
Apprch %	7.4	82.7	9.9		8.5	69.3	22.2		8.6	83	8.4		24.8	59.7	15.5		
Total %	2.3	25.9	3.1	31.3	1.1	9.1	2.9	13.1	3.1	29.8	3	35.9	4.9	11.8	3.1	19.7	
Passenger Vehicles	98	1103	133	1334	45	383	126	554	131	1274	127	1532	209	498	128	835	4255
% Passenger Vehicles	98	98.6	99.3	98.6	93.8	97.5	100	97.7	97.8	99	97.7	98.8	99.1	97.8	97	98	98.4
Large 2 Axle Vehicles	2	11	1	14	3	9	0	12	3	13	3	19	2	9	4	15	60
% Large 2 Axle Vehicles	2	1	0.7	1	6.2	2.3	0	2.1	2.2	1	2.3	1.2	0.9	1.8	3	1.8	1.4
3 Axle Vehicles	0	5	0	5	0	1	0	1	0	0	0	0	0	0	0	0	6
% 3 Axle Vehicles	0	0.4	0	0.4	0	0.3	0	0.2	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0.2	0

Start Time	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	16	143	20	179	5	50	18	73	16	208	26	250	20	77	20	117	619
05:15 PM	16	135	8	159	4	52	4	60	15	147	14	176	28	62	13	103	498
05:30 PM	9	195	16	220	6	45	14	65	13	157	19	189	18	63	11	92	566
05:45 PM	16	165	22	203	6	51	17	74	17	124	11	152	29	74	15	118	547
Total Volume	57	638	66	761	21	198	53	272	61	636	70	767	95	276	59	430	2230
% App. Total	7.5	83.8	8.7		7.7	72.8	19.5		8	82.9	9.1		22.1	64.2	13.7		
PHF	.891	.818	.750	.865	.875	.952	.736	.919	.897	.764	.673	.767	.819	.896	.738	.911	.901



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

	05:00 PM				04:00 PM				04:30 PM				04:30 PM			
+0 mins.	16	143	20	179	8	52	13	73	24	180	25	229	26	60	22	108
+15 mins.	16	135	8	159	11	47	23	81	15	173	9	197	21	61	22	104
+30 mins.	9	195	16	220	2	38	20	60	16	208	26	250	20	77	20	117
+45 mins.	16	165	22	203	6	58	17	81	15	147	14	176	28	62	13	103
Total Volume	57	638	66	761	27	195	73	295	70	708	74	852	95	260	77	432
% App. Total	7.5	83.8	8.7		9.2	66.1	24.7		8.2	83.1	8.7		22	60.2	17.8	
PHF	.891	.818	.750	.865	.614	.841	.793	.910	.729	.851	.712	.852	.848	.844	.875	.923

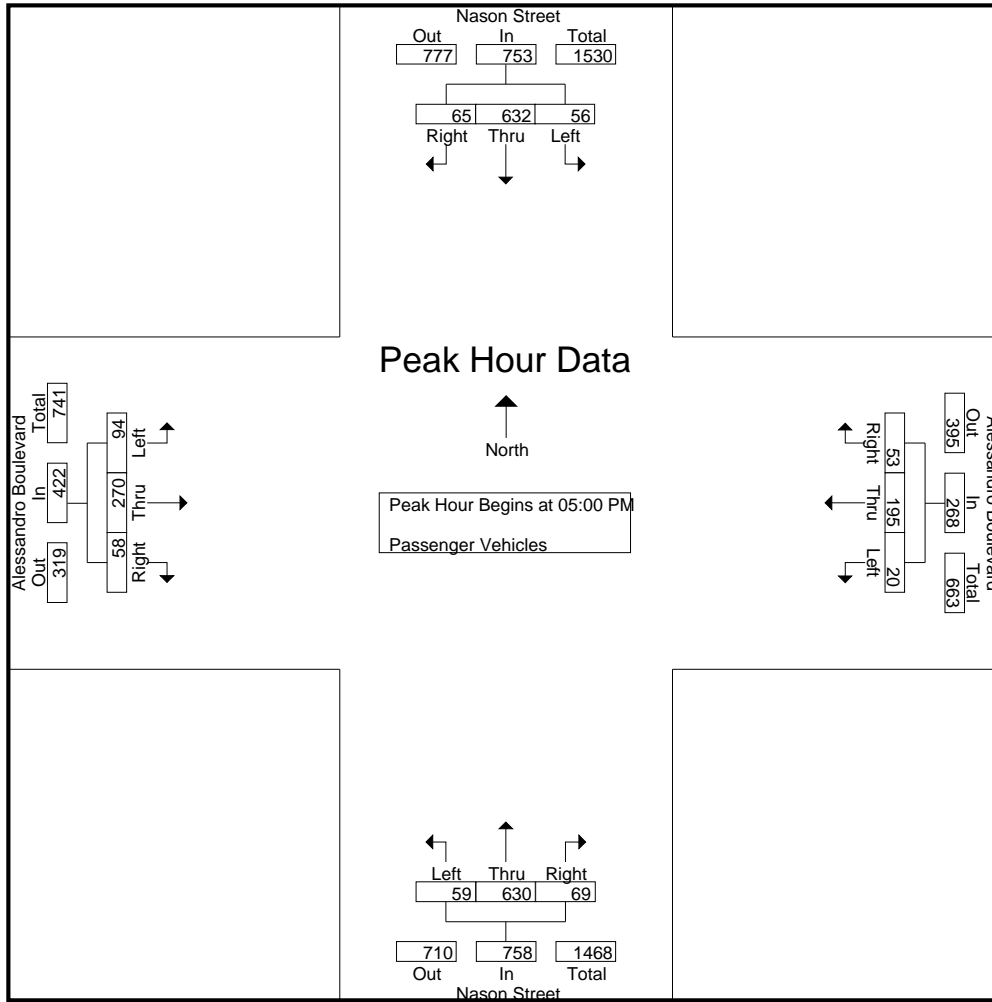
City of Moreno Valley
 N/S: Nason Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 02_MRV_Nason_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	10	121	20	151	7	51	13	71	18	145	17	180	31	65	14	110	512
04:15 PM	8	116	14	138	11	45	23	79	15	147	7	169	37	44	14	95	481
04:30 PM	16	124	18	158	2	36	20	58	24	179	25	228	26	59	22	107	551
04:45 PM	8	110	16	134	5	56	17	78	15	173	9	197	21	60	20	101	510
Total	42	471	68	581	25	188	73	286	72	644	58	774	115	228	70	413	2054
05:00 PM	16	141	19	176	5	50	18	73	15	206	25	246	20	76	19	115	610
05:15 PM	15	134	8	157	4	52	4	60	15	145	14	174	27	62	13	102	493
05:30 PM	9	193	16	218	6	45	14	65	13	155	19	187	18	59	11	88	558
05:45 PM	16	164	22	202	5	48	17	70	16	124	11	151	29	73	15	117	540
Total	56	632	65	753	20	195	53	268	59	630	69	758	94	270	58	422	2201
Grand Total	98	1103	133	1334	45	383	126	554	131	1274	127	1532	209	498	128	835	4255
Apprch %	7.3	82.7	10		8.1	69.1	22.7		8.6	83.2	8.3		25	59.6	15.3		
Total %	2.3	25.9	3.1	31.4	1.1	9	3	13	3.1	29.9	3	36	4.9	11.7	3	19.6	

Start Time	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	16	141	19	176	5	50	18	73	15	206	25	246	20	76	19	115	610
05:15 PM	15	134	8	157	4	52	4	60	15	145	14	174	27	62	13	102	493
05:30 PM	9	193	16	218	6	45	14	65	13	155	19	187	18	59	11	88	558
05:45 PM	16	164	22	202	5	48	17	70	16	124	11	151	29	73	15	117	540
Total Volume	56	632	65	753	20	195	53	268	59	630	69	758	94	270	58	422	2201
% App. Total	7.4	83.9	8.6		7.5	72.8	19.8		7.8	83.1	9.1		22.3	64	13.7		
PHF	.875	.819	.739	.864	.833	.938	.736	.918	.922	.765	.690	.770	.810	.888	.763	.902	.902



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	16	141	19	176	5	50	18	73	15	206	25	246	20	76	19	115
+15 mins.	15	134	8	157	4	52	4	60	15	145	14	174	27	62	13	102
+30 mins.	9	193	16	218	6	45	14	65	13	155	19	187	18	59	11	88
+45 mins.	16	164	22	202	5	48	17	70	16	124	11	151	29	73	15	117
Total Volume	56	632	65	753	20	195	53	268	59	630	69	758	94	270	58	422
% App. Total	7.4	83.9	8.6		7.5	72.8	19.8		7.8	83.1	9.1		22.3	64	13.7	
PHF	.875	.819	.739	.864	.833	.938	.736	.918	.922	.765	.690	.770	.810	.888	.763	.902

City of Moreno Valley
 N/S: Nason Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 02_MRV_Nason_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

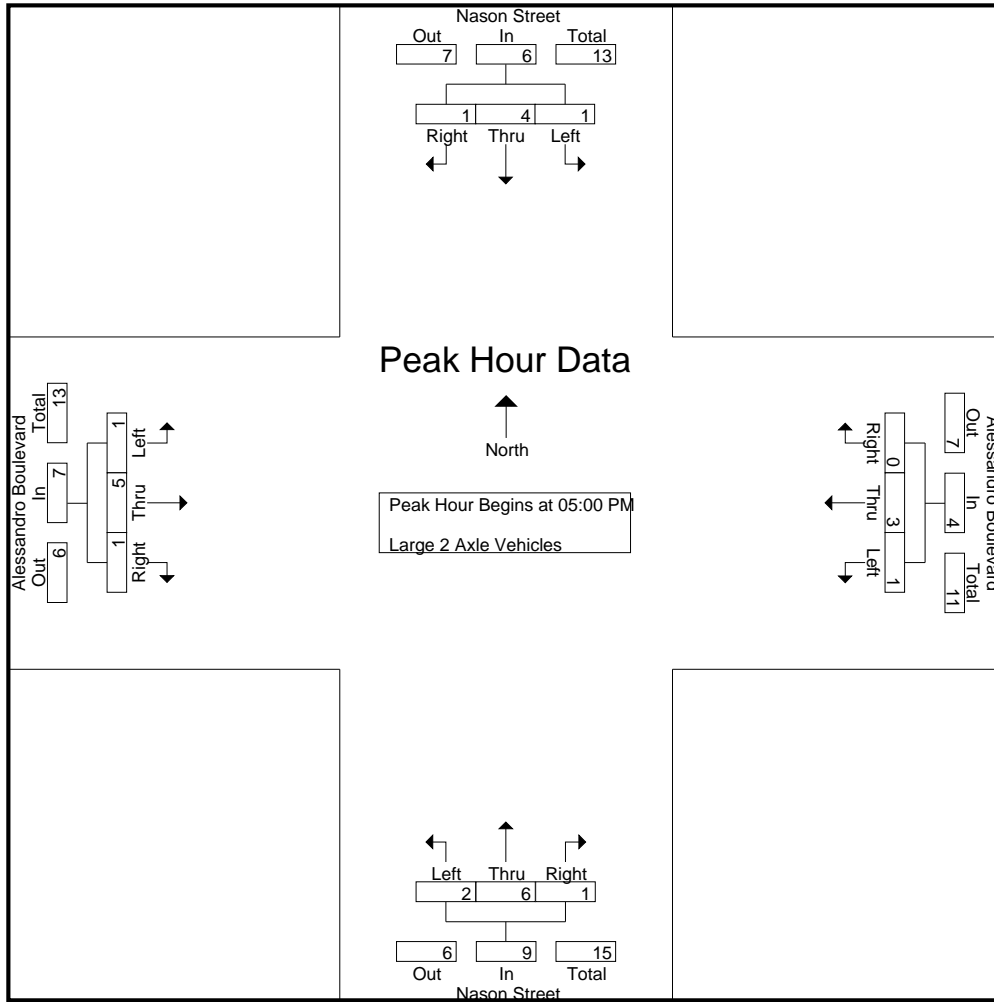
Groups Printed- Large 2 Axle Vehicles

Start Time	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	3	0	3	1	0	0	1	0	3	1	4	1	0	1	2	10
04:15 PM	0	2	0	2	0	2	0	2	1	3	1	5	0	3	0	3	12
04:30 PM	1	1	0	2	0	2	0	2	0	1	0	1	0	1	0	1	6
04:45 PM	0	1	0	1	1	2	0	3	0	0	0	0	0	0	2	2	6
Total	1	7	0	8	2	6	0	8	1	7	2	10	1	4	3	8	34
05:00 PM	0	1	1	2	0	0	0	0	1	2	1	4	0	0	1	1	7
05:15 PM	1	0	0	1	0	0	0	0	0	2	0	2	1	0	0	1	4
05:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	4	0	4	8
05:45 PM	0	1	0	1	1	3	0	4	1	0	0	1	0	1	0	1	7
Total	1	4	1	6	1	3	0	4	2	6	1	9	1	5	1	7	26
Grand Total	2	11	1	14	3	9	0	12	3	13	3	19	2	9	4	15	60
Apprch %	14.3	78.6	7.1		25	75	0		15.8	68.4	15.8		13.3	60	26.7		
Total %	3.3	18.3	1.7	23.3	5	15	0	20	5	21.7	5	31.7	3.3	15	6.7	25	

Start Time	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	1	2	0	0	0	0	1	2	1	4	0	0	1	1	7
05:15 PM	1	0	0	1	0	0	0	0	0	2	0	2	1	0	0	1	4
05:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	4	0	4	8
05:45 PM	0	1	0	1	1	3	0	4	1	0	0	1	0	1	0	1	7
Total Volume	1	4	1	6	1	3	0	4	2	6	1	9	1	5	1	7	26
% App. Total	16.7	66.7	16.7		25	75	0		22.2	66.7	11.1		14.3	71.4	14.3		
PHF	.250	.500	.250	.750	.250	.250	.000	.250	.500	.750	.250	.563	.250	.313	.250	.438	.813

City of Moreno Valley
 N/S: Nason Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 02_MR_V_Nason_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2

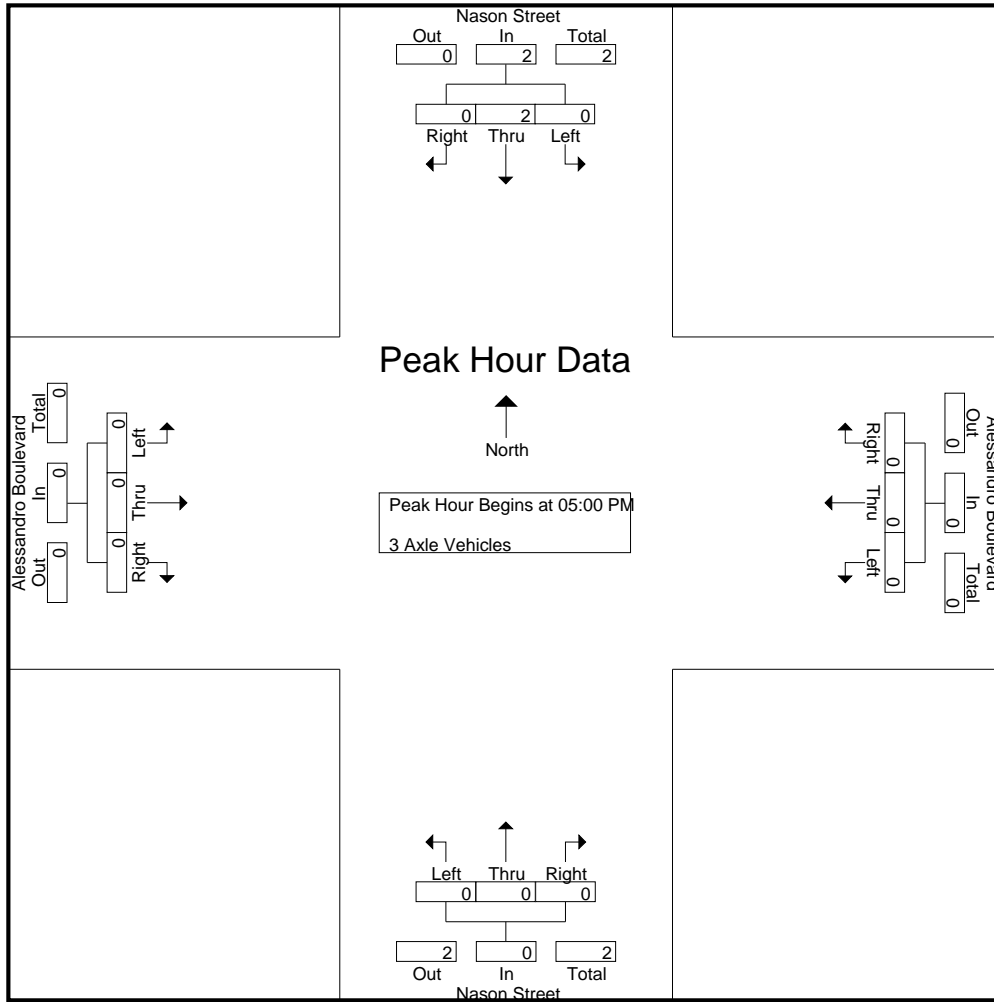


Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	1	2	0	0	0	0	1	2	1	4	0	0	1	1
+15 mins.	1	0	0	1	0	0	0	0	0	2	0	2	1	0	0	1
+30 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	4	0	4
+45 mins.	0	1	0	1	1	3	0	4	1	0	0	1	0	1	0	1
Total Volume	1	4	1	6	1	3	0	4	2	6	1	9	1	5	1	7
% App. Total	16.7	66.7	16.7		25	75	0		22.2	66.7	11.1		14.3	71.4	14.3	
PHF	.250	.500	.250	.750	.250	.250	.000	.250	.500	.750	.250	.563	.250	.313	.250	.438

City of Moreno Valley
 N/S: Nason Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 02_MRV_Nason_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Nason Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 02_MRV_Nason_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

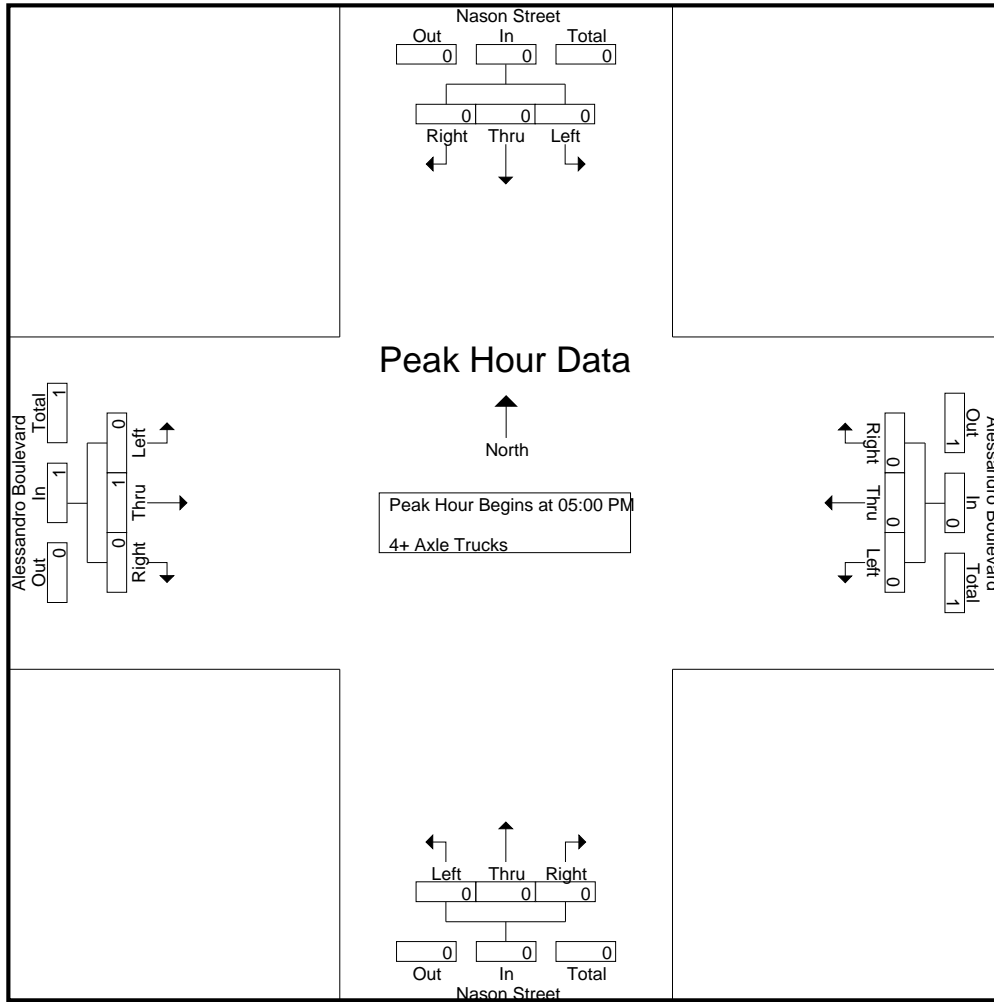
Groups Printed- 4+ Axle Trucks

Start Time	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0		
Total %	0	0	0		0	0	0		0	0	0		0	100	0	100	

Start Time	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

City of Moreno Valley
 N/S: Nason Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 02_MRV_Nason_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

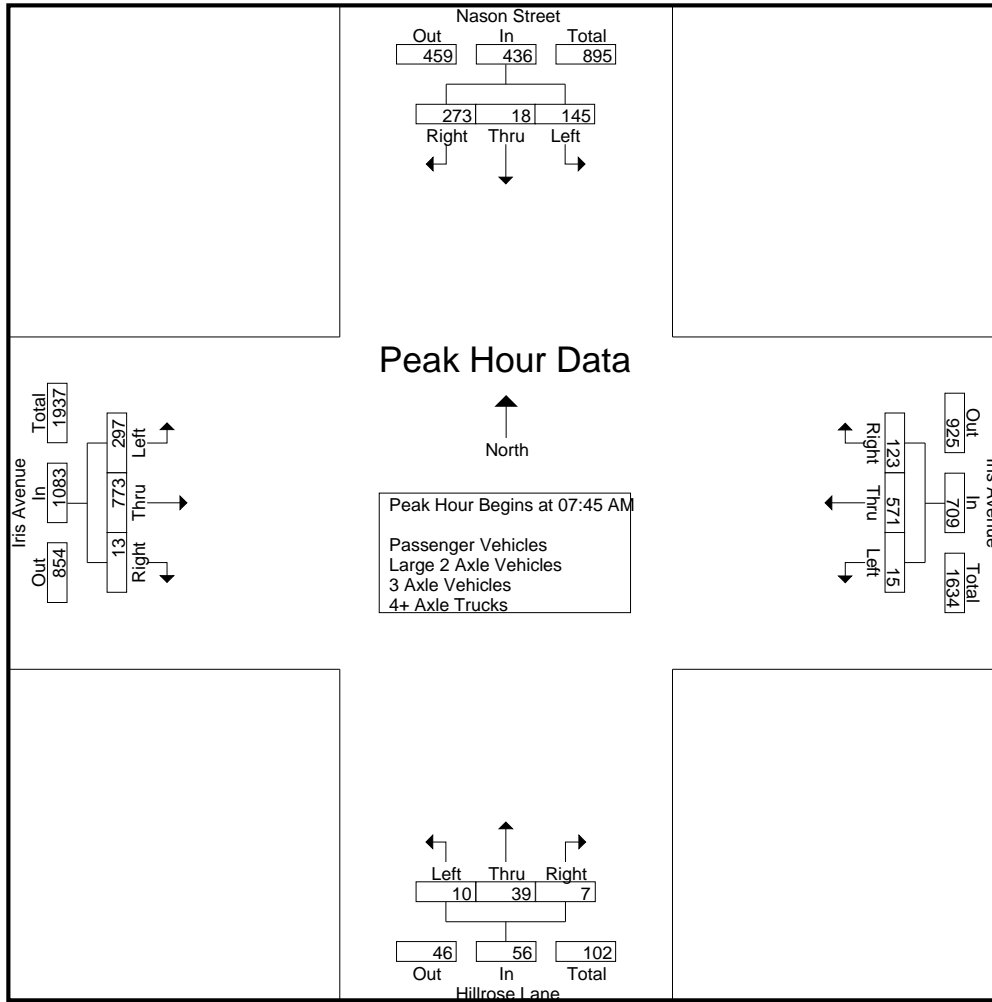
City of Moreno Valley
 N/S: Nason Street/Hillrose Lane
 E/W: Iris Avenue
 Weather: Clear

File Name : 03_MRV_Nason_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Nason Street Southbound				Iris Avenue Westbound				Hillrose Lane Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	11	6	64	81	0	134	28	162	10	18	2	30	69	109	4	182	455
07:15 AM	15	2	62	79	3	120	35	158	11	13	1	25	70	130	8	208	470
07:30 AM	24	1	75	100	3	146	43	192	5	11	2	18	72	123	6	201	511
07:45 AM	31	5	85	121	4	141	39	184	4	16	1	21	117	220	8	345	671
Total	81	14	286	381	10	541	145	696	30	58	6	94	328	582	26	936	2107
08:00 AM	38	9	97	144	4	129	20	153	4	6	1	11	55	194	2	251	559
08:15 AM	47	1	57	105	3	116	35	154	1	12	3	16	75	181	1	257	532
08:30 AM	29	3	34	66	4	185	29	218	1	5	2	8	50	178	2	230	522
08:45 AM	31	3	54	88	4	181	23	208	1	5	1	7	52	107	0	159	462
Total	145	16	242	403	15	611	107	733	7	28	7	42	232	660	5	897	2075
Grand Total	226	30	528	784	25	1152	252	1429	37	86	13	136	560	1242	31	1833	4182
Apprch %	28.8	3.8	67.3		1.7	80.6	17.6		27.2	63.2	9.6		30.6	67.8	1.7		
Total %	5.4	0.7	12.6	18.7	0.6	27.5	6	34.2	0.9	2.1	0.3	3.3	13.4	29.7	0.7	43.8	
Passenger Vehicles	222	30	520	772	25	1128	245	1398	35	85	13	133	550	1208	29	1787	4090
% Passenger Vehicles	98.2	100	98.5	98.5	100	97.9	97.2	97.8	94.6	98.8	100	97.8	98.2	97.3	93.5	97.5	97.8
Large 2 Axle Vehicles	4	0	6	10	0	20	7	27	2	1	0	3	8	29	2	39	79
% Large 2 Axle Vehicles	1.8	0	1.1	1.3	0	1.7	2.8	1.9	5.4	1.2	0	2.2	1.4	2.3	6.5	2.1	1.9
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	2	3	0	5	6
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.4	0.2	0	0.3	0.1
4+ Axle Trucks	0	0	2	2	0	3	0	3	0	0	0	0	0	2	0	2	7
% 4+ Axle Trucks	0	0	0.4	0.3	0	0.3	0	0.2	0	0	0	0	0	0.2	0	0.1	0.2

Start Time	Nason Street Southbound				Iris Avenue Westbound				Hillrose Lane Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	31	5	85	121	4	141	39	184	4	16	1	21	117	220	8	345	671
08:00 AM	38	9	97	144	4	129	20	153	4	6	1	11	55	194	2	251	559
08:15 AM	47	1	57	105	3	116	35	154	1	12	3	16	75	181	1	257	532
08:30 AM	29	3	34	66	4	185	29	218	1	5	2	8	50	178	2	230	522
Total Volume	145	18	273	436	15	571	123	709	10	39	7	56	297	773	13	1083	2284
% App. Total	33.3	4.1	62.6		2.1	80.5	17.3		17.9	69.6	12.5		27.4	71.4	1.2		
PHF	.771	.500	.704	.757	.938	.772	.788	.813	.625	.609	.583	.667	.635	.878	.406	.785	.851



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

	07:30 AM				08:00 AM				07:00 AM				07:45 AM			
+0 mins.	24	1	75	100	4	129	20	153	10	18	2	30	117	220	8	345
+15 mins.	31	5	85	121	3	116	35	154	11	13	1	25	55	194	2	251
+30 mins.	38	9	97	144	4	185	29	218	5	11	2	18	75	181	1	257
+45 mins.	47	1	57	105	4	181	23	208	4	16	1	21	50	178	2	230
Total Volume	140	16	314	470	15	611	107	733	30	58	6	94	297	773	13	1083
% App. Total	29.8	3.4	66.8		2	83.4	14.6		31.9	61.7	6.4		27.4	71.4	1.2	
PHF	.745	.444	.809	.816	.938	.826	.764	.841	.682	.806	.750	.783	.635	.878	.406	.785

City of Moreno Valley
 N/S: Nason Street/Hillrose Lane
 E/W: Iris Avenue
 Weather: Clear

File Name : 03_MRV_Nason_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

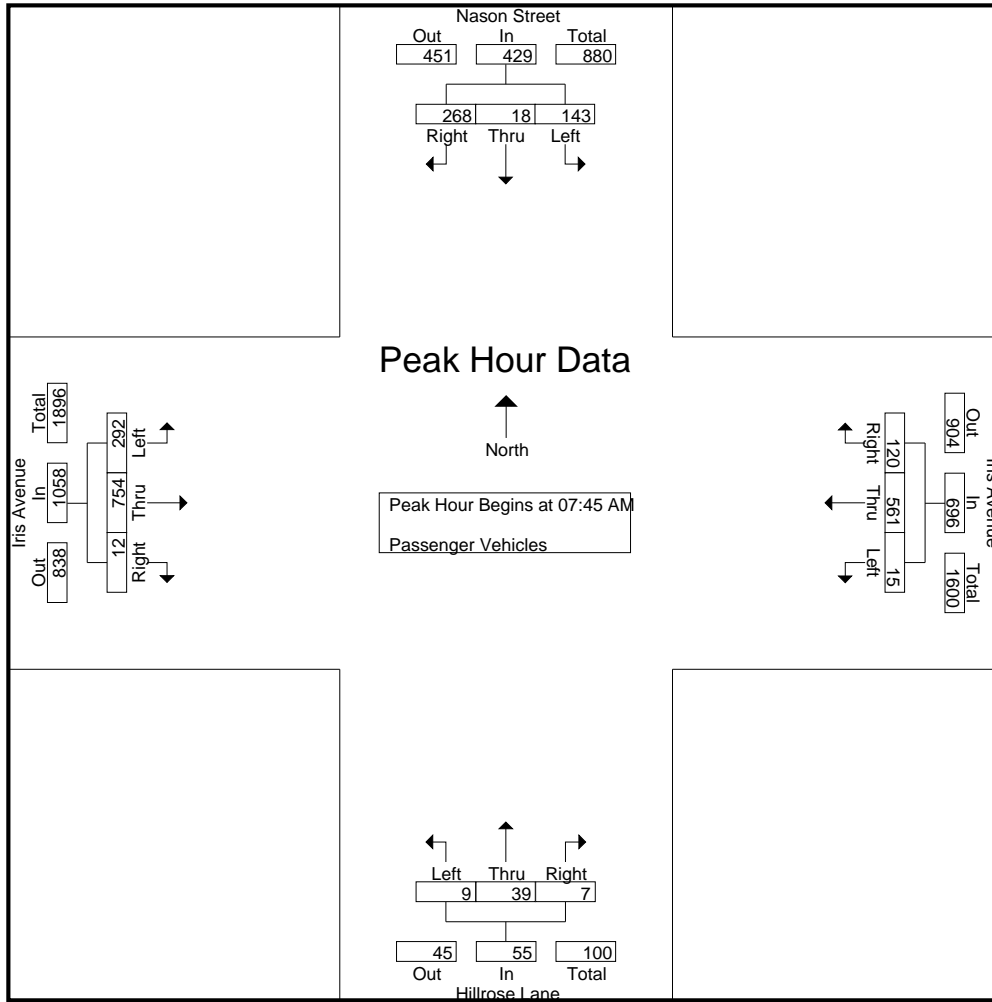
Groups Printed- Passenger Vehicles

Start Time	Nason Street Southbound				Iris Avenue Westbound				Hillrose Lane Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	10	6	63	79	0	129	27	156	10	18	2	30	68	105	4	177	442
07:15 AM	14	2	61	77	3	119	34	156	11	13	1	25	69	125	8	202	460
07:30 AM	24	1	74	99	3	141	42	186	5	10	2	17	70	119	5	194	496
07:45 AM	30	5	84	119	4	139	37	180	4	16	1	21	117	217	7	341	661
Total	78	14	282	374	10	528	140	678	30	57	6	93	324	566	24	914	2059
08:00 AM	38	9	97	144	4	127	19	150	3	6	1	10	54	190	2	246	550
08:15 AM	46	1	54	101	3	115	35	153	1	12	3	16	74	177	1	252	522
08:30 AM	29	3	33	65	4	180	29	213	1	5	2	8	47	170	2	219	505
08:45 AM	31	3	54	88	4	178	22	204	0	5	1	6	51	105	0	156	454
Total	144	16	238	398	15	600	105	720	5	28	7	40	226	642	5	873	2031
Grand Total	222	30	520	772	25	1128	245	1398	35	85	13	133	550	1208	29	1787	4090
Apprch %	28.8	3.9	67.4		1.8	80.7	17.5		26.3	63.9	9.8		30.8	67.6	1.6		
Total %	5.4	0.7	12.7	18.9	0.6	27.6	6	34.2	0.9	2.1	0.3	3.3	13.4	29.5	0.7	43.7	

Start Time	Nason Street Southbound				Iris Avenue Westbound				Hillrose Lane Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	30	5	84	119	4	139	37	180	4	16	1	21	117	217	7	341	661
08:00 AM	38	9	97	144	4	127	19	150	3	6	1	10	54	190	2	246	550
08:15 AM	46	1	54	101	3	115	35	153	1	12	3	16	74	177	1	252	522
08:30 AM	29	3	33	65	4	180	29	213	1	5	2	8	47	170	2	219	505
Total Volume	143	18	268	429	15	561	120	696	9	39	7	55	292	754	12	1058	2238
% App. Total	33.3	4.2	62.5		2.2	80.6	17.2		16.4	70.9	12.7		27.6	71.3	1.1		
PHF	.777	.500	.691	.745	.938	.779	.811	.817	.563	.609	.583	.655	.624	.869	.429	.776	.846

City of Moreno Valley
 N/S: Nason Street/Hillrose Lane
 E/W: Iris Avenue
 Weather: Clear

File Name : 03_MRV_Nason_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	30	5	84	119	4	139	37	180	4	16	1	21	117	217	7	341
+15 mins.	38	9	97	144	4	127	19	150	3	6	1	10	54	190	2	246
+30 mins.	46	1	54	101	3	115	35	153	1	12	3	16	74	177	1	252
+45 mins.	29	3	33	65	4	180	29	213	1	5	2	8	47	170	2	219
Total Volume	143	18	268	429	15	561	120	696	9	39	7	55	292	754	12	1058
% App. Total	33.3	4.2	62.5		2.2	80.6	17.2		16.4	70.9	12.7		27.6	71.3	1.1	
PHF	.777	.500	.691	.745	.938	.779	.811	.817	.563	.609	.583	.655	.624	.869	.429	.776

City of Moreno Valley
 N/S: Nason Street/Hillrose Lane
 E/W: Iris Avenue
 Weather: Clear

File Name : 03_MRV_Nason_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

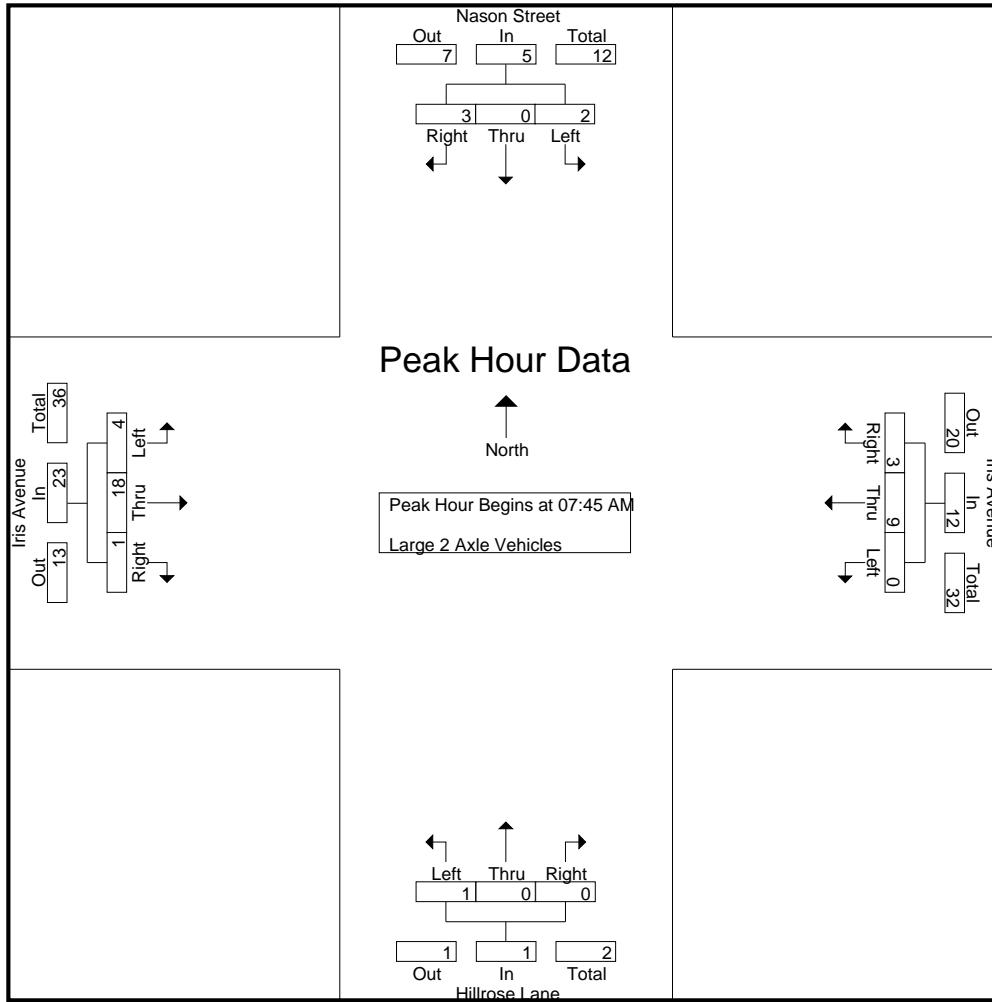
Groups Printed- Large 2 Axle Vehicles

Start Time	Nason Street Southbound				Iris Avenue Westbound				Hillrose Lane Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	1	2	0	5	1	6	0	0	0	0	1	4	0	5	13
07:15 AM	1	0	1	2	0	1	1	2	0	0	0	0	0	4	0	4	8
07:30 AM	0	0	1	1	0	4	1	5	0	1	0	1	2	2	1	5	12
07:45 AM	1	0	0	1	0	2	2	4	0	0	0	0	0	3	1	4	9
Total	3	0	3	6	0	12	5	17	0	1	0	1	3	13	2	18	42
08:00 AM	0	0	0	0	0	2	1	3	1	0	0	1	1	4	0	5	9
08:15 AM	1	0	2	3	0	1	0	1	0	0	0	0	1	4	0	5	9
08:30 AM	0	0	1	1	0	4	0	4	0	0	0	0	2	7	0	9	14
08:45 AM	0	0	0	0	0	1	1	2	1	0	0	1	1	1	0	2	5
Total	1	0	3	4	0	8	2	10	2	0	0	2	5	16	0	21	37
Grand Total	4	0	6	10	0	20	7	27	2	1	0	3	8	29	2	39	79
Apprch %	40	0	60		0	74.1	25.9		66.7	33.3	0		20.5	74.4	5.1		
Total %	5.1	0	7.6	12.7	0	25.3	8.9	34.2	2.5	1.3	0	3.8	10.1	36.7	2.5	49.4	

Start Time	Nason Street Southbound				Iris Avenue Westbound				Hillrose Lane Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	0	0	1	0	2	2	4	0	0	0	0	0	3	1	4	9
08:00 AM	0	0	0	0	0	2	1	3	1	0	0	1	1	4	0	5	9
08:15 AM	1	0	2	3	0	1	0	1	0	0	0	0	1	4	0	5	9
08:30 AM	0	0	1	1	0	4	0	4	0	0	0	0	2	7	0	9	14
Total Volume	2	0	3	5	0	9	3	12	1	0	0	1	4	18	1	23	41
% App. Total	40	0	60		0	75	25		100	0	0		17.4	78.3	4.3		
PHF	.500	.000	.375	.417	.000	.563	.375	.750	.250	.000	.000	.250	.500	.643	.250	.639	.732

City of Moreno Valley
 N/S: Nason Street/Hillrose Lane
 E/W: Iris Avenue
 Weather: Clear

File Name : 03_MRV_Nason_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	1	0	0	1	0	2	2	4	0	0	0	0	0	3	1	4
+15 mins.	0	0	0	0	0	2	1	3	1	0	0	1	1	4	0	5
+30 mins.	1	0	2	3	0	1	0	1	0	0	0	0	1	4	0	5
+45 mins.	0	0	1	1	0	4	0	4	0	0	0	0	2	7	0	9
Total Volume	2	0	3	5	0	9	3	12	1	0	0	1	4	18	1	23
% App. Total	40	0	60		0	75	25	100	100	0	0		17.4	78.3	4.3	
PHF	.500	.000	.375	.417	.000	.563	.375	.750	.250	.000	.000	.250	.500	.643	.250	.639

City of Moreno Valley
 N/S: Nason Street/Hillrose Lane
 E/W: Iris Avenue
 Weather: Clear

File Name : 03_MRV_Nason_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

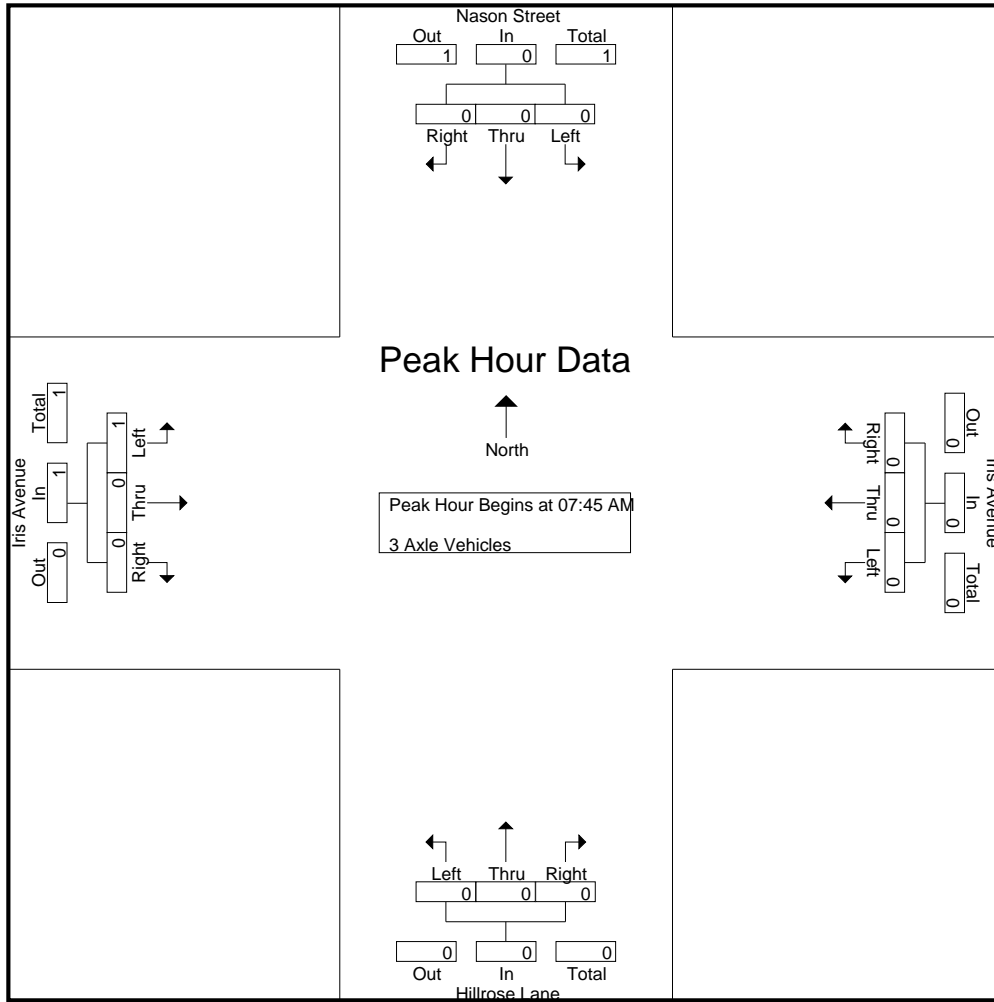
Groups Printed- 3 Axle Vehicles

Start Time	Nason Street Southbound				Iris Avenue Westbound				Hillrose Lane Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	2	3	0	5	6
Apprch %	0	0	0		0	100	0		0	0	0		40	60	0		
Total %	0	0	0		0	16.7	0	16.7	0	0	0		33.3	50	0	83.3	

Start Time	Nason Street Southbound				Iris Avenue Westbound				Hillrose Lane Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

City of Moreno Valley
 N/S: Nason Street/Hillrose Lane
 E/W: Iris Avenue
 Weather: Clear

File Name : 03_MRV_Nason_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

City of Moreno Valley
 N/S: Nason Street/Hillrose Lane
 E/W: Iris Avenue
 Weather: Clear

File Name : 03_MRV_Nason_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

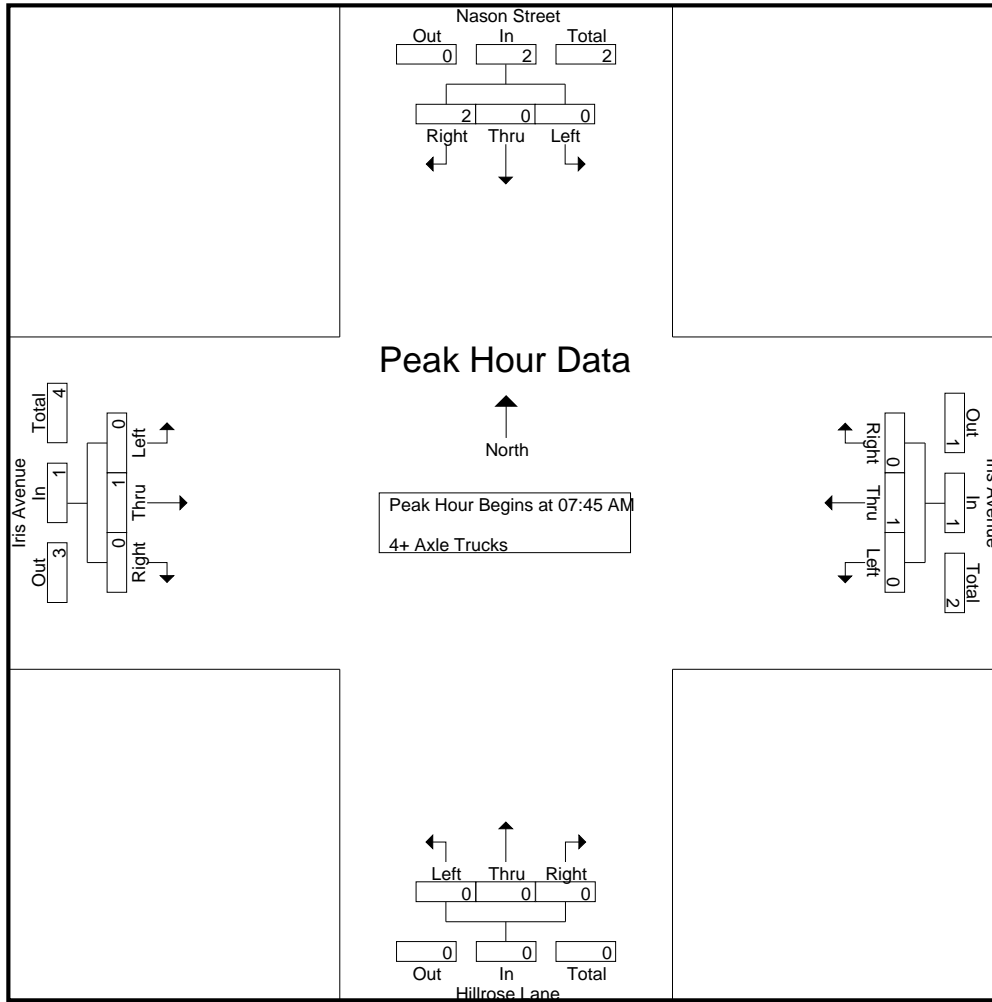
Groups Printed- 4+ Axle Trucks

Start Time	Nason Street Southbound				Iris Avenue Westbound				Hillrose Lane Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	2	0	2	0	0	0	0	0	1	0	1	4
Grand Total	0	0	2	2	0	3	0	3	0	0	0	0	0	2	0	2	7
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0		
Total %	0	0	28.6	28.6	0	42.9	0	42.9	0	0	0	0	0	28.6	0	28.6	

Start Time	Nason Street Southbound				Iris Avenue Westbound				Hillrose Lane Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	2	2	0	1	0	1	0	0	0	0	0	1	0	1	4
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.500	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

City of Moreno Valley
 N/S: Nason Street/Hillrose Lane
 E/W: Iris Avenue
 Weather: Clear

File Name : 03_MRV_Nason_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

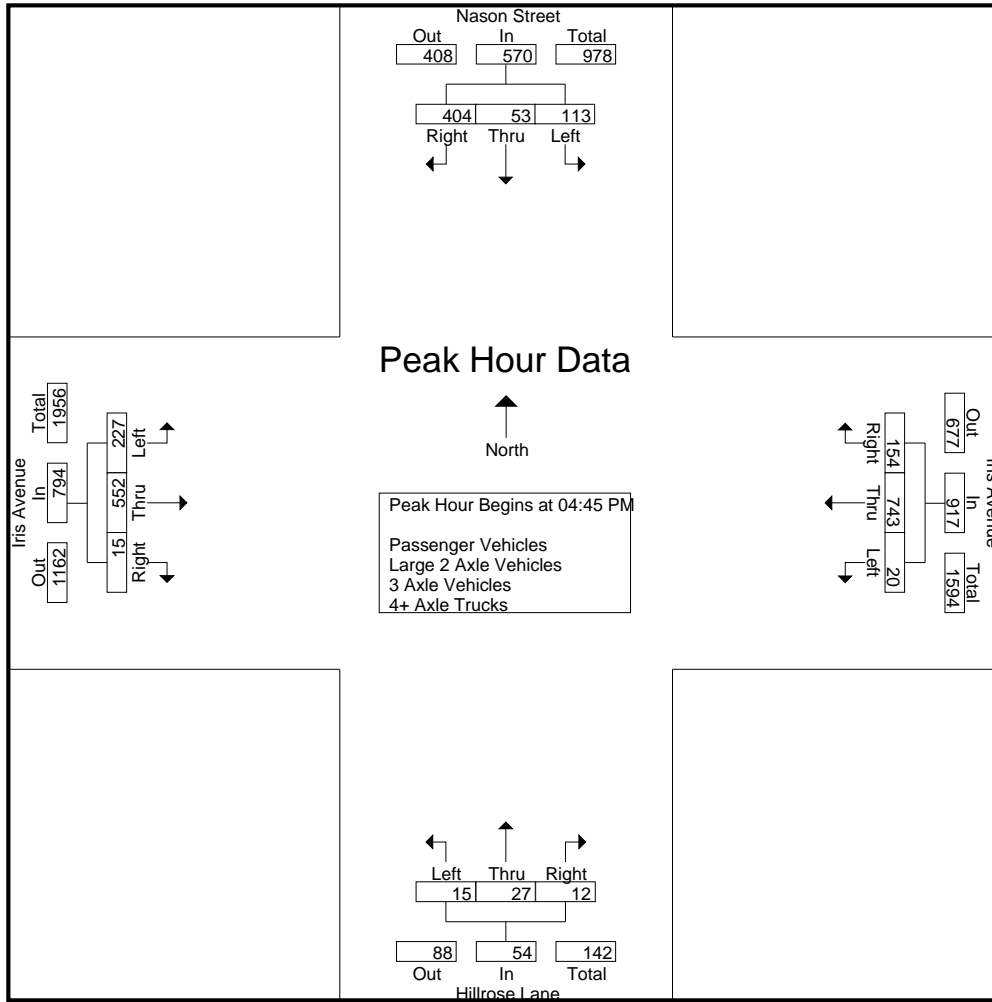
City of Moreno Valley
 N/S: Nason Street/Hillrose Lane
 E/W: Iris Avenue
 Weather: Clear

File Name : 03_MRV_Nason_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Nason Street Southbound				Iris Avenue Westbound				Hillrose Lane Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	30	9	95	134	5	176	26	207	1	6	4	11	45	134	2	181	533
04:15 PM	26	7	73	106	4	147	28	179	2	4	3	9	55	151	5	211	505
04:30 PM	28	8	98	134	8	171	55	234	2	4	2	8	59	161	5	225	601
04:45 PM	21	11	77	109	6	203	46	255	5	3	5	13	54	147	1	202	579
Total	105	35	343	483	23	697	155	875	10	17	14	41	213	593	13	819	2218
05:00 PM	34	13	104	151	5	179	53	237	0	4	1	5	59	123	2	184	577
05:15 PM	28	15	101	144	4	167	28	199	6	11	1	18	56	143	6	205	566
05:30 PM	30	14	122	166	5	194	27	226	4	9	5	18	58	139	6	203	613
05:45 PM	33	7	135	175	7	137	27	171	1	11	2	14	50	120	8	178	538
Total	125	49	462	636	21	677	135	833	11	35	9	55	223	525	22	770	2294
Grand Total	230	84	805	1119	44	1374	290	1708	21	52	23	96	436	1118	35	1589	4512
Apprch %	20.6	7.5	71.9		2.6	80.4	17		21.9	54.2	24		27.4	70.4	2.2		
Total %	5.1	1.9	17.8	24.8	1	30.5	6.4	37.9	0.5	1.2	0.5	2.1	9.7	24.8	0.8	35.2	
Passenger Vehicles	228	83	793	1104	43	1355	288	1686	20	52	23	95	432	1100	35	1567	4452
% Passenger Vehicles	99.1	98.8	98.5	98.7	97.7	98.6	99.3	98.7	95.2	100	100	99	99.1	98.4	100	98.6	98.7
Large 2 Axle Vehicles	2	1	7	10	1	16	2	19	1	0	0	1	4	15	0	19	49
% Large 2 Axle Vehicles	0.9	1.2	0.9	0.9	2.3	1.2	0.7	1.1	4.8	0	0	1	0.9	1.3	0	1.2	1.1
3 Axle Vehicles	0	0	5	5	0	3	0	3	0	0	0	0	0	1	0	1	9
% 3 Axle Vehicles	0	0	0.6	0.4	0	0.2	0	0.2	0	0	0	0	0	0.1	0	0.1	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0.1	0

Start Time	Nason Street Southbound				Iris Avenue Westbound				Hillrose Lane Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	21	11	77	109	6	203	46	255	5	3	5	13	54	147	1	202	579
05:00 PM	34	13	104	151	5	179	53	237	0	4	1	5	59	123	2	184	577
05:15 PM	28	15	101	144	4	167	28	199	6	11	1	18	56	143	6	205	566
05:30 PM	30	14	122	166	5	194	27	226	4	9	5	18	58	139	6	203	613
Total Volume	113	53	404	570	20	743	154	917	15	27	12	54	227	552	15	794	2335
% App. Total	19.8	9.3	70.9		2.2	81	16.8		27.8	50	22.2		28.6	69.5	1.9		
PHF	.831	.883	.828	.858	.833	.915	.726	.899	.625	.614	.600	.750	.962	.939	.625	.968	.952



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

	05:00 PM				04:30 PM				05:00 PM				04:15 PM			
+0 mins.	34	13	104	151	8	171	55	234	0	4	1	5	55	151	5	211
+15 mins.	28	15	101	144	6	203	46	255	6	11	1	18	59	161	5	225
+30 mins.	30	14	122	166	5	179	53	237	4	9	5	18	54	147	1	202
+45 mins.	33	7	135	175	4	167	28	199	1	11	2	14	59	123	2	184
Total Volume	125	49	462	636	23	720	182	925	11	35	9	55	227	582	13	822
% App. Total	19.7	7.7	72.6		2.5	77.8	19.7		20	63.6	16.4		27.6	70.8	1.6	
PHF	.919	.817	.856	.909	.719	.887	.827	.907	.458	.795	.450	.764	.962	.904	.650	.913

City of Moreno Valley
 N/S: Nason Street/Hillrose Lane
 E/W: Iris Avenue
 Weather: Clear

File Name : 03_MRV_Nason_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

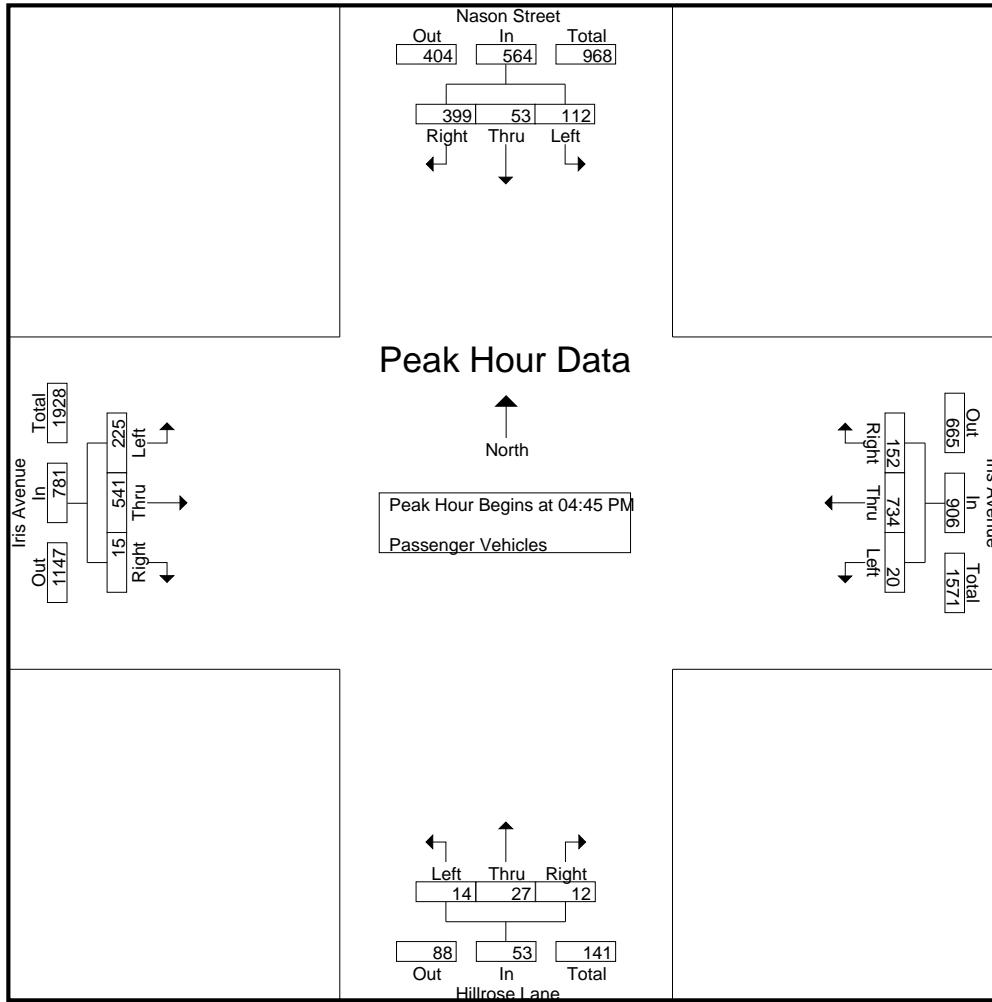
Groups Printed- Passenger Vehicles

Start Time	Nason Street Southbound				Iris Avenue Westbound				Hillrose Lane Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	29	8	93	130	5	171	26	202	1	6	4	11	45	133	2	180	523
04:15 PM	26	7	72	105	4	143	28	175	2	4	3	9	53	149	5	207	496
04:30 PM	28	8	95	131	7	170	55	232	2	4	2	8	59	157	5	221	592
04:45 PM	21	11	77	109	6	202	46	254	4	3	5	12	54	143	1	198	573
Total	104	34	337	475	22	686	155	863	9	17	14	40	211	582	13	806	2184
05:00 PM	34	13	101	148	5	175	52	232	0	4	1	5	58	122	2	182	567
05:15 PM	28	15	100	143	4	166	28	198	6	11	1	18	55	140	6	201	560
05:30 PM	29	14	121	164	5	191	26	222	4	9	5	18	58	136	6	200	604
05:45 PM	33	7	134	174	7	137	27	171	1	11	2	14	50	120	8	178	537
Total	124	49	456	629	21	669	133	823	11	35	9	55	221	518	22	761	2268
Grand Total	228	83	793	1104	43	1355	288	1686	20	52	23	95	432	1100	35	1567	4452
Apprch %	20.7	7.5	71.8		2.6	80.4	17.1		21.1	54.7	24.2		27.6	70.2	2.2		
Total %	5.1	1.9	17.8	24.8	1	30.4	6.5	37.9	0.4	1.2	0.5	2.1	9.7	24.7	0.8	35.2	

Start Time	Nason Street Southbound				Iris Avenue Westbound				Hillrose Lane Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	21	11	77	109	6	202	46	254	4	3	5	12	54	143	1	198	573
05:00 PM	34	13	101	148	5	175	52	232	0	4	1	5	58	122	2	182	567
05:15 PM	28	15	100	143	4	166	28	198	6	11	1	18	55	140	6	201	560
05:30 PM	29	14	121	164	5	191	26	222	4	9	5	18	58	136	6	200	604
Total Volume	112	53	399	564	20	734	152	906	14	27	12	53	225	541	15	781	2304
% App. Total	19.9	9.4	70.7		2.2	81	16.8		26.4	50.9	22.6		28.8	69.3	1.9		
PHF	.824	.883	.824	.860	.833	.908	.731	.892	.583	.614	.600	.736	.970	.946	.625	.971	.954

City of Moreno Valley
 N/S: Nason Street/Hillrose Lane
 E/W: Iris Avenue
 Weather: Clear

File Name : 03_MRV_Nason_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	21	11	77	109	6	202	46	254	4	3	5	12	54	143	1	198
+15 mins.	34	13	101	148	5	175	52	232	0	4	1	5	58	122	2	182
+30 mins.	28	15	100	143	4	166	28	198	6	11	1	18	55	140	6	201
+45 mins.	29	14	121	164	5	191	26	222	4	9	5	18	58	136	6	200
Total Volume	112	53	399	564	20	734	152	906	14	27	12	53	225	541	15	781
% App. Total	19.9	9.4	70.7		2.2	81	16.8		26.4	50.9	22.6		28.8	69.3	1.9	
PHF	.824	.883	.824	.860	.833	.908	.731	.892	.583	.614	.600	.736	.970	.946	.625	.971

City of Moreno Valley
 N/S: Nason Street/Hillrose Lane
 E/W: Iris Avenue
 Weather: Clear

File Name : 03_MRV_Nason_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

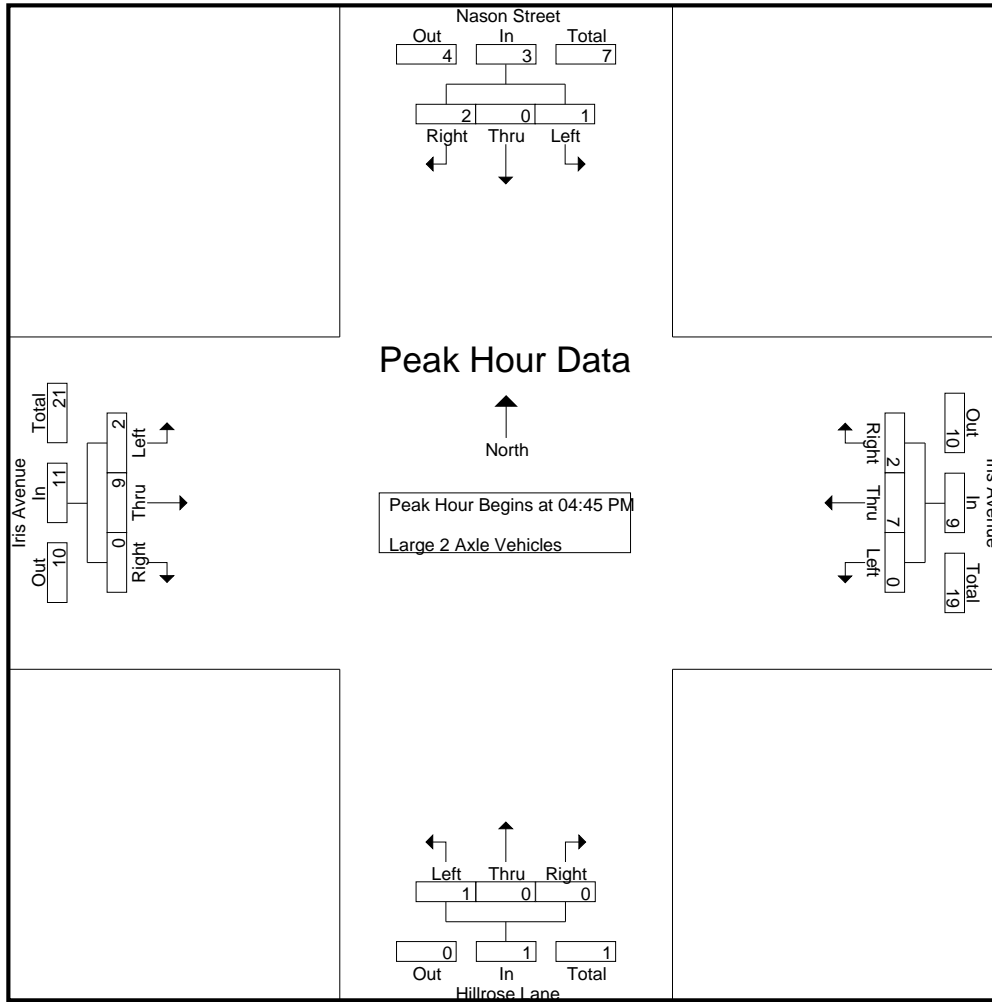
Groups Printed- Large 2 Axle Vehicles

Start Time	Nason Street Southbound				Iris Avenue Westbound				Hillrose Lane Northbound				Iris Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	1	1	2	4	0	4	0	4	0	0	0	0	0	0	0	0	0	8
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	2	2	0	4	4	8
04:30 PM	0	0	2	2	1	1	0	2	0	0	0	0	0	4	0	4	4	8
04:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	4	0	4	4	6
Total	1	1	4	6	1	10	0	11	1	0	0	1	2	10	0	12	12	30
05:00 PM	0	0	1	1	0	3	1	4	0	0	0	0	1	0	0	1	1	6
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	3	0	4	4	5
05:30 PM	1	0	1	2	0	2	1	3	0	0	0	0	0	2	0	2	2	7
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	3	4	0	6	2	8	0	0	0	0	2	5	0	7	7	19
Grand Total	2	1	7	10	1	16	2	19	1	0	0	1	4	15	0	19	19	49
Apprch %	20	10	70		5.3	84.2	10.5		100	0	0		21.1	78.9	0			
Total %	4.1	2	14.3	20.4	2	32.7	4.1	38.8	2	0	0	2	8.2	30.6	0	38.8		

Start Time	Nason Street Southbound				Iris Avenue Westbound				Hillrose Lane Northbound				Iris Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:45 PM																		
04:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	4	0	4	4	6
05:00 PM	0	0	1	1	0	3	1	4	0	0	0	0	1	0	0	1	1	6
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	3	0	4	4	5
05:30 PM	1	0	1	2	0	2	1	3	0	0	0	0	0	2	0	2	2	7
Total Volume	1	0	2	3	0	7	2	9	1	0	0	1	2	9	0	11	11	24
% App. Total	33.3	0	66.7		0	77.8	22.2		100	0	0		18.2	81.8	0			
PHF	.250	.000	.500	.375	.000	.583	.500	.563	.250	.000	.000	.250	.500	.563	.000	.688	.857	

City of Moreno Valley
 N/S: Nason Street/Hillrose Lane
 E/W: Iris Avenue
 Weather: Clear

File Name : 03_MRV_Nason_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2

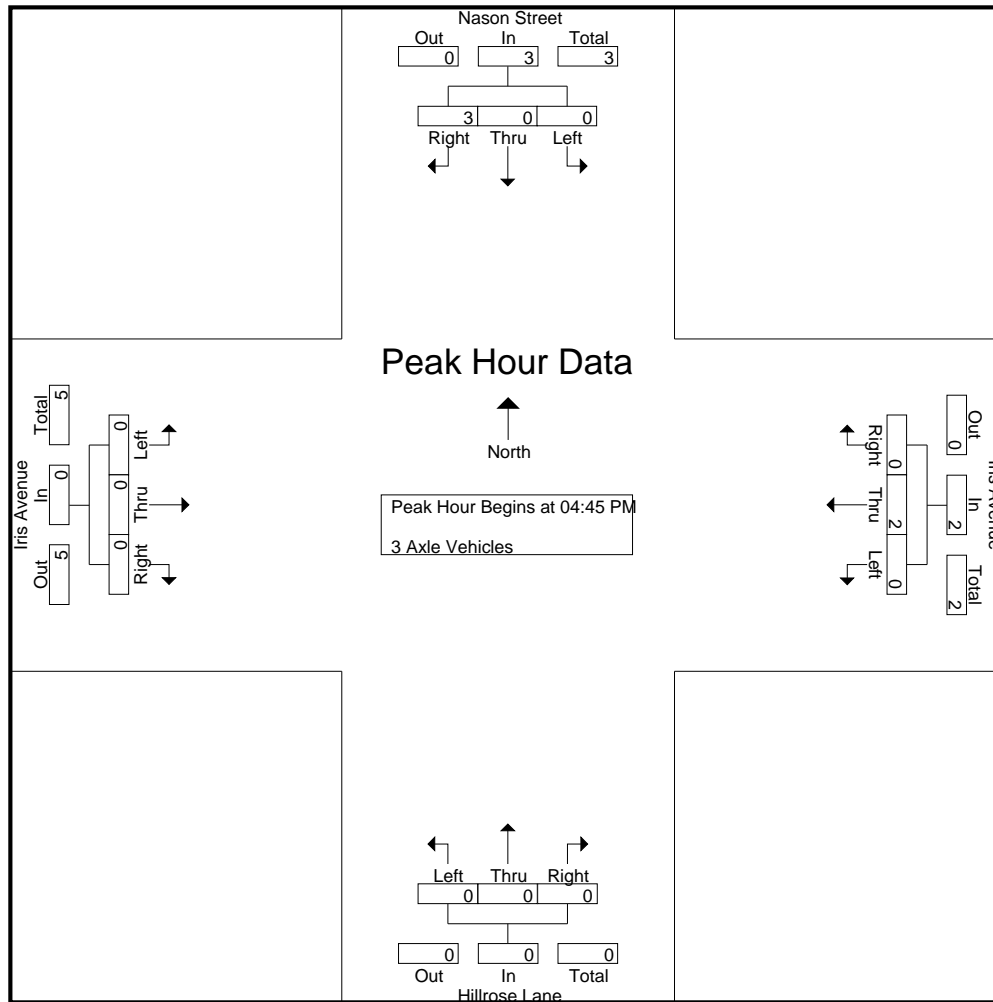


Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	4	0	4
+15 mins.	0	0	1	1	0	3	1	4	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	3	0	4
+45 mins.	1	0	1	2	0	2	1	3	0	0	0	0	0	2	0	2
Total Volume	1	0	2	3	0	7	2	9	1	0	0	1	2	9	0	11
% App. Total	33.3	0	66.7		0	77.8	22.2		100	0	0		18.2	81.8	0	
PHF	.250	.000	.500	.375	.000	.583	.500	.563	.250	.000	.000	.250	.500	.563	.000	.688

City of Moreno Valley
 N/S: Nason Street/Hillrose Lane
 E/W: Iris Avenue
 Weather: Clear

File Name : 03_MRV_Nason_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	2	2	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	3	3	0	2	0	2	0	0	0	0	0	0	0	0
% App. Total	0	0	100		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.375	.375	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Nason Street/Hillrose Lane
 E/W: Iris Avenue
 Weather: Clear

File Name : 03_MRV_Nason_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

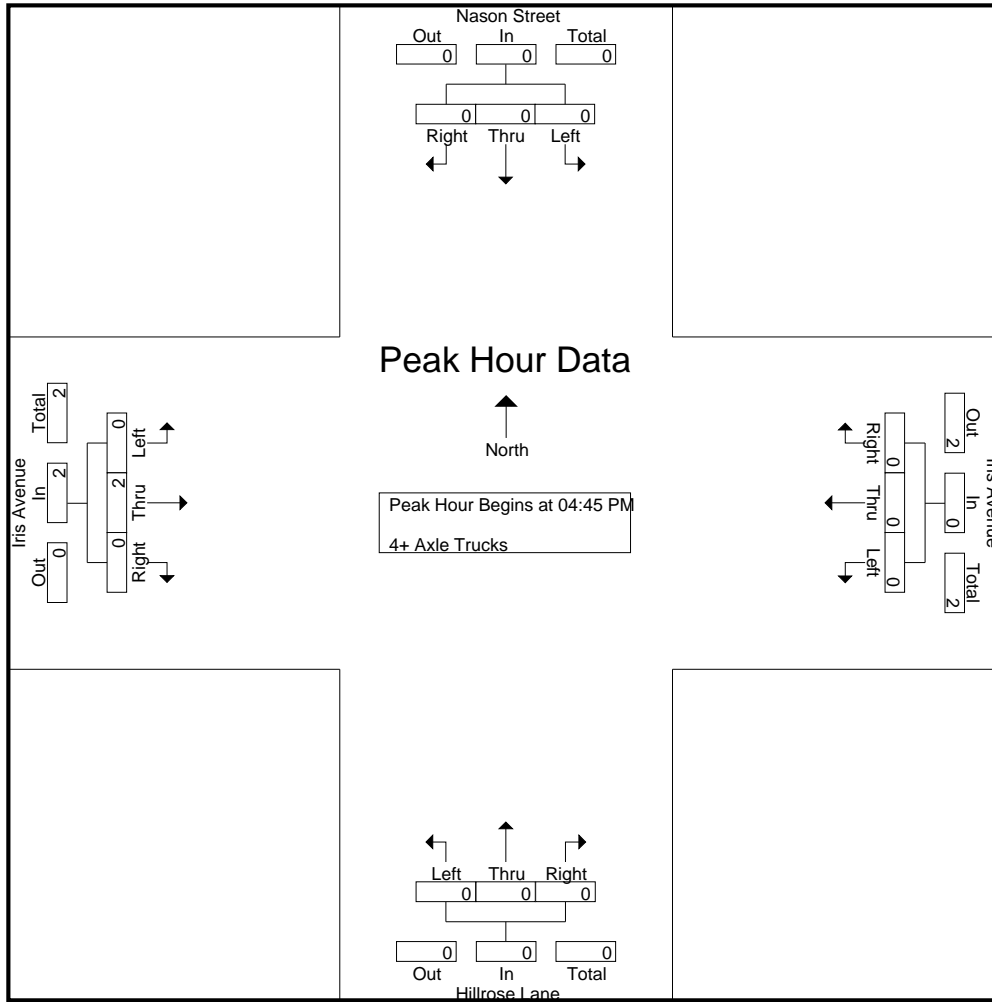
Groups Printed- 4+ Axle Trucks

Start Time	Nason Street Southbound				Iris Avenue Westbound				Hillrose Lane Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0		
Total %	0	0	0		0	0	0		0	0	0		0	100	0	100	

Start Time	Nason Street Southbound				Iris Avenue Westbound				Hillrose Lane Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

City of Moreno Valley
 N/S: Nason Street/Hillrose Lane
 E/W: Iris Avenue
 Weather: Clear

File Name : 03_MRV_Nason_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

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

City of Moreno Valley
 N/S: Oliver Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 04_MR_V_Oliver_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

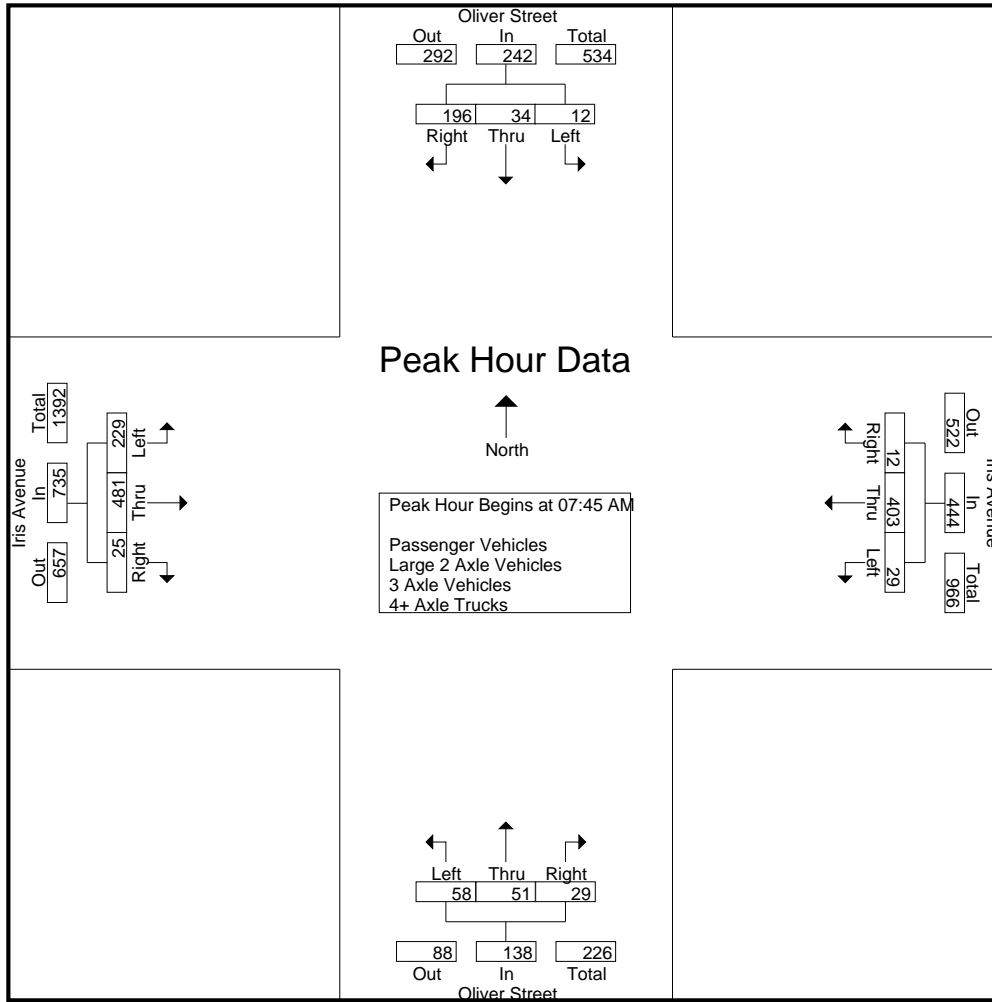
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	13	15	2	128	0	130	28	0	8	36	4	93	7	104	285
07:15 AM	0	2	15	17	5	108	1	114	19	4	8	31	15	97	2	114	276
07:30 AM	2	8	20	30	6	133	2	141	16	19	6	41	34	97	5	136	348
07:45 AM	3	11	33	47	7	118	3	128	18	15	14	47	46	162	10	218	440
Total	5	23	81	109	20	487	6	513	81	38	36	155	99	449	24	572	1349
08:00 AM	2	6	34	42	11	107	4	122	10	8	5	23	36	122	6	164	351
08:15 AM	2	3	39	44	6	87	1	94	18	12	2	32	58	108	3	169	339
08:30 AM	5	14	90	109	5	91	4	100	12	16	8	36	89	89	6	184	429
08:45 AM	5	8	78	91	6	108	0	114	11	1	2	14	32	68	6	106	325
Total	14	31	241	286	28	393	9	430	51	37	17	105	215	387	21	623	1444
Grand Total	19	54	322	395	48	880	15	943	132	75	53	260	314	836	45	1195	2793
Apprch %	4.8	13.7	81.5		5.1	93.3	1.6		50.8	28.8	20.4		26.3	70	3.8		
Total %	0.7	1.9	11.5	14.1	1.7	31.5	0.5	33.8	4.7	2.7	1.9	9.3	11.2	29.9	1.6	42.8	
Passenger Vehicles	18	53	318	389	46	861	14	921	129	75	52	256	306	811	43	1160	2726
% Passenger Vehicles	94.7	98.1	98.8	98.5	95.8	97.8	93.3	97.7	97.7	100	98.1	98.5	97.5	97	95.6	97.1	97.6
Large 2 Axle Vehicles	1	1	1	3	2	15	1	18	3	0	1	4	7	19	2	28	53
% Large 2 Axle Vehicles	5.3	1.9	0.3	0.8	4.2	1.7	6.7	1.9	2.3	0	1.9	1.5	2.2	2.3	4.4	2.3	1.9
3 Axle Vehicles	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3
% 3 Axle Vehicles	0	0	0.3	0.3	0	0	0	0	0	0	0	0	0	0.2	0	0.2	0.1
4+ Axle Trucks	0	0	2	2	0	4	0	4	0	0	0	0	1	4	0	5	11
% 4+ Axle Trucks	0	0	0.6	0.5	0	0.5	0	0.4	0	0	0	0	0.3	0.5	0	0.4	0.4

Start Time	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	11	33	47	7	118	3	128	18	15	14	47	46	162	10	218	440
08:00 AM	2	6	34	42	11	107	4	122	10	8	5	23	36	122	6	164	351
08:15 AM	2	3	39	44	6	87	1	94	18	12	2	32	58	108	3	169	339
08:30 AM	5	14	90	109	5	91	4	100	12	16	8	36	89	89	6	184	429
Total Volume	12	34	196	242	29	403	12	444	58	51	29	138	229	481	25	735	1559
% App. Total	5	14	81		6.5	90.8	2.7		42	37	21		31.2	65.4	3.4		
PHF	.600	.607	.544	.555	.659	.854	.750	.867	.806	.797	.518	.734	.643	.742	.625	.843	.886

City of Moreno Valley
 N/S: Oliver Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 04_MRV_Oliver_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	08:00 AM				07:00 AM				07:00 AM				07:45 AM			
+0 mins.	2	6	34	42	2	128	0	130	28	0	8	36	46	162	10	218
+15 mins.	2	3	39	44	5	108	1	114	19	4	8	31	36	122	6	164
+30 mins.	5	14	90	109	6	133	2	141	16	19	6	41	58	108	3	169
+45 mins.	5	8	78	91	7	118	3	128	18	15	14	47	89	89	6	184
Total Volume	14	31	241	286	20	487	6	513	81	38	36	155	229	481	25	735
% App. Total	4.9	10.8	84.3		3.9	94.9	1.2		52.3	24.5	23.2		31.2	65.4	3.4	
PHF	.700	.554	.669	.656	.714	.915	.500	.910	.723	.500	.643	.824	.643	.742	.625	.843

City of Moreno Valley
 N/S: Oliver Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 04_MR_V_Oliver_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

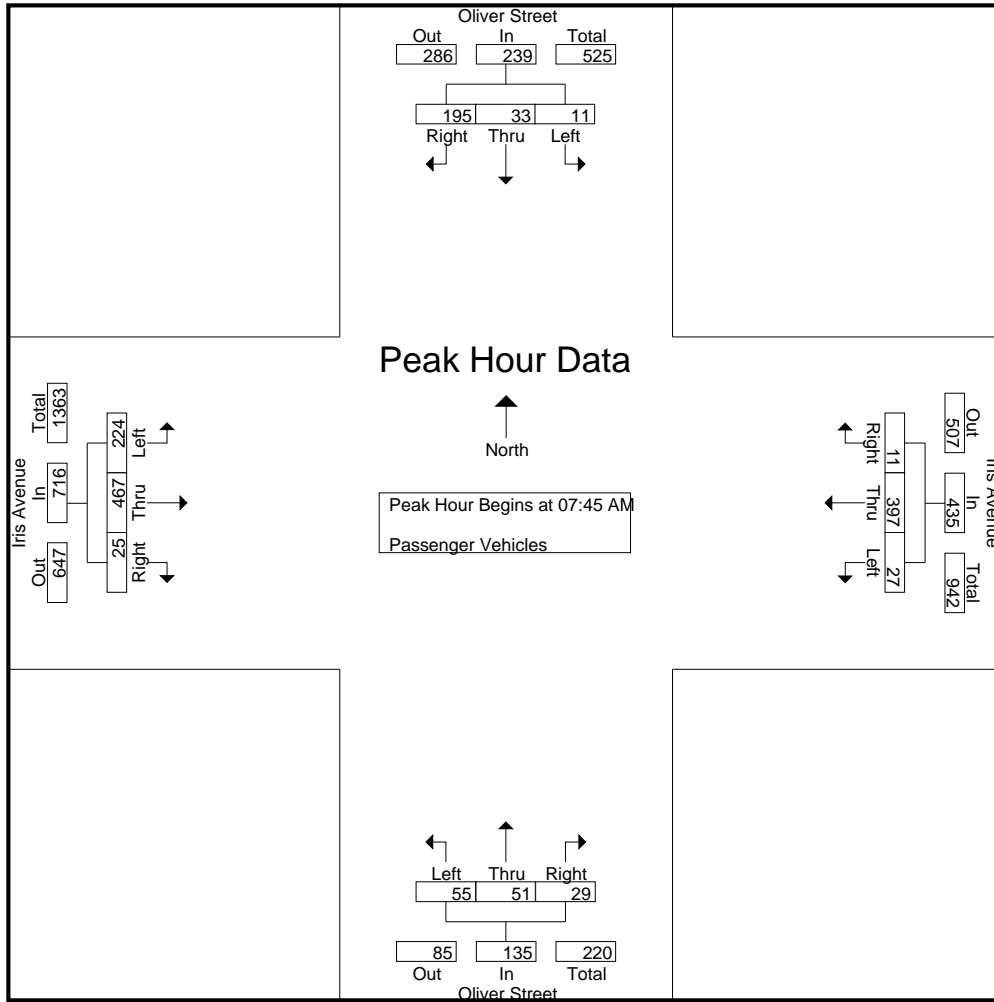
Groups Printed- Passenger Vehicles

Start Time	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	13	15	2	121	0	123	28	0	7	35	4	91	5	100	273
07:15 AM	0	2	15	17	5	107	1	113	19	4	8	31	15	91	2	108	269
07:30 AM	2	8	19	29	6	130	2	138	16	19	6	41	31	96	5	132	340
07:45 AM	3	11	33	47	7	117	3	127	18	15	14	47	45	159	10	214	435
Total	5	23	80	108	20	475	6	501	81	38	35	154	95	437	22	554	1317
08:00 AM	2	6	33	41	10	105	3	118	10	8	5	23	36	119	6	161	343
08:15 AM	1	2	39	42	5	87	1	93	17	12	2	31	57	104	3	164	330
08:30 AM	5	14	90	109	5	88	4	97	10	16	8	34	86	85	6	177	417
08:45 AM	5	8	76	89	6	106	0	112	11	1	2	14	32	66	6	104	319
Total	13	30	238	281	26	386	8	420	48	37	17	102	211	374	21	606	1409
Grand Total	18	53	318	389	46	861	14	921	129	75	52	256	306	811	43	1160	2726
Apprch %	4.6	13.6	81.7		5	93.5	1.5		50.4	29.3	20.3		26.4	69.9	3.7		
Total %	0.7	1.9	11.7	14.3	1.7	31.6	0.5	33.8	4.7	2.8	1.9	9.4	11.2	29.8	1.6	42.6	

Start Time	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	11	33	47	7	117	3	127	18	15	14	47	45	159	10	214	435
08:00 AM	2	6	33	41	10	105	3	118	10	8	5	23	36	119	6	161	343
08:15 AM	1	2	39	42	5	87	1	93	17	12	2	31	57	104	3	164	330
08:30 AM	5	14	90	109	5	88	4	97	10	16	8	34	86	85	6	177	417
Total Volume	11	33	195	239	27	397	11	435	55	51	29	135	224	467	25	716	1525
% App. Total	4.6	13.8	81.6		6.2	91.3	2.5		40.7	37.8	21.5		31.3	65.2	3.5		
PHF	.550	.589	.542	.548	.675	.848	.688	.856	.764	.797	.518	.718	.651	.734	.625	.836	.876

City of Moreno Valley
 N/S: Oliver Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 04_MR_V_Oliver_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	3	11	33	47	7	117	3	127	18	15	14	47	45	159	10	214
+15 mins.	2	6	33	41	10	105	3	118	10	8	5	23	36	119	6	161
+30 mins.	1	2	39	42	5	87	1	93	17	12	2	31	57	104	3	164
+45 mins.	5	14	90	109	5	88	4	97	10	16	8	34	86	85	6	177
Total Volume	11	33	195	239	27	397	11	435	55	51	29	135	224	467	25	716
% App. Total	4.6	13.8	81.6		6.2	91.3	2.5		40.7	37.8	21.5		31.3	65.2	3.5	
PHF	.550	.589	.542	.548	.675	.848	.688	.856	.764	.797	.518	.718	.651	.734	.625	.836

City of Moreno Valley
 N/S: Oliver Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 04_MRV_Oliver_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

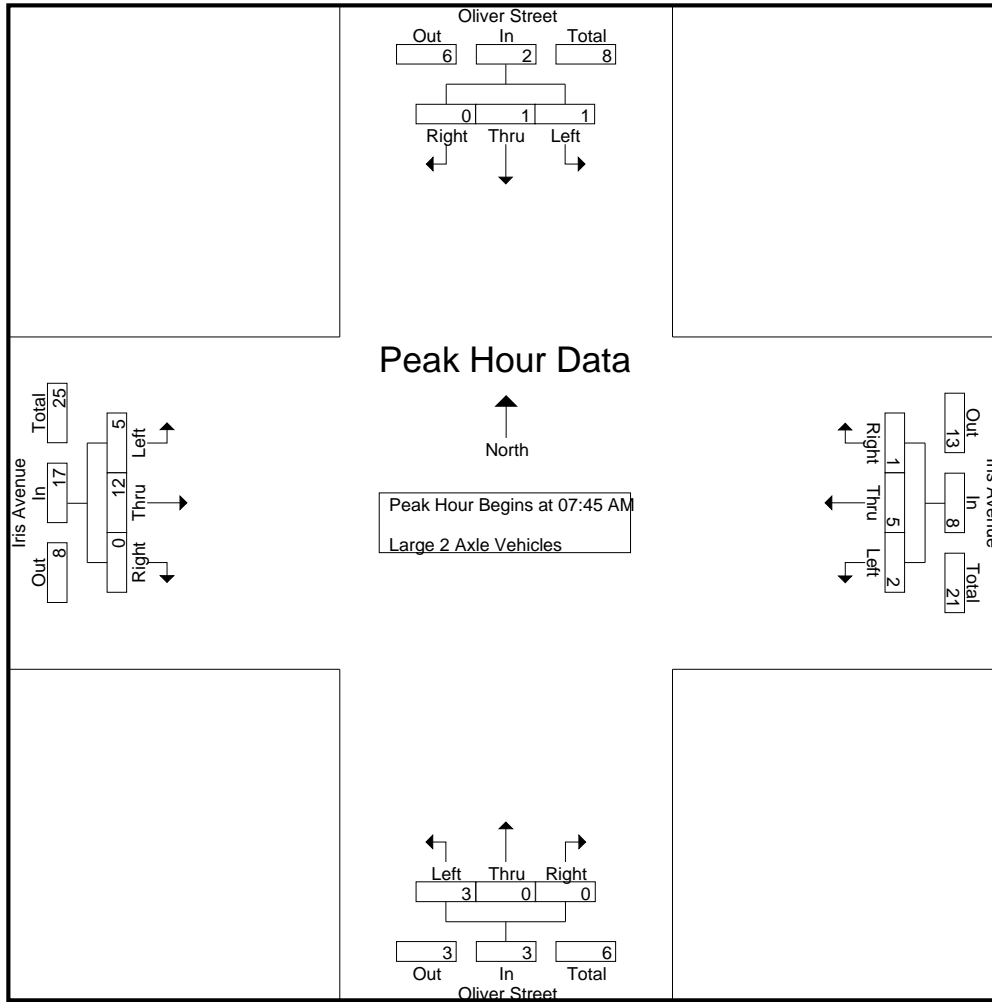
Groups Printed- Large 2 Axle Vehicles

Start Time	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	7	0	7	0	0	1	1	0	2	2	4	12
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	2	0	0	2	4
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	3	0	4	5
Total	0	0	0	0	0	10	0	10	0	0	1	1	3	9	2	14	25
08:00 AM	0	0	0	0	1	2	1	4	0	0	0	0	0	3	0	3	7
08:15 AM	1	1	0	2	1	0	0	1	1	0	0	1	1	3	0	4	8
08:30 AM	0	0	0	0	0	2	0	2	2	0	0	2	3	3	0	6	10
08:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total	1	1	1	3	2	5	1	8	3	0	0	3	4	10	0	14	28
Grand Total	1	1	1	3	2	15	1	18	3	0	1	4	7	19	2	28	53
Apprch %	33.3	33.3	33.3		11.1	83.3	5.6		75	0	25		25	67.9	7.1		
Total %	1.9	1.9	1.9	5.7	3.8	28.3	1.9	34	5.7	0	1.9	7.5	13.2	35.8	3.8	52.8	

Start Time	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	3	0	4	5
08:00 AM	0	0	0	0	1	2	1	4	0	0	0	0	0	3	0	3	7
08:15 AM	1	1	0	2	1	0	0	1	1	0	0	1	1	3	0	4	8
08:30 AM	0	0	0	0	0	2	0	2	2	0	0	2	3	3	0	6	10
Total Volume	1	1	0	2	2	5	1	8	3	0	0	3	5	12	0	17	30
% App. Total	50	50	0		25	62.5	12.5		100	0	0		29.4	70.6	0		
PHF	.250	.250	.000	.250	.500	.625	.250	.500	.375	.000	.000	.375	.417	1.00	.000	.708	.750

City of Moreno Valley
 N/S: Oliver Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 04_MR_V_Oliver_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3	0	4
+15 mins.	0	0	0	0	1	2	1	4	0	0	0	0	0	0	3	0	3
+30 mins.	1	1	0	2	1	0	0	1	1	0	0	1	1	3	0	0	4
+45 mins.	0	0	0	0	0	2	0	2	2	0	0	2	3	3	0	0	6
Total Volume	1	1	0	2	2	5	1	8	3	0	0	3	5	12	0	0	17
% App. Total	50	50	0		25	62.5	12.5		100	0	0		29.4	70.6	0		
PHF	.250	.250	.000	.250	.500	.625	.250	.500	.375	.000	.000	.375	.417	1.000	.000	.708	

City of Moreno Valley
 N/S: Oliver Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 04_MRV_Oliver_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

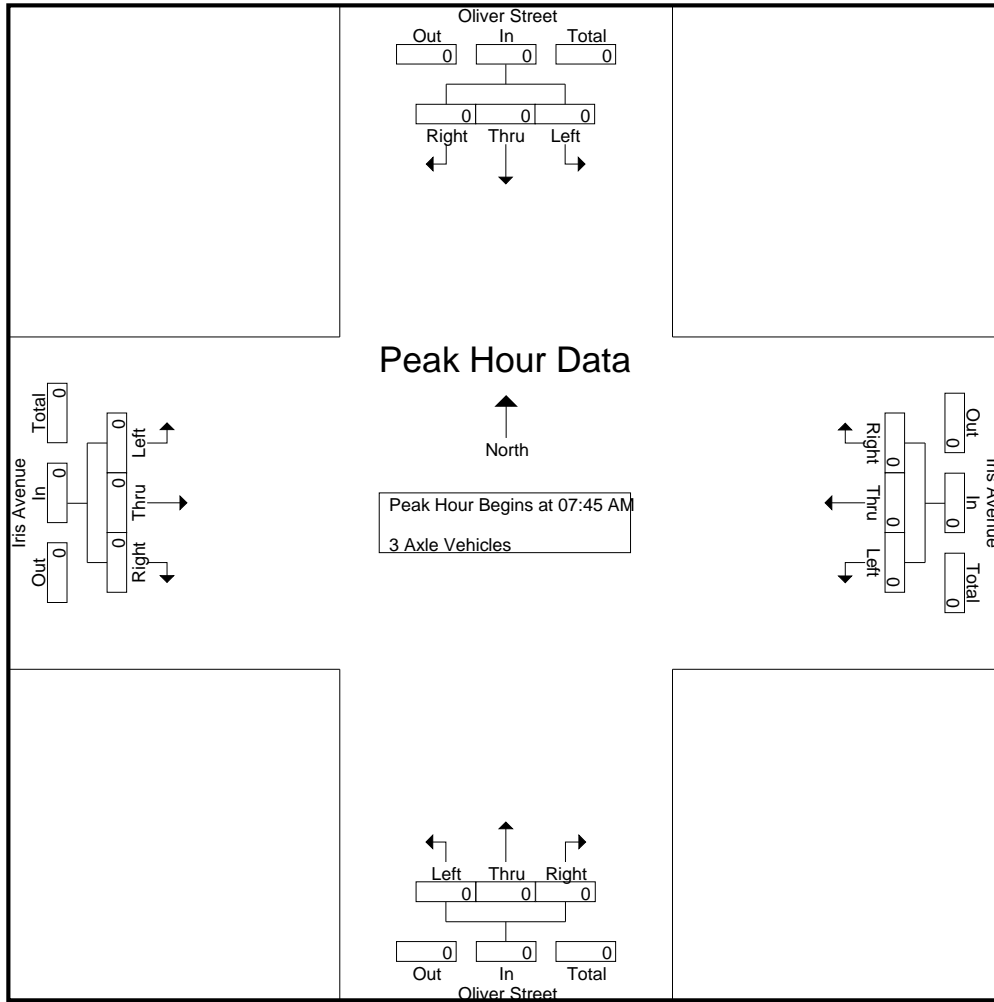
Groups Printed- 3 Axle Vehicles

Start Time	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Grand Total	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3
Apprch %	0	0	100		0	0	0		0	0	0		0	100	0		
Total %	0	0	33.3	33.3	0	0	0	0	0	0	0	0	0	66.7	0	66.7	

Start Time	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Oliver Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 04_MRV_Oliver_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Oliver Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 04_MRV_Oliver_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

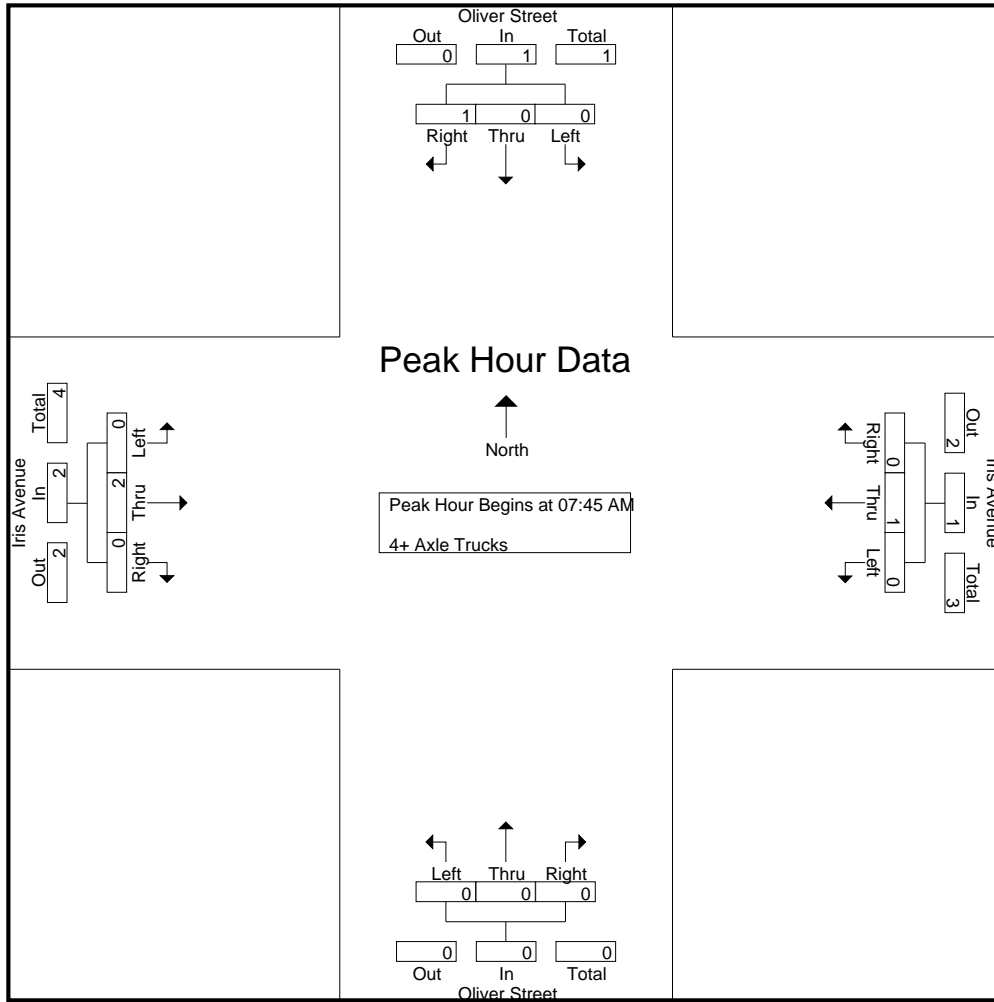
Groups Printed- 4+ Axle Trucks

Start Time	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	1	1	0	2	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	2	0	2	0	0	0	0	1	2	0	3	6
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	2	0	2	0	0	0	0	0	2	0	2	5
Grand Total	0	0	2	2	0	4	0	4	0	0	0	0	1	4	0	5	11
Apprch %	0	0	100		0	100	0		0	0	0		20	80	0		
Total %	0	0	18.2	18.2	0	36.4	0	36.4	0	0	0	0	9.1	36.4	0	45.5	

Start Time	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	4
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.500

City of Moreno Valley
 N/S: Oliver Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 04_MR_V_Oliver_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

City of Moreno Valley
 N/S: Oliver Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 04_MR_V_Oliver_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

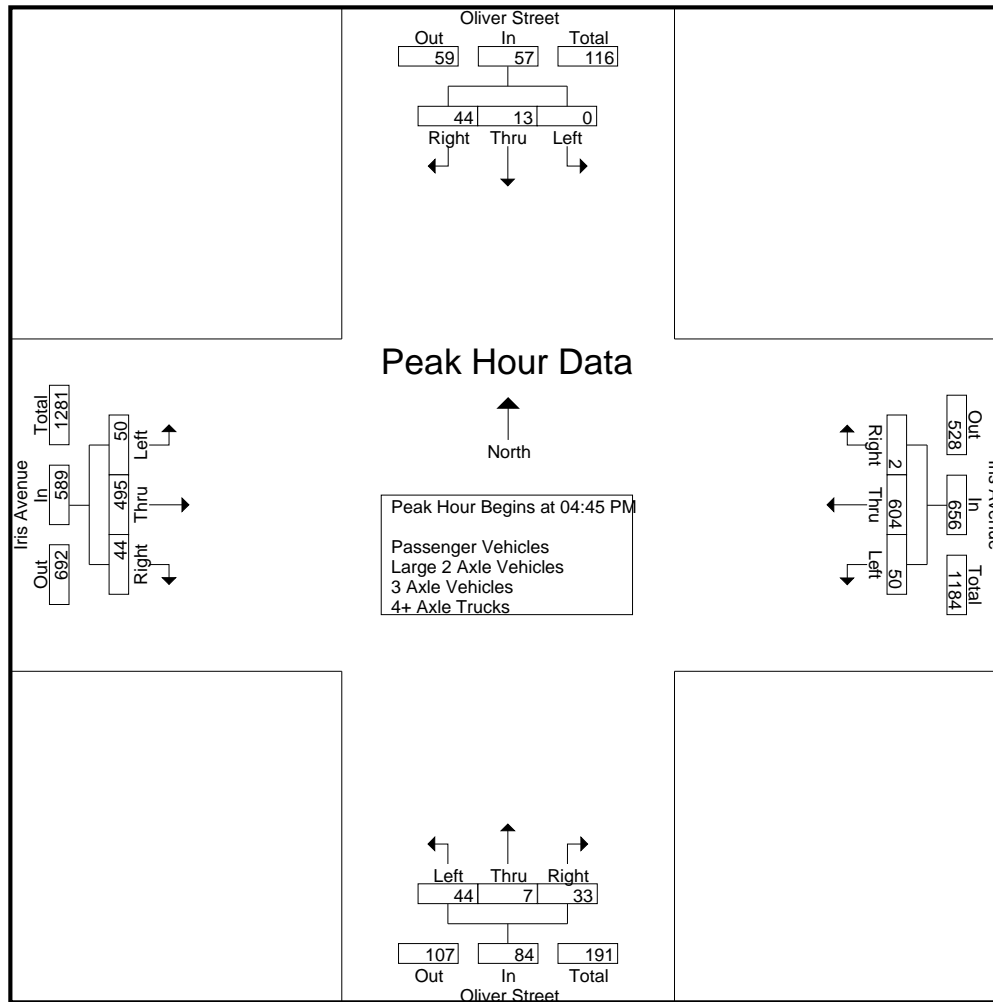
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	2	15	18	17	131	0	148	5	2	9	16	13	129	8	150	332
04:15 PM	4	4	13	21	13	99	0	112	9	2	8	19	14	133	13	160	312
04:30 PM	0	3	14	17	6	143	0	149	14	5	8	27	10	145	13	168	361
04:45 PM	0	1	9	10	14	156	0	170	10	3	9	22	13	129	13	155	357
Total	5	10	51	66	50	529	0	579	38	12	34	84	50	536	47	633	1362
05:00 PM	0	4	18	22	12	137	0	149	12	3	9	24	20	111	8	139	334
05:15 PM	0	5	9	14	13	129	2	144	12	0	11	23	8	113	12	133	314
05:30 PM	0	3	8	11	11	182	0	193	10	1	4	15	9	142	11	162	381
05:45 PM	0	3	8	11	11	128	1	140	12	3	3	18	12	111	9	132	301
Total	0	15	43	58	47	576	3	626	46	7	27	80	49	477	40	566	1330
Grand Total	5	25	94	124	97	1105	3	1205	84	19	61	164	99	1013	87	1199	2692
Apprch %	4	20.2	75.8		8	91.7	0.2		51.2	11.6	37.2		8.3	84.5	7.3		
Total %	0.2	0.9	3.5		3.6	41	0.1	44.8	3.1	0.7	2.3		3.7	37.6	3.2	44.5	
Passenger Vehicles	5	25	93	123	97	1088	3	1188	80	18	61	159	99	996	86	1181	2651
% Passenger Vehicles	100	100	98.9	99.2	100	98.5	100	98.6	95.2	94.7	100	97	100	98.3	98.9	98.5	98.5
Large 2 Axle Vehicles	0	0	1	1	0	13	0	13	4	1	0	5	0	14	1	15	34
% Large 2 Axle Vehicles	0	0	1.1	0.8	0	1.2	0	1.1	4.8	5.3	0	3	0	1.4	1.1	1.3	1.3
3 Axle Vehicles	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% 3 Axle Vehicles	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
% 4+ Axle Trucks	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0.2	0	0.2	0.1

Start Time	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	9	10	14	156	0	170	10	3	9	22	13	129	13	155	357
05:00 PM	0	4	18	22	12	137	0	149	12	3	9	24	20	111	8	139	334
05:15 PM	0	5	9	14	13	129	2	144	12	0	11	23	8	113	12	133	314
05:30 PM	0	3	8	11	11	182	0	193	10	1	4	15	9	142	11	162	381
Total Volume	0	13	44	57	50	604	2	656	44	7	33	84	50	495	44	589	1386
% App. Total	0	22.8	77.2		7.6	92.1	0.3		52.4	8.3	39.3		8.5	84	7.5		
PHF	.000	.650	.611	.648	.893	.830	.250	.850	.917	.583	.750	.875	.625	.871	.846	.909	.909

City of Moreno Valley
 N/S: Oliver Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 04_MRV_Oliver_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:15 PM				04:45 PM				04:30 PM				04:00 PM			
+0 mins.	4	4	13	21	14	156	0	170	14	5	8	27	13	129	8	150
+15 mins.	0	3	14	17	12	137	0	149	10	3	9	22	14	133	13	160
+30 mins.	0	1	9	10	13	129	2	144	12	3	9	24	10	145	13	168
+45 mins.	0	4	18	22	11	182	0	193	12	0	11	23	13	129	13	155
Total Volume	4	12	54	70	50	604	2	656	48	11	37	96	50	536	47	633
% App. Total	5.7	17.1	77.1		7.6	92.1	0.3		50	11.5	38.5		7.9	84.7	7.4	
PHF	.250	.750	.750	.795	.893	.830	.250	.850	.857	.550	.841	.889	.893	.924	.904	.942

City of Moreno Valley
 N/S: Oliver Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 04_MRV_Oliver_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

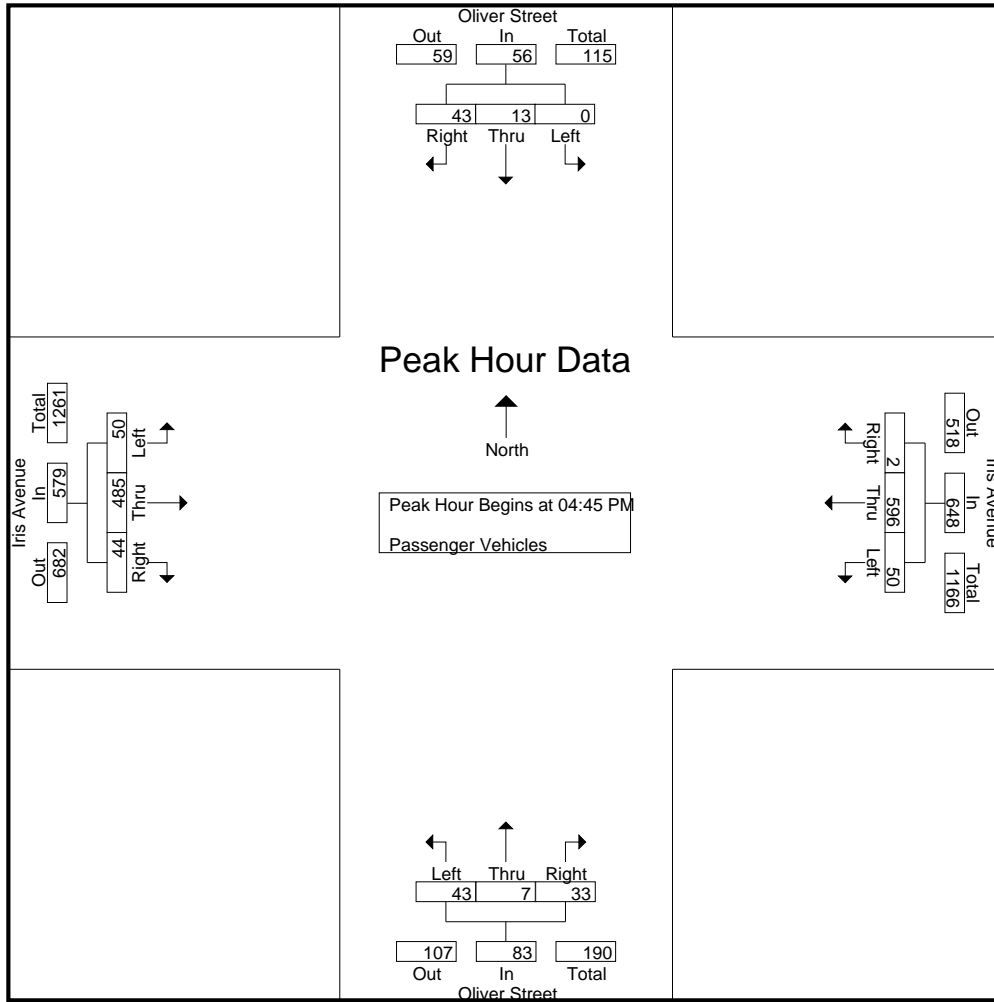
Groups Printed- Passenger Vehicles

Start Time	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	2	15	18	17	126	0	143	5	2	9	16	13	126	7	146	323
04:15 PM	4	4	13	21	13	97	0	110	7	2	8	17	14	131	13	158	306
04:30 PM	0	3	14	17	6	141	0	147	14	4	8	26	10	143	13	166	356
04:45 PM	0	1	9	10	14	155	0	169	10	3	9	22	13	124	13	150	351
Total	5	10	51	66	50	519	0	569	36	11	34	81	50	524	46	620	1336
05:00 PM	0	4	17	21	12	134	0	146	11	3	9	23	20	110	8	138	328
05:15 PM	0	5	9	14	13	128	2	143	12	0	11	23	8	111	12	131	311
05:30 PM	0	3	8	11	11	179	0	190	10	1	4	15	9	140	11	160	376
05:45 PM	0	3	8	11	11	128	1	140	11	3	3	17	12	111	9	132	300
Total	0	15	42	57	47	569	3	619	44	7	27	78	49	472	40	561	1315
Grand Total	5	25	93	123	97	1088	3	1188	80	18	61	159	99	996	86	1181	2651
Apprch %	4.1	20.3	75.6		8.2	91.6	0.3		50.3	11.3	38.4		8.4	84.3	7.3		
Total %	0.2	0.9	3.5	4.6	3.7	41	0.1	44.8	3	0.7	2.3	6	3.7	37.6	3.2	44.5	

Start Time	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	9	10	14	155	0	169	10	3	9	22	13	124	13	150	351
05:00 PM	0	4	17	21	12	134	0	146	11	3	9	23	20	110	8	138	328
05:15 PM	0	5	9	14	13	128	2	143	12	0	11	23	8	111	12	131	311
05:30 PM	0	3	8	11	11	179	0	190	10	1	4	15	9	140	11	160	376
Total Volume	0	13	43	56	50	596	2	648	43	7	33	83	50	485	44	579	1366
% App. Total	0	23.2	76.8		7.7	92	0.3		51.8	8.4	39.8		8.6	83.8	7.6		
PHF	.000	.650	.632	.667	.893	.832	.250	.853	.896	.583	.750	.902	.625	.866	.846	.905	.908

City of Moreno Valley
 N/S: Oliver Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 04_MR_V_Oliver_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	1	9	10	14	155	0	169	10	3	9	22	13	124	13	150
+15 mins.	0	4	17	21	12	134	0	146	11	3	9	23	20	110	8	138
+30 mins.	0	5	9	14	13	128	2	143	12	0	11	23	8	111	12	131
+45 mins.	0	3	8	11	11	179	0	190	10	1	4	15	9	140	11	160
Total Volume	0	13	43	56	50	596	2	648	43	7	33	83	50	485	44	579
% App. Total	0	23.2	76.8		7.7	92	0.3		51.8	8.4	39.8		8.6	83.8	7.6	
PHF	.000	.650	.632	.667	.893	.832	.250	.853	.896	.583	.750	.902	.625	.866	.846	.905

City of Moreno Valley
 N/S: Oliver Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 04_MRV_Oliver_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

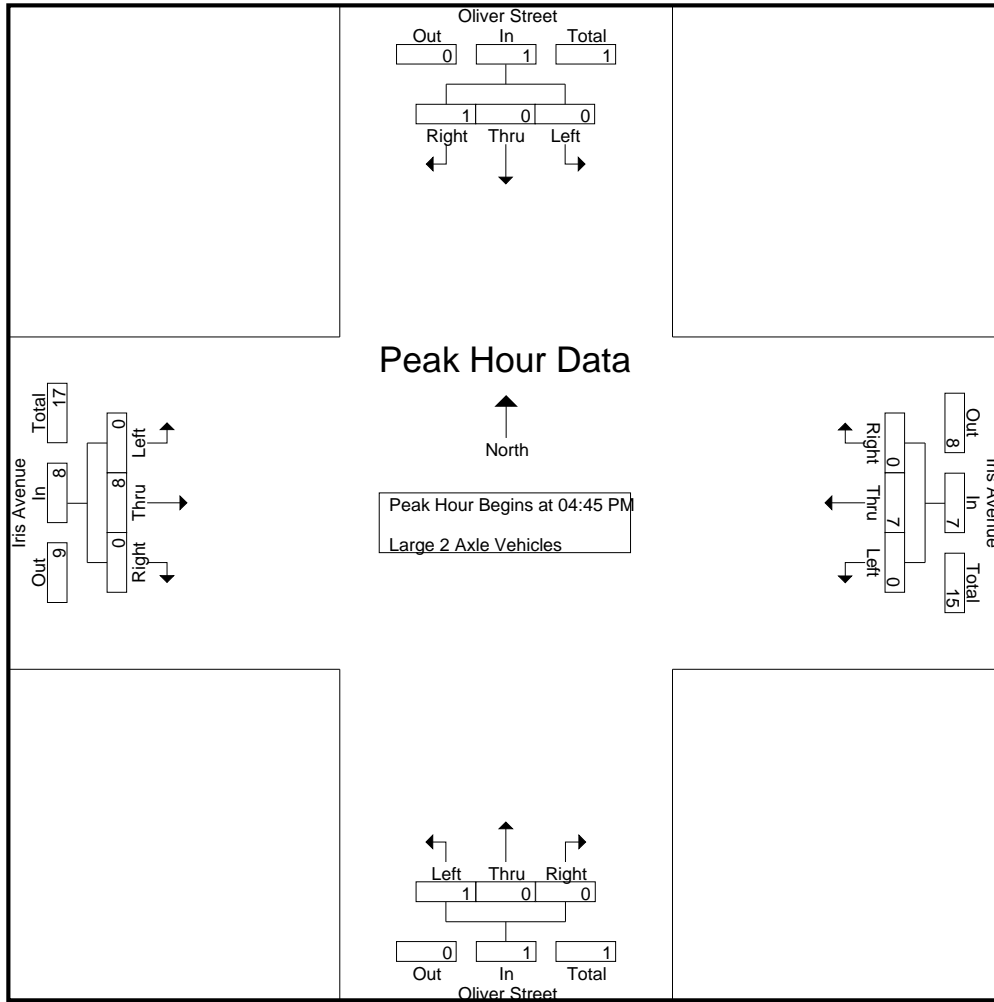
Groups Printed- Large 2 Axle Vehicles

Start Time	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	1	3	6
04:15 PM	0	0	0	0	0	1	0	1	2	0	0	2	0	2	0	2	5
04:30 PM	0	0	0	0	0	2	0	2	0	1	0	1	0	2	0	2	5
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
Total	0	0	0	0	0	7	0	7	2	1	0	3	0	11	1	12	22
05:00 PM	0	0	1	1	0	2	0	2	1	0	0	1	0	0	0	0	4
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	1	1	0	6	0	6	2	0	0	2	0	3	0	3	12
Grand Total	0	0	1	1	0	13	0	13	4	1	0	5	0	14	1	15	34
Apprch %	0	0	100		0	100	0		80	20	0		0	93.3	6.7		
Total %	0	0	2.9	2.9	0	38.2	0	38.2	11.8	2.9	0	14.7	0	41.2	2.9	44.1	

Start Time	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
05:00 PM	0	0	1	1	0	2	0	2	1	0	0	1	0	0	0	0	4
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total Volume	0	0	1	1	0	7	0	7	1	0	0	1	0	8	0	8	17
% App. Total	0	0	100		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.583	.000	.583	.250	.000	.000	.250	.000	.400	.000	.400	.708

City of Moreno Valley
 N/S: Oliver Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 04_MR_V_Oliver_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5
+15 mins.	0	0	1	1	0	2	0	2	1	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
Total Volume	0	0	1	1	0	7	0	7	1	0	0	1	0	8	0	8
% App. Total	0	0	100		0	100	0		100	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.583	.000	.583	.250	.000	.000	.250	.000	.400	.000	.400

City of Moreno Valley
 N/S: Oliver Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 04_MRV_Oliver_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

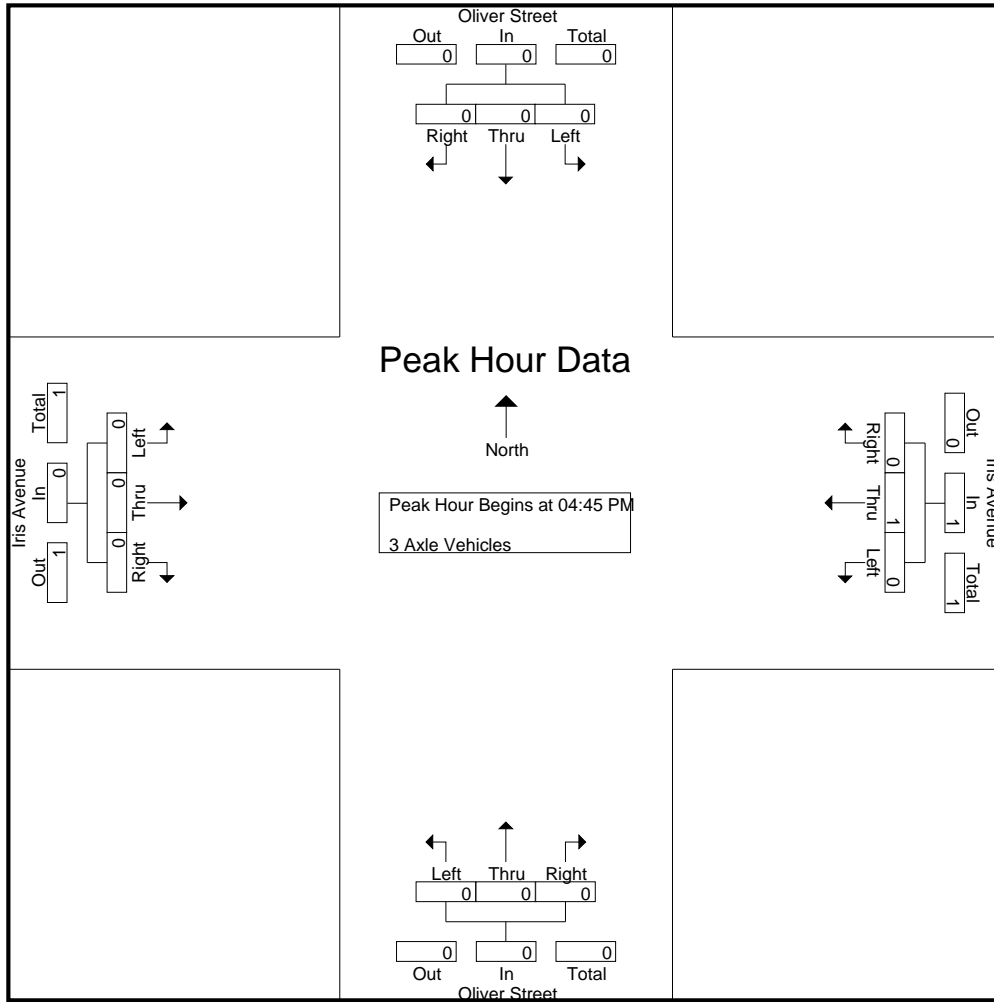
Groups Printed- 3 Axle Vehicles

Start Time	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	66.7	0	66.7	0	0	0		0	33.3	0	33.3	

Start Time	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

City of Moreno Valley
 N/S: Oliver Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 04_MR_V_Oliver_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Oliver Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 04_MRV_Oliver_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

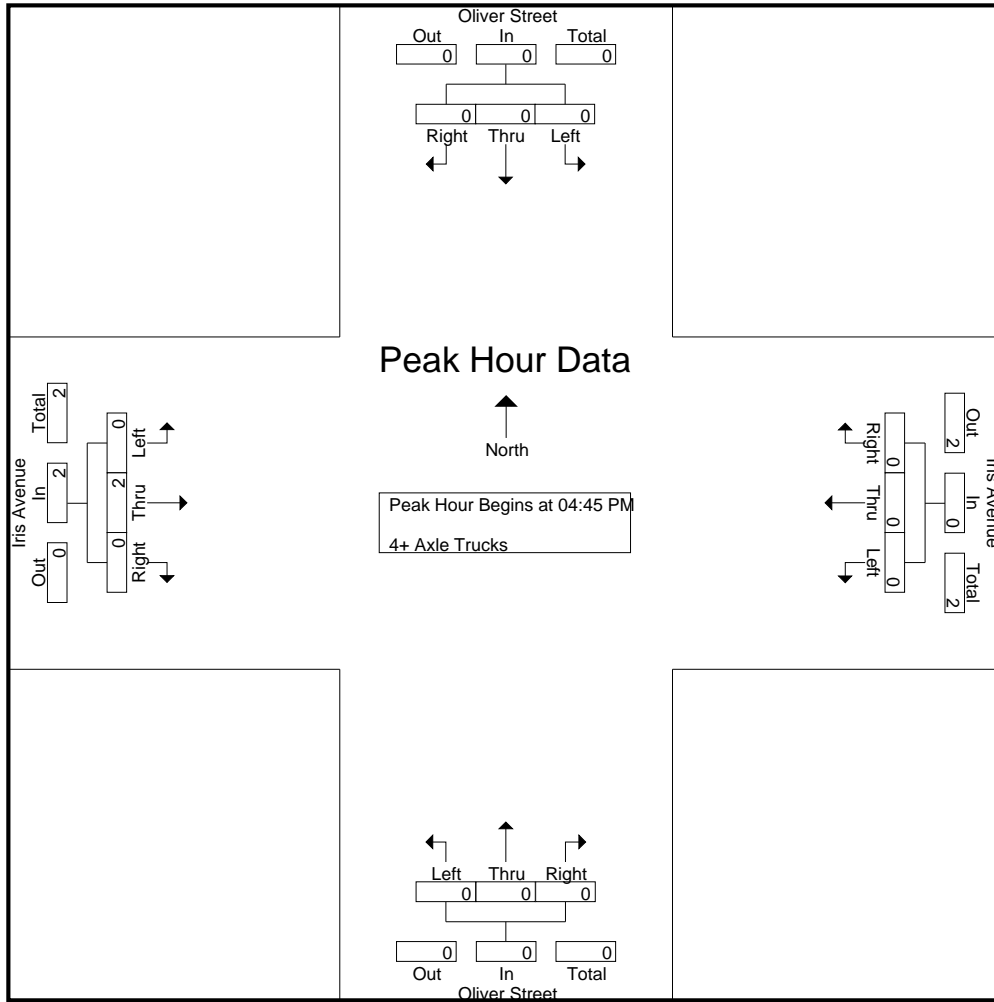
Groups Printed- 4+ Axle Trucks

Start Time	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	50	0	50	0	0	0		0	50	0	50	

Start Time	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

City of Moreno Valley
 N/S: Oliver Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 04_MRV_Oliver_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

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

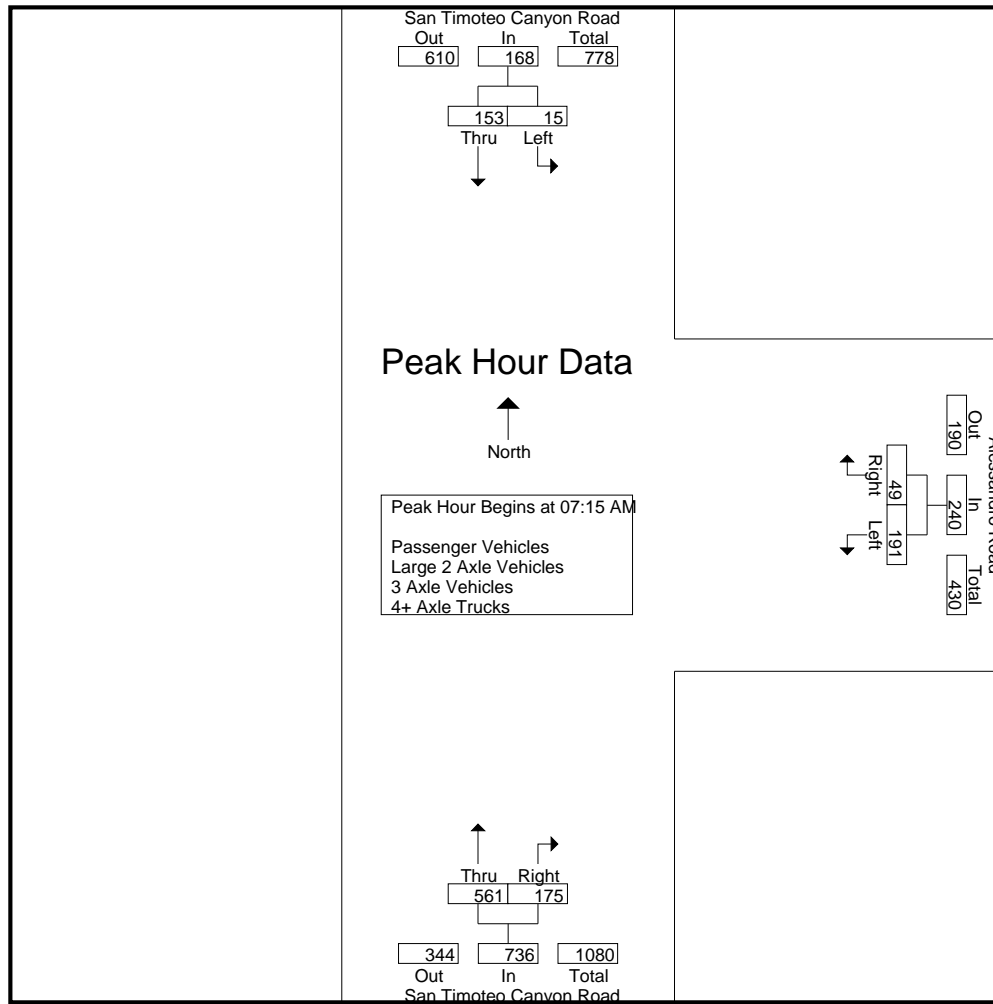
City of Redlands
 N/S: San Timoteo Canyon Road
 E/W: Alessandro Road
 Weather: Clear

File Name : 05_RED_San Tim_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	San Timoteo Canyon Road Southbound			Alessandro Road Westbound			San Timoteo Canyon Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	5	32	37	54	7	61	115	48	163	261
07:15 AM	1	51	52	54	12	66	139	44	183	301
07:30 AM	7	38	45	48	16	64	134	35	169	278
07:45 AM	4	38	42	52	13	65	149	31	180	287
Total	17	159	176	208	48	256	537	158	695	1127
08:00 AM	3	26	29	37	8	45	139	65	204	278
08:15 AM	4	22	26	35	10	45	127	31	158	229
08:30 AM	4	30	34	33	7	40	110	35	145	219
08:45 AM	2	21	23	26	8	34	63	30	93	150
Total	13	99	112	131	33	164	439	161	600	876
Grand Total	30	258	288	339	81	420	976	319	1295	2003
Apprch %	10.4	89.6		80.7	19.3		75.4	24.6		
Total %	1.5	12.9	14.4	16.9	4	21	48.7	15.9	64.7	
Passenger Vehicles	26	246	272	337	77	414	943	311	1254	1940
% Passenger Vehicles	86.7	95.3	94.4	99.4	95.1	98.6	96.6	97.5	96.8	96.9
Large 2 Axle Vehicles	0	7	7	2	1	3	15	6	21	31
% Large 2 Axle Vehicles	0	2.7	2.4	0.6	1.2	0.7	1.5	1.9	1.6	1.5
3 Axle Vehicles	3	1	4	0	2	2	3	0	3	9
% 3 Axle Vehicles	10	0.4	1.4	0	2.5	0.5	0.3	0	0.2	0.4
4+ Axle Trucks	1	4	5	0	1	1	15	2	17	23
% 4+ Axle Trucks	3.3	1.6	1.7	0	1.2	0.2	1.5	0.6	1.3	1.1

Start Time	San Timoteo Canyon Road Southbound			Alessandro Road Westbound			San Timoteo Canyon Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	51	52	54	12	66	139	44	183	301
07:30 AM	7	38	45	48	16	64	134	35	169	278
07:45 AM	4	38	42	52	13	65	149	31	180	287
08:00 AM	3	26	29	37	8	45	139	65	204	278
Total Volume	15	153	168	191	49	240	561	175	736	1144
% App. Total	8.9	91.1		79.6	20.4		76.2	23.8		
PHF	.536	.750	.808	.884	.766	.909	.941	.673	.902	.950



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

	07:00 AM			07:00 AM			07:15 AM		
+0 mins.	5	32	37	54	7	61	139	44	183
+15 mins.	1	51	52	54	12	66	134	35	169
+30 mins.	7	38	45	48	16	64	149	31	180
+45 mins.	4	38	42	52	13	65	139	65	204
Total Volume	17	159	176	208	48	256	561	175	736
% App. Total	9.7	90.3		81.2	18.8		76.2	23.8	
PHF	.607	.779	.846	.963	.750	.970	.941	.673	.902

City of Redlands
 N/S: San Timoteo Canyon Road
 E/W: Alessandro Road
 Weather: Clear

File Name : 05_RED_San Tim_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	San Timoteo Canyon Road Southbound			Alessandro Road Westbound			San Timoteo Canyon Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	5	31	36	53	6	59	109	47	156	251
07:15 AM	0	50	50	54	12	66	136	43	179	295
07:30 AM	7	37	44	48	16	64	131	35	166	274
07:45 AM	4	36	40	52	13	65	144	30	174	279
Total	16	154	170	207	47	254	520	155	675	1099
08:00 AM	3	23	26	37	8	45	136	62	198	269
08:15 AM	2	21	23	34	9	43	122	31	153	219
08:30 AM	3	29	32	33	6	39	105	34	139	210
08:45 AM	2	19	21	26	7	33	60	29	89	143
Total	10	92	102	130	30	160	423	156	579	841
Grand Total	26	246	272	337	77	414	943	311	1254	1940
Apprch %	9.6	90.4		81.4	18.6		75.2	24.8		
Total %	1.3	12.7	14	17.4	4	21.3	48.6	16	64.6	

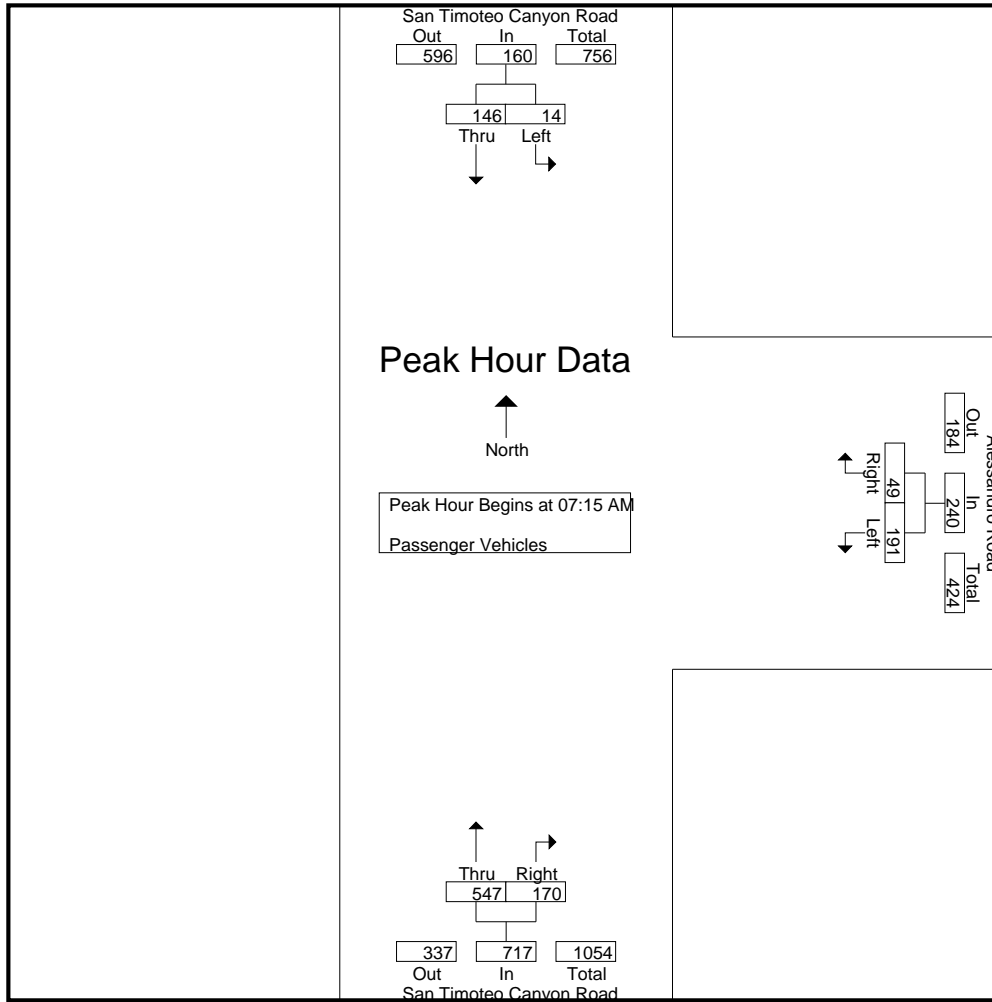
Start Time	San Timoteo Canyon Road Southbound			Alessandro Road Westbound			San Timoteo Canyon Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	50	50	54	12	66	136	43	179	295
07:30 AM	7	37	44	48	16	64	131	35	166	274
07:45 AM	4	36	40	52	13	65	144	30	174	279
08:00 AM	3	23	26	37	8	45	136	62	198	269
Total Volume	14	146	160	191	49	240	547	170	717	1117
% App. Total	8.8	91.2		79.6	20.4		76.3	23.7		
PHF	.500	.730	.800	.884	.766	.909	.950	.685	.905	.947

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Redlands
 N/S: San Timoteo Canyon Road
 E/W: Alessandro Road
 Weather: Clear

File Name : 05_RED_San Tim_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	50	50	54	12	66	136	43	179
+15 mins.	7	37	44	48	16	64	131	35	166
+30 mins.	4	36	40	52	13	65	144	30	174
+45 mins.	3	23	26	37	8	45	136	62	198
Total Volume	14	146	160	191	49	240	547	170	717
% App. Total	8.8	91.2		79.6	20.4		76.3	23.7	
PHF	.500	.730	.800	.884	.766	.909	.950	.685	.905

City of Redlands
 N/S: San Timoteo Canyon Road
 E/W: Alessandro Road
 Weather: Clear

File Name : 05_RED_San Tim_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	San Timoteo Canyon Road Southbound			Alessandro Road Westbound			San Timoteo Canyon Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	1	1	2	3	0	3	5
07:15 AM	0	0	0	0	0	0	1	1	2	2
07:30 AM	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	1	1	0	0	0	1	1	2	3
Total	0	1	1	1	1	2	6	2	8	11
08:00 AM	0	2	2	0	0	0	1	3	4	6
08:15 AM	0	1	1	1	0	1	5	0	5	7
08:30 AM	0	1	1	0	0	0	2	1	3	4
08:45 AM	0	2	2	0	0	0	1	0	1	3
Total	0	6	6	1	0	1	9	4	13	20
Grand Total	0	7	7	2	1	3	15	6	21	31
Apprch %	0	100		66.7	33.3		71.4	28.6		
Total %	0	22.6	22.6	6.5	3.2	9.7	48.4	19.4	67.7	

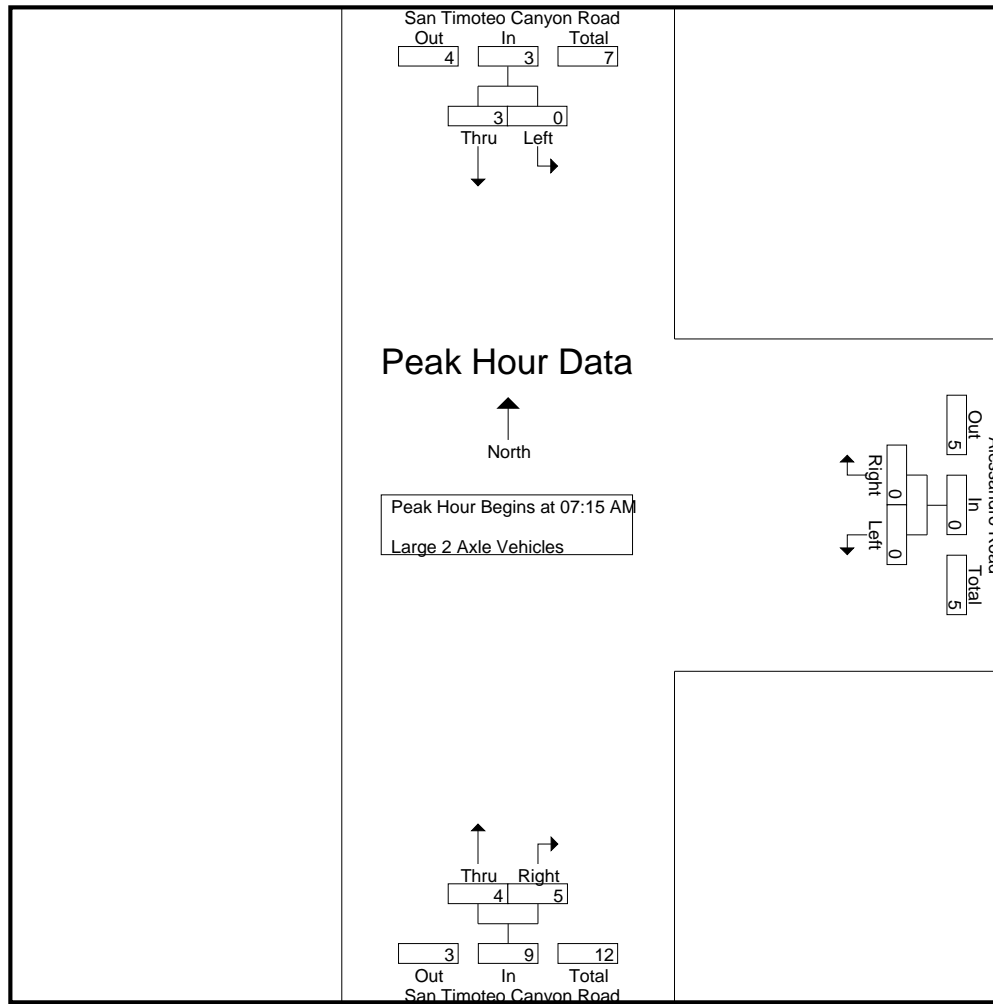
Start Time	San Timoteo Canyon Road Southbound			Alessandro Road Westbound			San Timoteo Canyon Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	1	1	2	2
07:30 AM	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	1	1	0	0	0	1	1	2	3
08:00 AM	0	2	2	0	0	0	1	3	4	6
Total Volume	0	3	3	0	0	0	4	5	9	12
% App. Total	0	100		0	0		44.4	55.6		
PHF	.000	.375	.375	.000	.000	.000	1.00	.417	.563	.500

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Redlands
 N/S: San Timoteo Canyon Road
 E/W: Alessandro Road
 Weather: Clear

File Name : 05_RED_San Tim_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	1	1	2
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	1	1	0	0	0	1	1	2
+45 mins.	0	2	2	0	0	0	1	3	4
Total Volume	0	3	3	0	0	0	4	5	9
% App. Total	0	100		0	0		44.4	55.6	
PHF	.000	.375	.375	.000	.000	.000	1.000	.417	.563

City of Redlands
 N/S: San Timoteo Canyon Road
 E/W: Alessandro Road
 Weather: Clear

File Name : 05_RED_San Tim_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	San Timoteo Canyon Road Southbound			Alessandro Road Westbound			San Timoteo Canyon Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	2	0	2	2
07:15 AM	1	0	1	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	1	0	0	0	0	0	0	1
Total	1	1	2	0	0	0	3	0	3	5
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	1	0	1	1	0	0	0	2
08:30 AM	1	0	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	1	1	0	0	0	1
Total	2	0	2	0	2	2	0	0	0	4
Grand Total	3	1	4	0	2	2	3	0	3	9
Apprch %	75	25		0	100		100	0		
Total %	33.3	11.1	44.4	0	22.2	22.2	33.3	0	33.3	

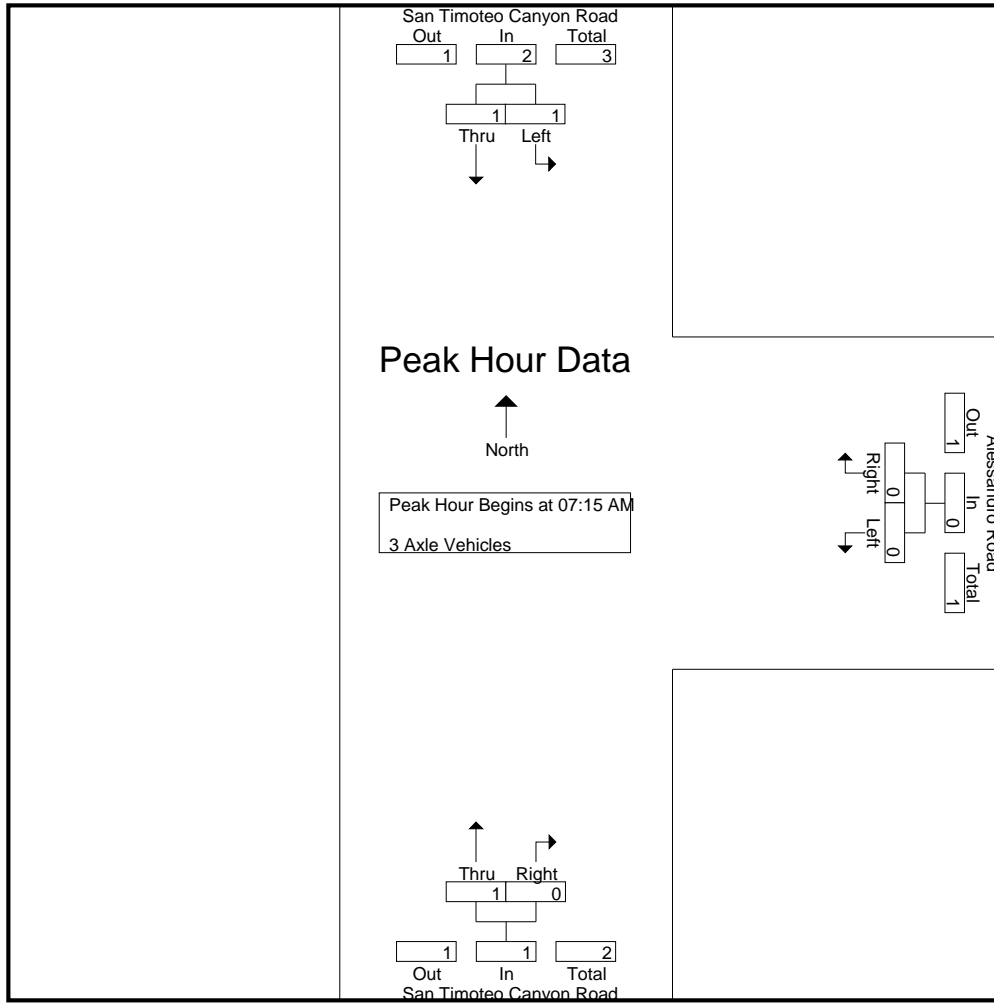
Start Time	San Timoteo Canyon Road Southbound			Alessandro Road Westbound			San Timoteo Canyon Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	1	0	1	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	2	0	0	0	1	0	1	3
% App. Total	50	50		0	0		100	0		
PHF	.250	.250	.500	.000	.000	.000	.250	.000	.250	.375

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Redlands
 N/S: San Timoteo Canyon Road
 E/W: Alessandro Road
 Weather: Clear

File Name : 05_RED_San Tim_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	0	1	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	1	2	0	0	0	1	0	1
% App. Total	50	50		0	0		100	0	
PHF	.250	.250	.500	.000	.000	.000	.250	.000	.250

City of Redlands
 N/S: San Timoteo Canyon Road
 E/W: Alessandro Road
 Weather: Clear

File Name : 05_RED_San Tim_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	San Timoteo Canyon Road Southbound			Alessandro Road Westbound			San Timoteo Canyon Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	1	1	0	0	0	1	1	2	3
07:15 AM	0	1	1	0	0	0	1	0	1	2
07:30 AM	0	1	1	0	0	0	2	0	2	3
07:45 AM	0	0	0	0	0	0	4	0	4	4
Total	0	3	3	0	0	0	8	1	9	12
08:00 AM	0	1	1	0	0	0	2	0	2	3
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	1	1	3	0	3	4
08:45 AM	0	0	0	0	0	0	2	1	3	3
Total	1	1	2	0	1	1	7	1	8	11
Grand Total	1	4	5	0	1	1	15	2	17	23
Apprch %	20	80		0	100		88.2	11.8		
Total %	4.3	17.4	21.7	0	4.3	4.3	65.2	8.7	73.9	

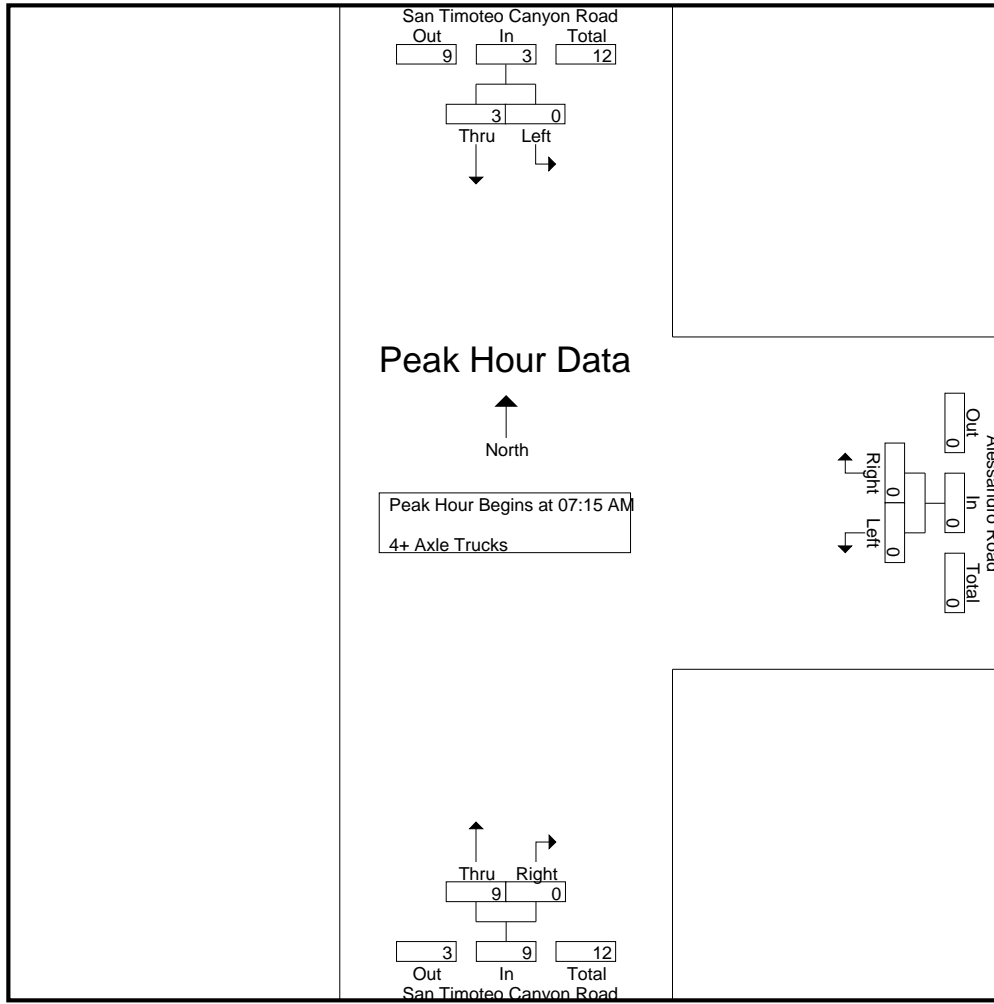
Start Time	San Timoteo Canyon Road Southbound			Alessandro Road Westbound			San Timoteo Canyon Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	1	1	0	0	0	1	0	1	2
07:30 AM	0	1	1	0	0	0	2	0	2	3
07:45 AM	0	0	0	0	0	0	4	0	4	4
08:00 AM	0	1	1	0	0	0	2	0	2	3
Total Volume	0	3	3	0	0	0	9	0	9	12
% App. Total	0	100		0	0		100	0		
PHF	.000	.750	.750	.000	.000	.000	.563	.000	.563	.750

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Redlands
 N/S: San Timoteo Canyon Road
 E/W: Alessandro Road
 Weather: Clear

File Name : 05_RED_San Tim_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	1	1	0	0	0	1	0	1
+15 mins.	0	1	1	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	0	4	0	4
+45 mins.	0	1	1	0	0	0	2	0	2
Total Volume	0	3	3	0	0	0	9	0	9
% App. Total	0	100		0	0		100	0	
PHF	.000	.750	.750	.000	.000	.000	.563	.000	.563

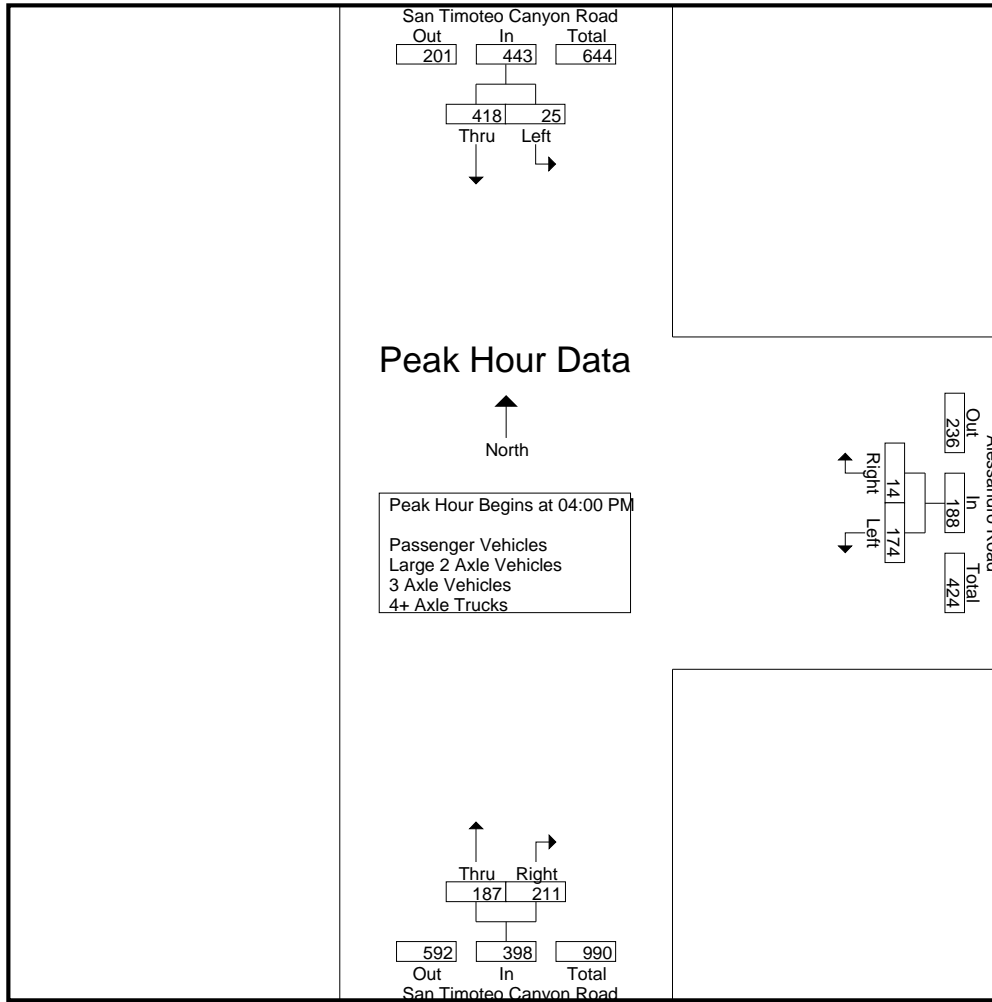
City of Redlands
 N/S: San Timoteo Canyon Road
 E/W: Alessandro Road
 Weather: Clear

File Name : 05_RED_San Tim_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	San Timoteo Canyon Road Southbound			Alessandro Road Westbound			San Timoteo Canyon Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	6	104	110	37	5	42	55	49	104	256
04:15 PM	8	109	117	44	4	48	45	48	93	258
04:30 PM	5	106	111	55	2	57	44	57	101	269
04:45 PM	6	99	105	38	3	41	43	57	100	246
Total	25	418	443	174	14	188	187	211	398	1029
05:00 PM	11	93	104	47	4	51	46	45	91	246
05:15 PM	7	80	87	63	6	69	40	64	104	260
05:30 PM	3	99	102	31	9	40	49	65	114	256
05:45 PM	9	87	96	41	4	45	44	54	98	239
Total	30	359	389	182	23	205	179	228	407	1001
Grand Total	55	777	832	356	37	393	366	439	805	2030
Apprch %	6.6	93.4		90.6	9.4		45.5	54.5		
Total %	2.7	38.3	41	17.5	1.8	19.4	18	21.6	39.7	
Passenger Vehicles	54	760	814	351	37	388	351	434	785	1987
% Passenger Vehicles	98.2	97.8	97.8	98.6	100	98.7	95.9	98.9	97.5	97.9
Large 2 Axle Vehicles	1	11	12	5	0	5	9	5	14	31
% Large 2 Axle Vehicles	1.8	1.4	1.4	1.4	0	1.3	2.5	1.1	1.7	1.5
3 Axle Vehicles	0	3	3	0	0	0	3	0	3	6
% 3 Axle Vehicles	0	0.4	0.4	0	0	0	0.8	0	0.4	0.3
4+ Axle Trucks	0	3	3	0	0	0	3	0	3	6
% 4+ Axle Trucks	0	0.4	0.4	0	0	0	0.8	0	0.4	0.3

Start Time	San Timoteo Canyon Road Southbound			Alessandro Road Westbound			San Timoteo Canyon Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	6	104	110	37	5	42	55	49	104	256
04:15 PM	8	109	117	44	4	48	45	48	93	258
04:30 PM	5	106	111	55	2	57	44	57	101	269
04:45 PM	6	99	105	38	3	41	43	57	100	246
Total Volume	25	418	443	174	14	188	187	211	398	1029
% App. Total	5.6	94.4		92.6	7.4		47	53		
PHF	.781	.959	.947	.791	.700	.825	.850	.925	.957	.956



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

	04:00 PM			04:30 PM			04:45 PM		
+0 mins.	6	104	110	55	2	57	43	57	100
+15 mins.	8	109	117	38	3	41	46	45	91
+30 mins.	5	106	111	47	4	51	40	64	104
+45 mins.	6	99	105	63	6	69	49	65	114
Total Volume	25	418	443	203	15	218	178	231	409
% App. Total	5.6	94.4		93.1	6.9		43.5	56.5	
PHF	.781	.959	.947	.806	.625	.790	.908	.888	.897

City of Redlands
 N/S: San Timoteo Canyon Road
 E/W: Alessandro Road
 Weather: Clear

File Name : 05_RED_San Tim_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	San Timoteo Canyon Road Southbound			Alessandro Road Westbound			San Timoteo Canyon Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	6	100	106	36	5	41	51	48	99	246
04:15 PM	8	108	116	44	4	48	41	48	89	253
04:30 PM	5	105	110	55	2	57	42	56	98	265
04:45 PM	6	96	102	37	3	40	41	57	98	240
Total	25	409	434	172	14	186	175	209	384	1004
05:00 PM	11	90	101	47	4	51	45	44	89	241
05:15 PM	6	79	85	61	6	67	39	63	102	254
05:30 PM	3	97	100	30	9	39	49	65	114	253
05:45 PM	9	85	94	41	4	45	43	53	96	235
Total	29	351	380	179	23	202	176	225	401	983
Grand Total	54	760	814	351	37	388	351	434	785	1987
Apprch %	6.6	93.4		90.5	9.5		44.7	55.3		
Total %	2.7	38.2	41	17.7	1.9	19.5	17.7	21.8	39.5	

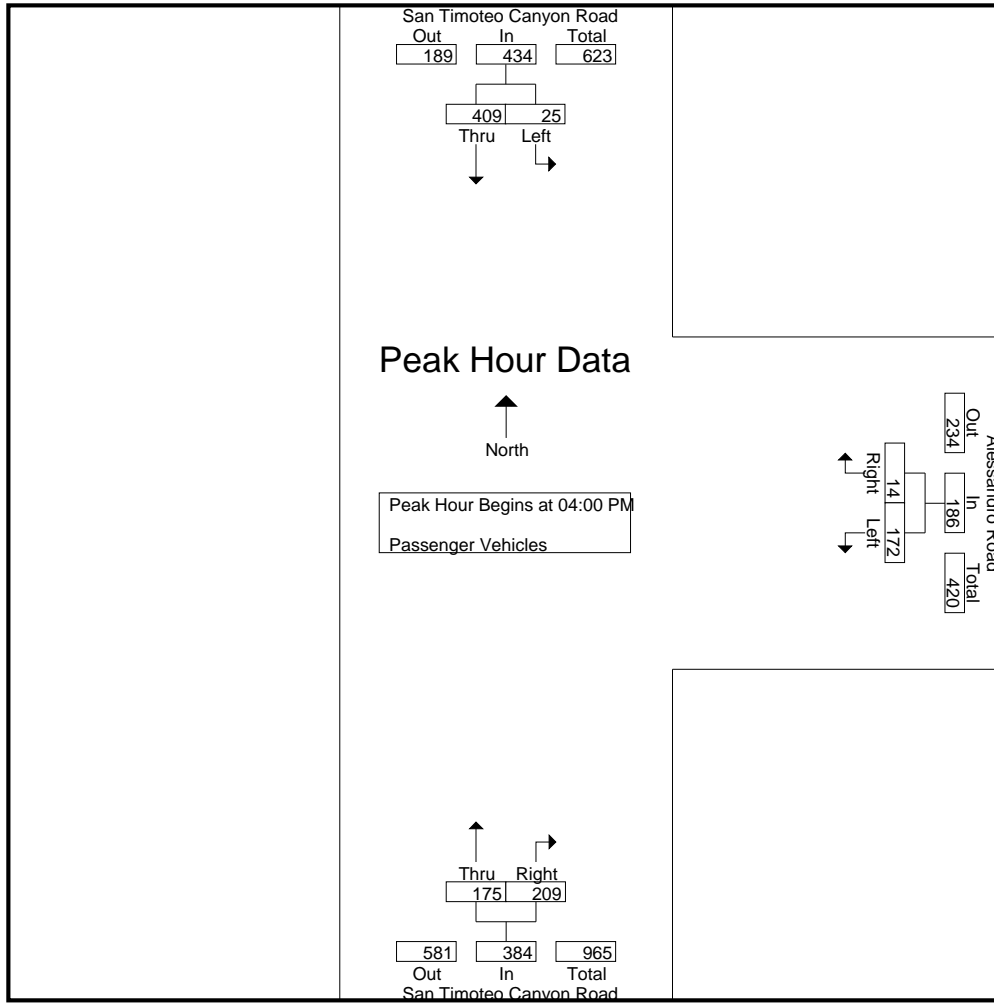
Start Time	San Timoteo Canyon Road Southbound			Alessandro Road Westbound			San Timoteo Canyon Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	6	100	106	36	5	41	51	48	99	246
04:15 PM	8	108	116	44	4	48	41	48	89	253
04:30 PM	5	105	110	55	2	57	42	56	98	265
04:45 PM	6	96	102	37	3	40	41	57	98	240
Total Volume	25	409	434	172	14	186	175	209	384	1004
% App. Total	5.8	94.2		92.5	7.5		45.6	54.4		
PHF	.781	.947	.935	.782	.700	.816	.858	.917	.970	.947

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

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Redlands
 N/S: San Timoteo Canyon Road
 E/W: Alessandro Road
 Weather: Clear

File Name : 05_RED_San Tim_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	6	100	106	36	5	41	51	48	99
+15 mins.	8	108	116	44	4	48	41	48	89
+30 mins.	5	105	110	55	2	57	42	56	98
+45 mins.	6	96	102	37	3	40	41	57	98
Total Volume	25	409	434	172	14	186	175	209	384
% App. Total	5.8	94.2		92.5	7.5		45.6	54.4	
PHF	.781	.947	.935	.782	.700	.816	.858	.917	.970

City of Redlands
 N/S: San Timoteo Canyon Road
 E/W: Alessandro Road
 Weather: Clear

File Name : 05_RED_San Tim_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

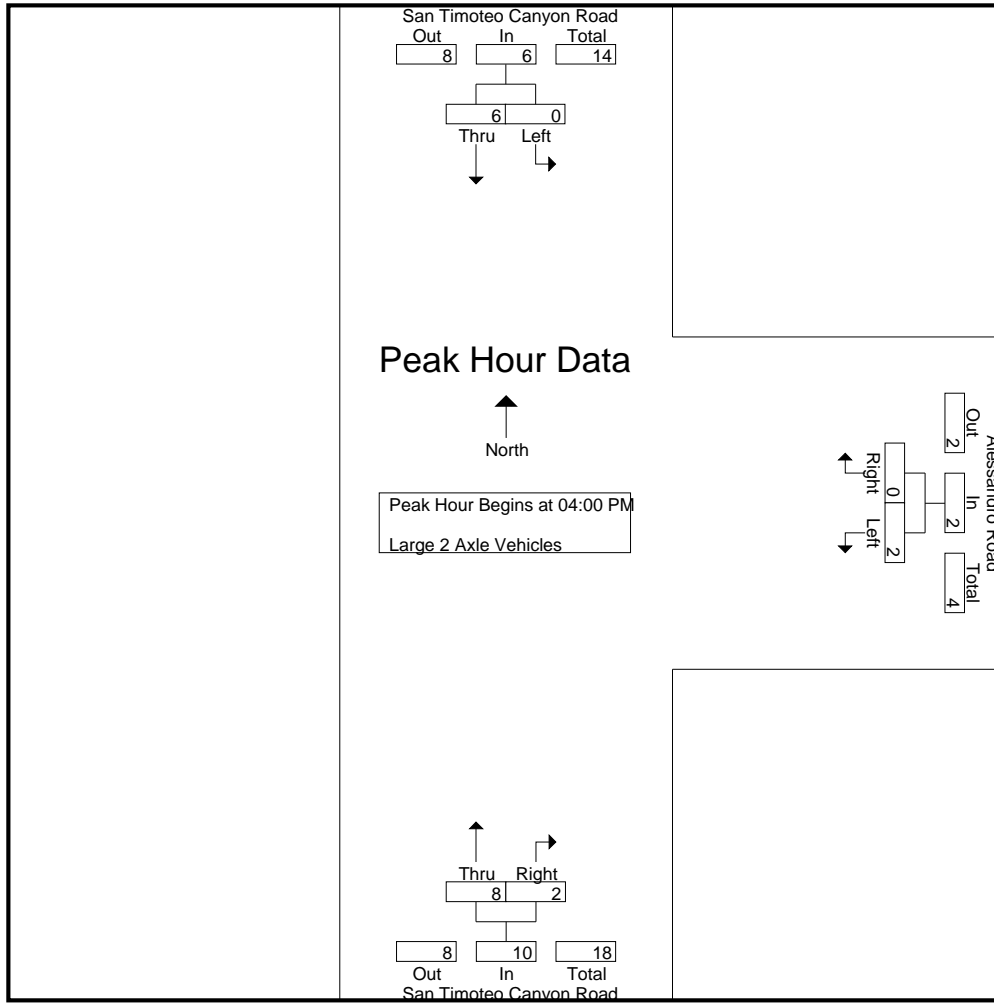
Start Time	San Timoteo Canyon Road Southbound			Alessandro Road Westbound			San Timoteo Canyon Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	3	3	1	0	1	3	1	4	8
04:15 PM	0	0	0	0	0	0	2	0	2	2
04:30 PM	0	0	0	0	0	0	2	1	3	3
04:45 PM	0	3	3	1	0	1	1	0	1	5
Total	0	6	6	2	0	2	8	2	10	18
05:00 PM	0	3	3	0	0	0	1	1	2	5
05:15 PM	1	1	2	2	0	2	0	1	1	5
05:30 PM	0	1	1	1	0	1	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total	1	5	6	3	0	3	1	3	4	13
Grand Total	1	11	12	5	0	5	9	5	14	31
Apprch %	8.3	91.7		100	0		64.3	35.7		
Total %	3.2	35.5	38.7	16.1	0	16.1	29	16.1	45.2	

Start Time	San Timoteo Canyon Road Southbound			Alessandro Road Westbound			San Timoteo Canyon Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	3	3	1	0	1	3	1	4	8
04:15 PM	0	0	0	0	0	0	2	0	2	2
04:30 PM	0	0	0	0	0	0	2	1	3	3
04:45 PM	0	3	3	1	0	1	1	0	1	5
Total Volume	0	6	6	2	0	2	8	2	10	18
% App. Total	0	100		100	0		80	20		
PHF	.000	.500	.500	.500	.000	.500	.667	.500	.625	.563

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

City of Redlands
 N/S: San Timoteo Canyon Road
 E/W: Alessandro Road
 Weather: Clear

File Name : 05_RED_San Tim_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	3	3	1	0	1	3	1	4
+15 mins.	0	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	0	2	1	3
+45 mins.	0	3	3	1	0	1	1	0	1
Total Volume	0	6	6	2	0	2	8	2	10
% App. Total	0	100		100	0		80	20	
PHF	.000	.500	.500	.500	.000	.500	.667	.500	.625

City of Redlands
 N/S: San Timoteo Canyon Road
 E/W: Alessandro Road
 Weather: Clear

File Name : 05_RED_San Tim_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	San Timoteo Canyon Road Southbound			Alessandro Road Westbound			San Timoteo Canyon Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	1	1	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	1	0	0	0	1	0	1	2
Total	0	1	1	0	0	0	2	0	2	3
Grand Total	0	3	3	0	0	0	3	0	3	6
Apprch %	0	100		0	0		100	0		
Total %	0	50	50	0	0	0	50	0	50	

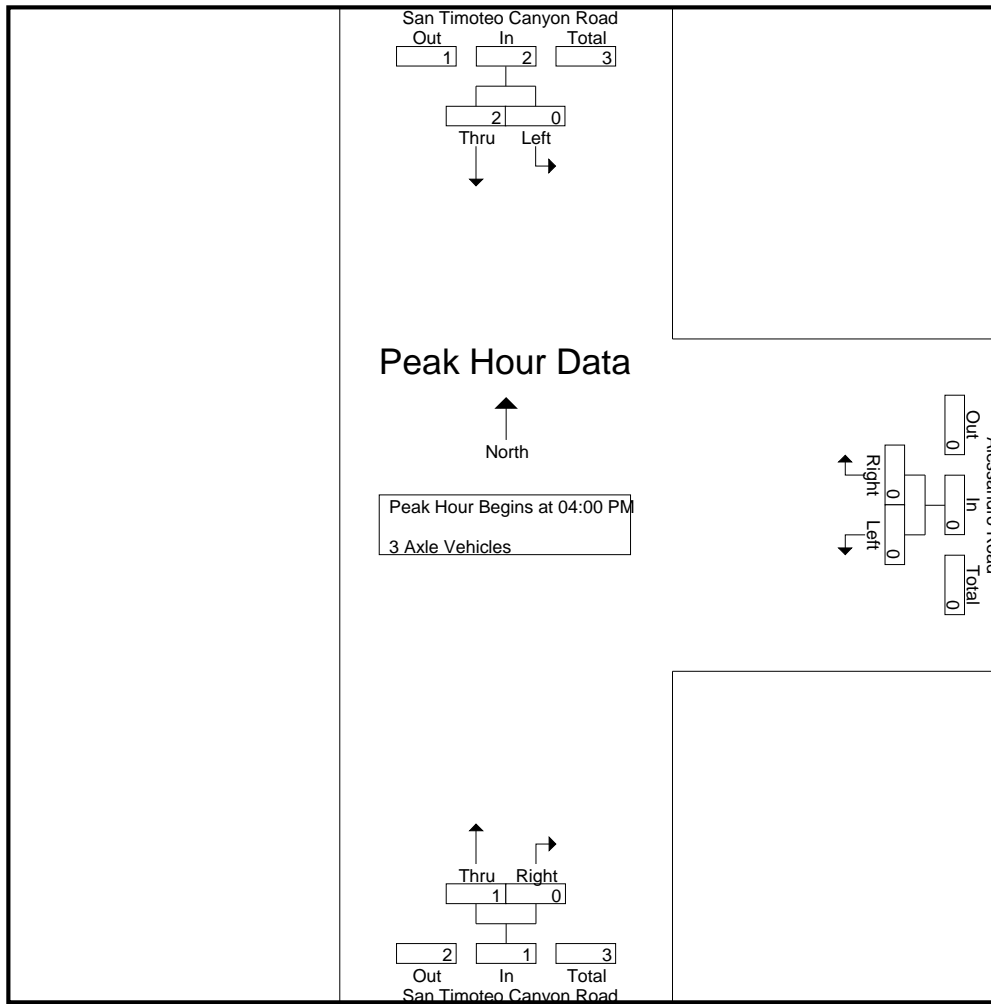
Start Time	San Timoteo Canyon Road Southbound			Alessandro Road Westbound			San Timoteo Canyon Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	1	1	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	2	0	0	0	1	0	1	3
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.250	.000	.250	.375

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

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Redlands
 N/S: San Timoteo Canyon Road
 E/W: Alessandro Road
 Weather: Clear

File Name : 05_RED_San Tim_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

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

City of Redlands
 N/S: San Timoteo Canyon Road
 E/W: Alessandro Road
 Weather: Clear

File Name : 05_RED_San Tim_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	San Timoteo Canyon Road Southbound			Alessandro Road Westbound			San Timoteo Canyon Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	1	0	0	0	2	0	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	1	1	0	0	0	3	0	3	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	1	0	0	0	0	0	0	1
05:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	2	2	0	0	0	0	0	0	2
Grand Total	0	3	3	0	0	0	3	0	3	6
Apprch %	0	100		0	0		100	0		
Total %	0	50	50	0	0	0	50	0	50	

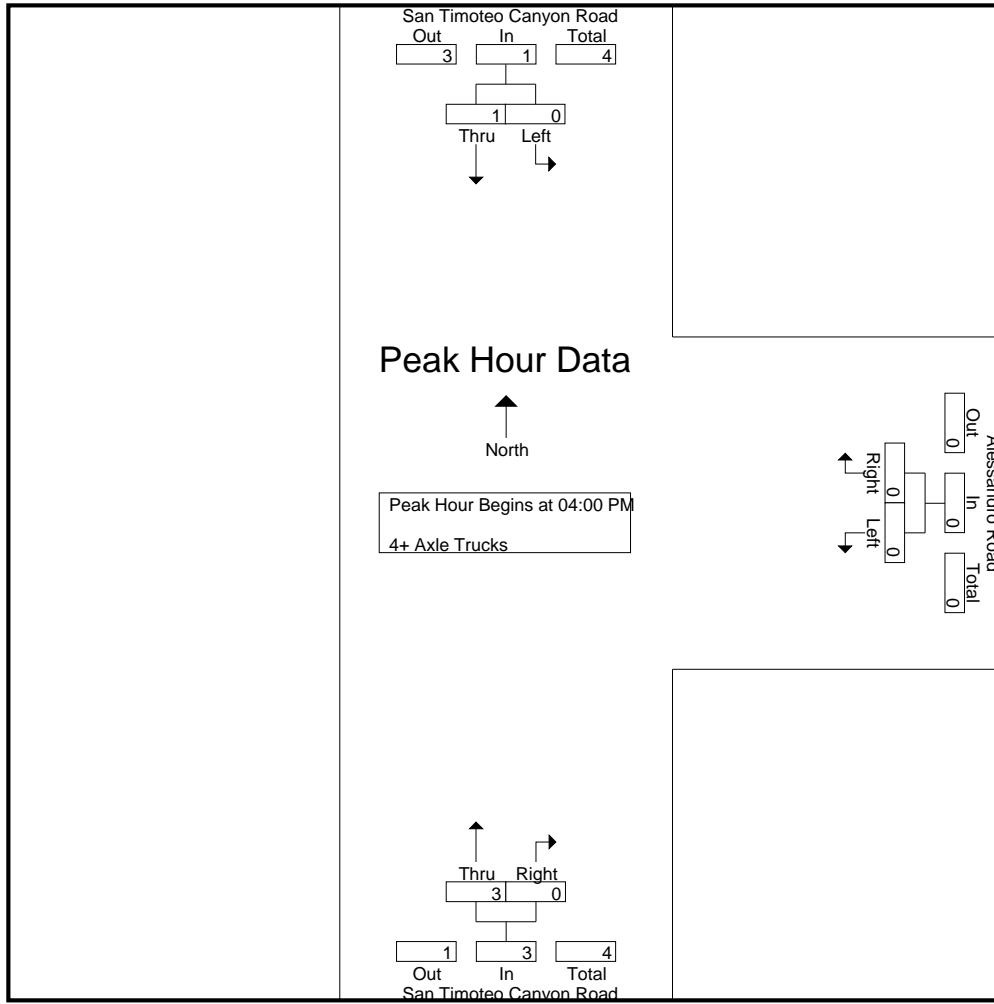
Start Time	San Timoteo Canyon Road Southbound			Alessandro Road Westbound			San Timoteo Canyon Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	1	0	0	0	2	0	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	1	1	0	0	0	3	0	3	4
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.375	.000	.375	.333

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

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Redlands
 N/S: San Timoteo Canyon Road
 E/W: Alessandro Road
 Weather: Clear

File Name : 05_RED_San Tim_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	1	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	1	1	0	0	0	3	0	3
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.375	.000	.375

County of Riverside
 N/S: San Timoteo Canyon Road
 E/W: Live Oak Canyon Road
 Weather: Clear

File Name : 06_CRV_San Tim_Live Oak AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

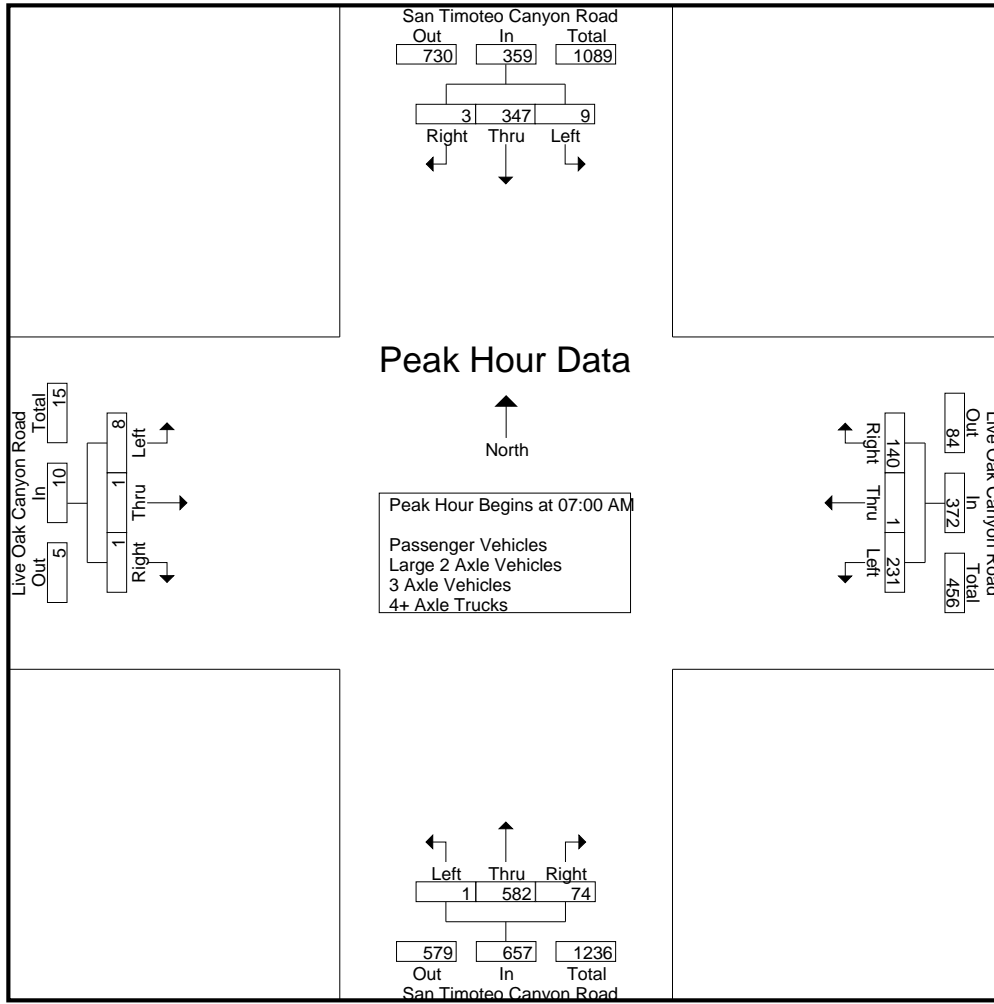
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	San Timoteo Canyon Road Southbound				Live Oak Canyon Road Westbound				San Timoteo Canyon Road Northbound				Live Oak Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	81	0	81	49	1	9	59	0	156	30	186	3	1	0	4	330
07:15 AM	4	99	0	103	69	0	33	102	0	138	16	154	4	0	0	4	363
07:30 AM	0	82	2	84	61	0	40	101	0	146	18	164	1	0	1	2	351
07:45 AM	5	85	1	91	52	0	58	110	1	142	10	153	0	0	0	0	354
Total	9	347	3	359	231	1	140	372	1	582	74	657	8	1	1	10	1398
08:00 AM	3	64	2	69	45	1	29	75	1	154	22	177	3	0	0	3	324
08:15 AM	3	53	1	57	36	0	9	45	0	140	31	171	4	0	1	5	278
08:30 AM	0	61	1	62	37	1	6	44	1	131	38	170	1	0	1	2	278
08:45 AM	2	50	1	53	38	1	6	45	1	84	24	109	0	0	1	1	208
Total	8	228	5	241	156	3	50	209	3	509	115	627	8	0	3	11	1088
Grand Total	17	575	8	600	387	4	190	581	4	1091	189	1284	16	1	4	21	2486
Apprch %	2.8	95.8	1.3		66.6	0.7	32.7		0.3	85	14.7		76.2	4.8	19		
Total %	0.7	23.1	0.3	24.1	15.6	0.2	7.6	23.4	0.2	43.9	7.6	51.6	0.6	0	0.2	0.8	
Passenger Vehicles	17	562	8	587	366	4	184	554	4	1050	168	1222	16	1	4	21	2384
% Passenger Vehicles	100	97.7	100	97.8	94.6	100	96.8	95.4	100	96.2	88.9	95.2	100	100	100	100	95.9
Large 2 Axle Vehicles	0	9	0	9	10	0	4	14	0	22	10	32	0	0	0	0	55
% Large 2 Axle Vehicles	0	1.6	0	1.5	2.6	0	2.1	2.4	0	2	5.3	2.5	0	0	0	0	2.2
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0.5	0	0.4	0	0	0	0	0.2
4+ Axle Trucks	0	4	0	4	11	0	2	13	0	14	11	25	0	0	0	0	42
% 4+ Axle Trucks	0	0.7	0	0.7	2.8	0	1.1	2.2	0	1.3	5.8	1.9	0	0	0	0	1.7

Start Time	San Timoteo Canyon Road Southbound				Live Oak Canyon Road Westbound				San Timoteo Canyon Road Northbound				Live Oak Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	81	0	81	49	1	9	59	0	156	30	186	3	1	0	4	330
07:15 AM	4	99	0	103	69	0	33	102	0	138	16	154	4	0	0	4	363
07:30 AM	0	82	2	84	61	0	40	101	0	146	18	164	1	0	1	2	351
07:45 AM	5	85	1	91	52	0	58	110	1	142	10	153	0	0	0	0	354
Total Volume	9	347	3	359	231	1	140	372	1	582	74	657	8	1	1	10	1398
% App. Total	2.5	96.7	0.8		62.1	0.3	37.6		0.2	88.6	11.3		80	10	10		
PHF	.450	.876	.375	.871	.837	.250	.603	.845	.250	.933	.617	.883	.500	.250	.250	.625	.963

County of Riverside
 N/S: San Timoteo Canyon Road
 E/W: Live Oak Canyon Road
 Weather: Clear

File Name : 06_CRV_San Tim_Live Oak AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM				07:15 AM				07:45 AM				08:00 AM			
+0 mins.	0	81	0	81	69	0	33	102	1	142	10	153	3	0	0	3
+15 mins.	4	99	0	103	61	0	40	101	1	154	22	177	4	0	1	5
+30 mins.	0	82	2	84	52	0	58	110	0	140	31	171	1	0	1	2
+45 mins.	5	85	1	91	45	1	29	75	1	131	38	170	0	0	1	1
Total Volume	9	347	3	359	227	1	160	388	3	567	101	671	8	0	3	11
% App. Total	2.5	96.7	0.8		58.5	0.3	41.2		0.4	84.5	15.1		72.7	0	27.3	
PHF	.450	.876	.375	.871	.822	.250	.690	.882	.750	.920	.664	.948	.500	.000	.750	.550

County of Riverside
 N/S: San Timoteo Canyon Road
 E/W: Live Oak Canyon Road
 Weather: Clear

File Name : 06_CRV_San Tim_Live Oak AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

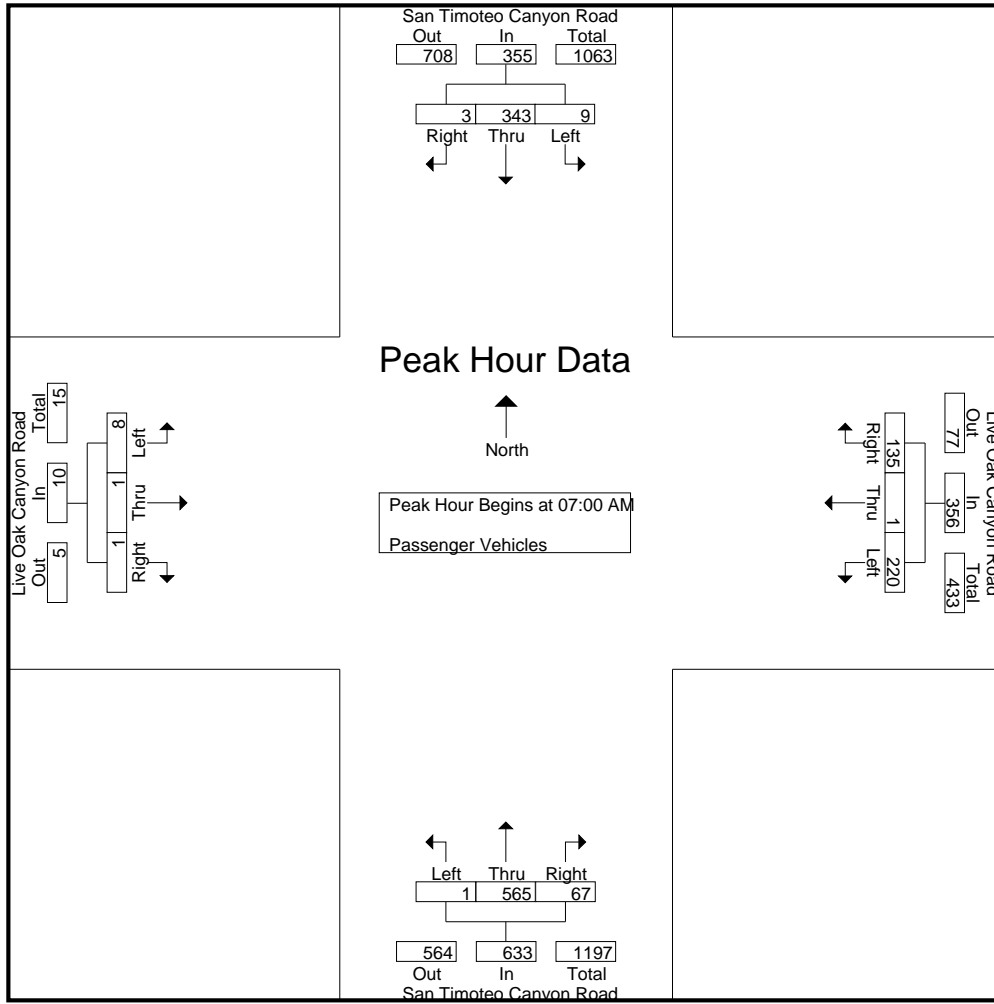
Groups Printed- Passenger Vehicles

Start Time	San Timoteo Canyon Road Southbound				Live Oak Canyon Road Westbound				San Timoteo Canyon Road Northbound				Live Oak Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	80	0	80	45	1	8	54	0	150	30	180	3	1	0	4	318
07:15 AM	4	97	0	101	68	0	32	100	0	135	14	149	4	0	0	4	354
07:30 AM	0	81	2	83	58	0	39	97	0	143	14	157	1	0	1	2	339
07:45 AM	5	85	1	91	49	0	56	105	1	137	9	147	0	0	0	0	343
Total	9	343	3	355	220	1	135	356	1	565	67	633	8	1	1	10	1354
08:00 AM	3	60	2	65	43	1	29	73	1	148	17	166	3	0	0	3	307
08:15 AM	3	52	1	56	34	0	8	42	0	133	27	160	4	0	1	5	263
08:30 AM	0	59	1	60	36	1	6	43	1	123	34	158	1	0	1	2	263
08:45 AM	2	48	1	51	33	1	6	40	1	81	23	105	0	0	1	1	197
Total	8	219	5	232	146	3	49	198	3	485	101	589	8	0	3	11	1030
Grand Total	17	562	8	587	366	4	184	554	4	1050	168	1222	16	1	4	21	2384
Apprch %	2.9	95.7	1.4		66.1	0.7	33.2		0.3	85.9	13.7		76.2	4.8	19		
Total %	0.7	23.6	0.3	24.6	15.4	0.2	7.7	23.2	0.2	44	7	51.3	0.7	0	0.2	0.9	

Start Time	San Timoteo Canyon Road Southbound				Live Oak Canyon Road Westbound				San Timoteo Canyon Road Northbound				Live Oak Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	80	0	80	45	1	8	54	0	150	30	180	3	1	0	4	318
07:15 AM	4	97	0	101	68	0	32	100	0	135	14	149	4	0	0	4	354
07:30 AM	0	81	2	83	58	0	39	97	0	143	14	157	1	0	1	2	339
07:45 AM	5	85	1	91	49	0	56	105	1	137	9	147	0	0	0	0	343
Total Volume	9	343	3	355	220	1	135	356	1	565	67	633	8	1	1	10	1354
% App. Total	2.5	96.6	0.8		61.8	0.3	37.9		0.2	89.3	10.6		80	10	10		
PHF	.450	.884	.375	.879	.809	.250	.603	.848	.250	.942	.558	.879	.500	.250	.250	.625	.956

County of Riverside
 N/S: San Timoteo Canyon Road
 E/W: Live Oak Canyon Road
 Weather: Clear

File Name : 06_CRV_San Tim_Live Oak AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	80	0	80	45	1	8	54	0	150	30	180	3	1	0	4
+15 mins.	4	97	0	101	68	0	32	100	0	135	14	149	4	0	0	4
+30 mins.	0	81	2	83	58	0	39	97	0	143	14	157	1	0	1	2
+45 mins.	5	85	1	91	49	0	56	105	1	137	9	147	0	0	0	0
Total Volume	9	343	3	355	220	1	135	356	1	565	67	633	8	1	1	10
% App. Total	2.5	96.6	0.8		61.8	0.3	37.9		0.2	89.3	10.6		80	10	10	
PHF	.450	.884	.375	.879	.809	.250	.603	.848	.250	.942	.558	.879	.500	.250	.250	.625

County of Riverside
 N/S: San Timoteo Canyon Road
 E/W: Live Oak Canyon Road
 Weather: Clear

File Name : 06_CRV_San Tim_Live Oak AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

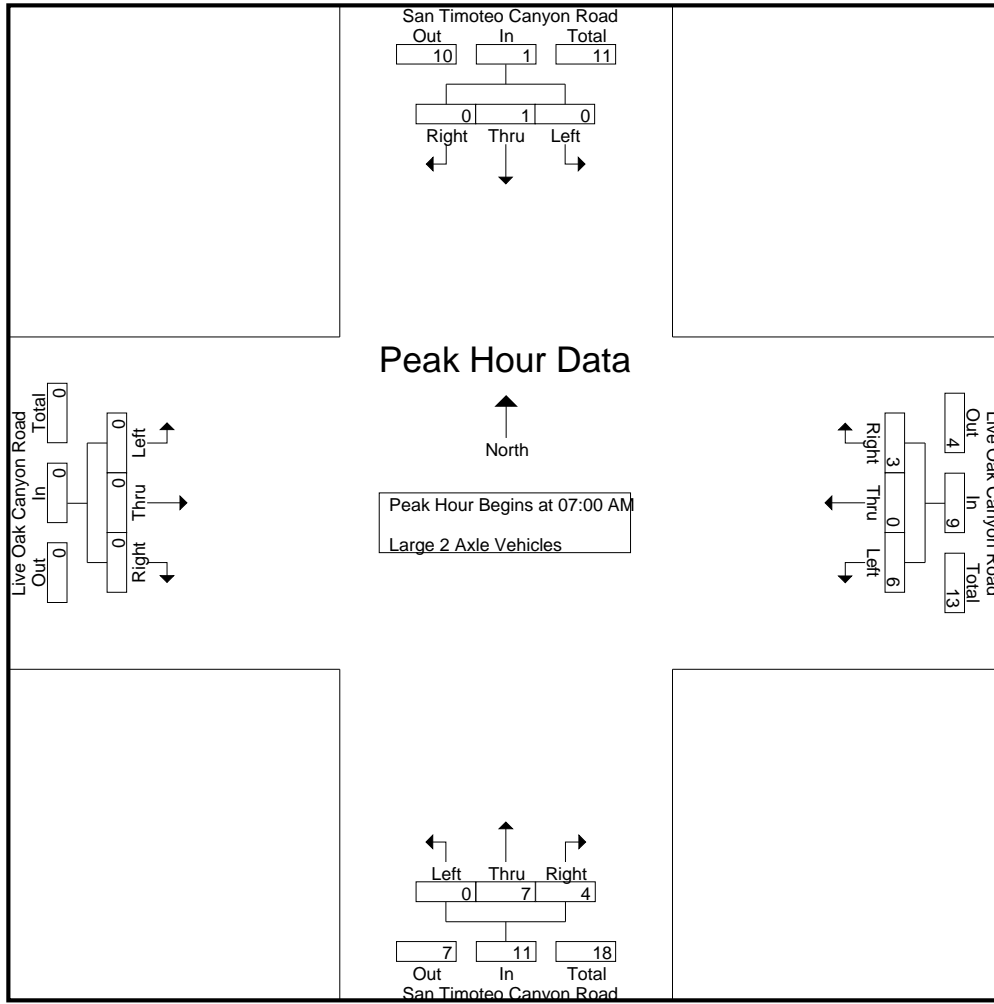
Groups Printed- Large 2 Axle Vehicles

Start Time	San Timoteo Canyon Road Southbound				Live Oak Canyon Road Westbound				San Timoteo Canyon Road Northbound				Live Oak Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	3	0	1	4	0	3	0	3	0	0	0	0	7
07:15 AM	0	1	0	1	1	0	1	2	0	1	1	2	0	0	0	0	5
07:30 AM	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	3
07:45 AM	0	0	0	0	1	0	1	2	0	3	1	4	0	0	0	0	6
Total	0	1	0	1	6	0	3	9	0	7	4	11	0	0	0	0	21
08:00 AM	0	3	0	3	2	0	0	2	0	3	0	3	0	0	0	0	8
08:15 AM	0	1	0	1	1	0	1	2	0	7	2	9	0	0	0	0	12
08:30 AM	0	2	0	2	1	0	0	1	0	4	3	7	0	0	0	0	10
08:45 AM	0	2	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
Total	0	8	0	8	4	0	1	5	0	15	6	21	0	0	0	0	34
Grand Total	0	9	0	9	10	0	4	14	0	22	10	32	0	0	0	0	55
Apprch %	0	100	0		71.4	0	28.6		0	68.8	31.2		0	0	0		
Total %	0	16.4	0	16.4	18.2	0	7.3	25.5	0	40	18.2	58.2	0	0	0	0	

Start Time	San Timoteo Canyon Road Southbound				Live Oak Canyon Road Westbound				San Timoteo Canyon Road Northbound				Live Oak Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	3	0	1	4	0	3	0	3	0	0	0	0	7
07:15 AM	0	1	0	1	1	0	1	2	0	1	1	2	0	0	0	0	5
07:30 AM	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	3
07:45 AM	0	0	0	0	1	0	1	2	0	3	1	4	0	0	0	0	6
Total Volume	0	1	0	1	6	0	3	9	0	7	4	11	0	0	0	0	21
% App. Total	0	100	0		66.7	0	33.3		0	63.6	36.4		0	0	0		
PHF	.000	.250	.000	.250	.500	.000	.750	.563	.000	.583	.500	.688	.000	.000	.000	.000	.750

County of Riverside
 N/S: San Timoteo Canyon Road
 E/W: Live Oak Canyon Road
 Weather: Clear

File Name : 06_CRV_San Tim_Live Oak AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	3	0	1	4	0	3	0	3	0	0	0	0
+15 mins.	0	1	0	1	1	0	1	2	0	1	1	2	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0
+45 mins.	0	0	0	0	1	0	1	2	0	3	1	4	0	0	0	0
Total Volume	0	1	0	1	6	0	3	9	0	7	4	11	0	0	0	0
% App. Total	0	100	0		66.7	0	33.3		0	63.6	36.4		0	0	0	
PHF	.000	.250	.000	.250	.500	.000	.750	.563	.000	.583	.500	.688	.000	.000	.000	.000

County of Riverside
 N/S: San Timoteo Canyon Road
 E/W: Live Oak Canyon Road
 Weather: Clear

File Name : 06_CRV_San Tim_Live Oak AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

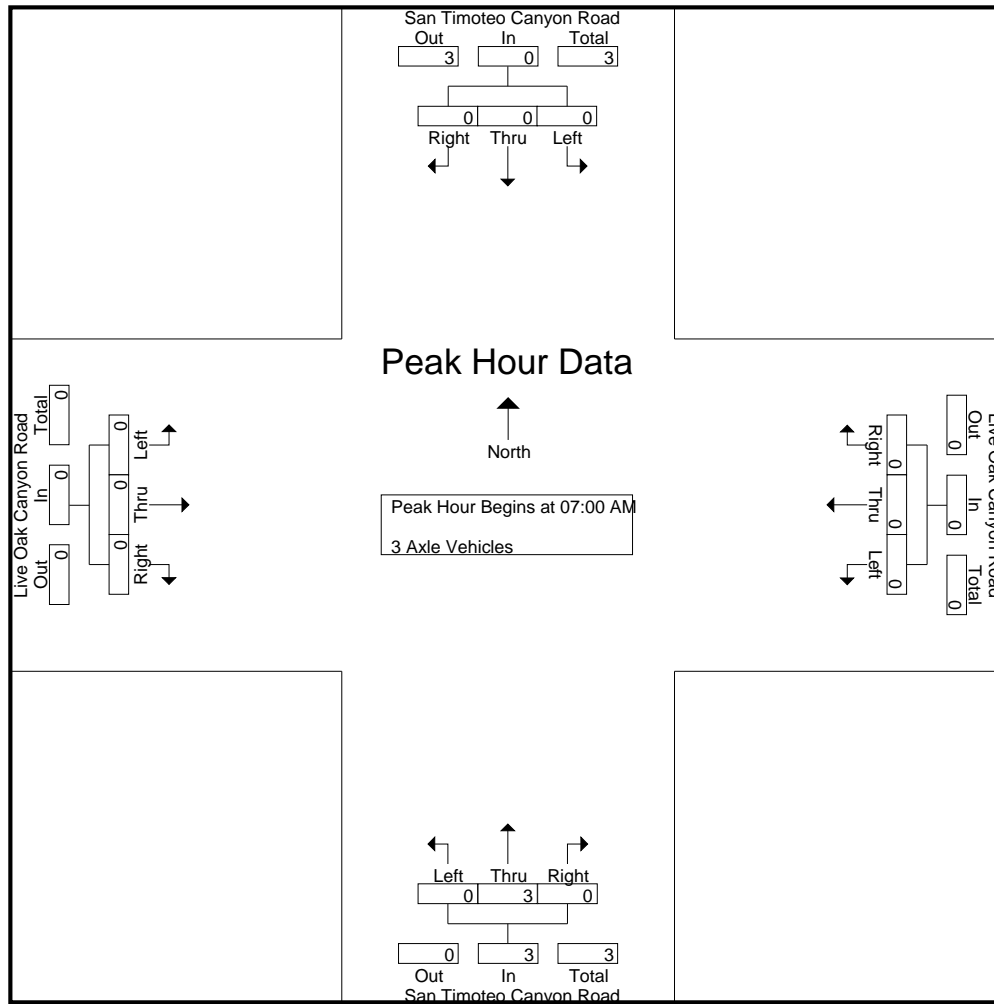
Groups Printed- 3 Axle Vehicles

Start Time	San Timoteo Canyon Road Southbound				Live Oak Canyon Road Westbound				San Timoteo Canyon Road Northbound				Live Oak Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0		0	0	0		0	100	0	100	0	0	0		

Start Time	San Timoteo Canyon Road Southbound				Live Oak Canyon Road Westbound				San Timoteo Canyon Road Northbound				Live Oak Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.750

County of Riverside
 N/S: San Timoteo Canyon Road
 E/W: Live Oak Canyon Road
 Weather: Clear

File Name : 06_CRV_San Tim_Live Oak AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

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

County of Riverside
 N/S: San Timoteo Canyon Road
 E/W: Live Oak Canyon Road
 Weather: Clear

File Name : 06_CRV_San Tim_Live Oak AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

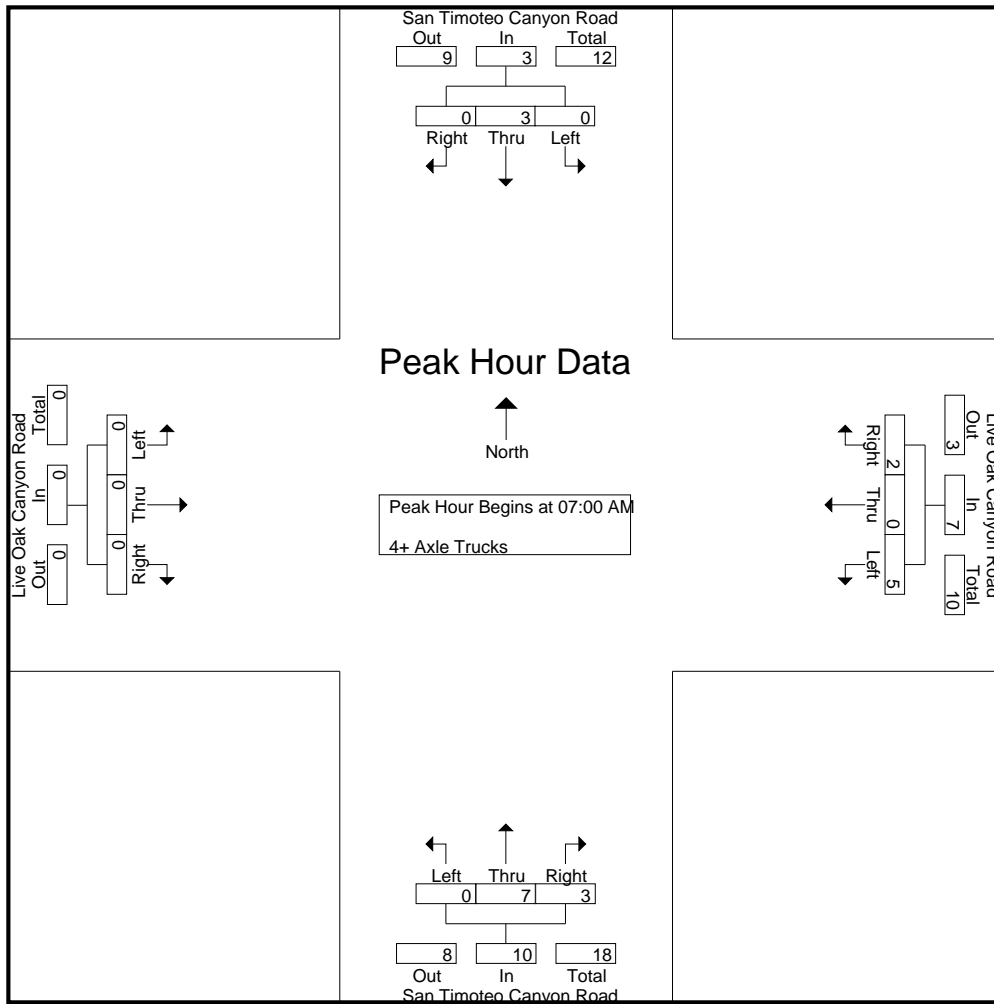
Groups Printed- 4+ Axle Trucks

Start Time	San Timoteo Canyon Road Southbound				Live Oak Canyon Road Westbound				San Timoteo Canyon Road Northbound				Live Oak Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	1	0	0	1	0	2	0	2	0	0	0	0	4
07:15 AM	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
07:30 AM	0	1	0	1	2	0	1	3	0	3	2	5	0	0	0	0	9
07:45 AM	0	0	0	0	2	0	1	3	0	1	0	1	0	0	0	0	4
Total	0	3	0	3	5	0	2	7	0	7	3	10	0	0	0	0	20
08:00 AM	0	1	0	1	0	0	0	0	0	2	5	7	0	0	0	0	8
08:15 AM	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	5
08:45 AM	0	0	0	0	5	0	0	5	0	1	0	1	0	0	0	0	6
Total	0	1	0	1	6	0	0	6	0	7	8	15	0	0	0	0	22
Grand Total	0	4	0	4	11	0	2	13	0	14	11	25	0	0	0	0	42
Apprch %	0	100	0		84.6	0	15.4		0	56	44		0	0	0		
Total %	0	9.5	0	9.5	26.2	0	4.8	31	0	33.3	26.2	59.5	0	0	0	0	

Start Time	San Timoteo Canyon Road Southbound				Live Oak Canyon Road Westbound				San Timoteo Canyon Road Northbound				Live Oak Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	1	0	0	1	0	2	0	2	0	0	0	0	4
07:15 AM	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
07:30 AM	0	1	0	1	2	0	1	3	0	3	2	5	0	0	0	0	9
07:45 AM	0	0	0	0	2	0	1	3	0	1	0	1	0	0	0	0	4
Total Volume	0	3	0	3	5	0	2	7	0	7	3	10	0	0	0	0	20
% App. Total	0	100	0		71.4	0	28.6		0	70	30		0	0	0		
PHF	.000	.750	.000	.750	.625	.000	.500	.583	.000	.583	.375	.500	.000	.000	.000	.000	.556

County of Riverside
 N/S: San Timoteo Canyon Road
 E/W: Live Oak Canyon Road
 Weather: Clear

File Name : 06_CRV_San Tim_Live Oak AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	0	1	1	0	0	1	0	2	0	2	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0
+30 mins.	0	1	0	1	2	0	1	3	0	3	2	5	0	0	0	0
+45 mins.	0	0	0	0	2	0	1	3	0	1	0	1	0	0	0	0
Total Volume	0	3	0	3	5	0	2	7	0	7	3	10	0	0	0	0
% App. Total	0	100	0		71.4	0	28.6		0	70	30		0	0	0	
PHF	.000	.750	.000	.750	.625	.000	.500	.583	.000	.583	.375	.500	.000	.000	.000	.000

County of Riverside
 N/S: San Timoteo Canyon Road
 E/W: Live Oak Canyon Road
 Weather: Clear

File Name : 06_CRV_San Tim_Live Oak PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

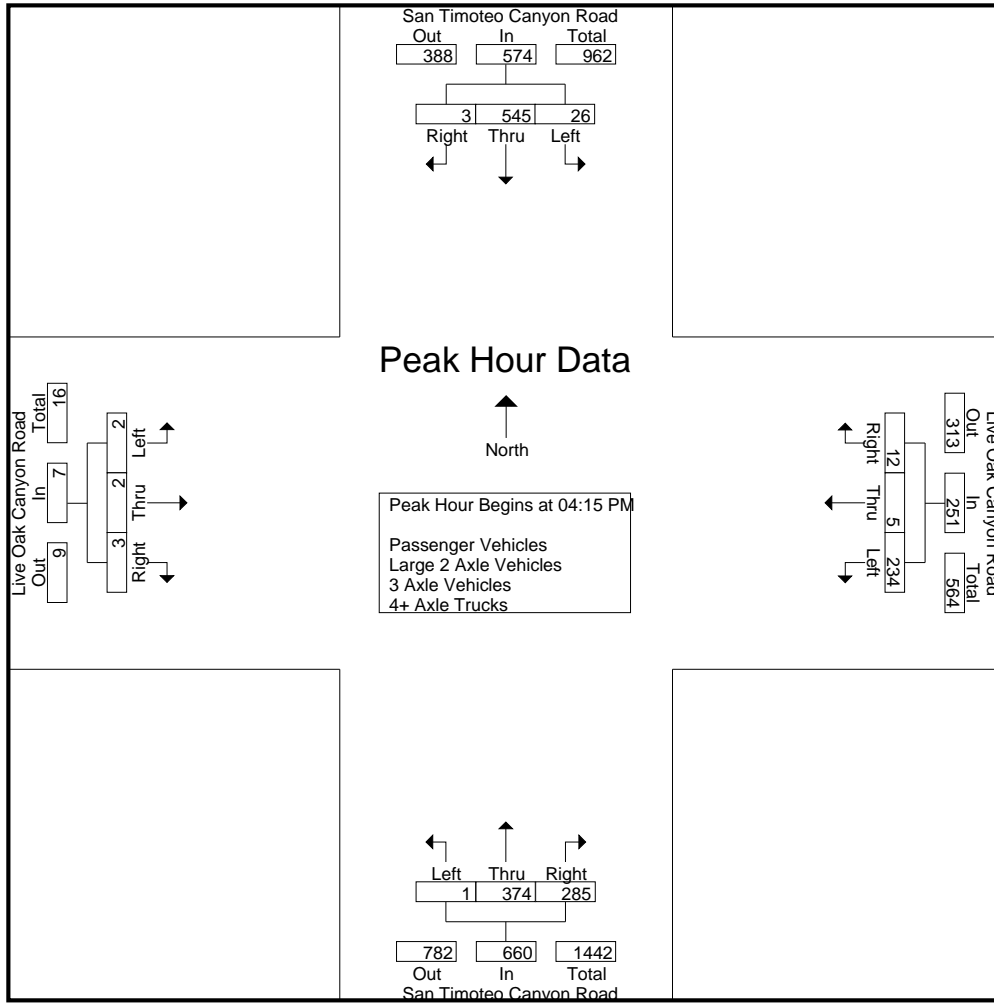
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	San Timoteo Canyon Road Southbound				Live Oak Canyon Road Westbound				San Timoteo Canyon Road Northbound				Live Oak Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	9	136	2	147	45	0	5	50	0	90	60	150	0	0	3	3	350
04:15 PM	8	148	1	157	56	1	2	59	1	94	70	165	0	0	0	0	381
04:30 PM	6	148	0	154	48	3	3	54	0	99	66	165	1	0	2	3	376
04:45 PM	4	122	0	126	63	0	3	66	0	87	83	170	1	1	0	2	364
Total	27	554	3	584	212	4	13	229	1	370	279	650	2	1	5	8	1471
05:00 PM	8	127	2	137	67	1	4	72	0	94	66	160	0	1	1	2	371
05:15 PM	3	128	2	133	61	0	2	63	1	103	73	177	3	0	1	4	377
05:30 PM	3	122	1	126	53	0	2	55	0	111	31	142	3	1	1	5	328
05:45 PM	5	122	1	128	67	0	5	72	0	99	63	162	4	2	2	8	370
Total	19	499	6	524	248	1	13	262	1	407	233	641	10	4	5	19	1446
Grand Total	46	1053	9	1108	460	5	26	491	2	777	512	1291	12	5	10	27	2917
Apprch %	4.2	95	0.8		93.7	1	5.3		0.2	60.2	39.7		44.4	18.5	37		
Total %	1.6	36.1	0.3	38	15.8	0.2	0.9	16.8	0.1	26.6	17.6	44.3	0.4	0.2	0.3	0.9	
Passenger Vehicles	43	1035	8	1086	447	5	25	477	2	755	499	1256	12	5	10	27	2846
% Passenger Vehicles	93.5	98.3	88.9	98	97.2	100	96.2	97.1	100	97.2	97.5	97.3	100	100	100	100	97.6
Large 2 Axle Vehicles	3	14	1	18	11	0	1	12	0	16	12	28	0	0	0	0	58
% Large 2 Axle Vehicles	6.5	1.3	11.1	1.6	2.4	0	3.8	2.4	0	2.1	2.3	2.2	0	0	0	0	2
3 Axle Vehicles	0	2	0	2	2	0	0	2	0	3	1	4	0	0	0	0	8
% 3 Axle Vehicles	0	0.2	0	0.2	0.4	0	0	0.4	0	0.4	0.2	0.3	0	0	0	0	0.3
4+ Axle Trucks	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
% 4+ Axle Trucks	0	0.2	0	0.2	0	0	0	0	0	0.4	0	0.2	0	0	0	0	0.2

Start Time	San Timoteo Canyon Road Southbound				Live Oak Canyon Road Westbound				San Timoteo Canyon Road Northbound				Live Oak Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	8	148	1	157	56	1	2	59	1	94	70	165	0	0	0	0	381
04:30 PM	6	148	0	154	48	3	3	54	0	99	66	165	1	0	2	3	376
04:45 PM	4	122	0	126	63	0	3	66	0	87	83	170	1	1	0	2	364
05:00 PM	8	127	2	137	67	1	4	72	0	94	66	160	0	1	1	2	371
Total Volume	26	545	3	574	234	5	12	251	1	374	285	660	2	2	3	7	1492
% App. Total	4.5	94.9	0.5		93.2	2	4.8		0.2	56.7	43.2		28.6	28.6	42.9		
PHF	.813	.921	.375	.914	.873	.417	.750	.872	.250	.944	.858	.971	.500	.500	.375	.583	.979

County of Riverside
 N/S: San Timoteo Canyon Road
 E/W: Live Oak Canyon Road
 Weather: Clear

File Name : 06_CRV_San Tim_Live Oak PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:00 PM				05:00 PM				04:30 PM				05:00 PM			
+0 mins.	9	136	2	147	67	1	4	72	0	99	66	165	0	1	1	2
+15 mins.	8	148	1	157	61	0	2	63	0	87	83	170	3	0	1	4
+30 mins.	6	148	0	154	53	0	2	55	0	94	66	160	3	1	1	5
+45 mins.	4	122	0	126	67	0	5	72	1	103	73	177	4	2	2	8
Total Volume	27	554	3	584	248	1	13	262	1	383	288	672	10	4	5	19
% App. Total	4.6	94.9	0.5		94.7	0.4	5		0.1	57	42.9		52.6	21.1	26.3	
PHF	.750	.936	.375	.930	.925	.250	.650	.910	.250	.930	.867	.949	.625	.500	.625	.594

County of Riverside
 N/S: San Timoteo Canyon Road
 E/W: Live Oak Canyon Road
 Weather: Clear

File Name : 06_CRV_San Tim_Live Oak PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

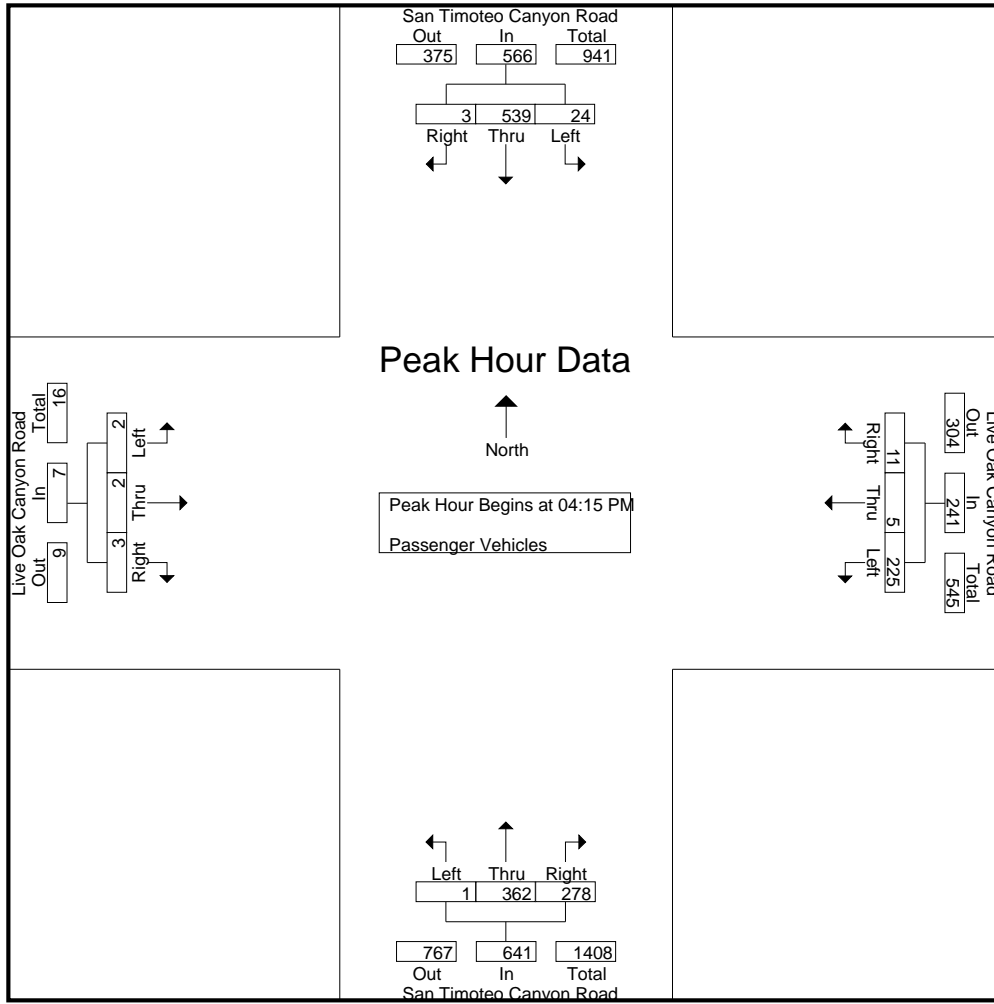
Groups Printed- Passenger Vehicles

Start Time	San Timoteo Canyon Road Southbound				Live Oak Canyon Road Westbound				San Timoteo Canyon Road Northbound				Live Oak Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	9	132	1	142	44	0	5	49	0	84	57	141	0	0	3	3	335
04:15 PM	8	147	1	156	54	1	2	57	1	91	65	157	0	0	0	0	370
04:30 PM	6	147	0	153	45	3	2	50	0	95	66	161	1	0	2	3	367
04:45 PM	4	120	0	124	60	0	3	63	0	85	82	167	1	1	0	2	356
Total	27	546	2	575	203	4	12	219	1	355	270	626	2	1	5	8	1428
05:00 PM	6	125	2	133	66	1	4	71	0	91	65	156	0	1	1	2	362
05:15 PM	3	126	2	131	60	0	2	62	1	102	72	175	3	0	1	4	372
05:30 PM	3	119	1	123	52	0	2	54	0	110	31	141	3	1	1	5	323
05:45 PM	4	119	1	124	66	0	5	71	0	97	61	158	4	2	2	8	361
Total	16	489	6	511	244	1	13	258	1	400	229	630	10	4	5	19	1418
Grand Total	43	1035	8	1086	447	5	25	477	2	755	499	1256	12	5	10	27	2846
Apprch %	4	95.3	0.7		93.7	1	5.2		0.2	60.1	39.7		44.4	18.5	37		
Total %	1.5	36.4	0.3	38.2	15.7	0.2	0.9	16.8	0.1	26.5	17.5	44.1	0.4	0.2	0.4	0.9	

Start Time	San Timoteo Canyon Road Southbound				Live Oak Canyon Road Westbound				San Timoteo Canyon Road Northbound				Live Oak Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	8	147	1	156	54	1	2	57	1	91	65	157	0	0	0	0	370
04:30 PM	6	147	0	153	45	3	2	50	0	95	66	161	1	0	2	3	367
04:45 PM	4	120	0	124	60	0	3	63	0	85	82	167	1	1	0	2	356
05:00 PM	6	125	2	133	66	1	4	71	0	91	65	156	0	1	1	2	362
Total Volume	24	539	3	566	225	5	11	241	1	362	278	641	2	2	3	7	1455
% App. Total	4.2	95.2	0.5		93.4	2.1	4.6		0.2	56.5	43.4		28.6	28.6	42.9		
PHF	.750	.917	.375	.907	.852	.417	.688	.849	.250	.953	.848	.960	.500	.500	.375	.583	.983

County of Riverside
 N/S: San Timoteo Canyon Road
 E/W: Live Oak Canyon Road
 Weather: Clear

File Name : 06_CRV_San Tim_Live Oak PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	8	147	1	156	54	1	2	57	1	91	65	157	0	0	0	0
+15 mins.	6	147	0	153	45	3	2	50	0	95	66	161	1	0	2	3
+30 mins.	4	120	0	124	60	0	3	63	0	85	82	167	1	1	0	2
+45 mins.	6	125	2	133	66	1	4	71	0	91	65	156	0	1	1	2
Total Volume	24	539	3	566	225	5	11	241	1	362	278	641	2	2	3	7
% App. Total	4.2	95.2	0.5		93.4	2.1	4.6		0.2	56.5	43.4		28.6	28.6	42.9	
PHF	.750	.917	.375	.907	.852	.417	.688	.849	.250	.953	.848	.960	.500	.500	.375	.583

County of Riverside
 N/S: San Timoteo Canyon Road
 E/W: Live Oak Canyon Road
 Weather: Clear

File Name : 06_CRV_San Tim_Live Oak PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

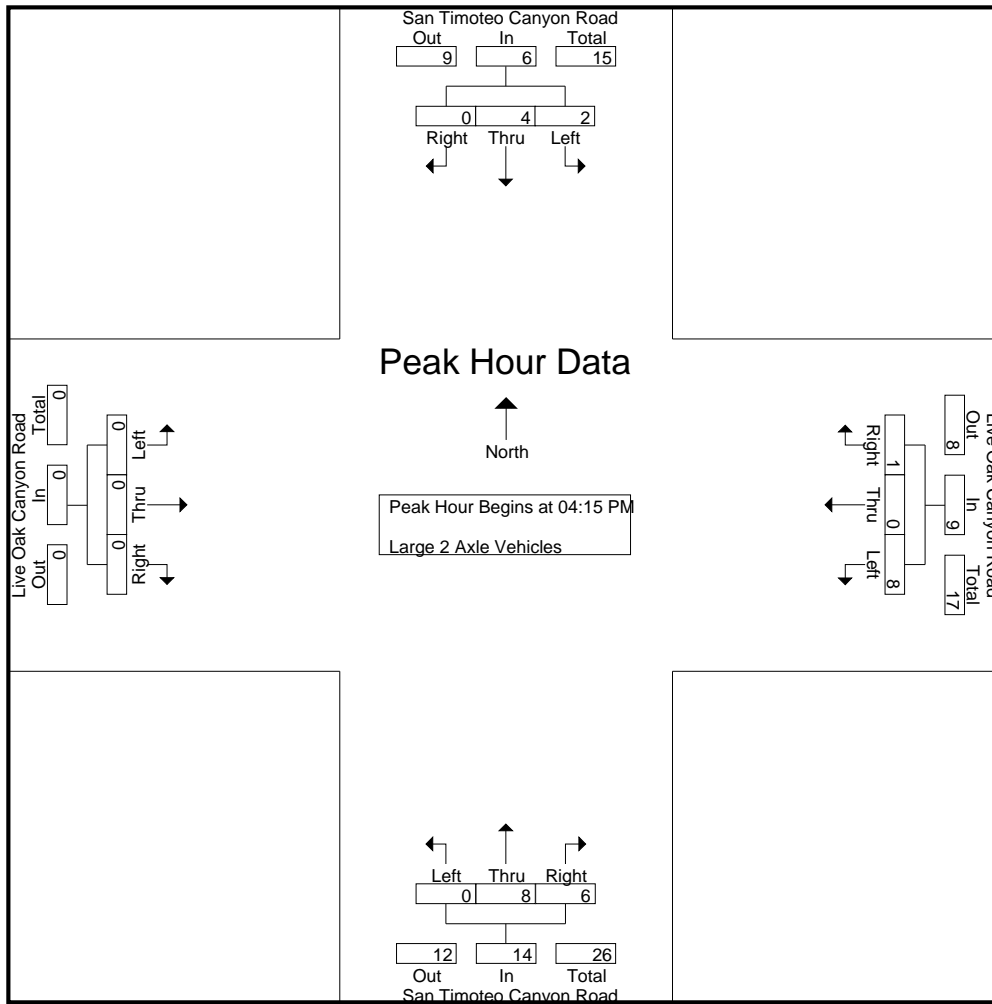
Groups Printed- Large 2 Axle Vehicles

Start Time	San Timoteo Canyon Road Southbound				Live Oak Canyon Road Westbound				San Timoteo Canyon Road Northbound				Live Oak Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	3	1	4	0	0	0	0	0	5	3	8	0	0	0	0	12
04:15 PM	0	1	0	1	2	0	0	2	0	1	5	6	0	0	0	0	9
04:30 PM	0	0	0	0	3	0	1	4	0	4	0	4	0	0	0	0	8
04:45 PM	0	1	0	1	2	0	0	2	0	1	1	2	0	0	0	0	5
Total	0	5	1	6	7	0	1	8	0	11	9	20	0	0	0	0	34
05:00 PM	2	2	0	4	1	0	0	1	0	2	0	2	0	0	0	0	7
05:15 PM	0	2	0	2	1	0	0	1	0	1	1	2	0	0	0	0	5
05:30 PM	0	3	0	3	1	0	0	1	0	1	0	1	0	0	0	0	5
05:45 PM	1	2	0	3	1	0	0	1	0	1	2	3	0	0	0	0	7
Total	3	9	0	12	4	0	0	4	0	5	3	8	0	0	0	0	24
Grand Total	3	14	1	18	11	0	1	12	0	16	12	28	0	0	0	0	58
Apprch %	16.7	77.8	5.6		91.7	0	8.3		0	57.1	42.9		0	0	0		
Total %	5.2	24.1	1.7	31	19	0	1.7	20.7	0	27.6	20.7	48.3	0	0	0	0	

Start Time	San Timoteo Canyon Road Southbound				Live Oak Canyon Road Westbound				San Timoteo Canyon Road Northbound				Live Oak Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	1	0	1	2	0	0	2	0	1	5	6	0	0	0	0	9
04:30 PM	0	0	0	0	3	0	1	4	0	4	0	4	0	0	0	0	8
04:45 PM	0	1	0	1	2	0	0	2	0	1	1	2	0	0	0	0	5
05:00 PM	2	2	0	4	1	0	0	1	0	2	0	2	0	0	0	0	7
Total Volume	2	4	0	6	8	0	1	9	0	8	6	14	0	0	0	0	29
% App. Total	33.3	66.7	0		88.9	0	11.1		0	57.1	42.9		0	0	0		
PHF	.250	.500	.000	.375	.667	.000	.250	.563	.000	.500	.300	.583	.000	.000	.000	.000	.806

County of Riverside
 N/S: San Timoteo Canyon Road
 E/W: Live Oak Canyon Road
 Weather: Clear

File Name : 06_CRV_San Tim_Live Oak PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	1	0	1	2	0	0	2	0	1	5	6	0	0	0	0
+15 mins.	0	0	0	0	3	0	1	4	0	4	0	4	0	0	0	0
+30 mins.	0	1	0	1	2	0	0	2	0	1	1	2	0	0	0	0
+45 mins.	2	2	0	4	1	0	0	1	0	2	0	2	0	0	0	0
Total Volume	2	4	0	6	8	0	1	9	0	8	6	14	0	0	0	0
% App. Total	33.3	66.7	0		88.9	0	11.1		0	57.1	42.9		0	0	0	
PHF	.250	.500	.000	.375	.667	.000	.250	.563	.000	.500	.300	.583	.000	.000	.000	.000

County of Riverside
 N/S: San Timoteo Canyon Road
 E/W: Live Oak Canyon Road
 Weather: Clear

File Name : 06_CRV_San Tim_Live Oak PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

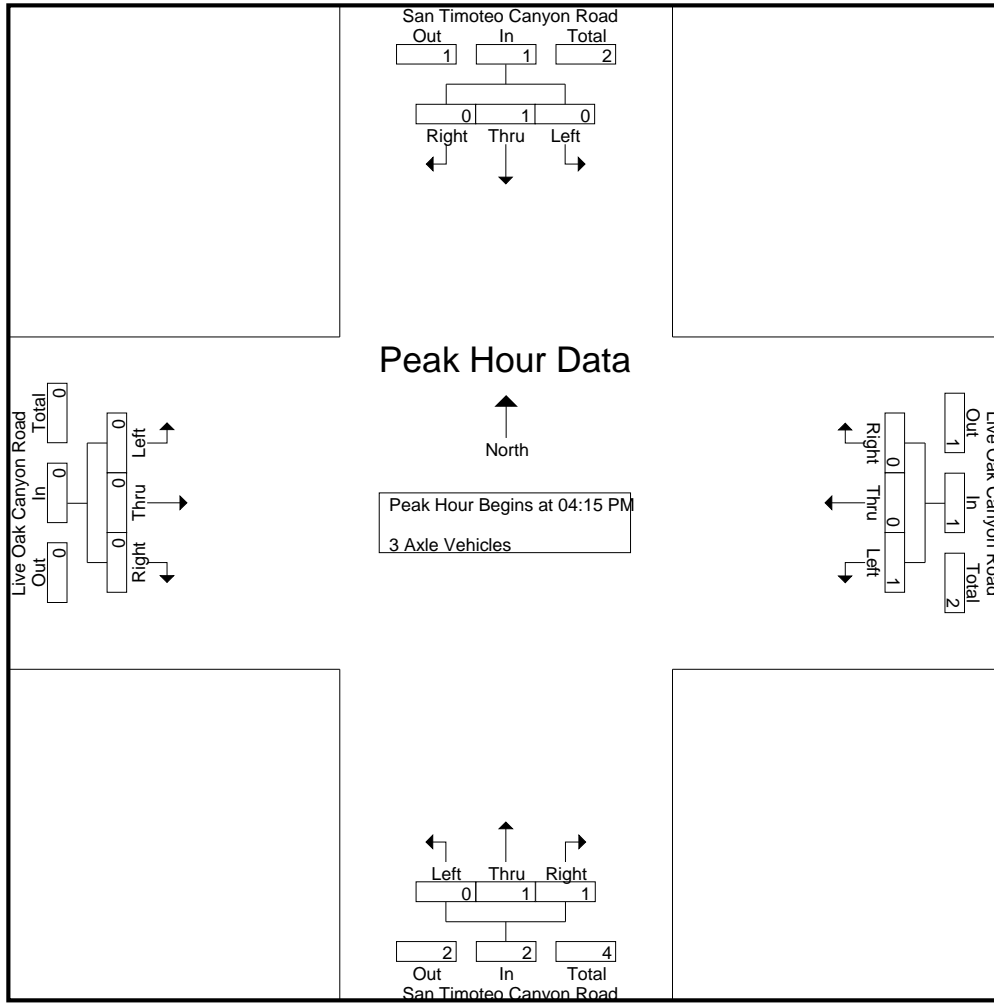
Groups Printed- 3 Axle Vehicles

Start Time	San Timoteo Canyon Road Southbound				Live Oak Canyon Road Westbound				San Timoteo Canyon Road Northbound				Live Oak Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	0	2	0	2	2	0	0	2	0	1	0	1	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3
Grand Total	0	2	0	2	2	0	0	2	0	3	1	4	0	0	0	0	8
Apprch %	0	100	0		100	0	0		0	75	25		0	0	0		
Total %	0	25	0	25	25	0	0	25	0	37.5	12.5	50	0	0	0	0	

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

County of Riverside
 N/S: San Timoteo Canyon Road
 E/W: Live Oak Canyon Road
 Weather: Clear

File Name : 06_CRV_San Tim_Live Oak PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

County of Riverside
 N/S: San Timoteo Canyon Road
 E/W: Live Oak Canyon Road
 Weather: Clear

File Name : 06_CRV_San Tim_Live Oak PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

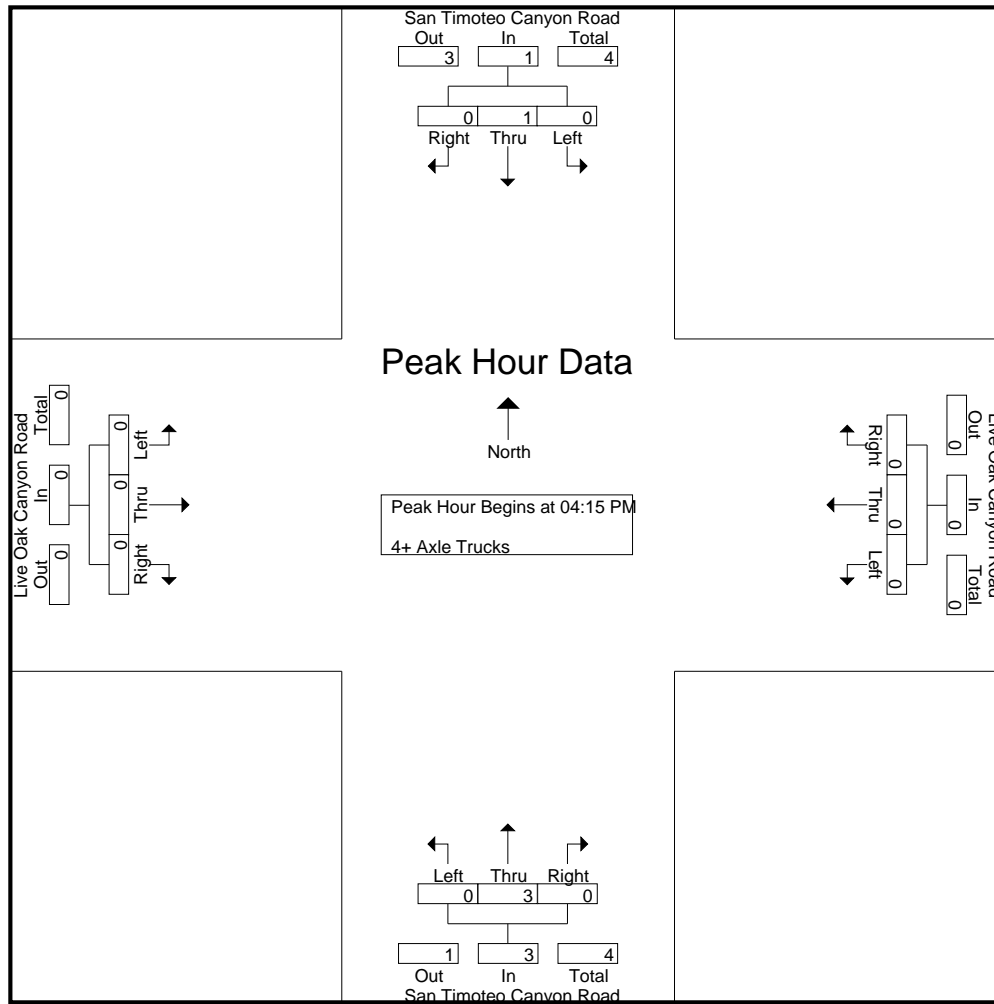
Groups Printed- 4+ Axle Trucks

Start Time	San Timoteo Canyon Road Southbound				Live Oak Canyon Road Westbound				San Timoteo Canyon Road Northbound				Live Oak Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	40	0	40	0	0	0	0	0	60	0	60	0	0	0	0	

Start Time	San Timoteo Canyon Road Southbound				Live Oak Canyon Road Westbound				San Timoteo Canyon Road Northbound				Live Oak Canyon Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.500

County of Riverside
 N/S: San Timoteo Canyon Road
 E/W: Live Oak Canyon Road
 Weather: Clear

File Name : 06_CRV_San Tim_Live Oak PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000

County of Riverside
 N/S: Redlands Boulevard
 E/W: San Timoteo Canyon Road
 Weather: Clear

File Name : 07_CRV_Redlands_San Tim AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

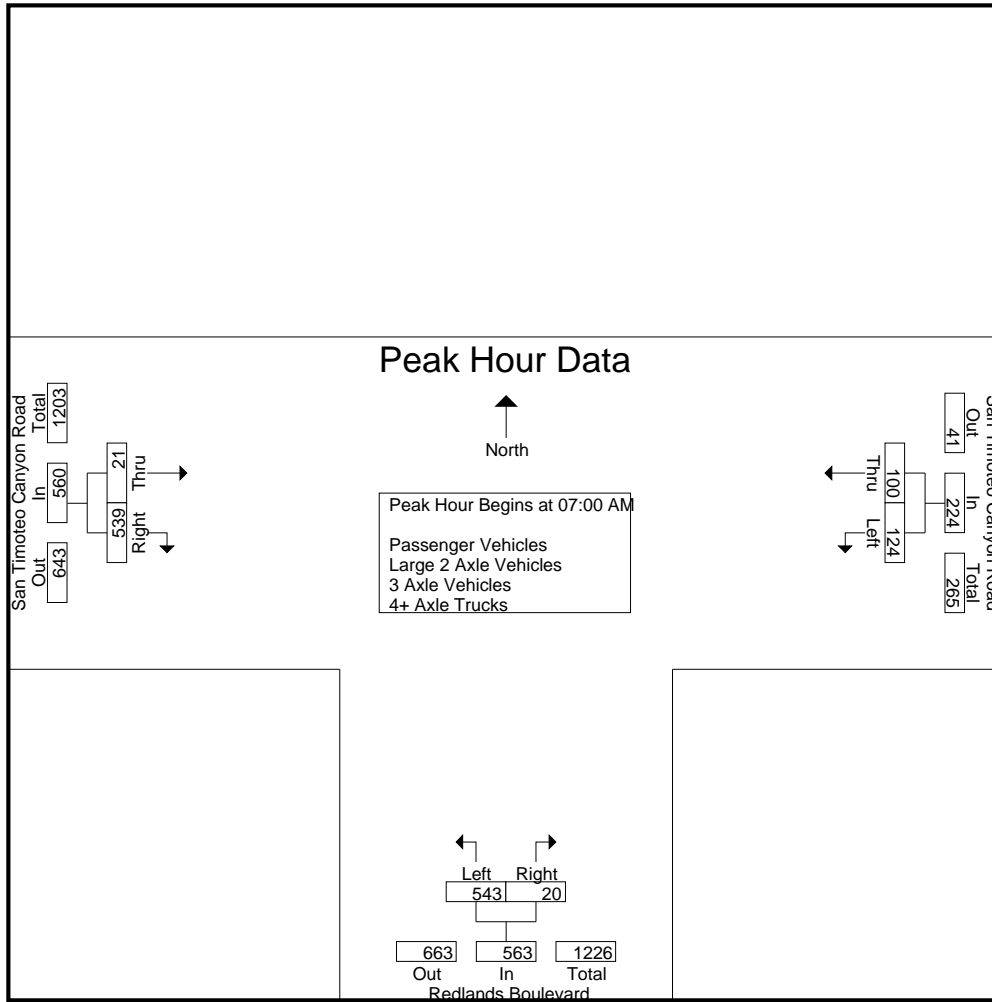
Start Time	San Timoteo Canyon Road Westbound			Redlands Boulevard Northbound			San Timoteo Canyon Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	35	20	55	149	3	152	6	125	131	338
07:15 AM	35	36	71	131	10	141	4	157	161	373
07:30 AM	32	33	65	119	1	120	6	135	141	326
07:45 AM	22	11	33	144	6	150	5	122	127	310
Total	124	100	224	543	20	563	21	539	560	1347
08:00 AM	24	9	33	152	10	162	6	102	108	303
08:15 AM	19	7	26	146	7	153	7	92	99	278
08:30 AM	8	9	17	140	8	148	3	83	86	251
08:45 AM	29	6	35	89	9	98	10	81	91	224
Total	80	31	111	527	34	561	26	358	384	1056
Grand Total	204	131	335	1070	54	1124	47	897	944	2403
Apprch %	60.9	39.1		95.2	4.8		5	95		
Total %	8.5	5.5	13.9	44.5	2.2	46.8	2	37.3	39.3	
Passenger Vehicles	201	116	317	1045	49	1094	31	884	915	2326
% Passenger Vehicles	98.5	88.5	94.6	97.7	90.7	97.3	66	98.6	96.9	96.8
Large 2 Axle Vehicles	1	2	3	13	1	14	2	11	13	30
% Large 2 Axle Vehicles	0.5	1.5	0.9	1.2	1.9	1.2	4.3	1.2	1.4	1.2
3 Axle Vehicles	0	1	1	0	2	2	0	0	0	3
% 3 Axle Vehicles	0	0.8	0.3	0	3.7	0.2	0	0	0	0.1
4+ Axle Trucks	2	12	14	12	2	14	14	2	16	44
% 4+ Axle Trucks	1	9.2	4.2	1.1	3.7	1.2	29.8	0.2	1.7	1.8

Start Time	San Timoteo Canyon Road Westbound			Redlands Boulevard Northbound			San Timoteo Canyon Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	35	20	55	149	3	152	6	125	131	338
07:15 AM	35	36	71	131	10	141	4	157	161	373
07:30 AM	32	33	65	119	1	120	6	135	141	326
07:45 AM	22	11	33	144	6	150	5	122	127	310
Total Volume	124	100	224	543	20	563	21	539	560	1347
% App. Total	55.4	44.6		96.4	3.6		3.8	96.2		
PHF	.886	.694	.789	.911	.500	.926	.875	.858	.870	.903

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

County of Riverside
 N/S: Redlands Boulevard
 E/W: San Timoteo Canyon Road
 Weather: Clear

File Name : 07_CRV_Redlands_San Tim AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM			07:45 AM			07:00 AM		
+0 mins.	35	20	55	144	6	150	6	125	131
+15 mins.	35	36	71	152	10	162	4	157	161
+30 mins.	32	33	65	146	7	153	6	135	141
+45 mins.	22	11	33	140	8	148	5	122	127
Total Volume	124	100	224	582	31	613	21	539	560
% App. Total	55.4	44.6		94.9	5.1		3.8	96.2	
PHF	.886	.694	.789	.957	.775	.946	.875	.858	.870

County of Riverside
 N/S: Redlands Boulevard
 E/W: San Timoteo Canyon Road
 Weather: Clear

File Name : 07_CRV_Redlands_San Tim AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

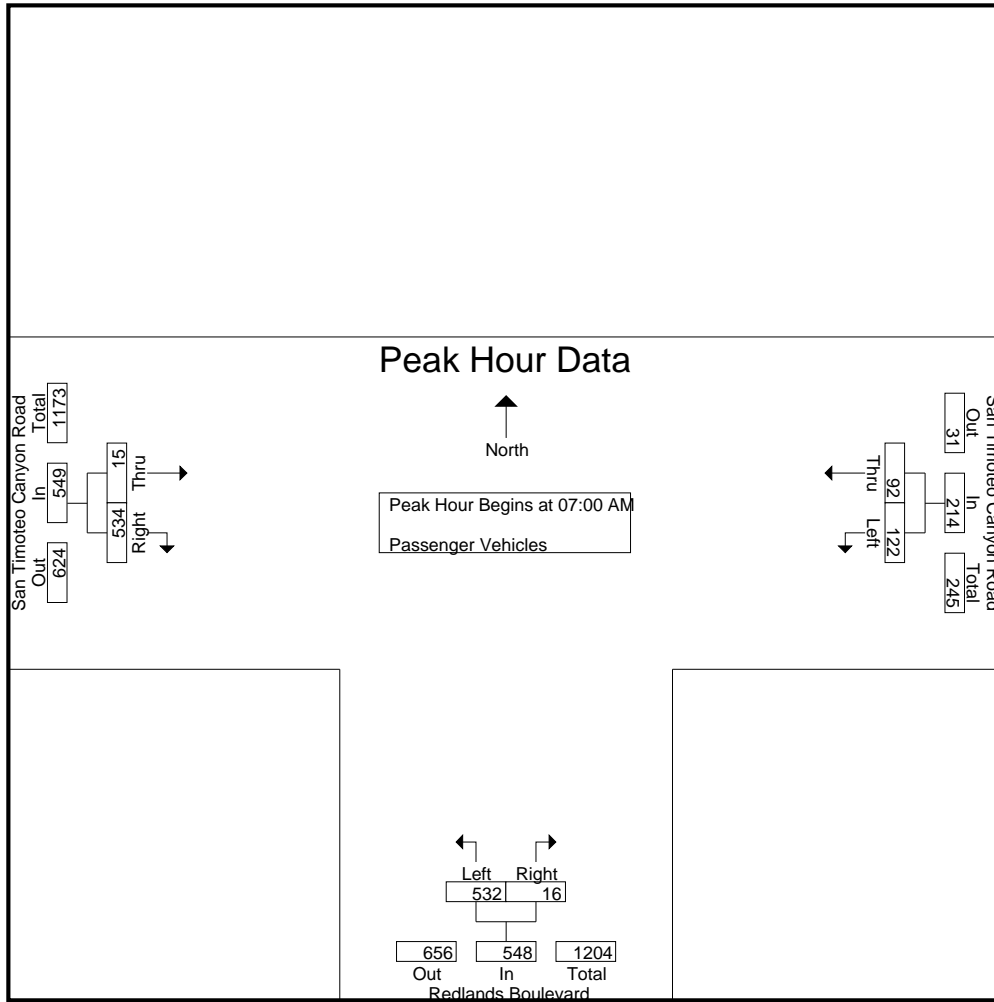
Start Time	San Timoteo Canyon Road Westbound			Redlands Boulevard Northbound			San Timoteo Canyon Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	35	19	54	148	3	151	5	122	127	332
07:15 AM	34	33	67	129	6	135	4	156	160	362
07:30 AM	32	32	64	116	1	117	3	134	137	318
07:45 AM	21	8	29	139	6	145	3	122	125	299
Total	122	92	214	532	16	548	15	534	549	1311
08:00 AM	24	5	29	150	10	160	4	98	102	291
08:15 AM	18	6	24	141	7	148	6	90	96	268
08:30 AM	8	7	15	136	8	144	2	82	84	243
08:45 AM	29	6	35	86	8	94	4	80	84	213
Total	79	24	103	513	33	546	16	350	366	1015
Grand Total	201	116	317	1045	49	1094	31	884	915	2326
Apprch %	63.4	36.6		95.5	4.5		3.4	96.6		
Total %	8.6	5	13.6	44.9	2.1	47	1.3	38	39.3	

Start Time	San Timoteo Canyon Road Westbound			Redlands Boulevard Northbound			San Timoteo Canyon Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	35	19	54	148	3	151	5	122	127	332
07:15 AM	34	33	67	129	6	135	4	156	160	362
07:30 AM	32	32	64	116	1	117	3	134	137	318
07:45 AM	21	8	29	139	6	145	3	122	125	299
Total Volume	122	92	214	532	16	548	15	534	549	1311
% App. Total	57	43		97.1	2.9		2.7	97.3		
PHF	.871	.697	.799	.899	.667	.907	.750	.856	.858	.905

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

County of Riverside
 N/S: Redlands Boulevard
 E/W: San Timoteo Canyon Road
 Weather: Clear

File Name : 07_CRV_Redlands_San Tim AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	35	19	54	148	3	151	5	122	127
+15 mins.	34	33	67	129	6	135	4	156	160
+30 mins.	32	32	64	116	1	117	3	134	137
+45 mins.	21	8	29	139	6	145	3	122	125
Total Volume	122	92	214	532	16	548	15	534	549
% App. Total	57	43		97.1	2.9		2.7	97.3	
PHF	.871	.697	.799	.899	.667	.907	.750	.856	.858

County of Riverside
 N/S: Redlands Boulevard
 E/W: San Timoteo Canyon Road
 Weather: Clear

File Name : 07_CRV_Redlands_San Tim AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	San Timoteo Canyon Road Westbound			Redlands Boulevard Northbound			San Timoteo Canyon Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	2	2	2
07:15 AM	0	0	0	1	1	2	0	0	0	2
07:30 AM	0	0	0	1	0	1	0	1	1	2
07:45 AM	0	0	0	2	0	2	0	0	0	2
Total	0	0	0	4	1	5	0	3	3	8
08:00 AM	0	1	1	2	0	2	0	4	4	7
08:15 AM	1	1	2	4	0	4	0	2	2	8
08:30 AM	0	0	0	1	0	1	1	1	2	3
08:45 AM	0	0	0	2	0	2	1	1	2	4
Total	1	2	3	9	0	9	2	8	10	22
Grand Total	1	2	3	13	1	14	2	11	13	30
Apprch %	33.3	66.7		92.9	7.1		15.4	84.6		
Total %	3.3	6.7	10	43.3	3.3	46.7	6.7	36.7	43.3	

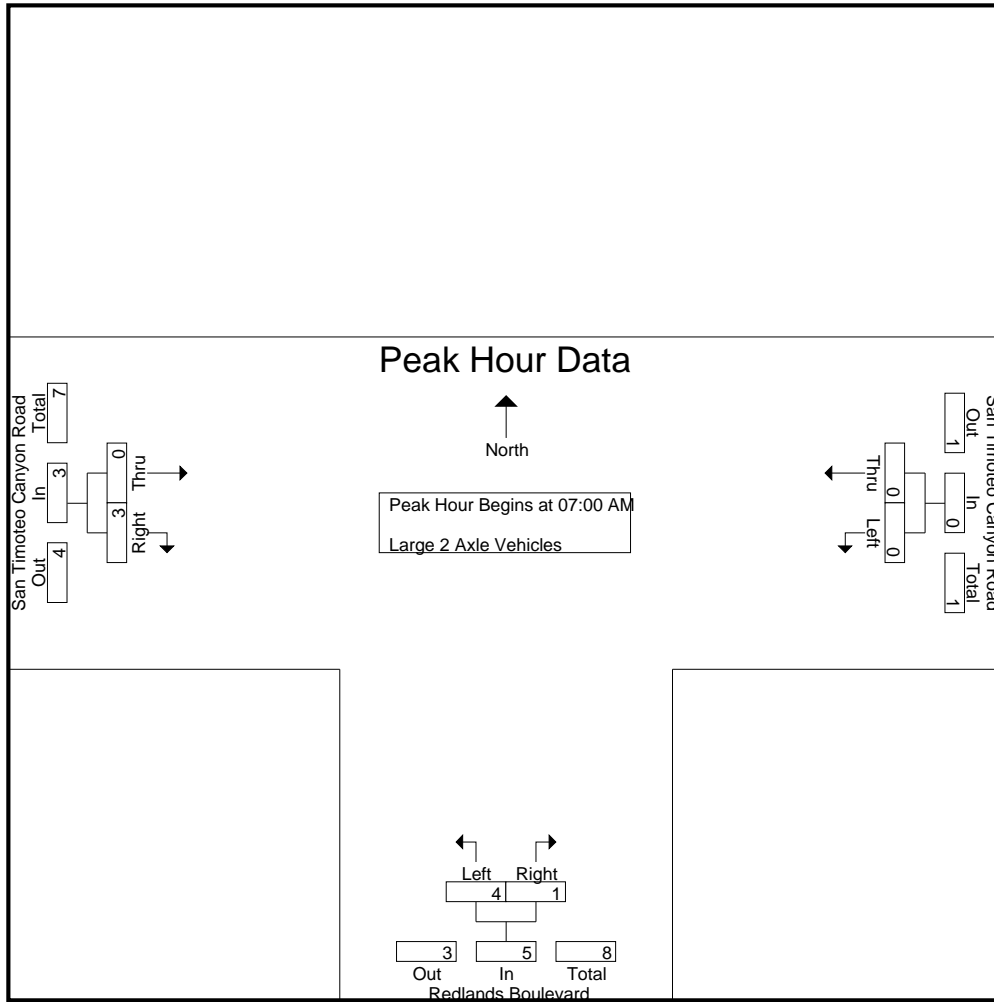
Start Time	San Timoteo Canyon Road Westbound			Redlands Boulevard Northbound			San Timoteo Canyon Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	2	2	2
07:15 AM	0	0	0	1	1	2	0	0	0	2
07:30 AM	0	0	0	1	0	1	0	1	1	2
07:45 AM	0	0	0	2	0	2	0	0	0	2
Total Volume	0	0	0	4	1	5	0	3	3	8
% App. Total	0	0		80	20		0	100		
PHF	.000	.000	.000	.500	.250	.625	.000	.375	.375	1.00

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

Peak Hour for Entire Intersection Begins at 07:00 AM

County of Riverside
 N/S: Redlands Boulevard
 E/W: San Timoteo Canyon Road
 Weather: Clear

File Name : 07_CRV_Redlands_San Tim AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	2	2
+15 mins.	0	0	0	1	1	2	0	0	0
+30 mins.	0	0	0	1	0	1	0	1	1
+45 mins.	0	0	0	2	0	2	0	0	0
Total Volume	0	0	0	4	1	5	0	3	3
% App. Total	0	0	0	80	20		0	100	
PHF	.000	.000	.000	.500	.250	.625	.000	.375	.375

County of Riverside
 N/S: Redlands Boulevard
 E/W: San Timoteo Canyon Road
 Weather: Clear

File Name : 07_CRV_Redlands_San Tim AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 3 Axle Vehicles

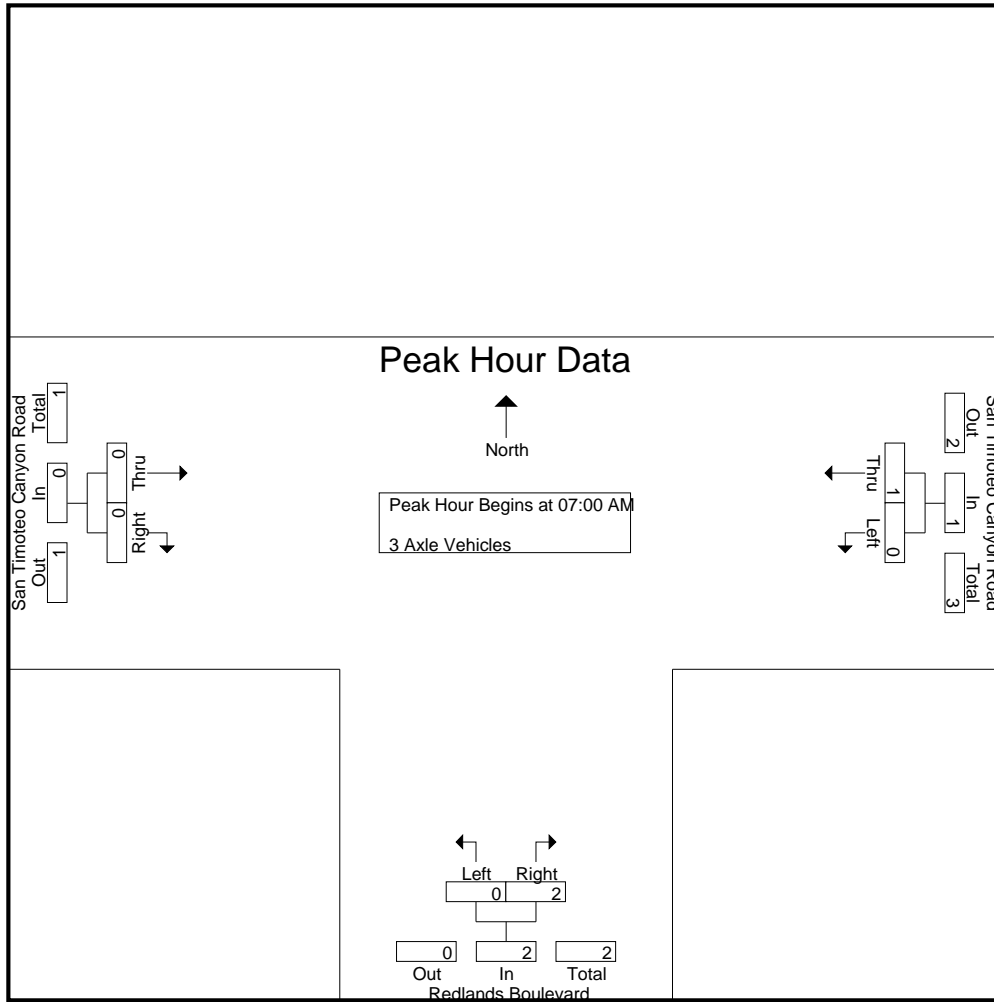
Start Time	San Timoteo Canyon Road Westbound			Redlands Boulevard Northbound			San Timoteo Canyon Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	0	2	2	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	2	2	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	2	2	0	0	0	3
Apprch %	0	100		0	100		0	0		
Total %	0	33.3	33.3	0	66.7	66.7	0	0	0	

Start Time	San Timoteo Canyon Road Westbound			Redlands Boulevard Northbound			San Timoteo Canyon Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	0	2	2	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	2	2	0	0	0	3
% App. Total	0	100		0	100		0	0		
PHF	.000	.250	.250	.000	.250	.250	.000	.000	.000	.250

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

County of Riverside
 N/S: Redlands Boulevard
 E/W: San Timoteo Canyon Road
 Weather: Clear

File Name : 07_CRV_Redlands_San Tim AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

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

County of Riverside
 N/S: Redlands Boulevard
 E/W: San Timoteo Canyon Road
 Weather: Clear

File Name : 07_CRV_Redlands_San Tim AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

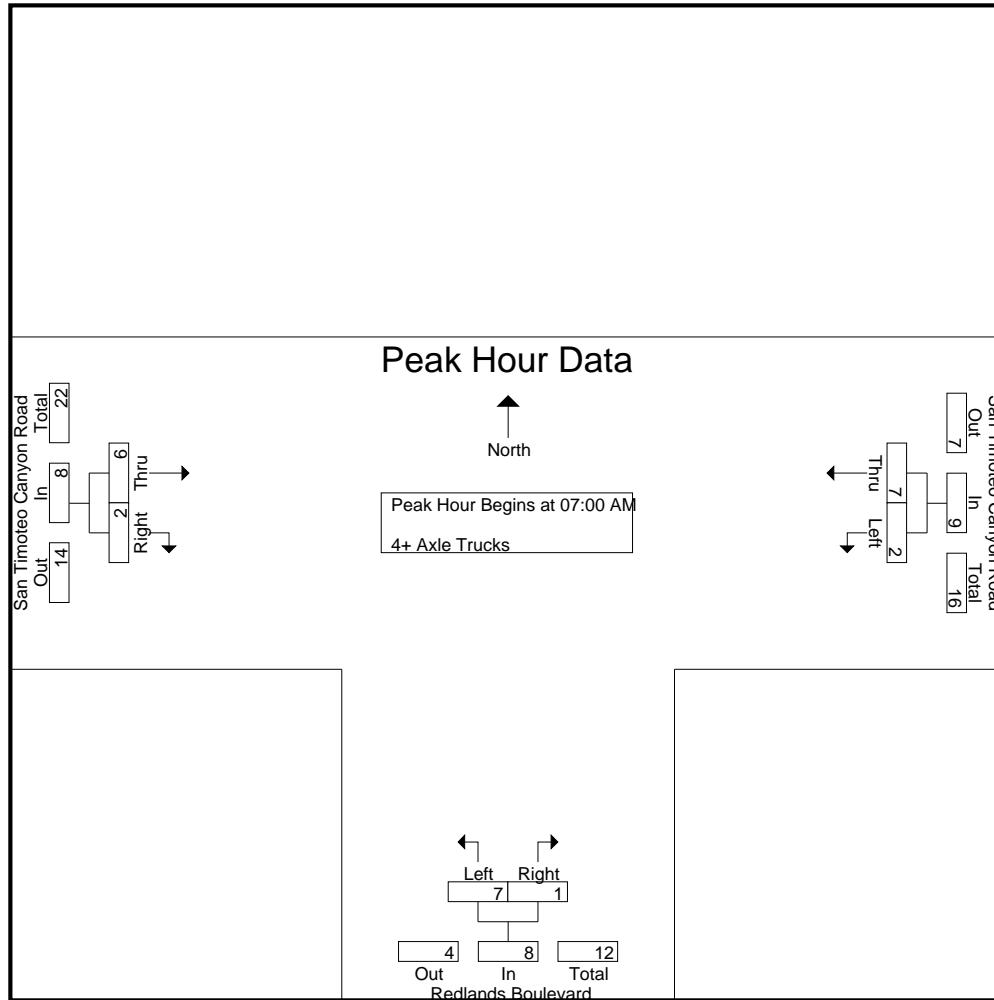
Start Time	San Timoteo Canyon Road Westbound			Redlands Boulevard Northbound			San Timoteo Canyon Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	1	1	1	0	1	1	1	2	4
07:15 AM	1	2	3	1	1	2	0	1	1	6
07:30 AM	0	1	1	2	0	2	3	0	3	6
07:45 AM	1	3	4	3	0	3	2	0	2	9
Total	2	7	9	7	1	8	6	2	8	25
08:00 AM	0	3	3	0	0	0	2	0	2	5
08:15 AM	0	0	0	1	0	1	1	0	1	2
08:30 AM	0	2	2	3	0	3	0	0	0	5
08:45 AM	0	0	0	1	1	2	5	0	5	7
Total	0	5	5	5	1	6	8	0	8	19
Grand Total	2	12	14	12	2	14	14	2	16	44
Apprch %	14.3	85.7		85.7	14.3		87.5	12.5		
Total %	4.5	27.3	31.8	27.3	4.5	31.8	31.8	4.5	36.4	

Start Time	San Timoteo Canyon Road Westbound			Redlands Boulevard Northbound			San Timoteo Canyon Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	1	1	1	0	1	1	1	2	4
07:15 AM	1	2	3	1	1	2	0	1	1	6
07:30 AM	0	1	1	2	0	2	3	0	3	6
07:45 AM	1	3	4	3	0	3	2	0	2	9
Total Volume	2	7	9	7	1	8	6	2	8	25
% App. Total	22.2	77.8		87.5	12.5		75	25		
PHF	.500	.583	.563	.583	.250	.667	.500	.500	.667	.694

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

County of Riverside
 N/S: Redlands Boulevard
 E/W: San Timoteo Canyon Road
 Weather: Clear

File Name : 07_CRV_Redlands_San Tim AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	1	1	1	0	1	1	1	2
+15 mins.	1	2	3	1	1	2	0	1	1
+30 mins.	0	1	1	2	0	2	3	0	3
+45 mins.	1	3	4	3	0	3	2	0	2
Total Volume	2	7	9	7	1	8	6	2	8
% App. Total	22.2	77.8		87.5	12.5		75	25	
PHF	.500	.583	.563	.583	.250	.667	.500	.500	.667

County of Riverside
 N/S: Redlands Boulevard
 E/W: San Timoteo Canyon Road
 Weather: Clear

File Name : 07_CRV_Redlands_San Tim PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

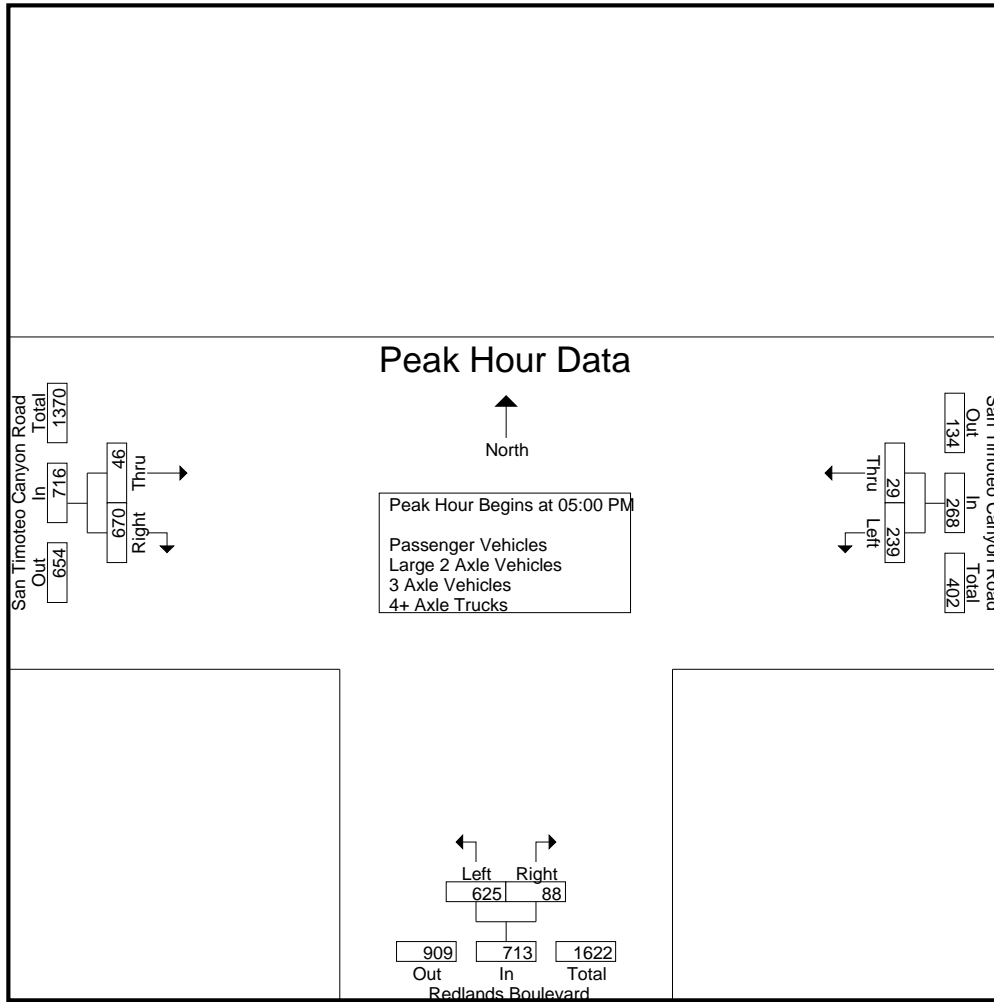
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	San Timoteo Canyon Road Westbound			Redlands Boulevard Northbound			San Timoteo Canyon Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	91	10	101	132	13	145	11	157	168	414
04:15 PM	44	4	48	155	21	176	20	171	191	415
04:30 PM	56	13	69	141	20	161	23	161	184	414
04:45 PM	41	6	47	166	28	194	11	158	169	410
Total	232	33	265	594	82	676	65	647	712	1653
05:00 PM	48	9	57	165	21	186	13	173	186	429
05:15 PM	74	9	83	150	14	164	12	164	176	423
05:30 PM	61	7	68	153	24	177	9	164	173	418
05:45 PM	56	4	60	157	29	186	12	169	181	427
Total	239	29	268	625	88	713	46	670	716	1697
Grand Total	471	62	533	1219	170	1389	111	1317	1428	3350
Apprch %	88.4	11.6		87.8	12.2		7.8	92.2		
Total %	14.1	1.9	15.9	36.4	5.1	41.5	3.3	39.3	42.6	
Passenger Vehicles	458	58	516	1197	169	1366	108	1295	1403	3285
% Passenger Vehicles	97.2	93.5	96.8	98.2	99.4	98.3	97.3	98.3	98.2	98.1
Large 2 Axle Vehicles	10	2	12	17	1	18	1	18	19	49
% Large 2 Axle Vehicles	2.1	3.2	2.3	1.4	0.6	1.3	0.9	1.4	1.3	1.5
3 Axle Vehicles	1	2	3	2	0	2	2	2	4	9
% 3 Axle Vehicles	0.2	3.2	0.6	0.2	0	0.1	1.8	0.2	0.3	0.3
4+ Axle Trucks	2	0	2	3	0	3	0	2	2	7
% 4+ Axle Trucks	0.4	0	0.4	0.2	0	0.2	0	0.2	0.1	0.2

Start Time	San Timoteo Canyon Road Westbound			Redlands Boulevard Northbound			San Timoteo Canyon Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	48	9	57	165	21	186	13	173	186	429
05:15 PM	74	9	83	150	14	164	12	164	176	423
05:30 PM	61	7	68	153	24	177	9	164	173	418
05:45 PM	56	4	60	157	29	186	12	169	181	427
Total Volume	239	29	268	625	88	713	46	670	716	1697
% App. Total	89.2	10.8		87.7	12.3		6.4	93.6		
PHF	.807	.806	.807	.947	.759	.958	.885	.968	.962	.989

County of Riverside
 N/S: Redlands Boulevard
 E/W: San Timoteo Canyon Road
 Weather: Clear

File Name : 07_CRV_Redlands_San Tim PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM			04:45 PM			04:15 PM		
+0 mins.	48	9	57	166	28	194	20	171	191
+15 mins.	74	9	83	165	21	186	23	161	184
+30 mins.	61	7	68	150	14	164	11	158	169
+45 mins.	56	4	60	153	24	177	13	173	186
Total Volume	239	29	268	634	87	721	67	663	730
% App. Total	89.2	10.8		87.9	12.1		9.2	90.8	
PHF	.807	.806	.807	.955	.777	.929	.728	.958	.955

County of Riverside
 N/S: Redlands Boulevard
 E/W: San Timoteo Canyon Road
 Weather: Clear

File Name : 07_CRV_Redlands_San Tim PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	San Timoteo Canyon Road Westbound			Redlands Boulevard Northbound			San Timoteo Canyon Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	87	8	95	128	13	141	11	155	166	402
04:15 PM	42	4	46	149	21	170	18	169	187	403
04:30 PM	53	13	66	138	20	158	23	158	181	405
04:45 PM	41	6	47	164	28	192	10	156	166	405
Total	223	31	254	579	82	661	62	638	700	1615
05:00 PM	48	8	56	162	20	182	13	169	182	420
05:15 PM	70	8	78	149	14	163	12	161	173	414
05:30 PM	61	7	68	153	24	177	9	162	171	416
05:45 PM	56	4	60	154	29	183	12	165	177	420
Total	235	27	262	618	87	705	46	657	703	1670
Grand Total	458	58	516	1197	169	1366	108	1295	1403	3285
Apprch %	88.8	11.2		87.6	12.4		7.7	92.3		
Total %	13.9	1.8	15.7	36.4	5.1	41.6	3.3	39.4	42.7	

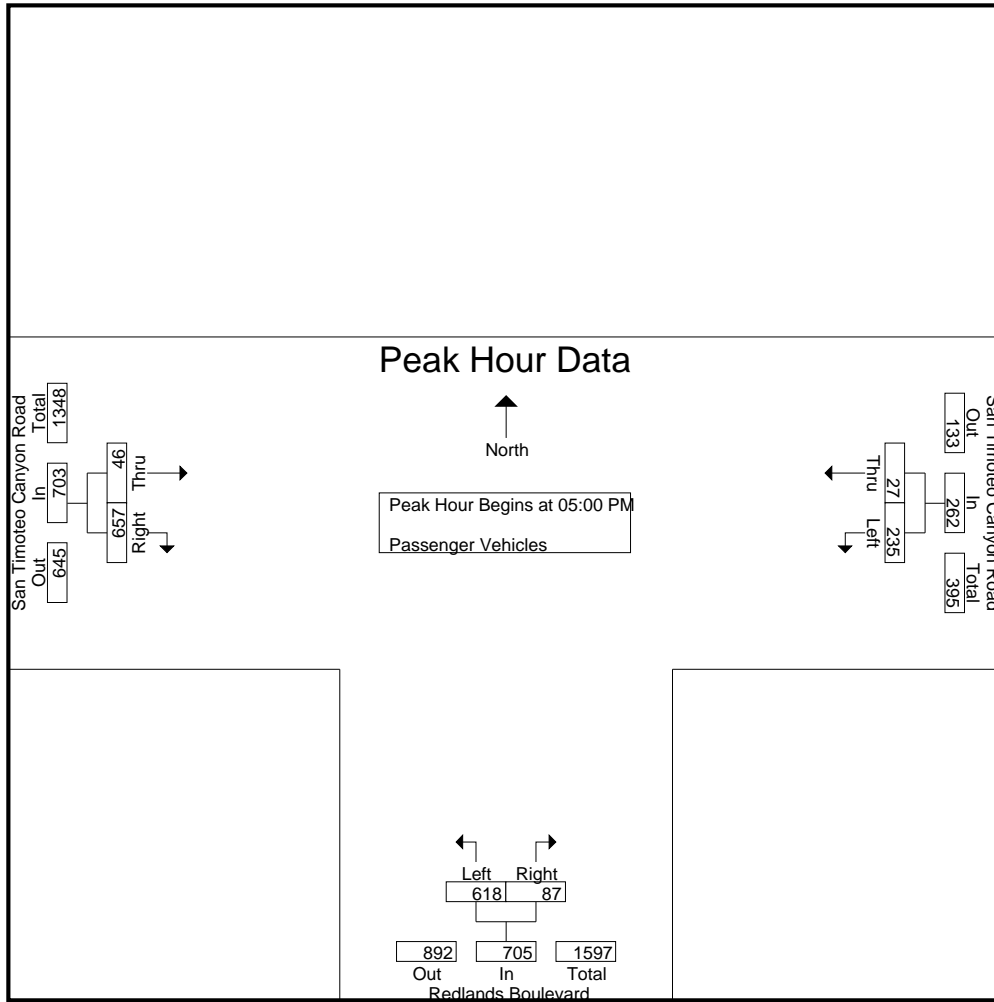
Start Time	San Timoteo Canyon Road Westbound			Redlands Boulevard Northbound			San Timoteo Canyon Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
05:00 PM	48	8	56	162	20	182	13	169	182	420
05:15 PM	70	8	78	149	14	163	12	161	173	414
05:30 PM	61	7	68	153	24	177	9	162	171	416
05:45 PM	56	4	60	154	29	183	12	165	177	420
Total Volume	235	27	262	618	87	705	46	657	703	1670
% App. Total	89.7	10.3		87.7	12.3		6.5	93.5		
PHF	.839	.844	.840	.954	.750	.963	.885	.972	.966	.994

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

Peak Hour for Entire Intersection Begins at 05:00 PM

County of Riverside
 N/S: Redlands Boulevard
 E/W: San Timoteo Canyon Road
 Weather: Clear

File Name : 07_CRV_Redlands_San Tim PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	48	8	56	162	20	182	13	169	182
+15 mins.	70	8	78	149	14	163	12	161	173
+30 mins.	61	7	68	153	24	177	9	162	171
+45 mins.	56	4	60	154	29	183	12	165	177
Total Volume	235	27	262	618	87	705	46	657	703
% App. Total	89.7	10.3		87.7	12.3		6.5	93.5	
PHF	.839	.844	.840	.954	.750	.963	.885	.972	.966

County of Riverside
 N/S: Redlands Boulevard
 E/W: San Timoteo Canyon Road
 Weather: Clear

File Name : 07_CRV_Redlands_San Tim PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

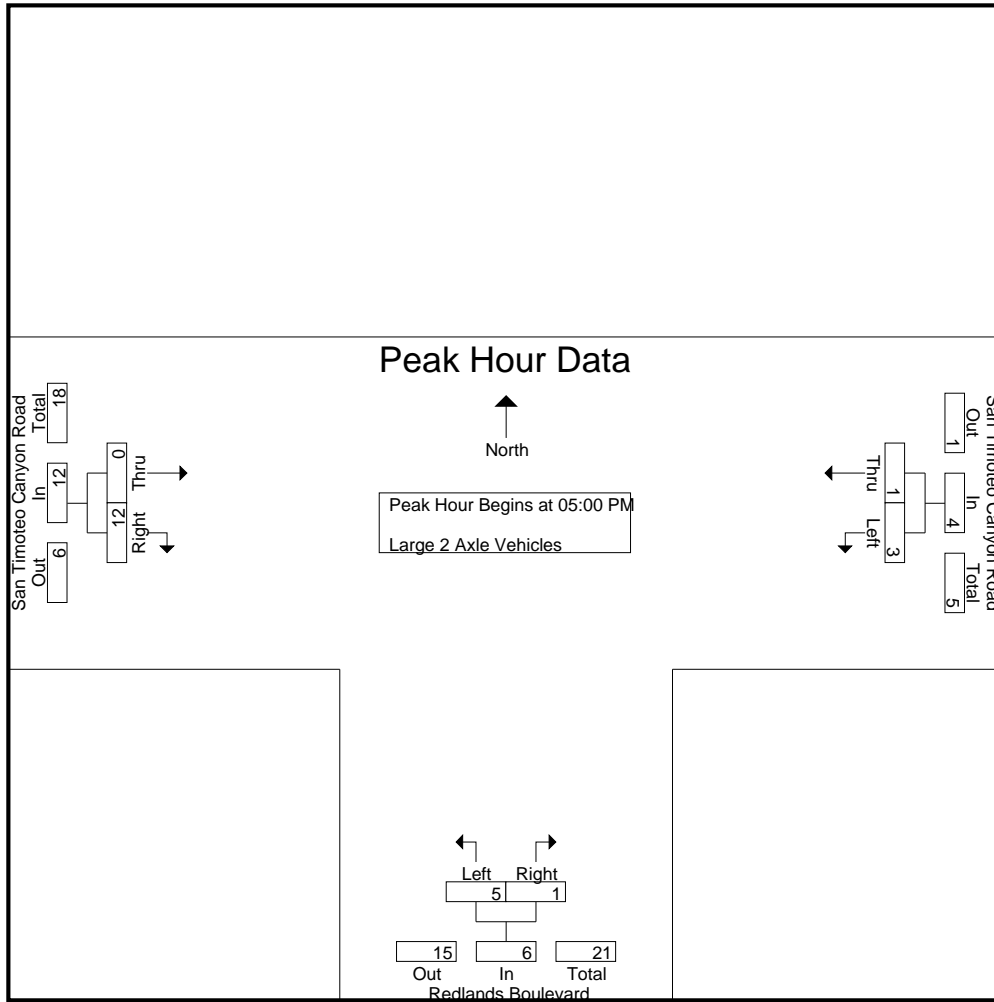
Groups Printed- Large 2 Axle Vehicles

Start Time	San Timoteo Canyon Road Westbound			Redlands Boulevard Northbound			San Timoteo Canyon Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	3	1	4	4	0	4	0	1	1	9
04:15 PM	1	0	1	4	0	4	1	2	3	8
04:30 PM	3	0	3	3	0	3	0	2	2	8
04:45 PM	0	0	0	1	0	1	0	1	1	2
Total	7	1	8	12	0	12	1	6	7	27
05:00 PM	0	0	0	2	1	3	0	4	4	7
05:15 PM	3	1	4	1	0	1	0	3	3	8
05:30 PM	0	0	0	0	0	0	0	2	2	2
05:45 PM	0	0	0	2	0	2	0	3	3	5
Total	3	1	4	5	1	6	0	12	12	22
Grand Total	10	2	12	17	1	18	1	18	19	49
Apprch %	83.3	16.7		94.4	5.6		5.3	94.7		
Total %	20.4	4.1	24.5	34.7	2	36.7	2	36.7	38.8	

Start Time	San Timoteo Canyon Road Westbound			Redlands Boulevard Northbound			San Timoteo Canyon Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	2	1	3	0	4	4	7
05:15 PM	3	1	4	1	0	1	0	3	3	8
05:30 PM	0	0	0	0	0	0	0	2	2	2
05:45 PM	0	0	0	2	0	2	0	3	3	5
Total Volume	3	1	4	5	1	6	0	12	12	22
% App. Total	75	25		83.3	16.7		0	100		
PHF	.250	.250	.250	.625	.250	.500	.000	.750	.750	.688

County of Riverside
 N/S: Redlands Boulevard
 E/W: San Timoteo Canyon Road
 Weather: Clear

File Name : 07_CRV_Redlands_San Tim PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	2	1	3	0	4	4
+15 mins.	3	1	4	1	0	1	0	3	3
+30 mins.	0	0	0	0	0	0	0	2	2
+45 mins.	0	0	0	2	0	2	0	3	3
Total Volume	3	1	4	5	1	6	0	12	12
% App. Total	75	25		83.3	16.7		0	100	
PHF	.250	.250	.250	.625	.250	.500	.000	.750	.750

County of Riverside
 N/S: Redlands Boulevard
 E/W: San Timoteo Canyon Road
 Weather: Clear

File Name : 07_CRV_Redlands_San Tim PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	San Timoteo Canyon Road Westbound			Redlands Boulevard Northbound			San Timoteo Canyon Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	1	1	0	0	0	0	1	1	2
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	1	2	2
Total	0	1	1	0	0	0	2	2	4	5
05:00 PM	0	1	1	1	0	1	0	0	0	2
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	1	0	1	0	0	0	1
Total	1	1	2	2	0	2	0	0	0	4
Grand Total	1	2	3	2	0	2	2	2	4	9
Apprch %	33.3	66.7		100	0		50	50		
Total %	11.1	22.2	33.3	22.2	0	22.2	22.2	22.2	44.4	

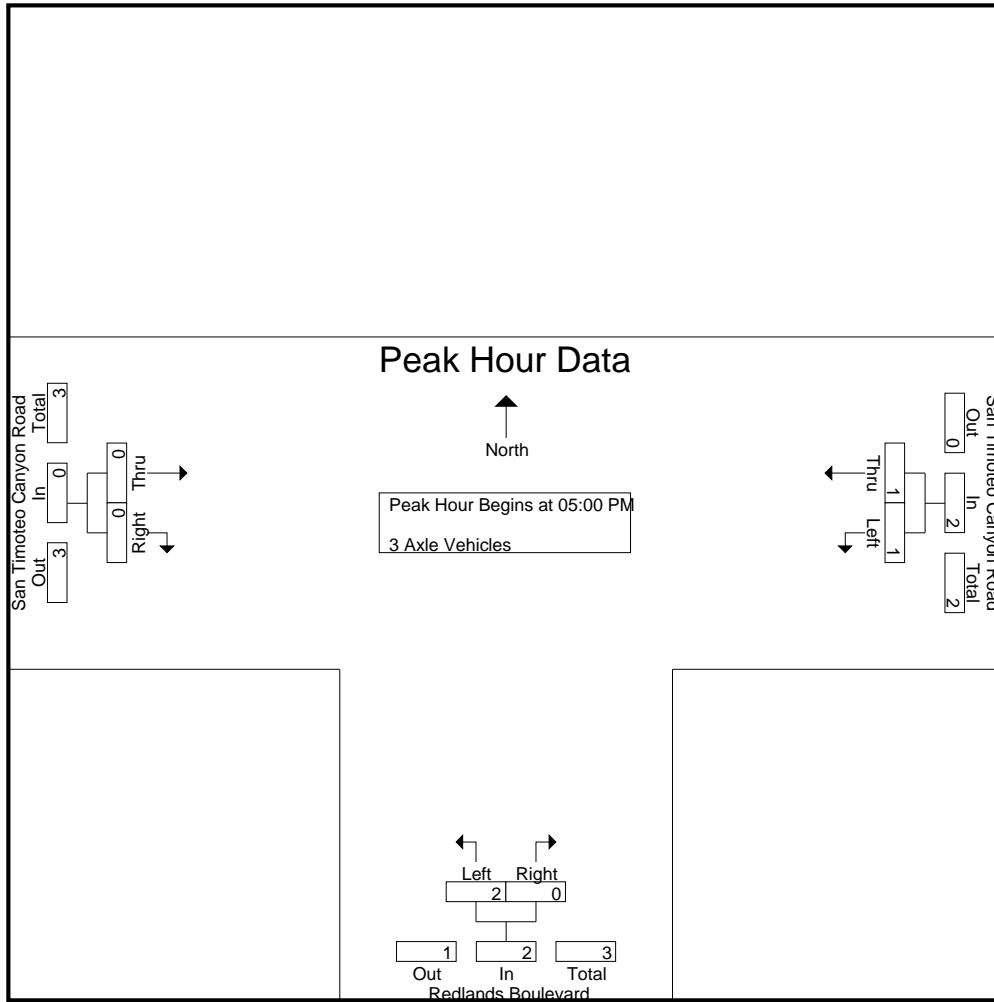
Start Time	San Timoteo Canyon Road Westbound			Redlands Boulevard Northbound			San Timoteo Canyon Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
05:00 PM	0	1	1	1	0	1	0	0	0	2
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	1	0	1	0	0	0	1
Total Volume	1	1	2	2	0	2	0	0	0	4
% App. Total	50	50		100	0		0	0		
PHF	.250	.250	.500	.500	.000	.500	.000	.000	.000	.500

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

Peak Hour for Entire Intersection Begins at 05:00 PM

County of Riverside
 N/S: Redlands Boulevard
 E/W: San Timoteo Canyon Road
 Weather: Clear

File Name : 07_CRV_Redlands_San Tim PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	1	1	1	0	1	0	0	0
+15 mins.	1	0	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	1	0	1	0	0	0
Total Volume	1	1	2	2	0	2	0	0	0
% App. Total	50	50		100	0		0	0	
PHF	.250	.250	.500	.500	.000	.500	.000	.000	.000

County of Riverside
 N/S: Redlands Boulevard
 E/W: San Timoteo Canyon Road
 Weather: Clear

File Name : 07_CRV_Redlands_San Tim PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

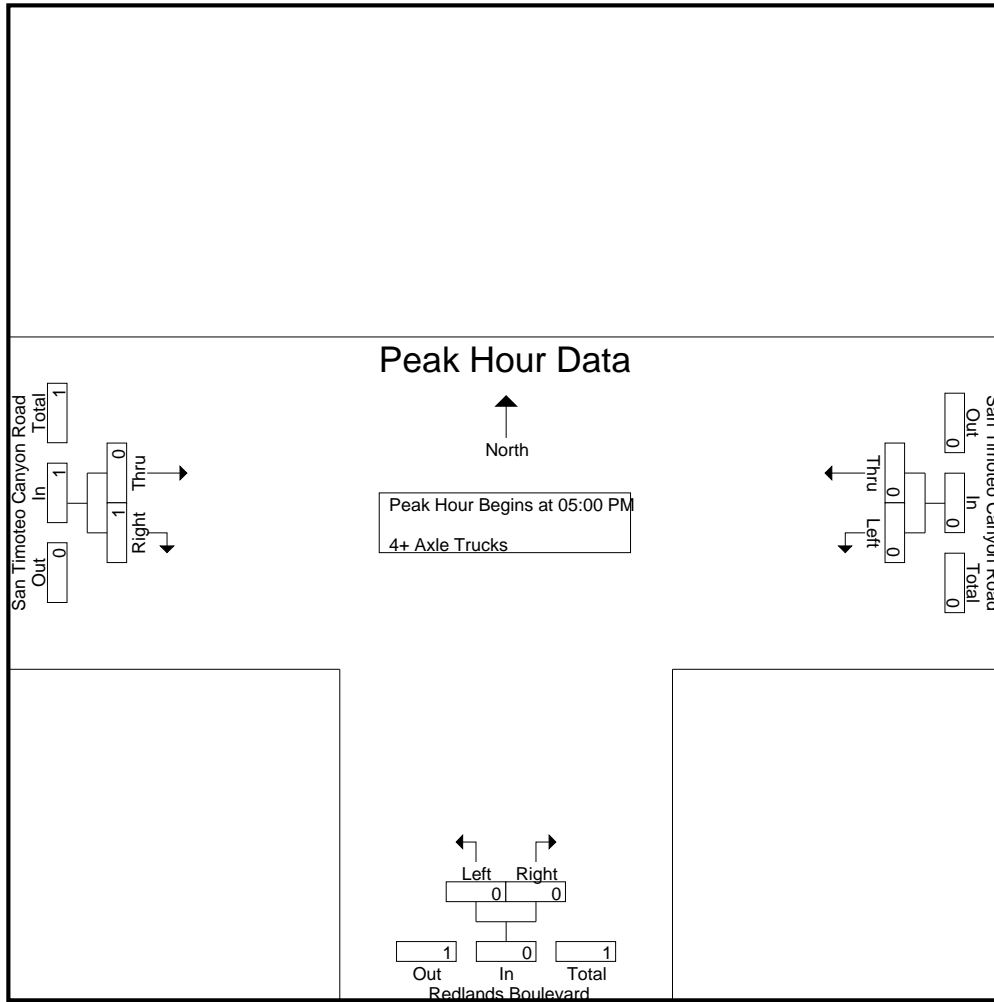
Start Time	San Timoteo Canyon Road Westbound			Redlands Boulevard Northbound			San Timoteo Canyon Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	1	0	1	0	0	0	0	0	0	1
04:15 PM	1	0	1	2	0	2	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total	2	0	2	3	0	3	0	1	1	6
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	1	1	1
Grand Total	2	0	2	3	0	3	0	2	2	7
Apprch %	100	0		100	0		0	100		
Total %	28.6	0	28.6	42.9	0	42.9	0	28.6	28.6	

Start Time	San Timoteo Canyon Road Westbound			Redlands Boulevard Northbound			San Timoteo Canyon Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

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

County of Riverside
 N/S: Redlands Boulevard
 E/W: San Timoteo Canyon Road
 Weather: Clear

File Name : 07_CRV_Redlands_San Tim PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	1	1
% App. Total	0	0	0	0	0	0	0	100	100
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Westbound Ramps
 Weather: Clear

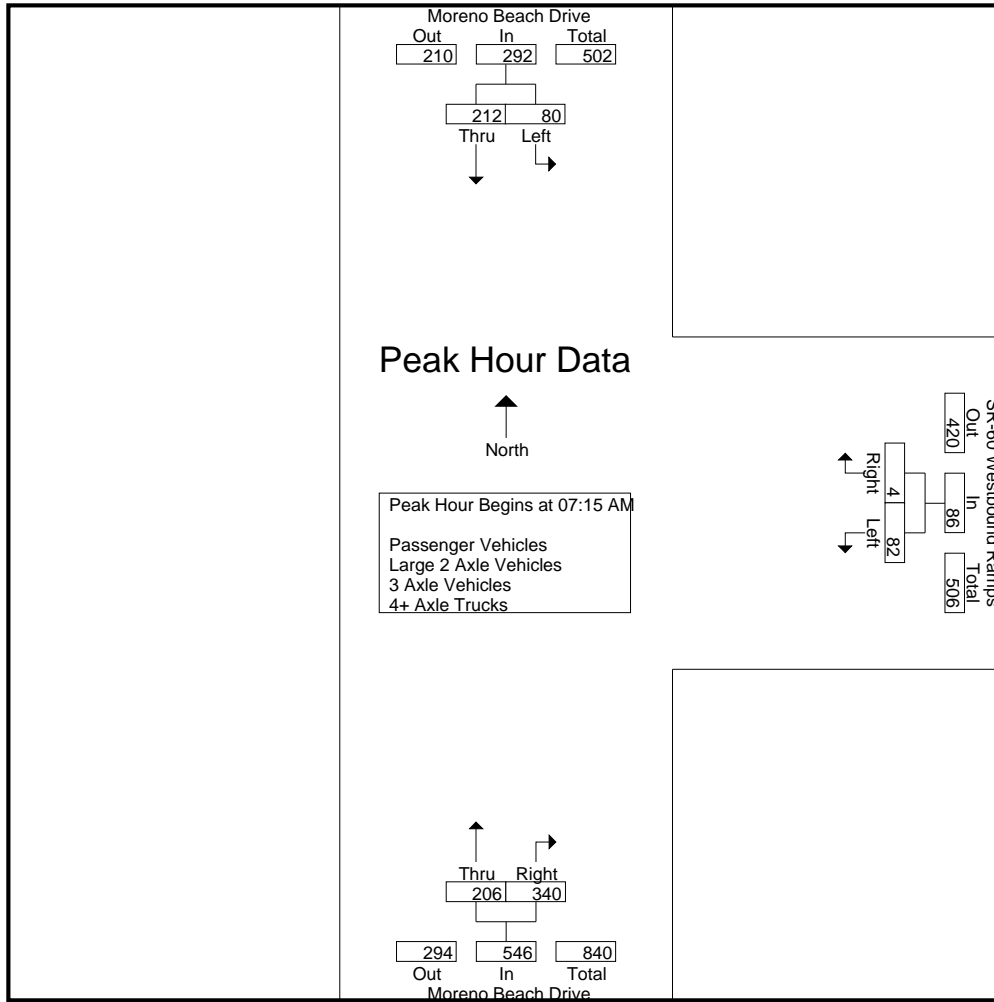
File Name : 08_MRV_Mo Bea_60W AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	19	33	52	26	1	27	50	77	127	206
07:15 AM	13	34	47	19	1	20	40	80	120	187
07:30 AM	24	54	78	25	1	26	57	78	135	239
07:45 AM	14	68	82	24	1	25	74	84	158	265
Total	70	189	259	94	4	98	221	319	540	897
08:00 AM	29	56	85	14	1	15	35	98	133	233
08:15 AM	11	33	44	23	0	23	30	70	100	167
08:30 AM	17	40	57	19	1	20	22	76	98	175
08:45 AM	13	30	43	16	1	17	43	82	125	185
Total	70	159	229	72	3	75	130	326	456	760
Grand Total	140	348	488	166	7	173	351	645	996	1657
Apprch %	28.7	71.3		96	4		35.2	64.8		
Total %	8.4	21	29.5	10	0.4	10.4	21.2	38.9	60.1	
Passenger Vehicles	137	342	479	161	7	168	345	617	962	1609
% Passenger Vehicles	97.9	98.3	98.2	97	100	97.1	98.3	95.7	96.6	97.1
Large 2 Axle Vehicles	3	5	8	3	0	3	6	12	18	29
% Large 2 Axle Vehicles	2.1	1.4	1.6	1.8	0	1.7	1.7	1.9	1.8	1.8
3 Axle Vehicles	0	1	1	1	0	1	0	2	2	4
% 3 Axle Vehicles	0	0.3	0.2	0.6	0	0.6	0	0.3	0.2	0.2
4+ Axle Trucks	0	0	0	1	0	1	0	14	14	15
% 4+ Axle Trucks	0	0	0	0.6	0	0.6	0	2.2	1.4	0.9

Start Time	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	13	34	47	19	1	20	40	80	120	187
07:30 AM	24	54	78	25	1	26	57	78	135	239
07:45 AM	14	68	82	24	1	25	74	84	158	265
08:00 AM	29	56	85	14	1	15	35	98	133	233
Total Volume	80	212	292	82	4	86	206	340	546	924
% App. Total	27.4	72.6		95.3	4.7		37.7	62.3		
PHF	.690	.779	.859	.820	1.00	.827	.696	.867	.864	.872

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM



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

Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:15 AM		
+0 mins.	13	34	47	26	1	27	40	80	120
+15 mins.	24	54	78	19	1	20	57	78	135
+30 mins.	14	68	82	25	1	26	74	84	158
+45 mins.	29	56	85	24	1	25	35	98	133
Total Volume	80	212	292	94	4	98	206	340	546
% App. Total	27.4	72.6		95.9	4.1		37.7	62.3	
PHF	.690	.779	.859	.904	1.000	.907	.696	.867	.864

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Westbound Ramps
 Weather: Clear

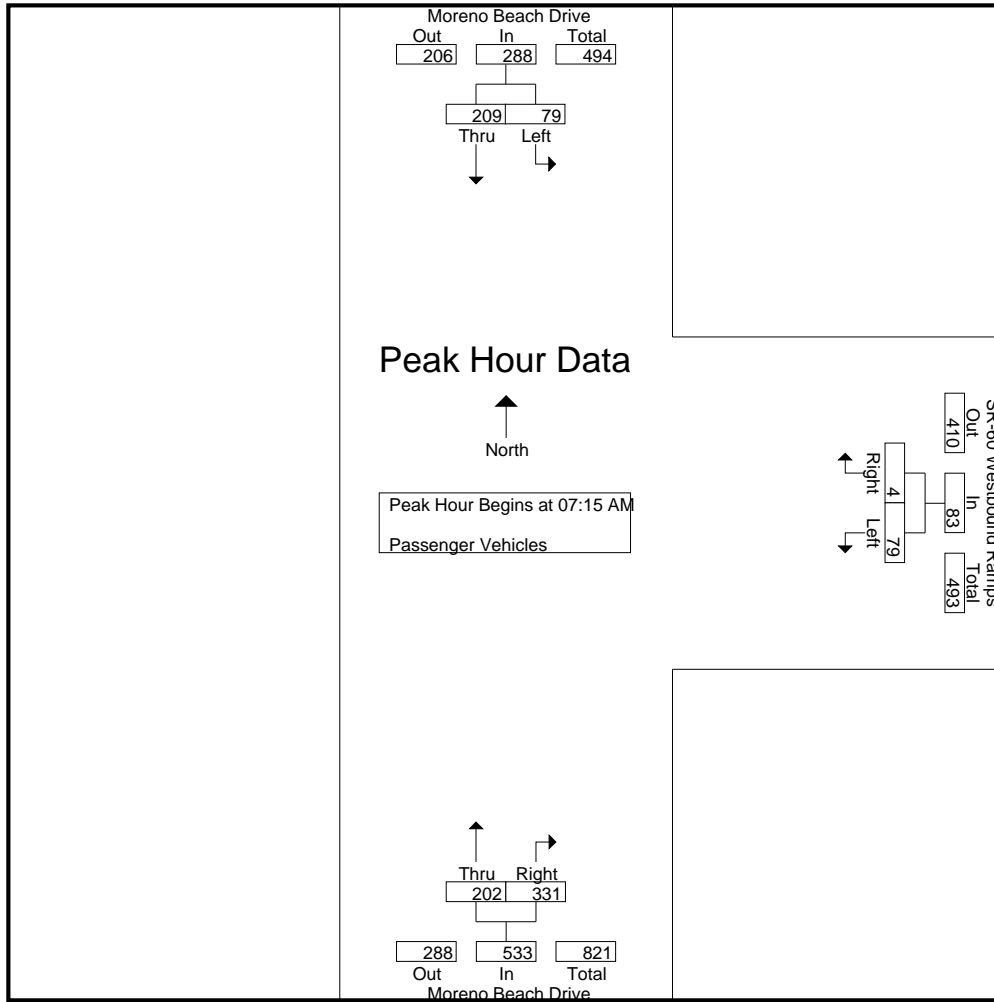
File Name : 08_MRV_Mo Bea_60W AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	19	32	51	25	1	26	49	73	122	199
07:15 AM	13	34	47	18	1	19	38	76	114	180
07:30 AM	23	51	74	24	1	25	55	77	132	231
07:45 AM	14	68	82	23	1	24	74	82	156	262
Total	69	185	254	90	4	94	216	308	524	872
08:00 AM	29	56	85	14	1	15	35	96	131	231
08:15 AM	11	31	42	23	0	23	29	66	95	160
08:30 AM	15	40	55	18	1	19	22	69	91	165
08:45 AM	13	30	43	16	1	17	43	78	121	181
Total	68	157	225	71	3	74	129	309	438	737
Grand Total	137	342	479	161	7	168	345	617	962	1609
Apprch %	28.6	71.4		95.8	4.2		35.9	64.1		
Total %	8.5	21.3	29.8	10	0.4	10.4	21.4	38.3	59.8	

Start Time	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	13	34	47	18	1	19	38	76	114	180
07:30 AM	23	51	74	24	1	25	55	77	132	231
07:45 AM	14	68	82	23	1	24	74	82	156	262
08:00 AM	29	56	85	14	1	15	35	96	131	231
Total Volume	79	209	288	79	4	83	202	331	533	904
% App. Total	27.4	72.6		95.2	4.8		37.9	62.1		
PHF	.681	.768	.847	.823	1.00	.830	.682	.862	.854	.863

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



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	13	34	47	18	1	19	38	76	114
+15 mins.	23	51	74	24	1	25	55	77	132
+30 mins.	14	68	82	23	1	24	74	82	156
+45 mins.	29	56	85	14	1	15	35	96	131
Total Volume	79	209	288	79	4	83	202	331	533
% App. Total	27.4	72.6		95.2	4.8		37.9	62.1	
PHF	.681	.768	.847	.823	1.000	.830	.682	.862	.854

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 08_MRV_Mo Bea_60W AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

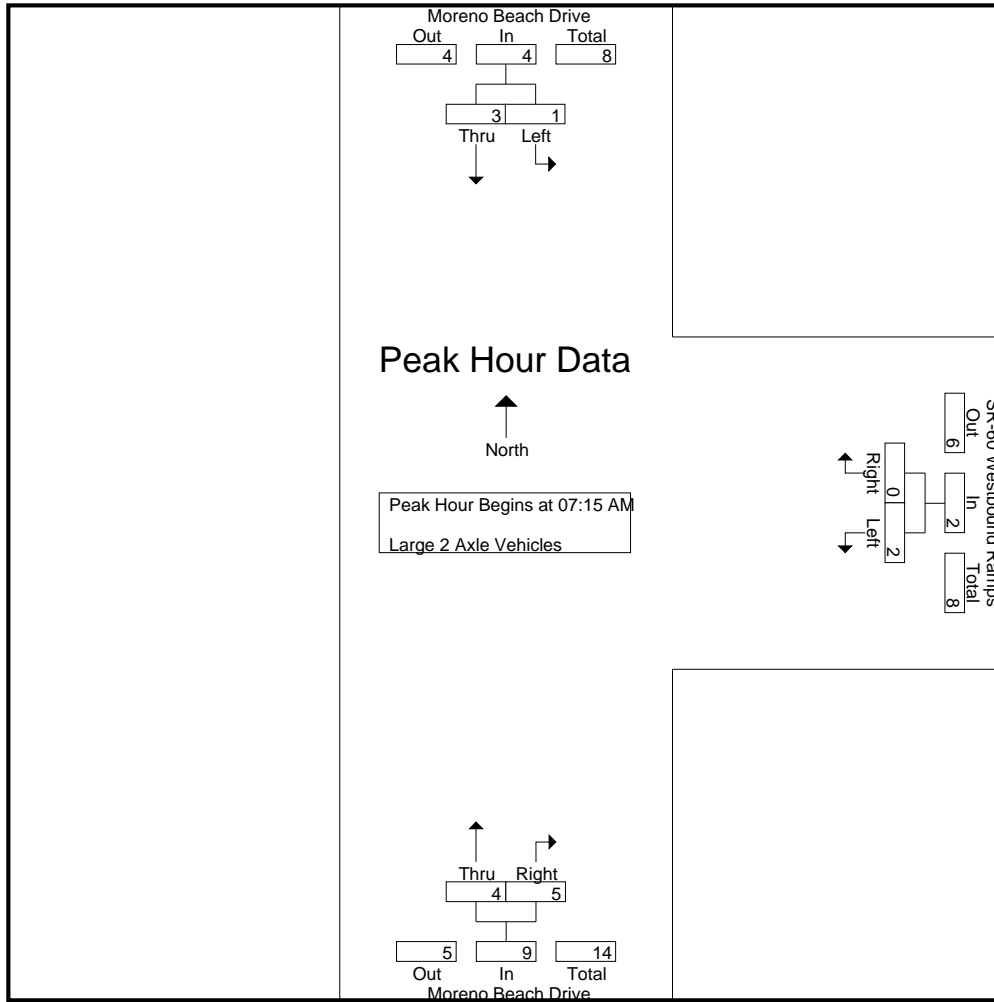
Groups Printed- Large 2 Axle Vehicles

Start Time	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	1	1	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	2	3	5	5
07:30 AM	1	3	4	1	0	1	2	0	2	7
07:45 AM	0	0	0	1	0	1	0	1	1	2
Total	1	4	5	2	0	2	5	4	9	16
08:00 AM	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	1	1	0	0	0	1	3	4	5
08:30 AM	2	0	2	1	0	1	0	3	3	6
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total	2	1	3	1	0	1	1	8	9	13
Grand Total	3	5	8	3	0	3	6	12	18	29
Apprch %	37.5	62.5		100	0		33.3	66.7		
Total %	10.3	17.2	27.6	10.3	0	10.3	20.7	41.4	62.1	

Start Time	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	2	3	5	5
07:30 AM	1	3	4	1	0	1	2	0	2	7
07:45 AM	0	0	0	1	0	1	0	1	1	2
08:00 AM	0	0	0	0	0	0	0	1	1	1
Total Volume	1	3	4	2	0	2	4	5	9	15
% App. Total	25	75		100	0		44.4	55.6		
PHF	.250	.250	.250	.500	.000	.500	.500	.417	.450	.536

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	2	3	5
+15 mins.	1	3	4	1	0	1	2	0	2
+30 mins.	0	0	0	1	0	1	0	1	1
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	1	3	4	2	0	2	4	5	9
% App. Total	25	75		100	0		44.4	55.6	
PHF	.250	.250	.250	.500	.000	.500	.500	.417	.450

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 08_MRV_Mo Bea_60W AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

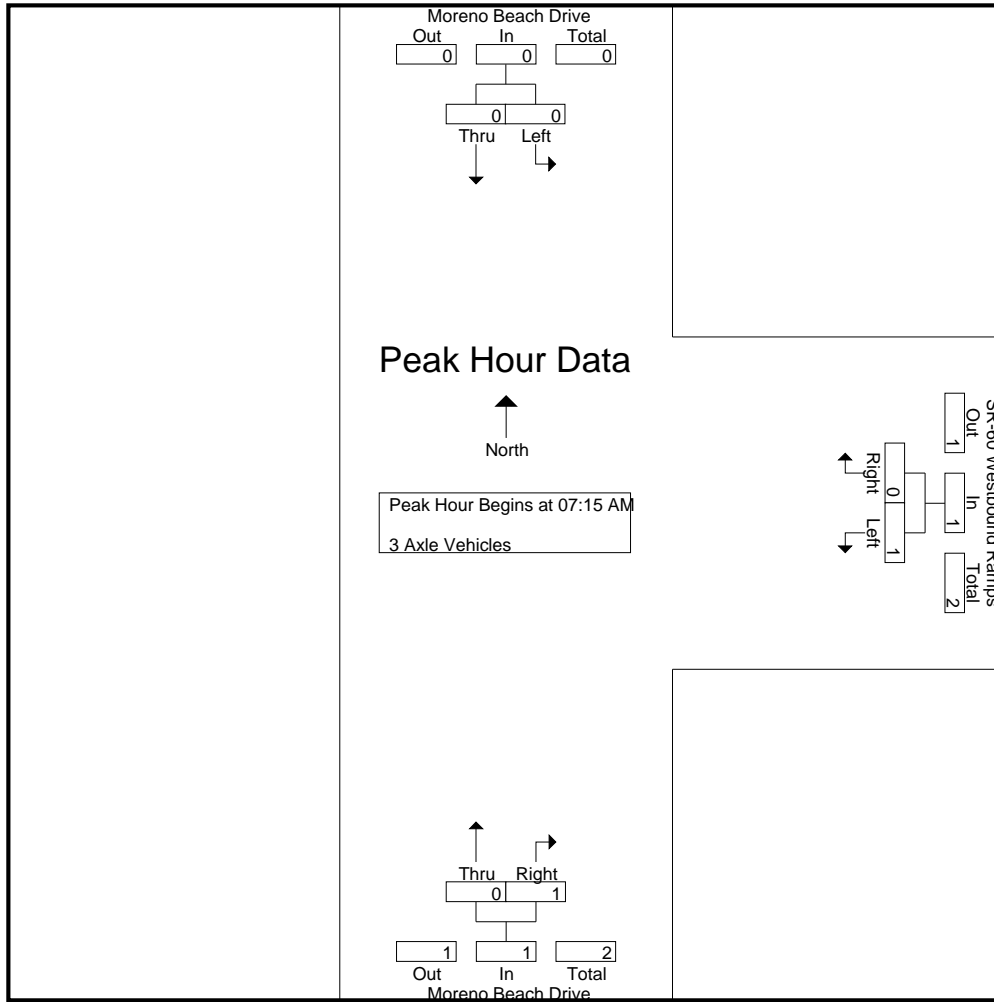
Groups Printed- 3 Axle Vehicles

Start Time	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	1	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	1	1	2
Grand Total	0	1	1	1	0	1	0	2	2	4
Apprch %	0	100		100	0		0	100		
Total %	0	25	25	25	0	25	0	50	50	

Start Time	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	1	1	2
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250	.500

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM



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

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

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 08_MRV_Mo Bea_60W AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

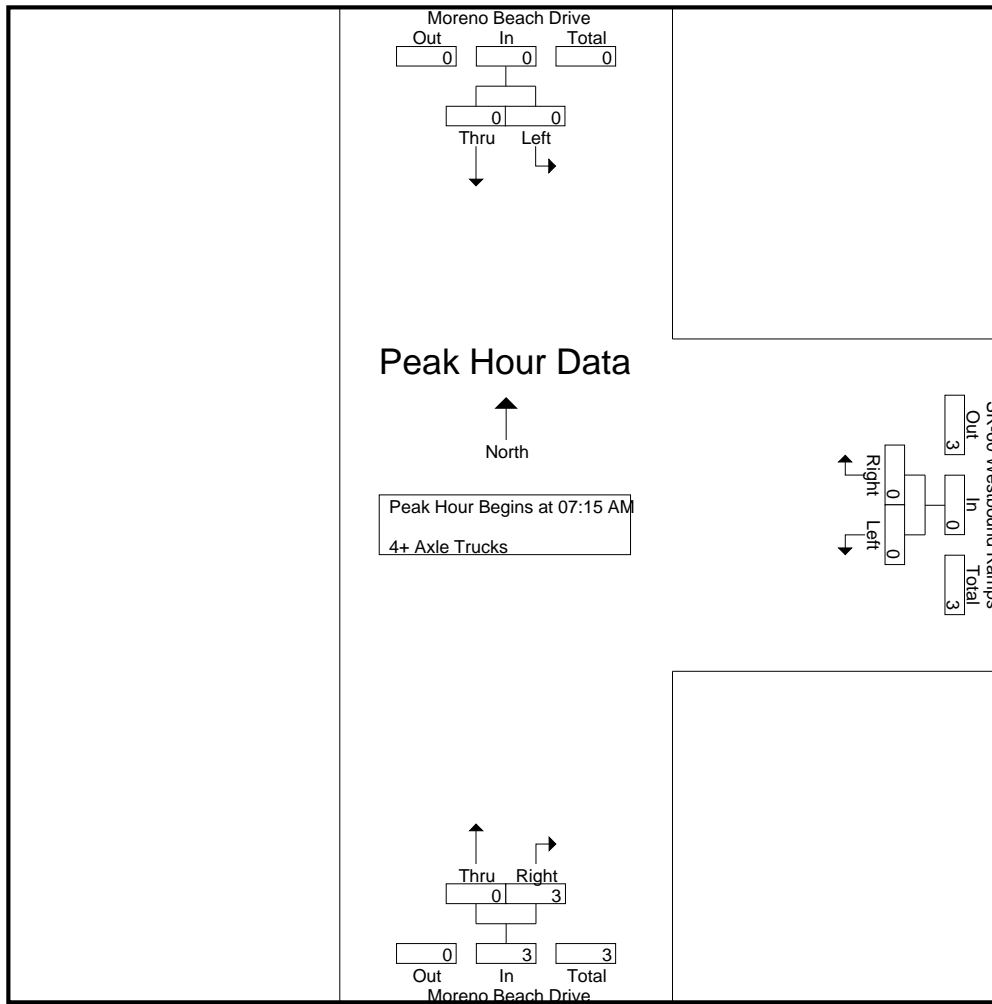
Groups Printed- 4+ Axle Trucks

Start Time	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	1	0	1	0	4	4	5
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	1	0	1	0	6	6	7
08:00 AM	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	0	0	3	3	3
08:45 AM	0	0	0	0	0	0	0	3	3	3
Total	0	0	0	0	0	0	0	8	8	8
Grand Total	0	0	0	1	0	1	0	14	14	15
Apprch %	0	0		100	0		0	100		
Total %	0	0		6.7	0	6.7	0	93.3	93.3	

Start Time	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	1	1
08:00 AM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	0	3	3	3
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.750	.750	.750

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM



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

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

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Westbound Ramps
 Weather: Clear

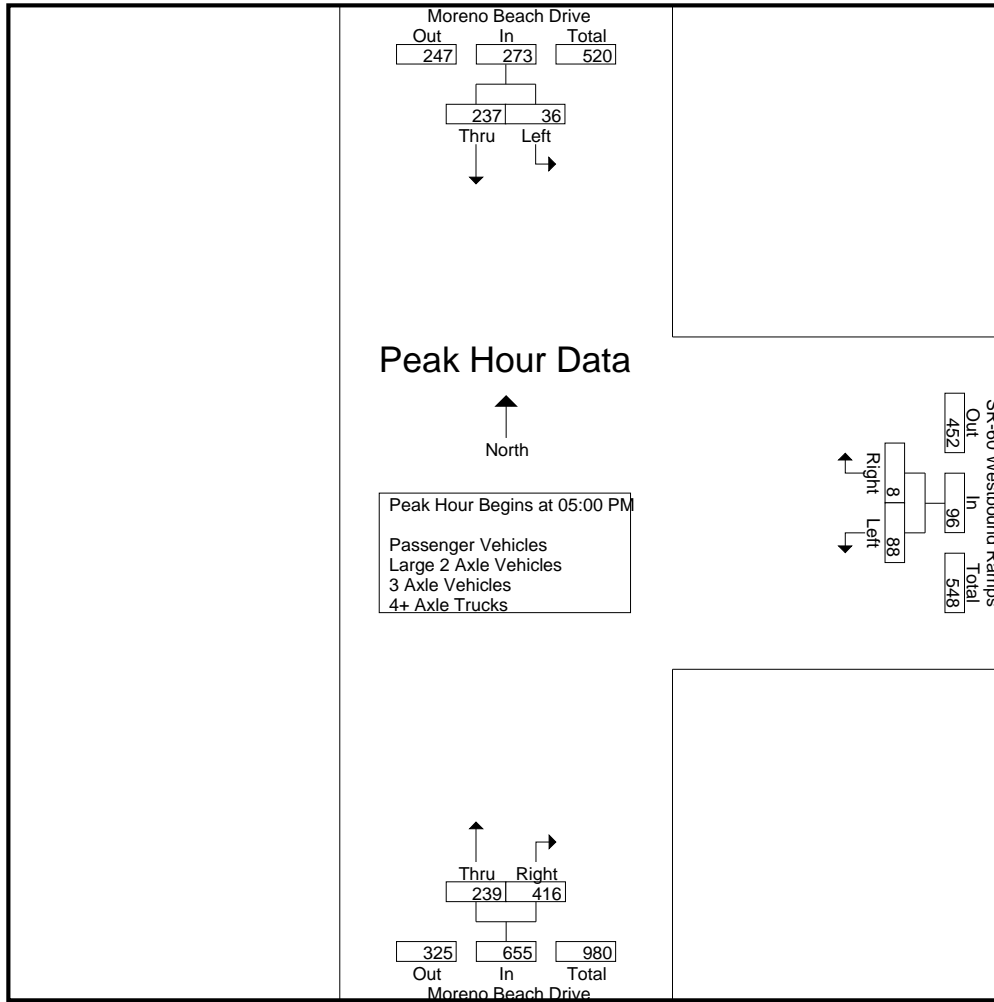
File Name : 08_MRV_Mo Bea_60W PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	15	42	57	18	5	23	55	94	149	229
04:15 PM	11	55	66	24	0	24	61	58	119	209
04:30 PM	11	56	67	23	1	24	62	96	158	249
04:45 PM	10	43	53	26	2	28	50	76	126	207
Total	47	196	243	91	8	99	228	324	552	894
05:00 PM	6	77	83	22	1	23	53	109	162	268
05:15 PM	9	45	54	20	2	22	58	101	159	235
05:30 PM	8	58	66	27	0	27	64	117	181	274
05:45 PM	13	57	70	19	5	24	64	89	153	247
Total	36	237	273	88	8	96	239	416	655	1024
Grand Total	83	433	516	179	16	195	467	740	1207	1918
Apprch %	16.1	83.9		91.8	8.2		38.7	61.3		
Total %	4.3	22.6	26.9	9.3	0.8	10.2	24.3	38.6	62.9	
Passenger Vehicles	83	430	513	171	16	187	461	720	1181	1881
% Passenger Vehicles	100	99.3	99.4	95.5	100	95.9	98.7	97.3	97.8	98.1
Large 2 Axle Vehicles	0	3	3	3	0	3	6	8	14	20
% Large 2 Axle Vehicles	0	0.7	0.6	1.7	0	1.5	1.3	1.1	1.2	1
3 Axle Vehicles	0	0	0	3	0	3	0	4	4	7
% 3 Axle Vehicles	0	0	0	1.7	0	1.5	0	0.5	0.3	0.4
4+ Axle Trucks	0	0	0	2	0	2	0	8	8	10
% 4+ Axle Trucks	0	0	0	1.1	0	1	0	1.1	0.7	0.5

Start Time	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
05:00 PM	6	77	83	22	1	23	53	109	162	268
05:15 PM	9	45	54	20	2	22	58	101	159	235
05:30 PM	8	58	66	27	0	27	64	117	181	274
05:45 PM	13	57	70	19	5	24	64	89	153	247
Total Volume	36	237	273	88	8	96	239	416	655	1024
% App. Total	13.2	86.8		91.7	8.3		36.5	63.5		
PHF	.692	.769	.822	.815	.400	.889	.934	.889	.905	.934

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



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

	05:00 PM			04:45 PM			05:00 PM		
+0 mins.	6	77	83	26	2	28	53	109	162
+15 mins.	9	45	54	22	1	23	58	101	159
+30 mins.	8	58	66	20	2	22	64	117	181
+45 mins.	13	57	70	27	0	27	64	89	153
Total Volume	36	237	273	95	5	100	239	416	655
% App. Total	13.2	86.8		95	5		36.5	63.5	
PHF	.692	.769	.822	.880	.625	.893	.934	.889	.905

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 08_MRV_Mo Bea_60W PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

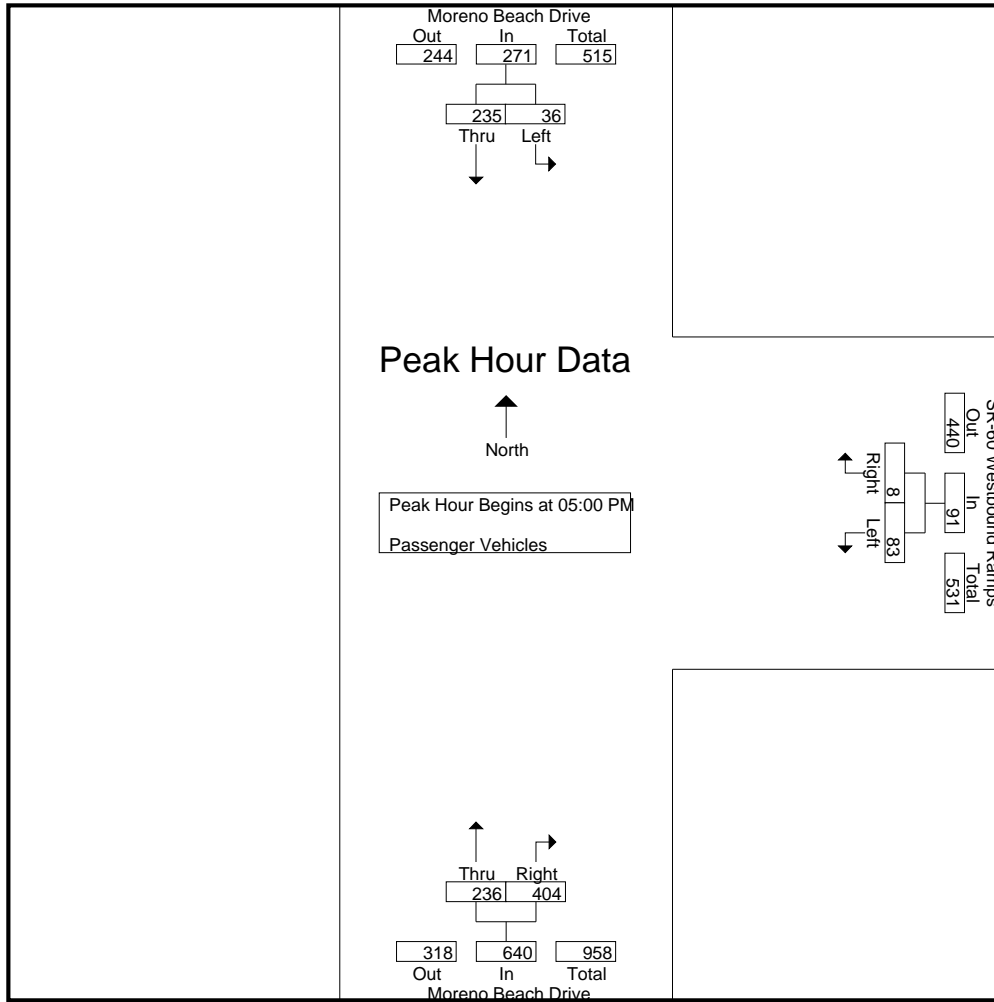
Groups Printed- Passenger Vehicles

Start Time	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	15	42	57	18	5	23	54	91	145	225
04:15 PM	11	54	65	24	0	24	60	58	118	207
04:30 PM	11	56	67	21	1	22	61	96	157	246
04:45 PM	10	43	53	25	2	27	50	71	121	201
Total	47	195	242	88	8	96	225	316	541	879
05:00 PM	6	77	83	18	1	19	51	105	156	258
05:15 PM	9	45	54	20	2	22	58	97	155	231
05:30 PM	8	57	65	27	0	27	64	115	179	271
05:45 PM	13	56	69	18	5	23	63	87	150	242
Total	36	235	271	83	8	91	236	404	640	1002
Grand Total	83	430	513	171	16	187	461	720	1181	1881
Apprch %	16.2	83.8		91.4	8.6		39	61		
Total %	4.4	22.9	27.3	9.1	0.9	9.9	24.5	38.3	62.8	

Start Time	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
05:00 PM	6	77	83	18	1	19	51	105	156	258
05:15 PM	9	45	54	20	2	22	58	97	155	231
05:30 PM	8	57	65	27	0	27	64	115	179	271
05:45 PM	13	56	69	18	5	23	63	87	150	242
Total Volume	36	235	271	83	8	91	236	404	640	1002
% App. Total	13.3	86.7		91.2	8.8		36.9	63.1		
PHF	.692	.763	.816	.769	.400	.843	.922	.878	.894	.924

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

Peak Hour for Entire Intersection Begins at 05:00 PM



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

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	6	77	83	18	1	19	51	105	156
+15 mins.	9	45	54	20	2	22	58	97	155
+30 mins.	8	57	65	27	0	27	64	115	179
+45 mins.	13	56	69	18	5	23	63	87	150
Total Volume	36	235	271	83	8	91	236	404	640
% App. Total	13.3	86.7		91.2	8.8		36.9	63.1	
PHF	.692	.763	.816	.769	.400	.843	.922	.878	.894

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 08_MRV_Mo Bea_60W PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

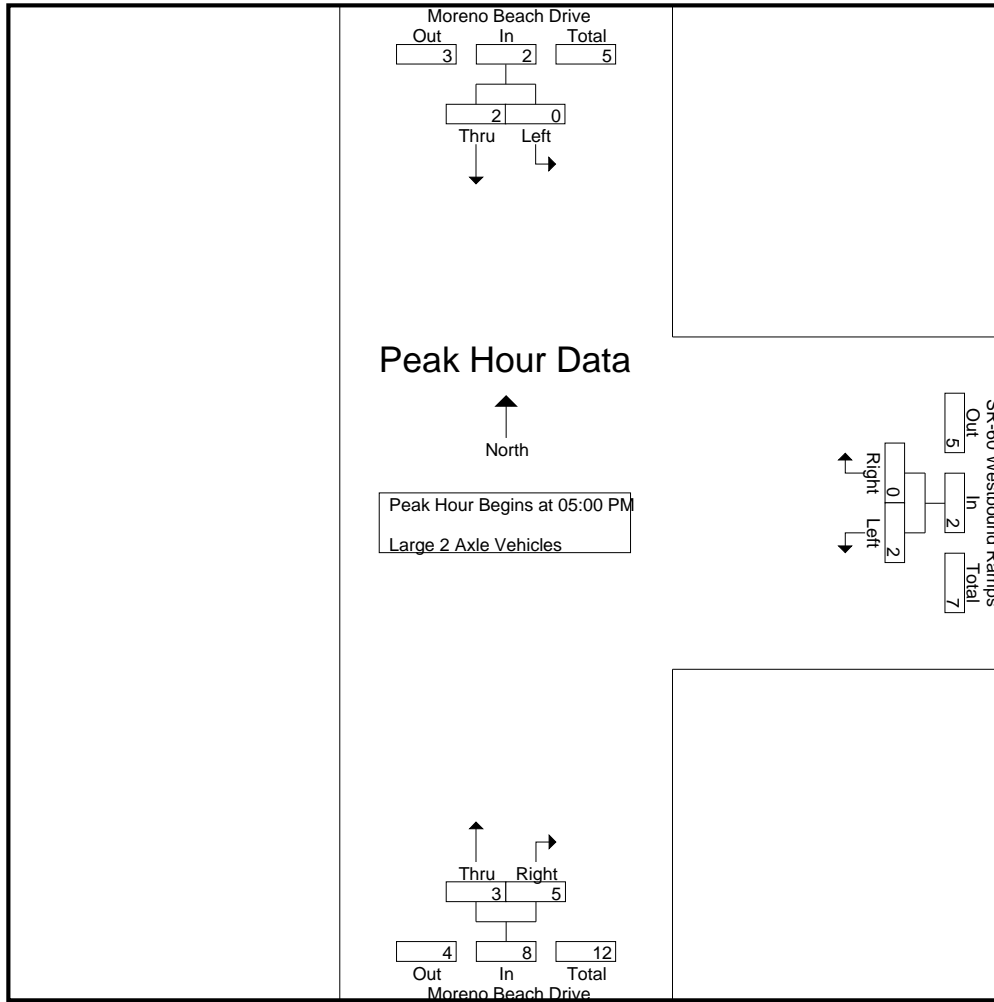
Groups Printed- Large 2 Axle Vehicles

Start Time	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	1	2	2
04:15 PM	0	1	1	0	0	0	1	0	1	2
04:30 PM	0	0	0	1	0	1	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	2	2	2
Total	0	1	1	1	0	1	3	3	6	8
05:00 PM	0	0	0	1	0	1	2	2	4	5
05:15 PM	0	0	0	0	0	0	0	2	2	2
05:30 PM	0	1	1	0	0	0	0	0	0	1
05:45 PM	0	1	1	1	0	1	1	1	2	4
Total	0	2	2	2	0	2	3	5	8	12
Grand Total	0	3	3	3	0	3	6	8	14	20
Apprch %	0	100		100	0		42.9	57.1		
Total %	0	15	15	15	0	15	30	40	70	

Start Time	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
05:00 PM	0	0	0	1	0	1	2	2	4	5
05:15 PM	0	0	0	0	0	0	0	2	2	2
05:30 PM	0	1	1	0	0	0	0	0	0	1
05:45 PM	0	1	1	1	0	1	1	1	2	4
Total Volume	0	2	2	2	0	2	3	5	8	12
% App. Total	0	100		100	0		37.5	62.5		
PHF	.000	.500	.500	.500	.000	.500	.375	.625	.500	.600

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

Peak Hour for Entire Intersection Begins at 05:00 PM



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

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	1	0	1	2	2	4
+15 mins.	0	0	0	0	0	0	0	2	2
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	0	1	1	1	0	1	1	1	2
Total Volume	0	2	2	2	0	2	3	5	8
% App. Total	0	100		100	0		37.5	62.5	
PHF	.000	.500	.500	.500	.000	.500	.375	.625	.500

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 08_MRV_Mo Bea_60W PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

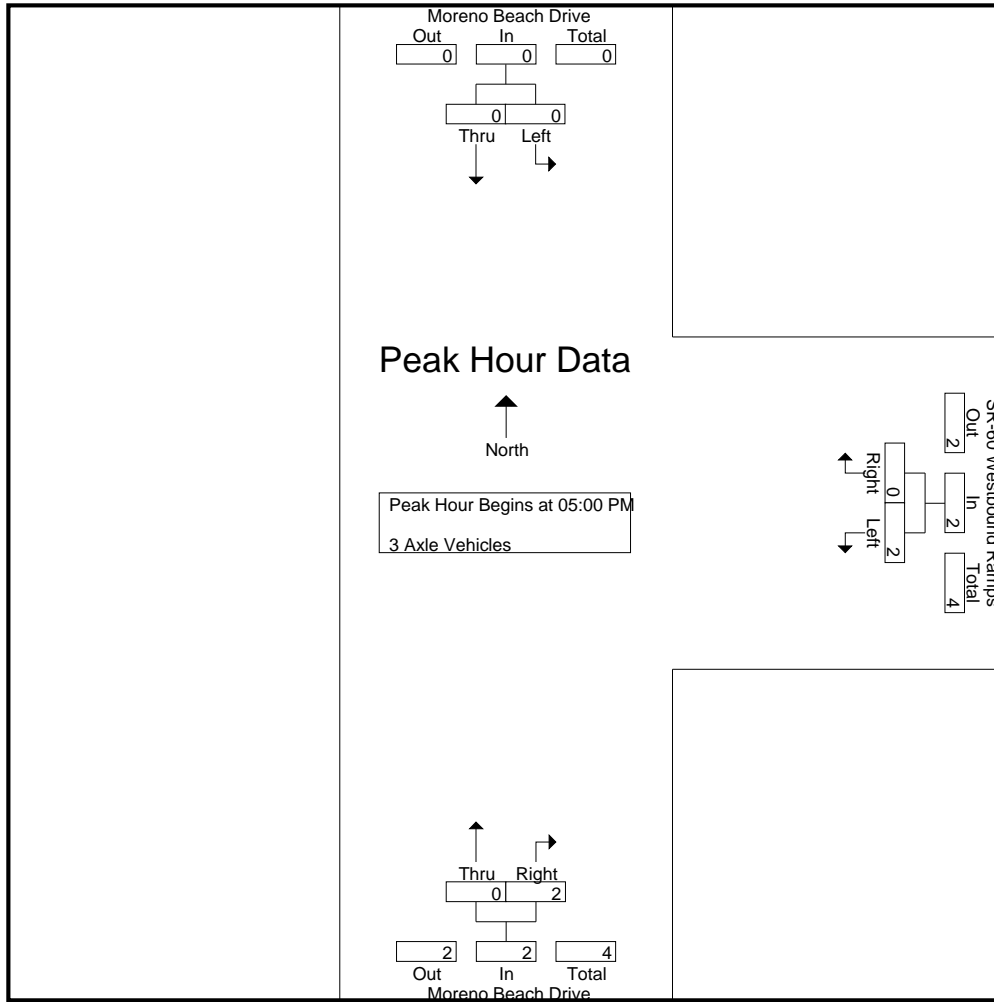
Groups Printed- 3 Axle Vehicles

Start Time	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	1	0	1	0	2	2	3
05:00 PM	0	0	0	2	0	2	0	1	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	2	0	2	2	4
Grand Total	0	0	0	3	0	3	0	4	4	7
Apprch %	0	0		100	0		0	100		
Total %	0	0		42.9	0	42.9	0	57.1	57.1	

Start Time	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
05:00 PM	0	0	0	2	0	2	0	1	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	2	0	2	0	2	2	4
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.500	.500	.333

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

Peak Hour for Entire Intersection Begins at 05:00 PM



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

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	2	0	2	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	2	0	2	0	2	2
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.250	.000	.250	.000	.500	.500

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 08_MRV_Mo Bea_60W PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

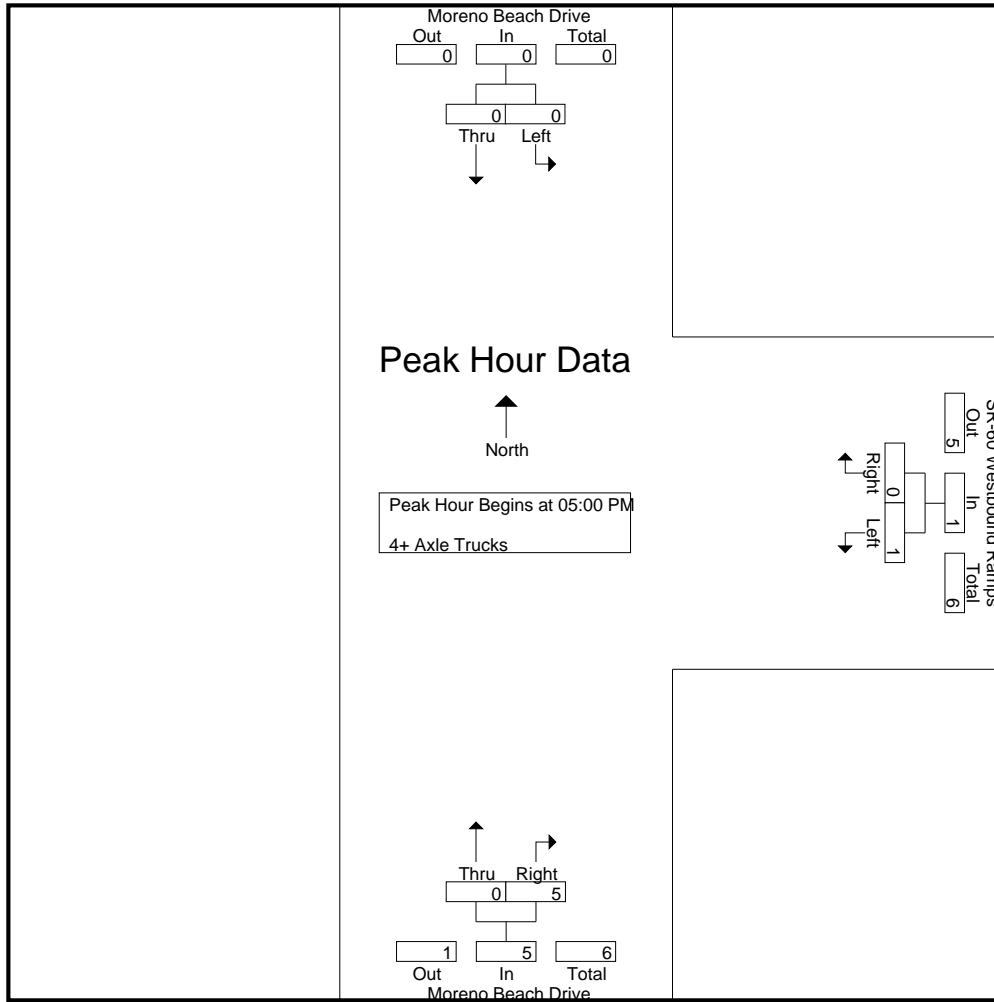
Groups Printed- 4+ Axle Trucks

Start Time	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	2	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	0	1	0	1	1	2
Total	0	0	0	1	0	1	0	3	3	4
05:00 PM	0	0	0	1	0	1	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	2	2	2
05:30 PM	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	1	0	1	0	5	5	6
Grand Total	0	0	0	2	0	2	0	8	8	10
Apprch %	0	0		100	0		0	100		
Total %	0	0		20	0	20	0	80	80	

Start Time	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
05:00 PM	0	0	0	1	0	1	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	2	2	2
05:30 PM	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	1	0	1	0	5	5	6
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.625	.625	.750

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

Peak Hour for Entire Intersection Begins at 05:00 PM



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

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	1	0	1	0	1	1
+15 mins.	0	0	0	0	0	0	0	2	2
+30 mins.	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	1	0	1	0	5	5
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.250	.000	.250	.000	.625	.625

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 09_MRV_Mo Bea_60E AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

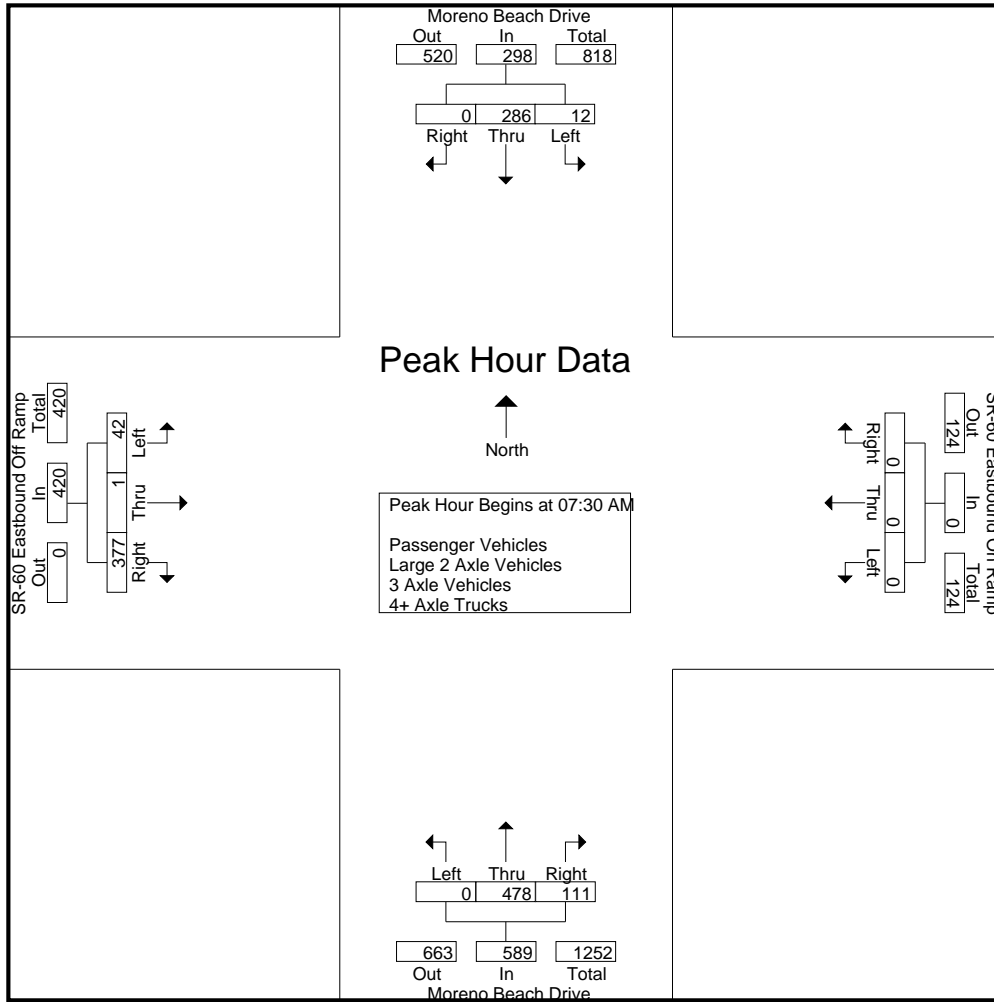
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	52	0	56	0	0	0	0	0	113	33	146	15	0	66	81	283
07:15 AM	3	54	0	57	0	0	0	0	0	113	26	139	3	0	62	65	261
07:30 AM	5	66	0	71	0	0	0	0	0	124	33	157	11	0	72	83	311
07:45 AM	3	93	0	96	0	0	0	0	0	139	27	166	20	0	113	133	395
Total	15	265	0	280	0	0	0	0	0	489	119	608	49	0	313	362	1250
08:00 AM	3	73	0	76	0	0	0	0	0	118	21	139	5	1	104	110	325
08:15 AM	1	54	0	55	0	0	0	0	0	97	30	127	6	0	88	94	276
08:30 AM	0	58	0	58	0	0	0	0	0	96	21	117	5	0	55	60	235
08:45 AM	0	48	0	48	0	0	0	0	0	114	19	133	11	3	83	97	278
Total	4	233	0	237	0	0	0	0	0	425	91	516	27	4	330	361	1114
Grand Total	19	498	0	517	0	0	0	0	0	914	210	1124	76	4	643	723	2364
Apprch %	3.7	96.3	0		0	0	0		0	81.3	18.7		10.5	0.6	88.9		
Total %	0.8	21.1	0	21.9	0	0	0	0	0	38.7	8.9	47.5	3.2	0.2	27.2	30.6	
Passenger Vehicles	18	488	0	506	0	0	0	0	0	879	195	1074	75	2	609	686	2266
% Passenger Vehicles	94.7	98	0	97.9	0	0	0	0	0	96.2	92.9	95.6	98.7	50	94.7	94.9	95.9
Large 2 Axle Vehicles	1	7	0	8	0	0	0	0	0	21	11	32	1	2	21	24	64
% Large 2 Axle Vehicles	5.3	1.4	0	1.5	0	0	0	0	0	2.3	5.2	2.8	1.3	50	3.3	3.3	2.7
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	2	0	2	0	0	1	1	5
% 3 Axle Vehicles	0	0.4	0	0.4	0	0	0	0	0	0.2	0	0.2	0	0	0.2	0.1	0.2
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	12	4	16	0	0	12	12	29
% 4+ Axle Trucks	0	0.2	0	0.2	0	0	0	0	0	1.3	1.9	1.4	0	0	1.9	1.7	1.2

Start Time	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	66	0	71	0	0	0	0	0	124	33	157	11	0	72	83	311
07:45 AM	3	93	0	96	0	0	0	0	0	139	27	166	20	0	113	133	395
08:00 AM	3	73	0	76	0	0	0	0	0	118	21	139	5	1	104	110	325
08:15 AM	1	54	0	55	0	0	0	0	0	97	30	127	6	0	88	94	276
Total Volume	12	286	0	298	0	0	0	0	0	478	111	589	42	1	377	420	1307
% App. Total	4	96	0		0	0	0		0	81.2	18.8		10	0.2	89.8		
PHF	.600	.769	.000	.776	.000	.000	.000	.000	.000	.860	.841	.887	.525	.250	.834	.789	.827

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 09_MRV_Mo Bea_60E AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	3	54	0	57	0	0	0	0	0	113	33	146	11	0	72	83
+15 mins.	5	66	0	71	0	0	0	0	0	113	26	139	20	0	113	133
+30 mins.	3	93	0	96	0	0	0	0	0	124	33	157	5	1	104	110
+45 mins.	3	73	0	76	0	0	0	0	0	139	27	166	6	0	88	94
Total Volume	14	286	0	300	0	0	0	0	0	489	119	608	42	1	377	420
% App. Total	4.7	95.3	0		0	0	0		0	80.4	19.6		10	0.2	89.8	
PHF	.700	.769	.000	.781	.000	.000	.000	.000	.000	.879	.902	.916	.525	.250	.834	.789

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 09_MRV_Mo Bea_60E AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

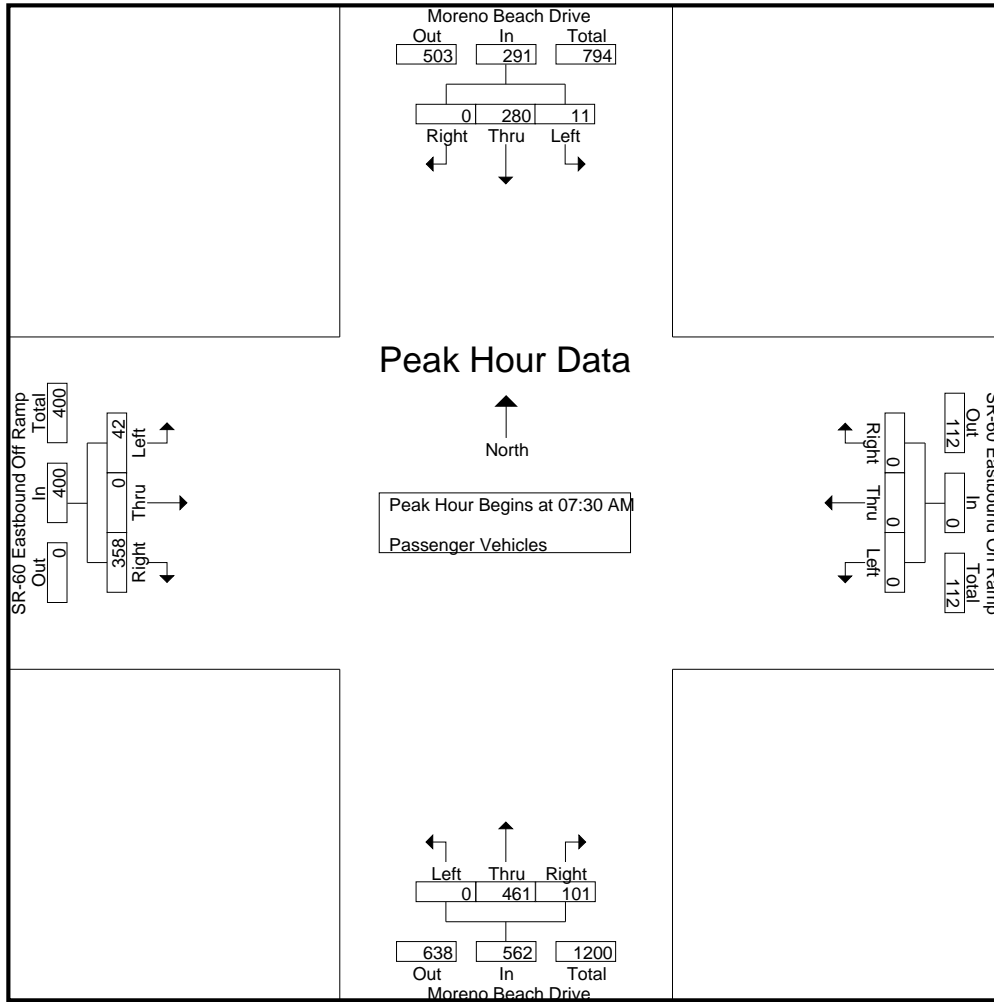
Groups Printed- Passenger Vehicles

Start Time	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	50	0	54	0	0	0	0	0	110	31	141	14	0	61	75	270
07:15 AM	3	53	0	56	0	0	0	0	0	108	25	133	3	0	57	60	249
07:30 AM	5	63	0	68	0	0	0	0	0	121	30	151	11	0	68	79	298
07:45 AM	2	92	0	94	0	0	0	0	0	135	25	160	20	0	109	129	383
Total	14	258	0	272	0	0	0	0	0	474	111	585	48	0	295	343	1200
08:00 AM	3	73	0	76	0	0	0	0	0	115	19	134	5	0	96	101	311
08:15 AM	1	52	0	53	0	0	0	0	0	90	27	117	6	0	85	91	261
08:30 AM	0	57	0	57	0	0	0	0	0	90	20	110	5	0	54	59	226
08:45 AM	0	48	0	48	0	0	0	0	0	110	18	128	11	2	79	92	268
Total	4	230	0	234	0	0	0	0	0	405	84	489	27	2	314	343	1066
Grand Total	18	488	0	506	0	0	0	0	0	879	195	1074	75	2	609	686	2266
Apprch %	3.6	96.4	0		0	0	0		0	81.8	18.2		10.9	0.3	88.8		
Total %	0.8	21.5	0	22.3	0	0	0	0	0	38.8	8.6	47.4	3.3	0.1	26.9	30.3	

Start Time	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	63	0	68	0	0	0	0	0	121	30	151	11	0	68	79	298
07:45 AM	2	92	0	94	0	0	0	0	0	135	25	160	20	0	109	129	383
08:00 AM	3	73	0	76	0	0	0	0	0	115	19	134	5	0	96	101	311
08:15 AM	1	52	0	53	0	0	0	0	0	90	27	117	6	0	85	91	261
Total Volume	11	280	0	291	0	0	0	0	0	461	101	562	42	0	358	400	1253
% App. Total	3.8	96.2	0		0	0	0		0	82	18		10.5	0	89.5		
PHF	.550	.761	.000	.774	.000	.000	.000	.000	.000	.854	.842	.878	.525	.000	.821	.775	.818

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 09_MRV_Mo Bea_60E AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	5	63	0	68	0	0	0	0	0	121	30	151	11	0	68	79
+15 mins.	2	92	0	94	0	0	0	0	0	135	25	160	20	0	109	129
+30 mins.	3	73	0	76	0	0	0	0	0	115	19	134	5	0	96	101
+45 mins.	1	52	0	53	0	0	0	0	0	90	27	117	6	0	85	91
Total Volume	11	280	0	291	0	0	0	0	0	461	101	562	42	0	358	400
% App. Total	3.8	96.2	0		0	0	0		0	82	18		10.5	0	89.5	
PHF	.550	.761	.000	.774	.000	.000	.000	.000	.000	.854	.842	.878	.525	.000	.821	.775

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 09_MRV_Mo Bea_60E AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

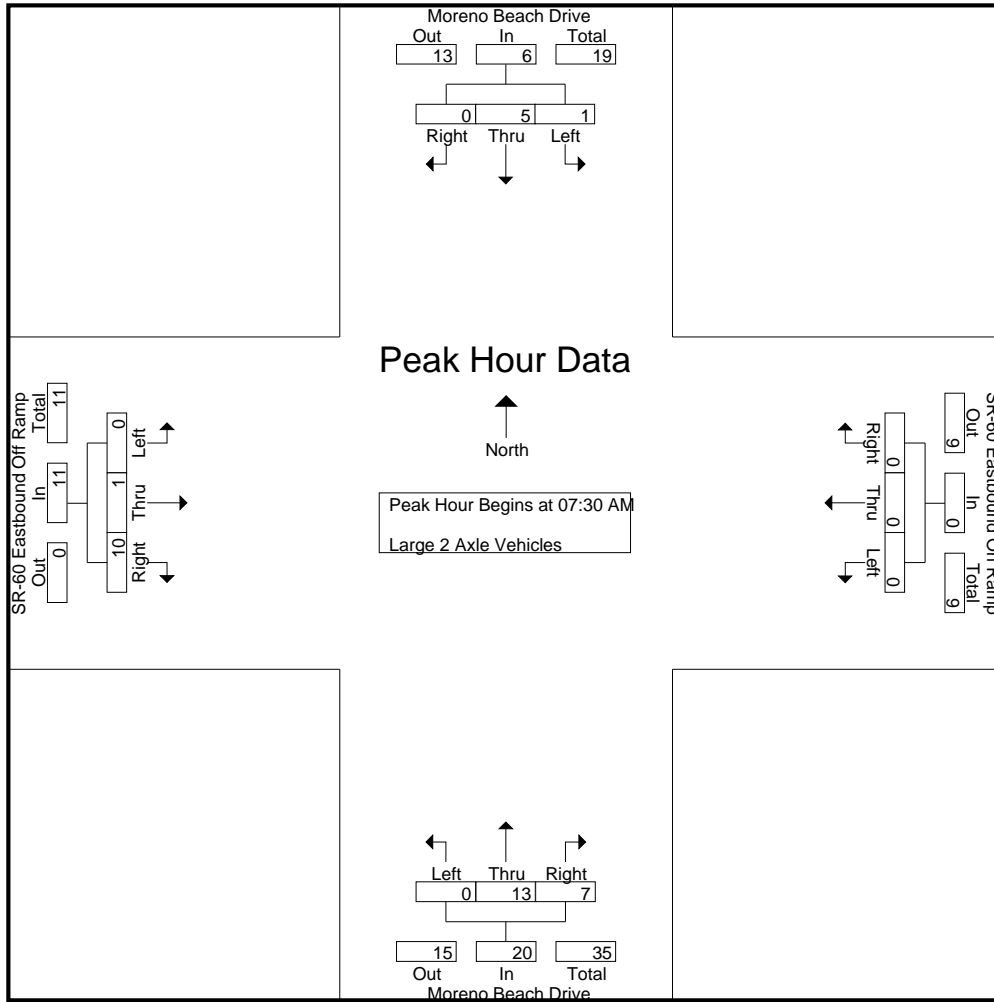
Groups Printed- Large 2 Axle Vehicles

Start Time	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	0	0	2	2	1	0	4	5	8
07:15 AM	0	0	0	0	0	0	0	0	0	5	1	6	0	0	3	3	9
07:30 AM	0	3	0	3	0	0	0	0	0	2	1	3	0	0	2	2	8
07:45 AM	1	1	0	2	0	0	0	0	0	2	2	4	0	0	3	3	9
Total	1	5	0	6	0	0	0	0	0	9	6	15	1	0	12	13	34
08:00 AM	0	0	0	0	0	0	0	0	0	3	1	4	0	1	4	5	9
08:15 AM	0	1	0	1	0	0	0	0	0	6	3	9	0	0	1	1	11
08:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	1	1	4
08:45 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	1	3	4	6
Total	0	2	0	2	0	0	0	0	0	12	5	17	0	2	9	11	30
Grand Total	1	7	0	8	0	0	0	0	0	21	11	32	1	2	21	24	64
Apprch %	12.5	87.5	0		0	0	0		0	65.6	34.4		4.2	8.3	87.5		
Total %	1.6	10.9	0	12.5	0	0	0	0	0	32.8	17.2	50	1.6	3.1	32.8	37.5	

Start Time	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	3	0	3	0	0	0	0	0	2	1	3	0	0	2	2	8
07:45 AM	1	1	0	2	0	0	0	0	0	2	2	4	0	0	3	3	9
08:00 AM	0	0	0	0	0	0	0	0	0	3	1	4	0	1	4	5	9
08:15 AM	0	1	0	1	0	0	0	0	0	6	3	9	0	0	1	1	11
Total Volume	1	5	0	6	0	0	0	0	0	13	7	20	0	1	10	11	37
% App. Total	16.7	83.3	0		0	0	0		0	65	35		0	9.1	90.9		
PHF	.250	.417	.000	.500	.000	.000	.000	.000	.000	.542	.583	.556	.000	.250	.625	.550	.841

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 09_MRV_Mo Bea_60E AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	3	0	3	0	0	0	0	0	2	1	3	0	0	2	2
+15 mins.	1	1	0	2	0	0	0	0	0	2	2	4	0	0	3	3
+30 mins.	0	0	0	0	0	0	0	0	0	3	1	4	0	1	4	5
+45 mins.	0	1	0	1	0	0	0	0	0	6	3	9	0	0	1	1
Total Volume	1	5	0	6	0	0	0	0	0	13	7	20	0	1	10	11
% App. Total	16.7	83.3	0		0	0	0		0	65	35		0	9.1	90.9	
PHF	.250	.417	.000	.500	.000	.000	.000	.000	.000	.542	.583	.556	.000	.250	.625	.550

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 09_MRV_Mo Bea_60E AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

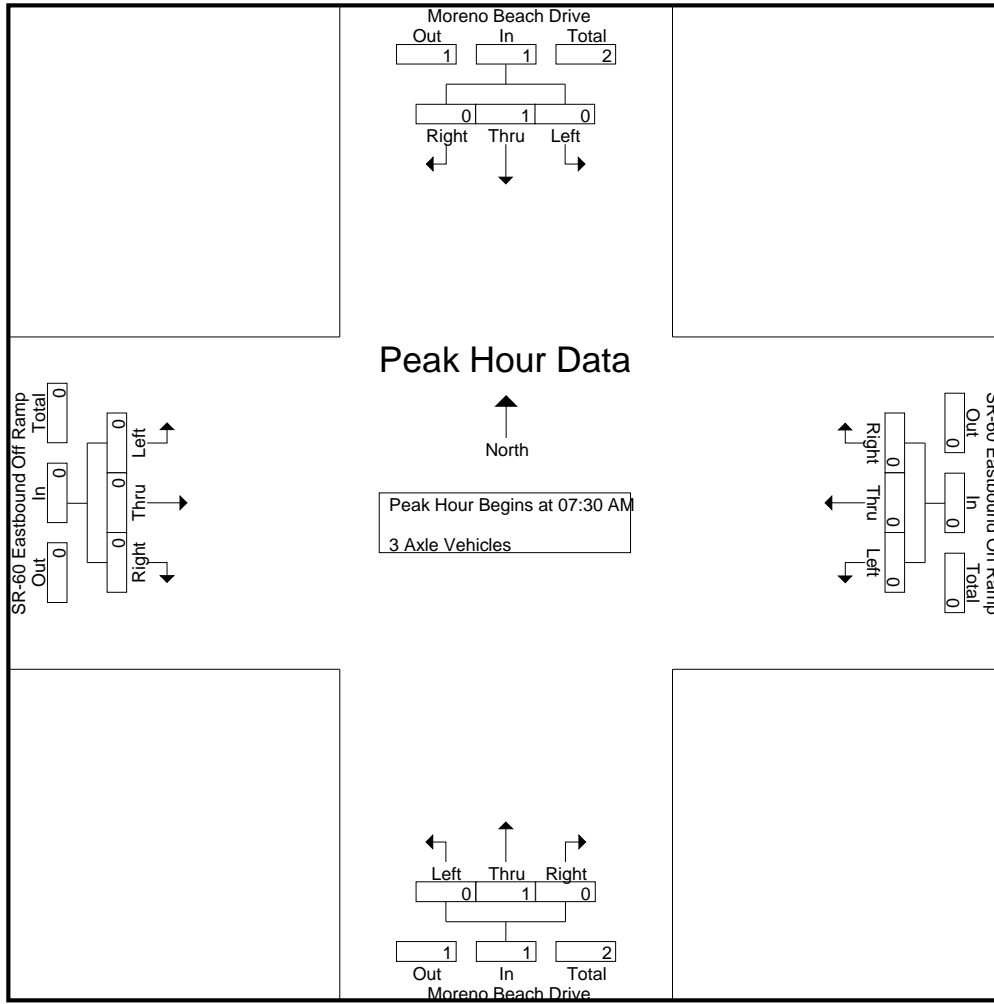
Groups Printed- 3 Axle Vehicles

Start Time	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
Grand Total	0	2	0	2	0	0	0	0	0	2	0	2	0	0	1	1	5
Apprch %	0	100	0		0	0	0		0	100	0		0	0	100		
Total %	0	40	0	40	0	0	0	0	0	40	0	40	0	0	20	20	

Start Time	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 09_MRV_Mo Bea_60E AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 09_MRV_Mo Bea_60E AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

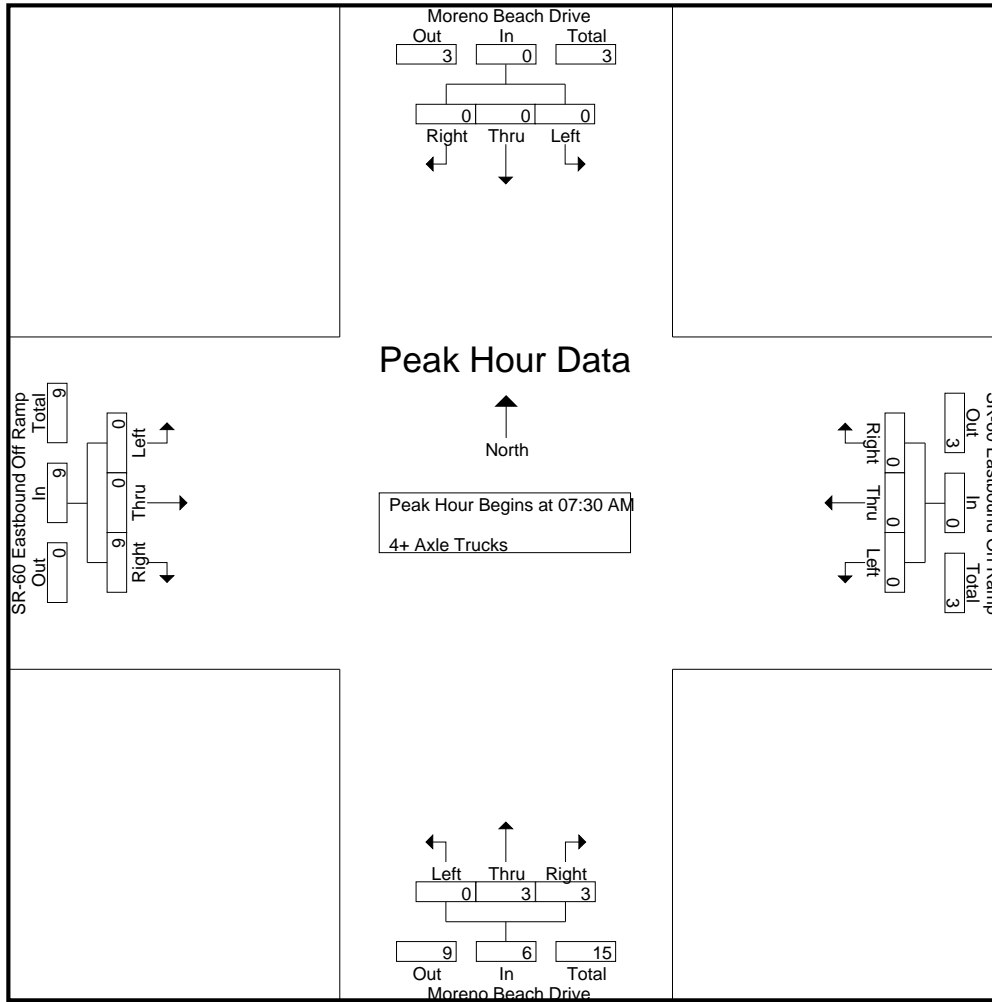
Groups Printed- 4+ Axle Trucks

Start Time	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	1	1	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	2	2	4
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	3
Total	0	1	0	1	0	0	0	0	0	5	2	7	0	0	6	6	14
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	4	4	5
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2	3
08:30 AM	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	7	2	9	0	0	6	6	15
Grand Total	0	1	0	1	0	0	0	0	0	12	4	16	0	0	12	12	29
Apprch %	0	100	0		0	0	0		0	75	25		0	0	100		
Total %	0	3.4	0	3.4	0	0	0	0	0	41.4	13.8	55.2	0	0	41.4	41.4	

Start Time	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	2	2	4
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	4	4	5
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2	3
Total Volume	0	0	0	0	0	0	0	0	0	3	3	6	0	0	9	9	15
% App. Total	0	0	0		0	0	0		0	50	50		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.375	.750	.000	.000	.563	.563	.750

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 09_MRV_Mo Bea_60E AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	2	2	0	0	2	2
+15 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	4	4
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	3	3	6	0	0	9	9
% App. Total	0	0	0	0	0	0	0	0	0	50	50	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.375	.750	.000	.000	.563	.563

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 09_MRV_Mo Bea_60E PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

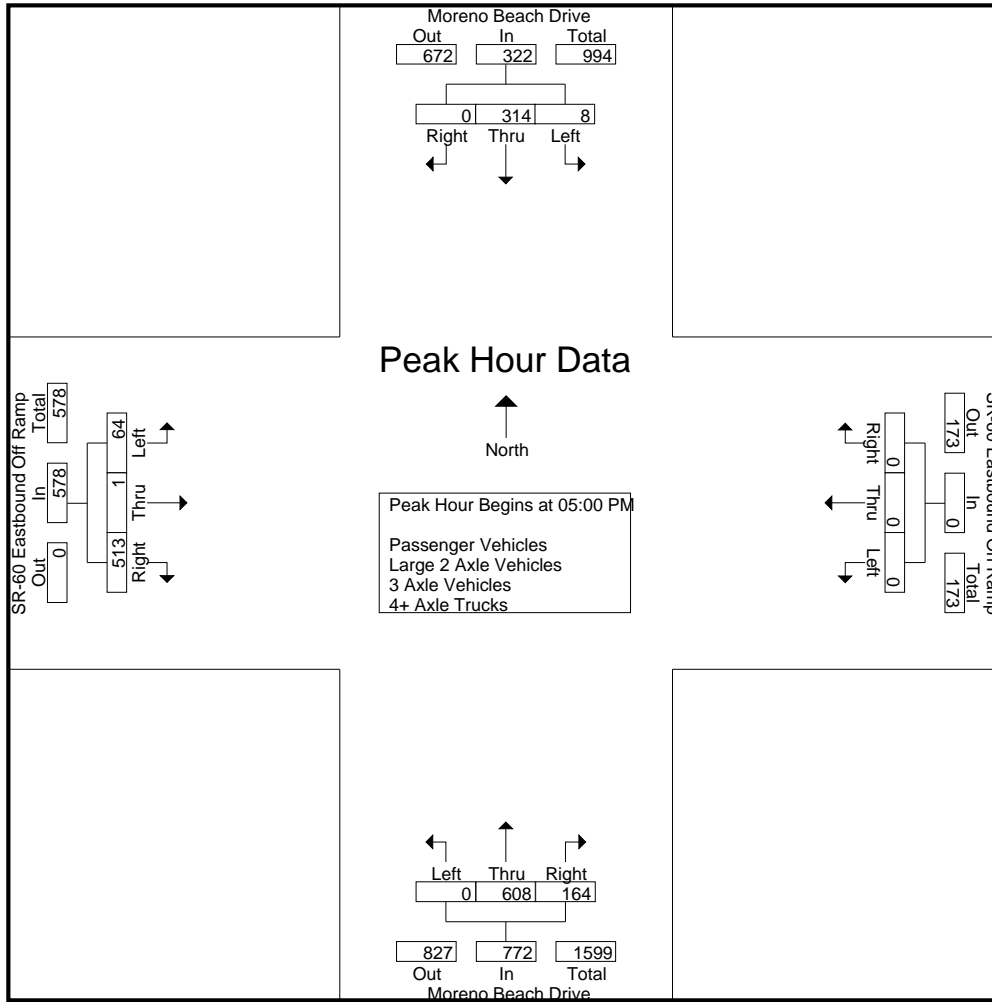
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	62	0	63	0	0	0	0	0	128	39	167	22	0	93	115	345
04:15 PM	0	78	0	78	0	0	0	0	0	104	21	125	20	2	129	151	354
04:30 PM	1	75	0	76	0	0	0	0	0	134	43	177	13	0	113	126	379
04:45 PM	1	74	0	75	0	0	0	0	0	106	32	138	17	0	121	138	351
Total	3	289	0	292	0	0	0	0	0	472	135	607	72	2	456	530	1429
05:00 PM	2	93	0	95	0	0	0	0	0	145	38	183	16	0	121	137	415
05:15 PM	2	67	0	69	0	0	0	0	0	154	51	205	15	0	131	146	420
05:30 PM	1	76	0	77	0	0	0	0	0	169	40	209	9	0	132	141	427
05:45 PM	3	78	0	81	0	0	0	0	0	140	35	175	24	1	129	154	410
Total	8	314	0	322	0	0	0	0	0	608	164	772	64	1	513	578	1672
Grand Total	11	603	0	614	0	0	0	0	0	1080	299	1379	136	3	969	1108	3101
Apprch %	1.8	98.2	0		0	0	0		0	78.3	21.7		12.3	0.3	87.5		
Total %	0.4	19.4	0	19.8	0	0	0	0	0	34.8	9.6	44.5	4.4	0.1	31.2	35.7	
Passenger Vehicles	11	591	0	602	0	0	0	0	0	1055	291	1346	134	1	953	1088	3036
% Passenger Vehicles	100	98	0	98	0	0	0	0	0	97.7	97.3	97.6	98.5	33.3	98.3	98.2	97.9
Large 2 Axle Vehicles	0	7	0	7	0	0	0	0	0	14	7	21	2	2	9	13	41
% Large 2 Axle Vehicles	0	1.2	0	1.1	0	0	0	0	0	1.3	2.3	1.5	1.5	66.7	0.9	1.2	1.3
3 Axle Vehicles	0	3	0	3	0	0	0	0	0	4	0	4	0	0	2	2	9
% 3 Axle Vehicles	0	0.5	0	0.5	0	0	0	0	0	0.4	0	0.3	0	0	0.2	0.2	0.3
4+ Axle Trucks	0	2	0	2	0	0	0	0	0	7	1	8	0	0	5	5	15
% 4+ Axle Trucks	0	0.3	0	0.3	0	0	0	0	0	0.6	0.3	0.6	0	0	0.5	0.5	0.5

Start Time	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	2	93	0	95	0	0	0	0	0	145	38	183	16	0	121	137	415
05:15 PM	2	67	0	69	0	0	0	0	0	154	51	205	15	0	131	146	420
05:30 PM	1	76	0	77	0	0	0	0	0	169	40	209	9	0	132	141	427
05:45 PM	3	78	0	81	0	0	0	0	0	140	35	175	24	1	129	154	410
Total Volume	8	314	0	322	0	0	0	0	0	608	164	772	64	1	513	578	1672
% App. Total	2.5	97.5	0		0	0	0		0	78.8	21.2		11.1	0.2	88.8		
PHF	.667	.844	.000	.847	.000	.000	.000	.000	.000	.899	.804	.923	.667	.250	.972	.938	.979

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 09_MRV_Mo Bea_60E PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:15 PM				04:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	78	0	78	0	0	0	0	0	145	38	183	16	0	121	137
+15 mins.	1	75	0	76	0	0	0	0	0	154	51	205	15	0	131	146
+30 mins.	1	74	0	75	0	0	0	0	0	169	40	209	9	0	132	141
+45 mins.	2	93	0	95	0	0	0	0	0	140	35	175	24	1	129	154
Total Volume	4	320	0	324	0	0	0	0	0	608	164	772	64	1	513	578
% App. Total	1.2	98.8	0		0	0	0		0	78.8	21.2		11.1	0.2	88.8	
PHF	.500	.860	.000	.853	.000	.000	.000	.000	.000	.899	.804	.923	.667	.250	.972	.938

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 09_MR_V_Mo Bea_60E PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

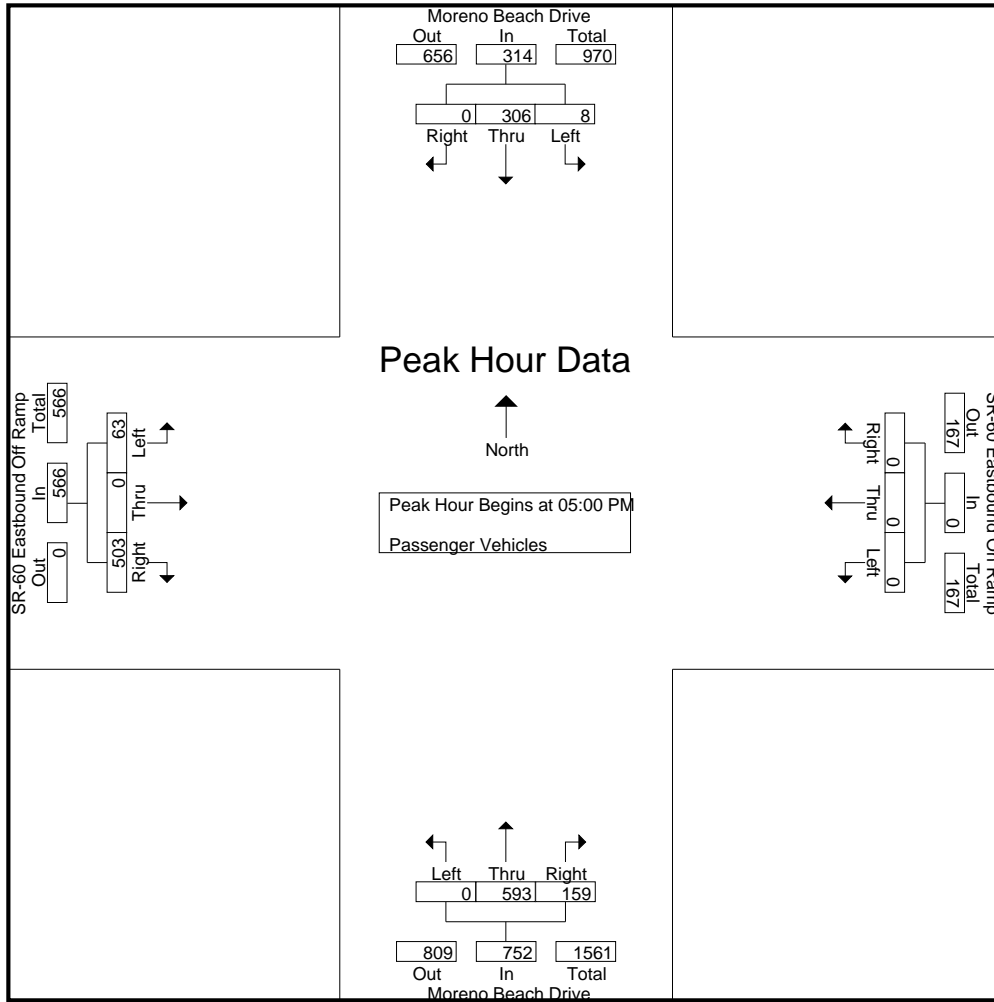
Groups Printed- Passenger Vehicles

Start Time	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	62	0	63	0	0	0	0	0	125	38	163	22	0	93	115	341
04:15 PM	0	77	0	77	0	0	0	0	0	104	19	123	19	1	126	146	346
04:30 PM	1	73	0	74	0	0	0	0	0	133	43	176	13	0	112	125	375
04:45 PM	1	73	0	74	0	0	0	0	0	100	32	132	17	0	119	136	342
Total	3	285	0	288	0	0	0	0	0	462	132	594	71	1	450	522	1404
05:00 PM	2	89	0	91	0	0	0	0	0	138	38	176	16	0	118	134	401
05:15 PM	2	66	0	68	0	0	0	0	0	151	48	199	14	0	128	142	409
05:30 PM	1	75	0	76	0	0	0	0	0	167	39	206	9	0	129	138	420
05:45 PM	3	76	0	79	0	0	0	0	0	137	34	171	24	0	128	152	402
Total	8	306	0	314	0	0	0	0	0	593	159	752	63	0	503	566	1632
Grand Total	11	591	0	602	0	0	0	0	0	1055	291	1346	134	1	953	1088	3036
Apprch %	1.8	98.2	0		0	0	0		0	78.4	21.6		12.3	0.1	87.6		
Total %	0.4	19.5	0	19.8	0	0	0	0	0	34.7	9.6	44.3	4.4	0	31.4	35.8	

Start Time	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	2	89	0	91	0	0	0	0	0	138	38	176	16	0	118	134	401
05:15 PM	2	66	0	68	0	0	0	0	0	151	48	199	14	0	128	142	409
05:30 PM	1	75	0	76	0	0	0	0	0	167	39	206	9	0	129	138	420
05:45 PM	3	76	0	79	0	0	0	0	0	137	34	171	24	0	128	152	402
Total Volume	8	306	0	314	0	0	0	0	0	593	159	752	63	0	503	566	1632
% App. Total	2.5	97.5	0		0	0	0		0	78.9	21.1		11.1	0	88.9		
PHF	.667	.860	.000	.863	.000	.000	.000	.000	.000	.888	.828	.913	.656	.000	.975	.931	.971

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 09_MRV_Mo Bea_60E PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	2	89	0	91	0	0	0	0	0	138	38	176	16	0	118	134
+15 mins.	2	66	0	68	0	0	0	0	0	151	48	199	14	0	128	142
+30 mins.	1	75	0	76	0	0	0	0	0	167	39	206	9	0	129	138
+45 mins.	3	76	0	79	0	0	0	0	0	137	34	171	24	0	128	152
Total Volume	8	306	0	314	0	0	0	0	0	593	159	752	63	0	503	566
% App. Total	2.5	97.5	0		0	0	0		0	78.9	21.1		11.1	0	88.9	
PHF	.667	.860	.000	.863	.000	.000	.000	.000	.000	.888	.828	.913	.656	.000	.975	.931

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 09_MRV_Mo Bea_60E PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

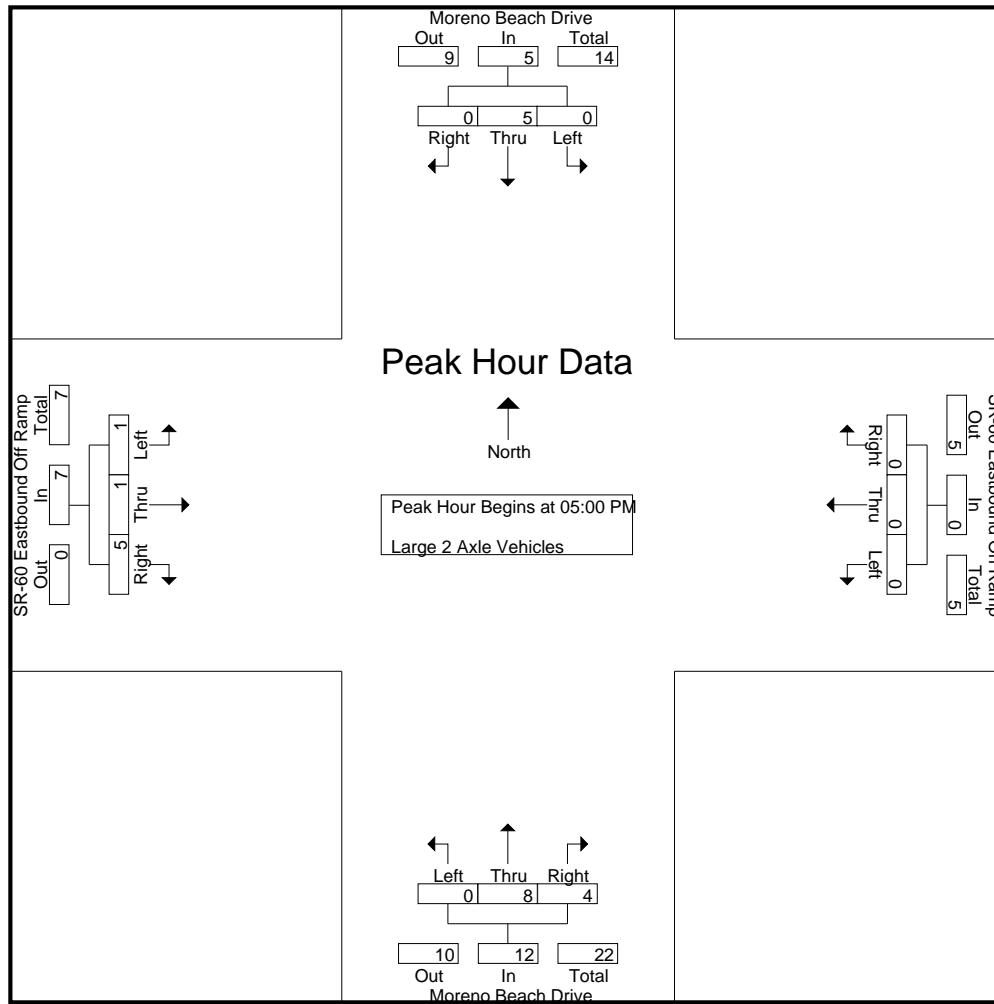
Groups Printed- Large 2 Axle Vehicles

Start Time	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3
04:15 PM	0	1	0	1	0	0	0	0	0	0	2	2	1	1	3	5	8
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	2	0	2	0	0	0	0	0	6	3	9	1	1	4	6	17
05:00 PM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	2	2	9
05:15 PM	0	0	0	0	0	0	0	0	0	1	2	3	1	0	2	3	6
05:30 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	1	1	3
05:45 PM	0	2	0	2	0	0	0	0	0	2	1	3	0	1	0	1	6
Total	0	5	0	5	0	0	0	0	0	8	4	12	1	1	5	7	24
Grand Total	0	7	0	7	0	0	0	0	0	14	7	21	2	2	9	13	41
Apprch %	0	100	0		0	0	0		0	66.7	33.3		15.4	15.4	69.2		
Total %	0	17.1	0	17.1	0	0	0	0	0	34.1	17.1	51.2	4.9	4.9	22	31.7	

Start Time	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	2	2	9
05:15 PM	0	0	0	0	0	0	0	0	0	1	2	3	1	0	2	3	6
05:30 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	1	1	3
05:45 PM	0	2	0	2	0	0	0	0	0	2	1	3	0	1	0	1	6
Total Volume	0	5	0	5	0	0	0	0	0	8	4	12	1	1	5	7	24
% App. Total	0	100	0		0	0	0		0	66.7	33.3		14.3	14.3	71.4		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.400	.500	.600	.250	.250	.625	.583	.667

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 09_MRV_Mo Bea_60E PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM								
+0 mins.	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	2	2
+15 mins.	0	0	0	0	0	0	0	0	0	1	2	3	1	0	2	3	
+30 mins.	0	1	0	1	0	0	0	0	0	0	1	1	0	0	1	1	
+45 mins.	0	2	0	2	0	0	0	0	0	2	1	3	0	1	0	1	
Total Volume	0	5	0	5	0	0	0	0	0	8	4	12	1	1	5	7	
% App. Total	0	100	0		0	0	0		0	66.7	33.3		14.3	14.3	71.4		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.400	.500	.600	.250	.250	.625	.583	

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 09_MRV_Mo Bea_60E PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

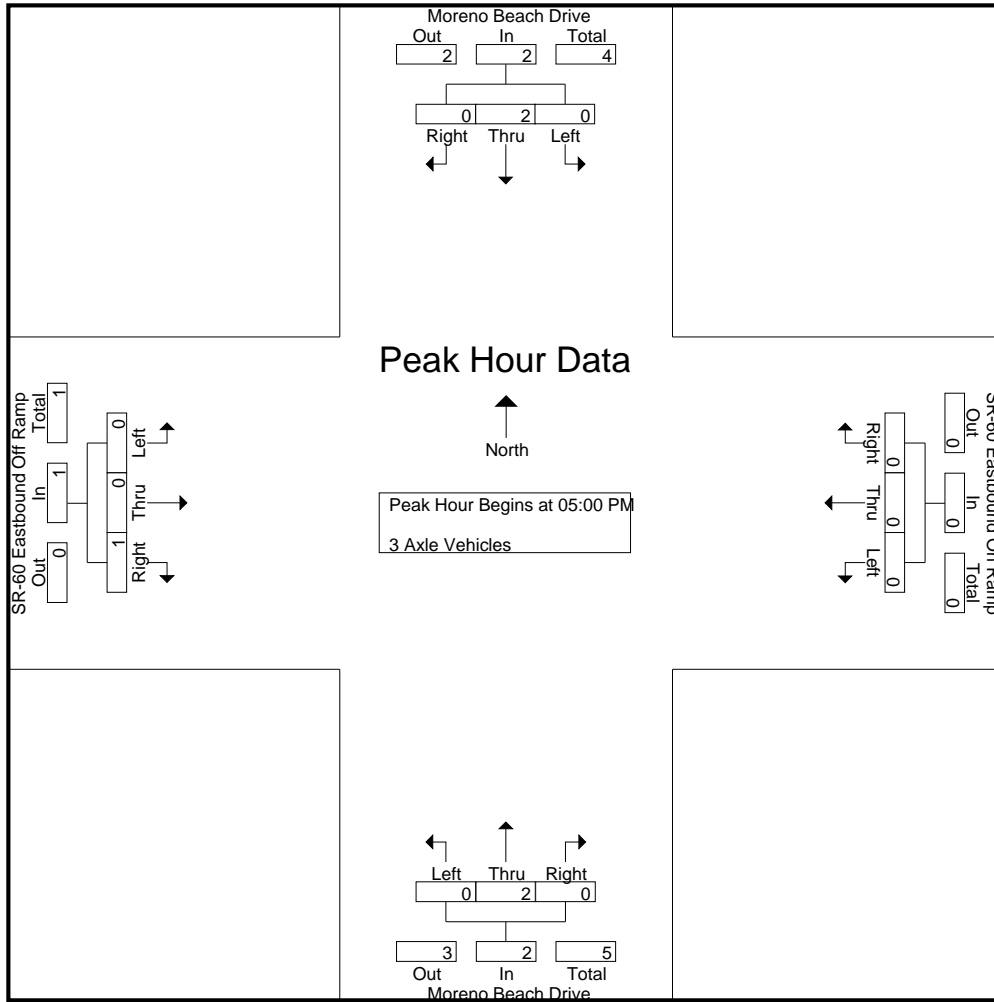
Groups Printed- 3 Axle Vehicles

Start Time	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	3
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	1	1	4
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	2	0	2	0	0	1	1	5
Grand Total	0	3	0	3	0	0	0	0	0	4	0	4	0	0	2	2	9
Apprch %	0	100	0		0	0	0		0	100	0		0	0	100		
Total %	0	33.3	0	33.3	0	0	0	0	0	44.4	0	44.4	0	0	22.2	22.2	

Start Time	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	0	0	1	1	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.625

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 09_MRV_Mo Bea_60E PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	0	0	1	1
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	100	0
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250

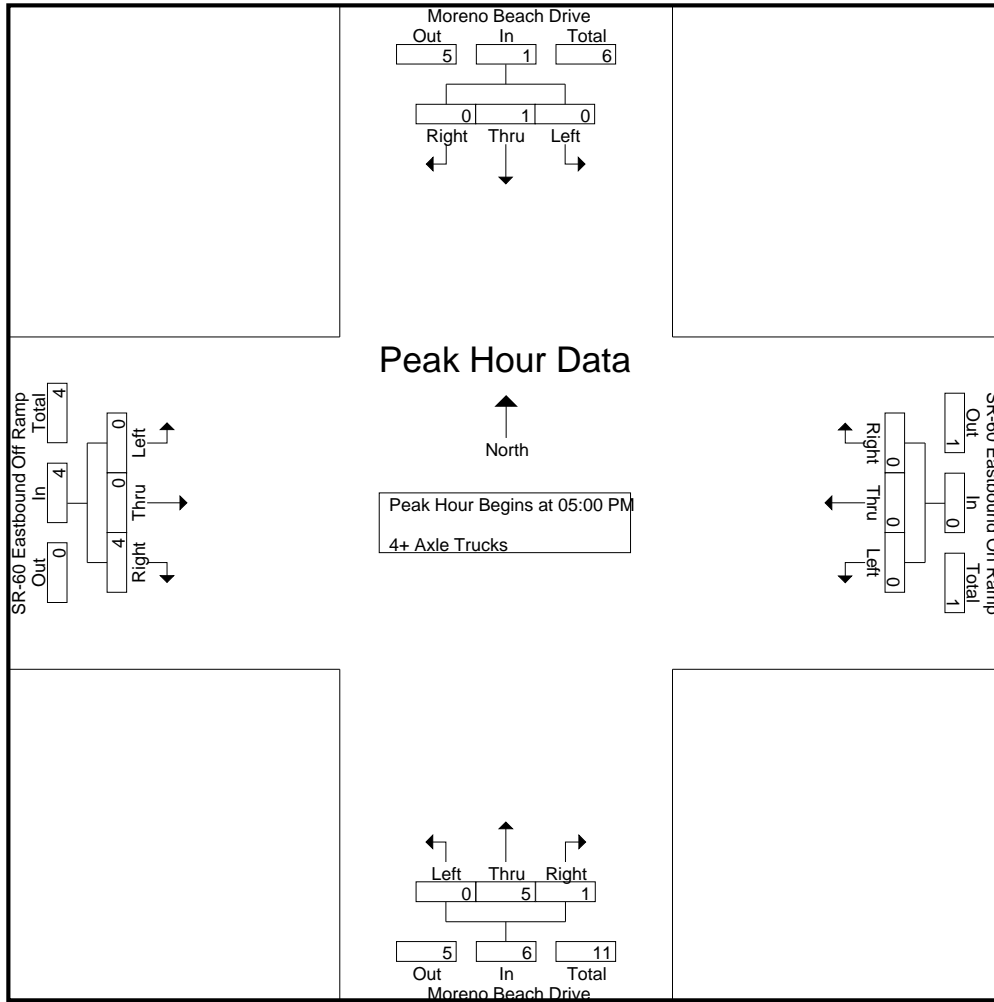
City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 09_MRV_Mo Bea_60E PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	1	1	4
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	1	1	4
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
Total	0	1	0	1	0	0	0	0	0	5	1	6	0	0	4	4	11
Grand Total	0	2	0	2	0	0	0	0	0	7	1	8	0	0	5	5	15
Apprch %	0	100	0		0	0	0		0	87.5	12.5		0	0	100		
Total %	0	13.3	0	13.3	0	0	0	0	0	46.7	6.7	53.3	0	0	33.3	33.3	

Start Time	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	1	1	4
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
Total Volume	0	1	0	1	0	0	0	0	0	5	1	6	0	0	4	4	11
% App. Total	0	100	0		0	0	0		0	83.3	16.7		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.625	.250	.500	.000	.000	1.00	1.00	.688



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0	2	1	3	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1
Total Volume	0	1	0	1	0	0	0	0	0	5	1	6	0	0	4	4
% App. Total	0	100	0	0	0	0	0	0	0	83.3	16.7	0	0	0	100	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.625	.250	.500	.000	.000	1.000	1.000

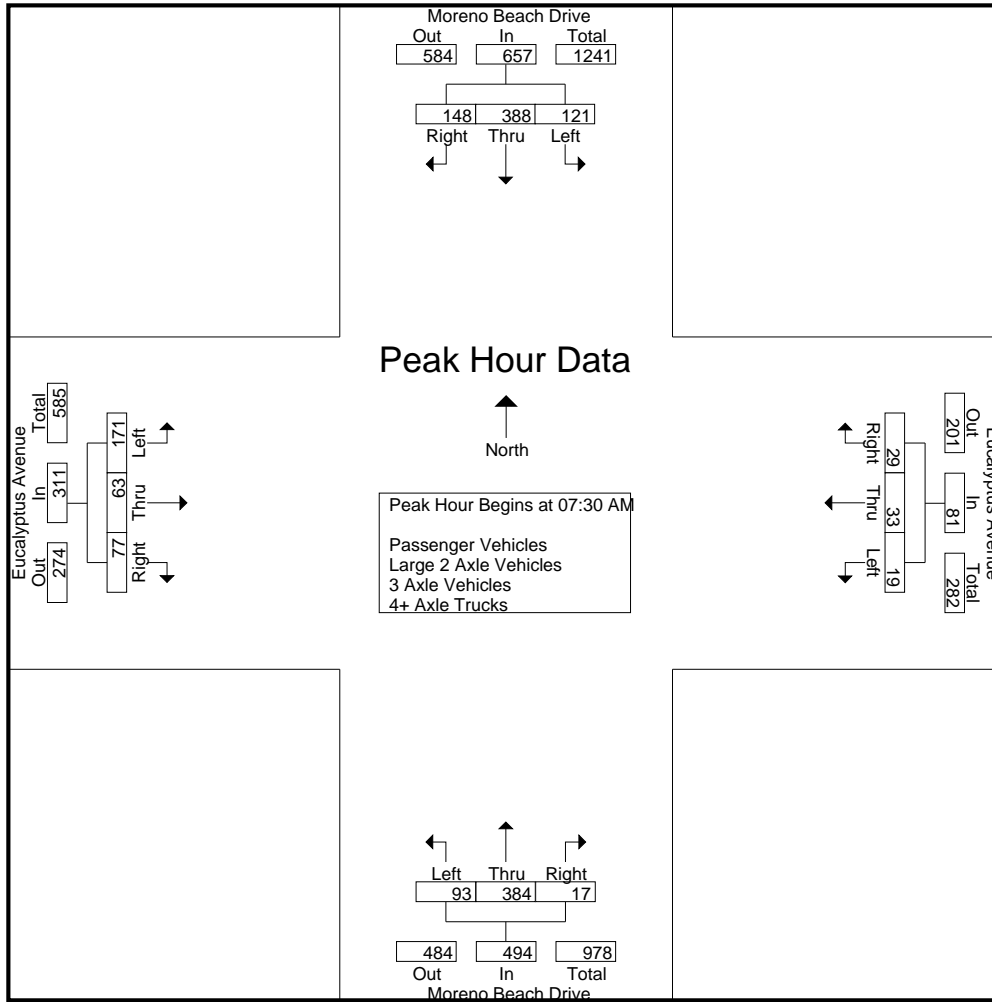
City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 10_MRV_Mo Bea_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	24	70	24	118	3	9	5	17	10	100	1	111	39	5	5	49	295
07:15 AM	11	73	27	111	5	4	4	13	17	105	4	126	43	11	10	64	314
07:30 AM	22	86	28	136	4	8	3	15	16	100	3	119	44	8	11	63	333
07:45 AM	35	115	54	204	2	8	9	19	31	126	5	162	39	20	22	81	466
Total	92	344	133	569	14	29	21	64	74	431	13	518	165	44	48	257	1408
08:00 AM	31	109	32	172	6	8	4	18	27	83	3	113	46	24	26	96	399
08:15 AM	33	78	34	145	7	9	13	29	19	75	6	100	42	11	18	71	345
08:30 AM	17	71	25	113	4	5	13	22	16	64	4	84	43	9	13	65	284
08:45 AM	19	72	37	128	6	5	14	25	25	66	4	95	51	9	19	79	327
Total	100	330	128	558	23	27	44	94	87	288	17	392	182	53	76	311	1355
Grand Total	192	674	261	1127	37	56	65	158	161	719	30	910	347	97	124	568	2763
Apprch %	17	59.8	23.2		23.4	35.4	41.1		17.7	79	3.3		61.1	17.1	21.8		
Total %	6.9	24.4	9.4	40.8	1.3	2	2.4	5.7	5.8	26	1.1	32.9	12.6	3.5	4.5	20.6	
Passenger Vehicles	179	652	252	1083	36	55	52	143	156	696	30	882	329	94	118	541	2649
% Passenger Vehicles	93.2	96.7	96.6	96.1	97.3	98.2	80	90.5	96.9	96.8	100	96.9	94.8	96.9	95.2	95.2	95.9
Large 2 Axle Vehicles	4	18	6	28	1	1	4	6	4	18	0	22	12	2	5	19	75
% Large 2 Axle Vehicles	2.1	2.7	2.3	2.5	2.7	1.8	6.2	3.8	2.5	2.5	0	2.4	3.5	2.1	4	3.3	2.7
3 Axle Vehicles	0	2	1	3	0	0	1	1	1	0	0	1	2	1	0	3	8
% 3 Axle Vehicles	0	0.3	0.4	0.3	0	0	1.5	0.6	0.6	0	0	0.1	0.6	1	0	0.5	0.3
4+ Axle Trucks	9	2	2	13	0	0	8	8	0	5	0	5	4	0	1	5	31
% 4+ Axle Trucks	4.7	0.3	0.8	1.2	0	0	12.3	5.1	0	0.7	0	0.5	1.2	0	0.8	0.9	1.1

Start Time	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	22	86	28	136	4	8	3	15	16	100	3	119	44	8	11	63	333
07:45 AM	35	115	54	204	2	8	9	19	31	126	5	162	39	20	22	81	466
08:00 AM	31	109	32	172	6	8	4	18	27	83	3	113	46	24	26	96	399
08:15 AM	33	78	34	145	7	9	13	29	19	75	6	100	42	11	18	71	345
Total Volume	121	388	148	657	19	33	29	81	93	384	17	494	171	63	77	311	1543
% App. Total	18.4	59.1	22.5		23.5	40.7	35.8		18.8	77.7	3.4		55	20.3	24.8		
PHF	.864	.843	.685	.805	.679	.917	.558	.698	.750	.762	.708	.762	.929	.656	.740	.810	.828



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

	07:30 AM				08:00 AM				07:15 AM				07:45 AM			
+0 mins.	22	86	28	136	6	8	4	18	17	105	4	126	39	20	22	81
+15 mins.	35	115	54	204	7	9	13	29	16	100	3	119	46	24	26	96
+30 mins.	31	109	32	172	4	5	13	22	31	126	5	162	42	11	18	71
+45 mins.	33	78	34	145	6	5	14	25	27	83	3	113	43	9	13	65
Total Volume	121	388	148	657	23	27	44	94	91	414	15	520	170	64	79	313
% App. Total	18.4	59.1	22.5		24.5	28.7	46.8		17.5	79.6	2.9		54.3	20.4	25.2	
PHF	.864	.843	.685	.805	.821	.750	.786	.810	.734	.821	.750	.802	.924	.667	.760	.815

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 10_MRV_Mo Bea_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

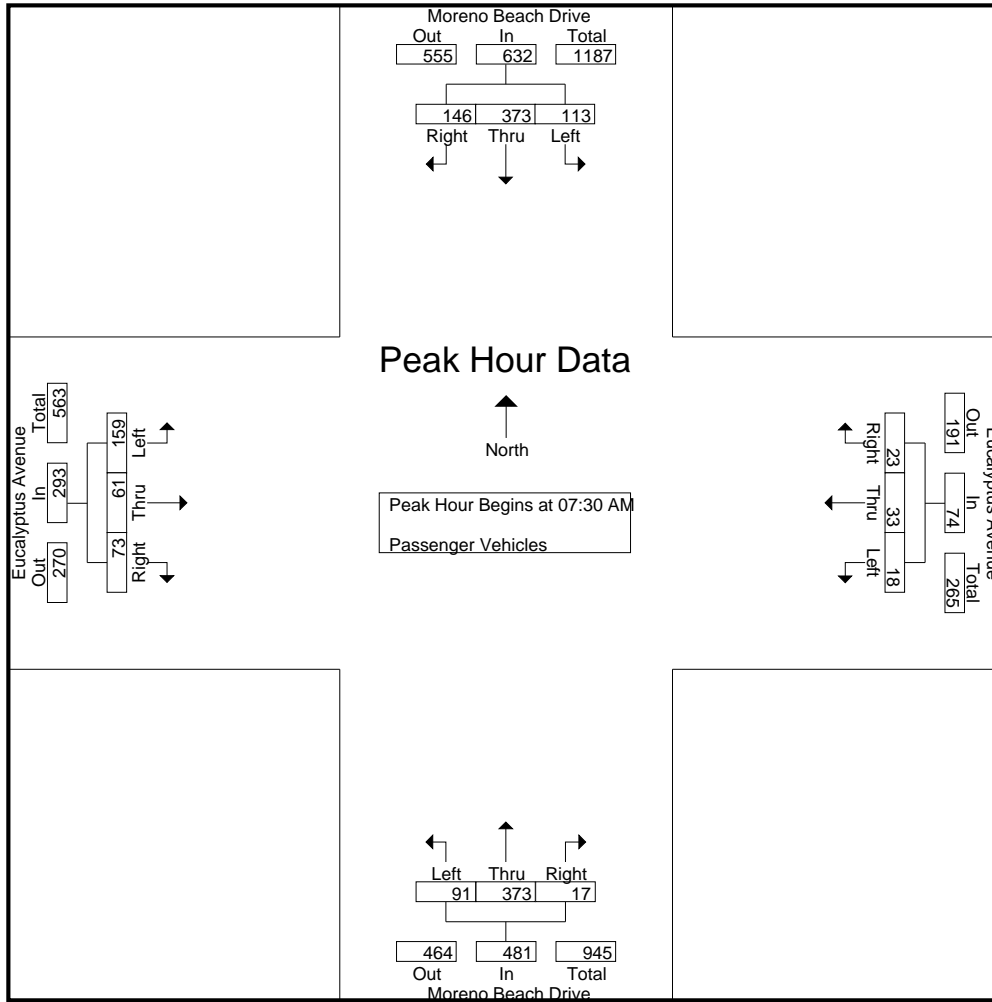
Groups Printed- Passenger Vehicles

Start Time	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	22	68	22	112	3	8	3	14	8	100	1	109	36	5	5	46	281
07:15 AM	10	71	23	104	5	4	3	12	17	99	4	120	43	11	9	63	299
07:30 AM	20	82	27	129	3	8	3	14	16	98	3	117	39	8	10	57	317
07:45 AM	33	113	54	200	2	8	7	17	29	123	5	157	38	19	21	78	452
Total	85	334	126	545	13	28	16	57	70	420	13	503	156	43	45	244	1349
08:00 AM	28	103	32	163	6	8	3	17	27	82	3	112	43	23	26	92	384
08:15 AM	32	75	33	140	7	9	10	26	19	70	6	95	39	11	16	66	327
08:30 AM	17	70	24	111	4	5	11	20	16	59	4	79	42	9	12	63	273
08:45 AM	17	70	37	124	6	5	12	23	24	65	4	93	49	8	19	76	316
Total	94	318	126	538	23	27	36	86	86	276	17	379	173	51	73	297	1300
Grand Total	179	652	252	1083	36	55	52	143	156	696	30	882	329	94	118	541	2649
Apprch %	16.5	60.2	23.3		25.2	38.5	36.4		17.7	78.9	3.4		60.8	17.4	21.8		
Total %	6.8	24.6	9.5	40.9	1.4	2.1	2	5.4	5.9	26.3	1.1	33.3	12.4	3.5	4.5	20.4	

Start Time	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	20	82	27	129	3	8	3	14	16	98	3	117	39	8	10	57	317
07:45 AM	33	113	54	200	2	8	7	17	29	123	5	157	38	19	21	78	452
08:00 AM	28	103	32	163	6	8	3	17	27	82	3	112	43	23	26	92	384
08:15 AM	32	75	33	140	7	9	10	26	19	70	6	95	39	11	16	66	327
Total Volume	113	373	146	632	18	33	23	74	91	373	17	481	159	61	73	293	1480
% App. Total	17.9	59	23.1		24.3	44.6	31.1		18.9	77.5	3.5		54.3	20.8	24.9		
PHF	.856	.825	.676	.790	.643	.917	.575	.712	.784	.758	.708	.766	.924	.663	.702	.796	.819

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 10_MRV_Mo Bea_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	20	82	27	129	3	8	3	14	16	98	3	117	39	8	10	57
+15 mins.	33	113	54	200	2	8	7	17	29	123	5	157	38	19	21	78
+30 mins.	28	103	32	163	6	8	3	17	27	82	3	112	43	23	26	92
+45 mins.	32	75	33	140	7	9	10	26	19	70	6	95	39	11	16	66
Total Volume	113	373	146	632	18	33	23	74	91	373	17	481	159	61	73	293
% App. Total	17.9	59	23.1		24.3	44.6	31.1		18.9	77.5	3.5		54.3	20.8	24.9	
PHF	.856	.825	.676	.790	.643	.917	.575	.712	.784	.758	.708	.766	.924	.663	.702	.796

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 10_MRV_Mo Bea_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

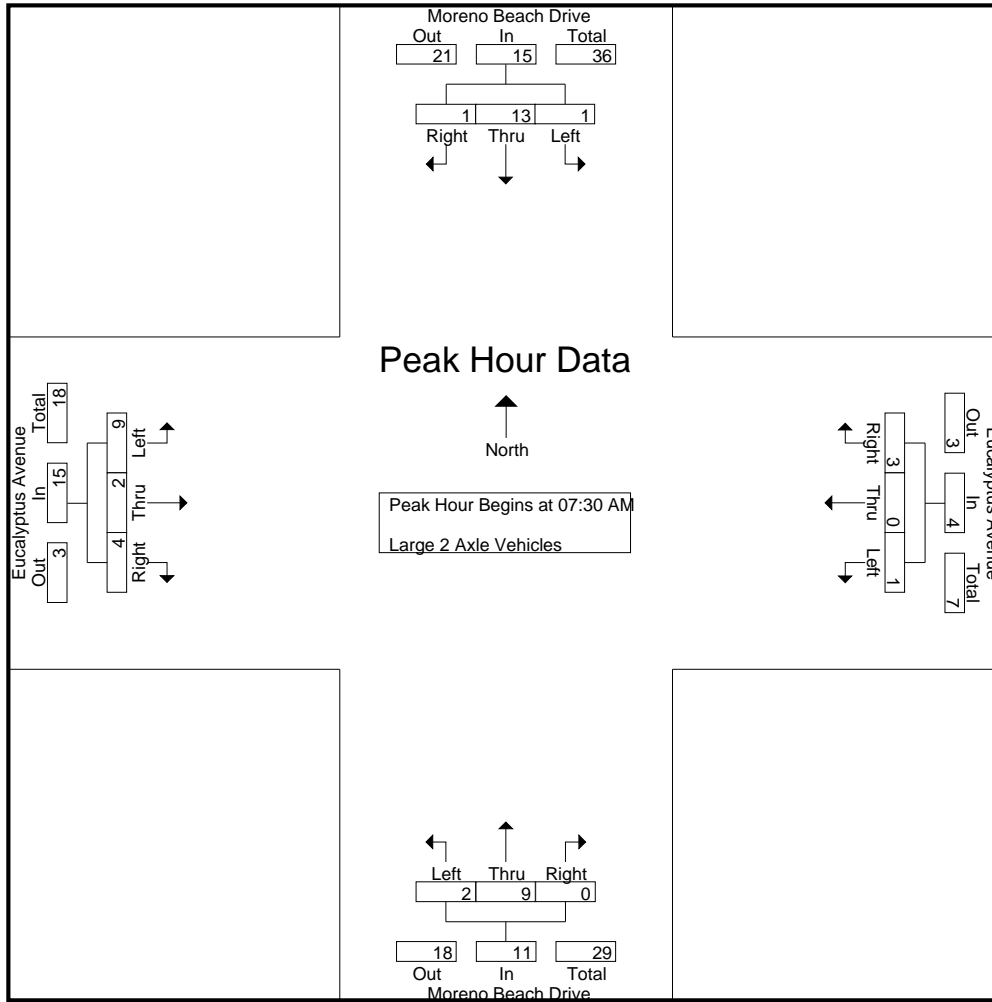
Groups Printed- Large 2 Axle Vehicles

Start Time	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	2	1	4	0	1	0	1	1	0	0	1	2	0	0	2	8
07:15 AM	0	1	3	4	0	0	1	1	0	5	0	5	0	0	1	1	11
07:30 AM	0	4	1	5	1	0	0	1	0	1	0	1	3	0	1	4	11
07:45 AM	1	2	0	3	0	0	1	1	2	2	0	4	1	1	1	3	11
Total	2	9	5	16	1	1	2	4	3	8	0	11	6	1	3	10	41
08:00 AM	0	5	0	5	0	0	1	1	0	1	0	1	2	1	0	3	10
08:15 AM	0	2	0	2	0	0	1	1	0	5	0	5	3	0	2	5	13
08:30 AM	0	1	1	2	0	0	0	0	0	3	0	3	0	0	0	0	5
08:45 AM	2	1	0	3	0	0	0	0	1	1	0	2	1	0	0	1	6
Total	2	9	1	12	0	0	2	2	1	10	0	11	6	1	2	9	34
Grand Total	4	18	6	28	1	1	4	6	4	18	0	22	12	2	5	19	75
Apprch %	14.3	64.3	21.4		16.7	16.7	66.7		18.2	81.8	0		63.2	10.5	26.3		
Total %	5.3	24	8	37.3	1.3	1.3	5.3	8	5.3	24	0	29.3	16	2.7	6.7	25.3	

Start Time	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	4	1	5	1	0	0	1	0	1	0	1	3	0	1	4	11
07:45 AM	1	2	0	3	0	0	1	1	2	2	0	4	1	1	1	3	11
08:00 AM	0	5	0	5	0	0	1	1	0	1	0	1	2	1	0	3	10
08:15 AM	0	2	0	2	0	0	1	1	0	5	0	5	3	0	2	5	13
Total Volume	1	13	1	15	1	0	3	4	2	9	0	11	9	2	4	15	45
% App. Total	6.7	86.7	6.7		25	0	75		18.2	81.8	0		60	13.3	26.7		
PHF	.250	.650	.250	.750	.250	.000	.750	1.00	.250	.450	.000	.550	.750	.500	.500	.750	.865

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 10_MRV_Mo Bea_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	4	1	5	1	0	0	1	0	1	0	1	3	0	1	4
+15 mins.	1	2	0	3	0	0	1	1	2	2	0	4	1	1	1	3
+30 mins.	0	5	0	5	0	0	1	1	0	1	0	1	2	1	0	3
+45 mins.	0	2	0	2	0	0	1	1	0	5	0	5	3	0	2	5
Total Volume	1	13	1	15	1	0	3	4	2	9	0	11	9	2	4	15
% App. Total	6.7	86.7	6.7		25	0	75		18.2	81.8	0		60	13.3	26.7	
PHF	.250	.650	.250	.750	.250	.000	.750	1.000	.250	.450	.000	.550	.750	.500	.500	.750

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 10_MRV_Mo Bea_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

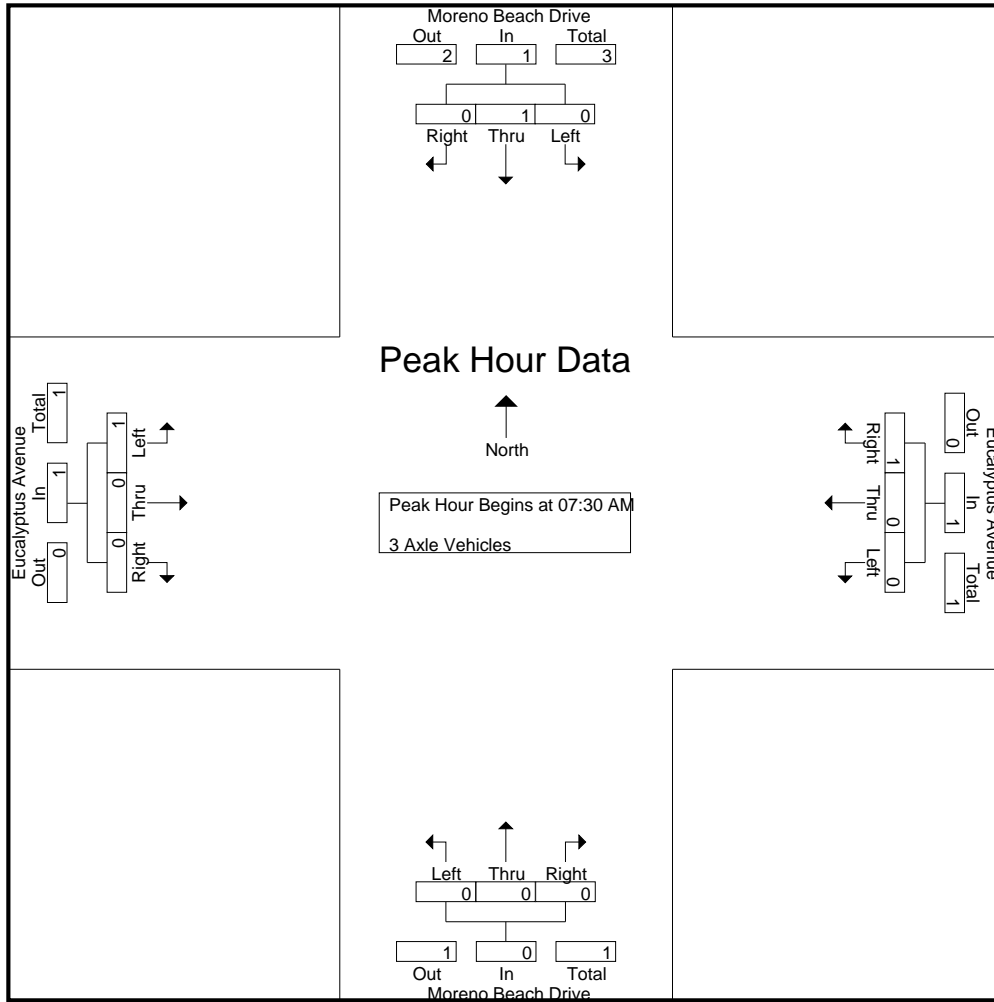
Groups Printed- 3 Axle Vehicles

Start Time	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	1	0	0	1	1	0	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	2	0	2	0	0	1	1	0	0	0	0	1	1	0	2	5
Grand Total	0	2	1	3	0	0	1	1	1	0	0	1	2	1	0	3	8
Apprch %	0	66.7	33.3		0	0	100		100	0	0		66.7	33.3	0		
Total %	0	25	12.5	37.5	0	0	12.5	12.5	12.5	0	0	12.5	25	12.5	0	37.5	

Start Time	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Total Volume	0	1	0	1	0	0	1	1	0	0	0	0	1	0	0	1	3
% App. Total	0	100	0		0	0	100		0	0	0		100	0	0		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.250	.000	.000	.250	.375

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 10_MRV_Mo Bea_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

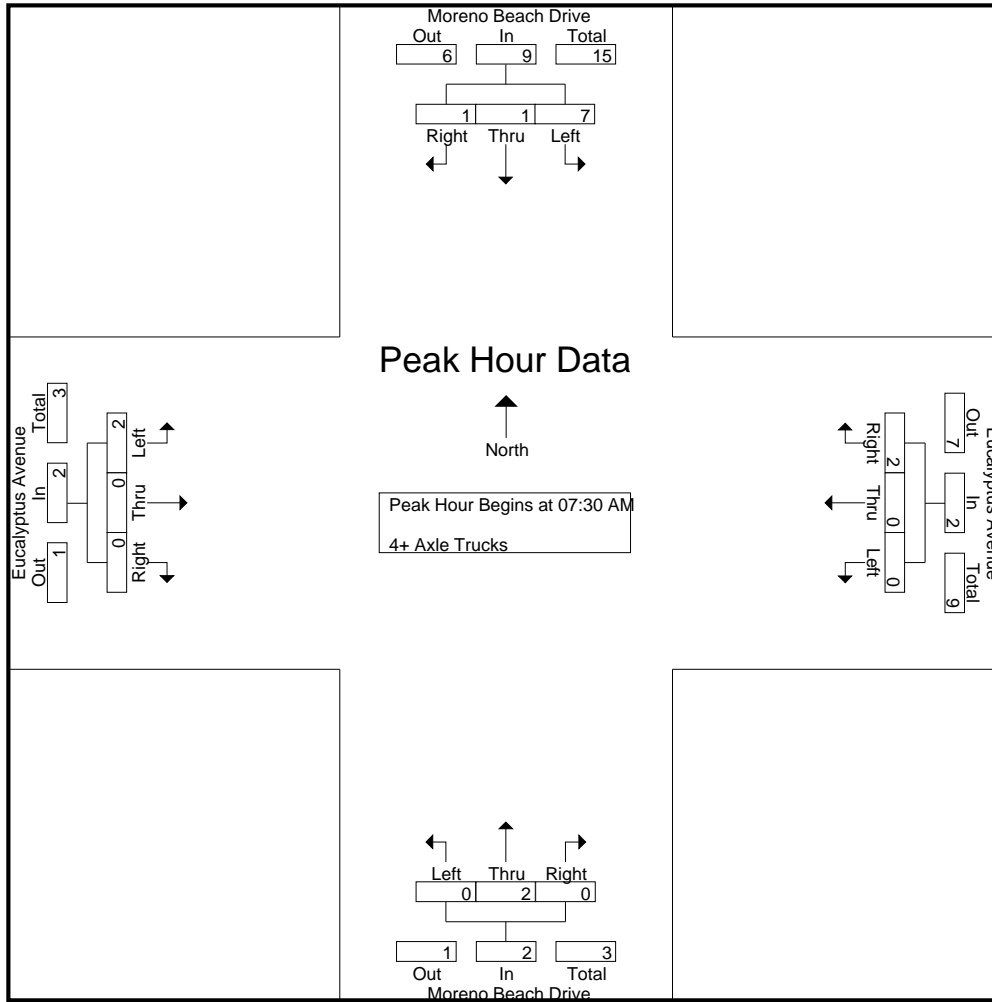
City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 10_MRV_Mo Bea_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	1	2	0	0	2	2	0	0	0	0	1	0	0	1	5
07:15 AM	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:30 AM	2	0	0	2	0	0	0	0	0	1	0	1	1	0	0	1	4
07:45 AM	1	0	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
Total	5	1	1	7	0	0	3	3	0	3	0	3	2	0	0	2	15
08:00 AM	3	1	0	4	0	0	0	0	0	0	0	0	1	0	0	1	5
08:15 AM	1	0	1	2	0	0	1	1	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	2	2	0	2	0	2	0	0	1	1	5
08:45 AM	0	0	0	0	0	0	2	2	0	0	0	0	1	0	0	1	3
Total	4	1	1	6	0	0	5	5	0	2	0	2	2	0	1	3	16
Grand Total	9	2	2	13	0	0	8	8	0	5	0	5	4	0	1	5	31
Apprch %	69.2	15.4	15.4		0	0	100		0	100	0		80	0	20		
Total %	29	6.5	6.5	41.9	0	0	25.8	25.8	0	16.1	0	16.1	12.9	0	3.2	16.1	

Start Time	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	0	0	2	0	0	0	0	0	1	0	1	1	0	0	1	4
07:45 AM	1	0	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
08:00 AM	3	1	0	4	0	0	0	0	0	0	0	0	1	0	0	1	5
08:15 AM	1	0	1	2	0	0	1	1	0	0	0	0	0	0	0	0	3
Total Volume	7	1	1	9	0	0	2	2	0	2	0	2	2	0	0	2	15
% App. Total	77.8	11.1	11.1		0	0	100		0	100	0		100	0	0		
PHF	.583	.250	.250	.563	.000	.000	.500	.500	.000	.500	.000	.500	.500	.000	.000	.500	.750



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	0	0	2	0	0	0	0	0	1	0	1	1	0	0	1
+15 mins.	1	0	0	1	0	0	1	1	0	1	0	1	0	0	0	0
+30 mins.	3	1	0	4	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	1	0	1	2	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	7	1	1	9	0	0	2	2	0	2	0	2	2	0	0	2
% App. Total	77.8	11.1	11.1		0	0	100		0	100	0		100	0	0	
PHF	.583	.250	.250	.563	.000	.000	.500	.500	.000	.500	.000	.500	.500	.000	.000	.500

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 10_MRV_Mo Bea_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

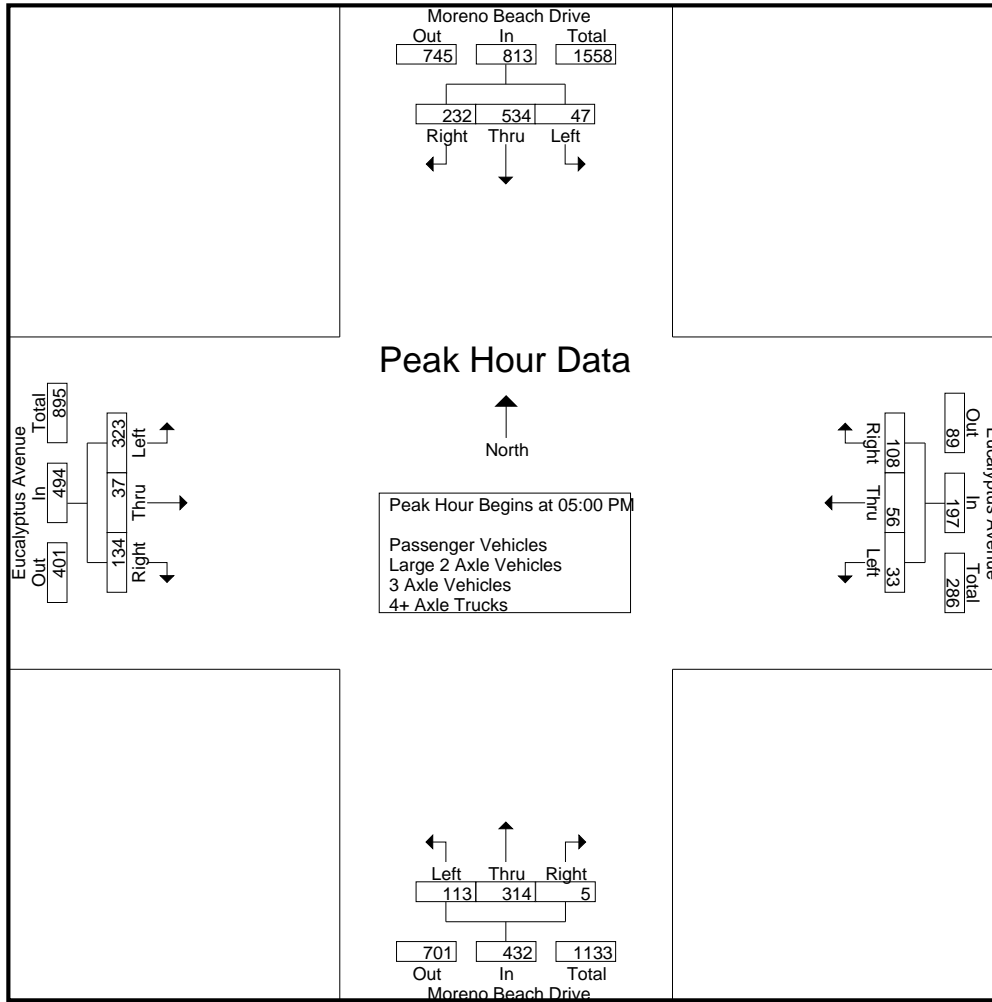
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	12	93	50	155	10	13	26	49	22	80	2	104	62	10	25	97	405
04:15 PM	20	141	43	204	14	15	22	51	16	60	2	78	48	10	37	95	428
04:30 PM	15	131	44	190	10	15	30	55	30	65	2	97	88	8	28	124	466
04:45 PM	11	119	65	195	12	14	27	53	32	51	4	87	64	10	19	93	428
Total	58	484	202	744	46	57	105	208	100	256	10	366	262	38	109	409	1727
05:00 PM	14	134	67	215	10	22	33	65	29	84	2	115	62	8	33	103	498
05:15 PM	13	127	53	193	7	11	26	44	19	75	0	94	89	10	37	136	467
05:30 PM	9	147	55	211	11	10	32	53	34	93	2	129	77	9	38	124	517
05:45 PM	11	126	57	194	5	13	17	35	31	62	1	94	95	10	26	131	454
Total	47	534	232	813	33	56	108	197	113	314	5	432	323	37	134	494	1936
Grand Total	105	1018	434	1557	79	113	213	405	213	570	15	798	585	75	243	903	3663
Apprch %	6.7	65.4	27.9		19.5	27.9	52.6		26.7	71.4	1.9		64.8	8.3	26.9		
Total %	2.9	27.8	11.8	42.5	2.2	3.1	5.8	11.1	5.8	15.6	0.4	21.8	16	2	6.6	24.7	
Passenger Vehicles	92	1007	428	1527	79	110	196	385	210	561	14	785	577	73	240	890	3587
% Passenger Vehicles	87.6	98.9	98.6	98.1	100	97.3	92	95.1	98.6	98.4	93.3	98.4	98.6	97.3	98.8	98.6	97.9
Large 2 Axle Vehicles	7	9	3	19	0	2	8	10	3	8	0	11	6	0	3	9	49
% Large 2 Axle Vehicles	6.7	0.9	0.7	1.2	0	1.8	3.8	2.5	1.4	1.4	0	1.4	1	0	1.2	1	1.3
3 Axle Vehicles	2	0	2	4	0	1	2	3	0	0	0	0	2	1	0	3	10
% 3 Axle Vehicles	1.9	0	0.5	0.3	0	0.9	0.9	0.7	0	0	0	0	0.3	1.3	0	0.3	0.3
4+ Axle Trucks	4	2	1	7	0	0	7	7	0	1	1	2	0	1	0	1	17
% 4+ Axle Trucks	3.8	0.2	0.2	0.4	0	0	3.3	1.7	0	0.2	6.7	0.3	0	1.3	0	0.1	0.5

Start Time	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	14	134	67	215	10	22	33	65	29	84	2	115	62	8	33	103	498
05:15 PM	13	127	53	193	7	11	26	44	19	75	0	94	89	10	37	136	467
05:30 PM	9	147	55	211	11	10	32	53	34	93	2	129	77	9	38	124	517
05:45 PM	11	126	57	194	5	13	17	35	31	62	1	94	95	10	26	131	454
Total Volume	47	534	232	813	33	56	108	197	113	314	5	432	323	37	134	494	1936
% App. Total	5.8	65.7	28.5		16.8	28.4	54.8		26.2	72.7	1.2		65.4	7.5	27.1		
PHF	.839	.908	.866	.945	.750	.636	.818	.758	.831	.844	.625	.837	.850	.925	.882	.908	.936

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 10_MRV_Mo Bea_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:45 PM				04:15 PM				05:00 PM				05:00 PM			
+0 mins.	11	119	65	195	14	15	22	51	29	84	2	115	62	8	33	103
+15 mins.	14	134	67	215	10	15	30	55	19	75	0	94	89	10	37	136
+30 mins.	13	127	53	193	12	14	27	53	34	93	2	129	77	9	38	124
+45 mins.	9	147	55	211	10	22	33	65	31	62	1	94	95	10	26	131
Total Volume	47	527	240	814	46	66	112	224	113	314	5	432	323	37	134	494
% App. Total	5.8	64.7	29.5		20.5	29.5	50		26.2	72.7	1.2		65.4	7.5	27.1	
PHF	.839	.896	.896	.947	.821	.750	.848	.862	.831	.844	.625	.837	.850	.925	.882	.908

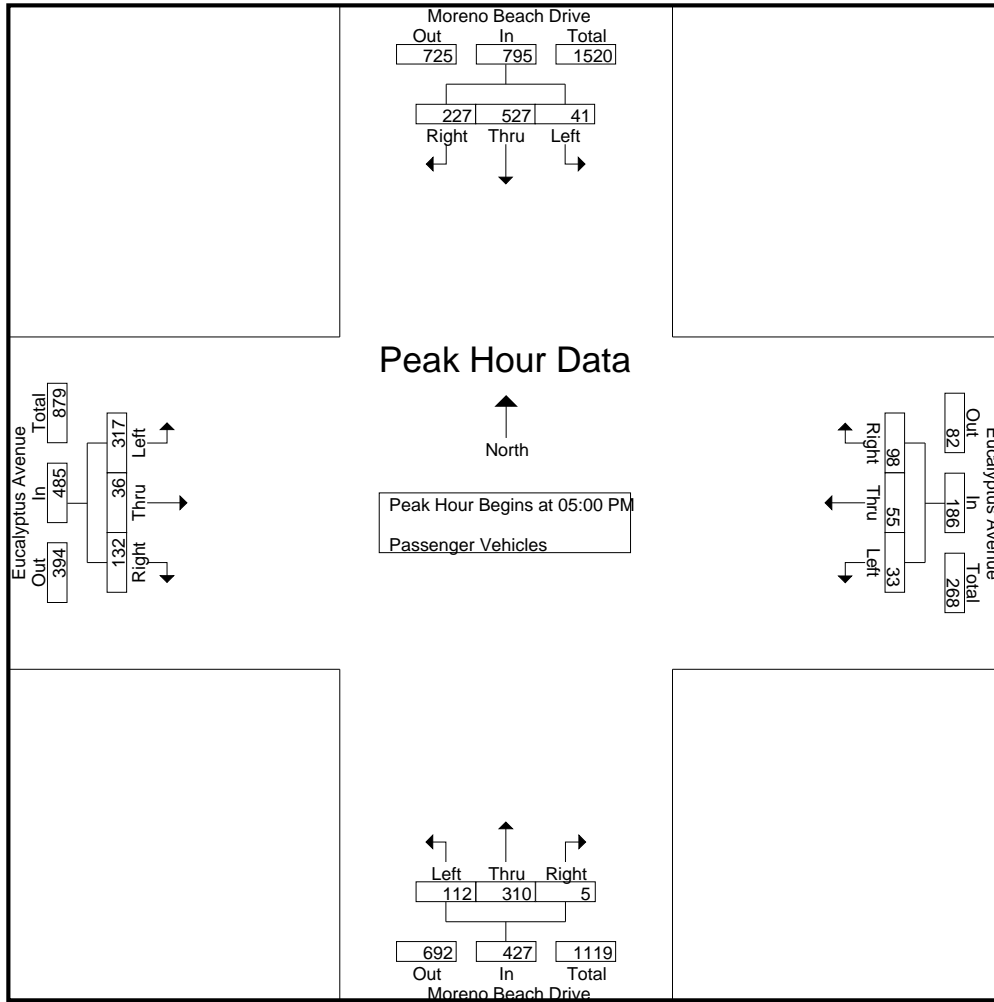
City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 10_MRV_Mo Bea_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	12	93	50	155	10	12	24	46	21	77	2	100	61	10	25	96	397
04:15 PM	16	139	43	198	14	14	22	50	16	58	2	76	48	10	36	94	418
04:30 PM	14	130	43	187	10	15	28	53	30	65	2	97	88	7	28	123	460
04:45 PM	9	118	65	192	12	14	24	50	31	51	3	85	63	10	19	92	419
Total	51	480	201	732	46	55	98	199	98	251	9	358	260	37	108	405	1694
05:00 PM	10	133	66	209	10	22	28	60	29	83	2	114	61	8	33	102	485
05:15 PM	12	125	51	188	7	11	23	41	19	73	0	92	88	10	36	134	455
05:30 PM	9	146	53	208	11	10	31	52	34	93	2	129	75	9	37	121	510
05:45 PM	10	123	57	190	5	12	16	33	30	61	1	92	93	9	26	128	443
Total	41	527	227	795	33	55	98	186	112	310	5	427	317	36	132	485	1893
Grand Total	92	1007	428	1527	79	110	196	385	210	561	14	785	577	73	240	890	3587
Apprch %	6	65.9	28		20.5	28.6	50.9		26.8	71.5	1.8		64.8	8.2	27		
Total %	2.6	28.1	11.9	42.6	2.2	3.1	5.5	10.7	5.9	15.6	0.4	21.9	16.1	2	6.7	24.8	

Start Time	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	10	133	66	209	10	22	28	60	29	83	2	114	61	8	33	102	485
05:15 PM	12	125	51	188	7	11	23	41	19	73	0	92	88	10	36	134	455
05:30 PM	9	146	53	208	11	10	31	52	34	93	2	129	75	9	37	121	510
05:45 PM	10	123	57	190	5	12	16	33	30	61	1	92	93	9	26	128	443
Total Volume	41	527	227	795	33	55	98	186	112	310	5	427	317	36	132	485	1893
% App. Total	5.2	66.3	28.6		17.7	29.6	52.7		26.2	72.6	1.2		65.4	7.4	27.2		
PHF	.854	.902	.860	.951	.750	.625	.790	.775	.824	.833	.625	.828	.852	.900	.892	.905	.928



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	10	133	66	209	10	22	28	60	29	83	2	114	61	8	33	102
+15 mins.	12	125	51	188	7	11	23	41	19	73	0	92	88	10	36	134
+30 mins.	9	146	53	208	11	10	31	52	34	93	2	129	75	9	37	121
+45 mins.	10	123	57	190	5	12	16	33	30	61	1	92	93	9	26	128
Total Volume	41	527	227	795	33	55	98	186	112	310	5	427	317	36	132	485
% App. Total	5.2	66.3	28.6		17.7	29.6	52.7		26.2	72.6	1.2		65.4	7.4	27.2	
PHF	.854	.902	.860	.951	.750	.625	.790	.775	.824	.833	.625	.828	.852	.900	.892	.905

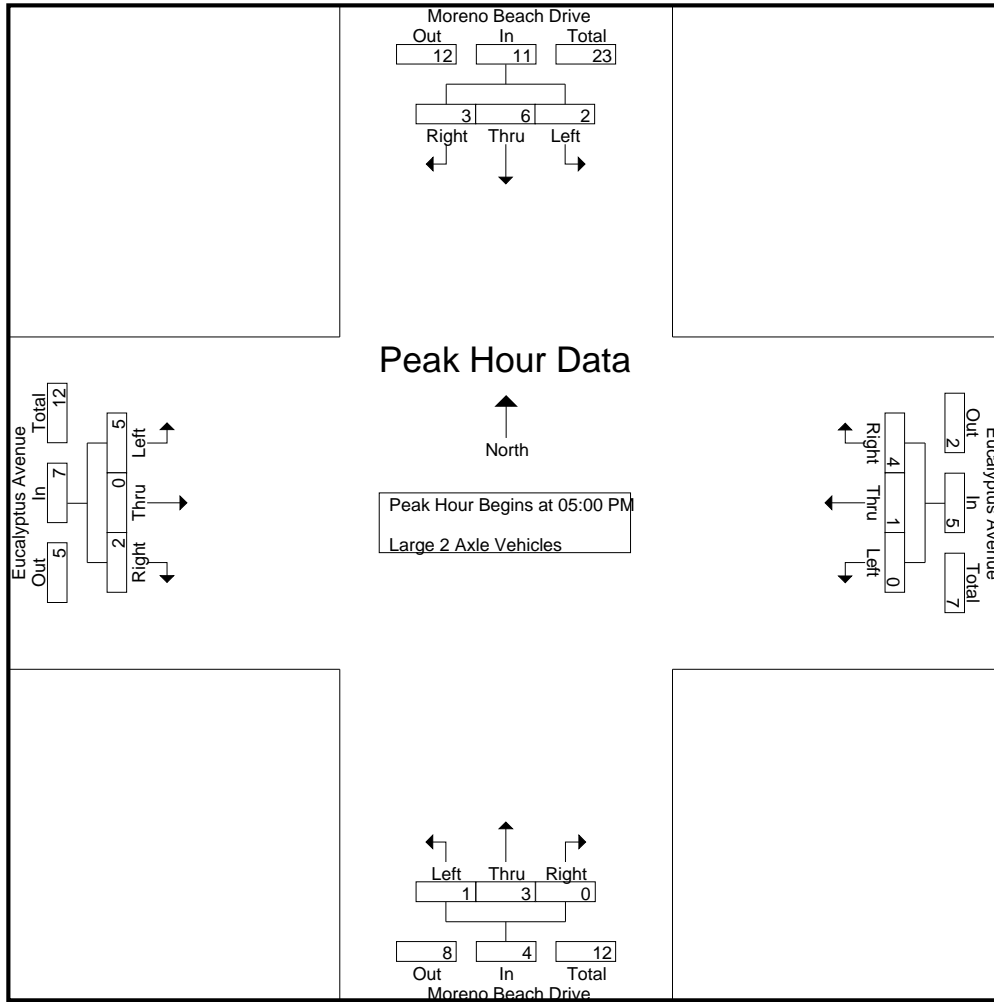
City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 10_MRV_Mo Bea_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	1	2	1	3	0	4	1	0	0	1	7
04:15 PM	4	2	0	6	0	0	0	0	0	2	0	2	0	0	1	1	9
04:30 PM	1	1	0	2	0	0	2	2	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2
Total	5	3	0	8	0	1	4	5	2	5	0	7	1	0	1	2	22
05:00 PM	1	1	1	3	0	0	3	3	0	1	0	1	1	0	0	1	8
05:15 PM	1	2	0	3	0	0	1	1	0	1	0	1	1	0	1	2	7
05:30 PM	0	1	2	3	0	0	0	0	0	0	0	0	1	0	1	2	5
05:45 PM	0	2	0	2	0	1	0	1	1	1	0	2	2	0	0	2	7
Total	2	6	3	11	0	1	4	5	1	3	0	4	5	0	2	7	27
Grand Total	7	9	3	19	0	2	8	10	3	8	0	11	6	0	3	9	49
Apprch %	36.8	47.4	15.8		0	20	80		27.3	72.7	0		66.7	0	33.3		
Total %	14.3	18.4	6.1	38.8	0	4.1	16.3	20.4	6.1	16.3	0	22.4	12.2	0	6.1	18.4	

Start Time	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	1	1	3	0	0	3	3	0	1	0	1	1	0	0	1	8
05:15 PM	1	2	0	3	0	0	1	1	0	1	0	1	1	0	1	2	7
05:30 PM	0	1	2	3	0	0	0	0	0	0	0	0	1	0	1	2	5
05:45 PM	0	2	0	2	0	1	0	1	1	1	0	2	2	0	0	2	7
Total Volume	2	6	3	11	0	1	4	5	1	3	0	4	5	0	2	7	27
% App. Total	18.2	54.5	27.3		0	20	80		25	75	0		71.4	0	28.6		
PHF	.500	.750	.375	.917	.000	.250	.333	.417	.250	.750	.000	.500	.625	.000	.500	.875	.844



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	1	1	1	3	0	0	3	3	0	1	0	1	1	0	0	1
+15 mins.	1	2	0	3	0	0	1	1	0	1	0	1	1	0	1	2
+30 mins.	0	1	2	3	0	0	0	0	0	0	0	0	1	0	1	2
+45 mins.	0	2	0	2	0	1	0	1	1	1	0	2	2	0	0	2
Total Volume	2	6	3	11	0	1	4	5	1	3	0	4	5	0	2	7
% App. Total	18.2	54.5	27.3		0	20	80		25	75	0		71.4	0	28.6	
PHF	.500	.750	.375	.917	.000	.250	.333	.417	.250	.750	.000	.500	.625	.000	.500	.875

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 10_MRV_Mo Bea_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

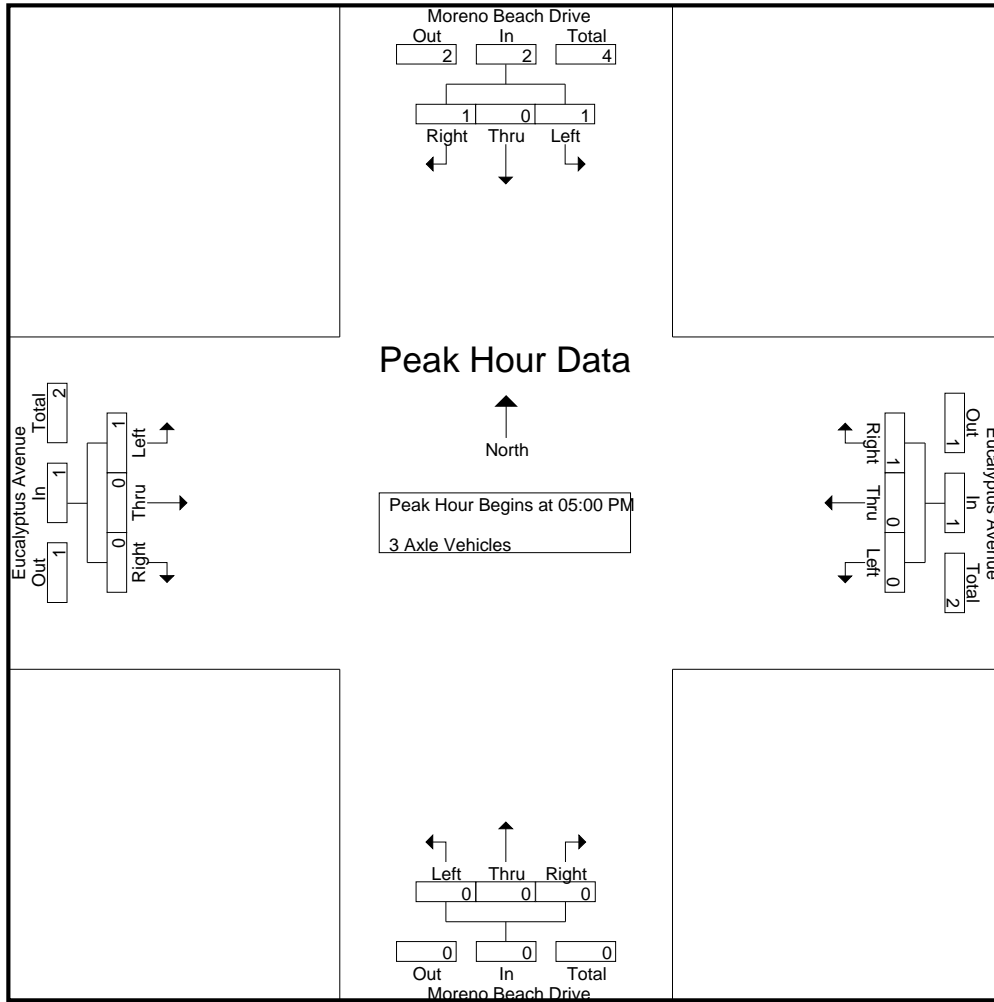
Groups Printed- 3 Axle Vehicles

Start Time	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	1	0	0	1	0	0	1	1	0	0	0	0	1	0	0	1	3
Total	1	0	1	2	0	1	1	2	0	0	0	0	1	1	0	2	6
05:00 PM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	2	0	0	1	1	0	0	0	0	1	0	0	1	4
Grand Total	2	0	2	4	0	1	2	3	0	0	0	0	2	1	0	3	10
Apprch %	50	0	50		0	33.3	66.7		0	0	0		66.7	33.3	0		
Total %	20	0	20	40	0	10	20	30	0	0	0	0	20	10	0	30	

Start Time	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	2	0	0	1	1	0	0	0	0	1	0	0	1	4
% App. Total	50	0	50		0	0	100		0	0	0		100	0	0		
PHF	.250	.000	.250	.500	.000	.000	.250	.250	.000	.000	.000	.000	.250	.000	.000	.250	.500

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 10_MRV_Mo Bea_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	2	0	0	1	1	0	0	0	0	1	0	0	1
% App. Total	50	0	50		0	0	100		0	0	0		100	0	0	
PHF	.250	.000	.250	.500	.000	.000	.250	.250	.000	.000	.000	.000	.250	.000	.000	.250

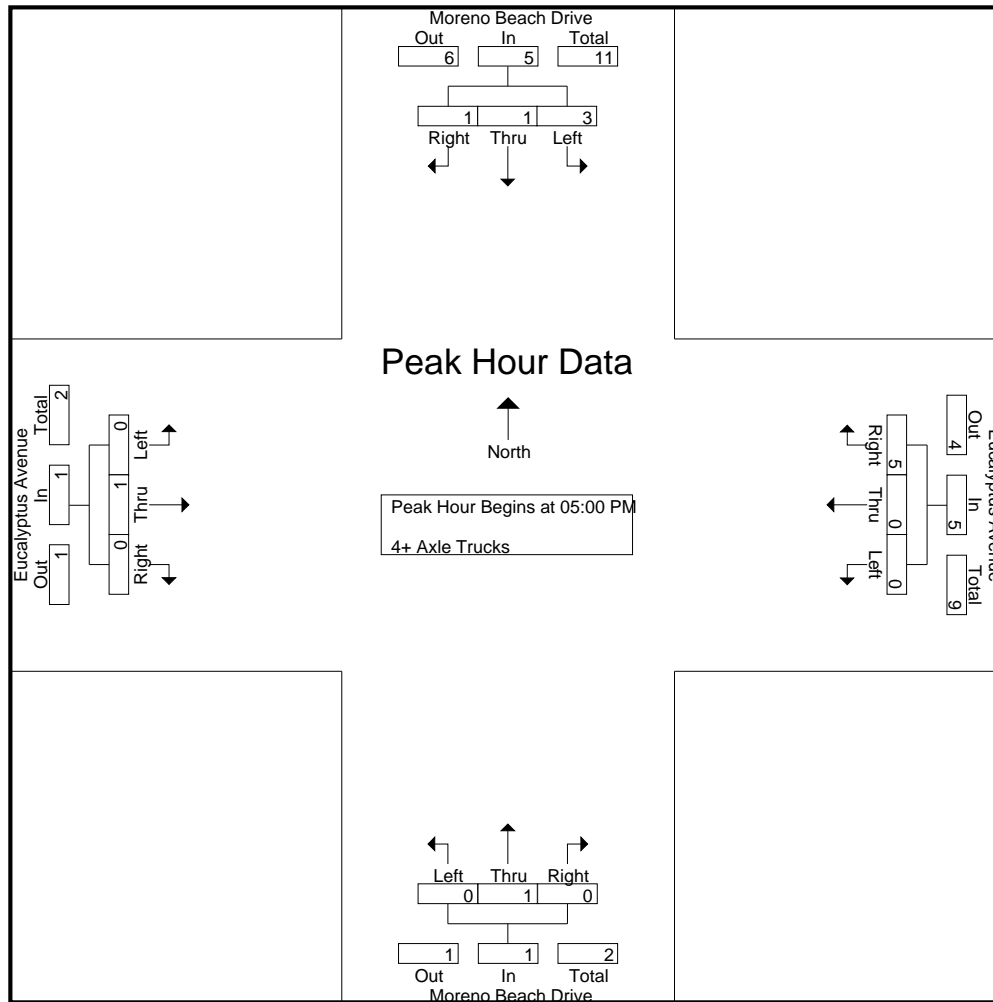
City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 10_MRV_Mo Bea_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	1	0	2	0	0	1	1	0	0	1	1	0	0	0	0	4
Total	1	1	0	2	0	0	2	2	0	0	1	1	0	0	0	0	5
05:00 PM	2	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	1	1	0	0	2	2	0	1	0	1	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:45 PM	1	1	0	2	0	0	1	1	0	0	0	0	0	1	0	1	4
Total	3	1	1	5	0	0	5	5	0	1	0	1	0	1	0	1	12
Grand Total	4	2	1	7	0	0	7	7	0	1	1	2	0	1	0	1	17
Apprch %	57.1	28.6	14.3		0	0	100		0	50	50		0	100	0		
Total %	23.5	11.8	5.9	41.2	0	0	41.2	41.2	0	5.9	5.9	11.8	0	5.9	0	5.9	

Start Time	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	2	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	1	1	0	0	2	2	0	1	0	1	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:45 PM	1	1	0	2	0	0	1	1	0	0	0	0	0	1	0	1	4
Total Volume	3	1	1	5	0	0	5	5	0	1	0	1	0	1	0	1	12
% App. Total	60	20	20		0	0	100		0	100	0		0	100	0		
PHF	.375	.250	.250	.625	.000	.000	.625	.625	.000	.250	.000	.250	.000	.250	.000	.250	.750



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	2	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	1	0	0	2	2	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+45 mins.	1	1	0	2	0	0	1	1	0	0	0	0	0	1	0	1
Total Volume	3	1	1	5	0	0	5	5	0	1	0	1	0	1	0	1
% App. Total	60	20	20		0	0	100		0	100	0		0	100	0	
PHF	.375	.250	.250	.625	.000	.000	.625	.625	.000	.250	.000	.250	.000	.250	.000	.250

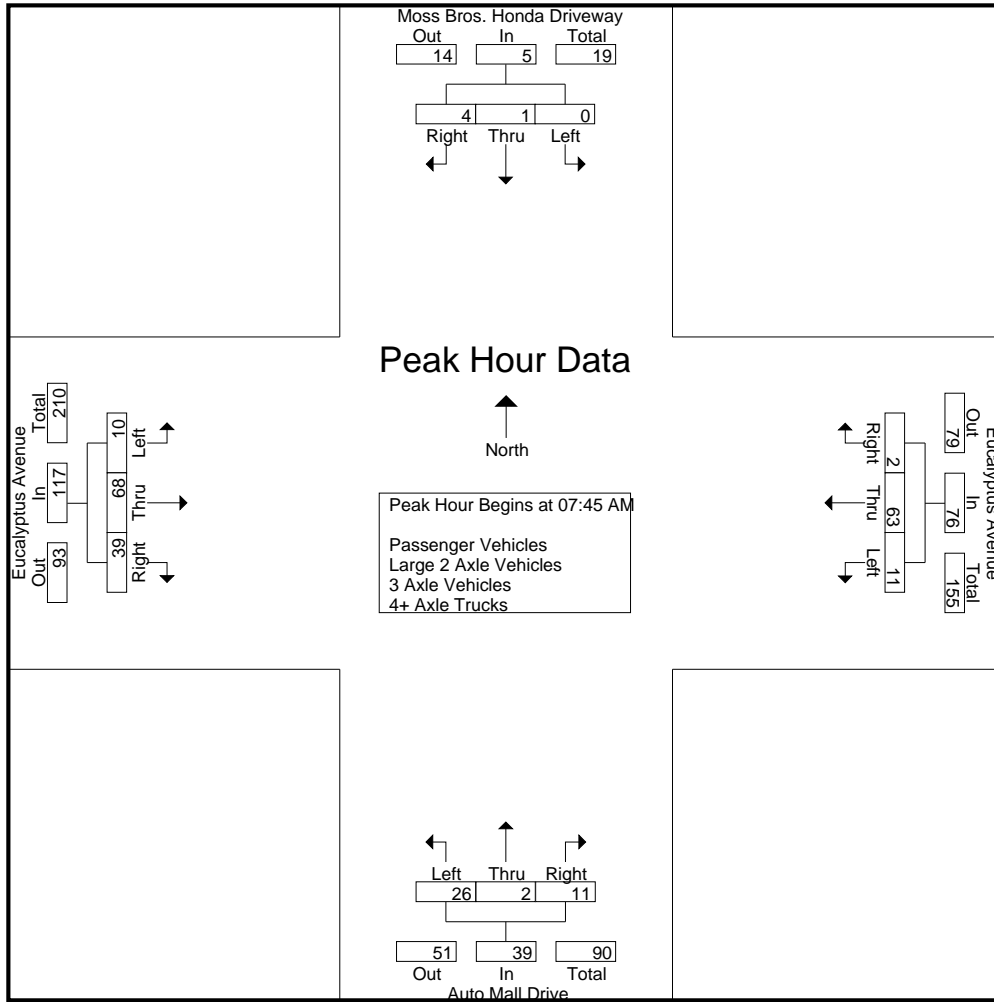
City of Moreno Valley
 N/S: Auto Mall Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 11_MRV_Auto Mall_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Moss Bros. Honda Driveway Southbound				Eucalyptus Avenue Westbound				Auto Mall Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	2	12	0	14	1	0	2	3	0	13	7	20	37
07:15 AM	0	0	0	0	3	9	0	12	3	1	6	10	1	12	3	16	38
07:30 AM	0	0	0	0	2	14	0	16	3	0	4	7	2	10	6	18	41
07:45 AM	0	0	0	0	3	16	0	19	8	1	2	11	1	17	14	32	62
Total	0	0	0	0	10	51	0	61	15	2	14	31	4	52	30	86	178
08:00 AM	0	1	0	1	5	15	0	20	5	0	3	8	4	21	11	36	65
08:15 AM	0	0	1	1	1	18	2	21	8	1	4	13	4	19	9	32	67
08:30 AM	0	0	3	3	2	14	0	16	5	0	2	7	1	11	5	17	43
08:45 AM	0	0	2	2	2	12	0	14	7	1	1	9	3	13	6	22	47
Total	0	1	6	7	10	59	2	71	25	2	10	37	12	64	31	107	222
Grand Total	0	1	6	7	20	110	2	132	40	4	24	68	16	116	61	193	400
Apprch %	0	14.3	85.7		15.2	83.3	1.5		58.8	5.9	35.3		8.3	60.1	31.6		
Total %	0	0.2	1.5	1.8	5	27.5	0.5	33	10	1	6	17	4	29	15.2	48.2	
Passenger Vehicles	0	1	6	7	18	99	2	119	40	4	24	68	16	102	60	178	372
% Passenger Vehicles	0	100	100	100	90	90	100	90.2	100	100	100	100	100	87.9	98.4	92.2	93
Large 2 Axle Vehicles	0	0	0	0	1	3	0	4	0	0	0	0	0	4	1	5	9
% Large 2 Axle Vehicles	0	0	0	0	5	2.7	0	3	0	0	0	0	0	3.4	1.6	2.6	2.2
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9	0	0.5	0.2
4+ Axle Trucks	0	0	0	0	1	8	0	9	0	0	0	0	0	9	0	9	18
% 4+ Axle Trucks	0	0	0	0	5	7.3	0	6.8	0	0	0	0	0	7.8	0	4.7	4.5

Start Time	Moss Bros. Honda Driveway Southbound				Eucalyptus Avenue Westbound				Auto Mall Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	3	16	0	19	8	1	2	11	1	17	14	32	62
08:00 AM	0	1	0	1	5	15	0	20	5	0	3	8	4	21	11	36	65
08:15 AM	0	0	1	1	1	18	2	21	8	1	4	13	4	19	9	32	67
08:30 AM	0	0	3	3	2	14	0	16	5	0	2	7	1	11	5	17	43
Total Volume	0	1	4	5	11	63	2	76	26	2	11	39	10	68	39	117	237
% App. Total	0	20	80		14.5	82.9	2.6		66.7	5.1	28.2		8.5	58.1	33.3		
PHF	.000	.250	.333	.417	.550	.875	.250	.905	.813	.500	.688	.750	.625	.810	.696	.813	.884



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

	08:00 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	1	0	1	2	14	0	16	3	0	4	7	2	10	6	18
+15 mins.	0	0	1	1	3	16	0	19	8	1	2	11	1	17	14	32
+30 mins.	0	0	3	3	5	15	0	20	5	0	3	8	4	21	11	36
+45 mins.	0	0	2	2	1	18	2	21	8	1	4	13	4	19	9	32
Total Volume	0	1	6	7	11	63	2	76	24	2	13	39	11	67	40	118
% App. Total	0	14.3	85.7		14.5	82.9	2.6		61.5	5.1	33.3		9.3	56.8	33.9	
PHF	.000	.250	.500	.583	.550	.875	.250	.905	.750	.500	.813	.750	.688	.798	.714	.819

City of Moreno Valley
 N/S: Auto Mall Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 11_MRV_Auto Mall_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

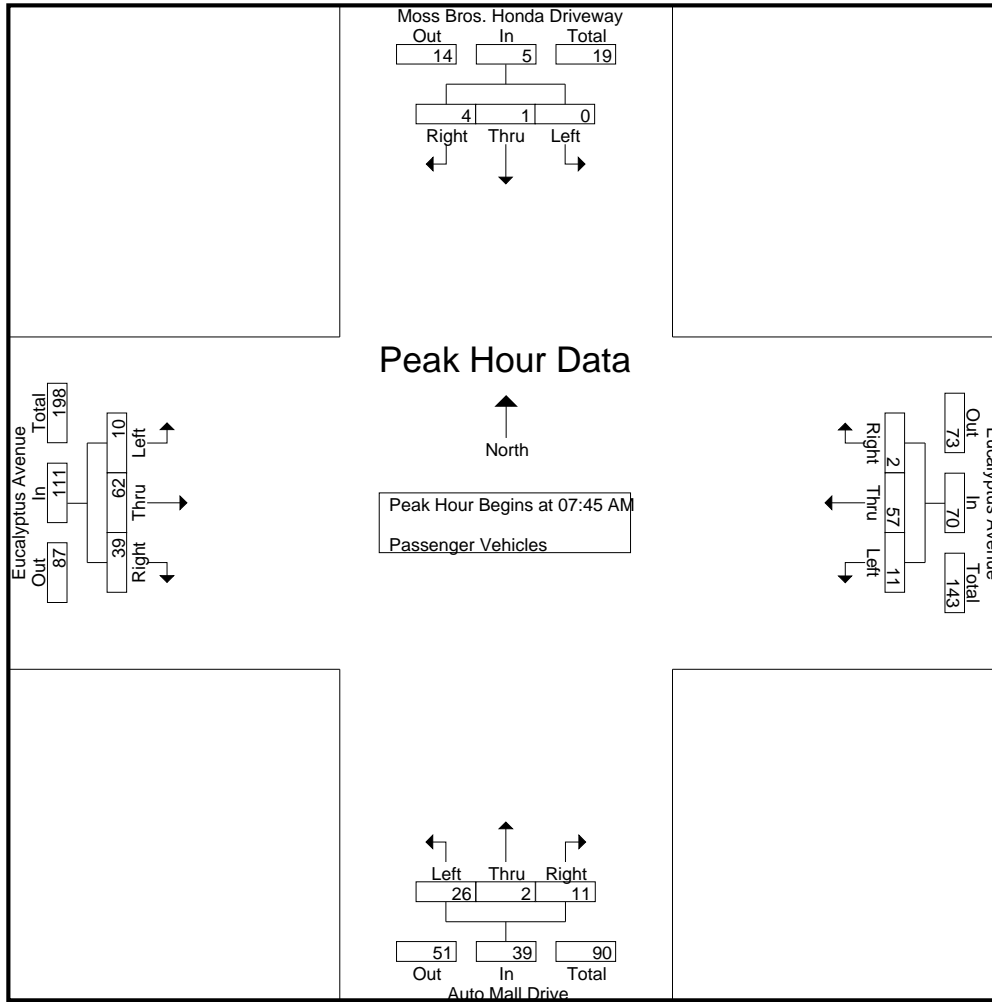
Groups Printed- Passenger Vehicles

Start Time	Moss Bros. Honda Driveway Southbound				Eucalyptus Avenue Westbound				Auto Mall Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	2	10	0	12	1	0	2	3	0	11	7	18	33
07:15 AM	0	0	0	0	2	9	0	11	3	1	6	10	1	10	3	14	35
07:30 AM	0	0	0	0	1	13	0	14	3	0	4	7	2	8	6	16	37
07:45 AM	0	0	0	0	3	14	0	17	8	1	2	11	1	15	14	30	58
Total	0	0	0	0	8	46	0	54	15	2	14	31	4	44	30	78	163
08:00 AM	0	1	0	1	5	15	0	20	5	0	3	8	4	18	11	33	62
08:15 AM	0	0	1	1	1	16	2	19	8	1	4	13	4	18	9	31	64
08:30 AM	0	0	3	3	2	12	0	14	5	0	2	7	1	11	5	17	41
08:45 AM	0	0	2	2	2	10	0	12	7	1	1	9	3	11	5	19	42
Total	0	1	6	7	10	53	2	65	25	2	10	37	12	58	30	100	209
Grand Total	0	1	6	7	18	99	2	119	40	4	24	68	16	102	60	178	372
Apprch %	0	14.3	85.7		15.1	83.2	1.7		58.8	5.9	35.3		9	57.3	33.7		
Total %	0	0.3	1.6	1.9	4.8	26.6	0.5	32	10.8	1.1	6.5	18.3	4.3	27.4	16.1	47.8	

Start Time	Moss Bros. Honda Driveway Southbound				Eucalyptus Avenue Westbound				Auto Mall Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	3	14	0	17	8	1	2	11	1	15	14	30	58
08:00 AM	0	1	0	1	5	15	0	20	5	0	3	8	4	18	11	33	62
08:15 AM	0	0	1	1	1	16	2	19	8	1	4	13	4	18	9	31	64
08:30 AM	0	0	3	3	2	12	0	14	5	0	2	7	1	11	5	17	41
Total Volume	0	1	4	5	11	57	2	70	26	2	11	39	10	62	39	111	225
% App. Total	0	20	80		15.7	81.4	2.9		66.7	5.1	28.2		9	55.9	35.1		
PHF	.000	.250	.333	.417	.550	.891	.250	.875	.813	.500	.688	.750	.625	.861	.696	.841	.879

City of Moreno Valley
 N/S: Auto Mall Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 11_MRV_Auto Mall_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	3	14	0	17	8	1	2	11	1	15	14	30
+15 mins.	0	1	0	1	5	15	0	20	5	0	3	8	4	18	11	33
+30 mins.	0	0	1	1	1	16	2	19	8	1	4	13	4	18	9	31
+45 mins.	0	0	3	3	2	12	0	14	5	0	2	7	1	11	5	17
Total Volume	0	1	4	5	11	57	2	70	26	2	11	39	10	62	39	111
% App. Total	0	20	80		15.7	81.4	2.9		66.7	5.1	28.2		9	55.9	35.1	
PHF	.000	.250	.333	.417	.550	.891	.250	.875	.813	.500	.688	.750	.625	.861	.696	.841

City of Moreno Valley
 N/S: Auto Mall Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 11_MRV_Auto Mall_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

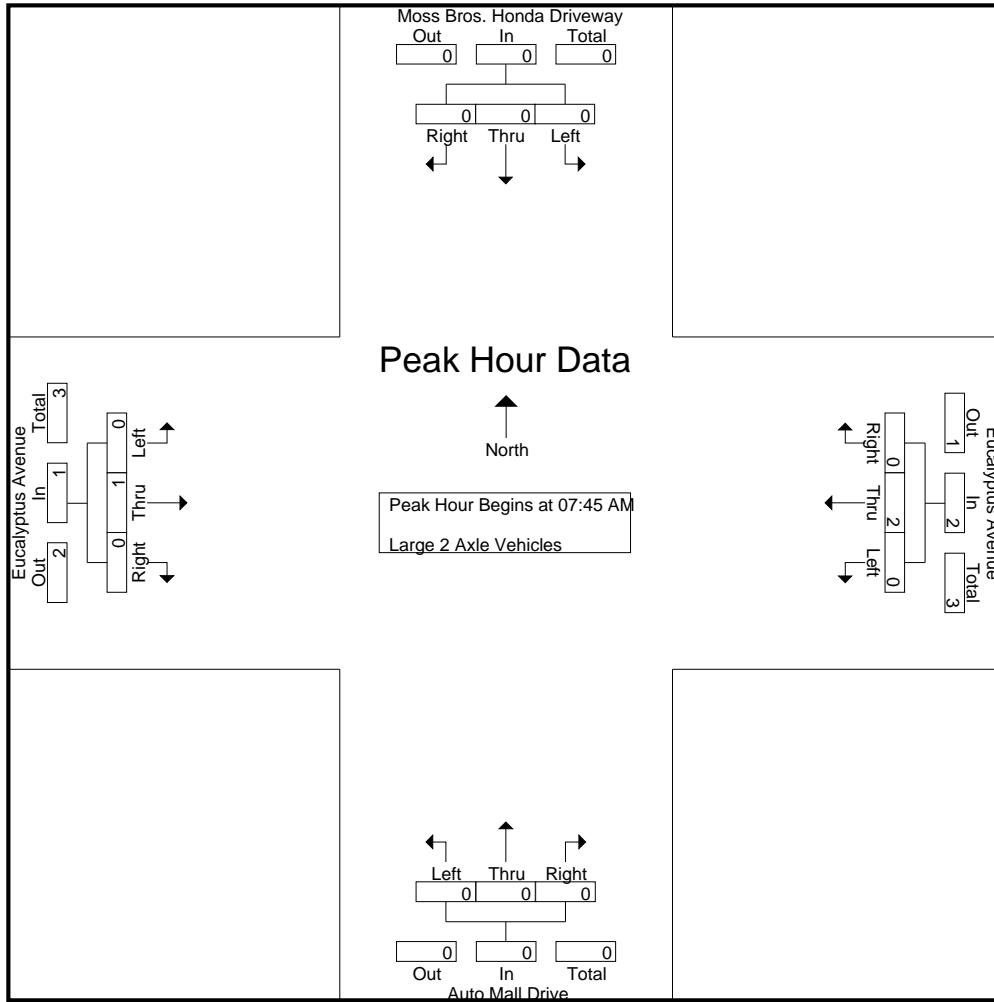
Groups Printed- Large 2 Axle Vehicles

Start Time	Moss Bros. Honda Driveway Southbound				Eucalyptus Avenue Westbound				Auto Mall Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	1	2	0	3	0	0	0	0	0	3	0	3	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
Grand Total	0	0	0	0	1	3	0	4	0	0	0	0	0	4	1	5	9
Apprch %	0	0	0		25	75	0		0	0	0		0	80	20		
Total %	0	0	0		11.1	33.3	0	44.4	0	0	0		0	44.4	11.1	55.6	

Start Time	Moss Bros. Honda Driveway Southbound				Eucalyptus Avenue Westbound				Auto Mall Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.375

City of Moreno Valley
 N/S: Auto Mall Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 11_MRV_Auto Mall_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

City of Moreno Valley
 N/S: Auto Mall Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 11_MRV_Auto Mall_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

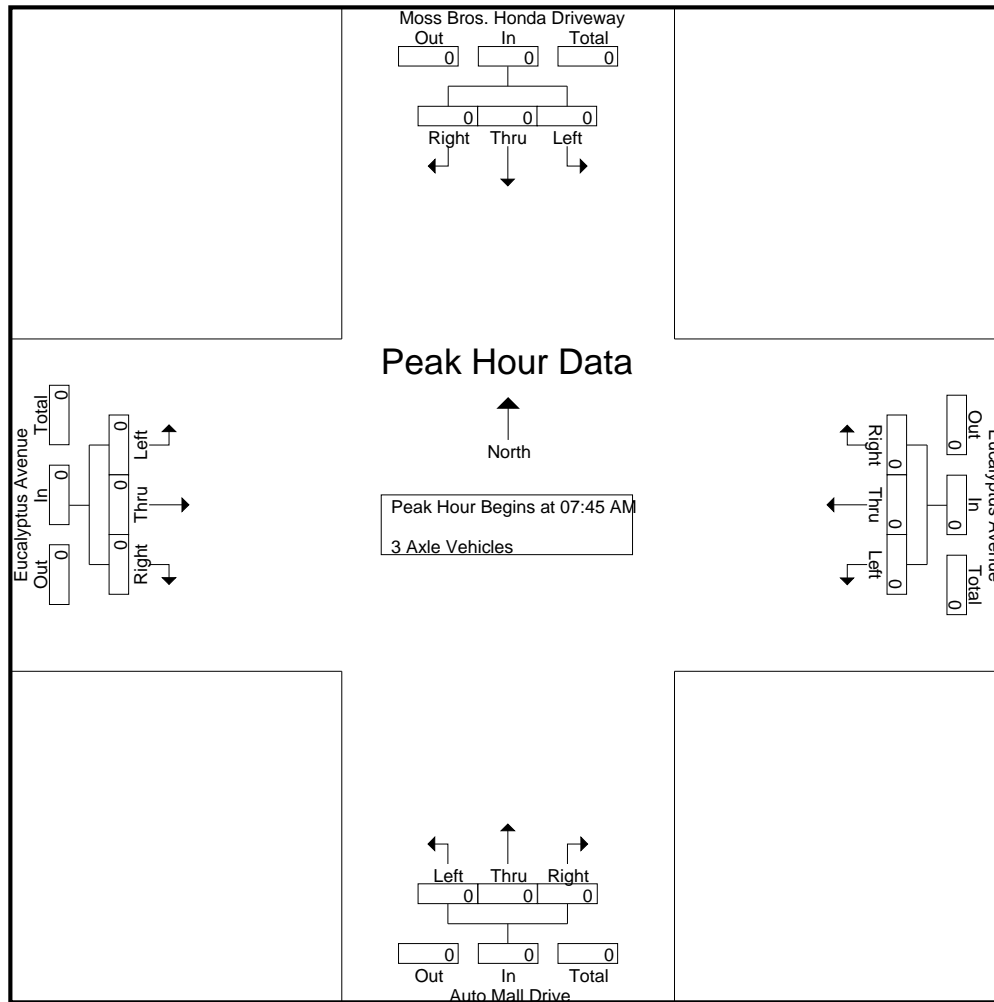
Groups Printed- 3 Axle Vehicles

Start Time	Moss Bros. Honda Driveway Southbound				Eucalyptus Avenue Westbound				Auto Mall Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0		
Total %	0	0	0		0	0	0		0	0	0		0	100	0	100	

Start Time	Moss Bros. Honda Driveway Southbound				Eucalyptus Avenue Westbound				Auto Mall Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Auto Mall Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 11_MRV_Auto Mall_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Auto Mall Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 11_MRV_Auto Mall_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

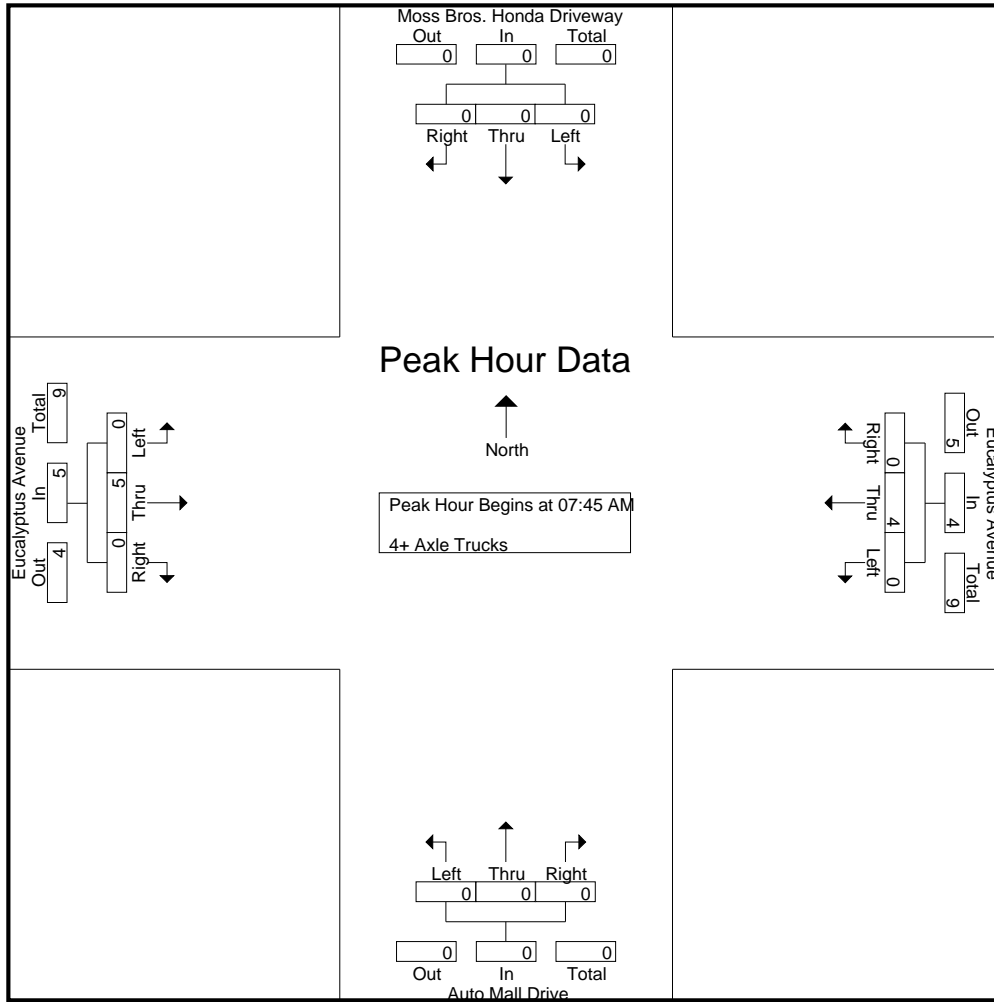
Groups Printed- 4+ Axle Trucks

Start Time	Moss Bros. Honda Driveway Southbound				Eucalyptus Avenue Westbound				Auto Mall Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	1	3	0	4	0	0	0	0	0	5	0	5	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
Grand Total	0	0	0	0	1	8	0	9	0	0	0	0	0	9	0	9	18
Apprch %	0	0	0		11.1	88.9	0		0	0	0		0	100	0		
Total %	0	0	0		5.6	44.4	0	50	0	0	0		0	50	0	50	

Start Time	Moss Bros. Honda Driveway Southbound				Eucalyptus Avenue Westbound				Auto Mall Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.417	.000	.417	.750

City of Moreno Valley
 N/S: Auto Mall Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 11_MRV_Auto Mall_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

City of Moreno Valley
 N/S: Auto Mall Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 11_MRV_Auto Mall_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

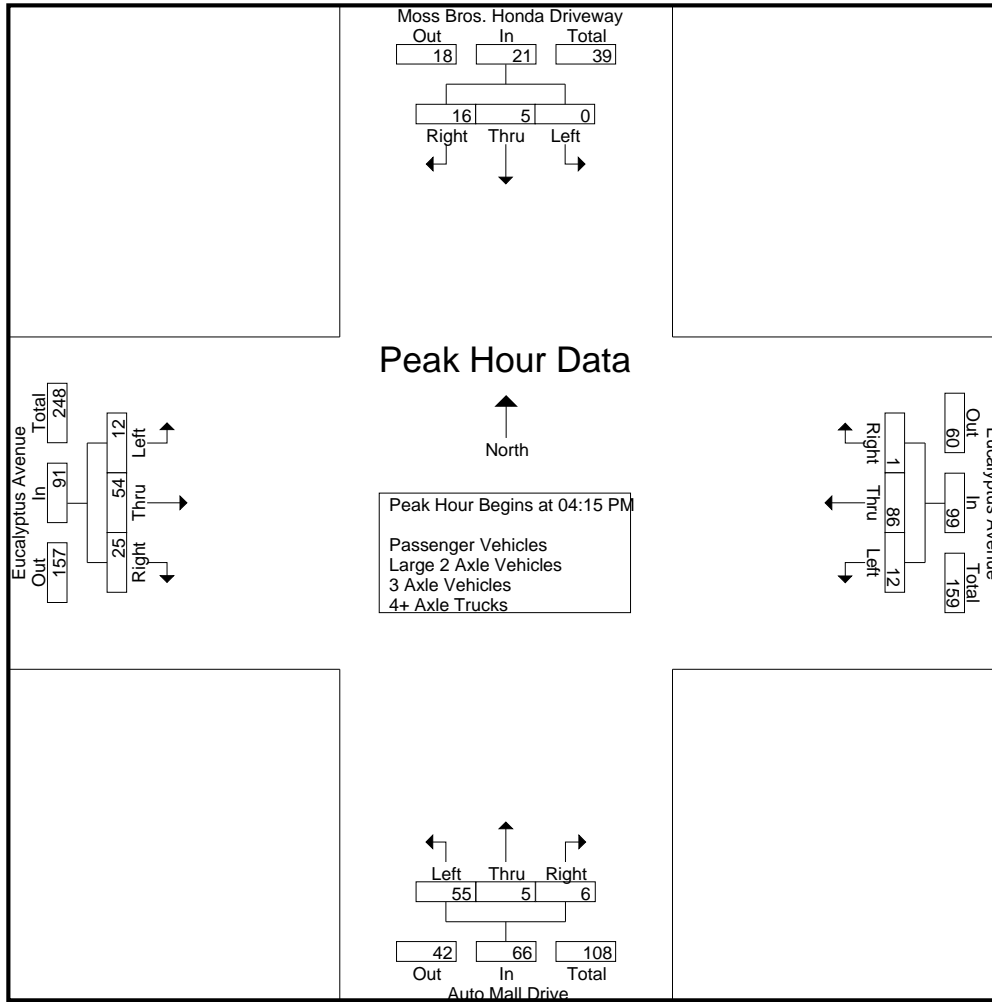
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Moss Bros. Honda Driveway Southbound				Eucalyptus Avenue Westbound				Auto Mall Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	10	11	3	21	2	26	10	1	4	15	1	10	5	16	68
04:15 PM	0	2	3	5	1	25	0	26	13	2	2	17	6	11	5	22	70
04:30 PM	0	1	2	3	4	19	0	23	12	2	0	14	2	10	7	19	59
04:45 PM	0	0	8	8	3	16	0	19	13	0	2	15	3	18	1	22	64
Total	0	4	23	27	11	81	2	94	48	5	8	61	12	49	18	79	261
05:00 PM	0	2	3	5	4	26	1	31	17	1	2	20	1	15	12	28	84
05:15 PM	0	0	0	0	6	17	0	23	12	0	2	14	2	9	6	17	54
05:30 PM	0	2	5	7	4	16	0	20	10	1	6	17	2	10	4	16	60
05:45 PM	1	1	2	4	0	19	1	20	9	1	6	16	2	19	3	24	64
Total	1	5	10	16	14	78	2	94	48	3	16	67	7	53	25	85	262
Grand Total	1	9	33	43	25	159	4	188	96	8	24	128	19	102	43	164	523
Apprch %	2.3	20.9	76.7		13.3	84.6	2.1		75	6.2	18.8		11.6	62.2	26.2		
Total %	0.2	1.7	6.3	8.2	4.8	30.4	0.8	35.9	18.4	1.5	4.6	24.5	3.6	19.5	8.2	31.4	
Passenger Vehicles	1	9	33	43	25	144	4	173	93	8	24	125	18	90	39	147	488
% Passenger Vehicles	100	100	100	100	100	90.6	100	92	96.9	100	100	97.7	94.7	88.2	90.7	89.6	93.3
Large 2 Axle Vehicles	0	0	0	0	0	5	0	5	3	0	0	3	1	2	4	7	15
% Large 2 Axle Vehicles	0	0	0	0	0	3.1	0	2.7	3.1	0	0	2.3	5.3	2	9.3	4.3	2.9
3 Axle Vehicles	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
% 3 Axle Vehicles	0	0	0	0	0	1.9	0	1.6	0	0	0	0	0	2.9	0	1.8	1.1
4+ Axle Trucks	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7	14
% 4+ Axle Trucks	0	0	0	0	0	4.4	0	3.7	0	0	0	0	0	6.9	0	4.3	2.7

Start Time	Moss Bros. Honda Driveway Southbound				Eucalyptus Avenue Westbound				Auto Mall Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	2	3	5	1	25	0	26	13	2	2	17	6	11	5	22	70
04:30 PM	0	1	2	3	4	19	0	23	12	2	0	14	2	10	7	19	59
04:45 PM	0	0	8	8	3	16	0	19	13	0	2	15	3	18	1	22	64
05:00 PM	0	2	3	5	4	26	1	31	17	1	2	20	1	15	12	28	84
Total Volume	0	5	16	21	12	86	1	99	55	5	6	66	12	54	25	91	277
% App. Total	0	23.8	76.2		12.1	86.9	1		83.3	7.6	9.1		13.2	59.3	27.5		
PHF	.000	.625	.500	.656	.750	.827	.250	.798	.809	.625	.750	.825	.500	.750	.521	.813	.824

City of Moreno Valley
 N/S: Auto Mall Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 11_MRV_Auto Mall_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:00 PM				04:15 PM				05:00 PM				04:15 PM			
+0 mins.	0	1	10	11	1	25	0	26	17	1	2	20	6	11	5	22
+15 mins.	0	2	3	5	4	19	0	23	12	0	2	14	2	10	7	19
+30 mins.	0	1	2	3	3	16	0	19	10	1	6	17	3	18	1	22
+45 mins.	0	0	8	8	4	26	1	31	9	1	6	16	1	15	12	28
Total Volume	0	4	23	27	12	86	1	99	48	3	16	67	12	54	25	91
% App. Total	0	14.8	85.2		12.1	86.9	1		71.6	4.5	23.9		13.2	59.3	27.5	
PHF	.000	.500	.575	.614	.750	.827	.250	.798	.706	.750	.667	.838	.500	.750	.521	.813

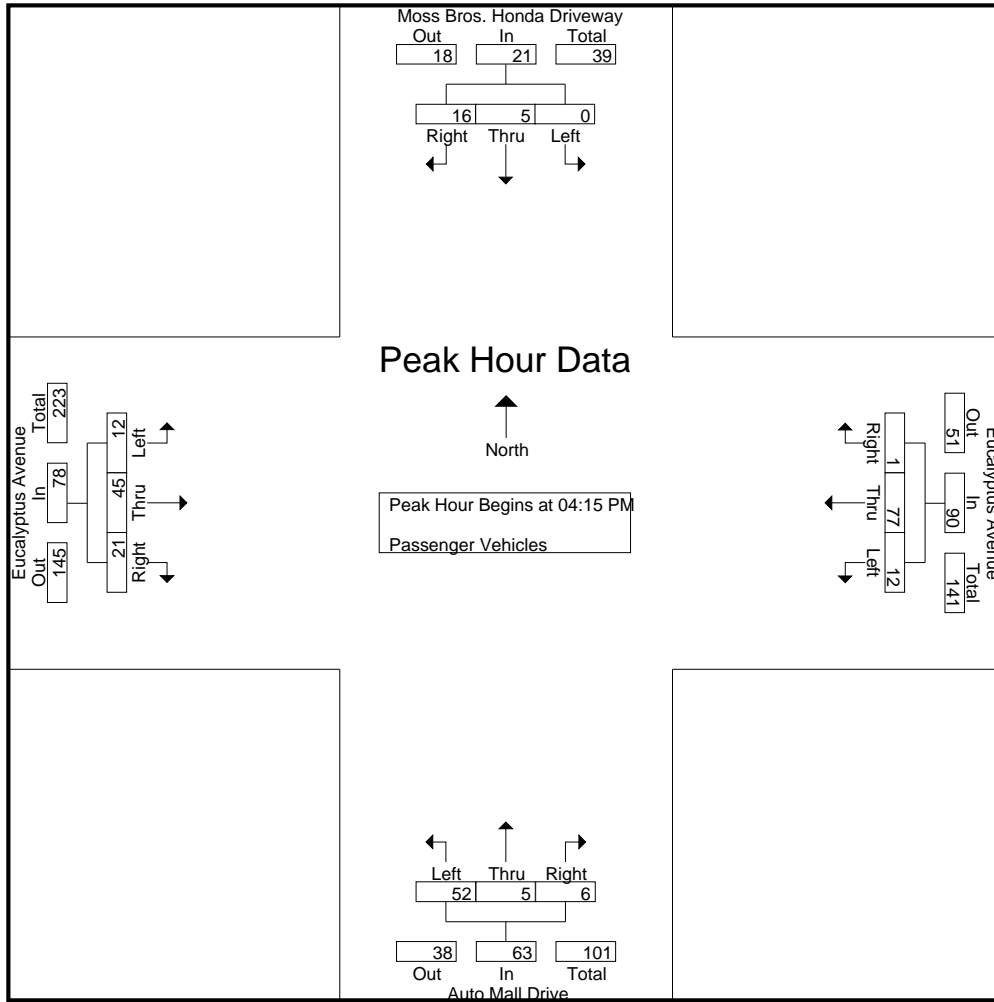
City of Moreno Valley
 N/S: Auto Mall Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 11_MRV_Auto Mall_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Moss Bros. Honda Driveway Southbound				Eucalyptus Avenue Westbound				Auto Mall Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	10	11	3	19	2	24	10	1	4	15	1	9	5	15	65
04:15 PM	0	2	3	5	1	23	0	24	13	2	2	17	6	10	4	20	66
04:30 PM	0	1	2	3	4	18	0	22	10	2	0	12	2	9	5	16	53
04:45 PM	0	0	8	8	3	14	0	17	13	0	2	15	3	14	1	18	58
Total	0	4	23	27	11	74	2	87	46	5	8	59	12	42	15	69	242
05:00 PM	0	2	3	5	4	22	1	27	16	1	2	19	1	12	11	24	75
05:15 PM	0	0	0	0	6	15	0	21	12	0	2	14	1	9	6	16	51
05:30 PM	0	2	5	7	4	15	0	19	10	1	6	17	2	10	4	16	59
05:45 PM	1	1	2	4	0	18	1	19	9	1	6	16	2	17	3	22	61
Total	1	5	10	16	14	70	2	86	47	3	16	66	6	48	24	78	246
Grand Total	1	9	33	43	25	144	4	173	93	8	24	125	18	90	39	147	488
Apprch %	2.3	20.9	76.7		14.5	83.2	2.3		74.4	6.4	19.2		12.2	61.2	26.5		
Total %	0.2	1.8	6.8	8.8	5.1	29.5	0.8	35.5	19.1	1.6	4.9	25.6	3.7	18.4	8	30.1	

Start Time	Moss Bros. Honda Driveway Southbound				Eucalyptus Avenue Westbound				Auto Mall Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	2	3	5	1	23	0	24	13	2	2	17	6	10	4	20	66
04:30 PM	0	1	2	3	4	18	0	22	10	2	0	12	2	9	5	16	53
04:45 PM	0	0	8	8	3	14	0	17	13	0	2	15	3	14	1	18	58
05:00 PM	0	2	3	5	4	22	1	27	16	1	2	19	1	12	11	24	75
Total Volume	0	5	16	21	12	77	1	90	52	5	6	63	12	45	21	78	252
% App. Total	0	23.8	76.2		13.3	85.6	1.1		82.5	7.9	9.5		15.4	57.7	26.9		
PHF	.000	.625	.500	.656	.750	.837	.250	.833	.813	.625	.750	.829	.500	.804	.477	.813	.840



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	2	3	5	1	23	0	24	13	2	2	17	6	10	4	20
+15 mins.	0	1	2	3	4	18	0	22	10	2	0	12	2	9	5	16
+30 mins.	0	0	8	8	3	14	0	17	13	0	2	15	3	14	1	18
+45 mins.	0	2	3	5	4	22	1	27	16	1	2	19	1	12	11	24
Total Volume	0	5	16	21	12	77	1	90	52	5	6	63	12	45	21	78
% App. Total	0	23.8	76.2		13.3	85.6	1.1		82.5	7.9	9.5		15.4	57.7	26.9	
PHF	.000	.625	.500	.656	.750	.837	.250	.833	.813	.625	.750	.829	.500	.804	.477	.813

City of Moreno Valley
 N/S: Auto Mall Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 11_MRV_Auto Mall_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

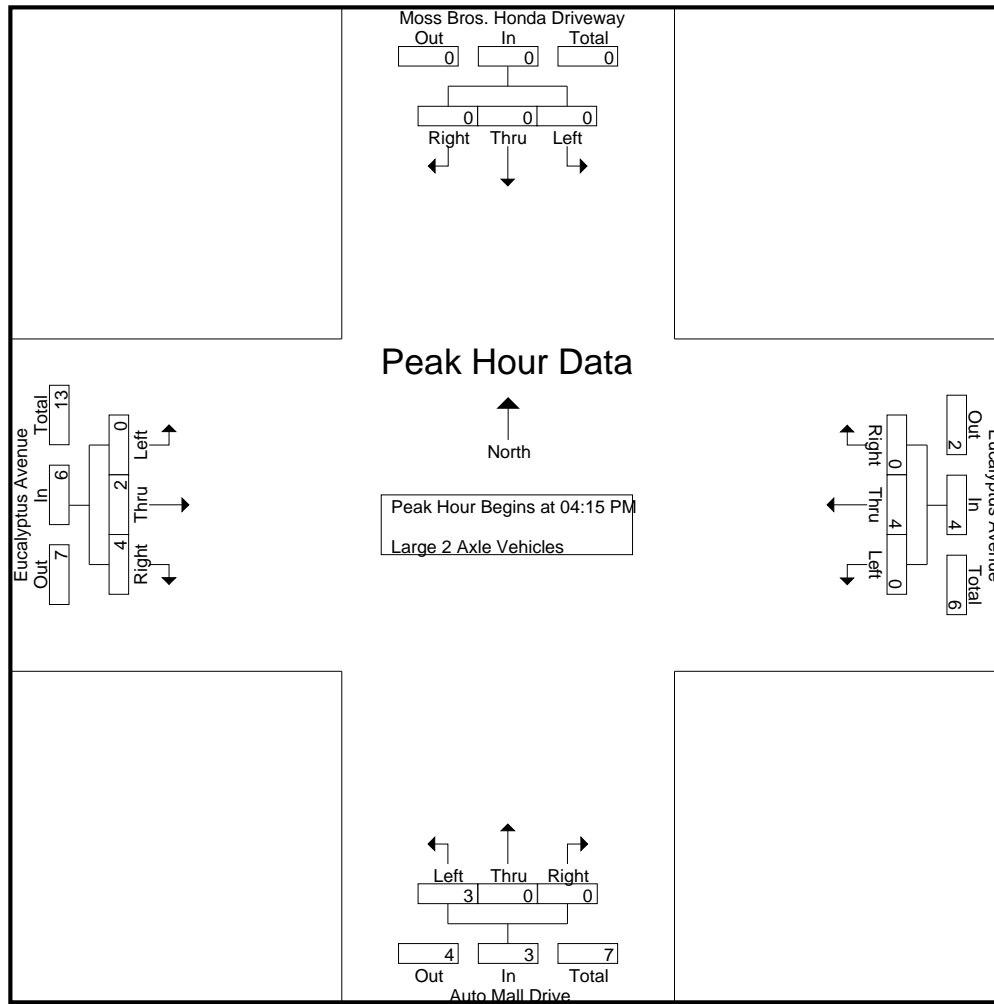
Groups Printed- Large 2 Axle Vehicles

Start Time	Moss Bros. Honda Driveway Southbound				Eucalyptus Avenue Westbound				Auto Mall Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
04:30 PM	0	0	0	0	0	1	0	1	2	0	0	2	0	1	2	3	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	3	2	0	0	2	0	2	3	5	10
05:00 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	0	1	1	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	1	0	0	1	1	0	1	2	5
Grand Total	0	0	0	0	0	5	0	5	3	0	0	3	1	2	4	7	15
Apprch %	0	0	0		0	100	0		100	0	0		14.3	28.6	57.1		
Total %	0	0	0		0	33.3	0	33.3	20	0	0	20	6.7	13.3	26.7	46.7	

Start Time	Moss Bros. Honda Driveway Southbound				Eucalyptus Avenue Westbound				Auto Mall Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
04:30 PM	0	0	0	0	0	1	0	1	2	0	0	2	0	1	2	3	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	0	1	1	4
Total Volume	0	0	0	0	0	4	0	4	3	0	0	3	0	2	4	6	13
% App. Total	0	0	0		0	100	0		100	0	0		0	33.3	66.7		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.375	.000	.000	.375	.000	.500	.500	.500	.542

City of Moreno Valley
 N/S: Auto Mall Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 11_MRV_Auto Mall_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2
+15 mins.	0	0	0	0	0	1	0	1	2	0	0	2	0	1	2	3
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	1	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	4	0	4	3	0	0	3	0	2	4	6
% App. Total	0	0	0	0	0	100	0	0	100	0	0	0	0	33.3	66.7	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.375	.000	.000	.375	.000	.500	.500	.500

City of Moreno Valley
 N/S: Auto Mall Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 11_MRV_Auto Mall_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

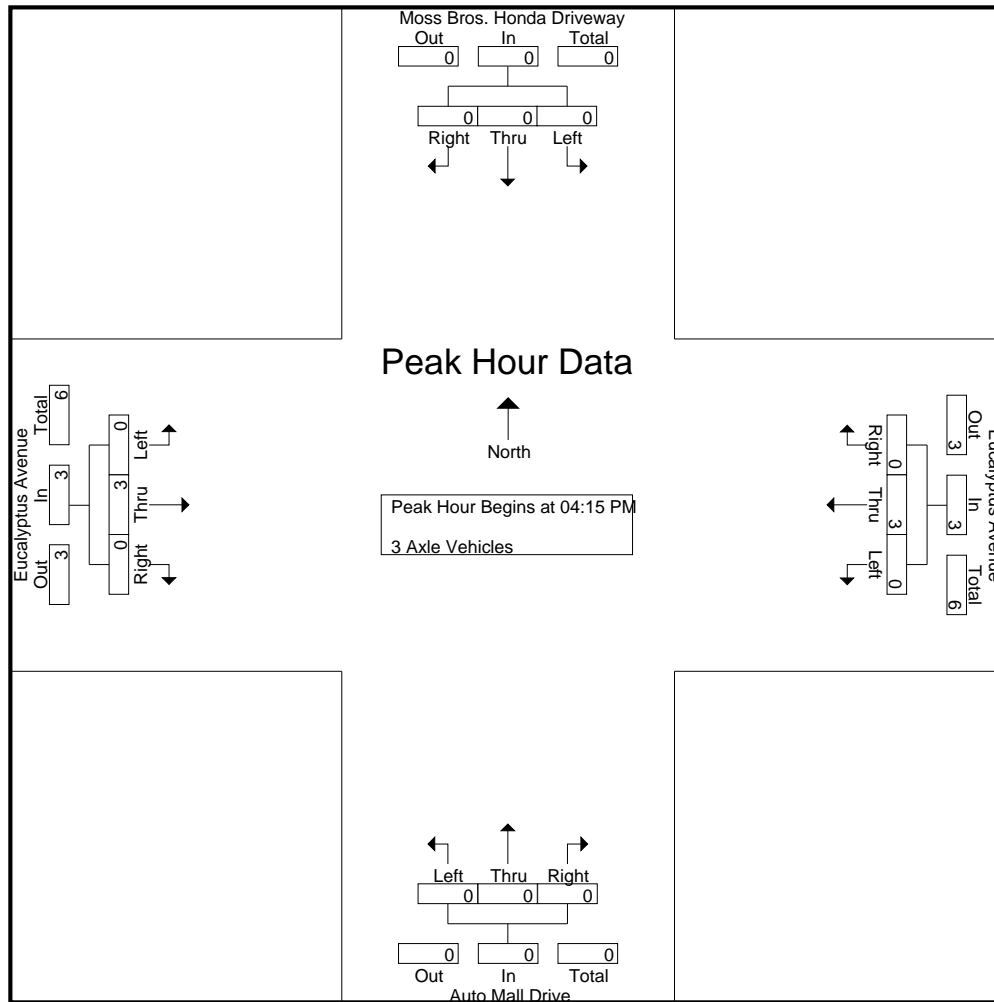
Groups Printed- 3 Axle Vehicles

Start Time	Moss Bros. Honda Driveway Southbound				Eucalyptus Avenue Westbound				Auto Mall Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Grand Total	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	50	0	50	0	0	0		0	50	0	50	

Start Time	Moss Bros. Honda Driveway Southbound				Eucalyptus Avenue Westbound				Auto Mall Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.375	.000	.375	.500

City of Moreno Valley
 N/S: Auto Mall Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 11_MRV_Auto Mall_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.375	.000	.375

City of Moreno Valley
 N/S: Auto Mall Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 11_MRV_Auto Mall_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

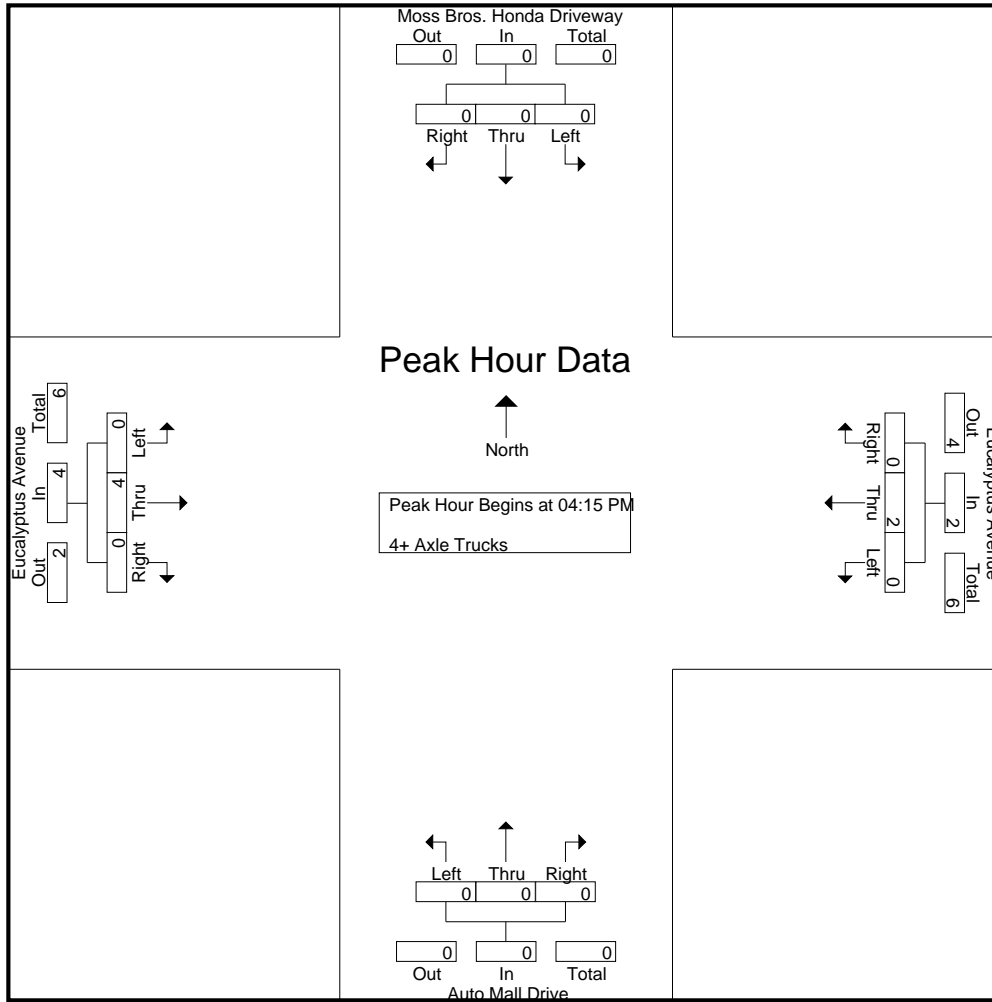
Groups Printed- 4+ Axle Trucks

Start Time	Moss Bros. Honda Driveway Southbound				Eucalyptus Avenue Westbound				Auto Mall Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
Grand Total	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7	14
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	50	0	50	0	0	0		0	50	0	50	

Start Time	Moss Bros. Honda Driveway Southbound				Eucalyptus Avenue Westbound				Auto Mall Drive Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.500

City of Moreno Valley
 N/S: Auto Mall Drive
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 11_MRV_Auto Mall_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

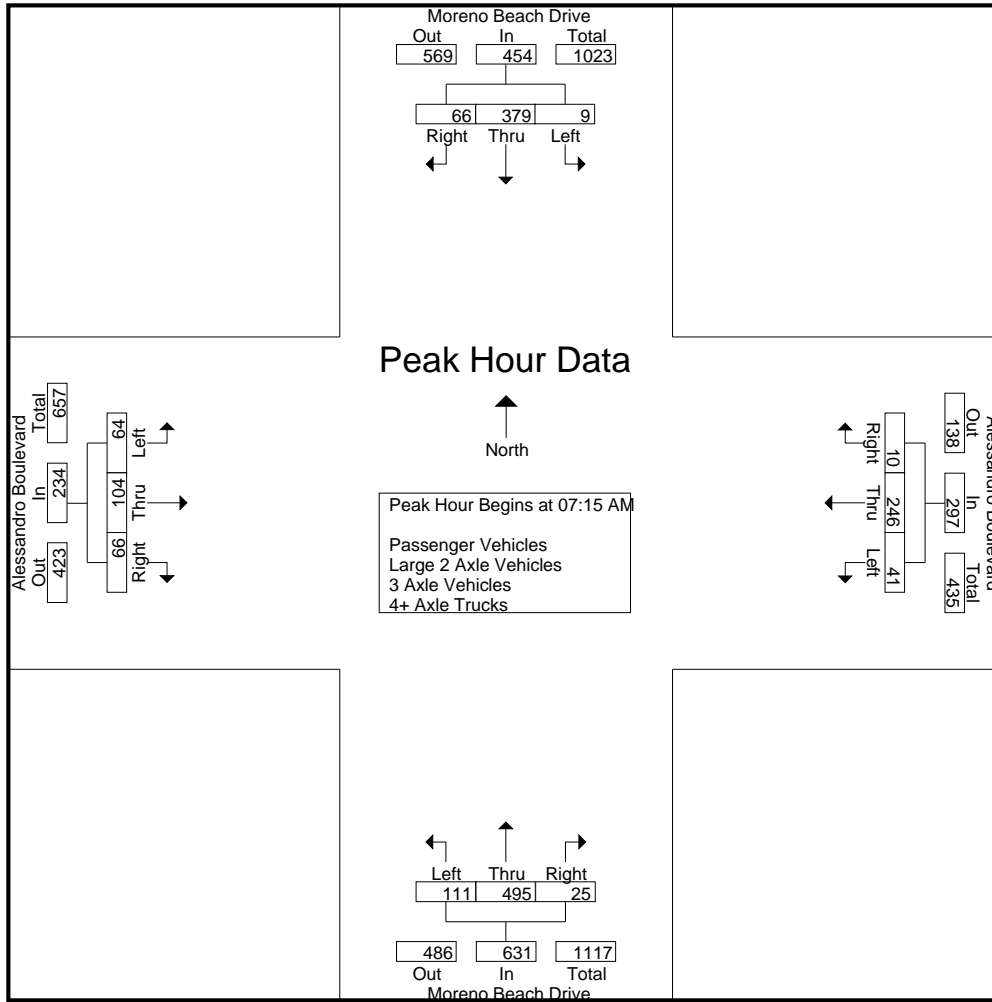
City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 12_MRV_Mo Bea_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	73	18	95	10	48	3	61	12	99	5	116	5	19	11	35	307
07:15 AM	2	68	13	83	11	68	2	81	26	108	8	142	11	23	6	40	346
07:30 AM	2	95	22	119	16	69	3	88	36	108	3	147	14	20	13	47	401
07:45 AM	2	101	15	118	8	65	2	75	35	146	5	186	16	29	25	70	449
Total	10	337	68	415	45	250	10	305	109	461	21	591	46	91	55	192	1503
08:00 AM	3	115	16	134	6	44	3	53	14	133	9	156	23	32	22	77	420
08:15 AM	2	81	11	94	9	43	2	54	19	98	3	120	16	33	5	54	322
08:30 AM	3	81	12	96	9	27	4	40	16	80	3	99	14	29	8	51	286
08:45 AM	5	74	11	90	13	26	1	40	8	87	5	100	13	16	6	35	265
Total	13	351	50	414	37	140	10	187	57	398	20	475	66	110	41	217	1293
Grand Total	23	688	118	829	82	390	20	492	166	859	41	1066	112	201	96	409	2796
Apprch %	2.8	83	14.2		16.7	79.3	4.1		15.6	80.6	3.8		27.4	49.1	23.5		
Total %	0.8	24.6	4.2	29.6	2.9	13.9	0.7	17.6	5.9	30.7	1.5	38.1	4	7.2	3.4	14.6	
Passenger Vehicles	21	677	117	815	81	381	18	480	159	849	38	1046	111	197	88	396	2737
% Passenger Vehicles	91.3	98.4	99.2	98.3	98.8	97.7	90	97.6	95.8	98.8	92.7	98.1	99.1	98	91.7	96.8	97.9
Large 2 Axle Vehicles	2	7	1	10	0	8	2	10	7	8	3	18	1	3	8	12	50
% Large 2 Axle Vehicles	8.7	1	0.8	1.2	0	2.1	10	2	4.2	0.9	7.3	1.7	0.9	1.5	8.3	2.9	1.8
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0.5	0	0.2	0.1
4+ Axle Trucks	0	3	0	3	1	1	0	2	0	2	0	2	0	0	0	0	7
% 4+ Axle Trucks	0	0.4	0	0.4	1.2	0.3	0	0.4	0	0.2	0	0.2	0	0	0	0	0.3

Start Time	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	68	13	83	11	68	2	81	26	108	8	142	11	23	6	40	346
07:30 AM	2	95	22	119	16	69	3	88	36	108	3	147	14	20	13	47	401
07:45 AM	2	101	15	118	8	65	2	75	35	146	5	186	16	29	25	70	449
08:00 AM	3	115	16	134	6	44	3	53	14	133	9	156	23	32	22	77	420
Total Volume	9	379	66	454	41	246	10	297	111	495	25	631	64	104	66	234	1616
% App. Total	2	83.5	14.5		13.8	82.8	3.4		17.6	78.4	4		27.4	44.4	28.2		
PHF	.750	.824	.750	.847	.641	.891	.833	.844	.771	.848	.694	.848	.696	.813	.660	.760	.900



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

	07:30 AM				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	2	95	22	119	10	48	3	61	26	108	8	142	16	29	25	70
+15 mins.	2	101	15	118	11	68	2	81	36	108	3	147	23	32	22	77
+30 mins.	3	115	16	134	16	69	3	88	35	146	5	186	16	33	5	54
+45 mins.	2	81	11	94	8	65	2	75	14	133	9	156	14	29	8	51
Total Volume	9	392	64	465	45	250	10	305	111	495	25	631	69	123	60	252
% App. Total	1.9	84.3	13.8		14.8	82	3.3		17.6	78.4	4		27.4	48.8	23.8	
PHF	.750	.852	.727	.868	.703	.906	.833	.866	.771	.848	.694	.848	.750	.932	.600	.818

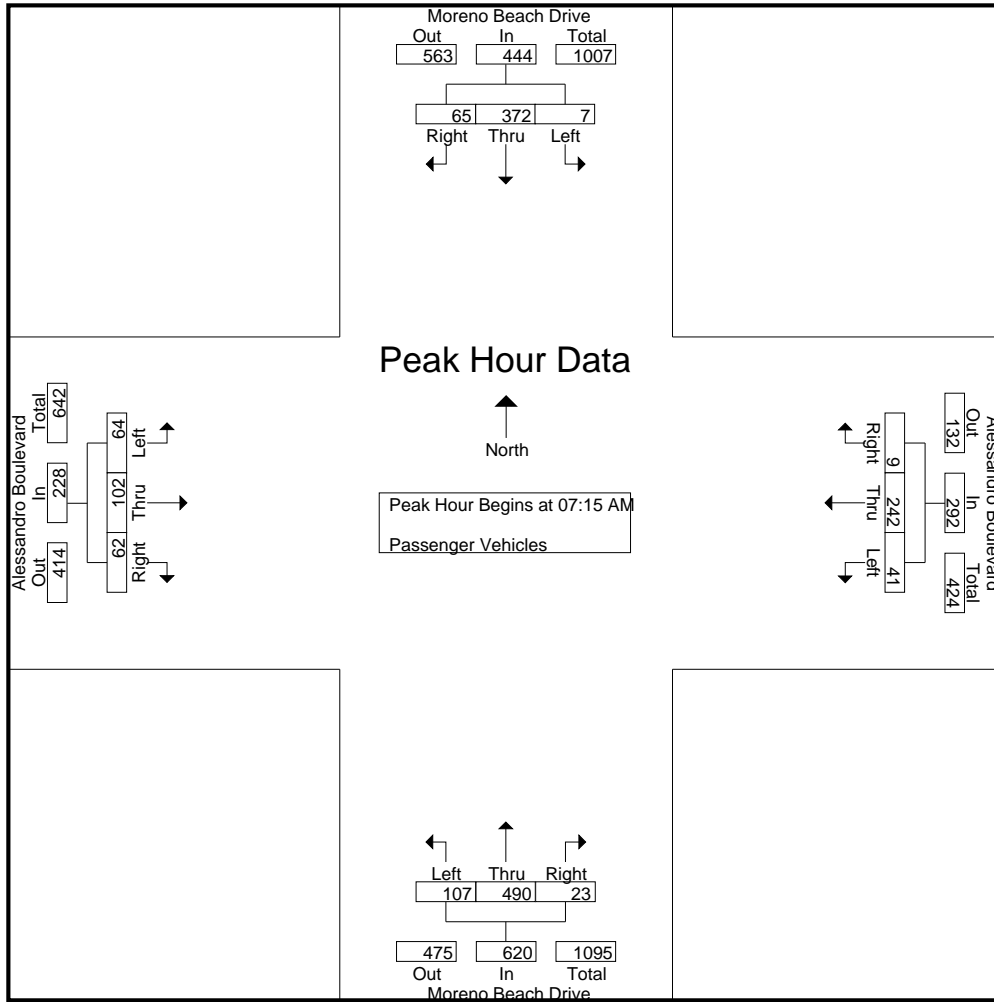
City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 12_MRV_Mo Bea_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	73	18	95	10	47	2	59	11	99	4	114	5	18	9	32	300
07:15 AM	1	67	13	81	11	68	2	81	26	105	7	138	11	23	6	40	340
07:30 AM	2	92	21	115	16	69	2	87	36	107	3	146	14	20	13	47	395
07:45 AM	2	100	15	117	8	63	2	73	31	145	4	180	16	28	24	68	438
Total	9	332	67	408	45	247	8	300	104	456	18	578	46	89	52	187	1473
08:00 AM	2	113	16	131	6	42	3	51	14	133	9	156	23	31	19	73	411
08:15 AM	2	79	11	92	9	40	2	51	19	95	3	117	15	32	5	52	312
08:30 AM	3	79	12	94	9	27	4	40	15	79	3	97	14	29	6	49	280
08:45 AM	5	74	11	90	12	25	1	38	7	86	5	98	13	16	6	35	261
Total	12	345	50	407	36	134	10	180	55	393	20	468	65	108	36	209	1264
Grand Total	21	677	117	815	81	381	18	480	159	849	38	1046	111	197	88	396	2737
Apprch %	2.6	83.1	14.4		16.9	79.4	3.8		15.2	81.2	3.6		28	49.7	22.2		
Total %	0.8	24.7	4.3	29.8	3	13.9	0.7	17.5	5.8	31	1.4	38.2	4.1	7.2	3.2	14.5	

Start Time	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	67	13	81	11	68	2	81	26	105	7	138	11	23	6	40	340
07:30 AM	2	92	21	115	16	69	2	87	36	107	3	146	14	20	13	47	395
07:45 AM	2	100	15	117	8	63	2	73	31	145	4	180	16	28	24	68	438
08:00 AM	2	113	16	131	6	42	3	51	14	133	9	156	23	31	19	73	411
Total Volume	7	372	65	444	41	242	9	292	107	490	23	620	64	102	62	228	1584
% App. Total	1.6	83.8	14.6		14	82.9	3.1		17.3	79	3.7		28.1	44.7	27.2		
PHF	.875	.823	.774	.847	.641	.877	.750	.839	.743	.845	.639	.861	.696	.823	.646	.781	.904



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	67	13	81	11	68	2	81	26	105	7	138	11	23	6	40
+15 mins.	2	92	21	115	16	69	2	87	36	107	3	146	14	20	13	47
+30 mins.	2	100	15	117	8	63	2	73	31	145	4	180	16	28	24	68
+45 mins.	2	113	16	131	6	42	3	51	14	133	9	156	23	31	19	73
Total Volume	7	372	65	444	41	242	9	292	107	490	23	620	64	102	62	228
% App. Total	1.6	83.8	14.6		14	82.9	3.1		17.3	79	3.7		28.1	44.7	27.2	
PHF	.875	.823	.774	.847	.641	.877	.750	.839	.743	.845	.639	.861	.696	.823	.646	.781

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 12_MRV_Mo Bea_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

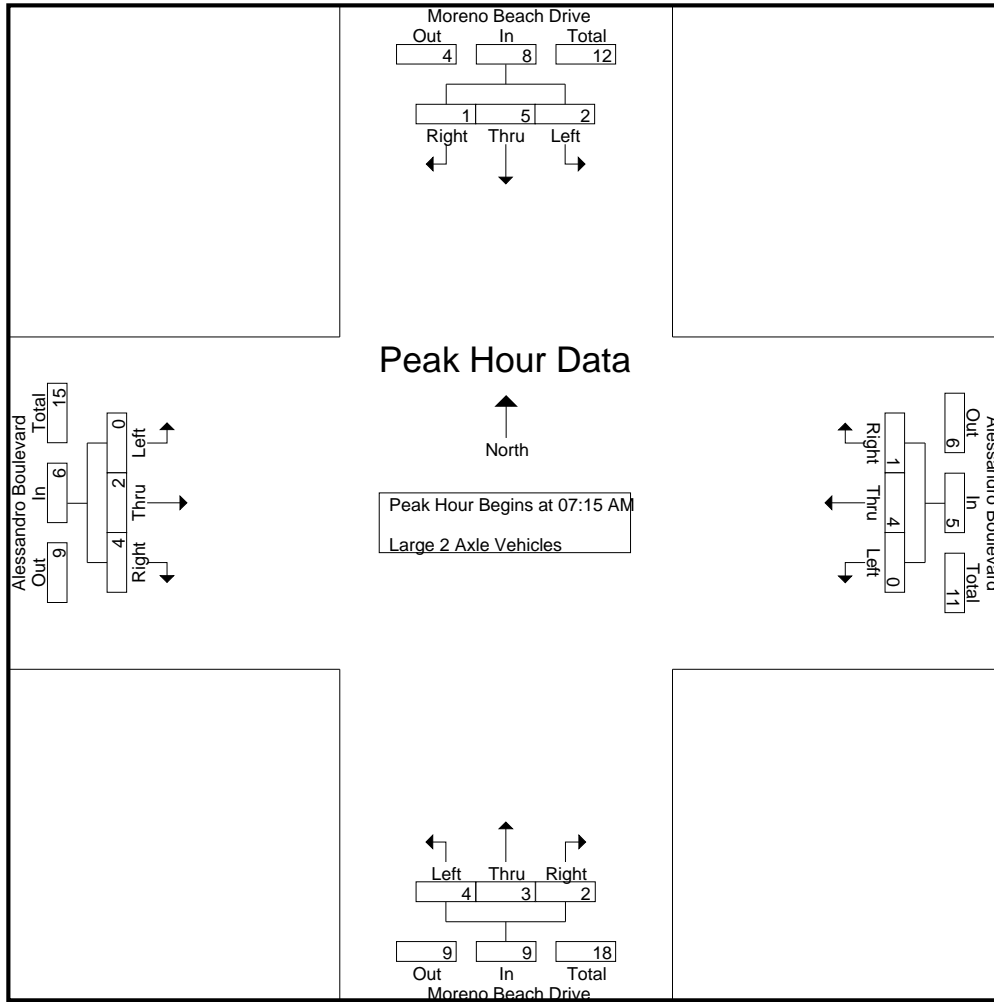
Groups Printed- Large 2 Axle Vehicles

Start Time	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	1	2	1	0	1	2	0	0	2	2	6
07:15 AM	1	0	0	1	0	0	0	0	0	2	1	3	0	0	0	0	4
07:30 AM	0	2	1	3	0	0	1	1	0	0	0	0	0	0	0	0	4
07:45 AM	0	1	0	1	0	2	0	2	4	1	1	6	0	1	1	2	11
Total	1	3	1	5	0	3	2	5	5	3	3	11	0	1	3	4	25
08:00 AM	1	2	0	3	0	2	0	2	0	0	0	0	0	1	3	4	9
08:15 AM	0	1	0	1	0	2	0	2	0	3	0	3	1	1	0	2	8
08:30 AM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	2	2	5
08:45 AM	0	0	0	0	0	1	0	1	1	1	0	2	0	0	0	0	3
Total	1	4	0	5	0	5	0	5	2	5	0	7	1	2	5	8	25
Grand Total	2	7	1	10	0	8	2	10	7	8	3	18	1	3	8	12	50
Apprch %	20	70	10		0	80	20		38.9	44.4	16.7		8.3	25	66.7		
Total %	4	14	2	20	0	16	4	20	14	16	6	36	2	6	16	24	

Start Time	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	0	1	0	0	0	0	0	2	1	3	0	0	0	0	4
07:30 AM	0	2	1	3	0	0	1	1	0	0	0	0	0	0	0	0	4
07:45 AM	0	1	0	1	0	2	0	2	4	1	1	6	0	1	1	2	11
08:00 AM	1	2	0	3	0	2	0	2	0	0	0	0	0	1	3	4	9
Total Volume	2	5	1	8	0	4	1	5	4	3	2	9	0	2	4	6	28
% App. Total	25	62.5	12.5		0	80	20		44.4	33.3	22.2		0	33.3	66.7		
PHF	.500	.625	.250	.667	.000	.500	.250	.625	.250	.375	.500	.375	.000	.500	.333	.375	.636

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 12_MRV_Mo Bea_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	0	1	0	0	0	0	0	2	1	3	0	0	0	0
+15 mins.	0	2	1	3	0	0	1	1	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	2	0	2	4	1	1	6	0	1	1	2
+45 mins.	1	2	0	3	0	2	0	2	0	0	0	0	0	1	3	4
Total Volume	2	5	1	8	0	4	1	5	4	3	2	9	0	2	4	6
% App. Total	25	62.5	12.5		0	80	20		44.4	33.3	22.2		0	33.3	66.7	
PHF	.500	.625	.250	.667	.000	.500	.250	.625	.250	.375	.500	.375	.000	.500	.333	.375

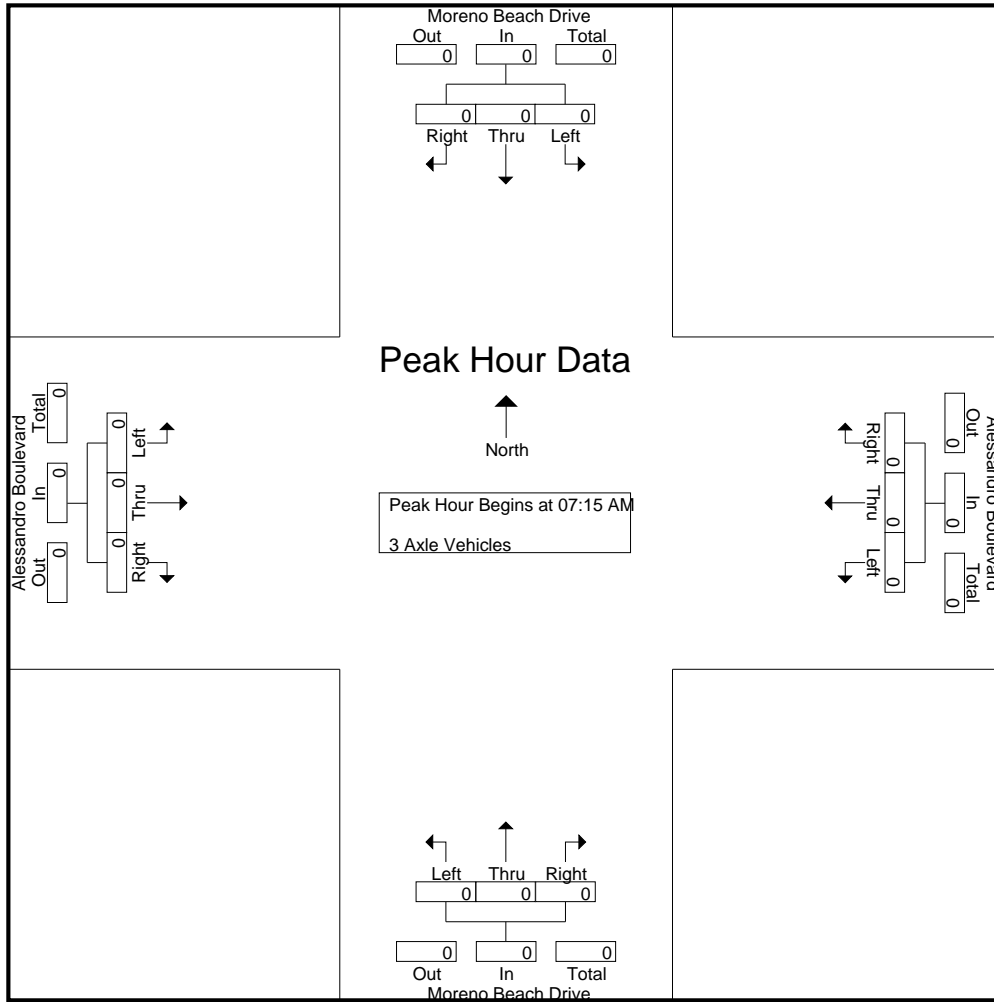
City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 12_MRV_Mo Bea_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Apprch %	0	100	0		0	0	0		0	0	0		0	100	0		
Total %	0	50	0	50	0	0	0	0	0	0	0	0	0	50	0	50	

Start Time	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 12_MRV_Mo Bea_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

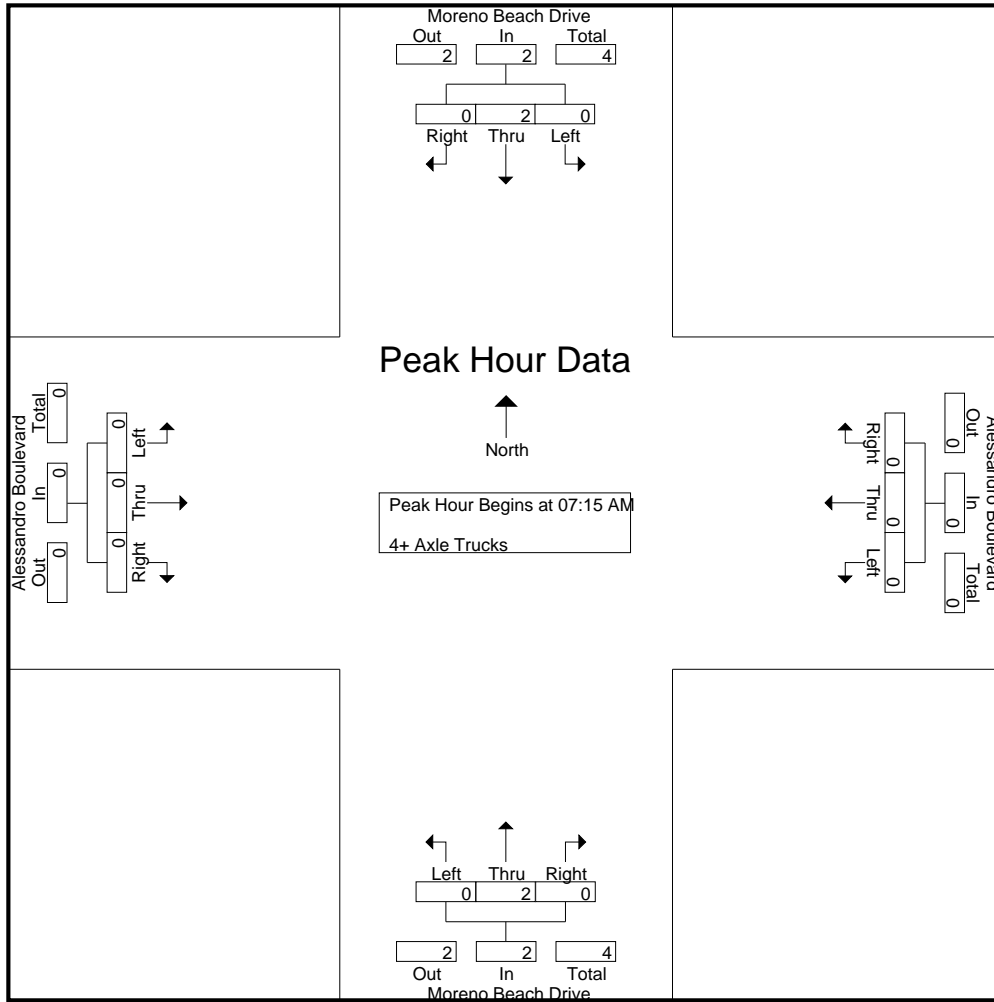
Groups Printed- 4+ Axle Trucks

Start Time	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	1	1	0	2	0	0	0	0	0	0	0	0	3
Grand Total	0	3	0	3	1	1	0	2	0	2	0	2	0	0	0	0	7
Apprch %	0	100	0		50	50	0		0	100	0		0	0	0		
Total %	0	42.9	0	42.9	14.3	14.3	0	28.6	0	28.6	0	28.6	0	0	0	0	

Start Time	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 12_MRV_Mo Bea_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

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

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 12_MRV_Mo Bea_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

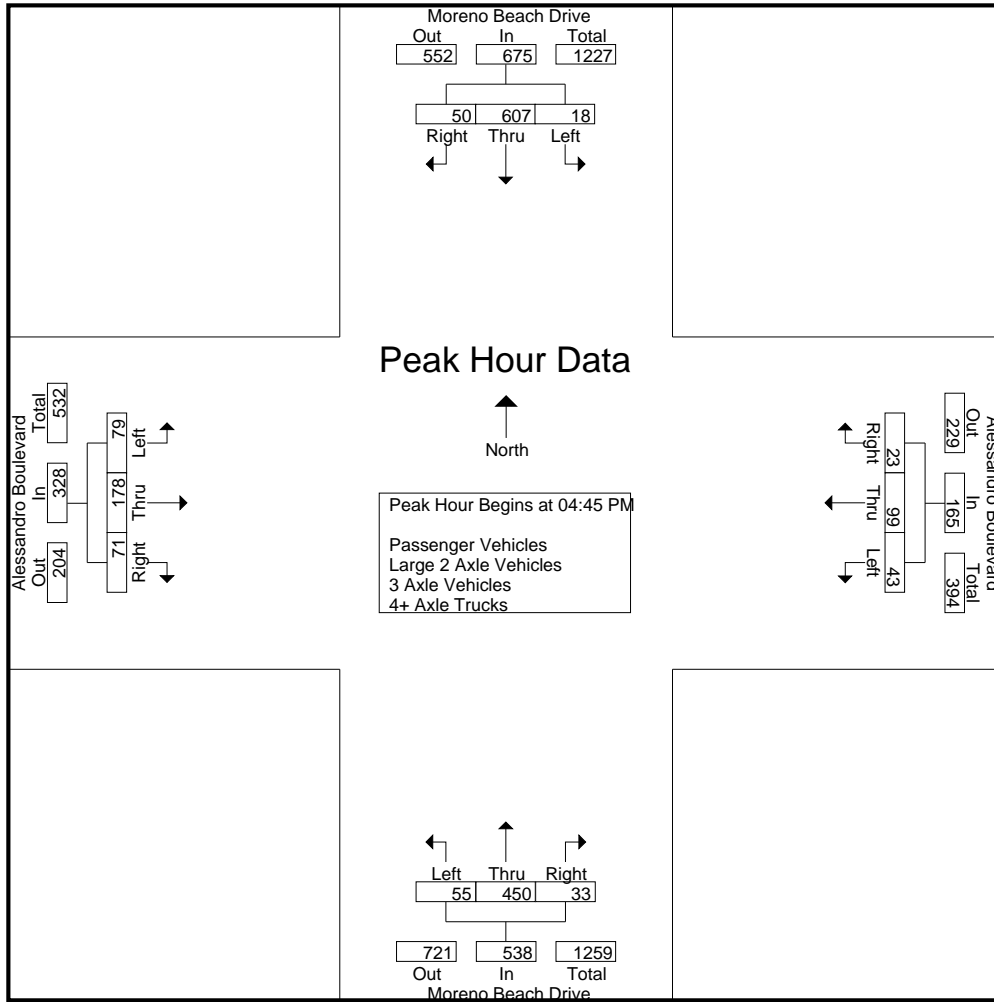
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	130	9	142	12	27	6	45	12	98	13	123	24	39	16	79	389
04:15 PM	2	137	18	157	11	27	1	39	19	118	7	144	13	36	18	67	407
04:30 PM	4	137	5	146	10	21	6	37	12	120	12	144	16	42	22	80	407
04:45 PM	3	140	11	154	17	31	8	56	15	104	8	127	19	41	19	79	416
Total	12	544	43	599	50	106	21	177	58	440	40	538	72	158	75	305	1619
05:00 PM	2	157	13	172	10	23	4	37	17	127	8	152	19	45	24	88	449
05:15 PM	5	153	10	168	9	19	6	34	14	104	9	127	22	47	15	84	413
05:30 PM	8	157	16	181	7	26	5	38	9	115	8	132	19	45	13	77	428
05:45 PM	5	132	10	147	9	28	2	39	16	115	11	142	16	35	17	68	396
Total	20	599	49	668	35	96	17	148	56	461	36	553	76	172	69	317	1686
Grand Total	32	1143	92	1267	85	202	38	325	114	901	76	1091	148	330	144	622	3305
Apprch %	2.5	90.2	7.3		26.2	62.2	11.7		10.4	82.6	7		23.8	53.1	23.2		
Total %	1	34.6	2.8	38.3	2.6	6.1	1.1	9.8	3.4	27.3	2.3	33	4.5	10	4.4	18.8	
Passenger Vehicles	31	1140	87	1258	84	199	38	321	109	896	76	1081	147	323	142	612	3272
% Passenger Vehicles	96.9	99.7	94.6	99.3	98.8	98.5	100	98.8	95.6	99.4	100	99.1	99.3	97.9	98.6	98.4	99
Large 2 Axle Vehicles	1	2	4	7	1	1	0	2	5	4	0	9	0	6	2	8	26
% Large 2 Axle Vehicles	3.1	0.2	4.3	0.6	1.2	0.5	0	0.6	4.4	0.4	0	0.8	0	1.8	1.4	1.3	0.8
3 Axle Vehicles	0	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	3
% 3 Axle Vehicles	0	0	1.1	0.1	0	1	0	0.6	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	1	0	1	1	1	0	2	4
% 4+ Axle Trucks	0	0.1	0	0.1	0	0	0	0	0	0.1	0	0.1	0.7	0.3	0	0.3	0.1

Start Time	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	3	140	11	154	17	31	8	56	15	104	8	127	19	41	19	79	416
05:00 PM	2	157	13	172	10	23	4	37	17	127	8	152	19	45	24	88	449
05:15 PM	5	153	10	168	9	19	6	34	14	104	9	127	22	47	15	84	413
05:30 PM	8	157	16	181	7	26	5	38	9	115	8	132	19	45	13	77	428
Total Volume	18	607	50	675	43	99	23	165	55	450	33	538	79	178	71	328	1706
% App. Total	2.7	89.9	7.4		26.1	60	13.9		10.2	83.6	6.1		24.1	54.3	21.6		
PHF	.563	.967	.781	.932	.632	.798	.719	.737	.809	.886	.917	.885	.898	.947	.740	.932	.950

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 12_MRV_Mo Bea_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:45 PM				04:00 PM				04:15 PM				04:30 PM			
+0 mins.	3	140	11	154	12	27	6	45	19	118	7	144	16	42	22	80
+15 mins.	2	157	13	172	11	27	1	39	12	120	12	144	19	41	19	79
+30 mins.	5	153	10	168	10	21	6	37	15	104	8	127	19	45	24	88
+45 mins.	8	157	16	181	17	31	8	56	17	127	8	152	22	47	15	84
Total Volume	18	607	50	675	50	106	21	177	63	469	35	567	76	175	80	331
% App. Total	2.7	89.9	7.4		28.2	59.9	11.9		11.1	82.7	6.2		23	52.9	24.2	
PHF	.563	.967	.781	.932	.735	.855	.656	.790	.829	.923	.729	.933	.864	.931	.833	.940

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 12_MRV_Mo Bea_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

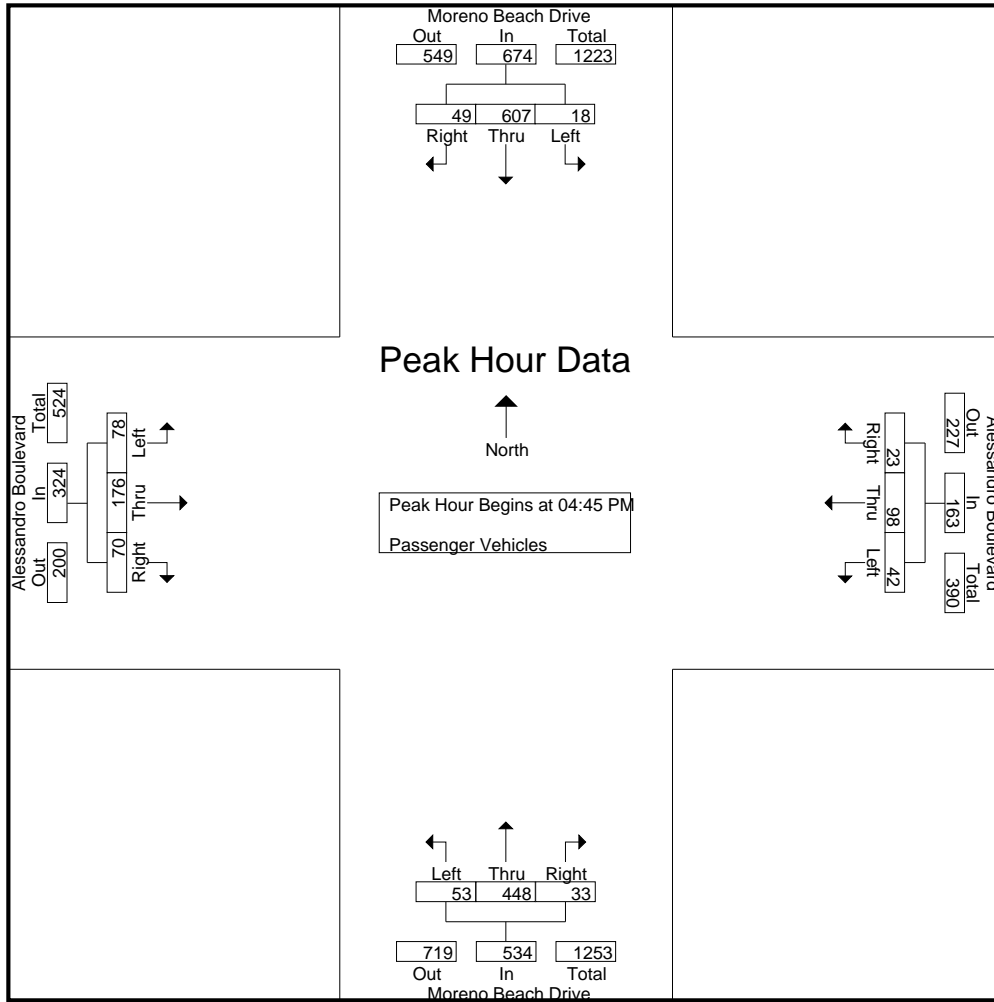
Groups Printed- Passenger Vehicles

Start Time	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	130	9	142	12	26	6	44	11	97	13	121	24	39	15	78	385
04:15 PM	2	136	17	155	11	26	1	38	18	117	7	142	13	34	18	65	400
04:30 PM	4	137	4	145	10	21	6	37	12	120	12	144	16	40	22	78	404
04:45 PM	3	140	11	154	16	31	8	55	13	103	8	124	18	41	19	78	411
Total	12	543	41	596	49	104	21	174	54	437	40	531	71	154	74	299	1600
05:00 PM	2	157	13	172	10	22	4	36	17	127	8	152	19	44	23	86	446
05:15 PM	5	153	10	168	9	19	6	34	14	103	9	126	22	47	15	84	412
05:30 PM	8	157	15	180	7	26	5	38	9	115	8	132	19	44	13	76	426
05:45 PM	4	130	8	142	9	28	2	39	15	114	11	140	16	34	17	67	388
Total	19	597	46	662	35	95	17	147	55	459	36	550	76	169	68	313	1672
Grand Total	31	1140	87	1258	84	199	38	321	109	896	76	1081	147	323	142	612	3272
Apprch %	2.5	90.6	6.9		26.2	62	11.8		10.1	82.9	7		24	52.8	23.2		
Total %	0.9	34.8	2.7	38.4	2.6	6.1	1.2	9.8	3.3	27.4	2.3	33	4.5	9.9	4.3	18.7	

Start Time	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	3	140	11	154	16	31	8	55	13	103	8	124	18	41	19	78	411
05:00 PM	2	157	13	172	10	22	4	36	17	127	8	152	19	44	23	86	446
05:15 PM	5	153	10	168	9	19	6	34	14	103	9	126	22	47	15	84	412
05:30 PM	8	157	15	180	7	26	5	38	9	115	8	132	19	44	13	76	426
Total Volume	18	607	49	674	42	98	23	163	53	448	33	534	78	176	70	324	1695
% App. Total	2.7	90.1	7.3		25.8	60.1	14.1		9.9	83.9	6.2		24.1	54.3	21.6		
PHF	.563	.967	.817	.936	.656	.790	.719	.741	.779	.882	.917	.878	.886	.936	.761	.942	.950

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 12_MRV_Mo Bea_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	3	140	11	154	16	31	8	55	13	103	8	124	18	41	19	78
+15 mins.	2	157	13	172	10	22	4	36	17	127	8	152	19	44	23	86
+30 mins.	5	153	10	168	9	19	6	34	14	103	9	126	22	47	15	84
+45 mins.	8	157	15	180	7	26	5	38	9	115	8	132	19	44	13	76
Total Volume	18	607	49	674	42	98	23	163	53	448	33	534	78	176	70	324
% App. Total	2.7	90.1	7.3		25.8	60.1	14.1		9.9	83.9	6.2		24.1	54.3	21.6	
PHF	.563	.967	.817	.936	.656	.790	.719	.741	.779	.882	.917	.878	.886	.936	.761	.942

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 12_MRV_Mo Bea_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

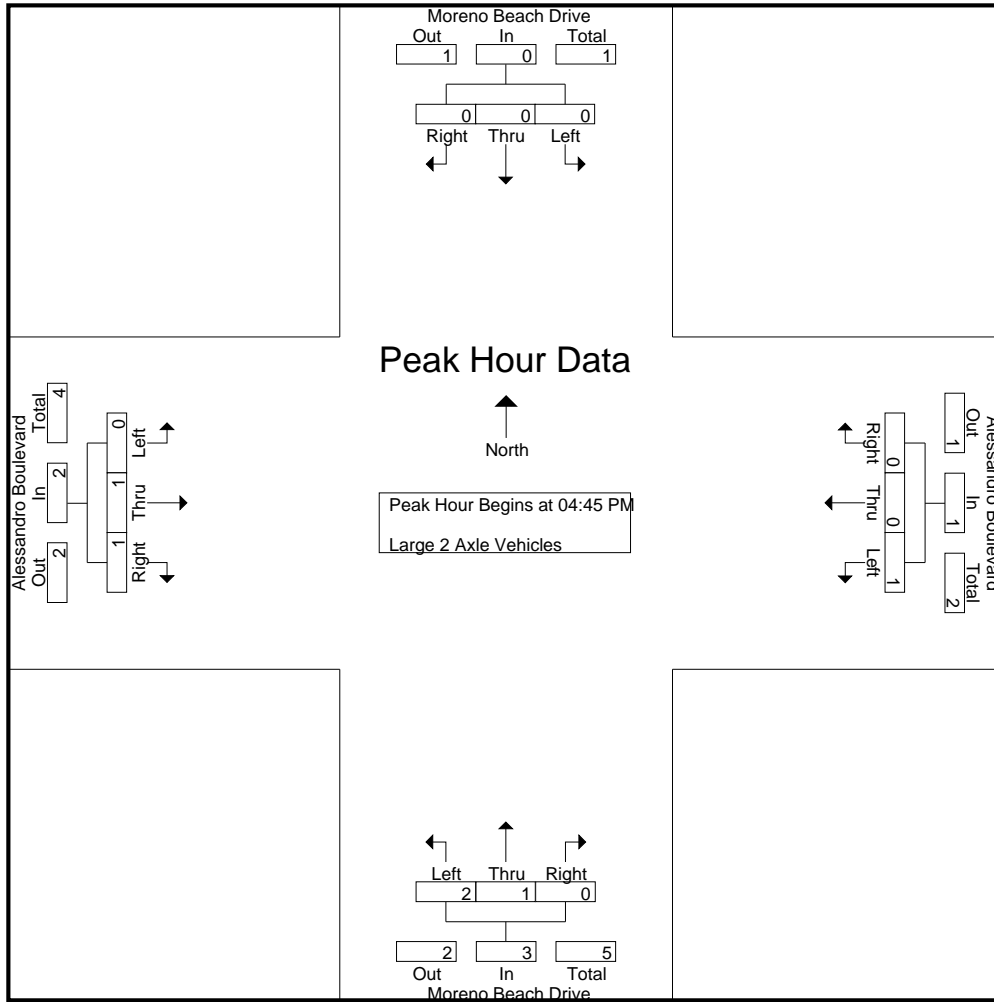
Groups Printed- Large 2 Axle Vehicles

Start Time	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	1	1	3
04:15 PM	0	1	1	2	0	1	0	1	1	1	0	2	0	2	0	2	7
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	1	0	0	1	2	1	0	3	0	0	0	0	4
Total	0	1	2	3	1	1	0	2	4	3	0	7	0	4	1	5	17
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	1	1	2	4	0	0	0	0	1	1	0	2	0	1	0	1	7
Total	1	1	2	4	0	0	0	0	1	1	0	2	0	2	1	3	9
Grand Total	1	2	4	7	1	1	0	2	5	4	0	9	0	6	2	8	26
Apprch %	14.3	28.6	57.1		50	50	0		55.6	44.4	0		0	75	25		
Total %	3.8	7.7	15.4	26.9	3.8	3.8	0	7.7	19.2	15.4	0	34.6	0	23.1	7.7	30.8	

Start Time	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	1	0	0	1	2	1	0	3	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	1	0	0	1	2	1	0	3	0	1	1	2	6
% App. Total	0	0	0		100	0	0		66.7	33.3	0		0	50	50		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.250	.250	.000	.250	.000	.250	.250	.500	.375

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 12_MRV_Mo Bea_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2

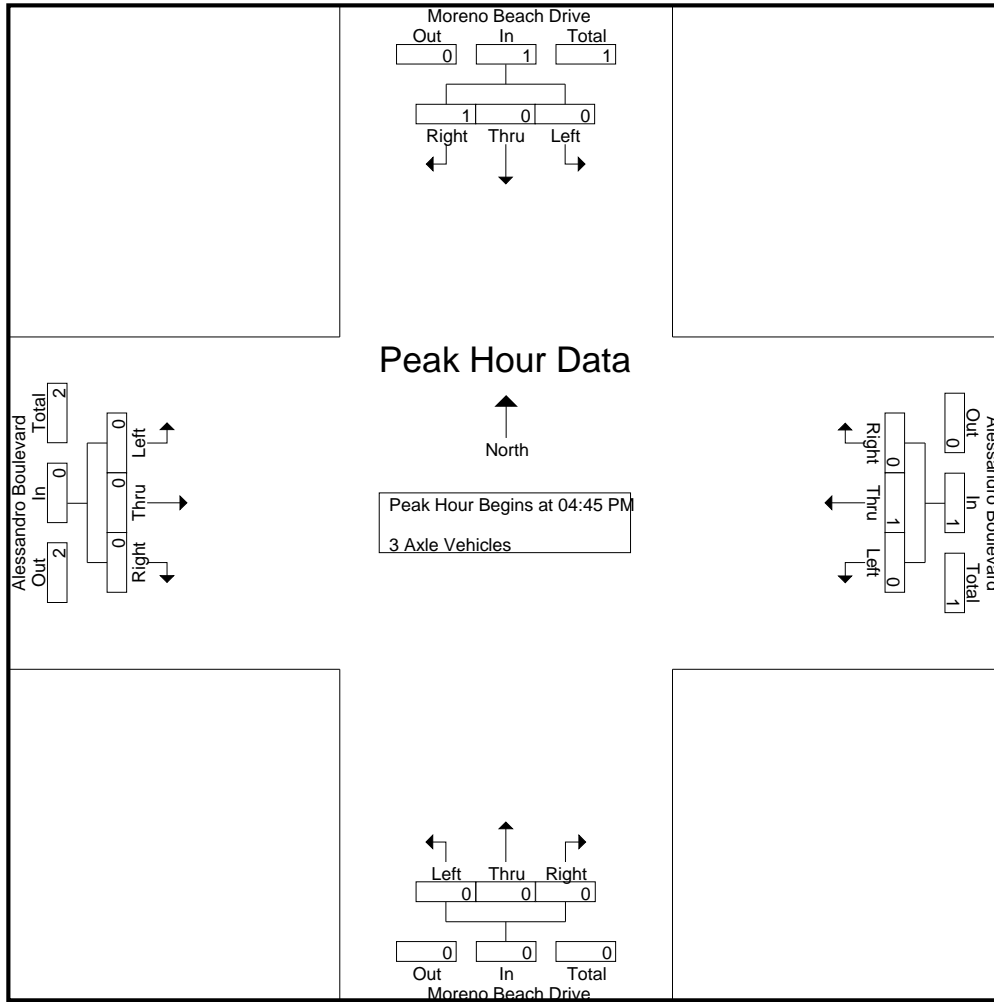


Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM							
+0 mins.	0	0	0	0	1	0	0	1	2	1	0	3	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	1	0	0	1	2	1	0	3	0	1	1	2
% App. Total	0	0	0	0	100	0	0	0	66.7	33.3	0	0	0	50	50	0
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.250	.250	.000	.250	.000	.250	.250	.500

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 12_MRV_Mo Bea_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	100		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 12_MRV_Mo Bea_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

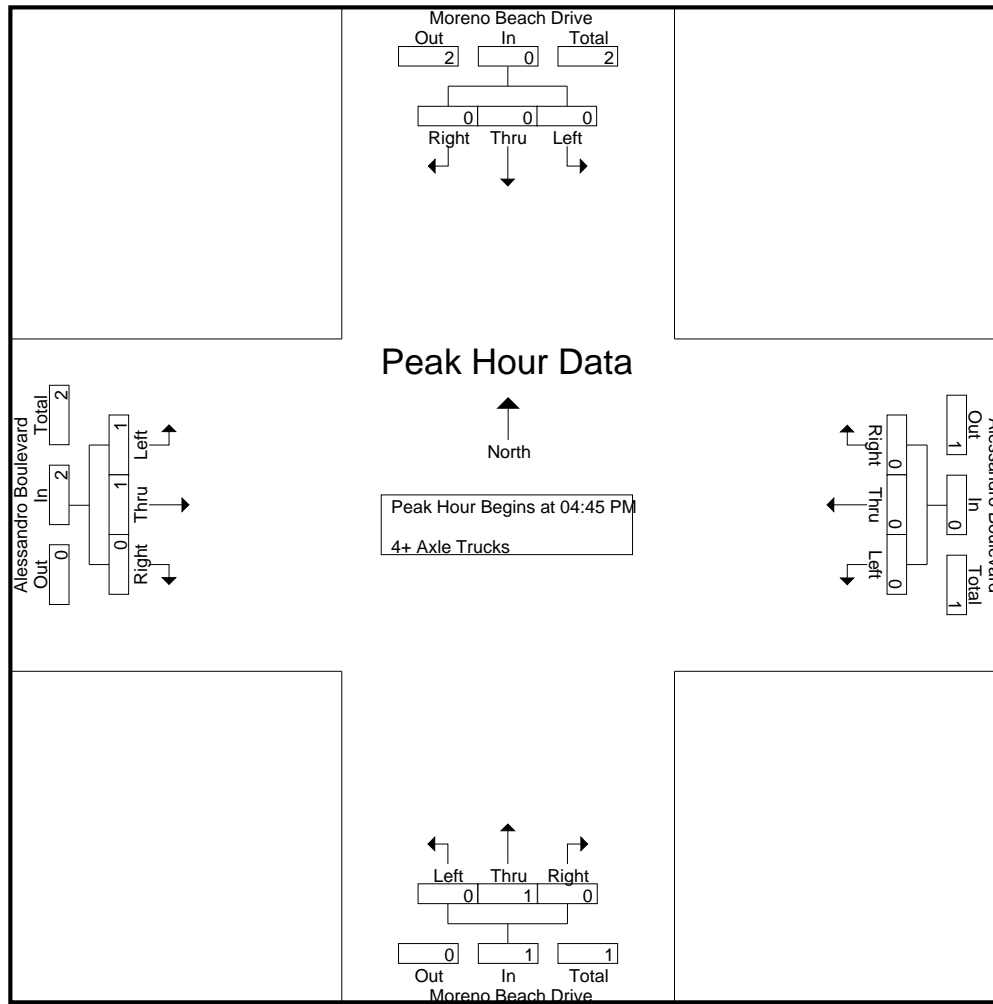
Groups Printed- 4+ Axle Trucks

Start Time	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
Grand Total	0	1	0	1	0	0	0	0	0	1	0	1	1	1	0	2	4
Apprch %	0	100	0		0	0	0		0	100	0		50	50	0		
Total %	0	25	0	25	0	0	0	0	0	25	0	25	25	25	0	50	

Start Time	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	2	3
% App. Total	0	0	0		0	0	0		0	100	0		50	50	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250	.250	.000	.500	.750

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 12_MRV_Mo Bea_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

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

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 13_MR_V_Mo Bea_Cactus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

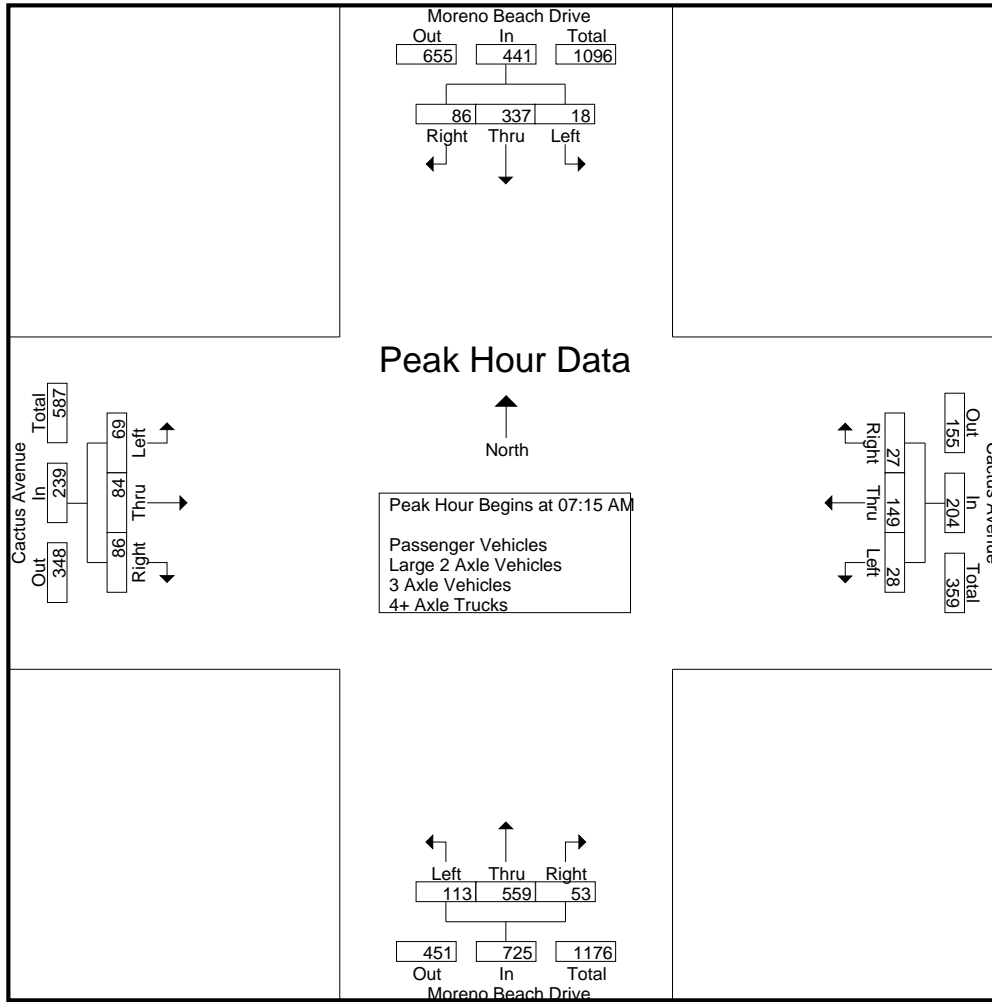
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	58	20	80	2	35	5	42	18	86	4	108	17	11	12	40	270
07:15 AM	4	63	18	85	4	49	9	62	30	109	9	148	18	12	20	50	345
07:30 AM	6	64	21	91	11	44	5	60	21	126	11	158	12	19	21	52	361
07:45 AM	4	104	25	133	8	35	8	51	34	168	22	224	22	29	22	73	481
Total	16	289	84	389	25	163	27	215	103	489	46	638	69	71	75	215	1457
08:00 AM	4	106	22	132	5	21	5	31	28	156	11	195	17	24	23	64	422
08:15 AM	4	76	10	90	3	18	10	31	17	87	8	112	16	24	18	58	291
08:30 AM	3	73	21	97	10	20	5	35	24	88	10	122	14	20	23	57	311
08:45 AM	7	56	11	74	4	17	4	25	19	77	7	103	18	17	21	56	258
Total	18	311	64	393	22	76	24	122	88	408	36	532	65	85	85	235	1282
Grand Total	34	600	148	782	47	239	51	337	191	897	82	1170	134	156	160	450	2739
Apprch %	4.3	76.7	18.9		13.9	70.9	15.1		16.3	76.7	7		29.8	34.7	35.6		
Total %	1.2	21.9	5.4	28.6	1.7	8.7	1.9	12.3	7	32.7	3	42.7	4.9	5.7	5.8	16.4	
Passenger Vehicles	33	585	146	764	45	237	47	329	186	887	80	1153	130	155	156	441	2687
% Passenger Vehicles	97.1	97.5	98.6	97.7	95.7	99.2	92.2	97.6	97.4	98.9	97.6	98.5	97	99.4	97.5	98	98.1
Large 2 Axle Vehicles	1	11	1	13	2	2	3	7	5	10	1	16	4	1	3	8	44
% Large 2 Axle Vehicles	2.9	1.8	0.7	1.7	4.3	0.8	5.9	2.1	2.6	1.1	1.2	1.4	3	0.6	1.9	1.8	1.6
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	0	1	1	0	0	1	1	3
% 3 Axle Vehicles	0	0.2	0	0.1	0	0	0	0	0	0	1.2	0.1	0	0	0.6	0.2	0.1
4+ Axle Trucks	0	3	1	4	0	0	1	1	0	0	0	0	0	0	0	0	5
% 4+ Axle Trucks	0	0.5	0.7	0.5	0	0	2	0.3	0	0	0	0	0	0	0	0	0.2

Start Time	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	63	18	85	4	49	9	62	30	109	9	148	18	12	20	50	345
07:30 AM	6	64	21	91	11	44	5	60	21	126	11	158	12	19	21	52	361
07:45 AM	4	104	25	133	8	35	8	51	34	168	22	224	22	29	22	73	481
08:00 AM	4	106	22	132	5	21	5	31	28	156	11	195	17	24	23	64	422
Total Volume	18	337	86	441	28	149	27	204	113	559	53	725	69	84	86	239	1609
% App. Total	4.1	76.4	19.5		13.7	73	13.2		15.6	77.1	7.3		28.9	35.1	36		
PHF	.750	.795	.860	.829	.636	.760	.750	.823	.831	.832	.602	.809	.784	.724	.935	.818	.836

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 13_MR_V_Mo Bea_Cactus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:45 AM				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	4	104	25	133	2	35	5	42	30	109	9	148	22	29	22	73
+15 mins.	4	106	22	132	4	49	9	62	21	126	11	158	17	24	23	64
+30 mins.	4	76	10	90	11	44	5	60	34	168	22	224	16	24	18	58
+45 mins.	3	73	21	97	8	35	8	51	28	156	11	195	14	20	23	57
Total Volume	15	359	78	452	25	163	27	215	113	559	53	725	69	97	86	252
% App. Total	3.3	79.4	17.3		11.6	75.8	12.6		15.6	77.1	7.3		27.4	38.5	34.1	
PHF	.938	.847	.780	.850	.568	.832	.750	.867	.831	.832	.602	.809	.784	.836	.935	.863

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 13_MR_V_Mo Bea_Cactus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

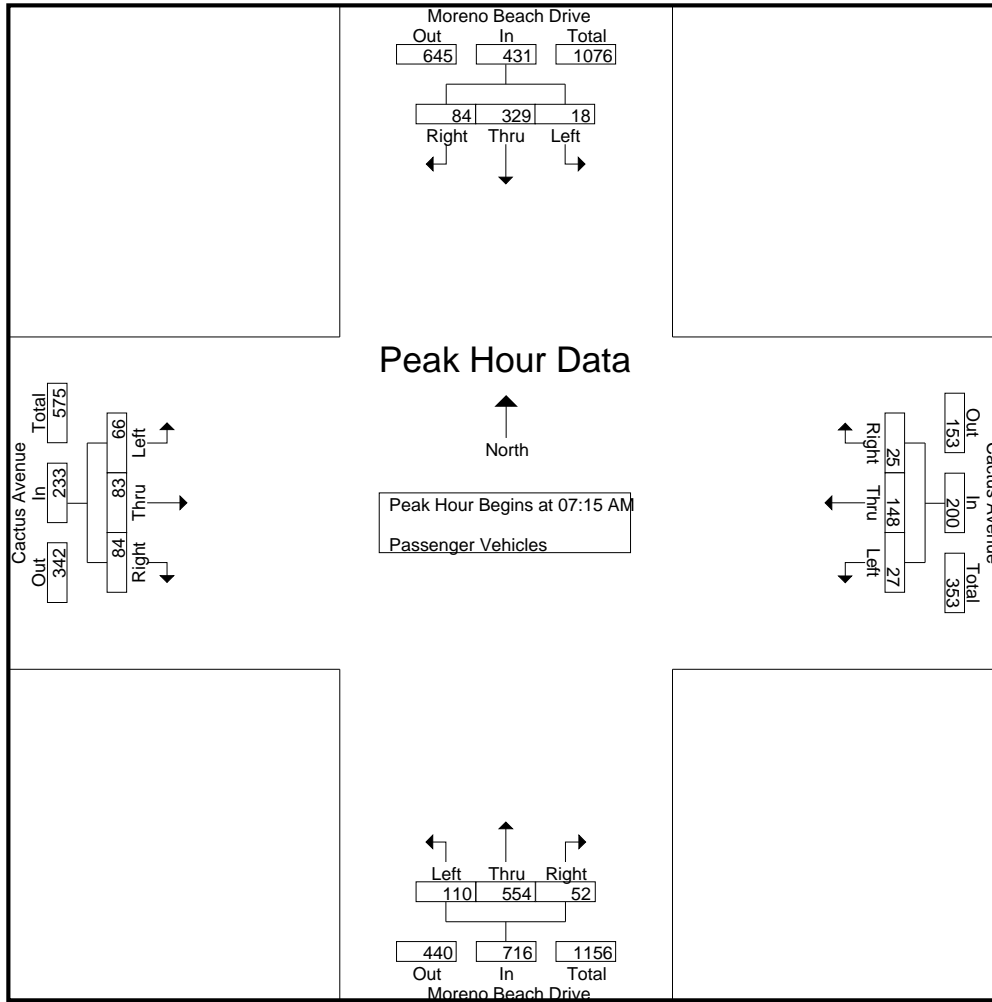
Groups Printed- Passenger Vehicles

Start Time	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	57	20	78	1	35	5	41	18	84	4	106	17	11	12	40	265
07:15 AM	4	63	17	84	4	49	7	60	29	109	8	146	16	12	20	48	338
07:30 AM	6	60	21	87	11	44	5	60	21	126	11	158	12	19	21	52	357
07:45 AM	4	103	25	132	8	35	8	51	33	163	22	218	21	29	21	71	472
Total	15	283	83	381	24	163	25	212	101	482	45	628	66	71	74	211	1432
08:00 AM	4	103	21	128	4	20	5	29	27	156	11	194	17	23	22	62	413
08:15 AM	4	74	10	88	3	17	8	28	17	85	8	110	16	24	18	58	284
08:30 AM	3	70	21	94	10	20	5	35	22	87	10	119	14	20	21	55	303
08:45 AM	7	55	11	73	4	17	4	25	19	77	6	102	17	17	21	55	255
Total	18	302	63	383	21	74	22	117	85	405	35	525	64	84	82	230	1255
Grand Total	33	585	146	764	45	237	47	329	186	887	80	1153	130	155	156	441	2687
Apprch %	4.3	76.6	19.1		13.7	72	14.3		16.1	76.9	6.9		29.5	35.1	35.4		
Total %	1.2	21.8	5.4	28.4	1.7	8.8	1.7	12.2	6.9	33	3	42.9	4.8	5.8	5.8	16.4	

Start Time	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	63	17	84	4	49	7	60	29	109	8	146	16	12	20	48	338
07:30 AM	6	60	21	87	11	44	5	60	21	126	11	158	12	19	21	52	357
07:45 AM	4	103	25	132	8	35	8	51	33	163	22	218	21	29	21	71	472
08:00 AM	4	103	21	128	4	20	5	29	27	156	11	194	17	23	22	62	413
Total Volume	18	329	84	431	27	148	25	200	110	554	52	716	66	83	84	233	1580
% App. Total	4.2	76.3	19.5		13.5	74	12.5		15.4	77.4	7.3		28.3	35.6	36.1		
PHF	.750	.799	.840	.816	.614	.755	.781	.833	.833	.850	.591	.821	.786	.716	.955	.820	.837

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 13_MRV_Mo Bea_Cactus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	4	63	17	84	4	49	7	60	29	109	8	146	16	12	20	48
+15 mins.	6	60	21	87	11	44	5	60	21	126	11	158	12	19	21	52
+30 mins.	4	103	25	132	8	35	8	51	33	163	22	218	21	29	21	71
+45 mins.	4	103	21	128	4	20	5	29	27	156	11	194	17	23	22	62
Total Volume	18	329	84	431	27	148	25	200	110	554	52	716	66	83	84	233
% App. Total	4.2	76.3	19.5		13.5	74	12.5		15.4	77.4	7.3		28.3	35.6	36.1	
PHF	.750	.799	.840	.816	.614	.755	.781	.833	.833	.850	.591	.821	.786	.716	.955	.820

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 13_MR_V_Mo Bea_Cactus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

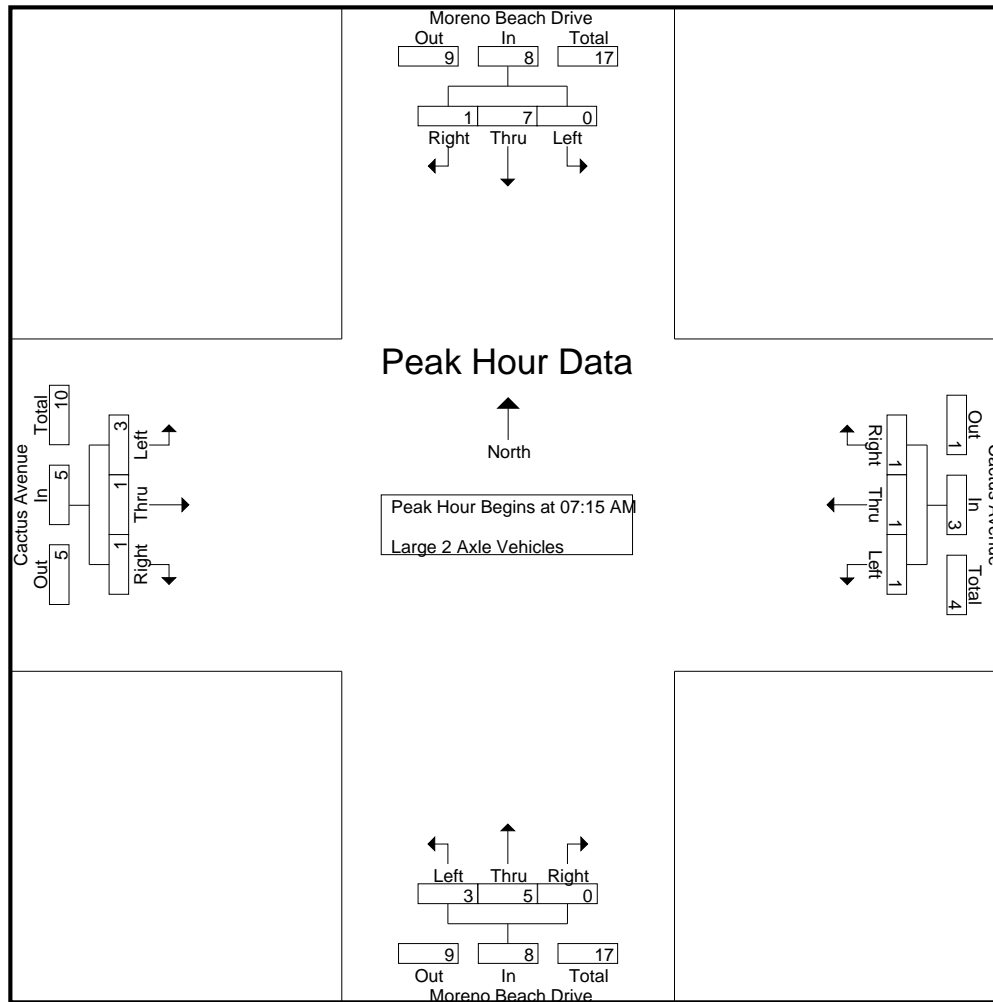
Groups Printed- Large 2 Axle Vehicles

Start Time	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	1	0	2	1	0	0	1	0	2	0	2	0	0	0	0	5
07:15 AM	0	0	0	0	0	0	1	1	1	0	0	1	2	0	0	2	4
07:30 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	1	0	1	0	0	0	0	1	5	0	6	1	0	1	2	9
Total	1	5	0	6	1	0	1	2	2	7	0	9	3	0	1	4	21
08:00 AM	0	3	1	4	1	1	0	2	1	0	0	1	0	1	0	1	8
08:15 AM	0	1	0	1	0	1	2	3	0	2	0	2	0	0	0	0	6
08:30 AM	0	2	0	2	0	0	0	0	2	1	0	3	0	0	2	2	7
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
Total	0	6	1	7	1	2	2	5	3	3	1	7	1	1	2	4	23
Grand Total	1	11	1	13	2	2	3	7	5	10	1	16	4	1	3	8	44
Apprch %	7.7	84.6	7.7		28.6	28.6	42.9		31.2	62.5	6.2		50	12.5	37.5		
Total %	2.3	25	2.3	29.5	4.5	4.5	6.8	15.9	11.4	22.7	2.3	36.4	9.1	2.3	6.8	18.2	

Start Time	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	1	1	1	0	0	1	2	0	0	2	4
07:30 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	1	0	1	0	0	0	0	1	5	0	6	1	0	1	2	9
08:00 AM	0	3	1	4	1	1	0	2	1	0	0	1	0	1	0	1	8
Total Volume	0	7	1	8	1	1	1	3	3	5	0	8	3	1	1	5	24
% App. Total	0	87.5	12.5		33.3	33.3	33.3		37.5	62.5	0		60	20	20		
PHF	.000	.583	.250	.500	.250	.250	.250	.375	.750	.250	.000	.333	.375	.250	.250	.625	.667

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 13_MR_V_Mo Bea_Cactus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	1	1	1	0	0	1	2	0	0	2
+15 mins.	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	1	5	0	6	1	0	1	2
+45 mins.	0	3	1	4	1	1	0	2	1	0	0	1	0	1	0	1
Total Volume	0	7	1	8	1	1	1	3	3	5	0	8	3	1	1	5
% App. Total	0	87.5	12.5		33.3	33.3	33.3		37.5	62.5	0		60	20	20	
PHF	.000	.583	.250	.500	.250	.250	.250	.375	.750	.250	.000	.333	.375	.250	.250	.625

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 13_MRV_Mo Bea_Cactus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

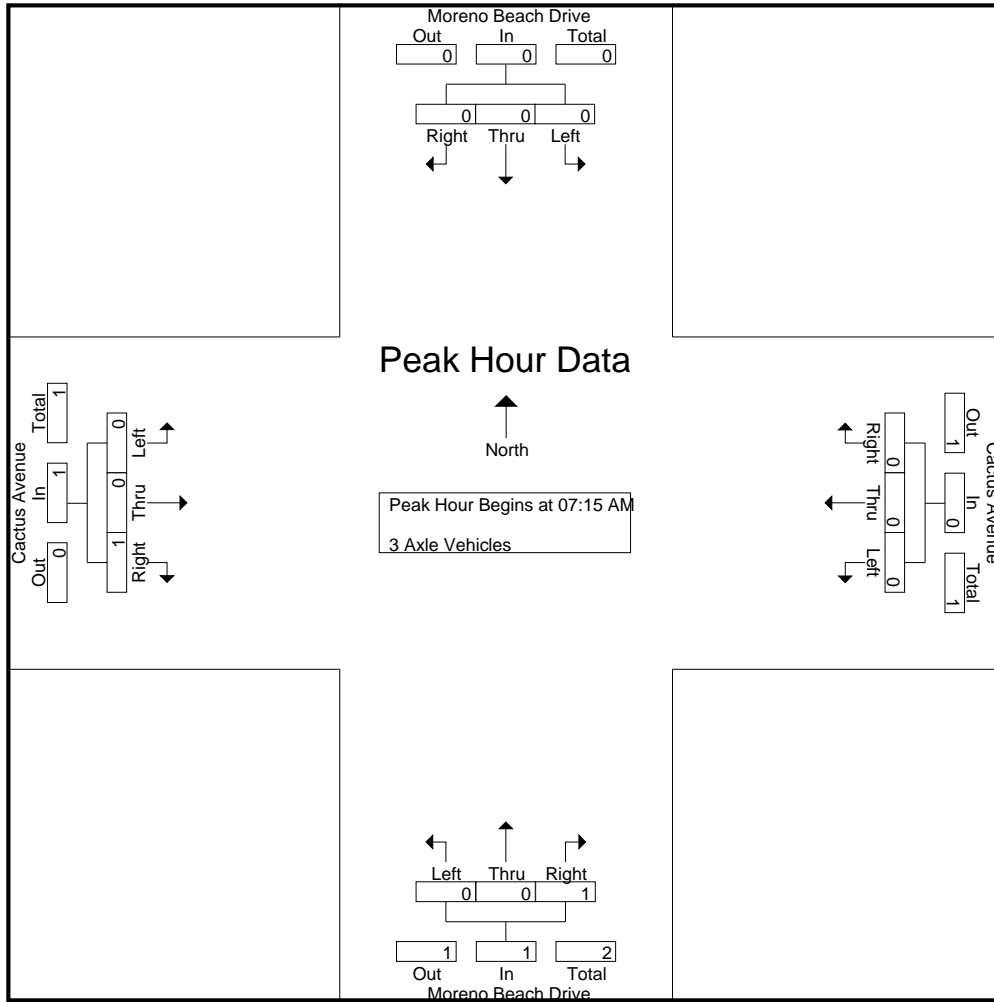
Groups Printed- 3 Axle Vehicles

Start Time	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Grand Total	0	1	0	1	0	0	0	0	0	0	1	1	0	0	1	1	3
Apprch %	0	100	0		0	0	0		0	0	100		0	0	100		
Total %	0	33.3	0	33.3	0	0	0	0	0	0	33.3	33.3	0	0	33.3	33.3	

Start Time	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2
% App. Total	0	0	0		0	0	0		0	0	100		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.250	.250	.500

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 13_MR_V_Mo Bea_Cactus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

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

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 13_MRV_Mo Bea_Cactus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

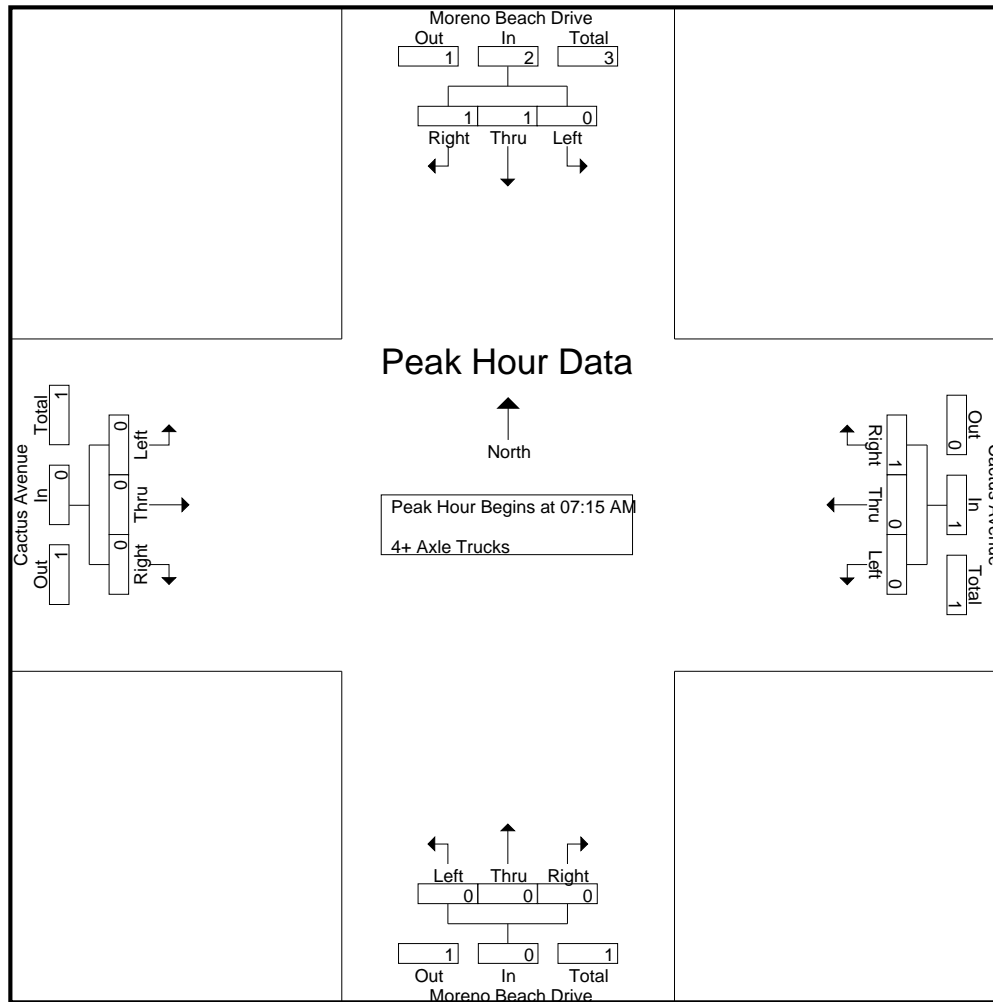
Groups Printed- 4+ Axle Trucks

Start Time	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	2	0	0	1	1	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	3	1	4	0	0	1	1	0	0	0	0	0	0	0	0	5
Apprch %	0	75	25		0	0	100		0	0	0		0	0	0		
Total %	0	60	20	80	0	0	20	20	0	0	0	0	0	0	0	0	

Start Time	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	2	0	0	1	1	0	0	0	0	0	0	0	0	3
% App. Total	0	50	50		0	0	100		0	0	0		0	0	0		
PHF	.000	.250	.250	.500	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.375

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 13_MR_V_Mo Bea_Cactus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	2	0	0	1	1	0	0	0	0	0	0	0	0
% App. Total	0	50	50		0	0	100		0	0	0		0	0	0	
PHF	.000	.250	.250	.500	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 13_MR_V_Mo Bea_Cactus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

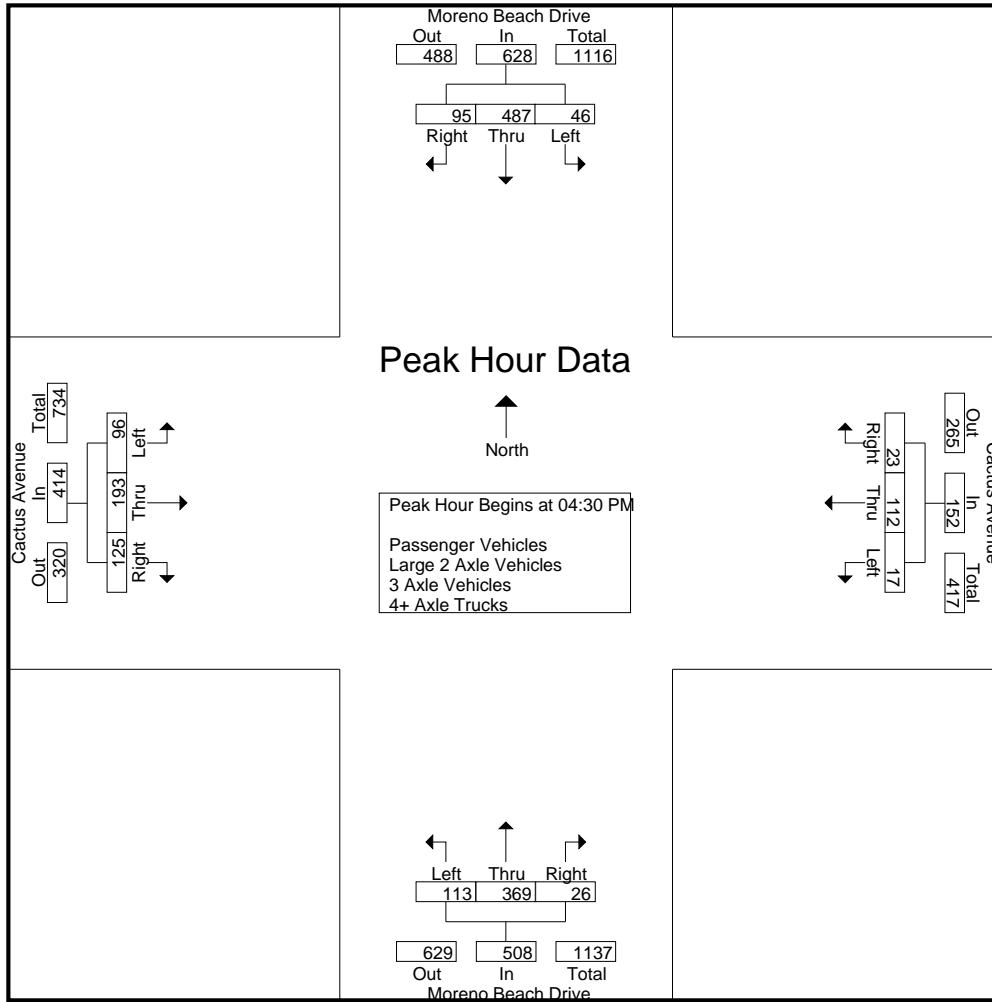
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	13	98	26	137	6	24	8	38	21	80	2	103	19	27	22	68	346
04:15 PM	4	102	27	133	6	17	12	35	17	96	7	120	19	51	24	94	382
04:30 PM	11	109	15	135	6	30	4	40	36	105	10	151	22	51	29	102	428
04:45 PM	13	123	23	159	4	31	5	40	33	91	5	129	28	49	42	119	447
Total	41	432	91	564	22	102	29	153	107	372	24	503	88	178	117	383	1603
05:00 PM	6	125	31	162	5	29	7	41	21	87	5	113	23	34	22	79	395
05:15 PM	16	130	26	172	2	22	7	31	23	86	6	115	23	59	32	114	432
05:30 PM	9	139	17	165	4	28	10	42	24	96	5	125	17	32	27	76	408
05:45 PM	14	108	19	141	8	23	4	35	26	98	6	130	14	37	33	84	390
Total	45	502	93	640	19	102	28	149	94	367	22	483	77	162	114	353	1625
Grand Total	86	934	184	1204	41	204	57	302	201	739	46	986	165	340	231	736	3228
Apprch %	7.1	77.6	15.3		13.6	67.5	18.9		20.4	74.9	4.7		22.4	46.2	31.4		
Total %	2.7	28.9	5.7	37.3	1.3	6.3	1.8	9.4	6.2	22.9	1.4	30.5	5.1	10.5	7.2	22.8	
Passenger Vehicles	86	930	184	1200	39	199	57	295	201	728	45	974	164	340	230	734	3203
% Passenger Vehicles	100	99.6	100	99.7	95.1	97.5	100	97.7	100	98.5	97.8	98.8	99.4	100	99.6	99.7	99.2
Large 2 Axle Vehicles	0	4	0	4	1	5	0	6	0	10	1	11	1	0	1	2	23
% Large 2 Axle Vehicles	0	0.4	0	0.3	2.4	2.5	0	2	0	1.4	2.2	1.1	0.6	0	0.4	0.3	0.7
3 Axle Vehicles	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	2.4	0	0	0.3	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0

Start Time	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	11	109	15	135	6	30	4	40	36	105	10	151	22	51	29	102	428
04:45 PM	13	123	23	159	4	31	5	40	33	91	5	129	28	49	42	119	447
05:00 PM	6	125	31	162	5	29	7	41	21	87	5	113	23	34	22	79	395
05:15 PM	16	130	26	172	2	22	7	31	23	86	6	115	23	59	32	114	432
Total Volume	46	487	95	628	17	112	23	152	113	369	26	508	96	193	125	414	1702
% App. Total	7.3	77.5	15.1		11.2	73.7	15.1		22.2	72.6	5.1		23.2	46.6	30.2		
PHF	.719	.937	.766	.913	.708	.903	.821	.927	.785	.879	.650	.841	.857	.818	.744	.870	.952

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 13_MRV_Mo Bea_Cactus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:45 PM				04:15 PM				04:15 PM				04:30 PM			
+0 mins.	13	123	23	159	6	17	12	35	17	96	7	120	22	51	29	102
+15 mins.	6	125	31	162	6	30	4	40	36	105	10	151	28	49	42	119
+30 mins.	16	130	26	172	4	31	5	40	33	91	5	129	23	34	22	79
+45 mins.	9	139	17	165	5	29	7	41	21	87	5	113	23	59	32	114
Total Volume	44	517	97	658	21	107	28	156	107	379	27	513	96	193	125	414
% App. Total	6.7	78.6	14.7		13.5	68.6	17.9		20.9	73.9	5.3		23.2	46.6	30.2	
PHF	.688	.930	.782	.956	.875	.863	.583	.951	.743	.902	.675	.849	.857	.818	.744	.870

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 13_MRV_Mo Bea_Cactus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

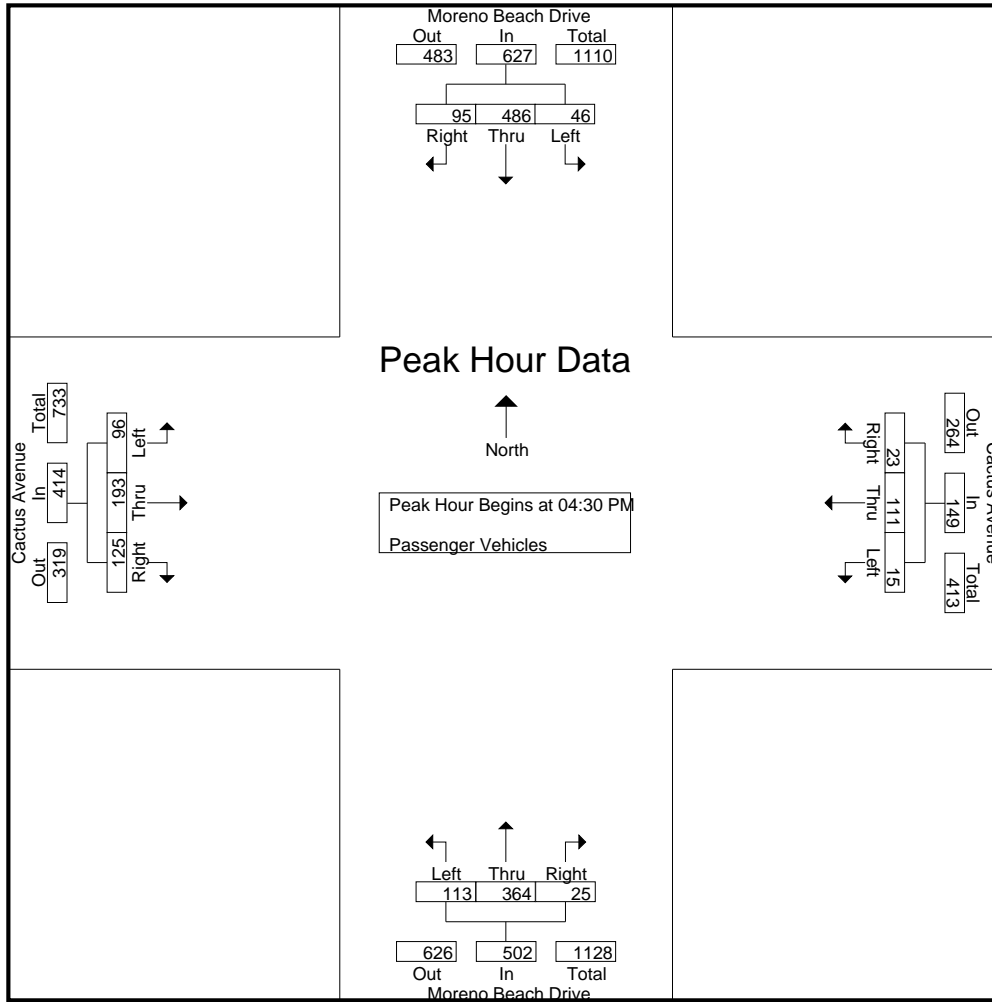
Groups Printed- Passenger Vehicles

Start Time	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	13	97	26	136	6	23	8	37	21	78	2	101	19	27	21	67	341
04:15 PM	4	101	27	132	6	17	12	35	17	94	7	118	19	51	24	94	379
04:30 PM	11	109	15	135	5	29	4	38	36	104	10	150	22	51	29	102	425
04:45 PM	13	123	23	159	4	31	5	40	33	88	5	126	28	49	42	119	444
Total	41	430	91	562	21	100	29	150	107	364	24	495	88	178	116	382	1589
05:00 PM	6	124	31	161	4	29	7	40	21	87	5	113	23	34	22	79	393
05:15 PM	16	130	26	172	2	22	7	31	23	85	5	113	23	59	32	114	430
05:30 PM	9	139	17	165	4	26	10	40	24	96	5	125	16	32	27	75	405
05:45 PM	14	107	19	140	8	22	4	34	26	96	6	128	14	37	33	84	386
Total	45	500	93	638	18	99	28	145	94	364	21	479	76	162	114	352	1614
Grand Total	86	930	184	1200	39	199	57	295	201	728	45	974	164	340	230	734	3203
Apprch %	7.2	77.5	15.3		13.2	67.5	19.3		20.6	74.7	4.6		22.3	46.3	31.3		
Total %	2.7	29	5.7	37.5	1.2	6.2	1.8	9.2	6.3	22.7	1.4	30.4	5.1	10.6	7.2	22.9	

Start Time	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	11	109	15	135	5	29	4	38	36	104	10	150	22	51	29	102	425
04:45 PM	13	123	23	159	4	31	5	40	33	88	5	126	28	49	42	119	444
05:00 PM	6	124	31	161	4	29	7	40	21	87	5	113	23	34	22	79	393
05:15 PM	16	130	26	172	2	22	7	31	23	85	5	113	23	59	32	114	430
Total Volume	46	486	95	627	15	111	23	149	113	364	25	502	96	193	125	414	1692
% App. Total	7.3	77.5	15.2		10.1	74.5	15.4		22.5	72.5	5		23.2	46.6	30.2		
PHF	.719	.935	.766	.911	.750	.895	.821	.931	.785	.875	.625	.837	.857	.818	.744	.870	.953

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 13_MR_V_Mo Bea_Cactus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	11	109	15	135	5	29	4	38	36	104	10	150	22	51	29	102
+15 mins.	13	123	23	159	4	31	5	40	33	88	5	126	28	49	42	119
+30 mins.	6	124	31	161	4	29	7	40	21	87	5	113	23	34	22	79
+45 mins.	16	130	26	172	2	22	7	31	23	85	5	113	23	59	32	114
Total Volume	46	486	95	627	15	111	23	149	113	364	25	502	96	193	125	414
% App. Total	7.3	77.5	15.2		10.1	74.5	15.4		22.5	72.5	5		23.2	46.6	30.2	
PHF	.719	.935	.766	.911	.750	.895	.821	.931	.785	.875	.625	.837	.857	.818	.744	.870

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 13_MR_V_Mo_Bea_Cactus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

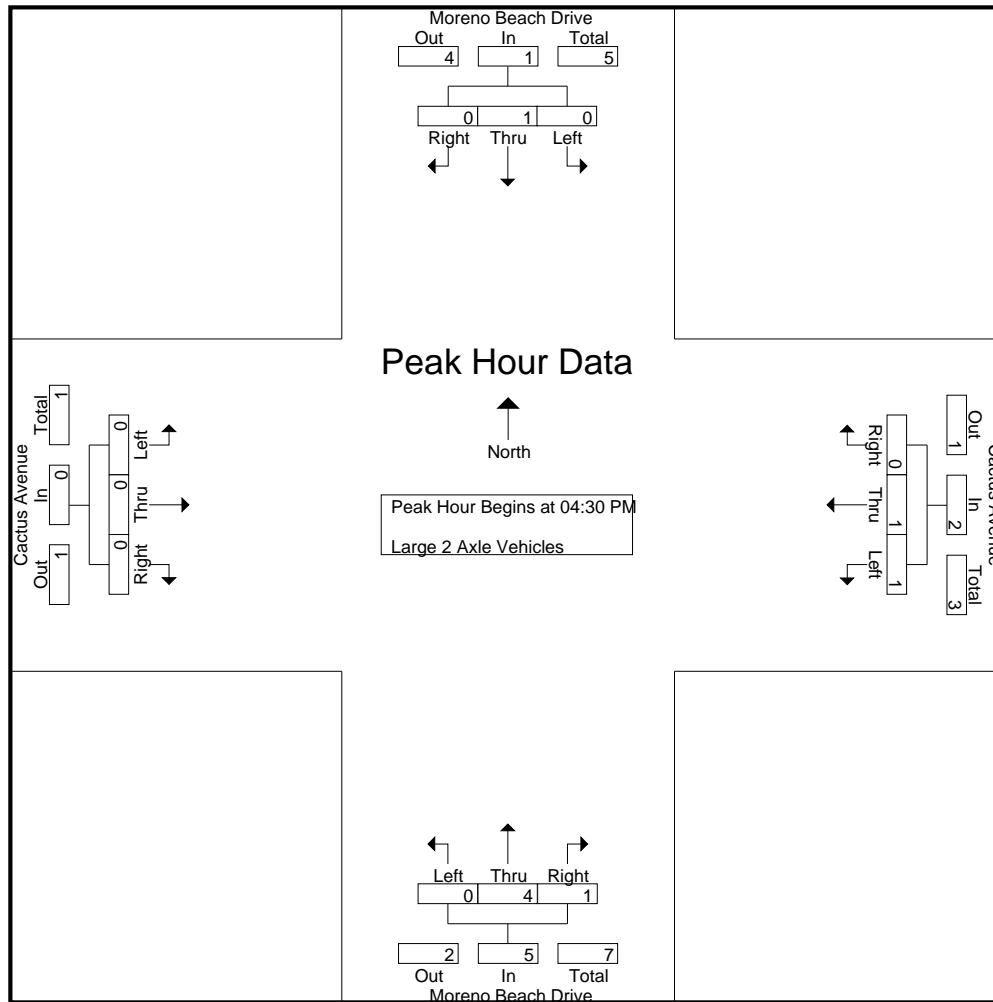
Groups Printed- Large 2 Axle Vehicles

Start Time	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	1	0	1	0	2	0	2	0	0	1	1	5
04:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:30 PM	0	0	0	0	1	1	0	2	0	1	0	1	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	2	0	2	1	2	0	3	0	8	0	8	0	0	1	1	14
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	3
05:45 PM	0	1	0	1	0	1	0	1	0	2	0	2	0	0	0	0	4
Total	0	2	0	2	0	3	0	3	0	2	1	3	1	0	0	1	9
Grand Total	0	4	0	4	1	5	0	6	0	10	1	11	1	0	1	2	23
Apprch %	0	100	0		16.7	83.3	0		0	90.9	9.1		50	0	50		
Total %	0	17.4	0	17.4	4.3	21.7	0	26.1	0	43.5	4.3	47.8	4.3	0	4.3	8.7	

Start Time	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	1	1	0	2	0	1	0	1	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	1	0	1	1	1	0	2	0	4	1	5	0	0	0	0	8
% App. Total	0	100	0		50	50	0		0	80	20		0	0	0		
PHF	.000	.250	.000	.250	.250	.250	.000	.250	.000	.333	.250	.417	.000	.000	.000	.000	.667

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 13_MR_V_Mo Bea_Cactus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	1	1	0	2	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
Total Volume	0	1	0	1	1	1	0	2	0	4	1	5	0	0	0	0
% App. Total	0	100	0	0	50	50	0	0	0	80	20	0	0	0	0	0
PHF	.000	.250	.000	.250	.250	.250	.000	.250	.000	.333	.250	.417	.000	.000	.000	.000

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 13_MR_V_Mo_Bea_Cactus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

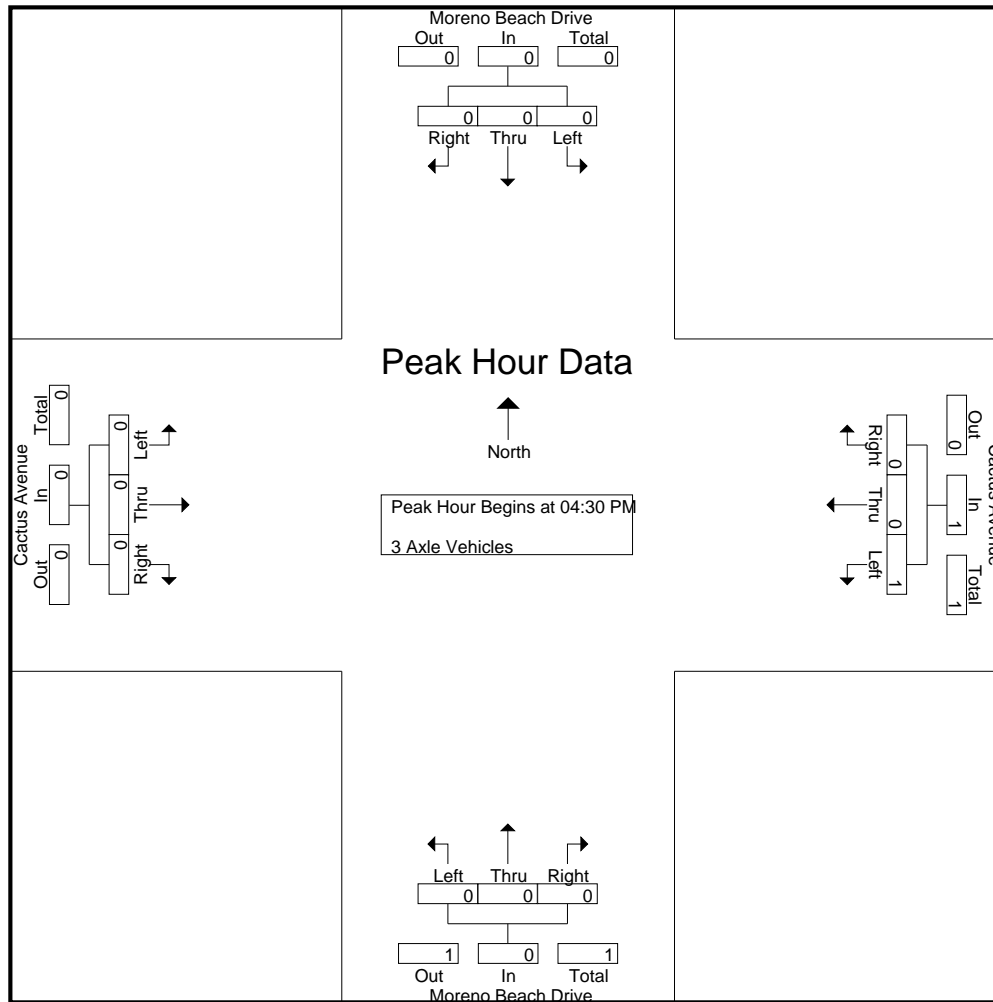
Groups Printed- 3 Axle Vehicles

Start Time	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0		100	0	0		0	0	0		0	0	0		
Total %	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	

Start Time	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 13_MR_V_Mo Bea_Cactus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 13_MRV_Mo Bea_Cactus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

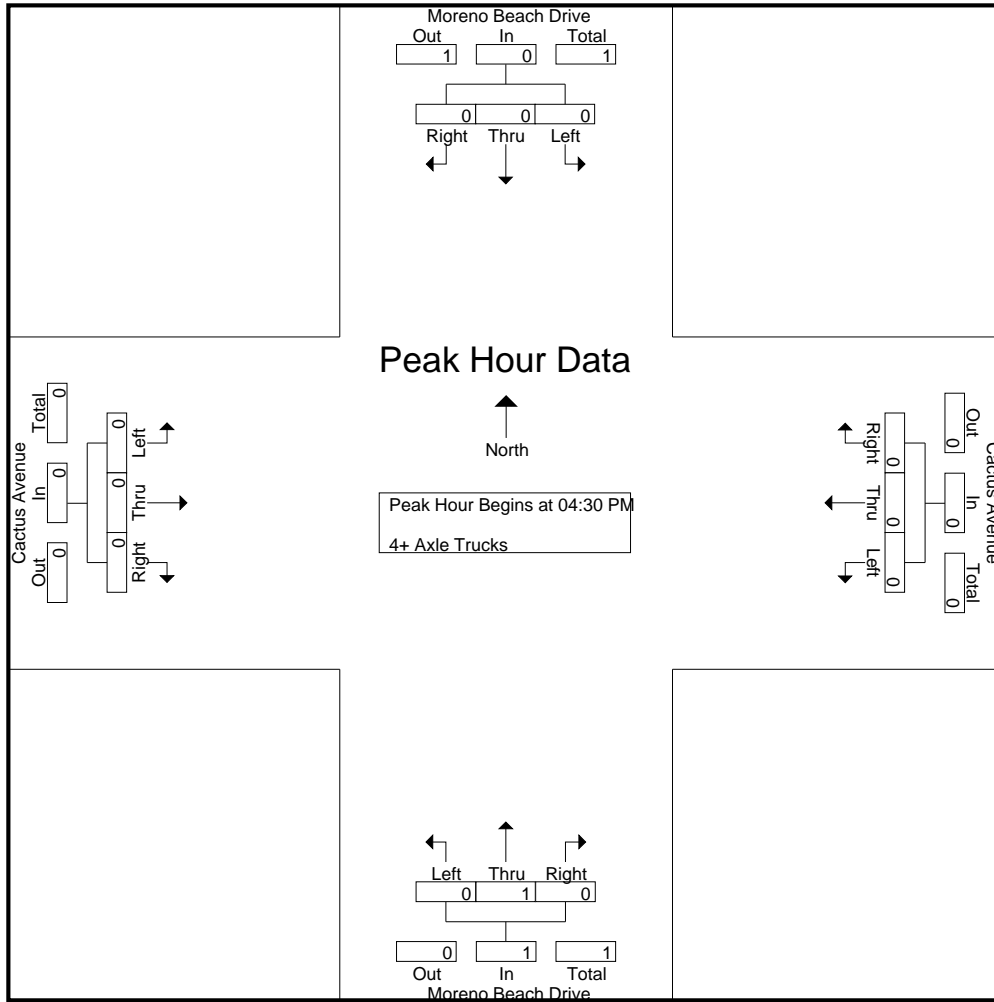
Groups Printed- 4+ Axle Trucks

Start Time	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0		0	0	0		0	100	0	100	0	0	0		

Start Time	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 13_MR_V_Mo Bea_Cactus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

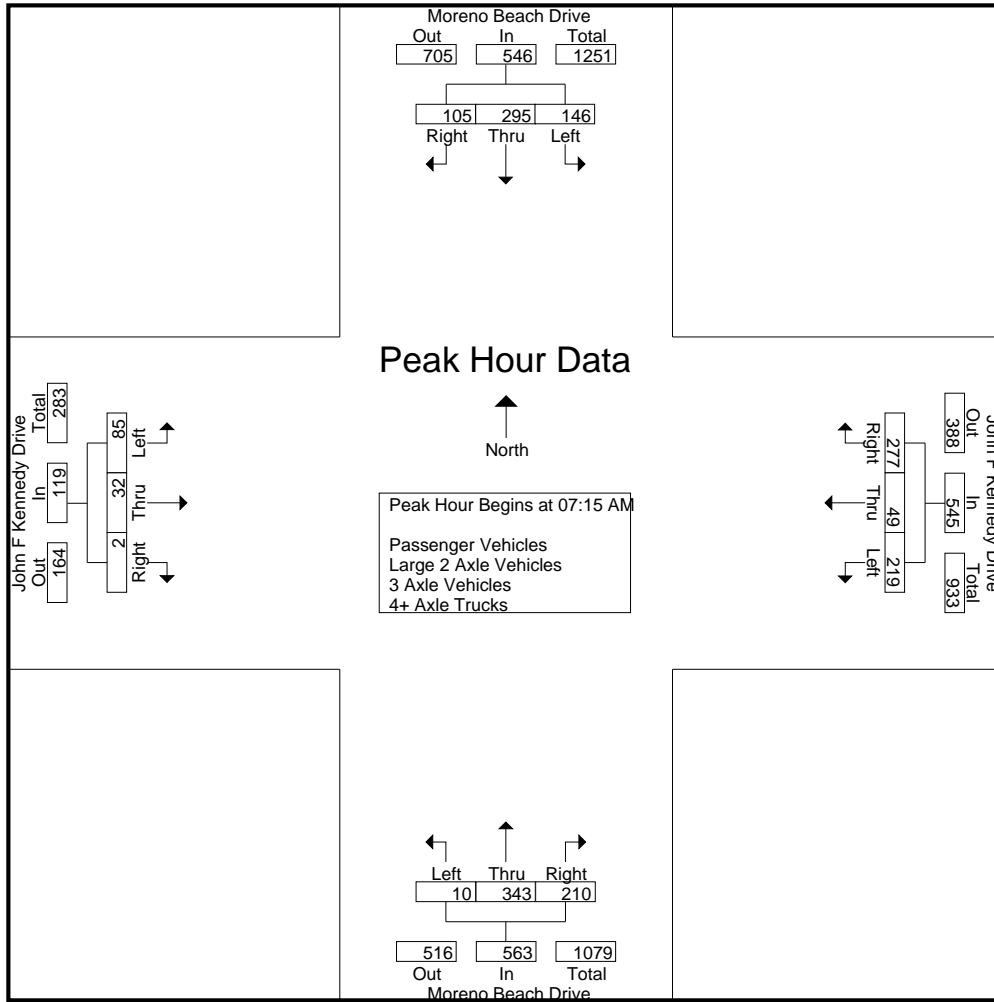
City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: John F Kennedy Drive
 Weather: Clear

File Name : 14_MR_V_Mo Bea_JFK AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	14	59	4	77	49	1	17	67	2	52	65	119	14	4	0	18	281
07:15 AM	28	63	9	100	48	5	41	94	3	79	45	127	15	5	0	20	341
07:30 AM	37	64	14	115	70	9	68	147	4	74	46	124	15	9	2	26	412
07:45 AM	51	89	39	179	46	13	93	152	2	127	62	191	20	6	0	26	548
Total	130	275	66	471	213	28	219	460	11	332	218	561	64	24	2	90	1582
08:00 AM	30	79	43	152	55	22	75	152	1	63	57	121	35	12	0	47	472
08:15 AM	13	57	33	103	32	16	12	60	2	71	43	116	22	6	3	31	310
08:30 AM	8	64	57	129	38	31	17	86	10	73	39	122	25	19	2	46	383
08:45 AM	17	62	17	96	37	5	14	56	3	39	26	68	27	9	4	40	260
Total	68	262	150	480	162	74	118	354	16	246	165	427	109	46	9	164	1425
Grand Total	198	537	216	951	375	102	337	814	27	578	383	988	173	70	11	254	3007
Apprch %	20.8	56.5	22.7		46.1	12.5	41.4		2.7	58.5	38.8		68.1	27.6	4.3		
Total %	6.6	17.9	7.2	31.6	12.5	3.4	11.2	27.1	0.9	19.2	12.7	32.9	5.8	2.3	0.4	8.4	
Passenger Vehicles	189	525	212	926	367	98	331	796	27	564	368	959	171	68	10	249	2930
% Passenger Vehicles	95.5	97.8	98.1	97.4	97.9	96.1	98.2	97.8	100	97.6	96.1	97.1	98.8	97.1	90.9	98	97.4
Large 2 Axle Vehicles	8	9	3	20	7	2	6	15	0	12	11	23	2	1	1	4	62
% Large 2 Axle Vehicles	4	1.7	1.4	2.1	1.9	2	1.8	1.8	0	2.1	2.9	2.3	1.2	1.4	9.1	1.6	2.1
3 Axle Vehicles	0	0	1	1	0	0	0	0	0	1	1	2	0	0	0	0	3
% 3 Axle Vehicles	0	0	0.5	0.1	0	0	0	0	0	0.2	0.3	0.2	0	0	0	0	0.1
4+ Axle Trucks	1	3	0	4	1	2	0	3	0	1	3	4	0	1	0	1	12
% 4+ Axle Trucks	0.5	0.6	0	0.4	0.3	2	0	0.4	0	0.2	0.8	0.4	0	1.4	0	0.4	0.4

Start Time	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	28	63	9	100	48	5	41	94	3	79	45	127	15	5	0	20	341
07:30 AM	37	64	14	115	70	9	68	147	4	74	46	124	15	9	2	26	412
07:45 AM	51	89	39	179	46	13	93	152	2	127	62	191	20	6	0	26	548
08:00 AM	30	79	43	152	55	22	75	152	1	63	57	121	35	12	0	47	472
Total Volume	146	295	105	546	219	49	277	545	10	343	210	563	85	32	2	119	1773
% App. Total	26.7	54	19.2		40.2	9	50.8		1.8	60.9	37.3		71.4	26.9	1.7		
PHF	.716	.829	.610	.763	.782	.557	.745	.896	.625	.675	.847	.737	.607	.667	.250	.633	.809



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

	07:45 AM				07:15 AM				07:15 AM				08:00 AM			
+0 mins.	51	89	39	179	48	5	41	94	3	79	45	127	35	12	0	47
+15 mins.	30	79	43	152	70	9	68	147	4	74	46	124	22	6	3	31
+30 mins.	13	57	33	103	46	13	93	152	2	127	62	191	25	19	2	46
+45 mins.	8	64	57	129	55	22	75	152	1	63	57	121	27	9	4	40
Total Volume	102	289	172	563	219	49	277	545	10	343	210	563	109	46	9	164
% App. Total	18.1	51.3	30.6		40.2	9	50.8		1.8	60.9	37.3		66.5	28	5.5	
PHF	.500	.812	.754	.786	.782	.557	.745	.896	.625	.675	.847	.737	.779	.605	.563	.872

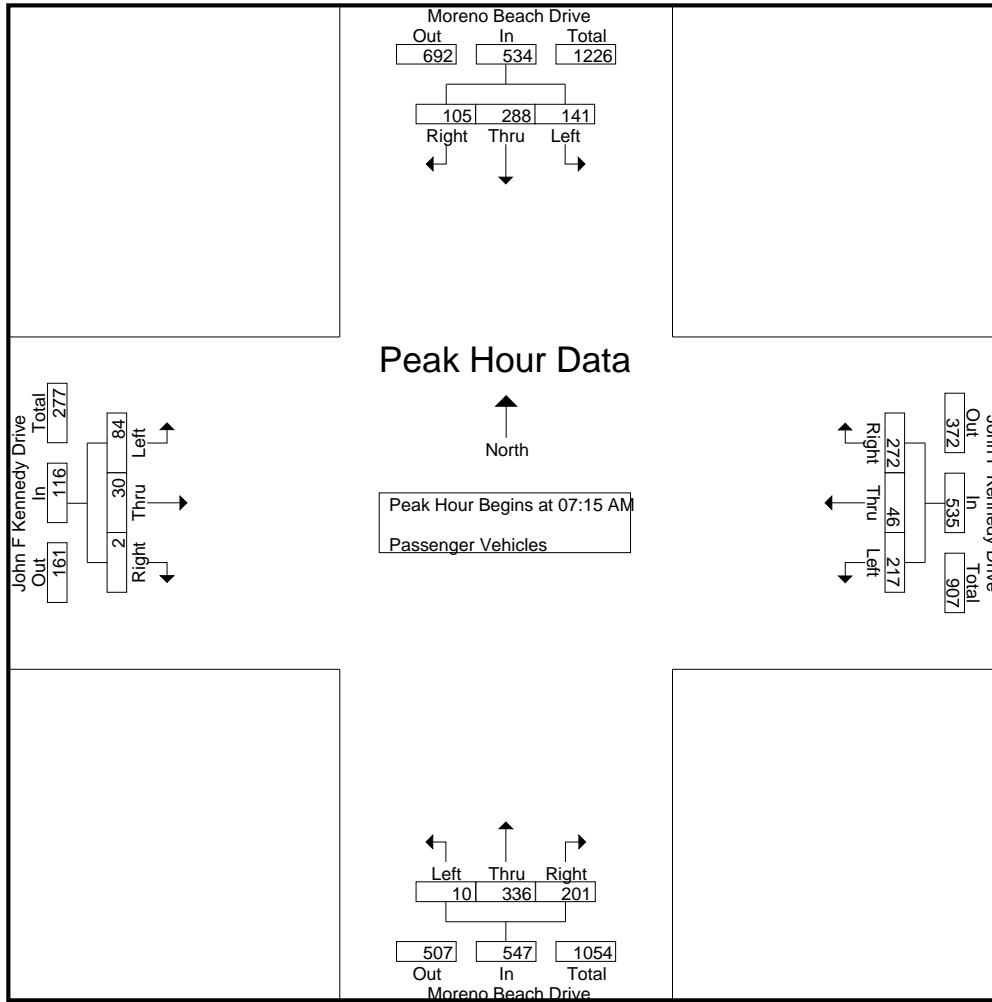
City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: John F Kennedy Drive
 Weather: Clear

File Name : 14_MR_V_Mo_Bea_JFK_AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	12	57	4	73	44	1	17	62	2	49	64	115	14	4	0	18	268
07:15 AM	28	62	9	99	47	5	41	93	3	77	40	120	15	4	0	19	331
07:30 AM	35	62	14	111	69	8	67	144	4	74	45	123	15	8	2	25	403
07:45 AM	49	89	39	177	46	12	89	147	2	124	61	187	20	6	0	26	537
Total	124	270	66	460	206	26	214	446	11	324	210	545	64	22	2	88	1539
08:00 AM	29	75	43	147	55	21	75	151	1	61	55	117	34	12	0	46	461
08:15 AM	12	57	33	102	32	15	12	59	2	68	42	112	21	6	2	29	302
08:30 AM	7	62	53	122	37	31	16	84	10	72	37	119	25	19	2	46	371
08:45 AM	17	61	17	95	37	5	14	56	3	39	24	66	27	9	4	40	257
Total	65	255	146	466	161	72	117	350	16	240	158	414	107	46	8	161	1391
Grand Total	189	525	212	926	367	98	331	796	27	564	368	959	171	68	10	249	2930
Apprch %	20.4	56.7	22.9		46.1	12.3	41.6		2.8	58.8	38.4		68.7	27.3	4		
Total %	6.5	17.9	7.2	31.6	12.5	3.3	11.3	27.2	0.9	19.2	12.6	32.7	5.8	2.3	0.3	8.5	

Start Time	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	28	62	9	99	47	5	41	93	3	77	40	120	15	4	0	19	331
07:30 AM	35	62	14	111	69	8	67	144	4	74	45	123	15	8	2	25	403
07:45 AM	49	89	39	177	46	12	89	147	2	124	61	187	20	6	0	26	537
08:00 AM	29	75	43	147	55	21	75	151	1	61	55	117	34	12	0	46	461
Total Volume	141	288	105	534	217	46	272	535	10	336	201	547	84	30	2	116	1732
% App. Total	26.4	53.9	19.7		40.6	8.6	50.8		1.8	61.4	36.7		72.4	25.9	1.7		
PHF	.719	.809	.610	.754	.786	.548	.764	.886	.625	.677	.824	.731	.618	.625	.250	.630	.806



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

	07:15 AM				07:15 AM				07:15 AM							
+0 mins.	28	62	9	99	47	5	41	93	3	77	40	120	15	4	0	19
+15 mins.	35	62	14	111	69	8	67	144	4	74	45	123	15	8	2	25
+30 mins.	49	89	39	177	46	12	89	147	2	124	61	187	20	6	0	26
+45 mins.	29	75	43	147	55	21	75	151	1	61	55	117	34	12	0	46
Total Volume	141	288	105	534	217	46	272	535	10	336	201	547	84	30	2	116
% App. Total	26.4	53.9	19.7		40.6	8.6	50.8		1.8	61.4	36.7		72.4	25.9	1.7	
PHF	.719	.809	.610	.754	.786	.548	.764	.886	.625	.677	.824	.731	.618	.625	.250	.630

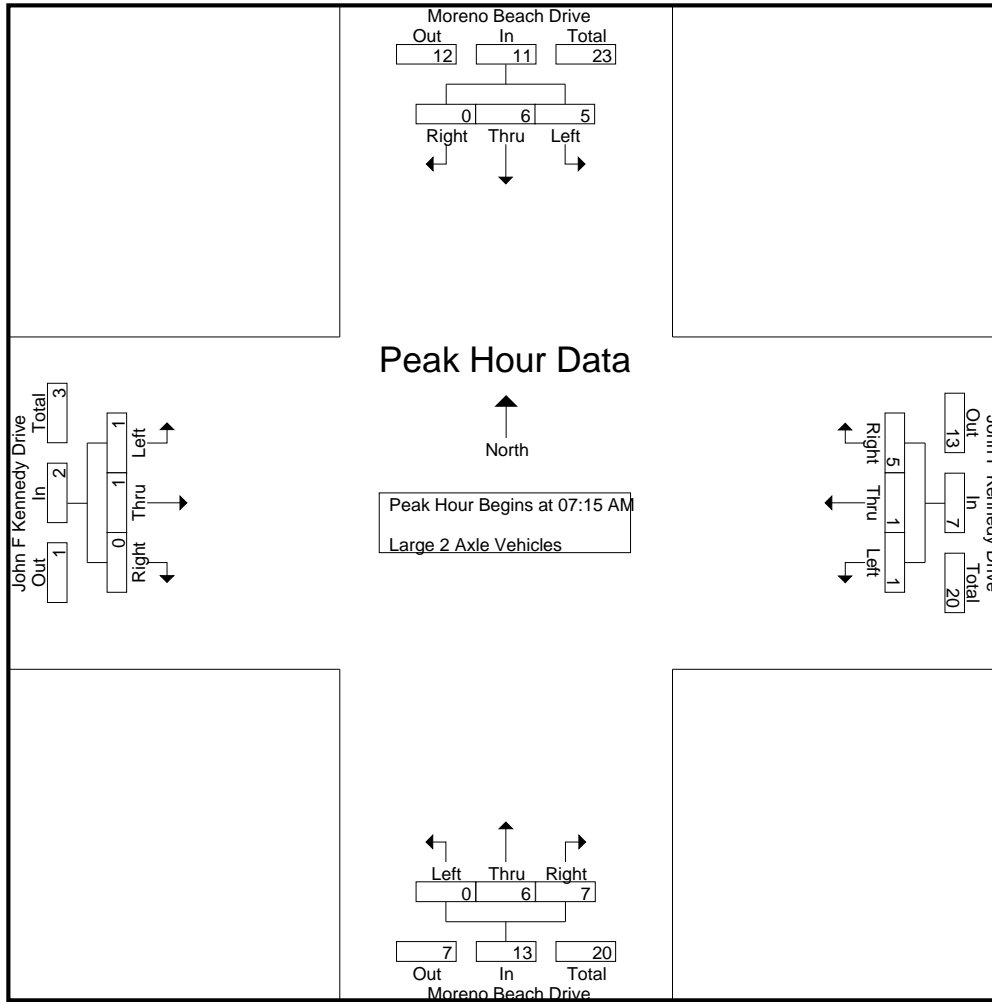
City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: John F Kennedy Drive
 Weather: Clear

File Name : 14_MRJV_Mo Bea_JFK AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	2	0	3	5	0	0	5	0	3	1	4	0	0	0	0	12
07:15 AM	0	1	0	1	0	0	0	0	0	1	4	5	0	0	0	0	6
07:30 AM	2	1	0	3	1	0	1	2	0	0	0	0	0	1	0	1	6
07:45 AM	2	0	0	2	0	0	4	4	0	3	1	4	0	0	0	0	10
Total	5	4	0	9	6	0	5	11	0	7	6	13	0	1	0	1	34
08:00 AM	1	4	0	5	0	1	0	1	0	2	2	4	1	0	0	1	11
08:15 AM	1	0	0	1	0	1	0	1	0	2	1	3	1	0	1	2	7
08:30 AM	1	1	3	5	1	0	1	2	0	1	1	2	0	0	0	0	9
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	3	5	3	11	1	2	1	4	0	5	5	10	2	0	1	3	28
Grand Total	8	9	3	20	7	2	6	15	0	12	11	23	2	1	1	4	62
Apprch %	40	45	15		46.7	13.3	40		0	52.2	47.8		50	25	25		
Total %	12.9	14.5	4.8	32.3	11.3	3.2	9.7	24.2	0	19.4	17.7	37.1	3.2	1.6	1.6	6.5	

Start Time	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	0	0	0	0	0	1	4	5	0	0	0	0	6
07:30 AM	2	1	0	3	1	0	1	2	0	0	0	0	0	1	0	1	6
07:45 AM	2	0	0	2	0	0	4	4	0	3	1	4	0	0	0	0	10
08:00 AM	1	4	0	5	0	1	0	1	0	2	2	4	1	0	0	1	11
Total Volume	5	6	0	11	1	1	5	7	0	6	7	13	1	1	0	2	33
% App. Total	45.5	54.5	0		14.3	14.3	71.4		0	46.2	53.8		50	50	0		
PHF	.625	.375	.000	.550	.250	.250	.313	.438	.000	.500	.438	.650	.250	.250	.000	.500	.750



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	1	4	5	0	0	0	0
+15 mins.	2	1	0	3	1	0	1	2	0	0	0	0	0	1	0	1
+30 mins.	2	0	0	2	0	0	4	4	0	3	1	4	0	0	0	0
+45 mins.	1	4	0	5	0	1	0	1	0	2	2	4	1	0	0	1
Total Volume	5	6	0	11	1	1	5	7	0	6	7	13	1	1	0	2
% App. Total	45.5	54.5	0		14.3	14.3	71.4		0	46.2	53.8		50	50	0	
PHF	.625	.375	.000	.550	.250	.250	.313	.438	.000	.500	.438	.650	.250	.250	.000	.500

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: John F Kennedy Drive
 Weather: Clear

File Name : 14_MRJV_Mo Bea_JFK AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

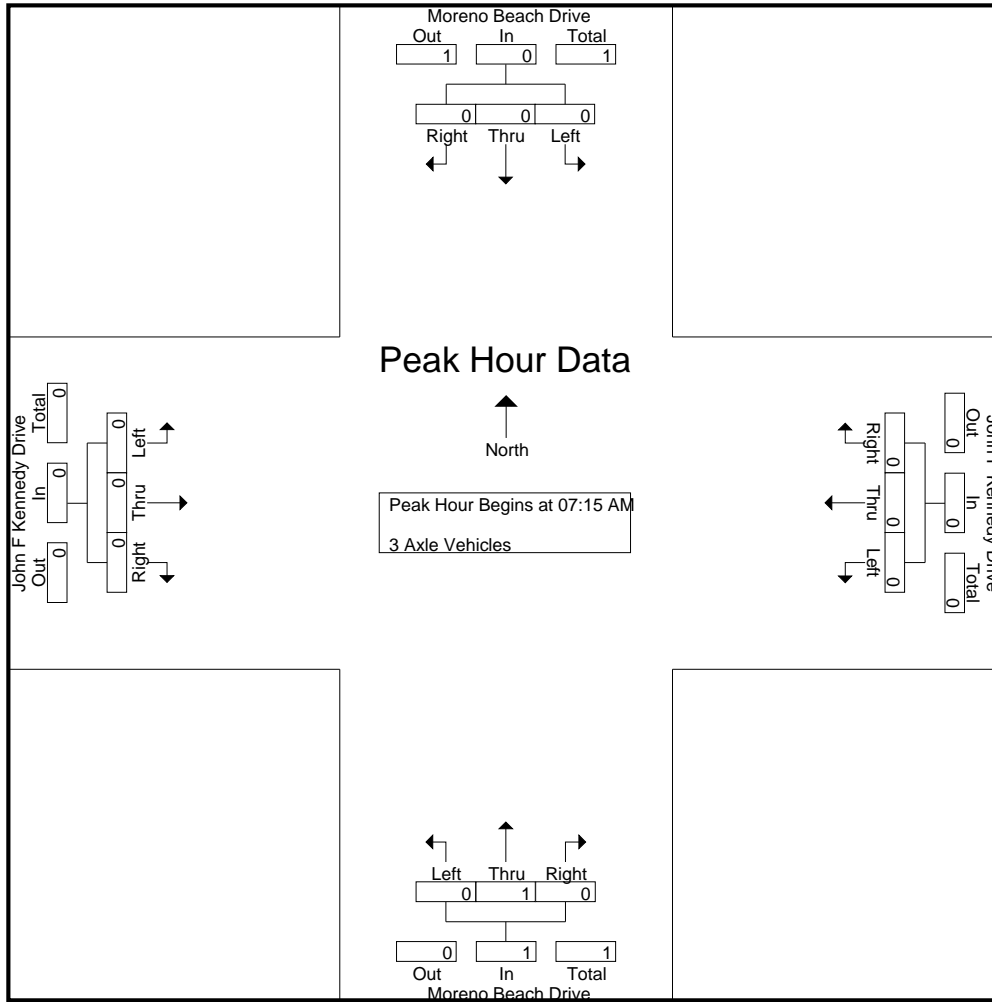
Groups Printed- 3 Axle Vehicles

Start Time	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
Grand Total	0	0	1	1	0	0	0	0	0	1	1	2	0	0	0	0	3
Apprch %	0	0	100		0	0	0		0	50	50		0	0	0		
Total %	0	0	33.3	33.3	0	0	0	0	0	33.3	33.3	66.7	0	0	0	0	

Start Time	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: John F Kennedy Drive
 Weather: Clear

File Name : 14_MRV_Mo Bea_JFK AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

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

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: John F Kennedy Drive
 Weather: Clear

File Name : 14_MR_V_Mo_Bea_JFK AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

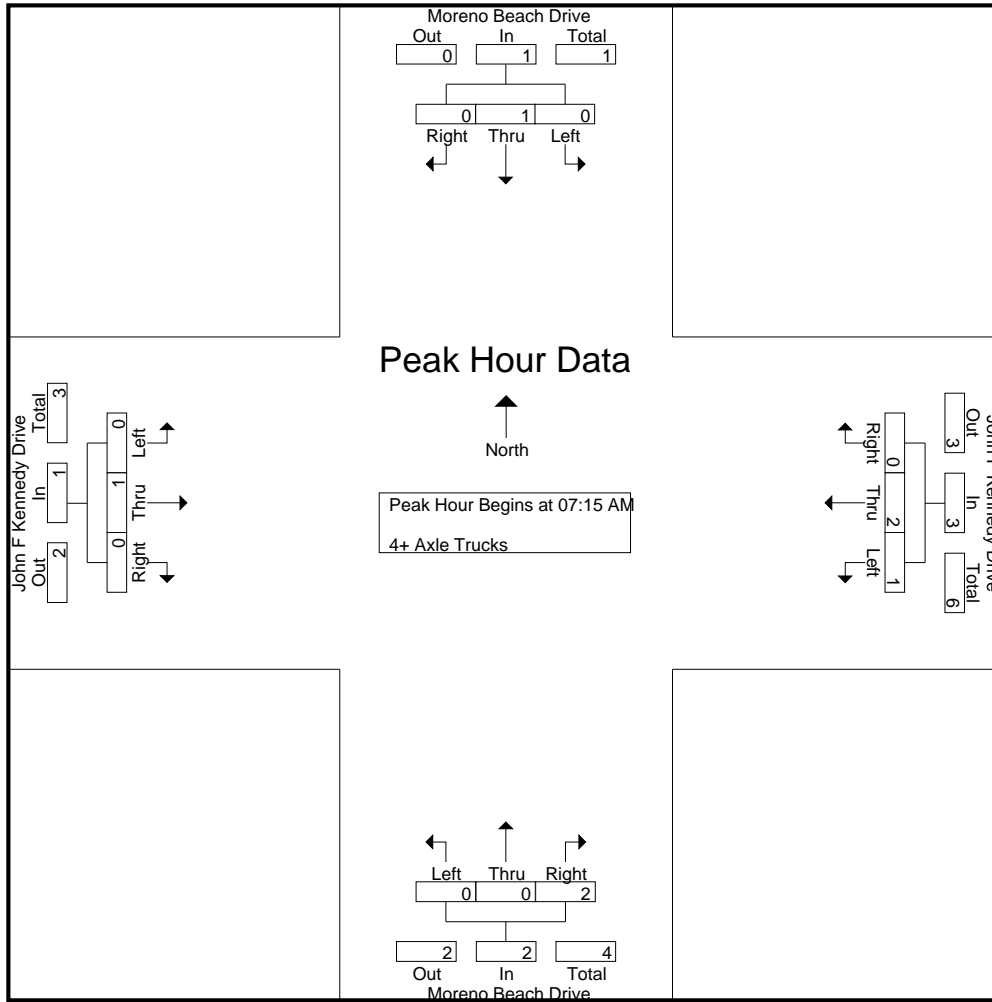
Groups Printed- 4+ Axle Trucks

Start Time	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	1	1	3
07:30 AM	0	1	0	1	0	1	0	1	0	0	1	1	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	2	1	2	0	3	0	0	2	2	0	1	0	1	1	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:30 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	2
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	1	1	2	0	0	0	0	0	4
Grand Total	1	3	0	4	1	2	0	3	0	1	3	4	0	1	0	1	1	12
Apprch %	25	75	0		33.3	66.7	0		0	25	75		0	100	0			
Total %	8.3	25	0	33.3	8.3	16.7	0	25	0	8.3	25	33.3	0	8.3	0	8.3		

Start Time	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:15 AM																		
07:15 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	1	1	3
07:30 AM	0	1	0	1	0	1	0	1	0	0	1	1	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	2	0	3	0	0	2	2	0	1	0	1	1	7
% App. Total	0	100	0		33.3	66.7	0		0	0	100		0	100	0			
PHF	.000	.250	.000	.250	.250	.500	.000	.750	.000	.000	.500	.500	.000	.250	.000	.250	.250	.583

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: John F Kennedy Drive
 Weather: Clear

File Name : 14_MRV_Mo Bea_JFK AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	1
+15 mins.	0	1	0	1	0	1	0	1	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	2	0	3	0	0	2	2	0	1	0	1
% App. Total	0	100	0		33.3	66.7	0		0	0	100		0	100	0	
PHF	.000	.250	.000	.250	.250	.500	.000	.750	.000	.000	.500	.500	.000	.250	.000	.250

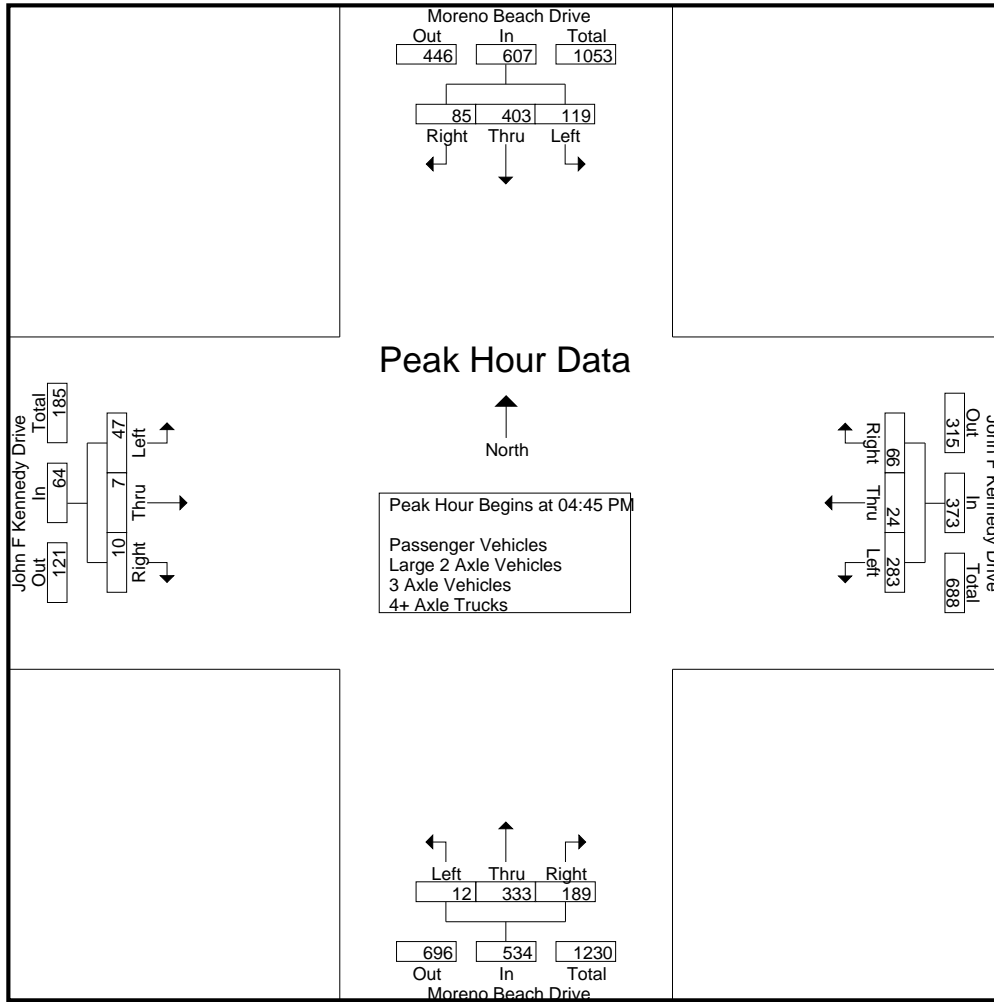
City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: John F Kennedy Drive
 Weather: Clear

File Name : 14_MRV_Mo Bea_JFK PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	19	87	14	120	71	8	13	92	3	73	56	132	15	2	0	17	361
04:15 PM	25	85	16	126	46	0	19	65	4	90	51	145	13	4	1	18	354
04:30 PM	17	98	17	132	64	8	15	87	0	111	49	160	9	4	1	14	393
04:45 PM	36	101	19	156	79	3	20	102	5	98	53	156	11	1	3	15	429
Total	97	371	66	534	260	19	67	346	12	372	209	593	48	11	5	64	1537
05:00 PM	21	98	21	140	60	6	15	81	4	69	45	118	11	1	1	13	352
05:15 PM	35	92	24	151	56	9	13	78	1	82	48	131	16	1	3	20	380
05:30 PM	27	112	21	160	88	6	18	112	2	84	43	129	9	4	3	16	417
05:45 PM	22	95	17	134	70	8	17	95	2	92	41	135	14	3	1	18	382
Total	105	397	83	585	274	29	63	366	9	327	177	513	50	9	8	67	1531
Grand Total	202	768	149	1119	534	48	130	712	21	699	386	1106	98	20	13	131	3068
Apprch %	18.1	68.6	13.3		75	6.7	18.3		1.9	63.2	34.9		74.8	15.3	9.9		
Total %	6.6	25	4.9	36.5	17.4	1.6	4.2	23.2	0.7	22.8	12.6	36	3.2	0.7	0.4	4.3	
Passenger Vehicles	199	762	148	1109	521	48	129	698	19	690	381	1090	98	18	13	129	3026
% Passenger Vehicles	98.5	99.2	99.3	99.1	97.6	100	99.2	98	90.5	98.7	98.7	98.6	100	90	100	98.5	98.6
Large 2 Axle Vehicles	3	5	1	9	9	0	1	10	2	8	3	13	0	2	0	2	34
% Large 2 Axle Vehicles	1.5	0.7	0.7	0.8	1.7	0	0.8	1.4	9.5	1.1	0.8	1.2	0	10	0	1.5	1.1
3 Axle Vehicles	0	1	0	1	3	0	0	3	0	0	1	1	0	0	0	0	5
% 3 Axle Vehicles	0	0.1	0	0.1	0.6	0	0	0.4	0	0	0.3	0.1	0	0	0	0	0.2
4+ Axle Trucks	0	0	0	0	1	0	0	1	0	1	1	2	0	0	0	0	3
% 4+ Axle Trucks	0	0	0	0	0.2	0	0	0.1	0	0.1	0.3	0.2	0	0	0	0	0.1

Start Time	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	36	101	19	156	79	3	20	102	5	98	53	156	11	1	3	15	429
05:00 PM	21	98	21	140	60	6	15	81	4	69	45	118	11	1	1	13	352
05:15 PM	35	92	24	151	56	9	13	78	1	82	48	131	16	1	3	20	380
05:30 PM	27	112	21	160	88	6	18	112	2	84	43	129	9	4	3	16	417
Total Volume	119	403	85	607	283	24	66	373	12	333	189	534	47	7	10	64	1578
% App. Total	19.6	66.4	14		75.9	6.4	17.7		2.2	62.4	35.4		73.4	10.9	15.6		
PHF	.826	.900	.885	.948	.804	.667	.825	.833	.600	.849	.892	.856	.734	.438	.833	.800	.920



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

	04:45 PM				04:45 PM				04:00 PM				05:00 PM			
+0 mins.	36	101	19	156	79	3	20	102	3	73	56	132	11	1	1	13
+15 mins.	21	98	21	140	60	6	15	81	4	90	51	145	16	1	3	20
+30 mins.	35	92	24	151	56	9	13	78	0	111	49	160	9	4	3	16
+45 mins.	27	112	21	160	88	6	18	112	5	98	53	156	14	3	1	18
Total Volume	119	403	85	607	283	24	66	373	12	372	209	593	50	9	8	67
% App. Total	19.6	66.4	14		75.9	6.4	17.7		2	62.7	35.2		74.6	13.4	11.9	
PHF	.826	.900	.885	.948	.804	.667	.825	.833	.600	.838	.933	.927	.781	.563	.667	.838

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: John F Kennedy Drive
 Weather: Clear

File Name : 14_MRJV_Mo Bea_JFK PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

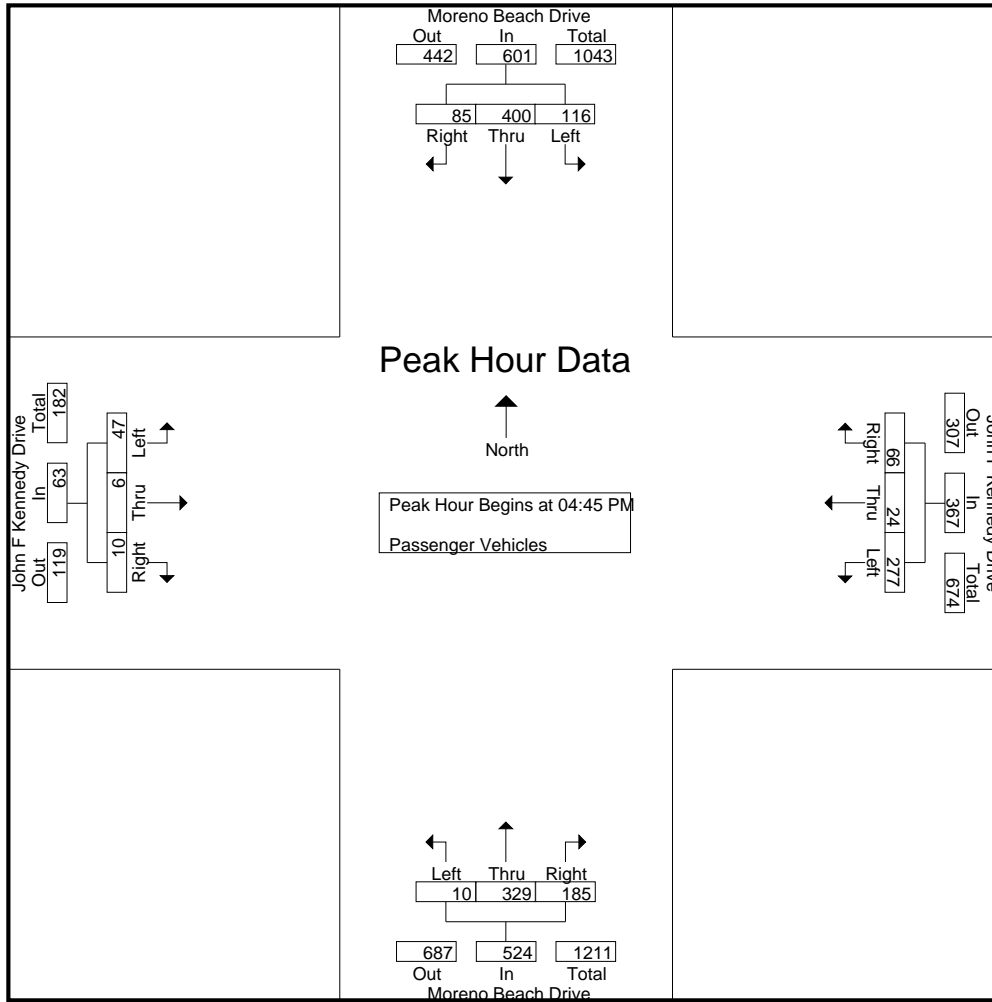
Groups Printed- Passenger Vehicles

Start Time	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	19	85	14	118	67	8	13	88	3	71	55	129	15	2	0	17	352
04:15 PM	25	85	15	125	46	0	19	65	4	89	51	144	13	4	1	18	352
04:30 PM	17	98	17	132	63	8	15	86	0	110	49	159	9	3	1	13	390
04:45 PM	35	101	19	155	78	3	20	101	3	96	52	151	11	0	3	14	421
Total	96	369	65	530	254	19	67	340	10	366	207	583	48	9	5	62	1515
05:00 PM	21	95	21	137	60	6	15	81	4	68	44	116	11	1	1	13	347
05:15 PM	33	92	24	149	54	9	13	76	1	81	47	129	16	1	3	20	374
05:30 PM	27	112	21	160	85	6	18	109	2	84	42	128	9	4	3	16	413
05:45 PM	22	94	17	133	68	8	16	92	2	91	41	134	14	3	1	18	377
Total	103	393	83	579	267	29	62	358	9	324	174	507	50	9	8	67	1511
Grand Total	199	762	148	1109	521	48	129	698	19	690	381	1090	98	18	13	129	3026
Apprch %	17.9	68.7	13.3		74.6	6.9	18.5		1.7	63.3	35		76	14	10.1		
Total %	6.6	25.2	4.9	36.6	17.2	1.6	4.3	23.1	0.6	22.8	12.6	36	3.2	0.6	0.4	4.3	

Start Time	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	35	101	19	155	78	3	20	101	3	96	52	151	11	0	3	14	421
05:00 PM	21	95	21	137	60	6	15	81	4	68	44	116	11	1	1	13	347
05:15 PM	33	92	24	149	54	9	13	76	1	81	47	129	16	1	3	20	374
05:30 PM	27	112	21	160	85	6	18	109	2	84	42	128	9	4	3	16	413
Total Volume	116	400	85	601	277	24	66	367	10	329	185	524	47	6	10	63	1555
% App. Total	19.3	66.6	14.1		75.5	6.5	18		1.9	62.8	35.3		74.6	9.5	15.9		
PHF	.829	.893	.885	.939	.815	.667	.825	.842	.625	.857	.889	.868	.734	.375	.833	.788	.923

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: John F Kennedy Drive
 Weather: Clear

File Name : 14_MRV_Mo Bea_JFK PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	35	101	19	155	78	3	20	101	3	96	52	151	11	0	3	14
+15 mins.	21	95	21	137	60	6	15	81	4	68	44	116	11	1	1	13
+30 mins.	33	92	24	149	54	9	13	76	1	81	47	129	16	1	3	20
+45 mins.	27	112	21	160	85	6	18	109	2	84	42	128	9	4	3	16
Total Volume	116	400	85	601	277	24	66	367	10	329	185	524	47	6	10	63
% App. Total	19.3	66.6	14.1		75.5	6.5	18		1.9	62.8	35.3		74.6	9.5	15.9	
PHF	.829	.893	.885	.939	.815	.667	.825	.842	.625	.857	.889	.868	.734	.375	.833	.788

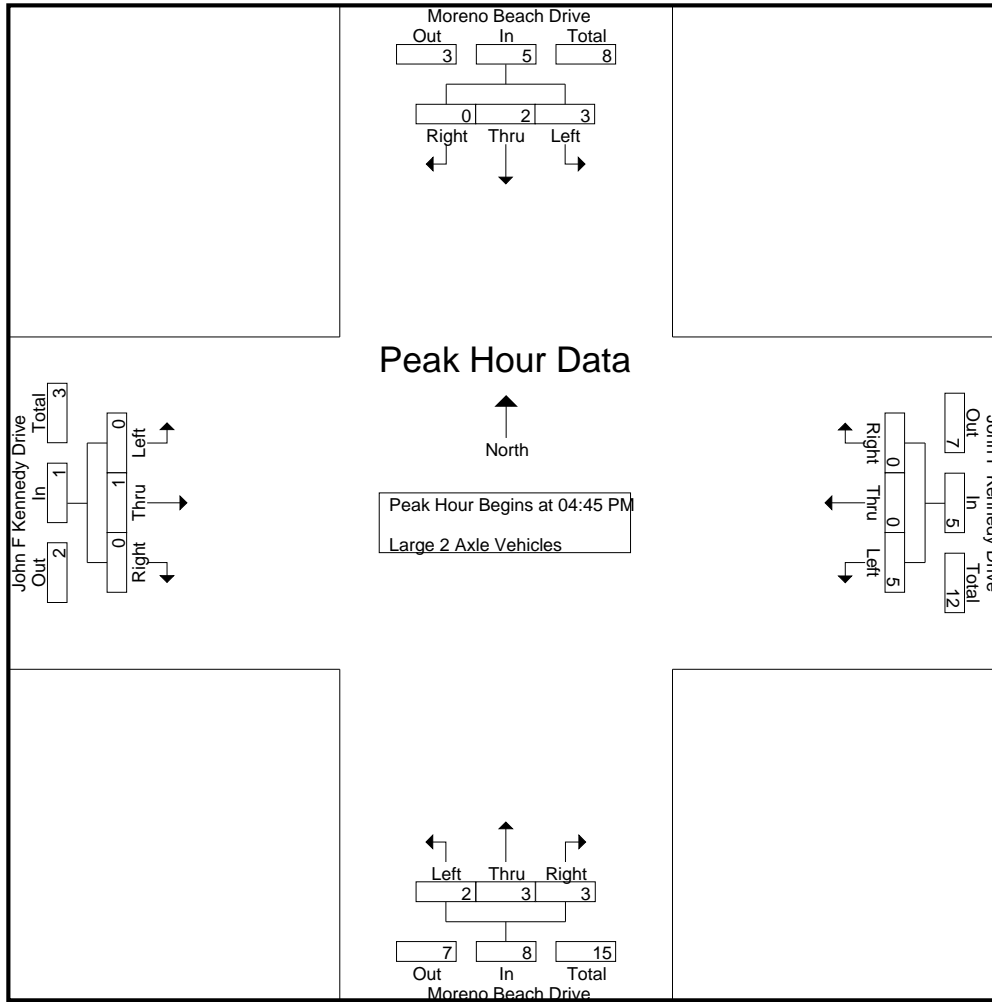
City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: John F Kennedy Drive
 Weather: Clear

File Name : 14_MR_V_Mo_Bea_JFK_PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	0	2	2	0	0	2	0	2	0	2	0	0	0	0	6
04:15 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	1	3
04:45 PM	1	0	0	1	1	0	0	1	2	2	1	5	0	1	0	1	8
Total	1	2	1	4	4	0	0	4	2	6	1	9	0	2	0	2	19
05:00 PM	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3
05:15 PM	2	0	0	2	1	0	0	1	0	1	1	2	0	0	0	0	5
05:30 PM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
05:45 PM	0	1	0	1	1	0	1	2	0	1	0	1	0	0	0	0	4
Total	2	3	0	5	5	0	1	6	0	2	2	4	0	0	0	0	15
Grand Total	3	5	1	9	9	0	1	10	2	8	3	13	0	2	0	2	34
Apprch %	33.3	55.6	11.1		90	0	10		15.4	61.5	23.1		0	100	0		
Total %	8.8	14.7	2.9	26.5	26.5	0	2.9	29.4	5.9	23.5	8.8	38.2	0	5.9	0	5.9	

Start Time	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	0	0	1	1	0	0	1	2	2	1	5	0	1	0	1	8
05:00 PM	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3
05:15 PM	2	0	0	2	1	0	0	1	0	1	1	2	0	0	0	0	5
05:30 PM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
Total Volume	3	2	0	5	5	0	0	5	2	3	3	8	0	1	0	1	19
% App. Total	60	40	0		100	0	0		25	37.5	37.5		0	100	0		
PHF	.375	.250	.000	.625	.417	.000	.000	.417	.250	.375	.750	.400	.000	.250	.000	.250	.594



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	1	0	0	1	1	0	0	1	2	2	1	5	0	1	0	1
+15 mins.	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	2	0	0	2	1	0	0	1	0	1	1	2	0	0	0	0
+45 mins.	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0
Total Volume	3	2	0	5	5	0	0	5	2	3	3	8	0	1	0	1
% App. Total	60	40	0	100	100	0	0	100	25	37.5	37.5	100	0	100	0	100
PHF	.375	.250	.000	.625	.417	.000	.000	.417	.250	.375	.750	.400	.000	.250	.000	.250

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: John F Kennedy Drive
 Weather: Clear

File Name : 14_MRJV_Mo Bea_JFK PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

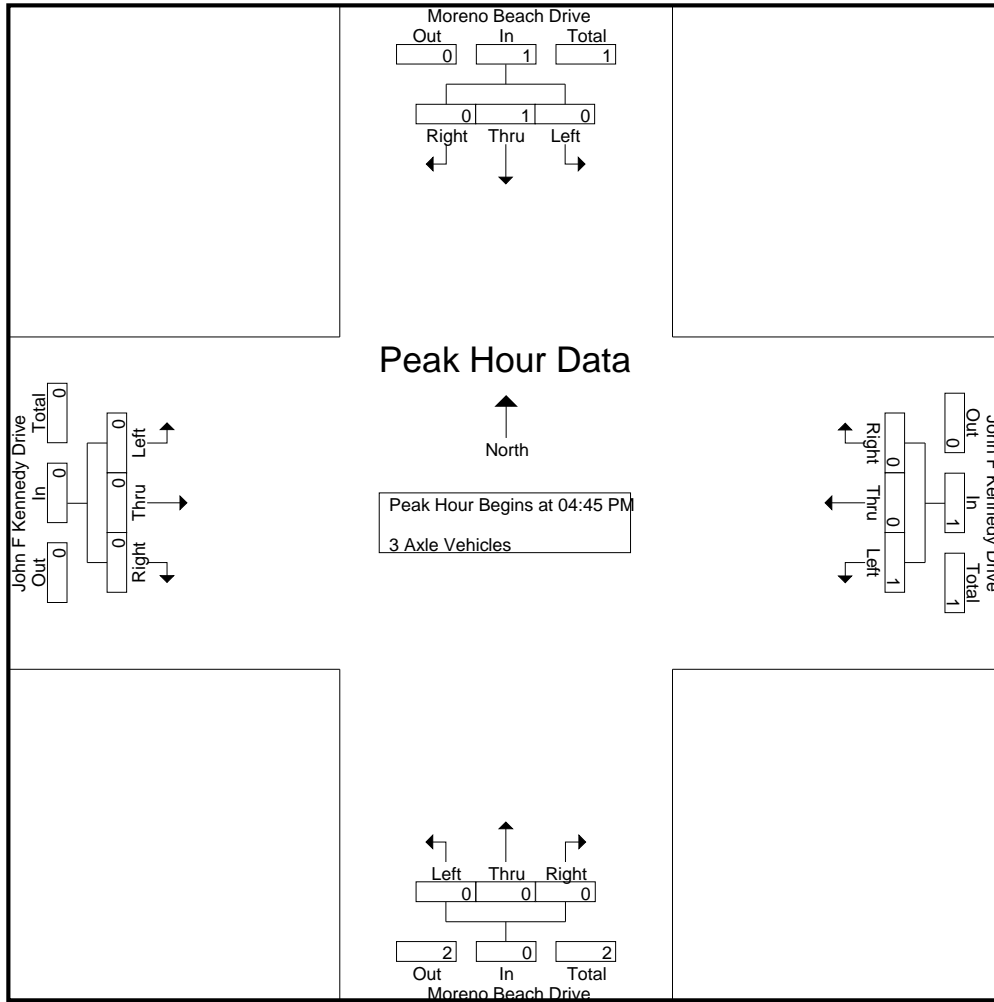
Groups Printed- 3 Axle Vehicles

Start Time	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	2	0	0	2	0	0	0	0	0	0	0	0	3
Grand Total	0	1	0	1	3	0	0	3	0	0	1	1	0	0	0	0	5
Apprch %	0	100	0		100	0	0		0	0	100		0	0	0		
Total %	0	20	0	20	60	0	0	60	0	0	20	20	0	0	0	0	

Start Time	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: John F Kennedy Drive
 Weather: Clear

File Name : 14_MRV_Mo Bea_JFK PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: John F Kennedy Drive
 Weather: Clear

File Name : 14_MRV_Mo Bea_JFK PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

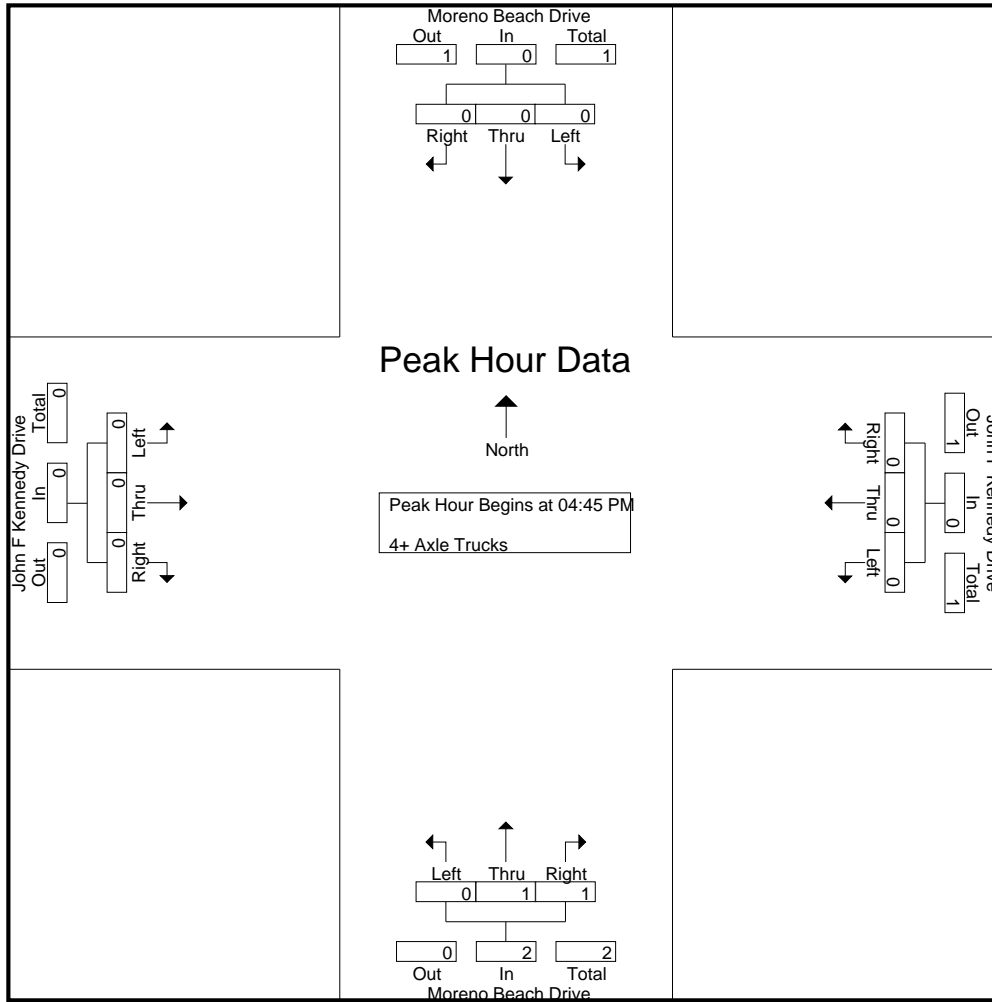
Groups Printed- 4+ Axle Trucks

Start Time	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
Grand Total	0	0	0	0	1	0	0	1	0	1	1	2	0	0	0	0	3
Apprch %	0	0	0		100	0	0		0	50	50		0	0	0		
Total %	0	0	0	0	33.3	0	0	33.3	0	33.3	33.3	66.7	0	0	0	0	

Start Time	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		0	50	50		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.000	.000	.500

City of Moreno Valley
 N/S: Moreno Beach Drive
 E/W: John F Kennedy Drive
 Weather: Clear

File Name : 14_MRV_Mo Bea_JFK PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

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

City of Moreno Valley
 N/S: Driveway 1
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 15_MRV_DW1_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

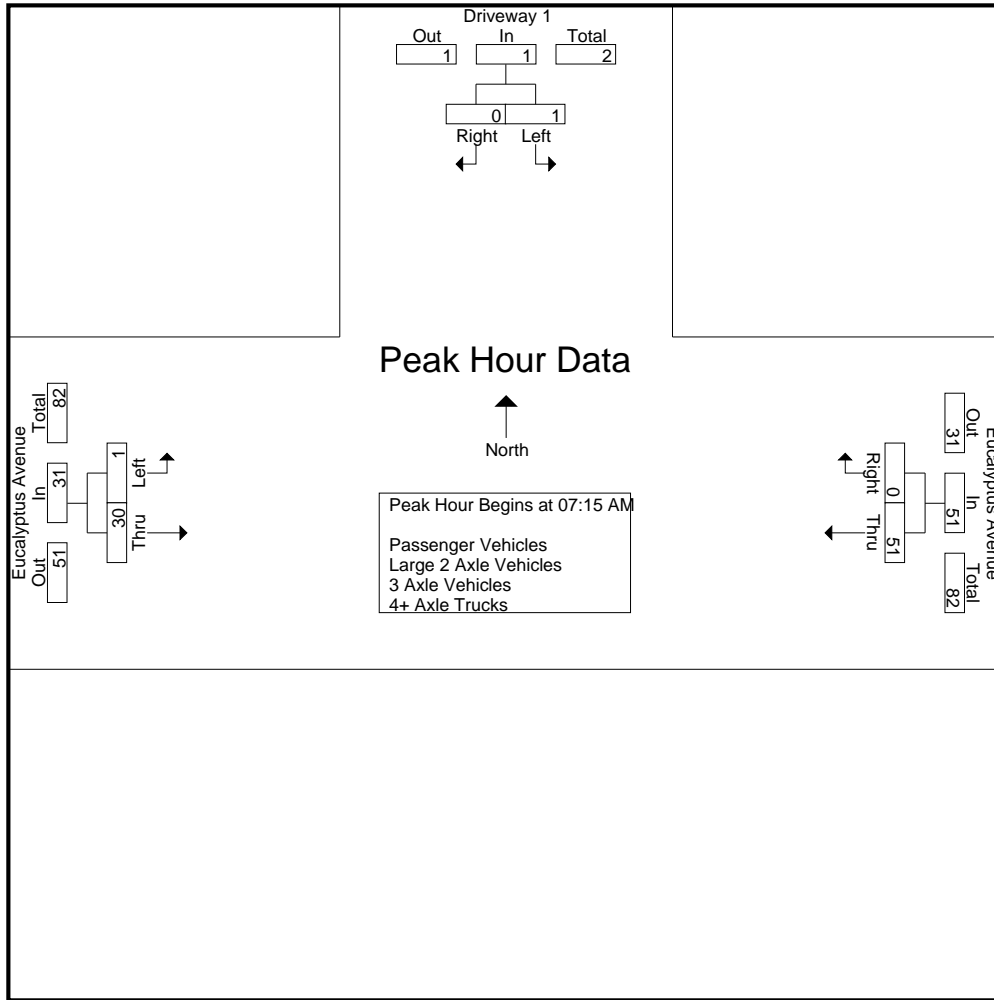
Start Time	Driveway 1 Southbound			Eucalyptus Avenue Westbound			Eucalyptus Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	13	0	13	0	6	6	19
07:15 AM	1	0	1	11	0	11	1	9	10	22
07:30 AM	0	0	0	13	0	13	0	5	5	18
07:45 AM	0	0	0	11	0	11	0	9	9	20
Total	1	0	1	48	0	48	1	29	30	79
08:00 AM	0	0	0	16	0	16	0	7	7	23
08:15 AM	0	0	0	13	0	13	0	6	6	19
08:30 AM	0	0	0	8	0	8	0	4	4	12
08:45 AM	0	0	0	8	0	8	0	7	7	15
Total	0	0	0	45	0	45	0	24	24	69
Grand Total	1	0	1	93	0	93	1	53	54	148
Apprch %	100	0		100	0		1.9	98.1		
Total %	0.7	0	0.7	62.8	0	62.8	0.7	35.8	36.5	
Passenger Vehicles	0	0	0	89	0	89	0	48	48	137
% Passenger Vehicles	0	0	0	95.7	0	95.7	0	90.6	88.9	92.6
Large 2 Axle Vehicles	1	0	1	2	0	2	1	2	3	6
% Large 2 Axle Vehicles	100	0	100	2.2	0	2.2	100	3.8	5.6	4.1
3 Axle Vehicles	0	0	0	0	0	0	0	1	1	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	1.9	1.9	0.7
4+ Axle Trucks	0	0	0	2	0	2	0	2	2	4
% 4+ Axle Trucks	0	0	0	2.2	0	2.2	0	3.8	3.7	2.7

Start Time	Driveway 1 Southbound			Eucalyptus Avenue Westbound			Eucalyptus Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	1	0	1	11	0	11	1	9	10	22
07:30 AM	0	0	0	13	0	13	0	5	5	18
07:45 AM	0	0	0	11	0	11	0	9	9	20
08:00 AM	0	0	0	16	0	16	0	7	7	23
Total Volume	1	0	1	51	0	51	1	30	31	83
% App. Total	100	0		100	0		3.2	96.8		
PHF	.250	.000	.250	.797	.000	.797	.250	.833	.775	.902

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Moreno Valley
 N/S: Driveway 1
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 15_MRV_DW1_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM			07:30 AM			07:15 AM		
+0 mins.	0	0	0	13	0	13	1	9	10
+15 mins.	1	0	1	11	0	11	0	5	5
+30 mins.	0	0	0	16	0	16	0	9	9
+45 mins.	0	0	0	13	0	13	0	7	7
Total Volume	1	0	1	53	0	53	1	30	31
% App. Total	100	0		100	0		3.2	96.8	
PHF	.250	.000	.250	.828	.000	.828	.250	.833	.775

City of Moreno Valley
 N/S: Driveway 1
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 15_MRV_DW1_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Driveway 1 Southbound			Eucalyptus Avenue Westbound			Eucalyptus Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	12	0	12	0	5	5	17
07:15 AM	0	0	0	9	0	9	0	8	8	17
07:30 AM	0	0	0	12	0	12	0	5	5	17
07:45 AM	0	0	0	11	0	11	0	7	7	18
Total	0	0	0	44	0	44	0	25	25	69
08:00 AM	0	0	0	16	0	16	0	7	7	23
08:15 AM	0	0	0	13	0	13	0	6	6	19
08:30 AM	0	0	0	8	0	8	0	4	4	12
08:45 AM	0	0	0	8	0	8	0	6	6	14
Total	0	0	0	45	0	45	0	23	23	68
Grand Total	0	0	0	89	0	89	0	48	48	137
Apprch %	0	0		100	0		0	100		
Total %	0	0		65	0	65	0	35	35	

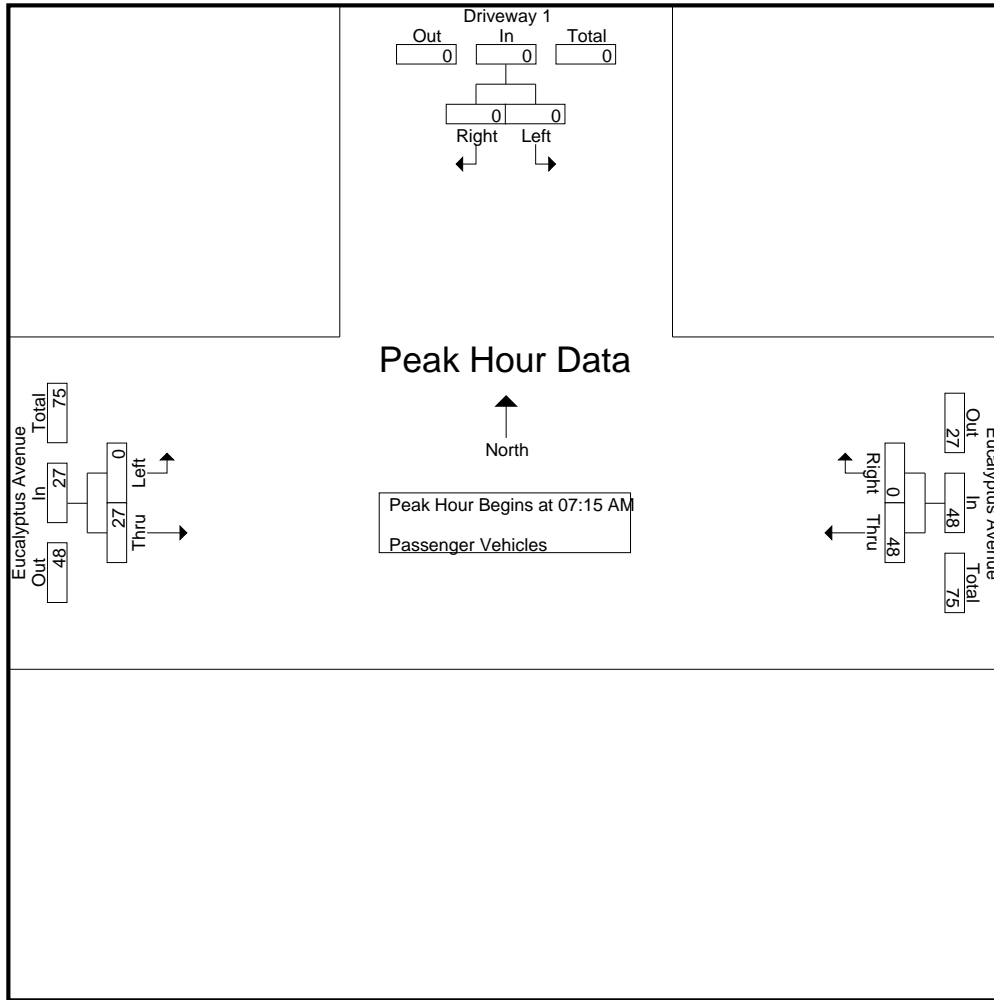
Start Time	Driveway 1 Southbound			Eucalyptus Avenue Westbound			Eucalyptus Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	0	0	0	9	0	9	0	8	8	17
07:30 AM	0	0	0	12	0	12	0	5	5	17
07:45 AM	0	0	0	11	0	11	0	7	7	18
08:00 AM	0	0	0	16	0	16	0	7	7	23
Total Volume	0	0	0	48	0	48	0	27	27	75
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.750	.000	.750	.000	.844	.844	.815

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Moreno Valley
 N/S: Driveway 1
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 15_MRV_DW1_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	9	0	9	0	8	8
+15 mins.	0	0	0	12	0	12	0	5	5
+30 mins.	0	0	0	11	0	11	0	7	7
+45 mins.	0	0	0	16	0	16	0	7	7
Total Volume	0	0	0	48	0	48	0	27	27
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.750	.000	.750	.000	.844	.844

City of Moreno Valley
 N/S: Driveway 1
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 15_MRV_DW1_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Driveway 1 Southbound			Eucalyptus Avenue Westbound			Eucalyptus Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	0	0	0	1	1	1
07:15 AM	1	0	1	1	0	1	1	0	1	3
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	1	1	1
Total	1	0	1	2	0	2	1	2	3	6
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	1	2	0	2	1	2	3	6
Apprch %	100	0		100	0		33.3	66.7		
Total %	16.7	0	16.7	33.3	0	33.3	16.7	33.3	50	

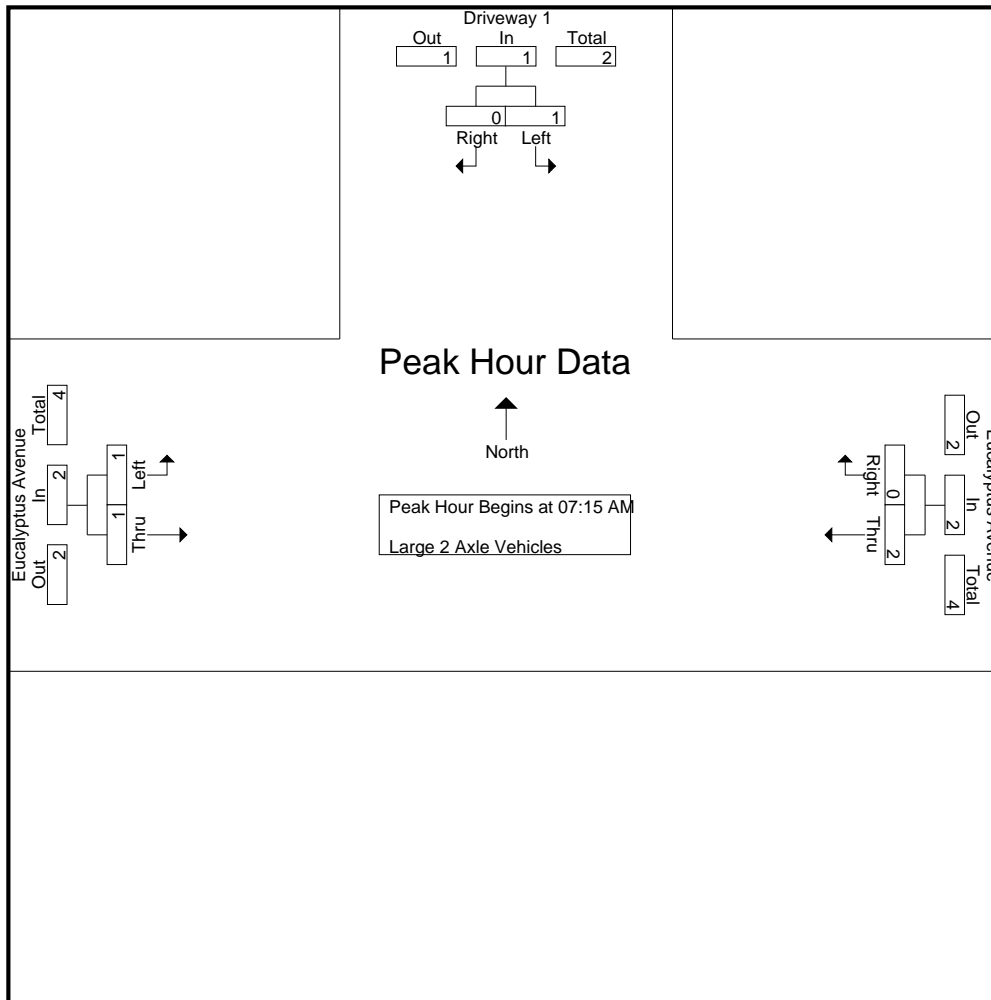
Start Time	Driveway 1 Southbound			Eucalyptus Avenue Westbound			Eucalyptus Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	1	0	1	1	0	1	1	0	1	3
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	1	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	2	0	2	1	1	2	5
% App. Total	100	0		100	0		50	50		
PHF	.250	.000	.250	.500	.000	.500	.250	.250	.500	.417

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Moreno Valley
 N/S: Driveway 1
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 15_MRV_DW1_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	0	1	1	0	1	1	0	1
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	2	0	2	1	1	2
% App. Total	100	0		100	0		50	50	
PHF	.250	.000	.250	.500	.000	.500	.250	.250	.500

City of Moreno Valley
 N/S: Driveway 1
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 15_MRV_DW1_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Driveway 1 Southbound			Eucalyptus Avenue Westbound			Eucalyptus Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	0	0	0	0	1	1	1
Apprch %	0	0		0	0		0	100		
Total %	0	0		0	0		0	100	100	

Start Time	Driveway 1 Southbound			Eucalyptus Avenue Westbound			Eucalyptus Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Moreno Valley
 N/S: Driveway 1
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 15_MRV_DW1_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Driveway 1 Southbound			Eucalyptus Avenue Westbound			Eucalyptus Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	1	0	1	0	0	0	1
07:15 AM	0	0	0	1	0	1	0	1	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	2	0	2	0	2	2	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	2	0	2	0	2	2	4
Apprch %	0	0		100	0		0	100		
Total %	0	0		50	0	50	0	50	50	

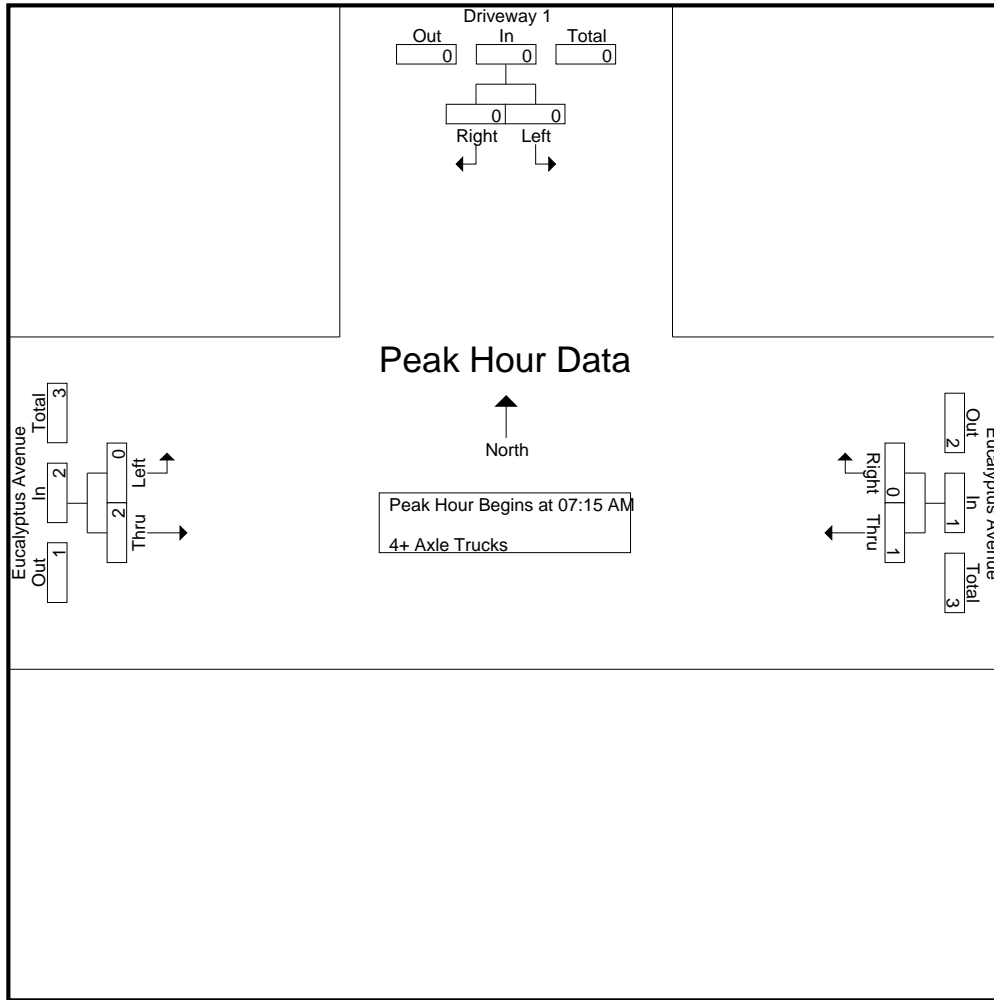
Start Time	Driveway 1 Southbound			Eucalyptus Avenue Westbound			Eucalyptus Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	0	0	0	1	0	1	0	1	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	2	2	3
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.500	.500	.375

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Moreno Valley
 N/S: Driveway 1
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 15_MRV_DW1_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

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

City of Moreno Valley
 N/S: Driveway 1
 E/W: Eucalyptus Avenue
 Weather: Clear

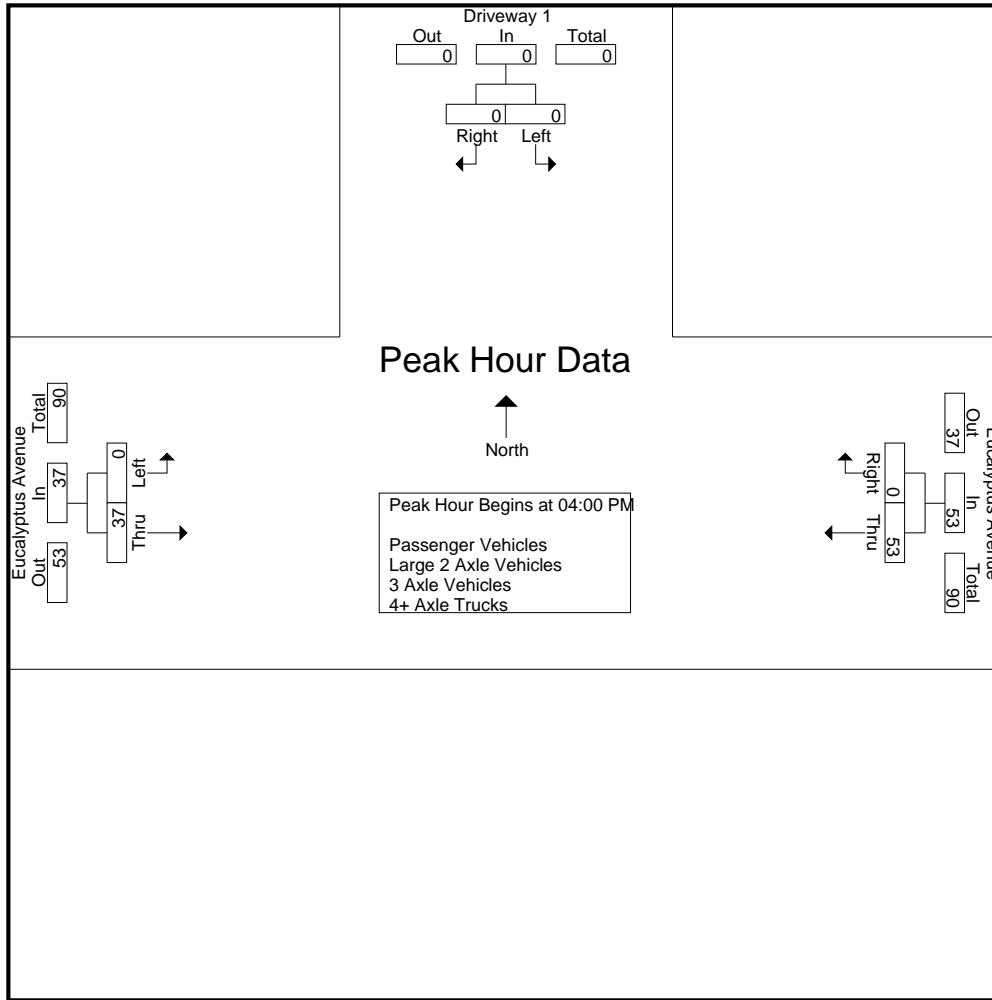
File Name : 15_MRV_DW1_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Driveway 1 Southbound			Eucalyptus Avenue Westbound			Eucalyptus Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	15	0	15	0	10	10	25
04:15 PM	0	0	0	15	0	15	0	10	10	25
04:30 PM	0	0	0	10	0	10	0	4	4	14
04:45 PM	0	0	0	13	0	13	0	13	13	26
Total	0	0	0	53	0	53	0	37	37	90
05:00 PM	0	0	0	11	0	11	0	8	8	19
05:15 PM	0	0	0	13	0	13	0	8	8	21
05:30 PM	0	0	0	5	0	5	0	7	7	12
05:45 PM	0	0	0	15	0	15	0	11	11	26
Total	0	0	0	44	0	44	0	34	34	78
Grand Total	0	0	0	97	0	97	0	71	71	168
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	57.7	0	57.7	0	42.3	42.3	
Passenger Vehicles	0	0	0	92	0	92	0	66	66	158
% Passenger Vehicles	0	0	0	94.8	0	94.8	0	93	93	94
Large 2 Axle Vehicles	0	0	0	3	0	3	0	1	1	4
% Large 2 Axle Vehicles	0	0	0	3.1	0	3.1	0	1.4	1.4	2.4
3 Axle Vehicles	0	0	0	1	0	1	0	1	1	2
% 3 Axle Vehicles	0	0	0	1	0	1	0	1.4	1.4	1.2
4+ Axle Trucks	0	0	0	1	0	1	0	3	3	4
% 4+ Axle Trucks	0	0	0	1	0	1	0	4.2	4.2	2.4

Start Time	Driveway 1 Southbound			Eucalyptus Avenue Westbound			Eucalyptus Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	15	0	15	0	10	10	25
04:15 PM	0	0	0	15	0	15	0	10	10	25
04:30 PM	0	0	0	10	0	10	0	4	4	14
04:45 PM	0	0	0	13	0	13	0	13	13	26
Total Volume	0	0	0	53	0	53	0	37	37	90
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.883	.000	.883	.000	.712	.712	.865

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



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	15	0	15	0	10	10
+15 mins.	0	0	0	15	0	15	0	10	10
+30 mins.	0	0	0	10	0	10	0	4	4
+45 mins.	0	0	0	13	0	13	0	13	13
Total Volume	0	0	0	53	0	53	0	37	37
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.883	.000	.883	.000	.712	.712

City of Moreno Valley
 N/S: Driveway 1
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 15_MRV_DW1_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Driveway 1 Southbound			Eucalyptus Avenue Westbound			Eucalyptus Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	14	0	14	0	10	10	24
04:15 PM	0	0	0	13	0	13	0	10	10	23
04:30 PM	0	0	0	10	0	10	0	4	4	14
04:45 PM	0	0	0	12	0	12	0	11	11	23
Total	0	0	0	49	0	49	0	35	35	84
05:00 PM	0	0	0	10	0	10	0	8	8	18
05:15 PM	0	0	0	13	0	13	0	7	7	20
05:30 PM	0	0	0	5	0	5	0	7	7	12
05:45 PM	0	0	0	15	0	15	0	9	9	24
Total	0	0	0	43	0	43	0	31	31	74
Grand Total	0	0	0	92	0	92	0	66	66	158
Apprch %	0	0		100	0		0	100		
Total %	0	0		58.2	0	58.2	0	41.8	41.8	

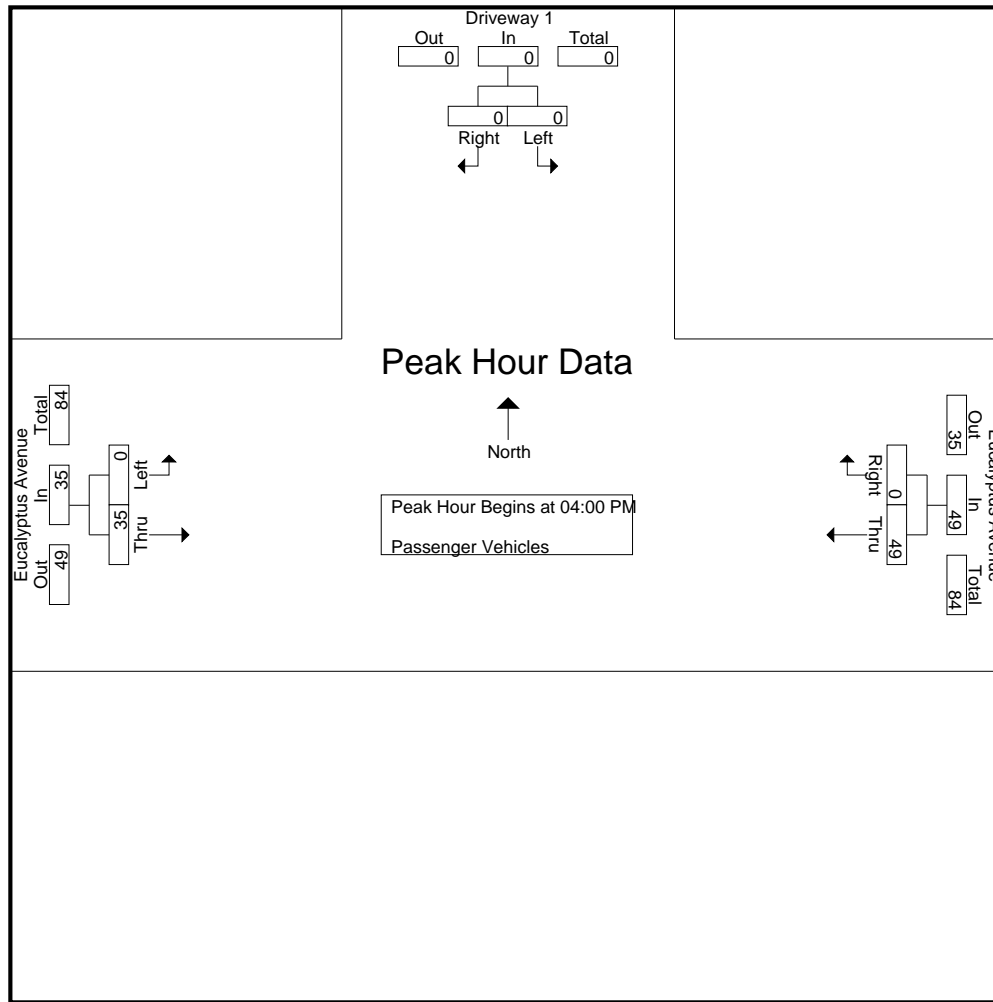
Start Time	Driveway 1 Southbound			Eucalyptus Avenue Westbound			Eucalyptus Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	14	0	14	0	10	10	24
04:15 PM	0	0	0	13	0	13	0	10	10	23
04:30 PM	0	0	0	10	0	10	0	4	4	14
04:45 PM	0	0	0	12	0	12	0	11	11	23
Total Volume	0	0	0	49	0	49	0	35	35	84
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.875	.000	.875	.000	.795	.795	.875

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

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Moreno Valley
 N/S: Driveway 1
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 15_MRV_DW1_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	14	0	14	0	10	10
+15 mins.	0	0	0	13	0	13	0	10	10
+30 mins.	0	0	0	10	0	10	0	4	4
+45 mins.	0	0	0	12	0	12	0	11	11
Total Volume	0	0	0	49	0	49	0	35	35
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.875	.000	.875	.000	.795	.795

City of Moreno Valley
 N/S: Driveway 1
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 15_MRV_DW1_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Driveway 1 Southbound			Eucalyptus Avenue Westbound			Eucalyptus Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	2	0	2	0	0	0	2
05:00 PM	0	0	0	1	0	1	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	1	1	2
Grand Total	0	0	0	3	0	3	0	1	1	4
Apprch %	0	0		100	0		0	100		
Total %	0	0		75	0	75	0	25	25	

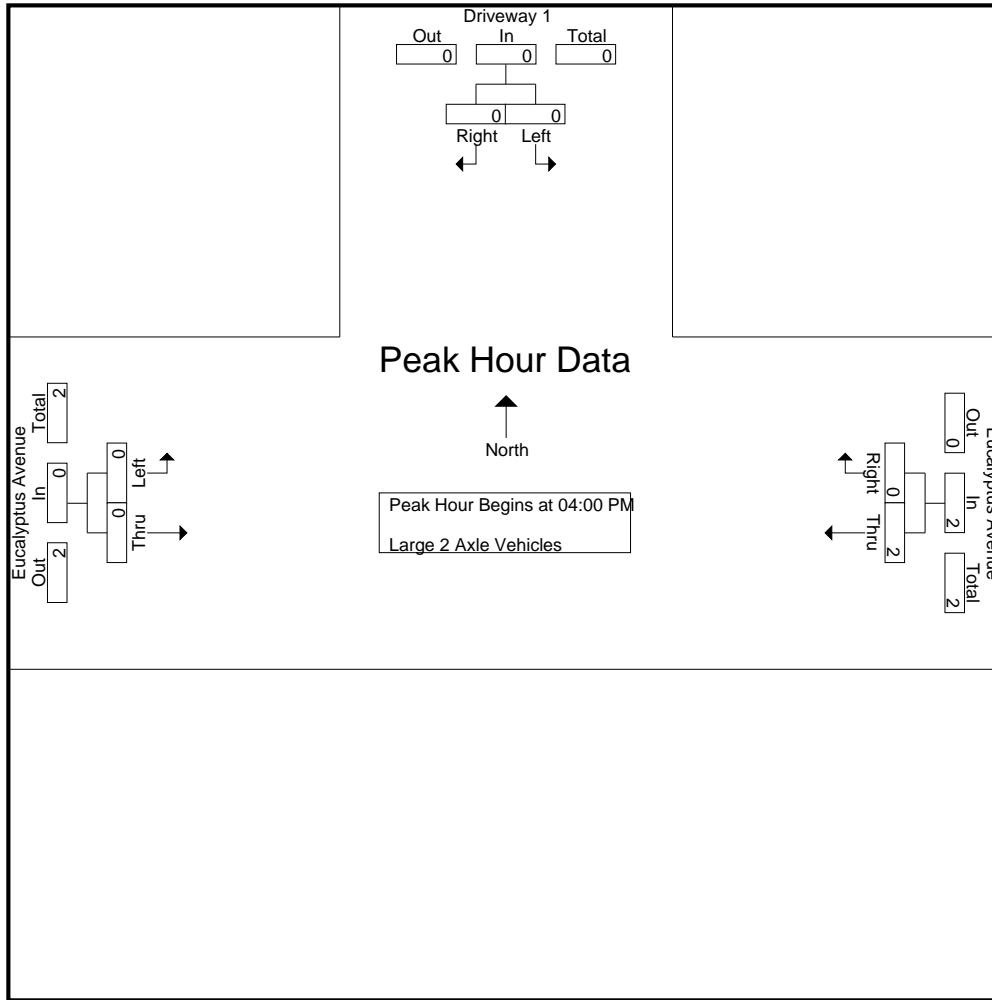
Start Time	Driveway 1 Southbound			Eucalyptus Avenue Westbound			Eucalyptus Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total Volume	0	0	0	2	0	2	0	0	0	2
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.500	.000	.500	.000	.000	.000	.500

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

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Moreno Valley
 N/S: Driveway 1
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 15_MRV_DW1_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

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

City of Moreno Valley
 N/S: Driveway 1
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 15_MRV_DW1_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Driveway 1 Southbound			Eucalyptus Avenue Westbound			Eucalyptus Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	1	0	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	1	0	1	0	1	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	0	1	0	1	1	2
Apprch %	0	0		100	0		0	100		
Total %	0	0		50	0	50	0	50	50	

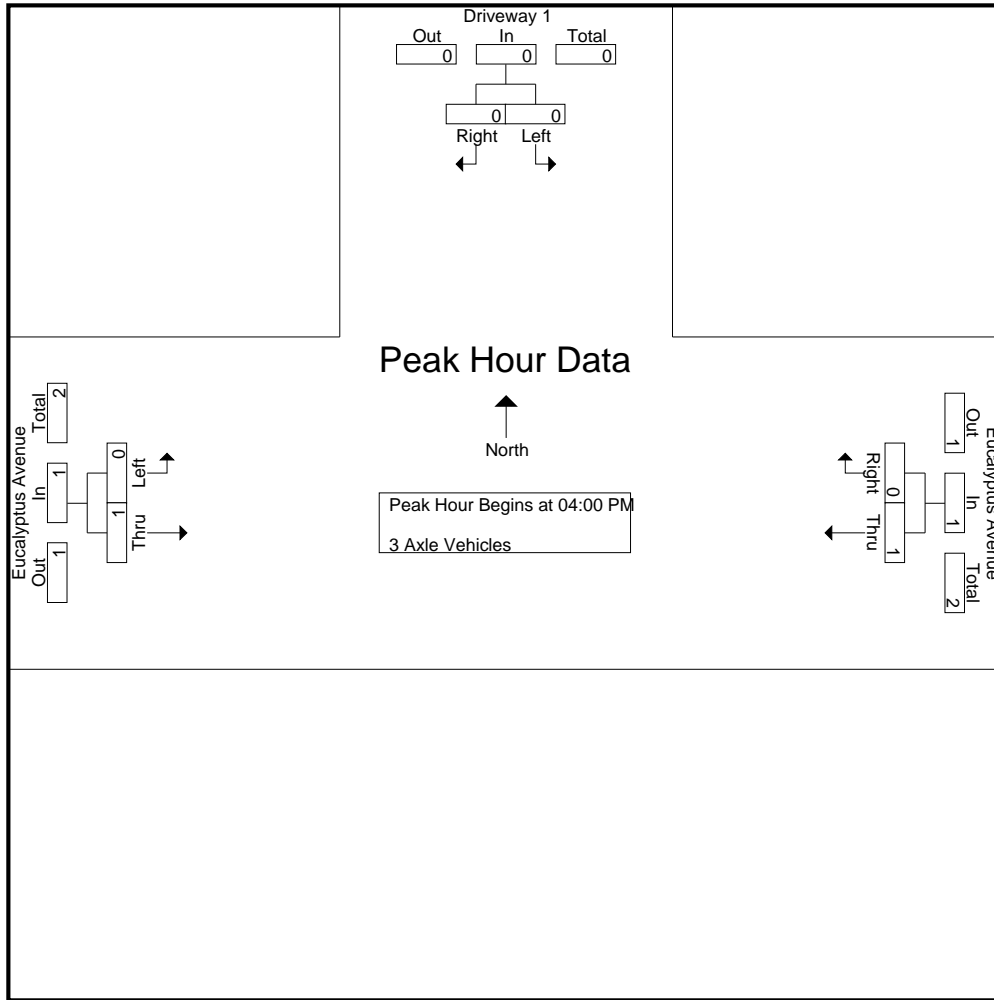
Start Time	Driveway 1 Southbound			Eucalyptus Avenue Westbound			Eucalyptus Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	1	0	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	1	0	1	0	1	1	2
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250	.500

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

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Moreno Valley
 N/S: Driveway 1
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 15_MRV_DW1_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

Peak Hour for Each Approach Begins at:

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

City of Moreno Valley
 N/S: Driveway 1
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 15_MRV_DW1_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Driveway 1 Southbound			Eucalyptus Avenue Westbound			Eucalyptus Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	1	0	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	1	0	1	0	1	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	0	0	0	0	2	2	2
Grand Total	0	0	0	1	0	1	0	3	3	4
Apprch %	0	0		100	0		0	100		
Total %	0	0		25	0	25	0	75	75	

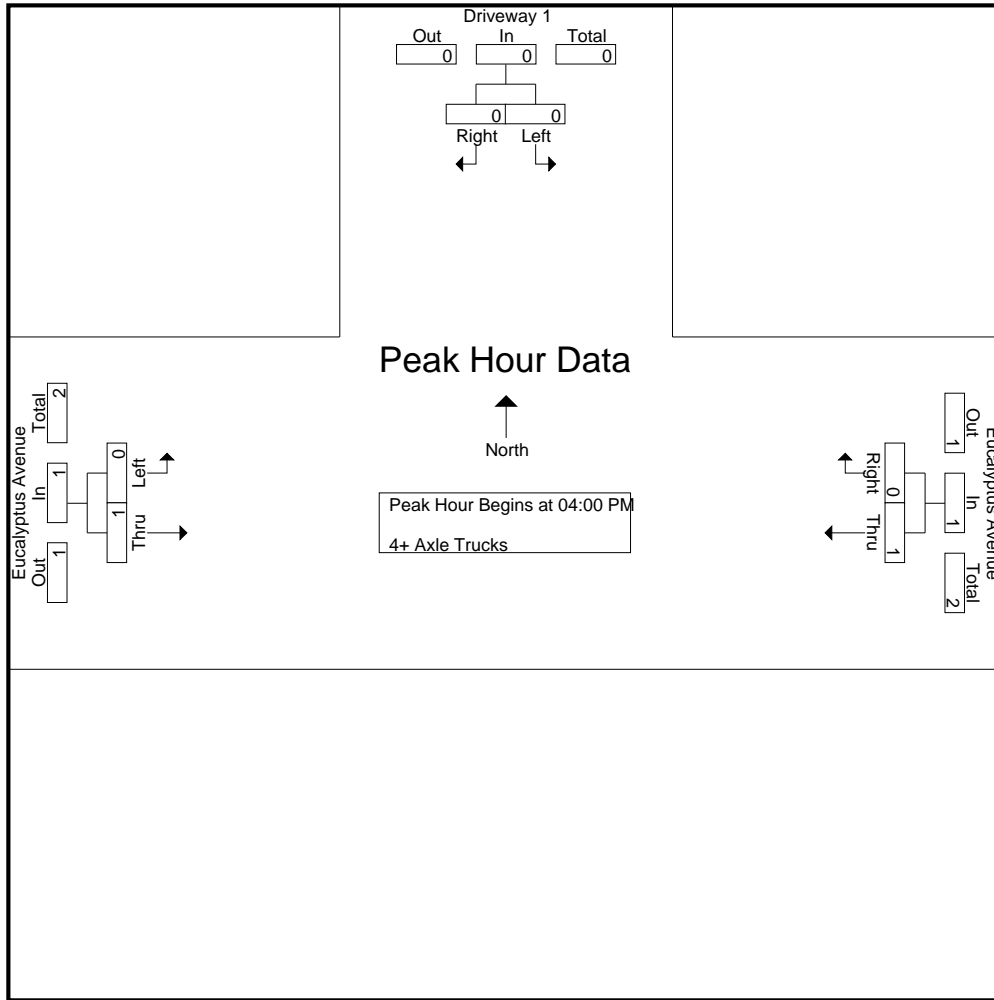
Start Time	Driveway 1 Southbound			Eucalyptus Avenue Westbound			Eucalyptus Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	1	0	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	1	0	1	0	1	1	2
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250	.500

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

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Moreno Valley
 N/S: Driveway 1
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 15_MRV_DW1_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

Peak Hour for Each Approach Begins at:

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

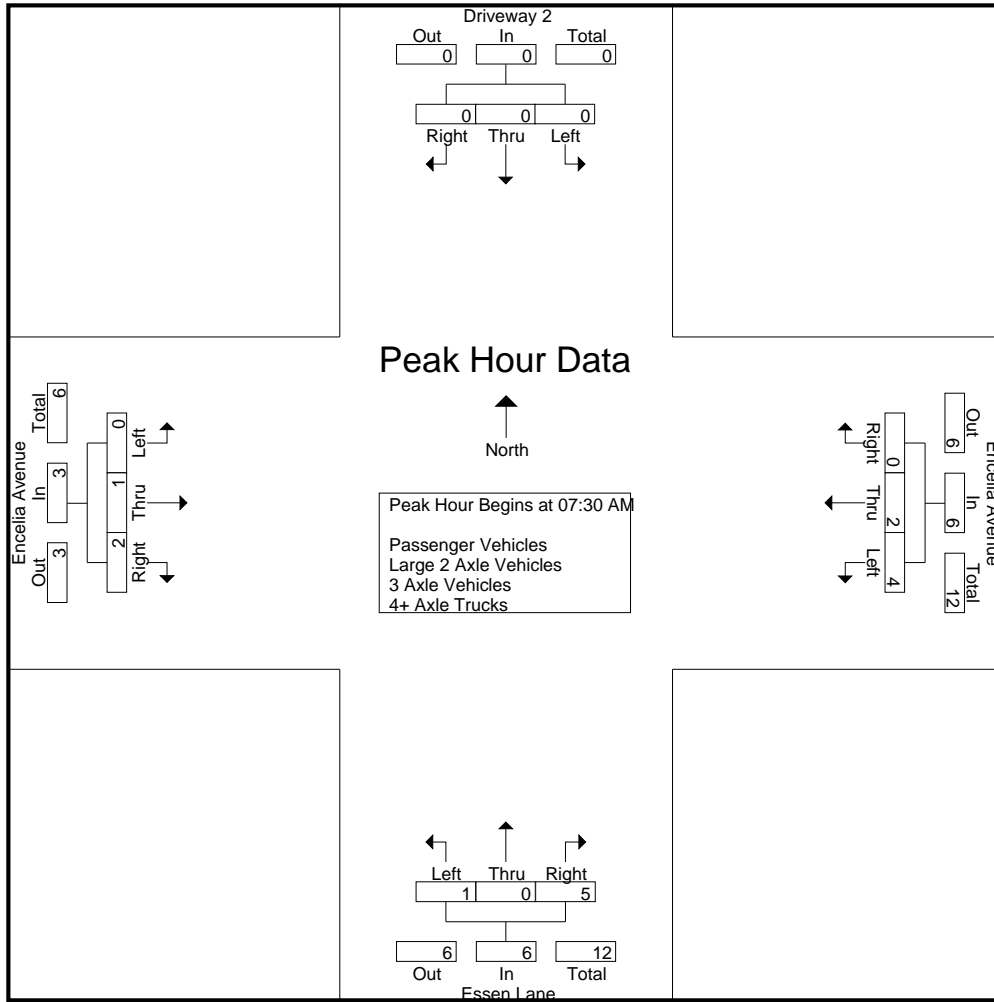
City of Moreno Valley
 N/S: Driveway 2/Essen Lane
 E/W: Encelia Avenue
 Weather: Clear

File Name : 16_MRV_DW2_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Driveway 2 Southbound				Encelia Avenue Westbound				Essen Lane Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	3
07:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
07:30 AM	0	0	0	0	1	0	0	1	1	0	1	2	0	1	0	1	4
07:45 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
Total	0	0	0	0	3	1	0	4	1	0	5	6	0	2	0	2	12
08:00 AM	0	0	0	0	1	1	0	2	0	0	1	1	0	0	1	1	4
08:15 AM	0	0	0	0	1	1	0	2	0	0	2	2	0	0	1	1	5
08:30 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	3
Total	0	0	0	0	3	2	0	5	0	0	7	7	0	0	2	2	14
Grand Total	0	0	0	0	6	3	0	9	1	0	12	13	0	2	2	4	26
Apprch %	0	0	0		66.7	33.3	0		7.7	0	92.3		0	50	50		
Total %	0	0	0	0	23.1	11.5	0	34.6	3.8	0	46.2	50	0	7.7	7.7	15.4	
Passenger Vehicles	0	0	0	0	6	3	0	9	1	0	12	13	0	2	2	4	26
% Passenger Vehicles	0	0	0	0	100	100	0	100	100	0	100	100	0	100	100	100	100
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Driveway 2 Southbound				Encelia Avenue Westbound				Essen Lane Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	1	0	0	1	1	0	1	2	0	1	0	1	4
07:45 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
08:00 AM	0	0	0	0	1	1	0	2	0	0	1	1	0	0	1	1	4
08:15 AM	0	0	0	0	1	1	0	2	0	0	2	2	0	0	1	1	5
Total Volume	0	0	0	0	4	2	0	6	1	0	5	6	0	1	2	3	15
% App. Total	0	0	0		66.7	33.3	0		16.7	0	83.3		0	33.3	66.7		
PHF	.000	.000	.000	.000	1.00	.500	.000	.750	.250	.000	.625	.750	.000	.250	.500	.750	.750



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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				08:00 AM				07:15 AM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	1
+15 mins.	0	0	0	0	1	0	0	1	0	0	2	2	0	1	0	1
+30 mins.	0	0	0	0	1	1	0	2	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	1	1	0	2	0	0	3	3	0	0	1	1
Total Volume	0	0	0	0	4	2	0	6	0	0	7	7	0	2	1	3
% App. Total	0	0	0	0	66.7	33.3	0		0	0	100		0	66.7	33.3	
PHF	.000	.000	.000	.000	1.000	.500	.000	.750	.000	.000	.583	.583	.000	.500	.250	.750

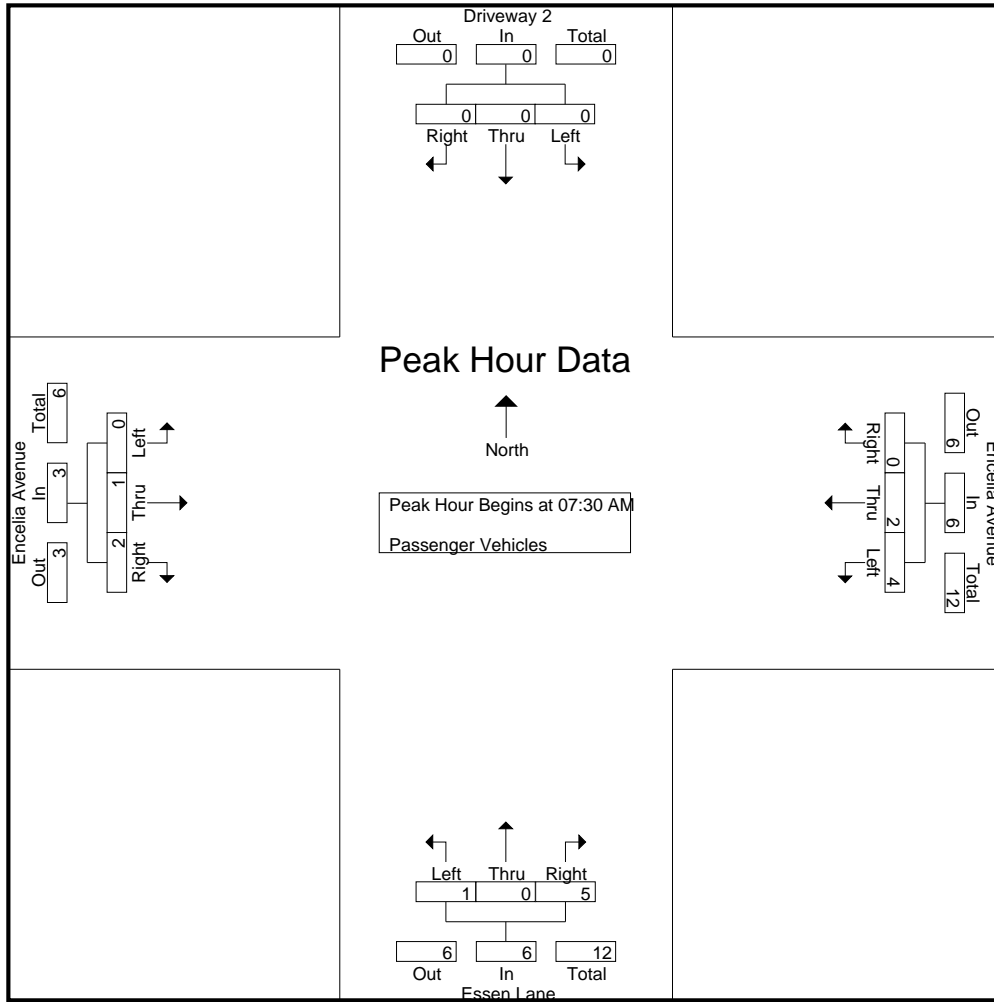
City of Moreno Valley
 N/S: Driveway 2/Essen Lane
 E/W: Encelia Avenue
 Weather: Clear

File Name : 16_MRV_DW2_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Driveway 2 Southbound				Encelia Avenue Westbound				Essen Lane Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	3
07:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
07:30 AM	0	0	0	0	1	0	0	1	1	0	1	2	0	1	0	1	4
07:45 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
Total	0	0	0	0	3	1	0	4	1	0	5	6	0	2	0	2	12
08:00 AM	0	0	0	0	1	1	0	2	0	0	1	1	0	0	1	1	4
08:15 AM	0	0	0	0	1	1	0	2	0	0	2	2	0	0	1	1	5
08:30 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	3
Total	0	0	0	0	3	2	0	5	0	0	7	7	0	0	2	2	14
Grand Total	0	0	0	0	6	3	0	9	1	0	12	13	0	2	2	4	26
Apprch %	0	0	0		66.7	33.3	0		7.7	0	92.3		0	50	50		
Total %	0	0	0		23.1	11.5	0	34.6	3.8	0	46.2	50	0	7.7	7.7	15.4	

Start Time	Driveway 2 Southbound				Encelia Avenue Westbound				Essen Lane Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	1	0	0	1	1	0	1	2	0	1	0	1	4
07:45 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
08:00 AM	0	0	0	0	1	1	0	2	0	0	1	1	0	0	1	1	4
08:15 AM	0	0	0	0	1	1	0	2	0	0	2	2	0	0	1	1	5
Total Volume	0	0	0	0	4	2	0	6	1	0	5	6	0	1	2	3	15
% App. Total	0	0	0		66.7	33.3	0		16.7	0	83.3		0	33.3	66.7		
PHF	.000	.000	.000	.000	1.00	.500	.000	.750	.250	.000	.625	.750	.000	.250	.500	.750	.750



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	1	0	0	1	1	0	1	2	0	1	0	1
+15 mins.	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	1	1	0	2	0	0	1	1	0	0	1	1
+45 mins.	0	0	0	0	1	1	0	2	0	0	2	2	0	0	1	1
Total Volume	0	0	0	0	4	2	0	6	1	0	5	6	0	1	2	3
% App. Total	0	0	0		66.7	33.3	0		16.7	0	83.3		0	33.3	66.7	
PHF	.000	.000	.000	.000	1.000	.500	.000	.750	.250	.000	.625	.750	.000	.250	.500	.750

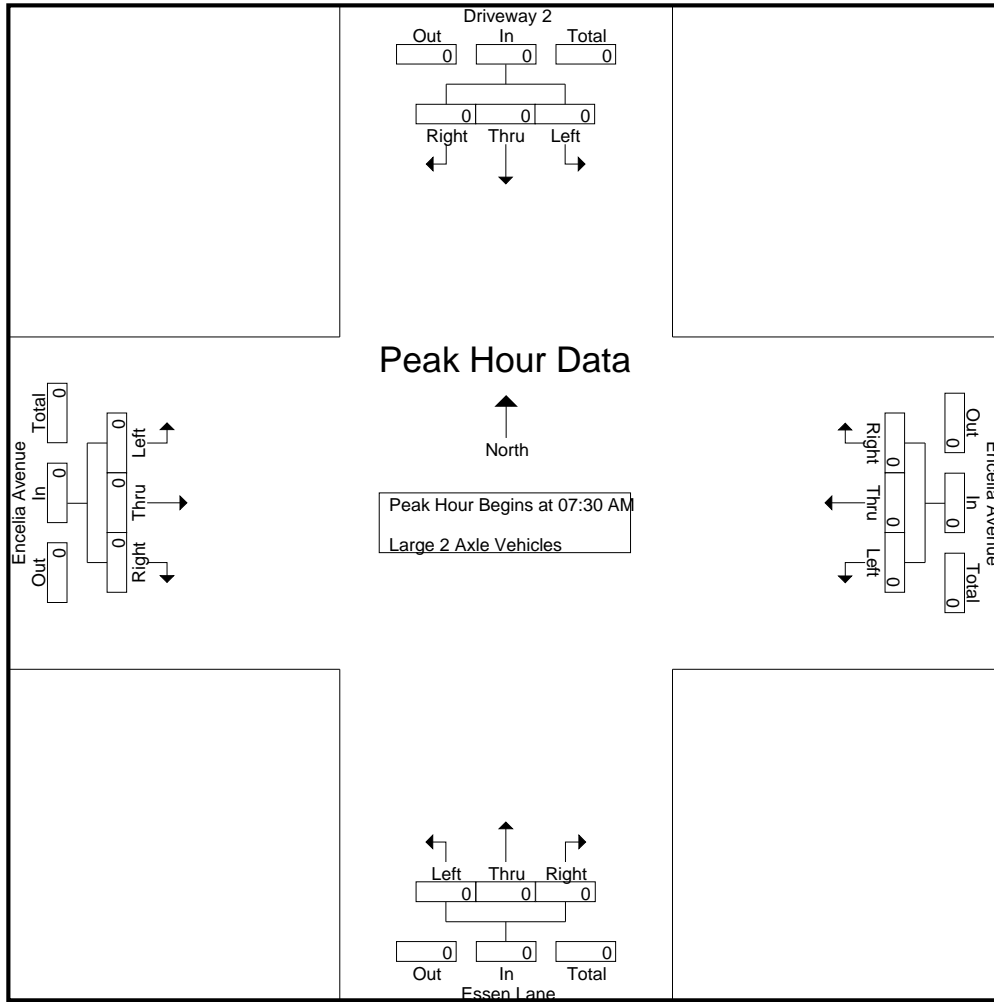
City of Moreno Valley
 N/S: Driveway 2/Essen Lane
 E/W: Encelia Avenue
 Weather: Clear

File Name : 16_MRV_DW2_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Driveway 2 Southbound				Encelia Avenue Westbound				Essen Lane Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Driveway 2 Southbound				Encelia Avenue Westbound				Essen Lane Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Driveway 2/Essen Lane
 E/W: Encelia Avenue
 Weather: Clear

File Name : 16_MRV_DW2_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

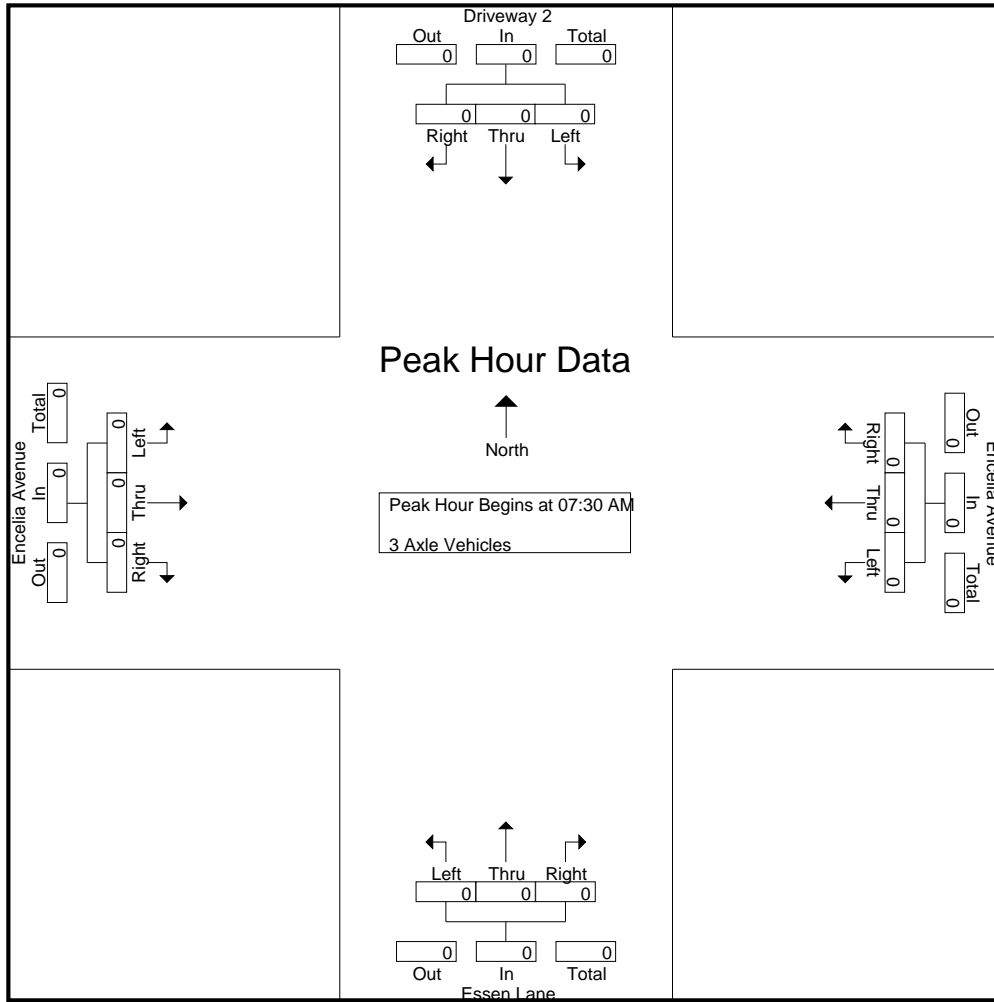
Groups Printed- 3 Axle Vehicles

Start Time	Driveway 2 Southbound				Encelia Avenue Westbound				Essen Lane Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Driveway 2 Southbound				Encelia Avenue Westbound				Essen Lane Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Driveway 2/Essen Lane
 E/W: Encelia Avenue
 Weather: Clear

File Name : 16_MRV_DW2_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

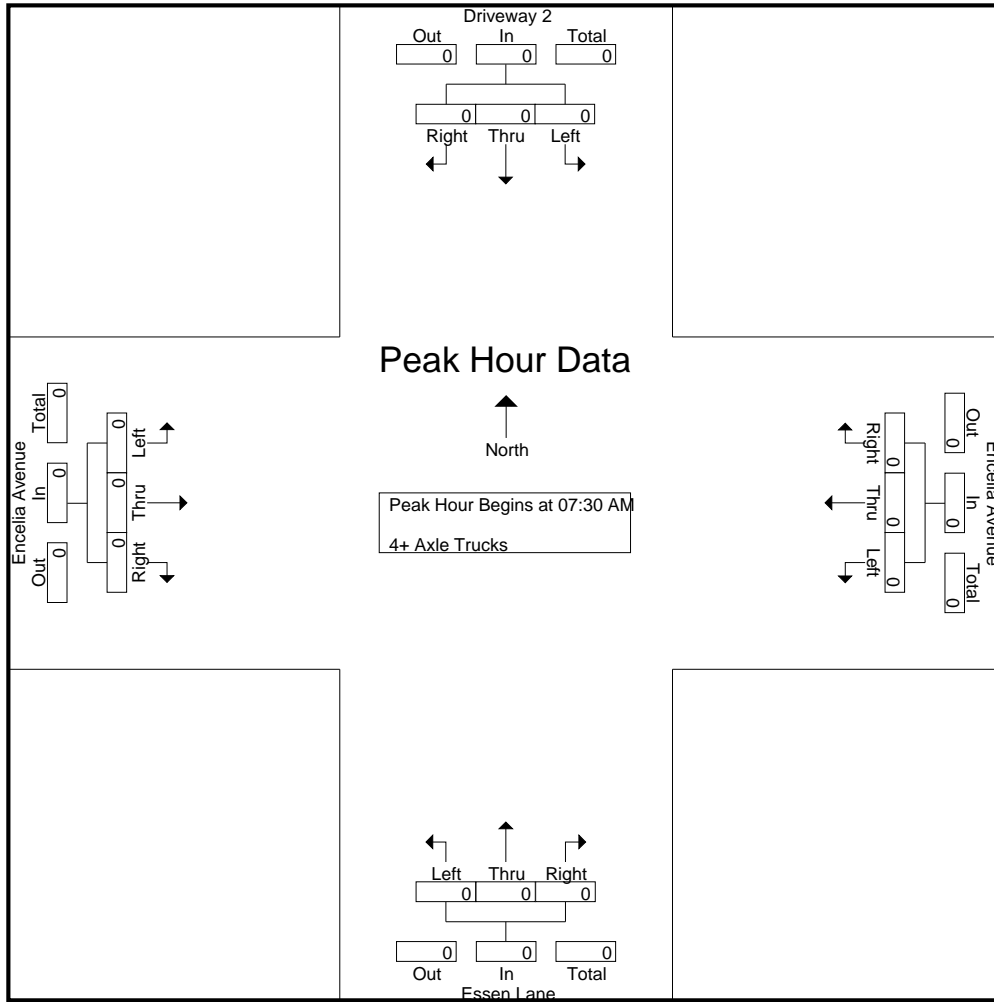
City of Moreno Valley
 N/S: Driveway 2/Essen Lane
 E/W: Encelia Avenue
 Weather: Clear

File Name : 16_MRV_DW2_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Driveway 2 Southbound				Encelia Avenue Westbound				Essen Lane Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Driveway 2 Southbound				Encelia Avenue Westbound				Essen Lane Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

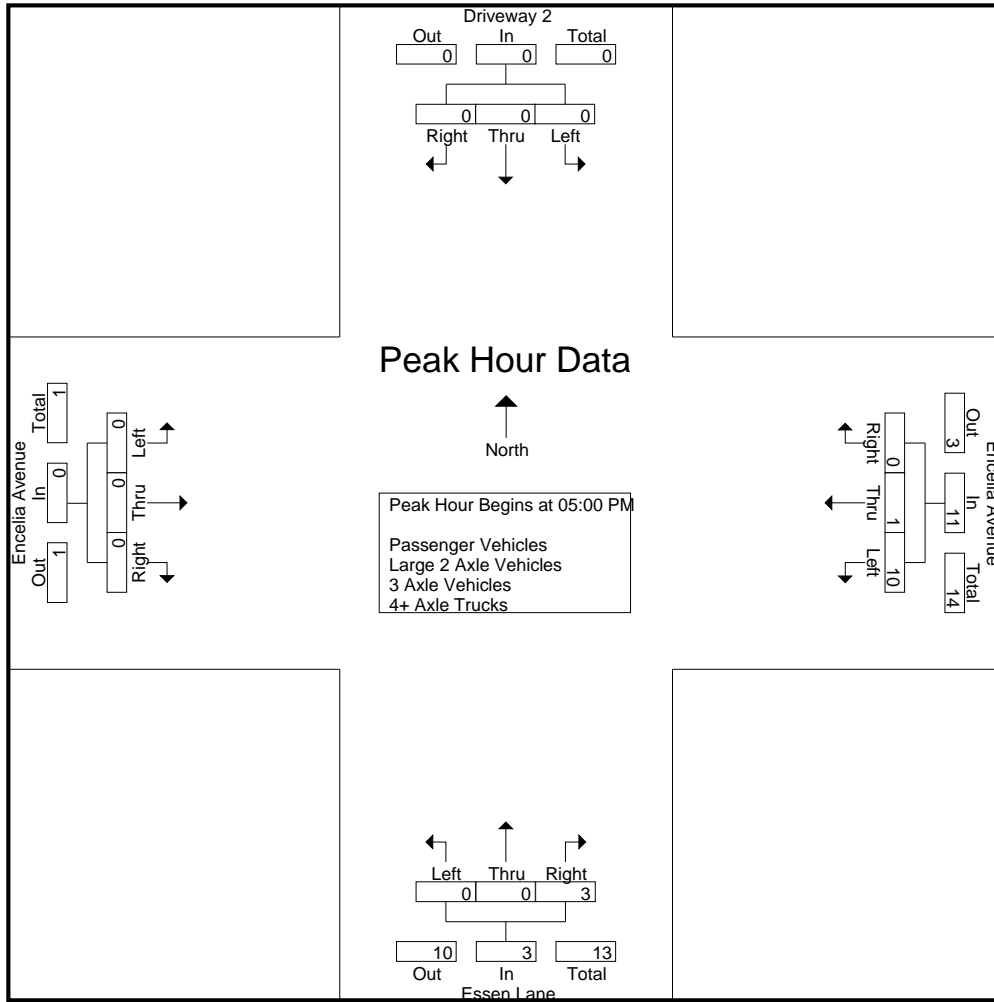
City of Moreno Valley
 N/S: Driveway 2/Essen Lane
 E/W: Encelia Avenue
 Weather: Clear

File Name : 16_MRV_DW2_Encelia PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Driveway 2 Southbound				Encelia Avenue Westbound				Essen Lane Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:15 PM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	2	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	1	0	4	0	0	2	2	0	0	2	2	8
05:00 PM	0	0	0	0	3	0	0	3	0	0	1	1	0	0	0	0	4
05:15 PM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	3	1	0	4	0	0	2	2	0	0	0	0	6
Total	0	0	0	0	10	1	0	11	0	0	3	3	0	0	0	0	14
Grand Total	0	0	0	0	13	2	0	15	0	0	5	5	0	0	2	2	22
Apprch %	0	0	0		86.7	13.3	0		0	0	100		0	0	100		
Total %	0	0	0	0	59.1	9.1	0	68.2	0	0	22.7	22.7	0	0	9.1	9.1	
Passenger Vehicles	0	0	0	0	12	2	0	14	0	0	5	5	0	0	2	2	21
% Passenger Vehicles	0	0	0	0	92.3	100	0	93.3	0	0	100	100	0	0	100	100	95.5
Large 2 Axle Vehicles	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
% Large 2 Axle Vehicles	0	0	0	0	7.7	0	0	6.7	0	0	0	0	0	0	0	0	4.5
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Driveway 2 Southbound				Encelia Avenue Westbound				Essen Lane Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	3	0	0	3	0	0	1	1	0	0	0	0	4
05:15 PM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	3	1	0	4	0	0	2	2	0	0	0	0	6
Total Volume	0	0	0	0	10	1	0	11	0	0	3	3	0	0	0	0	14
% App. Total	0	0	0		90.9	9.1	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.833	.250	.000	.688	.000	.000	.375	.375	.000	.000	.000	.000	.583



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

	04:00 PM				05:00 PM				05:00 PM				04:00 PM			
+0 mins.	0	0	0	0	3	0	0	3	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
+45 mins.	0	0	0	0	3	1	0	4	0	0	2	2	0	0	0	0
Total Volume	0	0	0	0	10	1	0	11	0	0	3	3	0	0	2	2
% App. Total	0	0	0	0	90.9	9.1	0	100	0	0	100		0	0	100	
PHF	.000	.000	.000	.000	.833	.250	.000	.688	.000	.000	.375	.375	.000	.000	.250	.250

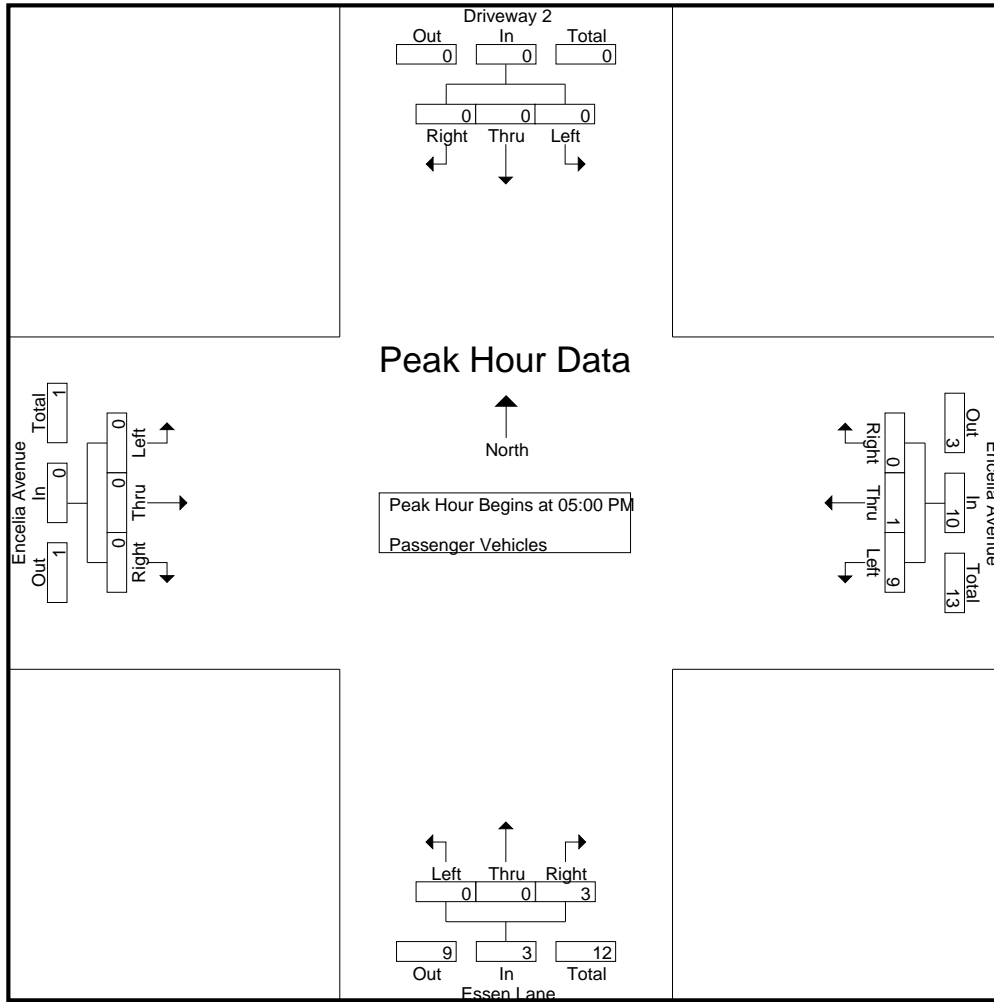
City of Moreno Valley
 N/S: Driveway 2/Essen Lane
 E/W: Encelia Avenue
 Weather: Clear

File Name : 16_MRV_DW2_Encelia PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Driveway 2 Southbound				Encelia Avenue Westbound				Essen Lane Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:15 PM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	2	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	1	0	4	0	0	2	2	0	0	2	2	8
05:00 PM	0	0	0	0	3	0	0	3	0	0	1	1	0	0	0	0	4
05:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	3	1	0	4	0	0	2	2	0	0	0	0	6
Total	0	0	0	0	9	1	0	10	0	0	3	3	0	0	0	0	13
Grand Total	0	0	0	0	12	2	0	14	0	0	5	5	0	0	2	2	21
Apprch %	0	0	0		85.7	14.3	0		0	0	100		0	0	100		
Total %	0	0	0	0	57.1	9.5	0	66.7	0	0	23.8	23.8	0	0	9.5	9.5	

Start Time	Driveway 2 Southbound				Encelia Avenue Westbound				Essen Lane Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	3	0	0	3	0	0	1	1	0	0	0	0	4
05:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	3	1	0	4	0	0	2	2	0	0	0	0	6
Total Volume	0	0	0	0	9	1	0	10	0	0	3	3	0	0	0	0	13
% App. Total	0	0	0		90	10	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.750	.250	.000	.625	.000	.000	.375	.375	.000	.000	.000	.000	.542



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	3	0	0	3	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	3	1	0	4	0	0	2	2	0	0	0	0
Total Volume	0	0	0	0	9	1	0	10	0	0	3	3	0	0	0	0
% App. Total	0	0	0	0	90	10	0	100	0	0	100		0	0	0	0
PHF	.000	.000	.000	.000	.750	.250	.000	.625	.000	.000	.375	.375	.000	.000	.000	.000

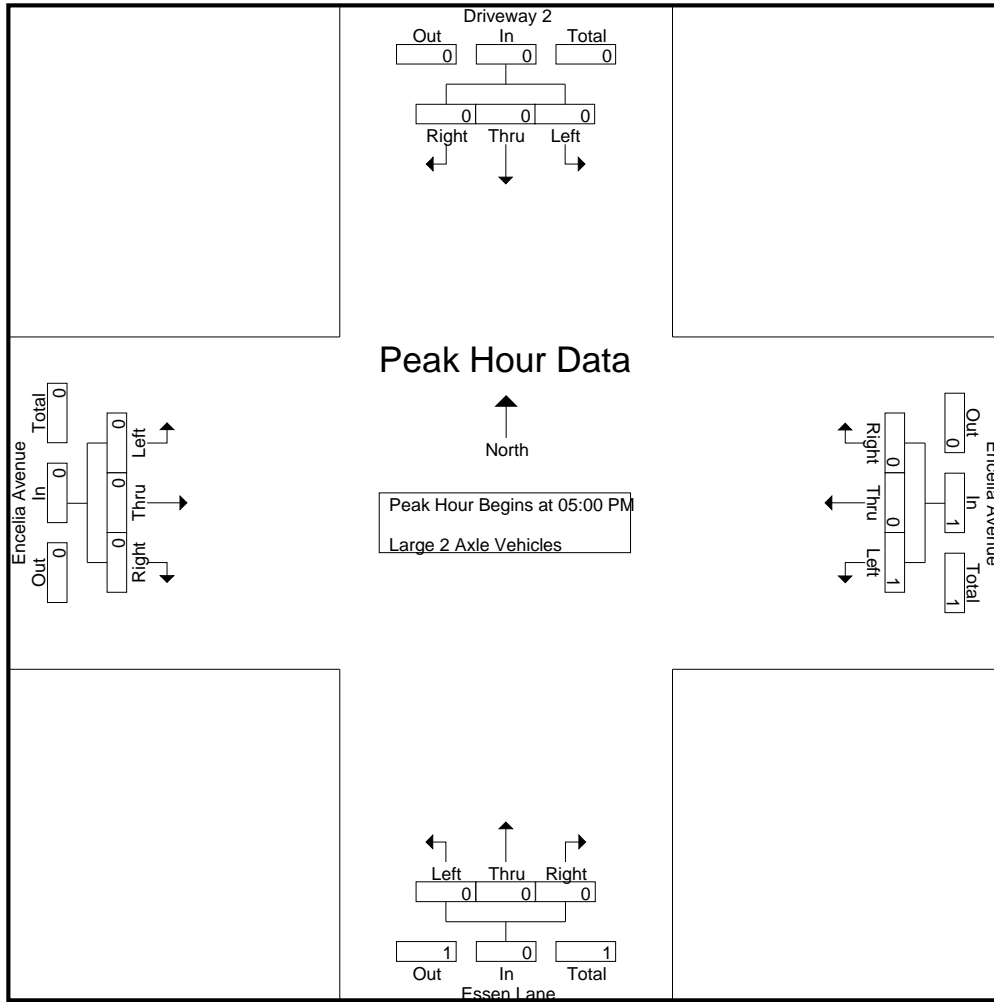
City of Moreno Valley
 N/S: Driveway 2/Essen Lane
 E/W: Encelia Avenue
 Weather: Clear

File Name : 16_MRV_DW2_Encelia PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Driveway 2 Southbound				Encelia Avenue Westbound				Essen Lane Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0		100	0	0		0	0	0		0	0	0		
Total %	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	

Start Time	Driveway 2 Southbound				Encelia Avenue Westbound				Essen Lane Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Driveway 2/Essen Lane
 E/W: Encelia Avenue
 Weather: Clear

File Name : 16_MRV_DW2_Encelia PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

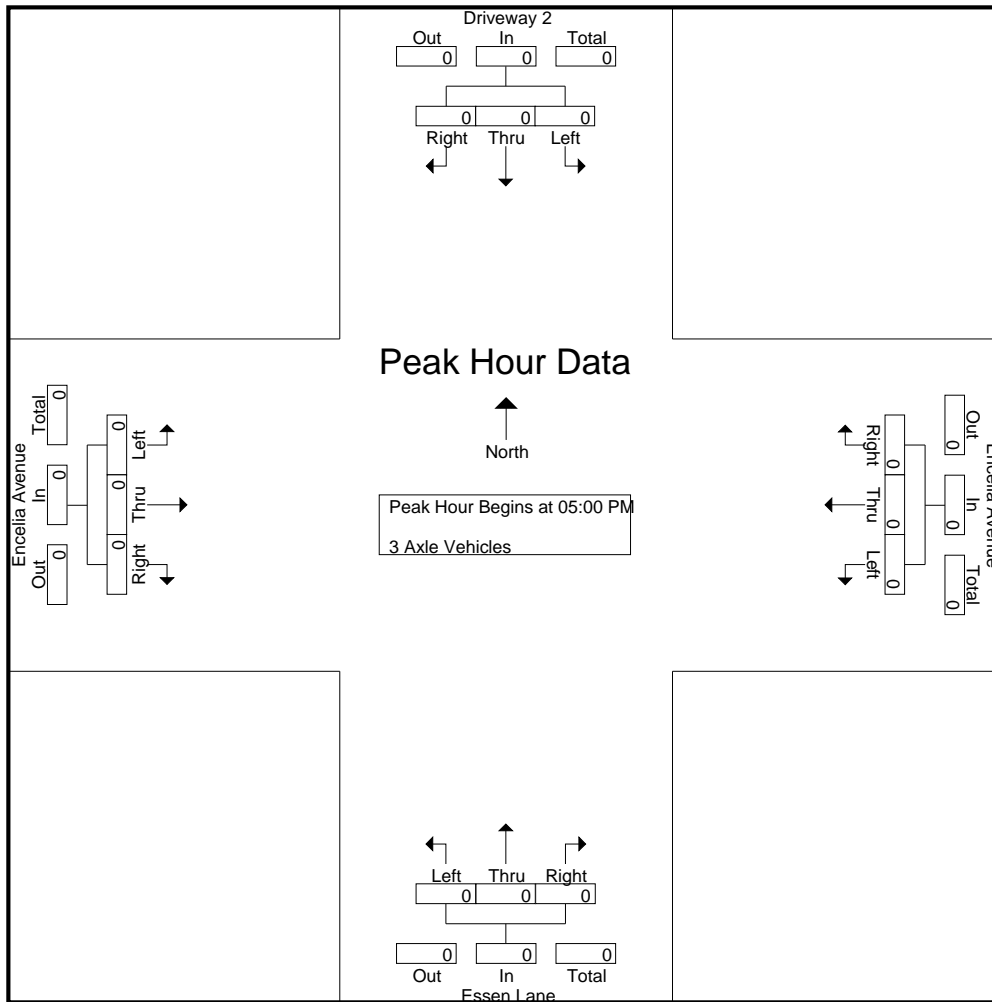
Groups Printed- 3 Axle Vehicles

Start Time	Driveway 2 Southbound				Encelia Avenue Westbound				Essen Lane Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Driveway 2 Southbound				Encelia Avenue Westbound				Essen Lane Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Driveway 2/Essen Lane
 E/W: Encelia Avenue
 Weather: Clear

File Name : 16_MRV_DW2_Encelia PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Driveway 2/Essen Lane
 E/W: Encelia Avenue
 Weather: Clear

File Name : 16_MRV_DW2_Encelia PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

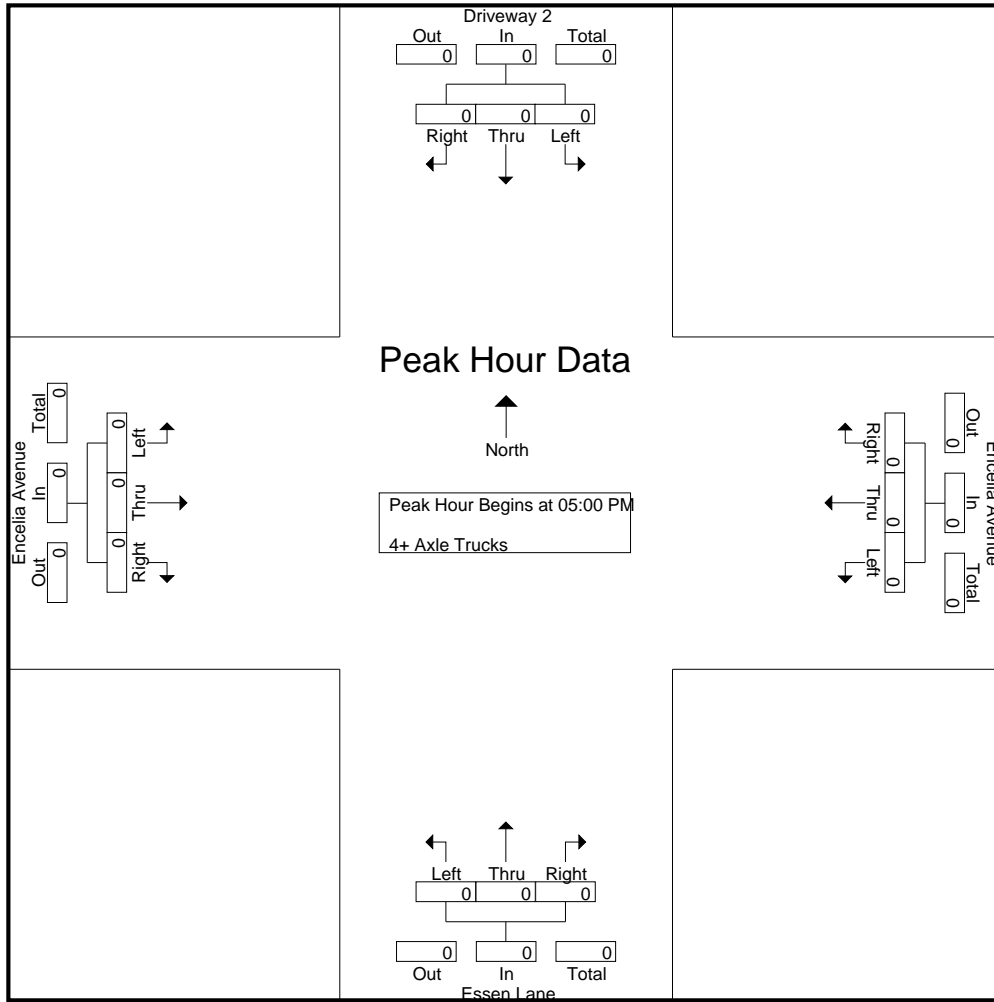
Groups Printed- 4+ Axle Trucks

Start Time	Driveway 2 Southbound				Encelia Avenue Westbound				Essen Lane Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Driveway 2 Southbound				Encelia Avenue Westbound				Essen Lane Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Driveway 2/Essen Lane
 E/W: Encelia Avenue
 Weather: Clear

File Name : 16_MRV_DW2_Encelia PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Driveway 3/Shubert Street
 E/W: Encelia Avenue
 Weather: Clear

File Name : 17_MRV_DW3_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

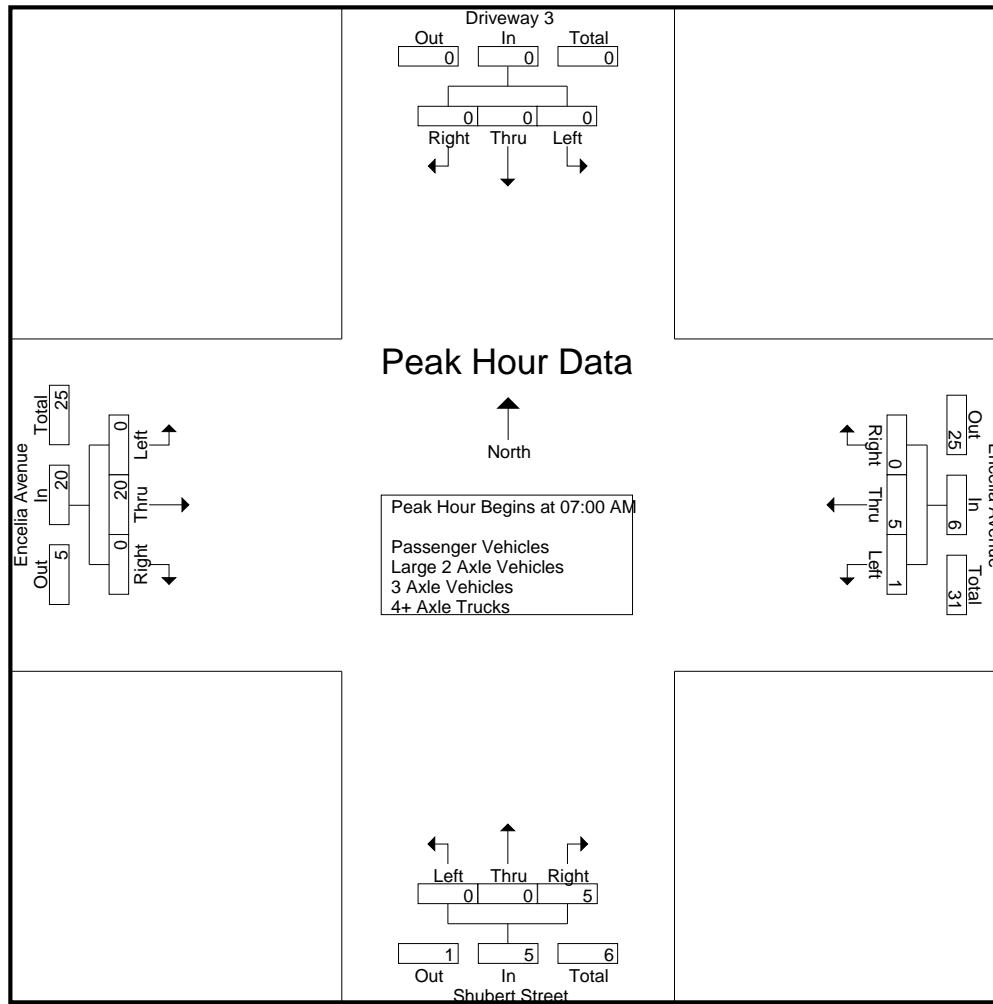
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Driveway 3 Southbound				Encelia Avenue Westbound				Shubert Street Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	4	4	0	8	0	8	13
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
07:30 AM	0	0	0	0	1	2	0	3	0	0	1	1	0	4	0	4	8
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Total	0	0	0	0	1	5	0	6	0	0	5	5	0	20	0	20	31
08:00 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	4	0	4	8
08:15 AM	0	0	0	0	1	3	0	4	0	0	0	0	0	2	0	2	6
08:30 AM	0	0	0	0	0	2	0	2	0	0	2	2	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	4	0	4	5
Total	0	0	0	0	1	8	0	9	1	0	3	4	0	10	0	10	23
Grand Total	0	0	0	0	2	13	0	15	1	0	8	9	0	30	0	30	54
Apprch %	0	0	0		13.3	86.7	0		11.1	0	88.9		0	100	0		
Total %	0	0	0	0	3.7	24.1	0	27.8	1.9	0	14.8	16.7	0	55.6	0	55.6	
Passenger Vehicles	0	0	0	0	2	13	0	15	1	0	8	9	0	29	0	29	53
% Passenger Vehicles	0	0	0	0	100	100	0	100	100	0	100	100	0	96.7	0	96.7	98.1
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	3.3	0	3.3	1.9
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Driveway 3 Southbound				Encelia Avenue Westbound				Shubert Street Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	1	0	1	0	0	4	4	0	8	0	8	13
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
07:30 AM	0	0	0	0	1	2	0	3	0	0	1	1	0	4	0	4	8
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Total Volume	0	0	0	0	1	5	0	6	0	0	5	5	0	20	0	20	31
% App. Total	0	0	0		16.7	83.3	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.625	.000	.500	.000	.000	.313	.313	.000	.625	.000	.625	.596

City of Moreno Valley
 N/S: Driveway 3/Shubert Street
 E/W: Encelia Avenue
 Weather: Clear

File Name : 17_MRV_DW3_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM				07:30 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	1	2	0	3	0	0	4	4	0	0	8	0	8
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	0	4
+30 mins.	0	0	0	0	0	3	0	3	0	0	1	1	0	4	0	0	4
+45 mins.	0	0	0	0	1	3	0	4	0	0	0	0	0	4	0	0	4
Total Volume	0	0	0	0	2	9	0	11	0	0	5	5	0	20	0	0	20
% App. Total	0	0	0	0	18.2	81.8	0	0	0	0	100	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.500	.750	.000	.688	.000	.000	.313	.313	.000	.625	.000	.625	.625

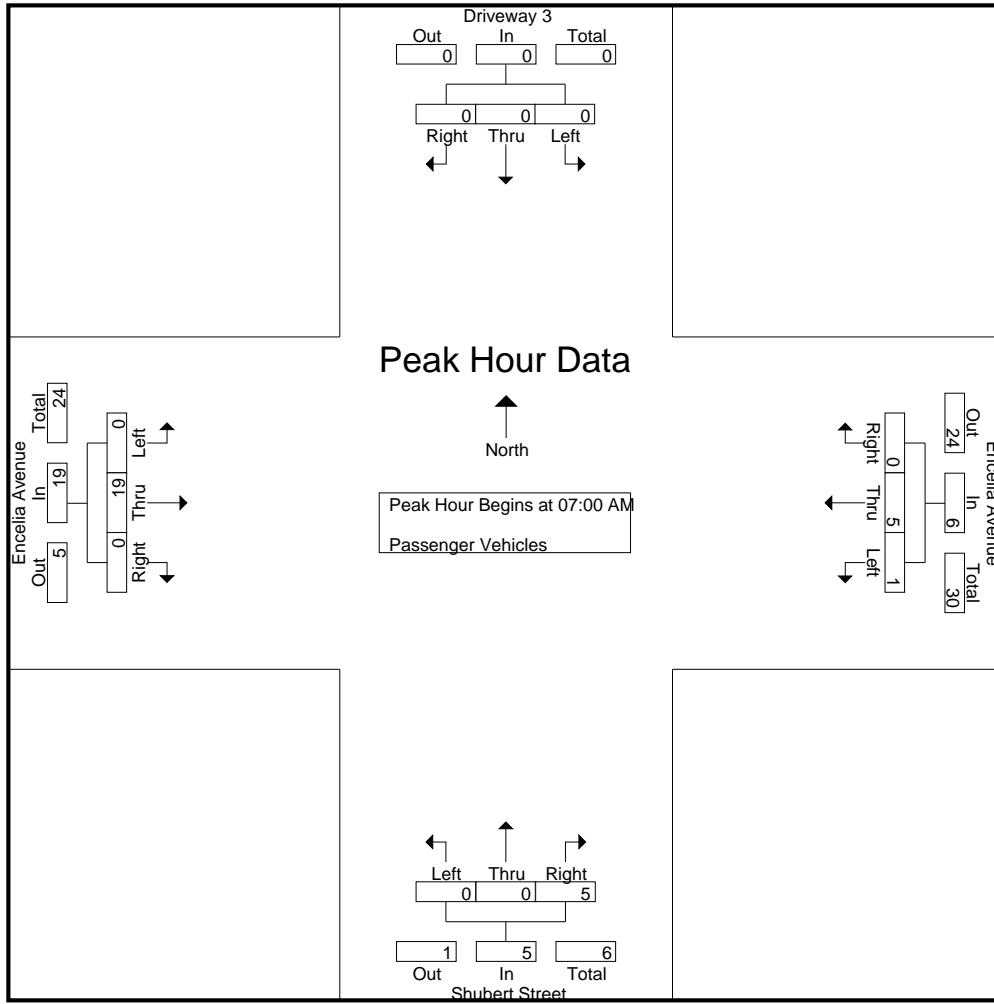
City of Moreno Valley
 N/S: Driveway 3/Shubert Street
 E/W: Encelia Avenue
 Weather: Clear

File Name : 17_MRV_DW3_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Driveway 3 Southbound				Encelia Avenue Westbound				Shubert Street Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	4	4	0	8	0	8	13
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
07:30 AM	0	0	0	0	1	2	0	3	0	0	1	1	0	3	0	3	7
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Total	0	0	0	0	1	5	0	6	0	0	5	5	0	19	0	19	30
08:00 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	4	0	4	8
08:15 AM	0	0	0	0	1	3	0	4	0	0	0	0	0	2	0	2	6
08:30 AM	0	0	0	0	0	2	0	2	0	0	2	2	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	4	0	4	5
Total	0	0	0	0	1	8	0	9	1	0	3	4	0	10	0	10	23
Grand Total	0	0	0	0	2	13	0	15	1	0	8	9	0	29	0	29	53
Apprch %	0	0	0		13.3	86.7	0		11.1	0	88.9		0	100	0		
Total %	0	0	0	0	3.8	24.5	0	28.3	1.9	0	15.1	17	0	54.7	0	54.7	

Start Time	Driveway 3 Southbound				Encelia Avenue Westbound				Shubert Street Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	1	0	1	0	0	4	4	0	8	0	8	13
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
07:30 AM	0	0	0	0	1	2	0	3	0	0	1	1	0	3	0	3	7
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Total Volume	0	0	0	0	1	5	0	6	0	0	5	5	0	19	0	19	30
% App. Total	0	0	0		16.7	83.3	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.625	.000	.500	.000	.000	.313	.313	.000	.594	.000	.594	.577



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	1	0	1	0	0	4	4	0	0	8	0	8
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	0	4
+30 mins.	0	0	0	0	1	2	0	3	0	0	1	1	0	3	0	0	3
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	0	4
Total Volume	0	0	0	0	1	5	0	6	0	0	5	5	0	19	0	0	19
% App. Total	0	0	0	0	16.7	83.3	0	0	0	0	100	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.250	.625	.000	.500	.000	.000	.313	.313	.000	.594	.000	.594	

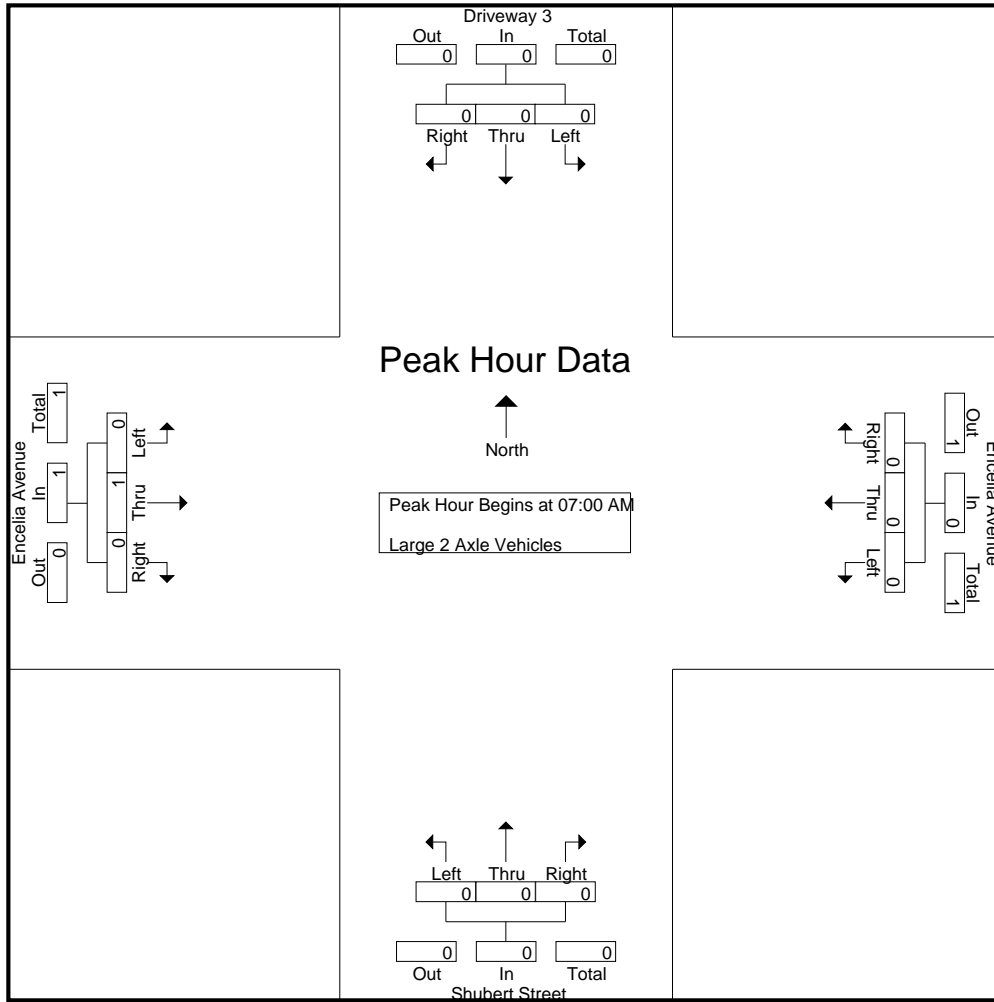
City of Moreno Valley
 N/S: Driveway 3/Shubert Street
 E/W: Encelia Avenue
 Weather: Clear

File Name : 17_MRV_DW3_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Driveway 3 Southbound				Encelia Avenue Westbound				Shubert Street Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0		
Total %	0	0	0		0	0	0		0	0	0		0	100	0	100	

Start Time	Driveway 3 Southbound				Encelia Avenue Westbound				Shubert Street Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250



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

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

City of Moreno Valley
 N/S: Driveway 3/Shubert Street
 E/W: Encelia Avenue
 Weather: Clear

File Name : 17_MRV_DW3_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

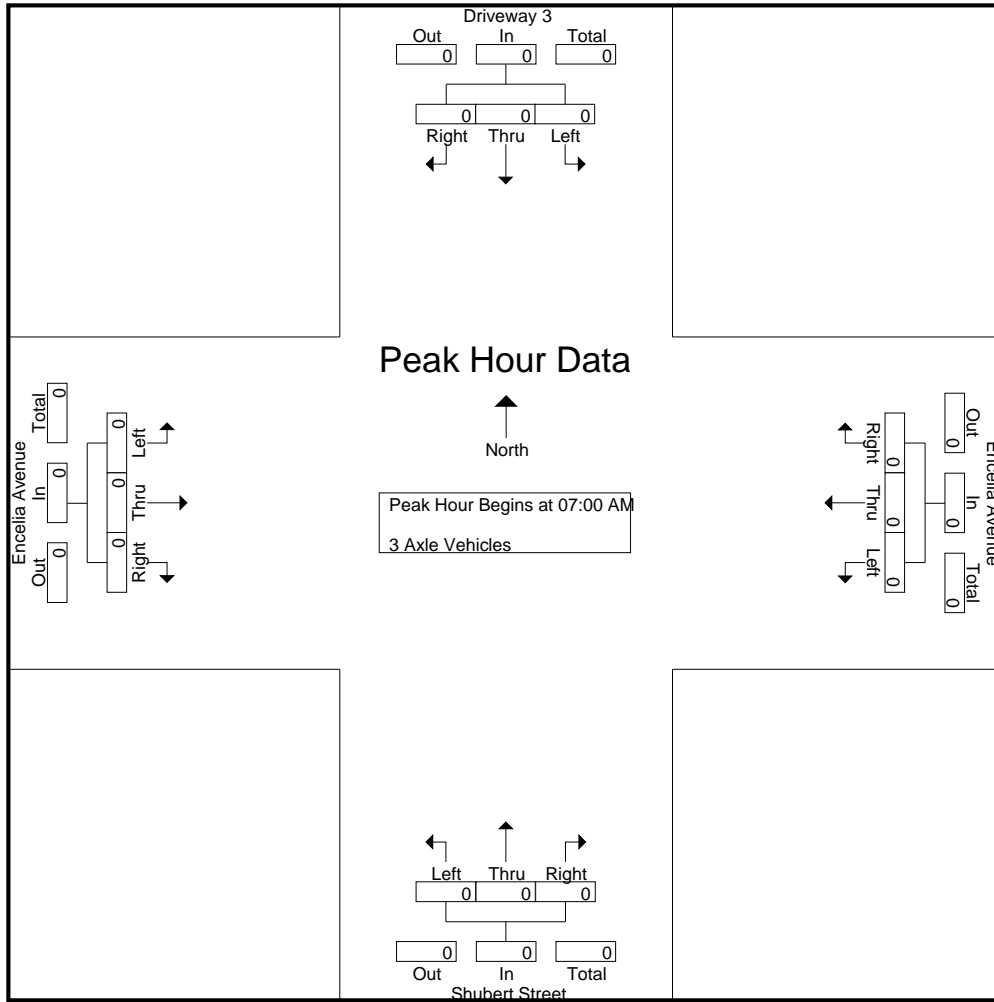
Groups Printed- 3 Axle Vehicles

Start Time	Driveway 3 Southbound				Encelia Avenue Westbound				Shubert Street Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Driveway 3 Southbound				Encelia Avenue Westbound				Shubert Street Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Driveway 3/Shubert Street
 E/W: Encelia Avenue
 Weather: Clear

File Name : 17_MRV_DW3_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Driveway 3/Shubert Street
 E/W: Encelia Avenue
 Weather: Clear

File Name : 17_MRV_DW3_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

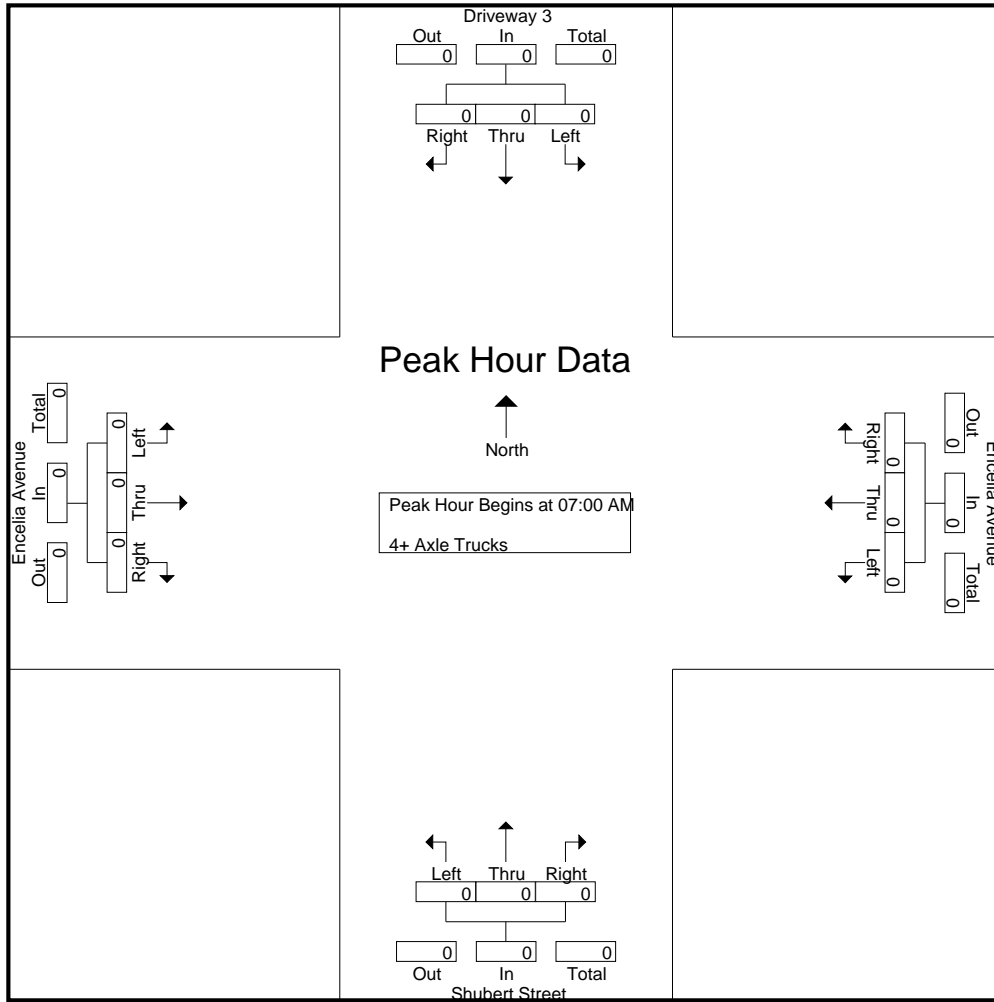
Groups Printed- 4+ Axle Trucks

Start Time	Driveway 3 Southbound				Encelia Avenue Westbound				Shubert Street Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Driveway 3 Southbound				Encelia Avenue Westbound				Shubert Street Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Driveway 3/Shubert Street
 E/W: Encelia Avenue
 Weather: Clear

File Name : 17_MRV_DW3_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Driveway 3/Shubert Street
 E/W: Encelia Avenue
 Weather: Clear

File Name : 17_MRV_DW3_Encelia PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

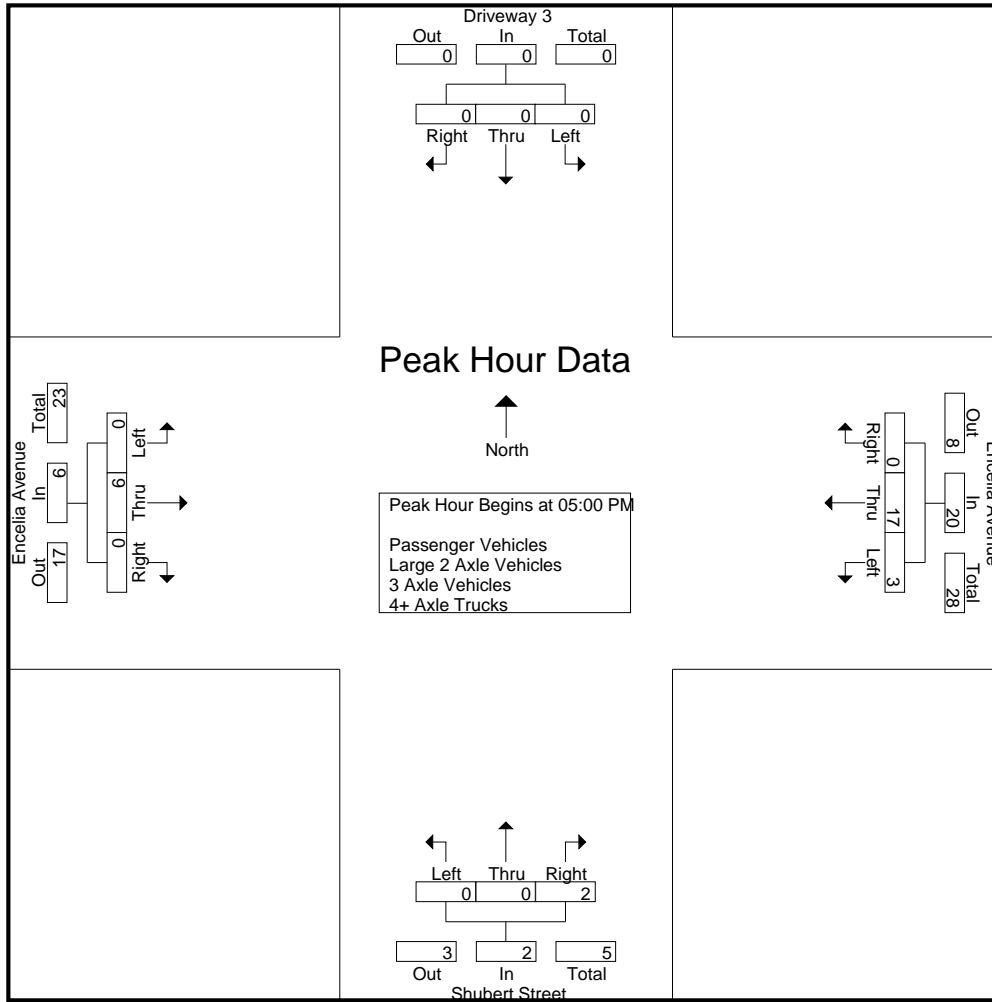
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Driveway 3 Southbound				Encelia Avenue Westbound				Shubert Street Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	4	0	5	0	0	0	0	0	1	1	2	7
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total	0	0	0	0	1	13	0	14	0	0	1	1	0	5	1	6	21
05:00 PM	0	0	0	0	1	5	0	6	0	0	1	1	0	1	0	1	8
05:15 PM	0	0	0	0	1	3	0	4	0	0	1	1	0	0	0	0	5
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:45 PM	0	0	0	0	1	6	0	7	0	0	0	0	0	4	0	4	11
Total	0	0	0	0	3	17	0	20	0	0	2	2	0	6	0	6	28
Grand Total	0	0	0	0	4	30	0	34	0	0	3	3	0	11	1	12	49
Apprch %	0	0	0		11.8	88.2	0		0	0	100		0	91.7	8.3		
Total %	0	0	0	0	8.2	61.2	0	69.4	0	0	6.1	6.1	0	22.4	2	24.5	
Passenger Vehicles	0	0	0	0	4	26	0	30	0	0	3	3	0	11	1	12	45
% Passenger Vehicles	0	0	0	0	100	86.7	0	88.2	0	0	100	100	0	100	100	100	91.8
Large 2 Axle Vehicles	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
% Large 2 Axle Vehicles	0	0	0	0	0	13.3	0	11.8	0	0	0	0	0	0	0	0	8.2
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Driveway 3 Southbound				Encelia Avenue Westbound				Shubert Street Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	1	5	0	6	0	0	1	1	0	1	0	1	8
05:15 PM	0	0	0	0	1	3	0	4	0	0	1	1	0	0	0	0	5
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:45 PM	0	0	0	0	1	6	0	7	0	0	0	0	0	4	0	4	11
Total Volume	0	0	0	0	3	17	0	20	0	0	2	2	0	6	0	6	28
% App. Total	0	0	0		15	85	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.750	.708	.000	.714	.000	.000	.500	.500	.000	.375	.000	.375	.636

City of Moreno Valley
 N/S: Driveway 3/Shubert Street
 E/W: Encelia Avenue
 Weather: Clear

File Name : 17_MRV_DW3_Encelia PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:00 PM				05:00 PM				04:30 PM				04:00 PM			
+0 mins.	0	0	0	0	1	5	0	6	0	0	1	1	0	1	1	2
+15 mins.	0	0	0	0	1	3	0	4	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	3	0	3	0	0	1	1	0	1	0	1
+45 mins.	0	0	0	0	1	6	0	7	0	0	1	1	0	3	0	3
Total Volume	0	0	0	0	3	17	0	20	0	0	3	3	0	5	1	6
% App. Total	0	0	0	0	15	85	0	100	0	0	100		0	83.3	16.7	
PHF	.000	.000	.000	.000	.750	.708	.000	.714	.000	.000	.750	.750	.000	.417	.250	.500

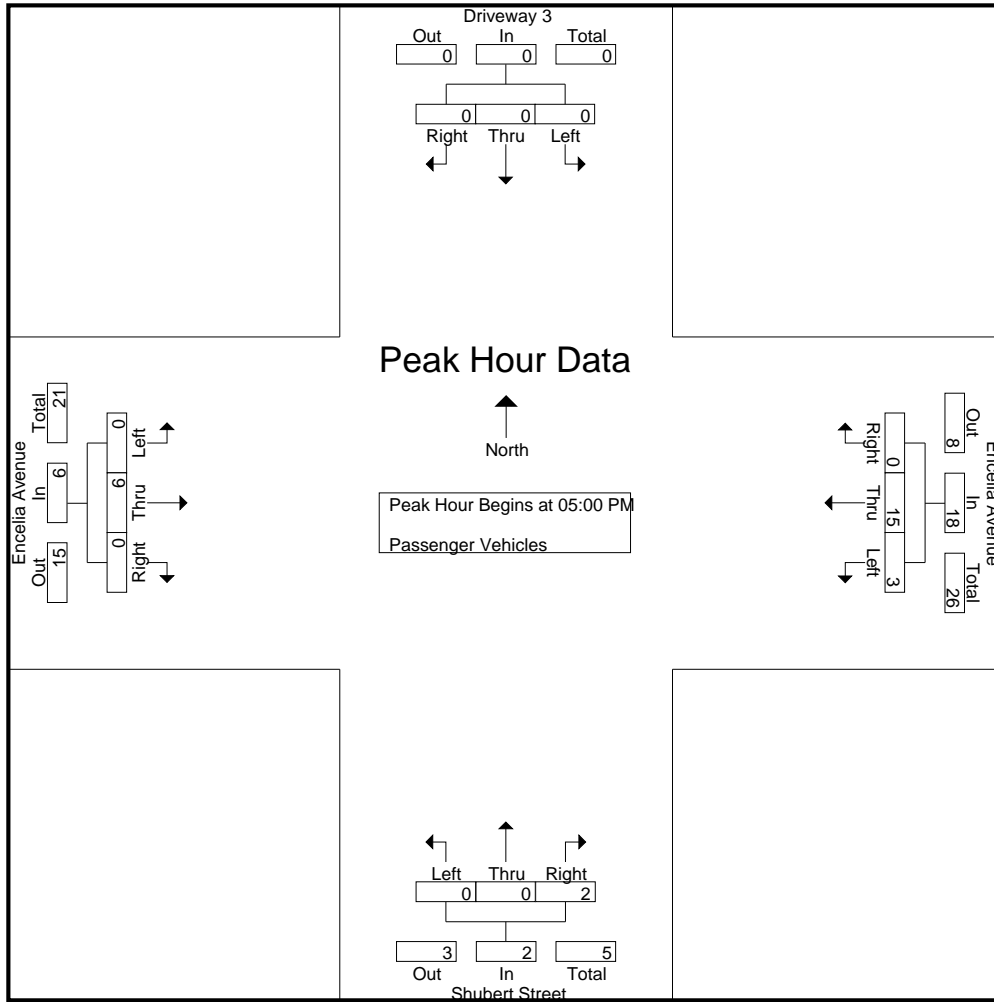
City of Moreno Valley
 N/S: Driveway 3/Shubert Street
 E/W: Encelia Avenue
 Weather: Clear

File Name : 17_MRV_DW3_Encelia PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Driveway 3 Southbound				Encelia Avenue Westbound				Shubert Street Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	1	1	2	6
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total	0	0	0	0	1	11	0	12	0	0	1	1	0	5	1	6	19
05:00 PM	0	0	0	0	1	5	0	6	0	0	1	1	0	1	0	1	8
05:15 PM	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0	4
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:45 PM	0	0	0	0	1	6	0	7	0	0	0	0	0	4	0	4	11
Total	0	0	0	0	3	15	0	18	0	0	2	2	0	6	0	6	26
Grand Total	0	0	0	0	4	26	0	30	0	0	3	3	0	11	1	12	45
Apprch %	0	0	0		13.3	86.7	0		0	0	100		0	91.7	8.3		
Total %	0	0	0	0	8.9	57.8	0	66.7	0	0	6.7	6.7	0	24.4	2.2	26.7	

Start Time	Driveway 3 Southbound				Encelia Avenue Westbound				Shubert Street Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	1	5	0	6	0	0	1	1	0	1	0	1	8
05:15 PM	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0	4
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:45 PM	0	0	0	0	1	6	0	7	0	0	0	0	0	4	0	4	11
Total Volume	0	0	0	0	3	15	0	18	0	0	2	2	0	6	0	6	26
% App. Total	0	0	0		16.7	83.3	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.750	.625	.000	.643	.000	.000	.500	.500	.000	.375	.000	.375	.591



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	0	0	0	0	1	5	0	6	0	0	1	1	0	0	1	0	1
+15 mins.	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	1	6	0	7	0	0	0	0	0	4	0	0	4
Total Volume	0	0	0	0	3	15	0	18	0	0	2	2	0	6	0	0	6
% App. Total	0	0	0	0	16.7	83.3	0	0	0	0	100	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.750	.625	.000	.643	.000	.000	.500	.500	.000	.375	.000	.375	

City of Moreno Valley
 N/S: Driveway 3/Shubert Street
 E/W: Encelia Avenue
 Weather: Clear

File Name : 17_MRV_DW3_Encelia PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

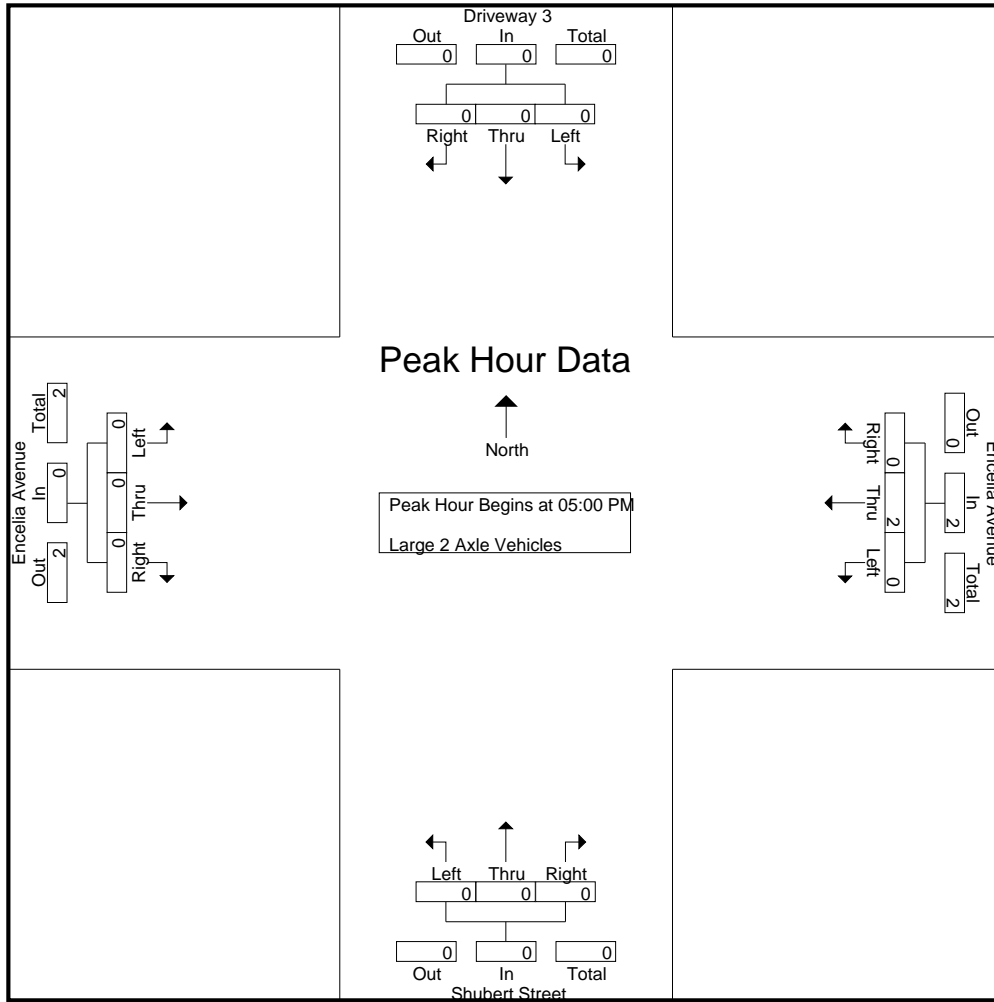
Groups Printed- Large 2 Axle Vehicles

Start Time	Driveway 3 Southbound				Encelia Avenue Westbound				Shubert Street Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Apprch %	0	0	0		0	100	0		0	0	0		0	0	0		
Total %	0	0	0		0	100	0	100	0	0	0		0	0	0		

Start Time	Driveway 3 Southbound				Encelia Avenue Westbound				Shubert Street Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

City of Moreno Valley
 N/S: Driveway 3/Shubert Street
 E/W: Encelia Avenue
 Weather: Clear

File Name : 17_MRV_DW3_Encelia PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Driveway 3/Shubert Street
 E/W: Encelia Avenue
 Weather: Clear

File Name : 17_MRV_DW3_Encelia PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

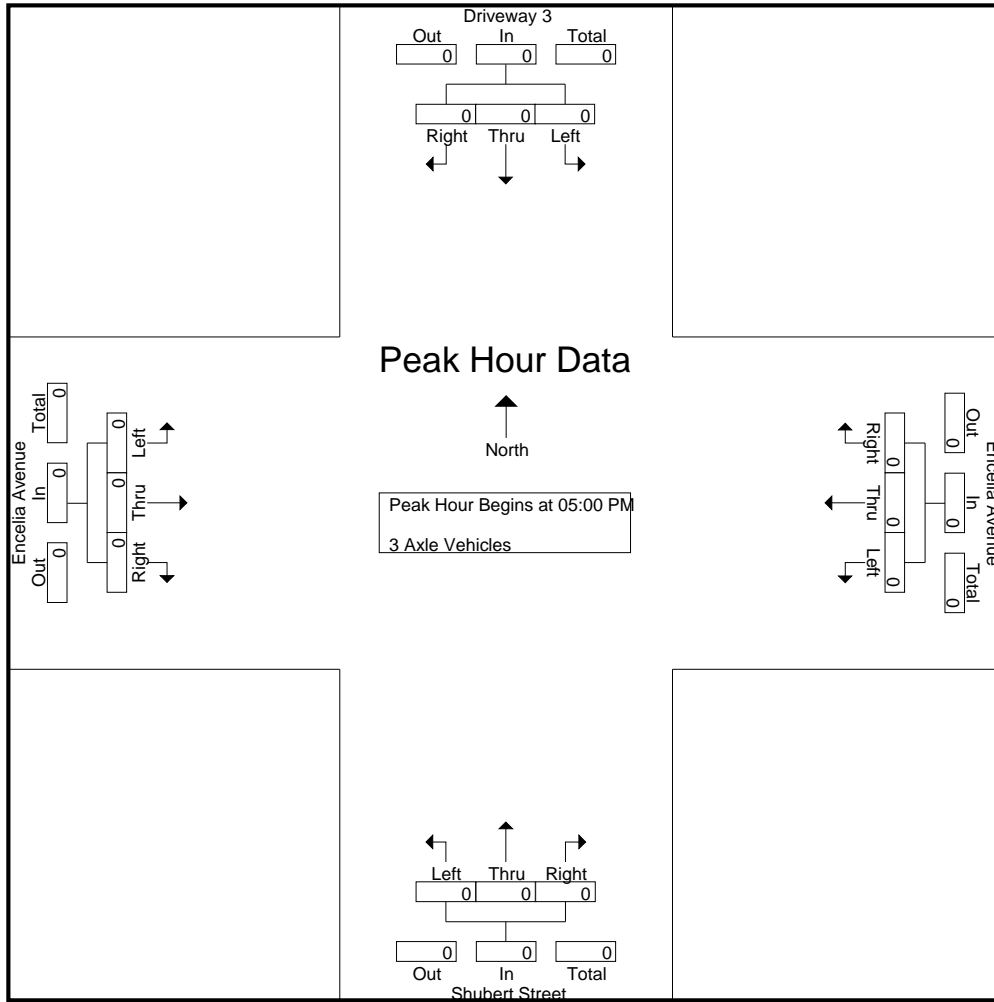
Groups Printed- 3 Axle Vehicles

Start Time	Driveway 3 Southbound				Encelia Avenue Westbound				Shubert Street Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Driveway 3 Southbound				Encelia Avenue Westbound				Shubert Street Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Driveway 3/Shubert Street
 E/W: Encelia Avenue
 Weather: Clear

File Name : 17_MRV_DW3_Encelia PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Driveway 3/Shubert Street
 E/W: Encelia Avenue
 Weather: Clear

File Name : 17_MRV_DW3_Encelia PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

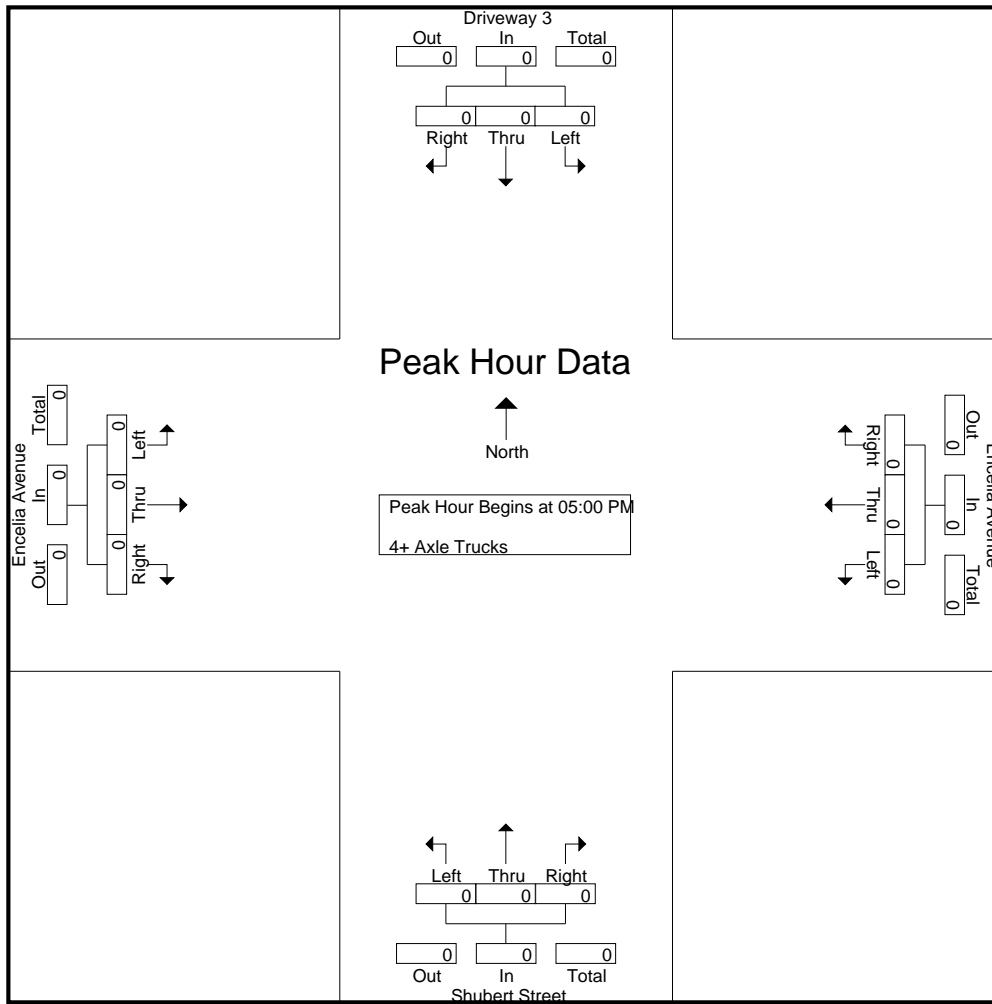
Groups Printed- 4+ Axle Trucks

Start Time	Driveway 3 Southbound				Encelia Avenue Westbound				Shubert Street Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Driveway 3 Southbound				Encelia Avenue Westbound				Shubert Street Northbound				Encelia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Driveway 3/Shubert Street
 E/W: Encelia Avenue
 Weather: Clear

File Name : 17_MRV_DW3_Encelia PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

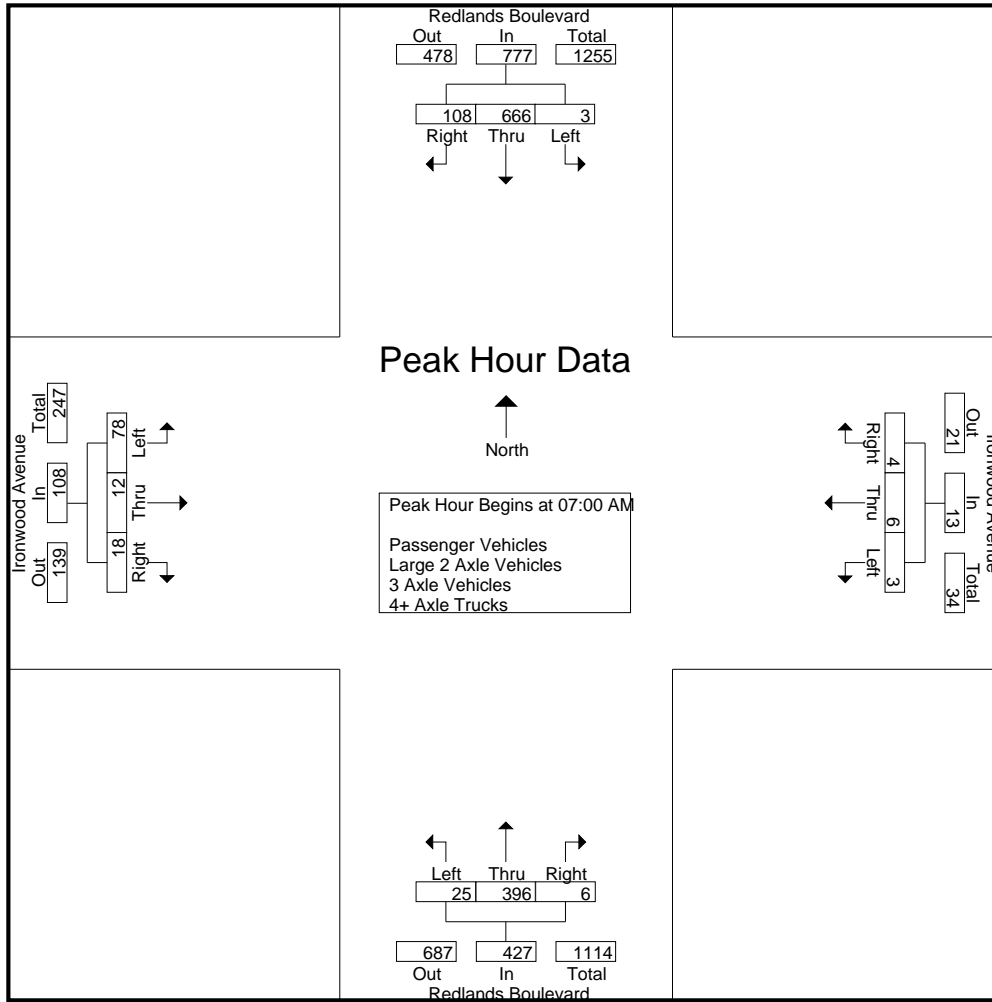
City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Ironwood Avenue
 Weather: Clear

File Name : 19_MRV_Red_Ironwood AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	177	24	201	0	1	1	2	1	156	3	160	25	4	1	30	393
07:15 AM	0	164	34	198	0	2	1	3	2	100	2	104	17	3	4	24	329
07:30 AM	2	174	29	205	3	2	1	6	7	59	1	67	13	4	7	24	302
07:45 AM	1	151	21	173	0	1	1	2	15	81	0	96	23	1	6	30	301
Total	3	666	108	777	3	6	4	13	25	396	6	427	78	12	18	108	1325
08:00 AM	2	136	15	153	0	0	0	0	5	86	5	96	25	5	6	36	285
08:15 AM	1	106	14	121	1	1	0	2	6	126	3	135	19	4	4	27	285
08:30 AM	1	97	14	112	0	0	0	0	3	93	2	98	20	2	0	22	232
08:45 AM	1	86	18	105	0	2	1	3	4	93	9	106	15	6	4	25	239
Total	5	425	61	491	1	3	1	5	18	398	19	435	79	17	14	110	1041
Grand Total	8	1091	169	1268	4	9	5	18	43	794	25	862	157	29	32	218	2366
Apprch %	0.6	86	13.3		22.2	50	27.8		5	92.1	2.9		72	13.3	14.7		
Total %	0.3	46.1	7.1	53.6	0.2	0.4	0.2	0.8	1.8	33.6	1.1	36.4	6.6	1.2	1.4	9.2	
Passenger Vehicles	7	1073	167	1247	1	9	4	14	42	767	25	834	151	27	31	209	2304
% Passenger Vehicles	87.5	98.4	98.8	98.3	25	100	80	77.8	97.7	96.6	100	96.8	96.2	93.1	96.9	95.9	97.4
Large 2 Axle Vehicles	1	13	1	15	1	0	1	2	1	13	0	14	5	2	0	7	38
% Large 2 Axle Vehicles	12.5	1.2	0.6	1.2	25	0	20	11.1	2.3	1.6	0	1.6	3.2	6.9	0	3.2	1.6
3 Axle Vehicles	0	0	0	0	2	0	0	2	0	2	0	2	1	0	0	1	5
% 3 Axle Vehicles	0	0	0	0	50	0	0	11.1	0	0.3	0	0.2	0.6	0	0	0.5	0.2
4+ Axle Trucks	0	5	1	6	0	0	0	0	0	12	0	12	0	0	1	1	19
% 4+ Axle Trucks	0	0.5	0.6	0.5	0	0	0	0	0	1.5	0	1.4	0	0	3.1	0.5	0.8

Start Time	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	177	24	201	0	1	1	2	1	156	3	160	25	4	1	30	393
07:15 AM	0	164	34	198	0	2	1	3	2	100	2	104	17	3	4	24	329
07:30 AM	2	174	29	205	3	2	1	6	7	59	1	67	13	4	7	24	302
07:45 AM	1	151	21	173	0	1	1	2	15	81	0	96	23	1	6	30	301
Total Volume	3	666	108	777	3	6	4	13	25	396	6	427	78	12	18	108	1325
% App. Total	0.4	85.7	13.9		23.1	46.2	30.8		5.9	92.7	1.4		72.2	11.1	16.7		
PHF	.375	.941	.794	.948	.250	.750	1.00	.542	.417	.635	.500	.667	.780	.750	.643	.900	.843



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

	07:00 AM				07:00 AM				08:00 AM				07:30 AM			
+0 mins.	0	177	24	201	0	1	1	2	5	86	5	96	13	4	7	24
+15 mins.	0	164	34	198	0	2	1	3	6	126	3	135	23	1	6	30
+30 mins.	2	174	29	205	3	2	1	6	3	93	2	98	25	5	6	36
+45 mins.	1	151	21	173	0	1	1	2	4	93	9	106	19	4	4	27
Total Volume	3	666	108	777	3	6	4	13	18	398	19	435	80	14	23	117
% App. Total	0.4	85.7	13.9		23.1	46.2	30.8		4.1	91.5	4.4		68.4	12	19.7	
PHF	.375	.941	.794	.948	.250	.750	1.000	.542	.750	.790	.528	.806	.800	.700	.821	.813

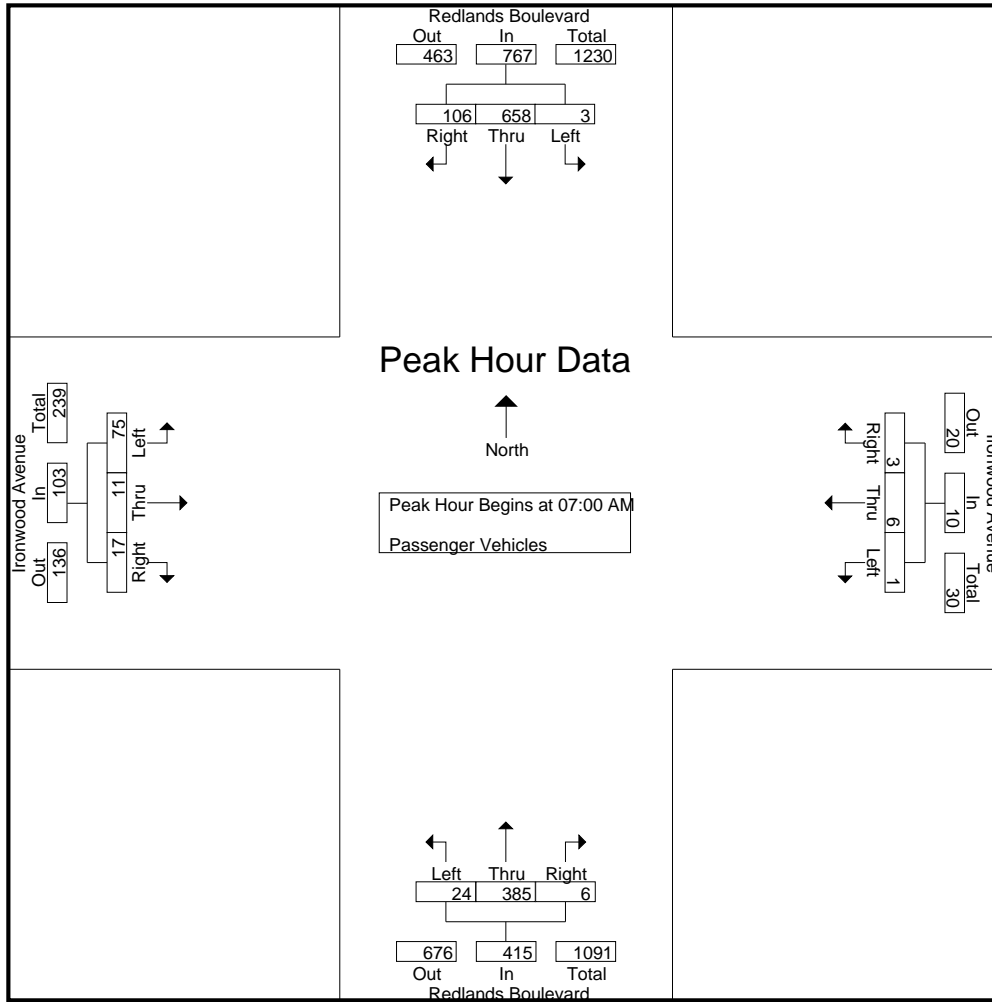
City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Ironwood Avenue
 Weather: Clear

File Name : 19_MRV_Red_Ironwood AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	174	22	196	0	1	1	2	0	151	3	154	23	4	1	28	380
07:15 AM	0	163	34	197	0	2	0	2	2	98	2	102	17	3	4	24	325
07:30 AM	2	171	29	202	1	2	1	4	7	56	1	64	12	3	6	21	291
07:45 AM	1	150	21	172	0	1	1	2	15	80	0	95	23	1	6	30	299
Total	3	658	106	767	1	6	3	10	24	385	6	415	75	11	17	103	1295
08:00 AM	1	133	15	149	0	0	0	0	5	84	5	94	24	4	6	34	277
08:15 AM	1	103	14	118	0	1	0	1	6	123	3	132	18	4	4	26	277
08:30 AM	1	94	14	109	0	0	0	0	3	88	2	93	19	2	0	21	223
08:45 AM	1	85	18	104	0	2	1	3	4	87	9	100	15	6	4	25	232
Total	4	415	61	480	0	3	1	4	18	382	19	419	76	16	14	106	1009
Grand Total	7	1073	167	1247	1	9	4	14	42	767	25	834	151	27	31	209	2304
Apprch %	0.6	86	13.4		7.1	64.3	28.6		5	92	3		72.2	12.9	14.8		
Total %	0.3	46.6	7.2	54.1	0	0.4	0.2	0.6	1.8	33.3	1.1	36.2	6.6	1.2	1.3	9.1	

Start Time	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	174	22	196	0	1	1	2	0	151	3	154	23	4	1	28	380
07:15 AM	0	163	34	197	0	2	0	2	2	98	2	102	17	3	4	24	325
07:30 AM	2	171	29	202	1	2	1	4	7	56	1	64	12	3	6	21	291
07:45 AM	1	150	21	172	0	1	1	2	15	80	0	95	23	1	6	30	299
Total Volume	3	658	106	767	1	6	3	10	24	385	6	415	75	11	17	103	1295
% App. Total	0.4	85.8	13.8		10	60	30		5.8	92.8	1.4		72.8	10.7	16.5		
PHF	.375	.945	.779	.949	.250	.750	.750	.625	.400	.637	.500	.674	.815	.688	.708	.858	.852



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

	07:00 AM				07:00 AM				07:00 AM							
+0 mins.	0	174	22	196	0	1	1	2	0	151	3	154	23	4	1	28
+15 mins.	0	163	34	197	0	2	0	2	2	98	2	102	17	3	4	24
+30 mins.	2	171	29	202	1	2	1	4	7	56	1	64	12	3	6	21
+45 mins.	1	150	21	172	0	1	1	2	15	80	0	95	23	1	6	30
Total Volume	3	658	106	767	1	6	3	10	24	385	6	415	75	11	17	103
% App. Total	0.4	85.8	13.8		10	60	30		5.8	92.8	1.4		72.8	10.7	16.5	
PHF	.375	.945	.779	.949	.250	.750	.750	.625	.400	.637	.500	.674	.815	.688	.708	.858

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Ironwood Avenue
 Weather: Clear

File Name : 19_MRV_Red_Ironwood AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

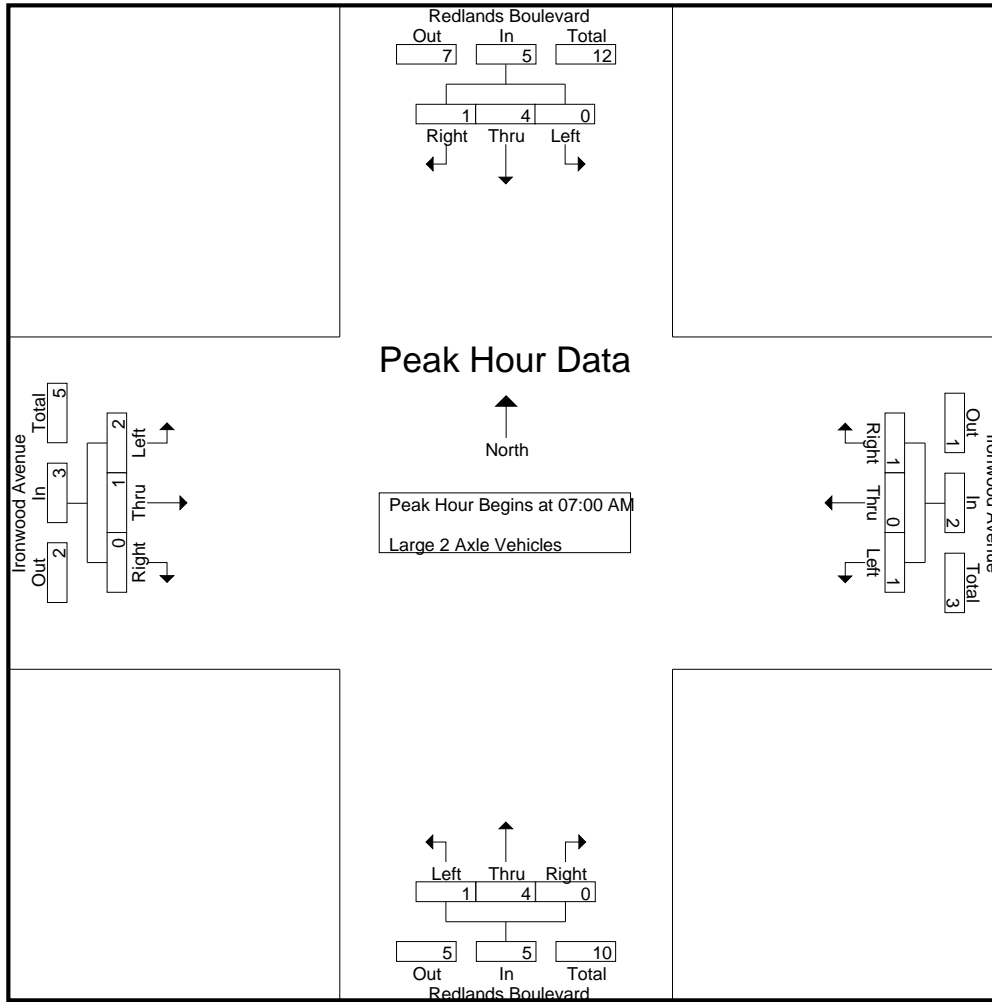
Groups Printed- Large 2 Axle Vehicles

Start Time	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	1	3	0	0	0	0	1	1	0	2	1	0	0	1	6
07:15 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
07:30 AM	0	2	0	2	1	0	0	1	0	1	0	1	1	1	0	2	6
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	4	1	5	1	0	1	2	1	4	0	5	2	1	0	3	15
08:00 AM	1	2	0	3	0	0	0	0	0	2	0	2	1	1	0	2	7
08:15 AM	0	3	0	3	0	0	0	0	0	2	0	2	1	0	0	1	6
08:30 AM	0	3	0	3	0	0	0	0	0	2	0	2	1	0	0	1	6
08:45 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	1	9	0	10	0	0	0	0	0	9	0	9	3	1	0	4	23
Grand Total	1	13	1	15	1	0	1	2	1	13	0	14	5	2	0	7	38
Apprch %	6.7	86.7	6.7		50	0	50		7.1	92.9	0		71.4	28.6	0		
Total %	2.6	34.2	2.6	39.5	2.6	0	2.6	5.3	2.6	34.2	0	36.8	13.2	5.3	0	18.4	

Start Time	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	2	1	3	0	0	0	0	1	1	0	2	1	0	0	1	6
07:15 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
07:30 AM	0	2	0	2	1	0	0	1	0	1	0	1	1	1	0	2	6
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	4	1	5	1	0	1	2	1	4	0	5	2	1	0	3	15
% App. Total	0	80	20		50	0	50		20	80	0		66.7	33.3	0		
PHF	.000	.500	.250	.417	.250	.000	.250	.500	.250	1.00	.000	.625	.500	.250	.000	.375	.625

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Ironwood Avenue
 Weather: Clear

File Name : 19_MRV_Red_Ironwood AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	2	1	3	0	0	0	0	1	1	0	2	1	0	0	1
+15 mins.	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0
+30 mins.	0	2	0	2	1	0	0	1	0	1	0	1	1	1	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	4	1	5	1	0	1	2	1	4	0	5	2	1	0	3
% App. Total	0	80	20		50	0	50		20	80	0		66.7	33.3	0	
PHF	.000	.500	.250	.417	.250	.000	.250	.500	.250	1.000	.000	.625	.500	.250	.000	.375

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Ironwood Avenue
 Weather: Clear

File Name : 19_MRV_Red_Ironwood AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

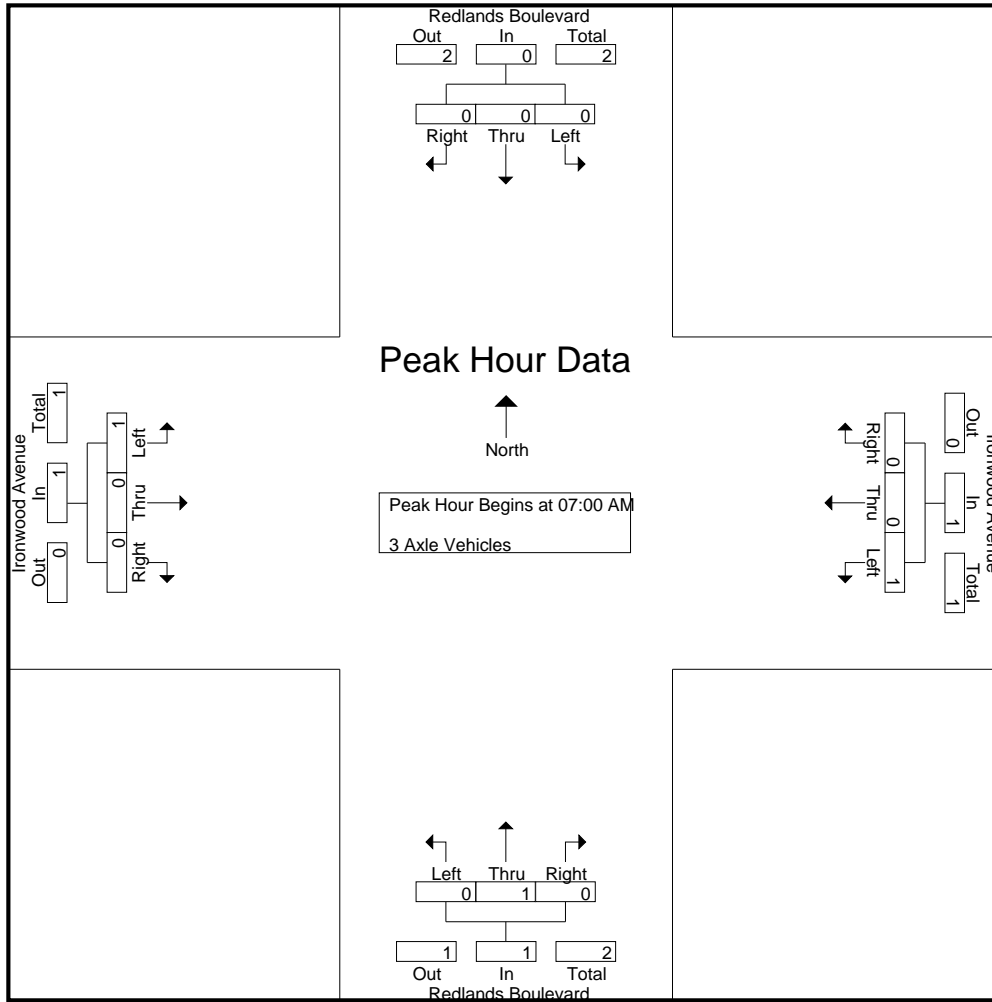
Groups Printed- 3 Axle Vehicles

Start Time	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	1	0	1	1	0	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
Grand Total	0	0	0	0	2	0	0	2	0	2	0	2	1	0	0	1	5
Apprch %	0	0	0		100	0	0		0	100	0		100	0	0		
Total %	0	0	0	0	40	0	0	40	0	40	0	40	20	0	0	20	

Start Time	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	1	0	1	1	0	0	1	3
% App. Total	0	0	0		100	0	0		0	100	0		100	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.250	.250	.000	.000	.250	.375

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Ironwood Avenue
 Weather: Clear

File Name : 19_MRV_Red_Ironwood AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

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

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Ironwood Avenue
 Weather: Clear

File Name : 19_MRV_Red_Ironwood AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

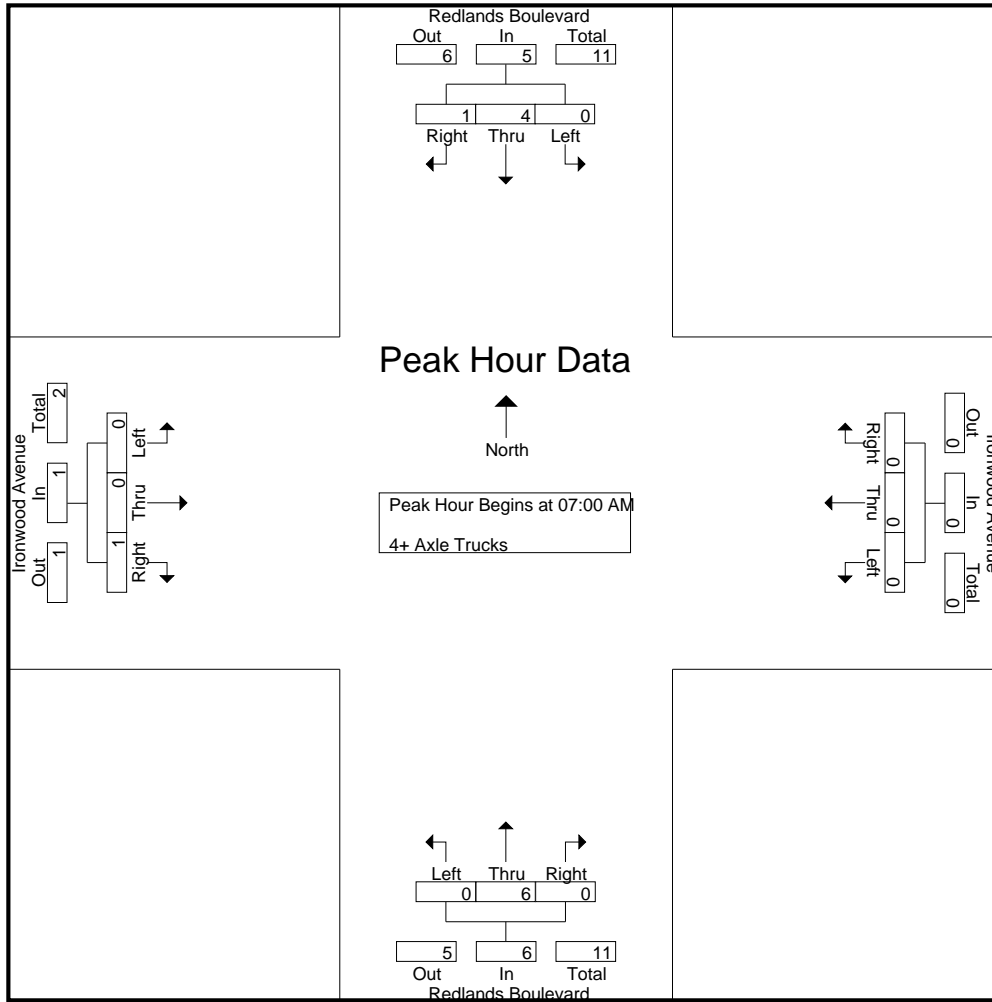
Groups Printed- 4+ Axle Trucks

Start Time	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	1	2	0	0	0	0	0	3	0	3	0	0	0	0	5
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	1	1	4
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	1	5	0	0	0	0	0	6	0	6	0	0	1	1	12
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	1	0	1	0	0	0	0	0	6	0	6	0	0	0	0	7
Grand Total	0	5	1	6	0	0	0	0	0	12	0	12	0	0	1	1	19
Apprch %	0	83.3	16.7		0	0	0		0	100	0		0	0	100		
Total %	0	26.3	5.3	31.6	0	0	0	0	0	63.2	0	63.2	0	0	5.3	5.3	

Start Time	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	1	2	0	0	0	0	0	3	0	3	0	0	0	0	5
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	1	1	4
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	4	1	5	0	0	0	0	0	6	0	6	0	0	1	1	12
% App. Total	0	80	20		0	0	0		0	100	0		0	0	100		
PHF	.000	1.00	.250	.625	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.600

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Ironwood Avenue
 Weather: Clear

File Name : 19_MRV_Red_Ironwood AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM							
+0 mins.	0	1	1	2	0	0	0	0	0	3	0	3	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	1	1
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	1	5	0	0	0	0	0	6	0	6	0	0	1	1
% App. Total	0	80	20		0	0	0	0	0	100	0		0	0	100	
PHF	.000	1.000	.250	.625	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Ironwood Avenue
 Weather: Clear

File Name : 19_MRV_Red_Ironwood PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

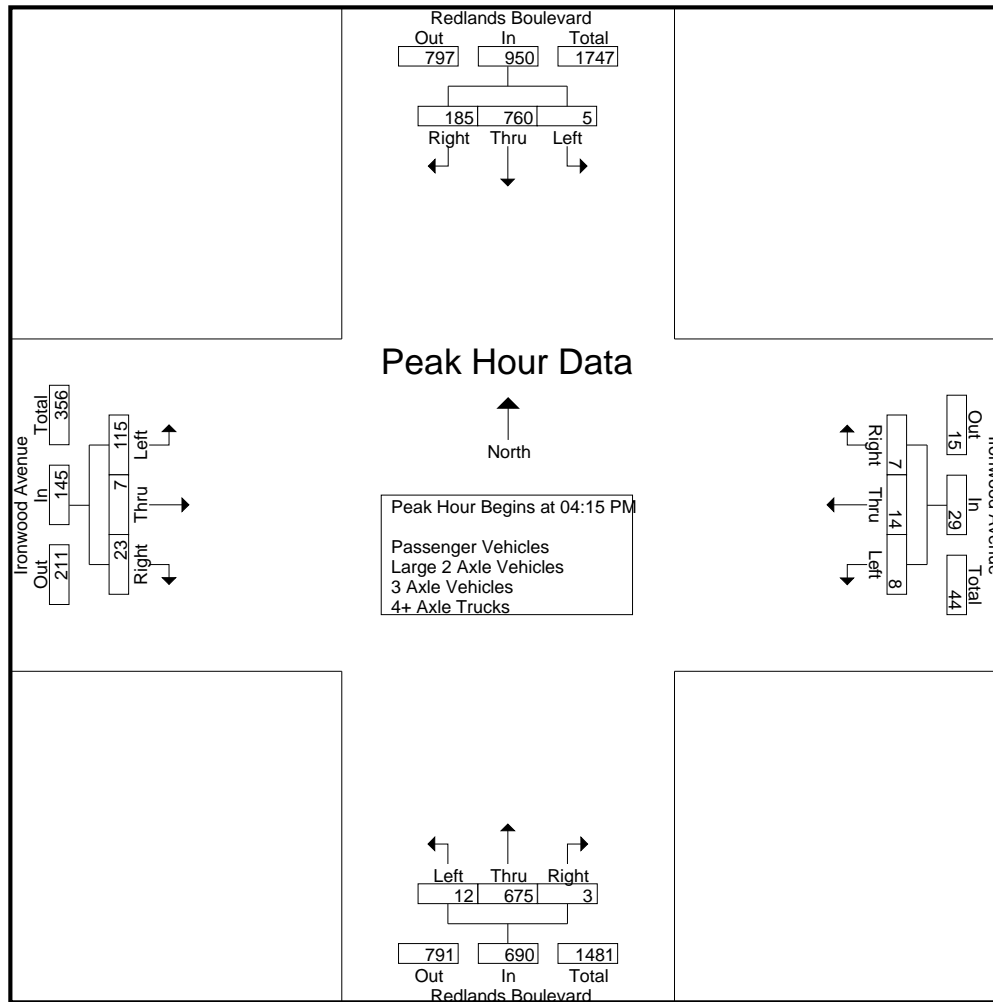
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	177	52	230	0	5	1	6	5	142	1	148	23	3	2	28	412
04:15 PM	2	204	49	255	4	5	3	12	3	163	1	167	30	3	6	39	473
04:30 PM	0	189	35	224	1	3	2	6	2	175	1	178	29	1	3	33	441
04:45 PM	1	179	45	225	2	2	0	4	5	181	0	186	31	1	10	42	457
Total	4	749	181	934	7	15	6	28	15	661	3	679	113	8	21	142	1783
05:00 PM	2	188	56	246	1	4	2	7	2	156	1	159	25	2	4	31	443
05:15 PM	0	176	55	231	1	3	1	5	2	168	0	170	25	2	5	32	438
05:30 PM	0	187	58	245	0	3	0	3	2	141	0	143	21	1	6	28	419
05:45 PM	1	173	49	223	0	1	0	1	3	158	3	164	13	6	9	28	416
Total	3	724	218	945	2	11	3	16	9	623	4	636	84	11	24	119	1716
Grand Total	7	1473	399	1879	9	26	9	44	24	1284	7	1315	197	19	45	261	3499
Apprch %	0.4	78.4	21.2		20.5	59.1	20.5		1.8	97.6	0.5		75.5	7.3	17.2		
Total %	0.2	42.1	11.4	53.7	0.3	0.7	0.3	1.3	0.7	36.7	0.2	37.6	5.6	0.5	1.3	7.5	
Passenger Vehicles	5	1444	396	1845	8	26	9	43	24	1259	7	1290	195	19	43	257	3435
% Passenger Vehicles	71.4	98	99.2	98.2	88.9	100	100	97.7	100	98.1	100	98.1	99	100	95.6	98.5	98.2
Large 2 Axle Vehicles	2	19	3	24	1	0	0	1	0	18	0	18	2	0	2	4	47
% Large 2 Axle Vehicles	28.6	1.3	0.8	1.3	11.1	0	0	2.3	0	1.4	0	1.4	1	0	4.4	1.5	1.3
3 Axle Vehicles	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
% 3 Axle Vehicles	0	0.2	0	0.2	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0.1
4+ Axle Trucks	0	7	0	7	0	0	0	0	0	5	0	5	0	0	0	0	12
% 4+ Axle Trucks	0	0.5	0	0.4	0	0	0	0	0	0.4	0	0.4	0	0	0	0	0.3

Start Time	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	204	49	255	4	5	3	12	3	163	1	167	30	3	6	39	473
04:30 PM	0	189	35	224	1	3	2	6	2	175	1	178	29	1	3	33	441
04:45 PM	1	179	45	225	2	2	0	4	5	181	0	186	31	1	10	42	457
05:00 PM	2	188	56	246	1	4	2	7	2	156	1	159	25	2	4	31	443
Total Volume	5	760	185	950	8	14	7	29	12	675	3	690	115	7	23	145	1814
% App. Total	0.5	80	19.5		27.6	48.3	24.1		1.7	97.8	0.4		79.3	4.8	15.9		
PHF	.625	.931	.826	.931	.500	.700	.583	.604	.600	.932	.750	.927	.927	.583	.575	.863	.959

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Ironwood Avenue
 Weather: Clear

File Name : 19_MRV_Red_Ironwood PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:15 PM				04:15 PM				04:30 PM				04:15 PM			
+0 mins.	2	204	49	255	4	5	3	12	2	175	1	178	30	3	6	39
+15 mins.	0	189	35	224	1	3	2	6	5	181	0	186	29	1	3	33
+30 mins.	1	179	45	225	2	2	0	4	2	156	1	159	31	1	10	42
+45 mins.	2	188	56	246	1	4	2	7	2	168	0	170	25	2	4	31
Total Volume	5	760	185	950	8	14	7	29	11	680	2	693	115	7	23	145
% App. Total	0.5	80	19.5		27.6	48.3	24.1		1.6	98.1	0.3		79.3	4.8	15.9	
PHF	.625	.931	.826	.931	.500	.700	.583	.604	.550	.939	.500	.931	.927	.583	.575	.863

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Ironwood Avenue
 Weather: Clear

File Name : 19_MRV_Red_Ironwood PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

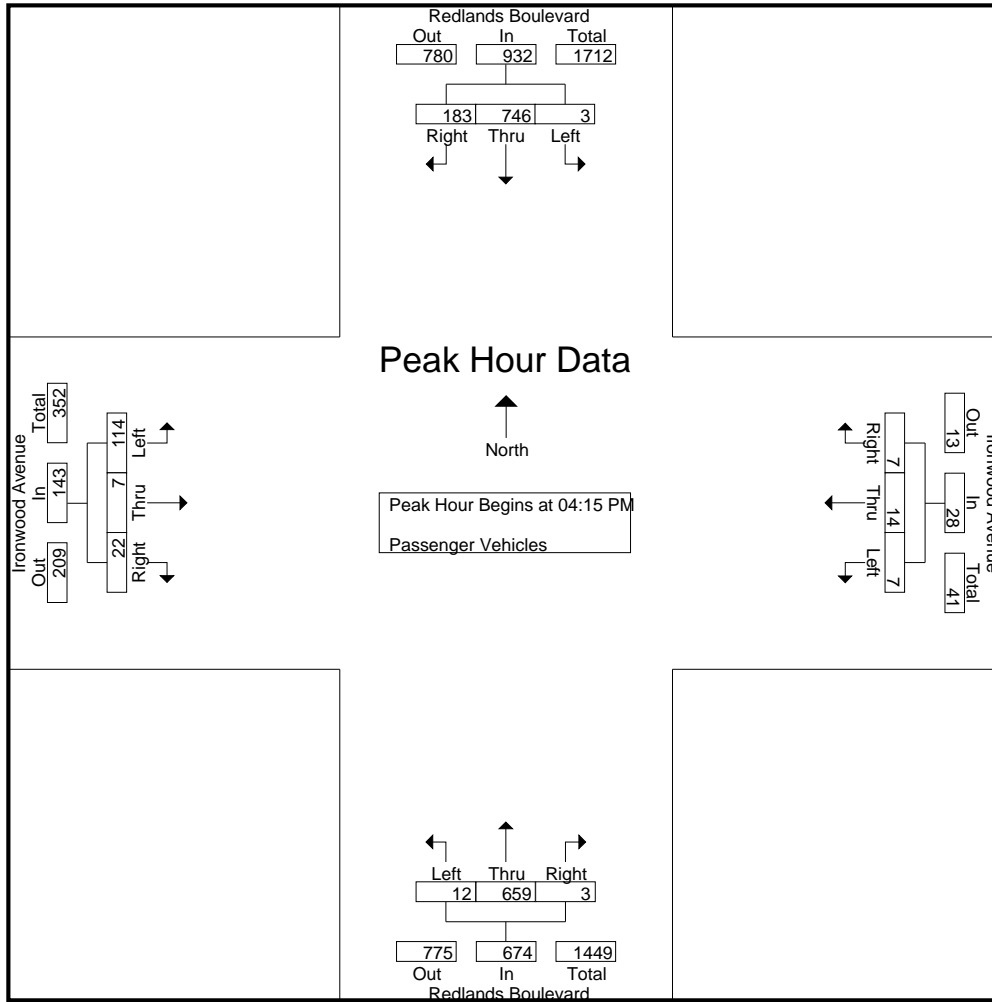
Groups Printed- Passenger Vehicles

Start Time	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	173	51	225	0	5	1	6	5	136	1	142	22	3	2	27	400
04:15 PM	2	199	49	250	4	5	3	12	3	157	1	161	30	3	6	39	462
04:30 PM	0	183	35	218	1	3	2	6	2	171	1	174	28	1	3	32	430
04:45 PM	0	178	43	221	1	2	0	3	5	177	0	182	31	1	9	41	447
Total	3	733	178	914	6	15	6	27	15	641	3	659	111	8	20	139	1739
05:00 PM	1	186	56	243	1	4	2	7	2	154	1	157	25	2	4	31	438
05:15 PM	0	169	55	224	1	3	1	5	2	168	0	170	25	2	5	32	431
05:30 PM	0	185	58	243	0	3	0	3	2	139	0	141	21	1	6	28	415
05:45 PM	1	171	49	221	0	1	0	1	3	157	3	163	13	6	8	27	412
Total	2	711	218	931	2	11	3	16	9	618	4	631	84	11	23	118	1696
Grand Total	5	1444	396	1845	8	26	9	43	24	1259	7	1290	195	19	43	257	3435
Apprch %	0.3	78.3	21.5		18.6	60.5	20.9		1.9	97.6	0.5		75.9	7.4	16.7		
Total %	0.1	42	11.5	53.7	0.2	0.8	0.3	1.3	0.7	36.7	0.2	37.6	5.7	0.6	1.3	7.5	

Start Time	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	199	49	250	4	5	3	12	3	157	1	161	30	3	6	39	462
04:30 PM	0	183	35	218	1	3	2	6	2	171	1	174	28	1	3	32	430
04:45 PM	0	178	43	221	1	2	0	3	5	177	0	182	31	1	9	41	447
05:00 PM	1	186	56	243	1	4	2	7	2	154	1	157	25	2	4	31	438
Total Volume	3	746	183	932	7	14	7	28	12	659	3	674	114	7	22	143	1777
% App. Total	0.3	80	19.6		25	50	25		1.8	97.8	0.4		79.7	4.9	15.4		
PHF	.375	.937	.817	.932	.438	.700	.583	.583	.600	.931	.750	.926	.919	.583	.611	.872	.962

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Ironwood Avenue
 Weather: Clear

File Name : 19_MRV_Red_Ironwood PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	199	49	250	4	5	3	12	3	157	1	161	30	3	6	39
+15 mins.	0	183	35	218	1	3	2	6	2	171	1	174	28	1	3	32
+30 mins.	0	178	43	221	1	2	0	3	5	177	0	182	31	1	9	41
+45 mins.	1	186	56	243	1	4	2	7	2	154	1	157	25	2	4	31
Total Volume	3	746	183	932	7	14	7	28	12	659	3	674	114	7	22	143
% App. Total	0.3	80	19.6		25	50	25		1.8	97.8	0.4		79.7	4.9	15.4	
PHF	.375	.937	.817	.932	.438	.700	.583	.583	.600	.931	.750	.926	.919	.583	.611	.872

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Ironwood Avenue
 Weather: Clear

File Name : 19_MRV_Red_Ironwood PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

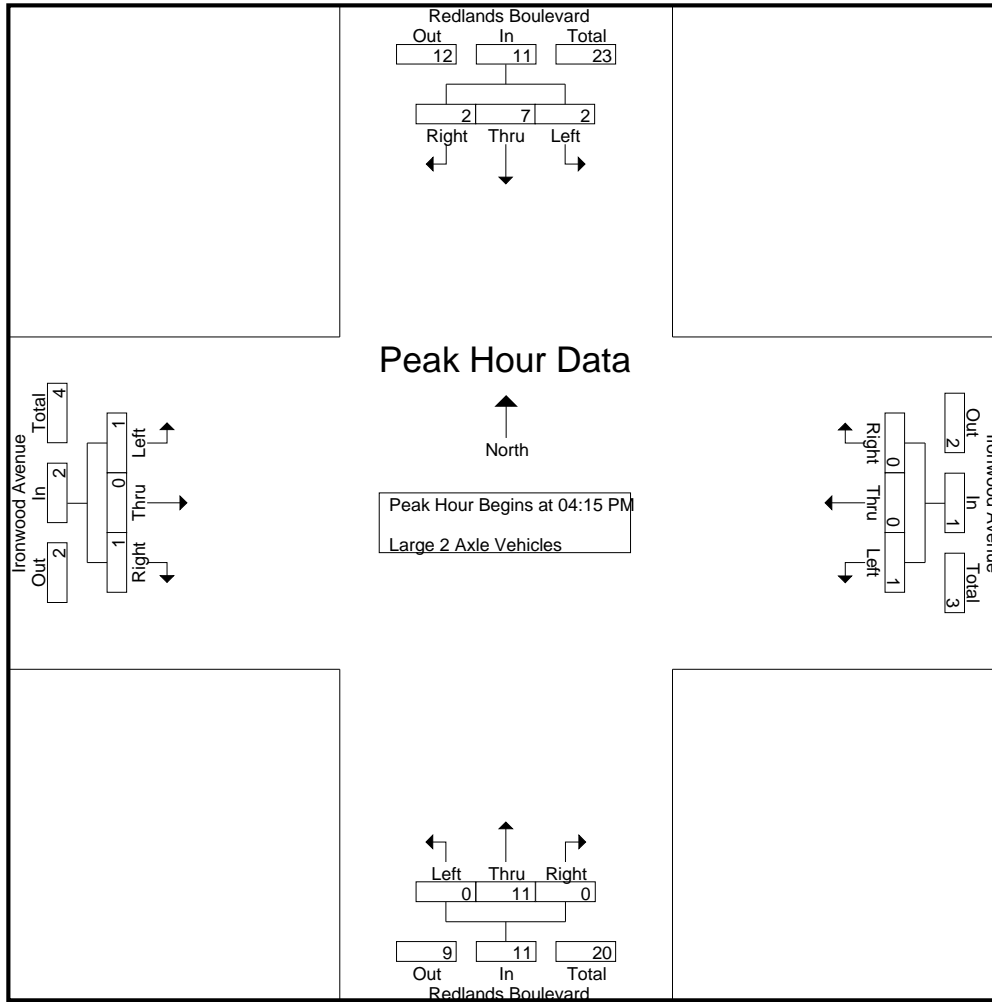
Groups Printed- Large 2 Axle Vehicles

Start Time	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	1	3	0	0	0	0	0	5	0	5	1	0	0	1	9
04:15 PM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
04:30 PM	0	3	0	3	0	0	0	0	0	1	0	1	1	0	0	1	5
04:45 PM	1	0	2	3	1	0	0	1	0	3	0	3	0	0	1	1	8
Total	1	7	3	11	1	0	0	1	0	14	0	14	2	0	1	3	29
05:00 PM	1	2	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
05:15 PM	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	1	1	4
Total	1	12	0	13	0	0	0	0	0	4	0	4	0	0	1	1	18
Grand Total	2	19	3	24	1	0	0	1	0	18	0	18	2	0	2	4	47
Apprch %	8.3	79.2	12.5		100	0	0		0	100	0		50	0	50		
Total %	4.3	40.4	6.4	51.1	2.1	0	0	2.1	0	38.3	0	38.3	4.3	0	4.3	8.5	

Start Time	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
04:30 PM	0	3	0	3	0	0	0	0	0	1	0	1	1	0	0	1	5
04:45 PM	1	0	2	3	1	0	0	1	0	3	0	3	0	0	1	1	8
05:00 PM	1	2	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Total Volume	2	7	2	11	1	0	0	1	0	11	0	11	1	0	1	2	25
% App. Total	18.2	63.6	18.2		100	0	0		0	100	0		50	0	50		
PHF	.500	.583	.250	.917	.250	.000	.000	.250	.000	.550	.000	.550	.250	.000	.250	.500	.781

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Ironwood Avenue
 Weather: Clear

File Name : 19_MRV_Red_Ironwood PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0
+15 mins.	0	3	0	3	0	0	0	0	0	1	0	1	1	0	0	1
+30 mins.	1	0	2	3	1	0	0	1	0	3	0	3	0	0	1	1
+45 mins.	1	2	0	3	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	2	7	2	11	1	0	0	1	0	11	0	11	1	0	1	2
% App. Total	18.2	63.6	18.2		100	0	0		0	100	0		50	0	50	
PHF	.500	.583	.250	.917	.250	.000	.000	.250	.000	.550	.000	.550	.250	.000	.250	.500

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Ironwood Avenue
 Weather: Clear

File Name : 19_MRV_Red_Ironwood PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

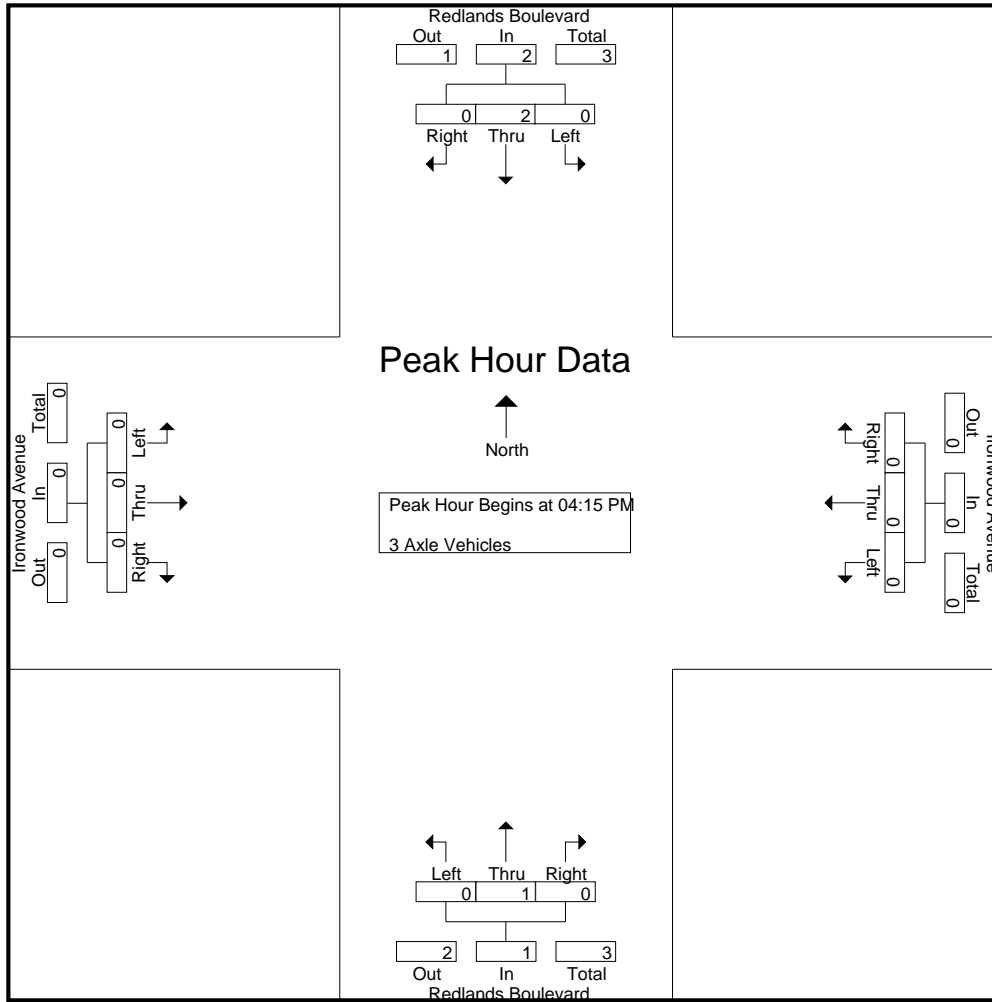
Groups Printed- 3 Axle Vehicles

Start Time	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	60	0	60	0	0	0	0	0	40	0	40	0	0	0	0	

Start Time	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.375

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Ironwood Avenue
 Weather: Clear

File Name : 19_MRV_Red_Ironwood PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Ironwood Avenue
 Weather: Clear

File Name : 19_MRV_Red_Ironwood PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

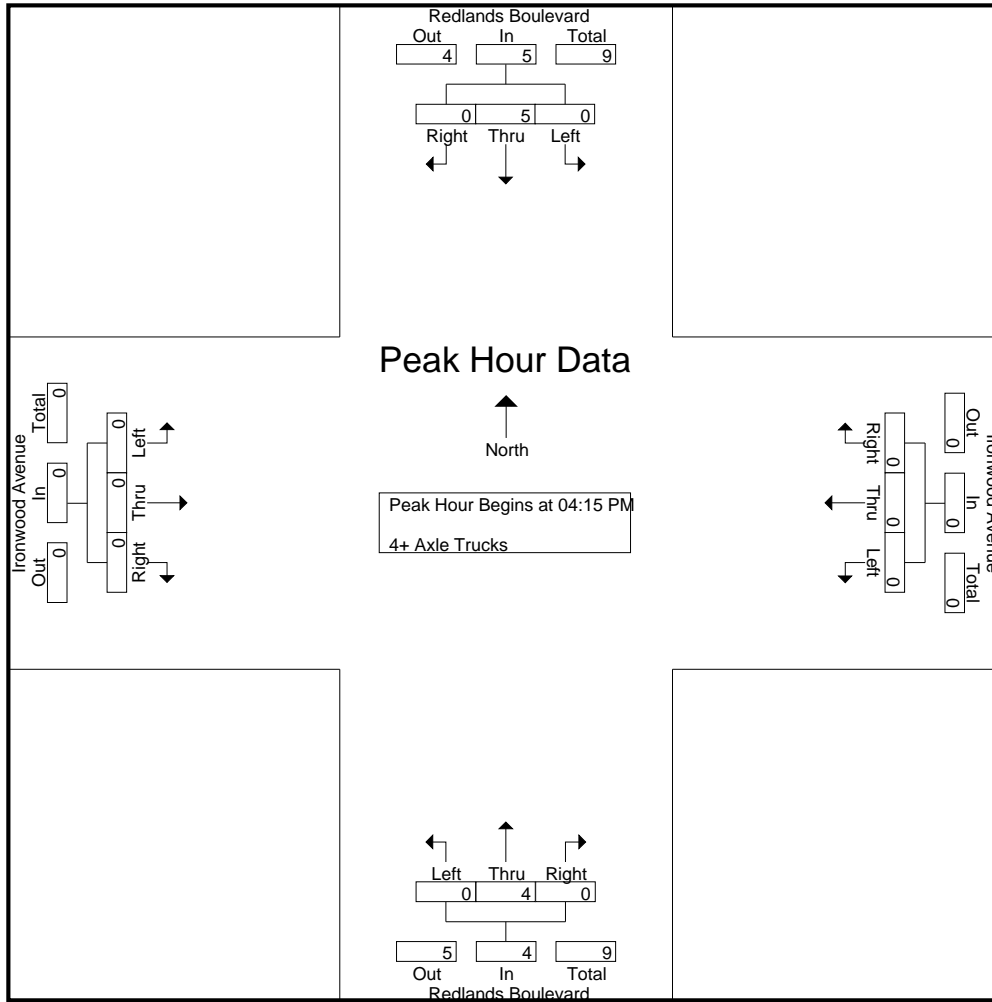
Groups Printed- 4+ Axle Trucks

Start Time	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	0	7	0	0	0	0	0	5	0	5	0	0	0	0	12
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	7	0	7	0	0	0	0	0	5	0	5	0	0	0	0	12
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	58.3	0	58.3	0	0	0	0	0	41.7	0	41.7	0	0	0	0	

Start Time	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.417	.000	.417	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.375

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Ironwood Avenue
 Weather: Clear

File Name : 19_MRV_Red_Ironwood PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.417	.000	.417	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000

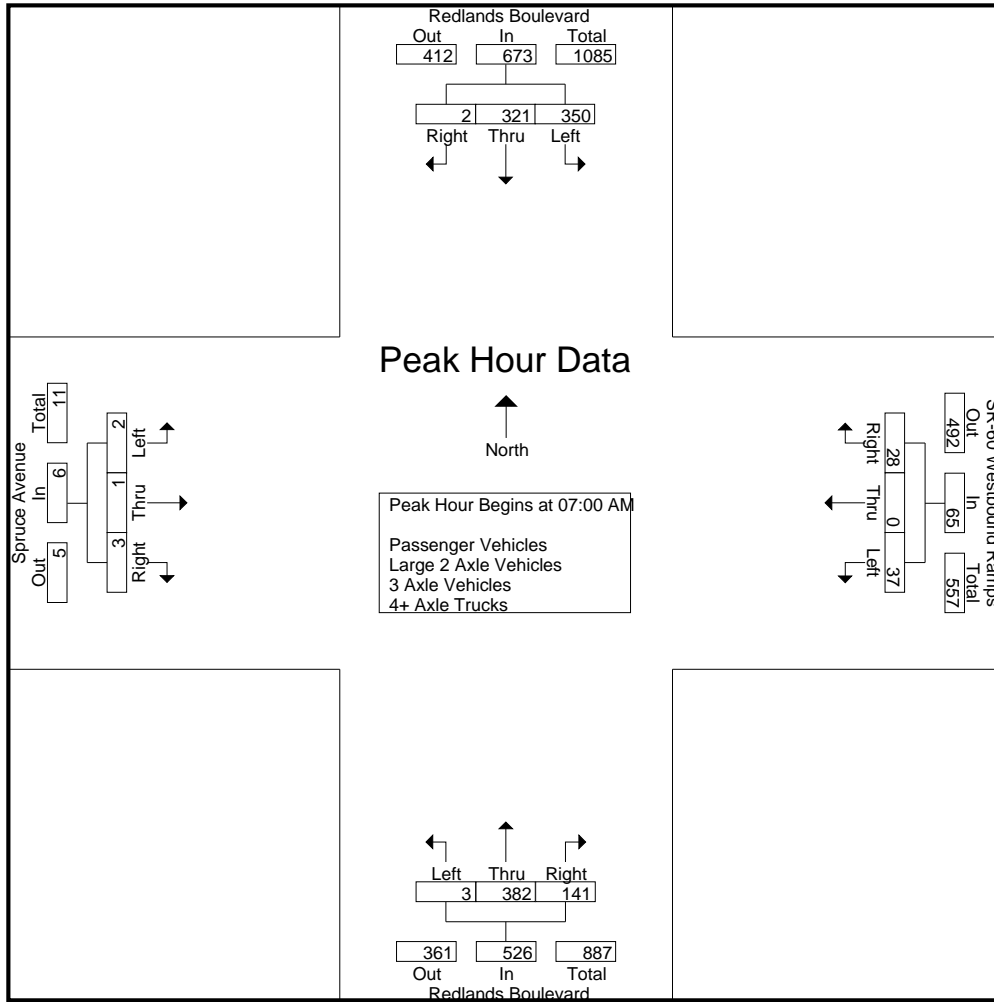
City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Spruce Ave/SR-60 Westbound Ramps
 Weather: Clear

File Name : 20_MRV_Red_60W AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	91	81	0	172	11	0	9	20	0	139	42	181	0	0	2	2	375
07:15 AM	84	76	0	160	9	0	7	16	0	96	41	137	0	0	1	1	314
07:30 AM	84	91	1	176	9	0	4	13	2	68	36	106	1	0	0	1	296
07:45 AM	91	73	1	165	8	0	8	16	1	79	22	102	1	1	0	2	285
Total	350	321	2	673	37	0	28	65	3	382	141	526	2	1	3	6	1270
08:00 AM	71	64	1	136	9	0	3	12	2	97	36	135	0	2	1	3	286
08:15 AM	64	43	1	108	7	0	10	17	0	121	24	145	1	1	0	2	272
08:30 AM	51	47	1	99	4	0	6	10	0	91	37	128	0	0	0	0	237
08:45 AM	57	36	1	94	3	0	7	10	3	99	34	136	0	0	2	2	242
Total	243	190	4	437	23	0	26	49	5	408	131	544	1	3	3	7	1037
Grand Total	593	511	6	1110	60	0	54	114	8	790	272	1070	3	4	6	13	2307
Apprch %	53.4	46	0.5		52.6	0	47.4		0.7	73.8	25.4		23.1	30.8	46.2		
Total %	25.7	22.1	0.3	48.1	2.6	0	2.3	4.9	0.3	34.2	11.8	46.4	0.1	0.2	0.3	0.6	
Passenger Vehicles	584	492	6	1082	58	0	51	109	7	761	251	1019	3	3	6	12	2222
% Passenger Vehicles	98.5	96.3	100	97.5	96.7	0	94.4	95.6	87.5	96.3	92.3	95.2	100	75	100	92.3	96.3
Large 2 Axle Vehicles	7	14	0	21	2	0	1	3	0	17	6	23	0	0	0	0	47
% Large 2 Axle Vehicles	1.2	2.7	0	1.9	3.3	0	1.9	2.6	0	2.2	2.2	2.1	0	0	0	0	2
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% 3 Axle Vehicles	0	0.4	0	0.2	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.1
4+ Axle Trucks	2	3	0	5	0	0	2	2	1	11	15	27	0	1	0	1	35
% 4+ Axle Trucks	0.3	0.6	0	0.5	0	0	3.7	1.8	12.5	1.4	5.5	2.5	0	25	0	7.7	1.5

Start Time	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	91	81	0	172	11	0	9	20	0	139	42	181	0	0	2	2	375
07:15 AM	84	76	0	160	9	0	7	16	0	96	41	137	0	0	1	1	314
07:30 AM	84	91	1	176	9	0	4	13	2	68	36	106	1	0	0	1	296
07:45 AM	91	73	1	165	8	0	8	16	1	79	22	102	1	1	0	2	285
Total Volume	350	321	2	673	37	0	28	65	3	382	141	526	2	1	3	6	1270
% App. Total	52	47.7	0.3		56.9	0	43.1		0.6	72.6	26.8		33.3	16.7	50		
PHF	.962	.882	.500	.956	.841	.000	.778	.813	.375	.687	.839	.727	.500	.250	.375	.750	.847



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

	07:00 AM				07:00 AM				08:00 AM				07:30 AM			
+0 mins.	91	81	0	172	11	0	9	20	2	97	36	135	1	0	0	1
+15 mins.	84	76	0	160	9	0	7	16	0	121	24	145	1	1	0	2
+30 mins.	84	91	1	176	9	0	4	13	0	91	37	128	0	2	1	3
+45 mins.	91	73	1	165	8	0	8	16	3	99	34	136	1	1	0	2
Total Volume	350	321	2	673	37	0	28	65	5	408	131	544	3	4	1	8
% App. Total	52	47.7	0.3		56.9	0	43.1		0.9	75	24.1		37.5	50	12.5	
PHF	.962	.882	.500	.956	.841	.000	.778	.813	.417	.843	.885	.938	.750	.500	.250	.667

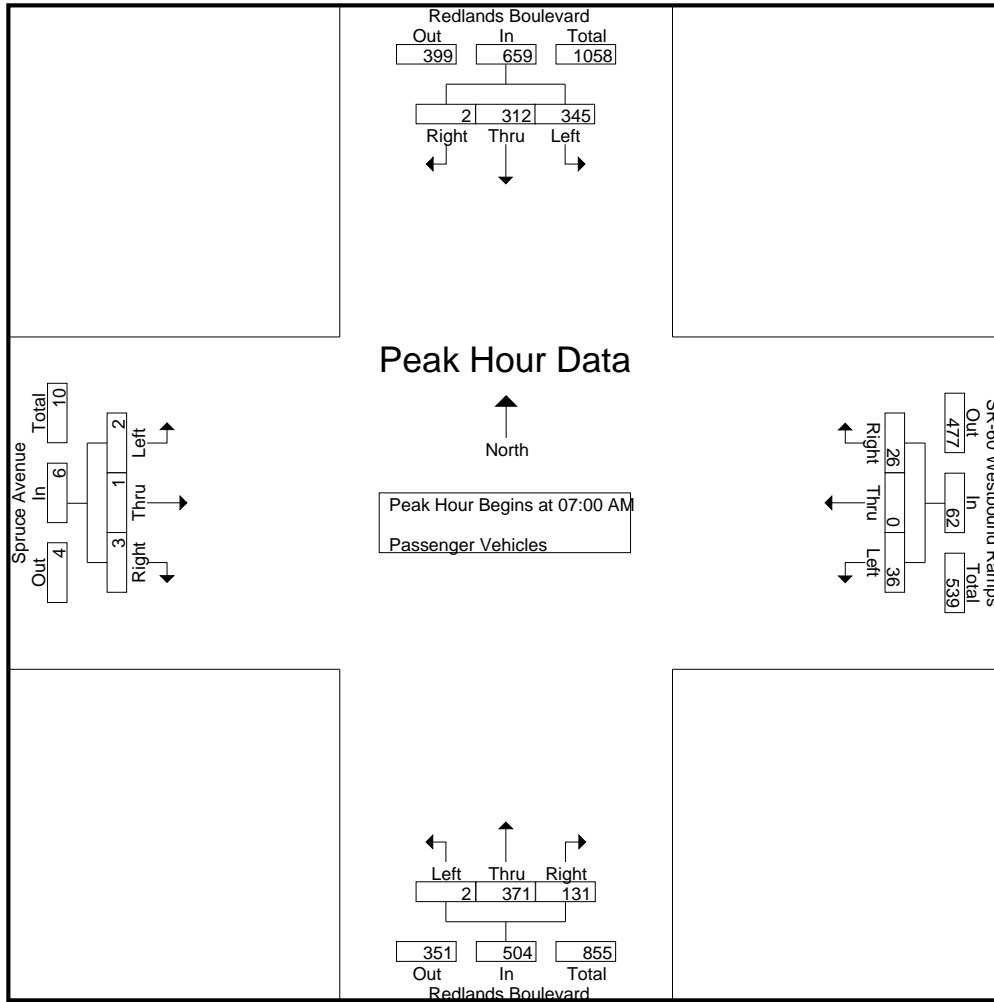
City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Spruce Ave/SR-60 Westbound Ramps
 Weather: Clear

File Name : 20_MRV_Red_60W AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	88	79	0	167	10	0	7	17	0	134	40	174	0	0	2	2	360
07:15 AM	83	76	0	159	9	0	7	16	0	94	38	132	0	0	1	1	308
07:30 AM	83	85	1	169	9	0	4	13	1	65	33	99	1	0	0	1	282
07:45 AM	91	72	1	164	8	0	8	16	1	78	20	99	1	1	0	2	281
Total	345	312	2	659	36	0	26	62	2	371	131	504	2	1	3	6	1231
08:00 AM	71	61	1	133	8	0	3	11	2	93	33	128	0	1	1	2	274
08:15 AM	61	41	1	103	7	0	10	17	0	118	22	140	1	1	0	2	262
08:30 AM	50	43	1	94	4	0	6	10	0	87	33	120	0	0	0	0	224
08:45 AM	57	35	1	93	3	0	6	9	3	92	32	127	0	0	2	2	231
Total	239	180	4	423	22	0	25	47	5	390	120	515	1	2	3	6	991
Grand Total	584	492	6	1082	58	0	51	109	7	761	251	1019	3	3	6	12	2222
Apprch %	54	45.5	0.6		53.2	0	46.8		0.7	74.7	24.6		25	25	50		
Total %	26.3	22.1	0.3	48.7	2.6	0	2.3	4.9	0.3	34.2	11.3	45.9	0.1	0.1	0.3	0.5	

Start Time	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	88	79	0	167	10	0	7	17	0	134	40	174	0	0	2	2	360
07:15 AM	83	76	0	159	9	0	7	16	0	94	38	132	0	0	1	1	308
07:30 AM	83	85	1	169	9	0	4	13	1	65	33	99	1	0	0	1	282
07:45 AM	91	72	1	164	8	0	8	16	1	78	20	99	1	1	0	2	281
Total Volume	345	312	2	659	36	0	26	62	2	371	131	504	2	1	3	6	1231
% App. Total	52.4	47.3	0.3		58.1	0	41.9		0.4	73.6	26		33.3	16.7	50		
PHF	.948	.918	.500	.975	.900	.000	.813	.912	.500	.692	.819	.724	.500	.250	.375	.750	.855



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	88	79	0	167	10	0	7	17	0	134	40	174	0	0	2	2
+15 mins.	83	76	0	159	9	0	7	16	0	94	38	132	0	0	1	1
+30 mins.	83	85	1	169	9	0	4	13	1	65	33	99	1	0	0	1
+45 mins.	91	72	1	164	8	0	8	16	1	78	20	99	1	1	0	2
Total Volume	345	312	2	659	36	0	26	62	2	371	131	504	2	1	3	6
% App. Total	52.4	47.3	0.3		58.1	0	41.9		0.4	73.6	26		33.3	16.7	50	
PHF	.948	.918	.500	.975	.900	.000	.813	.912	.500	.692	.819	.724	.500	.250	.375	.750

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Spruce Ave/SR-60 Westbound Ramps
 Weather: Clear

File Name : 20_MRV_Red_60W AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

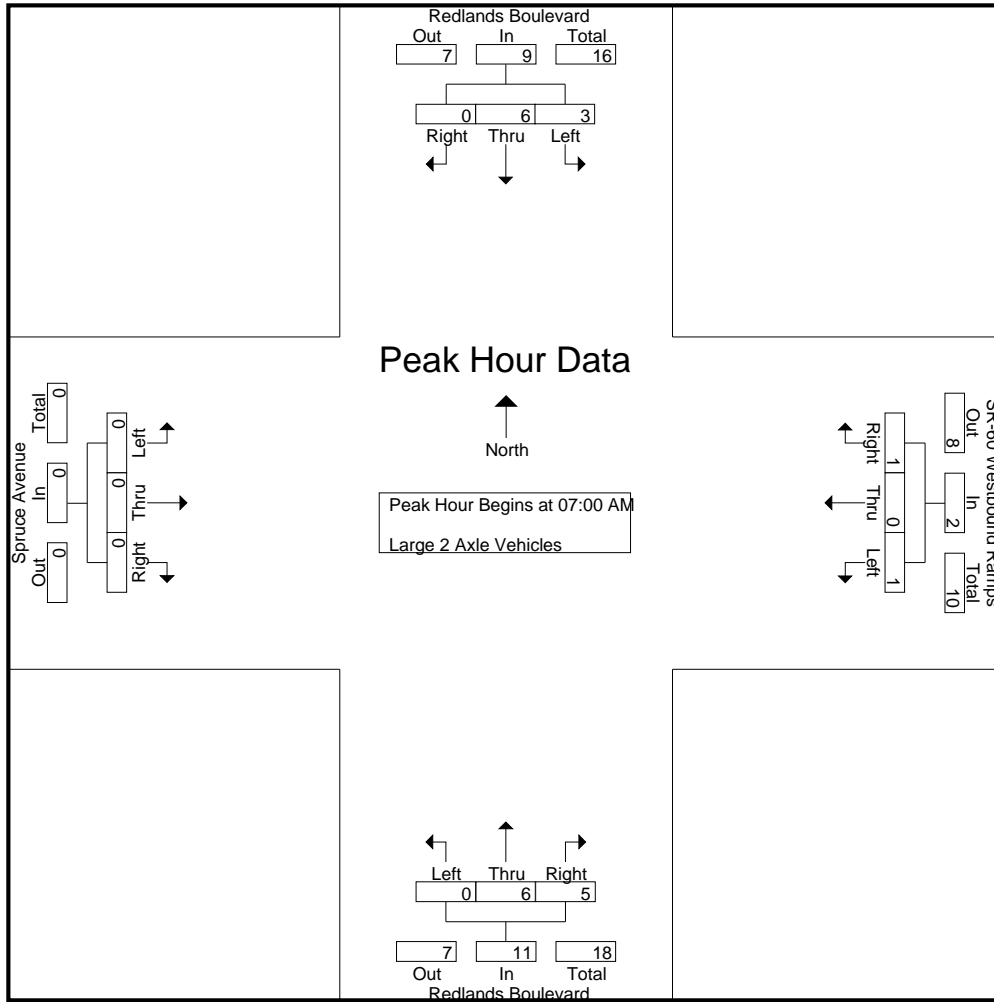
Groups Printed- Large 2 Axle Vehicles

Start Time	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	2	0	5	1	0	1	2	0	3	1	4	0	0	0	0	11
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	4	0	4	0	0	0	0	0	1	3	4	0	0	0	0	8
07:45 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
Total	3	6	0	9	1	0	1	2	0	6	5	11	0	0	0	0	22
08:00 AM	0	2	0	2	1	0	0	1	0	4	0	4	0	0	0	0	7
08:15 AM	3	1	0	4	0	0	0	0	0	2	1	3	0	0	0	0	7
08:30 AM	1	4	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
08:45 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
Total	4	8	0	12	1	0	0	1	0	11	1	12	0	0	0	0	25
Grand Total	7	14	0	21	2	0	1	3	0	17	6	23	0	0	0	0	47
Apprch %	33.3	66.7	0		66.7	0	33.3		0	73.9	26.1		0	0	0		
Total %	14.9	29.8	0	44.7	4.3	0	2.1	6.4	0	36.2	12.8	48.9	0	0	0	0	

Start Time	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	2	0	5	1	0	1	2	0	3	1	4	0	0	0	0	11
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	4	0	4	0	0	0	0	0	1	3	4	0	0	0	0	8
07:45 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
Total Volume	3	6	0	9	1	0	1	2	0	6	5	11	0	0	0	0	22
% App. Total	33.3	66.7	0		50	0	50		0	54.5	45.5		0	0	0		
PHF	.250	.375	.000	.450	.250	.000	.250	.250	.000	.500	.417	.688	.000	.000	.000	.000	.500

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Spruce Ave/SR-60 Westbound Ramps
 Weather: Clear

File Name : 20_MRV_Red_60W AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	3	2	0	5	1	0	1	2	0	3	1	4	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	4	0	4	0	0	0	0	0	1	3	4	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0
Total Volume	3	6	0	9	1	0	1	2	0	6	5	11	0	0	0	0
% App. Total	33.3	66.7	0		50	0	50		0	54.5	45.5		0	0	0	
PHF	.250	.375	.000	.450	.250	.000	.250	.250	.000	.500	.417	.688	.000	.000	.000	.000

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Spruce Ave/SR-60 Westbound Ramps
 Weather: Clear

File Name : 20_MRV_Red_60W AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

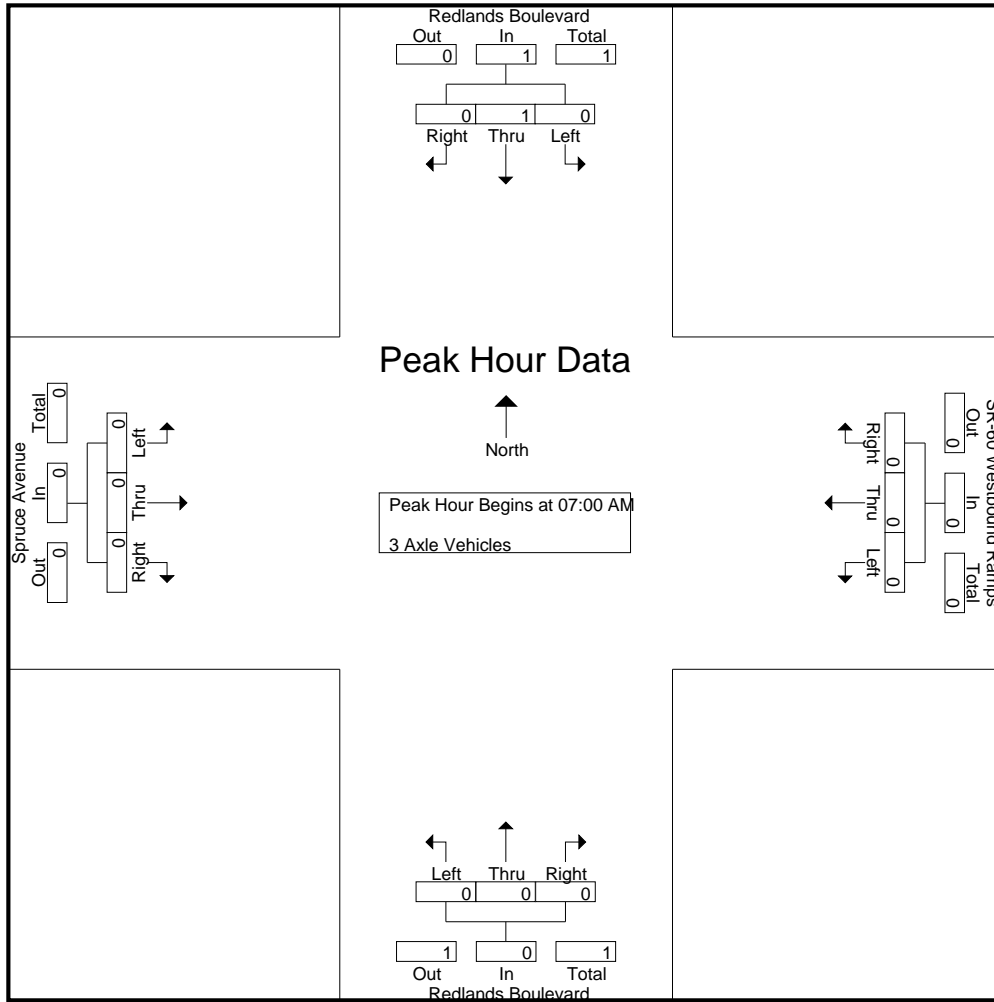
Groups Printed- 3 Axle Vehicles

Start Time	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	66.7	0	66.7	0	0	0	0	0	33.3	0	33.3	0	0	0	0	

Start Time	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Spruce Ave/SR-60 Westbound Ramps
 Weather: Clear

File Name : 20_MRV_Red_60W AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

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

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Spruce Ave/SR-60 Westbound Ramps
 Weather: Clear

File Name : 20_MRV_Red_60W AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

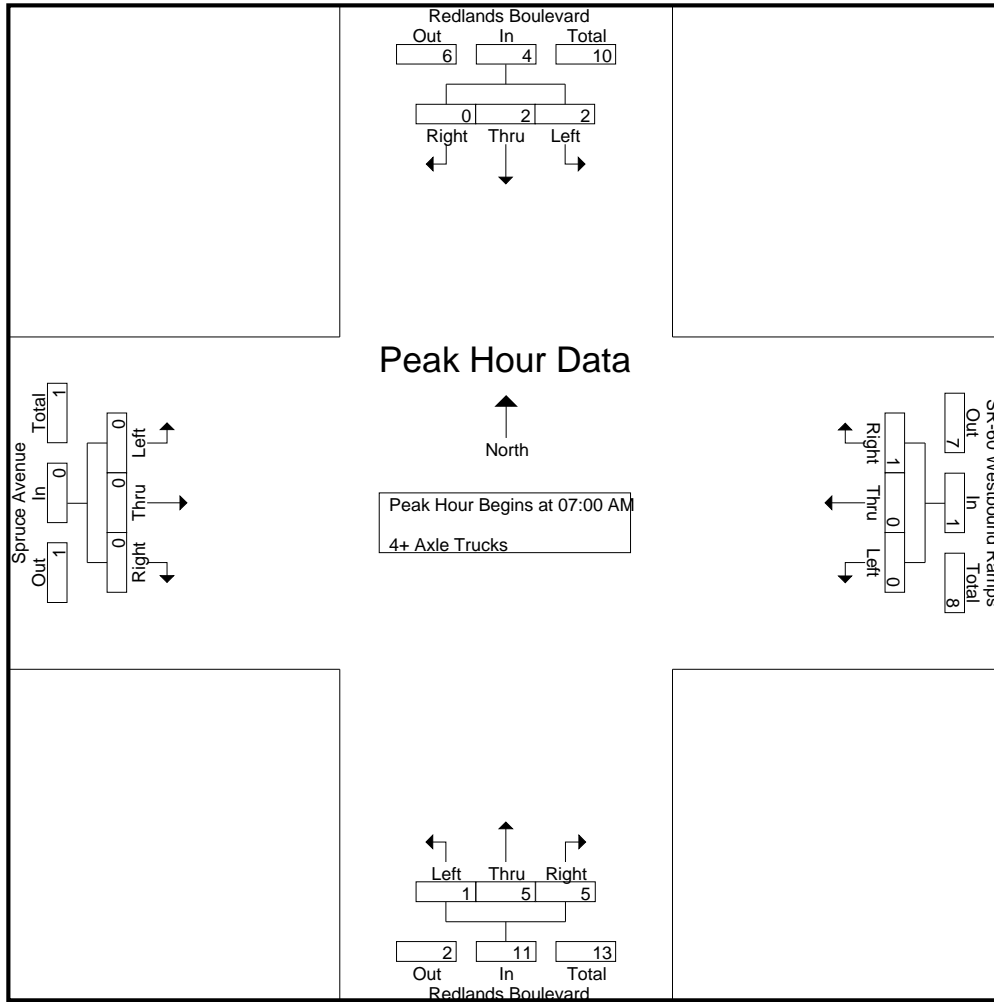
Groups Printed- 4+ Axle Trucks

Start Time	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	1	1	0	2	1	3	0	0	0	0	4
07:15 AM	1	0	0	1	0	0	0	0	0	1	3	4	0	0	0	0	5
07:30 AM	1	1	0	2	0	0	0	0	1	2	0	3	0	0	0	0	5
07:45 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
Total	2	2	0	4	0	0	1	1	1	5	5	11	0	0	0	0	16
08:00 AM	0	1	0	1	0	0	0	0	0	0	3	3	0	1	0	1	5
08:15 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	3	4	7	0	0	0	0	7
08:45 AM	0	0	0	0	0	0	1	1	0	2	2	4	0	0	0	0	5
Total	0	1	0	1	0	0	1	1	0	6	10	16	0	1	0	1	19
Grand Total	2	3	0	5	0	0	2	2	1	11	15	27	0	1	0	1	35
Apprch %	40	60	0		0	0	100		3.7	40.7	55.6		0	100	0		
Total %	5.7	8.6	0	14.3	0	0	5.7	5.7	2.9	31.4	42.9	77.1	0	2.9	0	2.9	

Start Time	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	1	1	0	2	1	3	0	0	0	0	4
07:15 AM	1	0	0	1	0	0	0	0	0	1	3	4	0	0	0	0	5
07:30 AM	1	1	0	2	0	0	0	0	1	2	0	3	0	0	0	0	5
07:45 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
Total Volume	2	2	0	4	0	0	1	1	1	5	5	11	0	0	0	0	16
% App. Total	50	50	0		0	0	100		9.1	45.5	45.5		0	0	0		
PHF	.500	.500	.000	.500	.000	.000	.250	.250	.250	.625	.417	.688	.000	.000	.000	.000	.800

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Spruce Ave/SR-60 Westbound Ramps
 Weather: Clear

File Name : 20_MRV_Red_60W AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	1	1	0	2	1	3	0	0	0	0
+15 mins.	1	0	0	1	0	0	0	0	0	1	3	4	0	0	0	0
+30 mins.	1	1	0	2	0	0	0	0	1	2	0	3	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0
Total Volume	2	2	0	4	0	0	1	1	1	5	5	11	0	0	0	0
% App. Total	50	50	0		0	0	100		9.1	45.5	45.5		0	0	0	
PHF	.500	.500	.000	.500	.000	.000	.250	.250	.250	.625	.417	.688	.000	.000	.000	.000

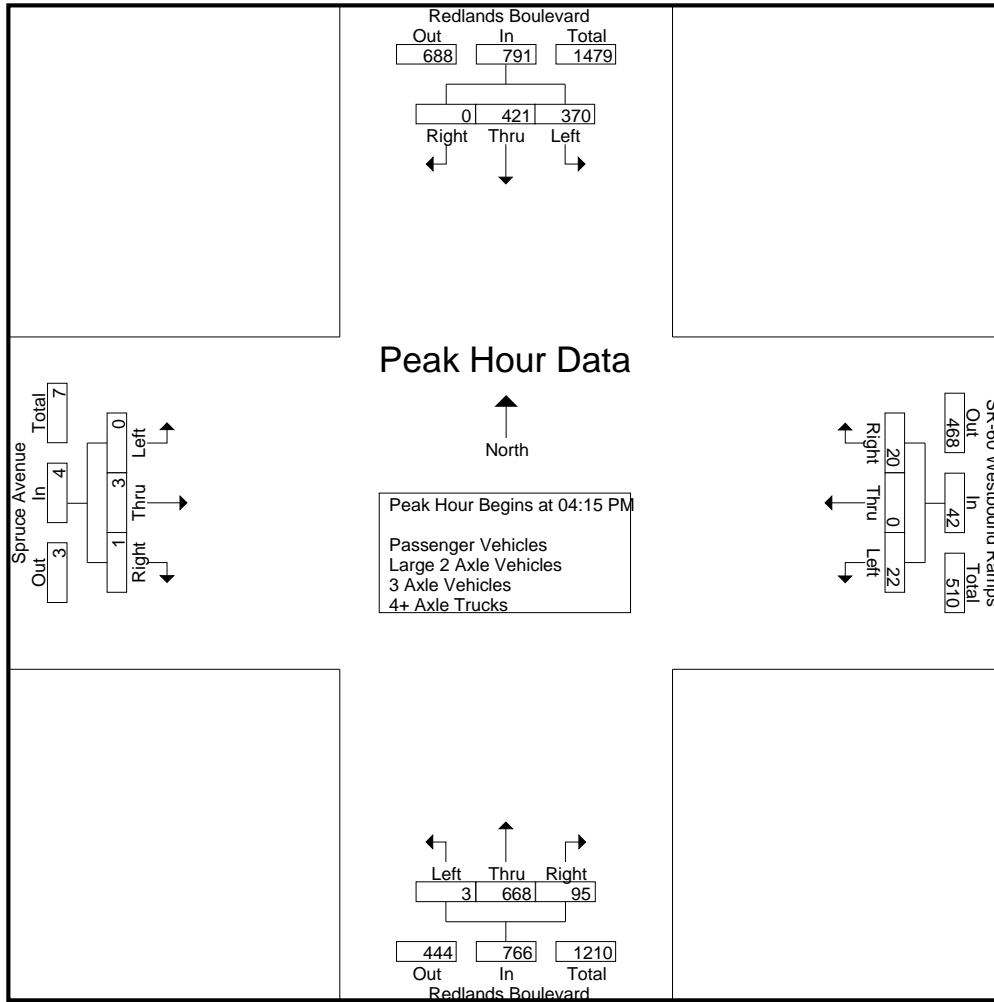
City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Spruce Ave/SR-60 Westbound Ramps
 Weather: Clear

File Name : 20_MRV_Red_60W PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	73	99	0	172	8	0	4	12	3	148	29	180	1	0	3	4	368
04:15 PM	107	102	0	209	6	0	4	10	2	161	18	181	0	2	1	3	403
04:30 PM	76	106	0	182	5	0	4	9	0	180	28	208	0	1	0	1	400
04:45 PM	94	101	0	195	7	0	6	13	1	174	27	202	0	0	0	0	410
Total	350	408	0	758	26	0	18	44	6	663	102	771	1	3	4	8	1581
05:00 PM	93	112	0	205	4	0	6	10	0	153	22	175	0	0	0	0	390
05:15 PM	84	91	0	175	6	0	1	7	2	166	26	194	0	1	1	2	378
05:30 PM	99	91	3	193	10	0	2	12	4	155	20	179	0	2	1	3	387
05:45 PM	92	96	0	188	8	0	3	11	3	153	21	177	0	2	6	8	384
Total	368	390	3	761	28	0	12	40	9	627	89	725	0	5	8	13	1539
Grand Total	718	798	3	1519	54	0	30	84	15	1290	191	1496	1	8	12	21	3120
Apprch %	47.3	52.5	0.2		64.3	0	35.7		1	86.2	12.8		4.8	38.1	57.1		
Total %	23	25.6	0.1	48.7	1.7	0	1	2.7	0.5	41.3	6.1	47.9	0	0.3	0.4	0.7	
Passenger Vehicles	699	777	3	1479	51	0	30	81	12	1258	185	1455	1	5	10	16	3031
% Passenger Vehicles	97.4	97.4	100	97.4	94.4	0	100	96.4	80	97.5	96.9	97.3	100	62.5	83.3	76.2	97.1
Large 2 Axle Vehicles	16	17	0	33	2	0	0	2	1	26	3	30	0	1	1	2	67
% Large 2 Axle Vehicles	2.2	2.1	0	2.2	3.7	0	0	2.4	6.7	2	1.6	2	0	12.5	8.3	9.5	2.1
3 Axle Vehicles	0	3	0	3	0	0	0	0	1	2	0	3	0	1	0	1	7
% 3 Axle Vehicles	0	0.4	0	0.2	0	0	0	0	6.7	0.2	0	0.2	0	12.5	0	4.8	0.2
4+ Axle Trucks	3	1	0	4	1	0	0	1	1	4	3	8	0	1	1	2	15
% 4+ Axle Trucks	0.4	0.1	0	0.3	1.9	0	0	1.2	6.7	0.3	1.6	0.5	0	12.5	8.3	9.5	0.5

Start Time	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	107	102	0	209	6	0	4	10	2	161	18	181	0	2	1	3	403
04:30 PM	76	106	0	182	5	0	4	9	0	180	28	208	0	1	0	1	400
04:45 PM	94	101	0	195	7	0	6	13	1	174	27	202	0	0	0	0	410
05:00 PM	93	112	0	205	4	0	6	10	0	153	22	175	0	0	0	0	390
Total Volume	370	421	0	791	22	0	20	42	3	668	95	766	0	3	1	4	1603
% App. Total	46.8	53.2	0		52.4	0	47.6		0.4	87.2	12.4		0	75	25		
PHF	.864	.940	.000	.946	.786	.000	.833	.808	.375	.928	.848	.921	.000	.375	.250	.333	.977



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

	04:15 PM				04:00 PM				04:30 PM				05:00 PM			
+0 mins.	107	102	0	209	8	0	4	12	0	180	28	208	0	0	0	0
+15 mins.	76	106	0	182	6	0	4	10	1	174	27	202	0	1	1	2
+30 mins.	94	101	0	195	5	0	4	9	0	153	22	175	0	2	1	3
+45 mins.	93	112	0	205	7	0	6	13	2	166	26	194	0	2	6	8
Total Volume	370	421	0	791	26	0	18	44	3	673	103	779	0	5	8	13
% App. Total	46.8	53.2	0		59.1	0	40.9		0.4	86.4	13.2		0	38.5	61.5	
PHF	.864	.940	.000	.946	.813	.000	.750	.846	.375	.935	.920	.936	.000	.625	.333	.406

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Spruce Ave/SR-60 Westbound Ramps
 Weather: Clear

File Name : 20_MRV_Red_60W PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

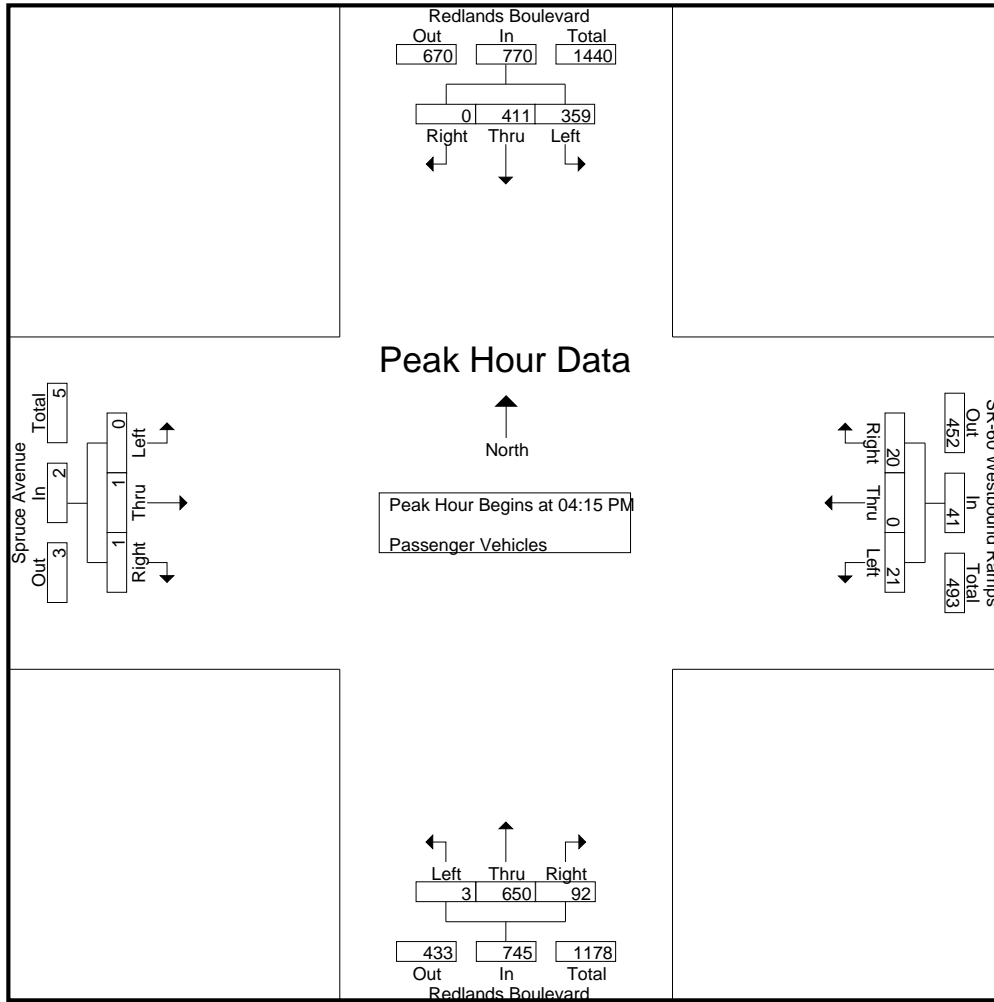
Groups Printed- Passenger Vehicles

Start Time	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	69	96	0	165	8	0	4	12	3	142	29	174	1	0	2	3	354
04:15 PM	102	98	0	200	6	0	4	10	2	154	18	174	0	1	1	2	386
04:30 PM	73	105	0	178	5	0	4	9	0	176	28	204	0	0	0	0	391
04:45 PM	93	97	0	190	6	0	6	12	1	170	26	197	0	0	0	0	399
Total	337	396	0	733	25	0	18	43	6	642	101	749	1	1	3	5	1530
05:00 PM	91	111	0	202	4	0	6	10	0	150	20	170	0	0	0	0	382
05:15 PM	82	88	0	170	6	0	1	7	2	164	25	191	0	1	1	2	370
05:30 PM	97	90	3	190	9	0	2	11	1	150	20	171	0	1	1	2	374
05:45 PM	92	92	0	184	7	0	3	10	3	152	19	174	0	2	5	7	375
Total	362	381	3	746	26	0	12	38	6	616	84	706	0	4	7	11	1501
Grand Total	699	777	3	1479	51	0	30	81	12	1258	185	1455	1	5	10	16	3031
Apprch %	47.3	52.5	0.2		63	0	37		0.8	86.5	12.7		6.2	31.2	62.5		
Total %	23.1	25.6	0.1	48.8	1.7	0	1	2.7	0.4	41.5	6.1	48	0	0.2	0.3	0.5	

Start Time	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	102	98	0	200	6	0	4	10	2	154	18	174	0	1	1	2	386
04:30 PM	73	105	0	178	5	0	4	9	0	176	28	204	0	0	0	0	391
04:45 PM	93	97	0	190	6	0	6	12	1	170	26	197	0	0	0	0	399
05:00 PM	91	111	0	202	4	0	6	10	0	150	20	170	0	0	0	0	382
Total Volume	359	411	0	770	21	0	20	41	3	650	92	745	0	1	1	2	1558
% App. Total	46.6	53.4	0		51.2	0	48.8		0.4	87.2	12.3		0	50	50		
PHF	.880	.926	.000	.953	.875	.000	.833	.854	.375	.923	.821	.913	.000	.250	.250	.250	.976

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Spruce Ave/SR-60 Westbound Ramps
 Weather: Clear

File Name : 20_MRV_Red_60W PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	102	98	0	200	6	0	4	10	2	154	18	174	0	1	1	2
+15 mins.	73	105	0	178	5	0	4	9	0	176	28	204	0	0	0	0
+30 mins.	93	97	0	190	6	0	6	12	1	170	26	197	0	0	0	0
+45 mins.	91	111	0	202	4	0	6	10	0	150	20	170	0	0	0	0
Total Volume	359	411	0	770	21	0	20	41	3	650	92	745	0	1	1	2
% App. Total	46.6	53.4	0		51.2	0	48.8		0.4	87.2	12.3		0	50	50	
PHF	.880	.926	.000	.953	.875	.000	.833	.854	.375	.923	.821	.913	.000	.250	.250	.250

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Spruce Ave/SR-60 Westbound Ramps
 Weather: Clear

File Name : 20_MRV_Red_60W PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

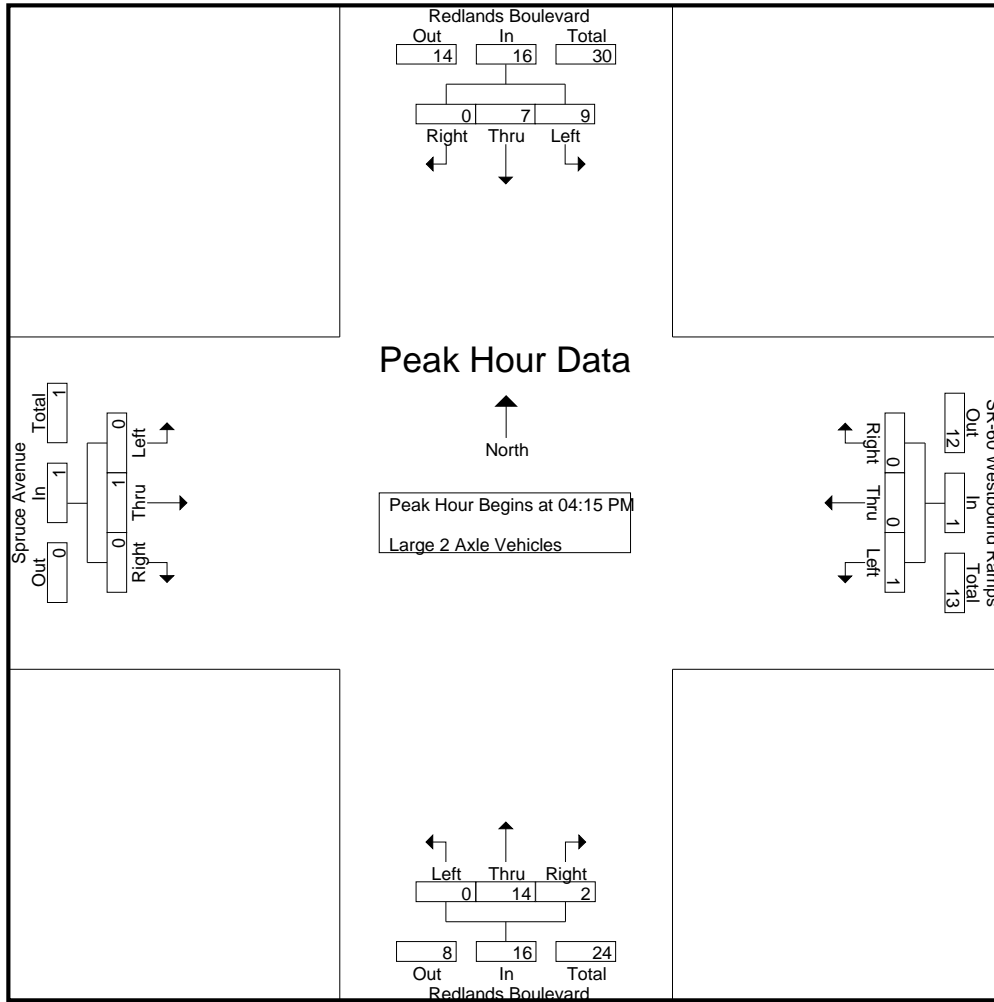
Groups Printed- Large 2 Axle Vehicles

Start Time	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	3	0	6	0	0	0	0	0	5	0	5	0	0	0	0	11
04:15 PM	3	3	0	6	0	0	0	0	0	6	0	6	0	1	0	1	13
04:30 PM	3	0	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
04:45 PM	1	3	0	4	1	0	0	1	0	3	0	3	0	0	0	0	8
Total	10	9	0	19	1	0	0	1	0	16	0	16	0	1	0	1	37
05:00 PM	2	1	0	3	0	0	0	0	0	3	2	5	0	0	0	0	8
05:15 PM	2	2	0	4	0	0	0	0	0	2	1	3	0	0	0	0	7
05:30 PM	2	1	0	3	1	0	0	1	1	4	0	5	0	0	0	0	9
05:45 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	1	1	6
Total	6	8	0	14	1	0	0	1	1	10	3	14	0	0	1	1	30
Grand Total	16	17	0	33	2	0	0	2	1	26	3	30	0	1	1	2	67
Apprch %	48.5	51.5	0		100	0	0		3.3	86.7	10		0	50	50		
Total %	23.9	25.4	0	49.3	3	0	0	3	1.5	38.8	4.5	44.8	0	1.5	1.5	3	

Start Time	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	3	3	0	6	0	0	0	0	0	6	0	6	0	1	0	1	13
04:30 PM	3	0	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
04:45 PM	1	3	0	4	1	0	0	1	0	3	0	3	0	0	0	0	8
05:00 PM	2	1	0	3	0	0	0	0	0	3	2	5	0	0	0	0	8
Total Volume	9	7	0	16	1	0	0	1	0	14	2	16	0	1	0	1	34
% App. Total	56.2	43.8	0		100	0	0		0	87.5	12.5		0	100	0		
PHF	.750	.583	.000	.667	.250	.000	.000	.250	.000	.583	.250	.667	.000	.250	.000	.250	.654

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Spruce Ave/SR-60 Westbound Ramps
 Weather: Clear

File Name : 20_MRV_Red_60W PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	3	3	0	6	0	0	0	0	0	6	0	6	0	1	0	1
+15 mins.	3	0	0	3	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	1	3	0	4	1	0	0	1	0	3	0	3	0	0	0	0
+45 mins.	2	1	0	3	0	0	0	0	0	3	2	5	0	0	0	0
Total Volume	9	7	0	16	1	0	0	1	0	14	2	16	0	1	0	1
% App. Total	56.2	43.8	0		100	0	0		0	87.5	12.5		0	100	0	
PHF	.750	.583	.000	.667	.250	.000	.000	.250	.000	.583	.250	.667	.000	.250	.000	.250

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Spruce Ave/SR-60 Westbound Ramps
 Weather: Clear

File Name : 20_MRV_Red_60W PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

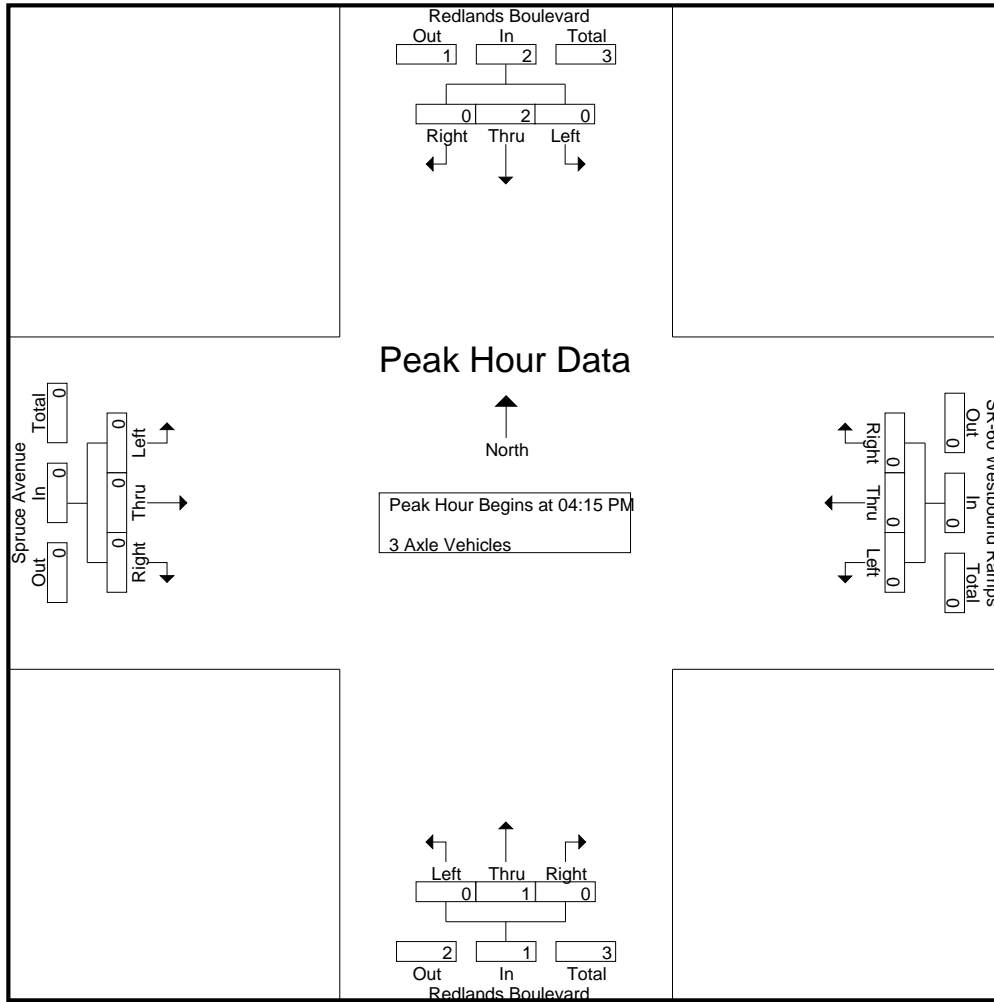
Groups Printed- 3 Axle Vehicles

Start Time	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	1	1	0	2	0	1	0	1	4
Grand Total	0	3	0	3	0	0	0	0	1	2	0	3	0	1	0	1	7
Apprch %	0	100	0		0	0	0		33.3	66.7	0		0	100	0		
Total %	0	42.9	0	42.9	0	0	0	0	14.3	28.6	0	42.9	0	14.3	0	14.3	

Start Time	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.375

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Spruce Ave/SR-60 Westbound Ramps
 Weather: Clear

File Name : 20_MRV_Red_60W PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

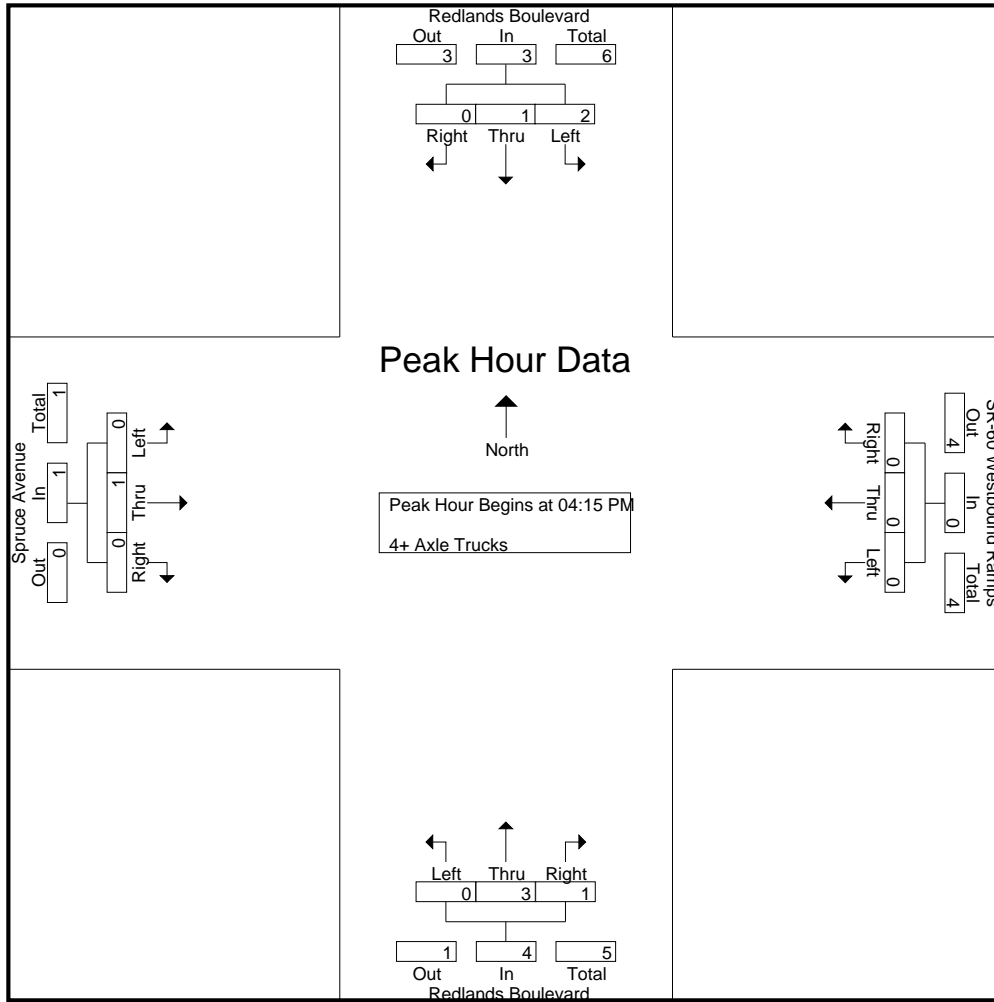
City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Spruce Ave/SR-60 Westbound Ramps
 Weather: Clear

File Name : 20_MRV_Red_60W PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
04:15 PM	2	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	3	1	0	4	0	0	0	0	0	4	1	5	0	1	1	2	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	1	0	0	1	1	0	0	2	2	0	0	0	3
Total	0	0	0	0	1	0	0	1	1	0	2	3	0	0	0	0	4
Grand Total	3	1	0	4	1	0	0	1	1	4	3	8	0	1	1	2	15
Apprch %	75	25	0		100	0	0		12.5	50	37.5		0	50	50		
Total %	20	6.7	0	26.7	6.7	0	0	6.7	6.7	26.7	20	53.3	0	6.7	6.7	13.3	

Start Time	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	1	0	3	0	0	0	0	0	3	1	4	0	1	0	1	8
% App. Total	66.7	33.3	0		0	0	0		0	75	25		0	100	0		
PHF	.250	.250	.000	.375	.000	.000	.000	.000	.000	.375	.250	.500	.000	.250	.000	.250	.500



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	1	0	3	0	0	0	0	0	3	1	4	0	1	0	1
% App. Total	66.7	33.3	0		0	0	0		0	75	25		0	100	0	
PHF	.250	.250	.000	.375	.000	.000	.000	.000	.000	.375	.250	.500	.000	.250	.000	.250

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 21_MRV_Red_60E AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

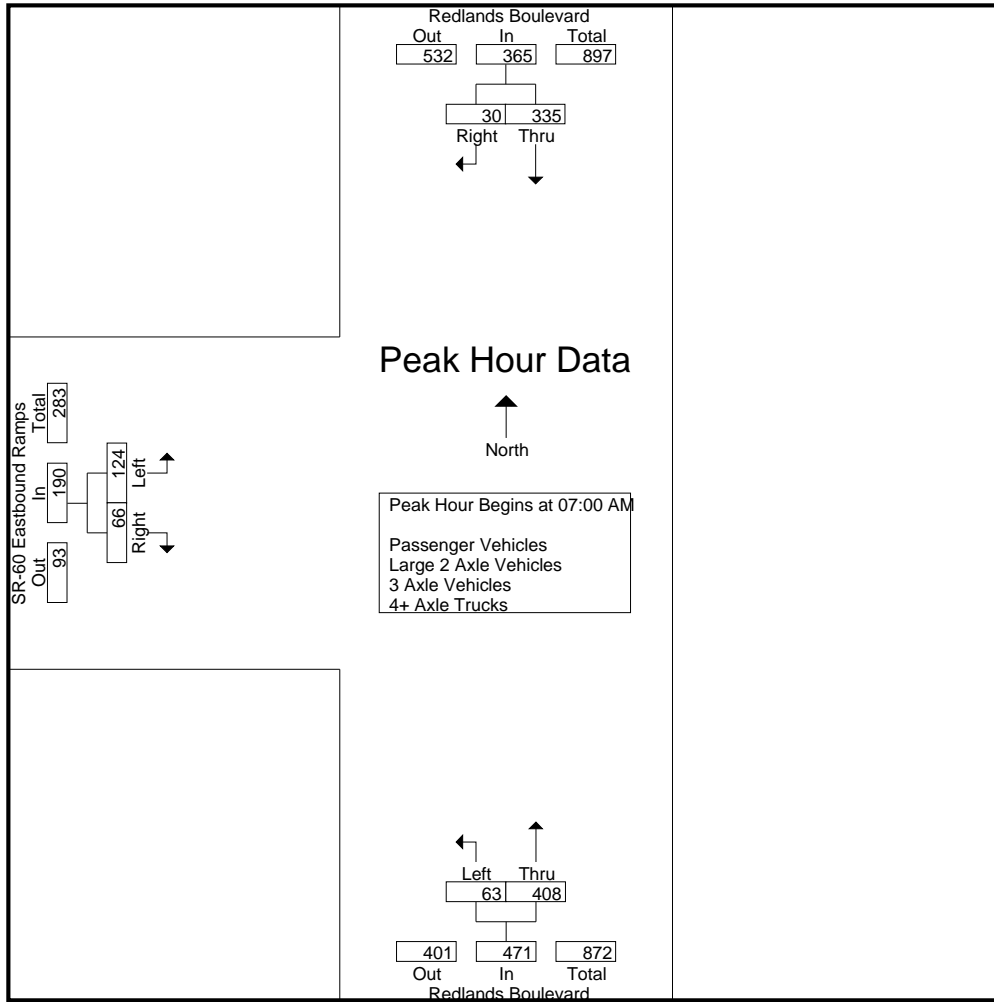
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	92	3	95	19	154	173	39	13	52	320
07:15 AM	82	7	89	13	97	110	28	20	48	247
07:30 AM	90	10	100	18	76	94	28	17	45	239
07:45 AM	71	10	81	13	81	94	29	16	45	220
Total	335	30	365	63	408	471	124	66	190	1026
08:00 AM	67	8	75	9	101	110	32	15	47	232
08:15 AM	46	6	52	15	98	113	45	12	57	222
08:30 AM	46	7	53	17	90	107	40	10	50	210
08:45 AM	35	6	41	8	78	86	59	20	79	206
Total	194	27	221	49	367	416	176	57	233	870
Grand Total	529	57	586	112	775	887	300	123	423	1896
Apprch %	90.3	9.7		12.6	87.4		70.9	29.1		
Total %	27.9	3	30.9	5.9	40.9	46.8	15.8	6.5	22.3	
Passenger Vehicles	518	52	570	106	746	852	286	110	396	1818
% Passenger Vehicles	97.9	91.2	97.3	94.6	96.3	96.1	95.3	89.4	93.6	95.9
Large 2 Axle Vehicles	9	2	11	2	10	12	6	3	9	32
% Large 2 Axle Vehicles	1.7	3.5	1.9	1.8	1.3	1.4	2	2.4	2.1	1.7
3 Axle Vehicles	2	0	2	2	2	4	0	1	1	7
% 3 Axle Vehicles	0.4	0	0.3	1.8	0.3	0.5	0	0.8	0.2	0.4
4+ Axle Trucks	0	3	3	2	17	19	8	9	17	39
% 4+ Axle Trucks	0	5.3	0.5	1.8	2.2	2.1	2.7	7.3	4	2.1

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	92	3	95	19	154	173	39	13	52	320
07:15 AM	82	7	89	13	97	110	28	20	48	247
07:30 AM	90	10	100	18	76	94	28	17	45	239
07:45 AM	71	10	81	13	81	94	29	16	45	220
Total Volume	335	30	365	63	408	471	124	66	190	1026
% App. Total	91.8	8.2		13.4	86.6		65.3	34.7		
PHF	.910	.750	.913	.829	.662	.681	.795	.825	.913	.802

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

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 21_MRV_Red_60E AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM			07:00 AM			08:00 AM		
+0 mins.	92	3	95	19	154	173	32	15	47
+15 mins.	82	7	89	13	97	110	45	12	57
+30 mins.	90	10	100	18	76	94	40	10	50
+45 mins.	71	10	81	13	81	94	59	20	79
Total Volume	335	30	365	63	408	471	176	57	233
% App. Total	91.8	8.2		13.4	86.6		75.5	24.5	
PHF	.910	.750	.913	.829	.662	.681	.746	.713	.737

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 21_MR_V_Red_60E AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	89	3	92	18	152	170	37	13	50	312
07:15 AM	82	7	89	11	92	103	28	15	43	235
07:30 AM	87	9	96	17	71	88	26	16	42	226
07:45 AM	71	9	80	12	78	90	29	14	43	213
Total	329	28	357	58	393	451	120	58	178	986
08:00 AM	66	5	71	9	98	107	31	13	44	222
08:15 AM	44	6	50	15	95	110	42	11	53	213
08:30 AM	45	7	52	16	86	102	37	10	47	201
08:45 AM	34	6	40	8	74	82	56	18	74	196
Total	189	24	213	48	353	401	166	52	218	832
Grand Total	518	52	570	106	746	852	286	110	396	1818
Apprch %	90.9	9.1		12.4	87.6		72.2	27.8		
Total %	28.5	2.9	31.4	5.8	41	46.9	15.7	6.1	21.8	

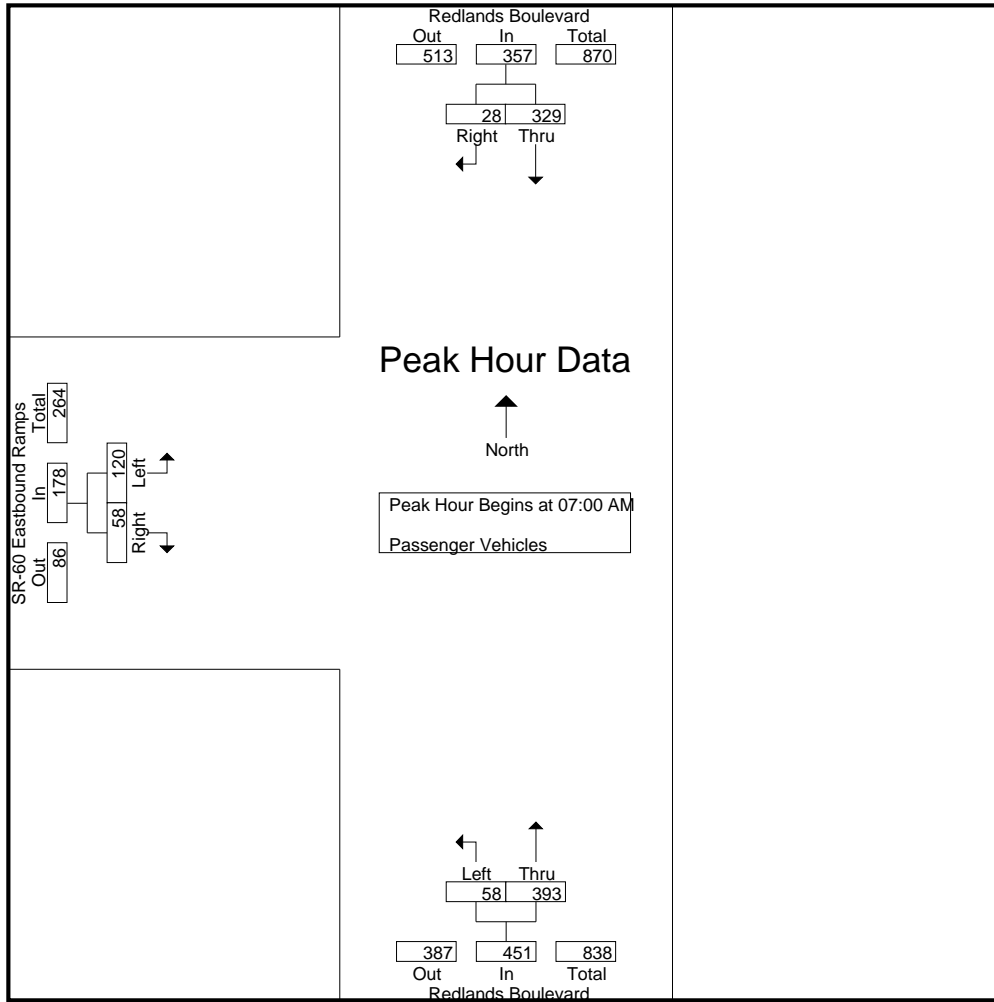
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	89	3	92	18	152	170	37	13	50	312
07:15 AM	82	7	89	11	92	103	28	15	43	235
07:30 AM	87	9	96	17	71	88	26	16	42	226
07:45 AM	71	9	80	12	78	90	29	14	43	213
Total Volume	329	28	357	58	393	451	120	58	178	986
% App. Total	92.2	7.8		12.9	87.1		67.4	32.6		
PHF	.924	.778	.930	.806	.646	.663	.811	.906	.890	.790

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 21_MR_V_Red_60E AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	89	3	92	18	152	170	37	13	50
+15 mins.	82	7	89	11	92	103	28	15	43
+30 mins.	87	9	96	17	71	88	26	16	42
+45 mins.	71	9	80	12	78	90	29	14	43
Total Volume	329	28	357	58	393	451	120	58	178
% App. Total	92.2	7.8		12.9	87.1		67.4	32.6	
PHF	.924	.778	.930	.806	.646	.663	.811	.906	.890

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 21_MRV_Red_60E AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	3	0	3	1	1	2	0	0	0	5
07:15 AM	0	0	0	0	1	1	0	0	0	1
07:30 AM	2	0	2	1	3	4	1	0	1	7
07:45 AM	0	0	0	0	1	1	0	1	1	2
Total	5	0	5	2	6	8	1	1	2	15
08:00 AM	1	2	3	0	1	1	1	1	2	6
08:15 AM	1	0	1	0	1	1	2	1	3	5
08:30 AM	1	0	1	0	1	1	0	0	0	2
08:45 AM	1	0	1	0	1	1	2	0	2	4
Total	4	2	6	0	4	4	5	2	7	17
Grand Total	9	2	11	2	10	12	6	3	9	32
Apprch %	81.8	18.2		16.7	83.3		66.7	33.3		
Total %	28.1	6.2	34.4	6.2	31.2	37.5	18.8	9.4	28.1	

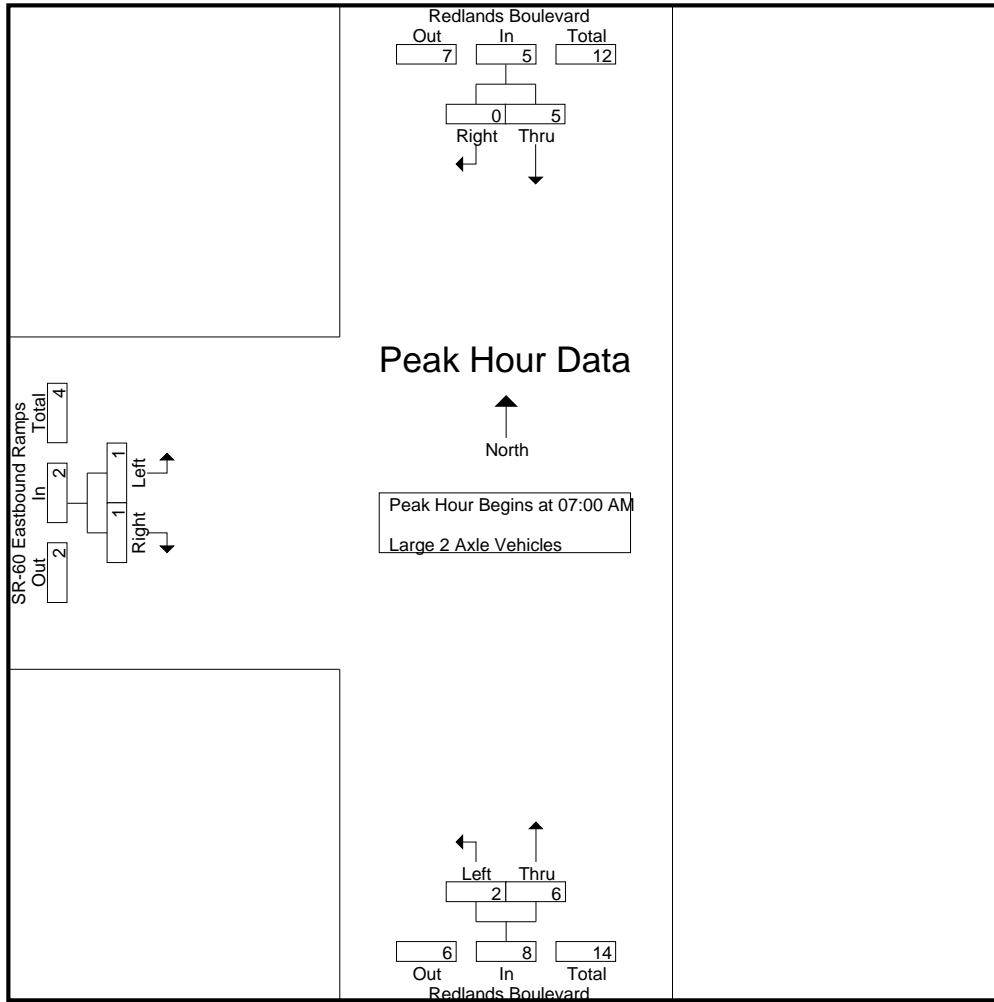
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	3	0	3	1	1	2	0	0	0	5
07:15 AM	0	0	0	0	1	1	0	0	0	1
07:30 AM	2	0	2	1	3	4	1	0	1	7
07:45 AM	0	0	0	0	1	1	0	1	1	2
Total Volume	5	0	5	2	6	8	1	1	2	15
% App. Total	100	0		25	75		50	50		
PHF	.417	.000	.417	.500	.500	.500	.250	.250	.500	.536

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 21_MRV_Red_60E AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	3	0	3	1	1	2	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	2	0	2	1	3	4	1	0	1
+45 mins.	0	0	0	0	1	1	0	1	1
Total Volume	5	0	5	2	6	8	1	1	2
% App. Total	100	0		25	75		50	50	
PHF	.417	.000	.417	.500	.500	.500	.250	.250	.500

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 21_MRV_Red_60E AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	1	0	1	1	0	0	0	2
07:45 AM	0	0	0	1	0	1	0	0	0	1
Total	1	0	1	1	1	2	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	1	1	1
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	1	0	1	0	0	0	1
08:45 AM	0	0	0	0	1	1	0	0	0	1
Total	1	0	1	1	1	2	0	1	1	4
Grand Total	2	0	2	2	2	4	0	1	1	7
Apprch %	100	0		50	50		0	100		
Total %	28.6	0	28.6	28.6	28.6	57.1	0	14.3	14.3	

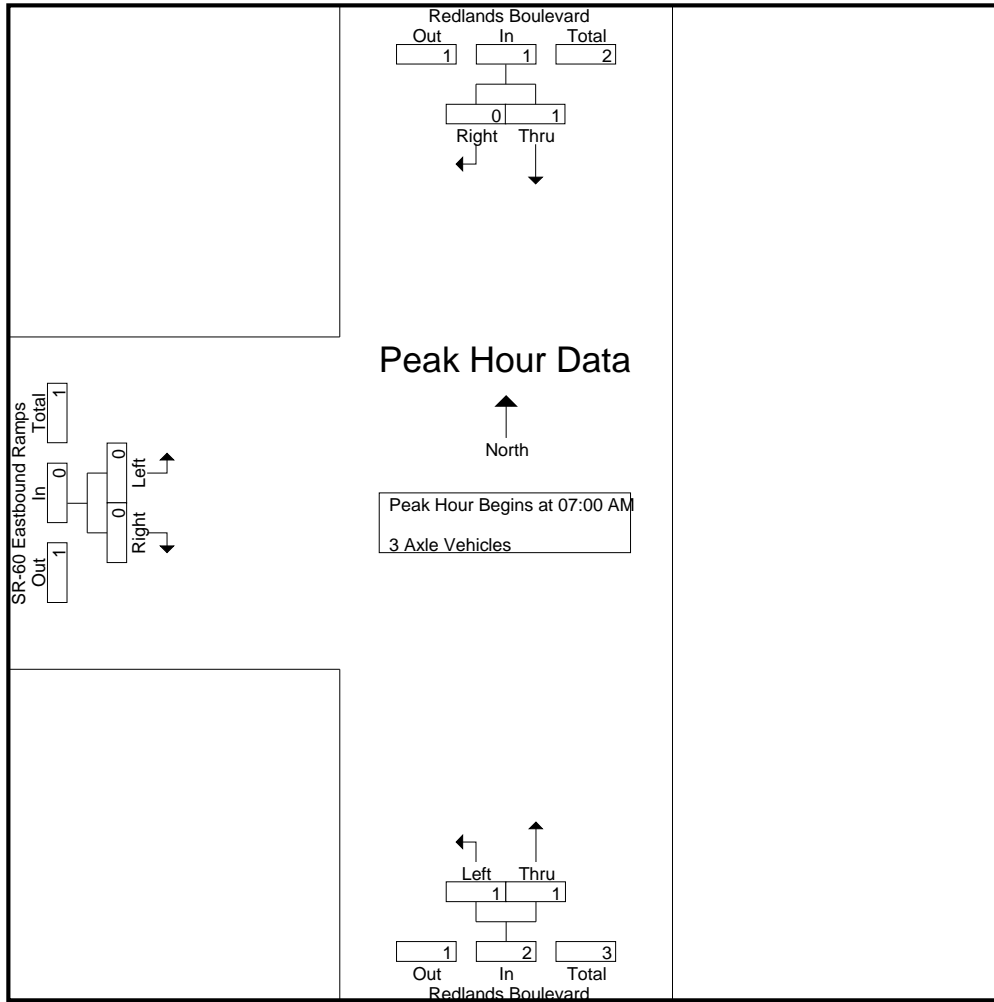
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	1	0	1	1	0	0	0	2
07:45 AM	0	0	0	1	0	1	0	0	0	1
Total Volume	1	0	1	1	1	2	0	0	0	3
% App. Total	100	0		50	50		0	0		
PHF	.250	.000	.250	.250	.250	.500	.000	.000	.000	.375

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 21_MRV_Red_60E AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	1	0	1	1	0	0	0
+45 mins.	0	0	0	1	0	1	0	0	0
Total Volume	1	0	1	1	1	2	0	0	0
% App. Total	100	0		50	50		0	0	
PHF	.250	.000	.250	.250	.250	.500	.000	.000	.000

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 21_MRV_Red_60E AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

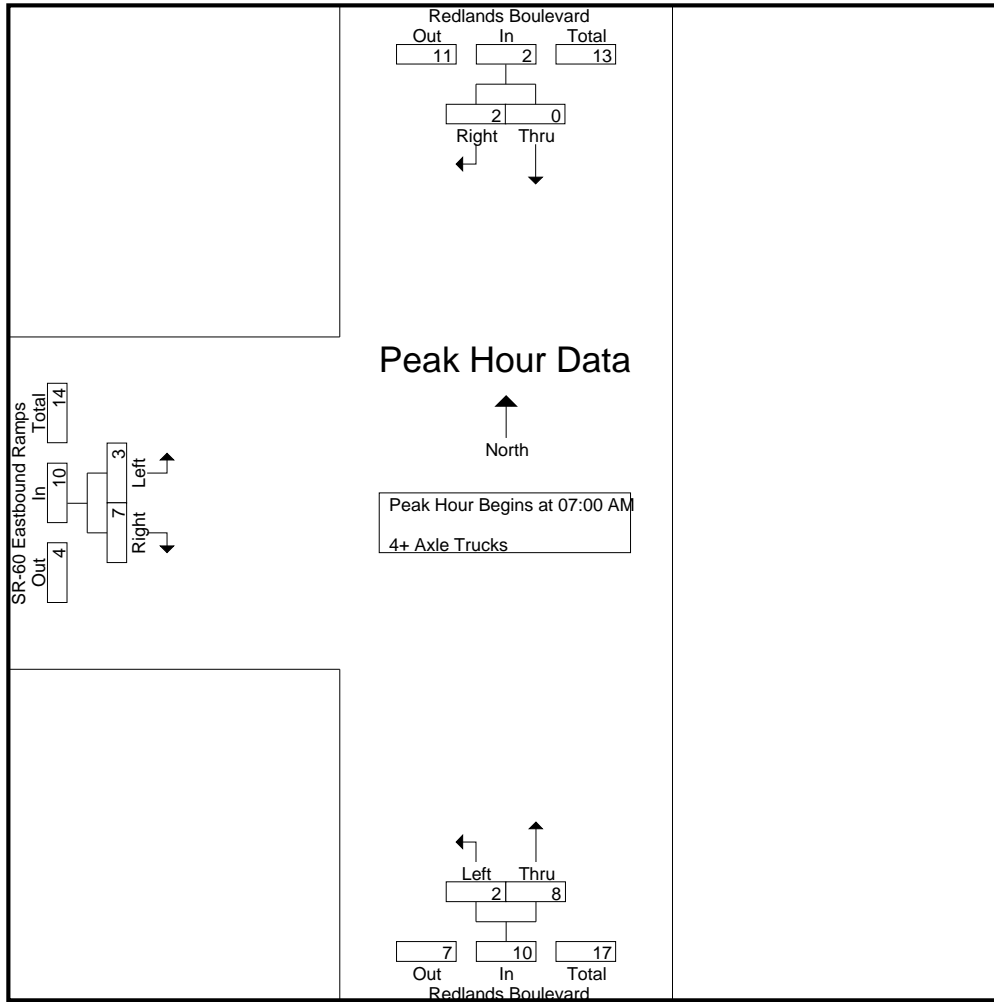
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	1	1	2	0	2	3
07:15 AM	0	0	0	2	4	6	0	5	5	11
07:30 AM	0	1	1	0	1	1	1	1	2	4
07:45 AM	0	1	1	0	2	2	0	1	1	4
Total	0	2	2	2	8	10	3	7	10	22
08:00 AM	0	1	1	0	2	2	0	0	0	3
08:15 AM	0	0	0	0	2	2	1	0	1	3
08:30 AM	0	0	0	0	3	3	3	0	3	6
08:45 AM	0	0	0	0	2	2	1	2	3	5
Total	0	1	1	0	9	9	5	2	7	17
Grand Total	0	3	3	2	17	19	8	9	17	39
Apprch %	0	100		10.5	89.5		47.1	52.9		
Total %	0	7.7	7.7	5.1	43.6	48.7	20.5	23.1	43.6	

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	1	1	2	0	2	3
07:15 AM	0	0	0	2	4	6	0	5	5	11
07:30 AM	0	1	1	0	1	1	1	1	2	4
07:45 AM	0	1	1	0	2	2	0	1	1	4
Total Volume	0	2	2	2	8	10	3	7	10	22
% App. Total	0	100		20	80		30	70		
PHF	.000	.500	.500	.250	.500	.417	.375	.350	.500	.500

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

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 21_MRV_Red_60E AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	1	1	0	0	2
+15 mins.	0	0	0	2	4	6	0	5	5
+30 mins.	0	1	1	0	1	1	1	1	2
+45 mins.	0	1	1	0	2	2	0	1	1
Total Volume	0	2	2	2	8	10	3	7	10
% App. Total	0	100		20	80		30	70	
PHF	.000	.500	.500	.250	.500	.417	.375	.350	.500

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 21_MRV_Red_60E PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

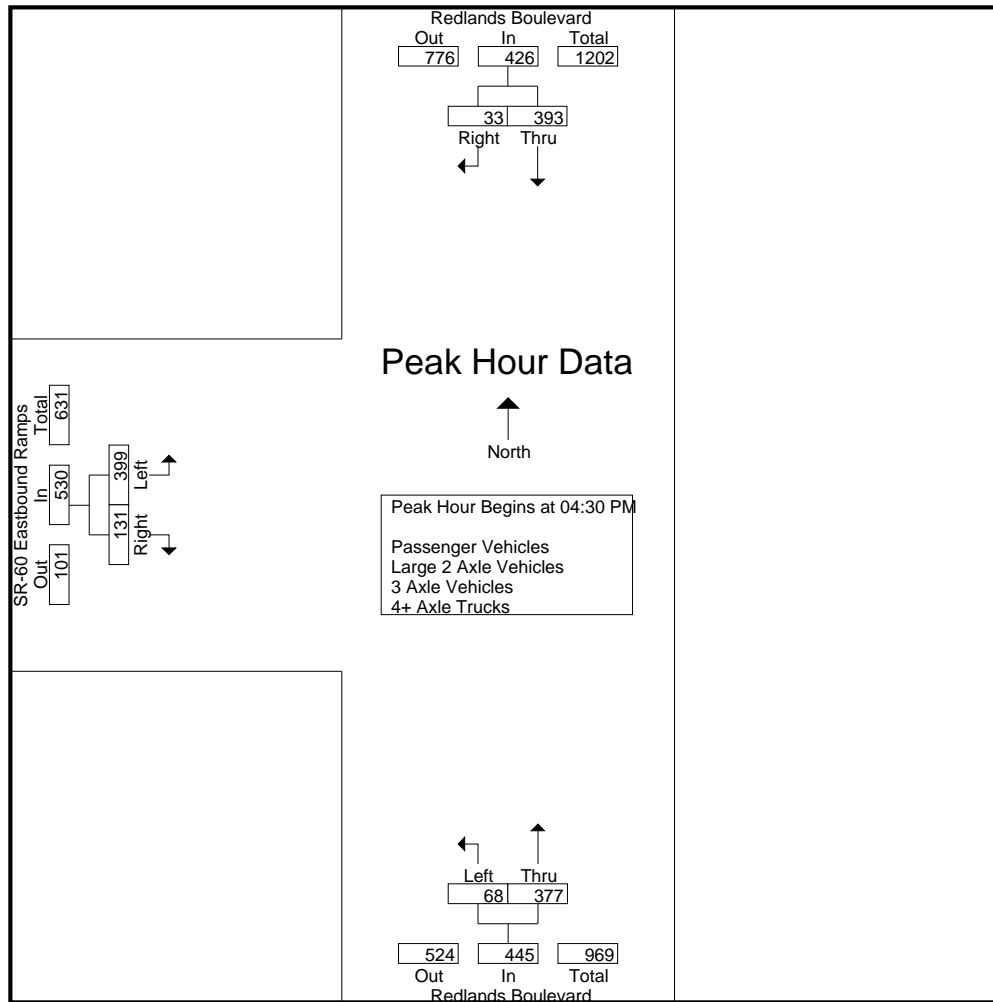
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	98	13	111	8	89	97	90	26	116	324
04:15 PM	97	13	110	13	82	95	102	38	140	345
04:30 PM	101	10	111	14	100	114	107	29	136	361
04:45 PM	100	9	109	18	93	111	108	37	145	365
Total	396	45	441	53	364	417	407	130	537	1395
05:00 PM	101	8	109	15	78	93	82	28	110	312
05:15 PM	91	6	97	21	106	127	102	37	139	363
05:30 PM	99	8	107	10	85	95	83	36	119	321
05:45 PM	107	5	112	9	73	82	90	36	126	320
Total	398	27	425	55	342	397	357	137	494	1316
Grand Total	794	72	866	108	706	814	764	267	1031	2711
Apprch %	91.7	8.3		13.3	86.7		74.1	25.9		
Total %	29.3	2.7	31.9	4	26	30	28.2	9.8	38	
Passenger Vehicles	776	69	845	106	697	803	745	255	1000	2648
% Passenger Vehicles	97.7	95.8	97.6	98.1	98.7	98.6	97.5	95.5	97	97.7
Large 2 Axle Vehicles	15	0	15	0	6	6	11	8	19	40
% Large 2 Axle Vehicles	1.9	0	1.7	0	0.8	0.7	1.4	3	1.8	1.5
3 Axle Vehicles	3	0	3	1	0	1	2	0	2	6
% 3 Axle Vehicles	0.4	0	0.3	0.9	0	0.1	0.3	0	0.2	0.2
4+ Axle Trucks	0	3	3	1	3	4	6	4	10	17
% 4+ Axle Trucks	0	4.2	0.3	0.9	0.4	0.5	0.8	1.5	1	0.6

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:30 PM	101	10	111	14	100	114	107	29	136	361
04:45 PM	100	9	109	18	93	111	108	37	145	365
05:00 PM	101	8	109	15	78	93	82	28	110	312
05:15 PM	91	6	97	21	106	127	102	37	139	363
Total Volume	393	33	426	68	377	445	399	131	530	1401
% App. Total	92.3	7.7		15.3	84.7		75.3	24.7		
PHF	.973	.825	.959	.810	.889	.876	.924	.885	.914	.960

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 21_MRV_Red_60E PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:00 PM			04:30 PM			04:00 PM		
+0 mins.	98	13	111	14	100	114	90	26	116
+15 mins.	97	13	110	18	93	111	102	38	140
+30 mins.	101	10	111	15	78	93	107	29	136
+45 mins.	100	9	109	21	106	127	108	37	145
Total Volume	396	45	441	68	377	445	407	130	537
% App. Total	89.8	10.2		15.3	84.7		75.8	24.2	
PHF	.980	.865	.993	.810	.889	.876	.942	.855	.926

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 21_MRV_Red_60E PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	95	12	107	8	88	96	87	24	111	314
04:15 PM	96	13	109	12	81	93	99	36	135	337
04:30 PM	101	9	110	14	100	114	105	27	132	356
04:45 PM	96	9	105	17	92	109	104	37	141	355
Total	388	43	431	51	361	412	395	124	519	1362
05:00 PM	101	8	109	15	76	91	80	27	107	307
05:15 PM	88	6	94	21	104	125	102	36	138	357
05:30 PM	97	8	105	10	85	95	79	32	111	311
05:45 PM	102	4	106	9	71	80	89	36	125	311
Total	388	26	414	55	336	391	350	131	481	1286
Grand Total	776	69	845	106	697	803	745	255	1000	2648
Apprch %	91.8	8.2		13.2	86.8		74.5	25.5		
Total %	29.3	2.6	31.9	4	26.3	30.3	28.1	9.6	37.8	

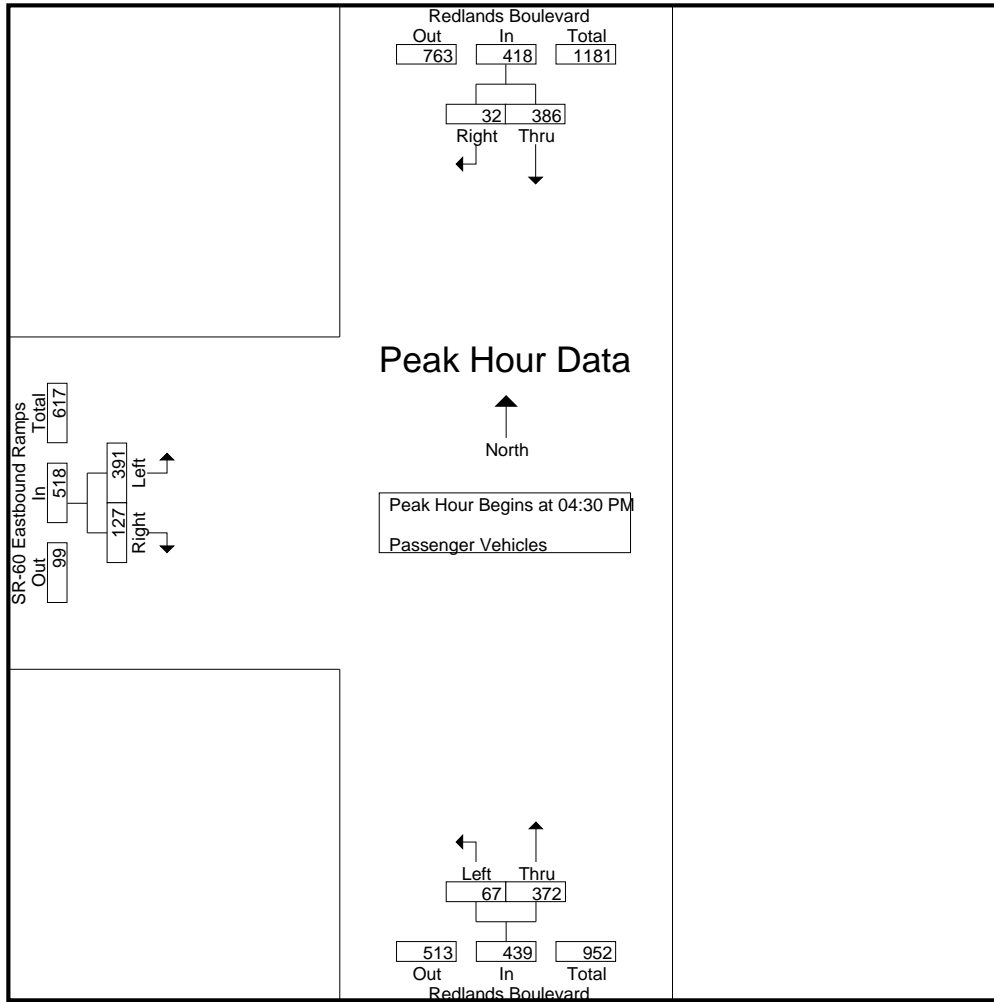
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:30 PM	101	9	110	14	100	114	105	27	132	356
04:45 PM	96	9	105	17	92	109	104	37	141	355
05:00 PM	101	8	109	15	76	91	80	27	107	307
05:15 PM	88	6	94	21	104	125	102	36	138	357
Total Volume	386	32	418	67	372	439	391	127	518	1375
% App. Total	92.3	7.7		15.3	84.7		75.5	24.5		
PHF	.955	.889	.950	.798	.894	.878	.931	.858	.918	.963

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

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 21_MRV_Red_60E PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	101	9	110	14	100	114	105	27	132
+15 mins.	96	9	105	17	92	109	104	37	141
+30 mins.	101	8	109	15	76	91	80	27	107
+45 mins.	88	6	94	21	104	125	102	36	138
Total Volume	386	32	418	67	372	439	391	127	518
% App. Total	92.3	7.7		15.3	84.7		75.5	24.5	
PHF	.955	.889	.950	.798	.894	.878	.931	.858	.918

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 21_MRV_Red_60E PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	3	0	3	0	1	1	1	2	3	7
04:15 PM	0	0	0	0	1	1	2	1	3	4
04:30 PM	0	0	0	0	0	0	1	1	2	2
04:45 PM	3	0	3	0	0	0	3	0	3	6
Total	6	0	6	0	2	2	7	4	11	19
05:00 PM	0	0	0	0	2	2	2	1	3	5
05:15 PM	2	0	2	0	2	2	0	0	0	4
05:30 PM	2	0	2	0	0	0	1	3	4	6
05:45 PM	5	0	5	0	0	0	1	0	1	6
Total	9	0	9	0	4	4	4	4	8	21
Grand Total	15	0	15	0	6	6	11	8	19	40
Apprch %	100	0		0	100		57.9	42.1		
Total %	37.5	0	37.5	0	15	15	27.5	20	47.5	

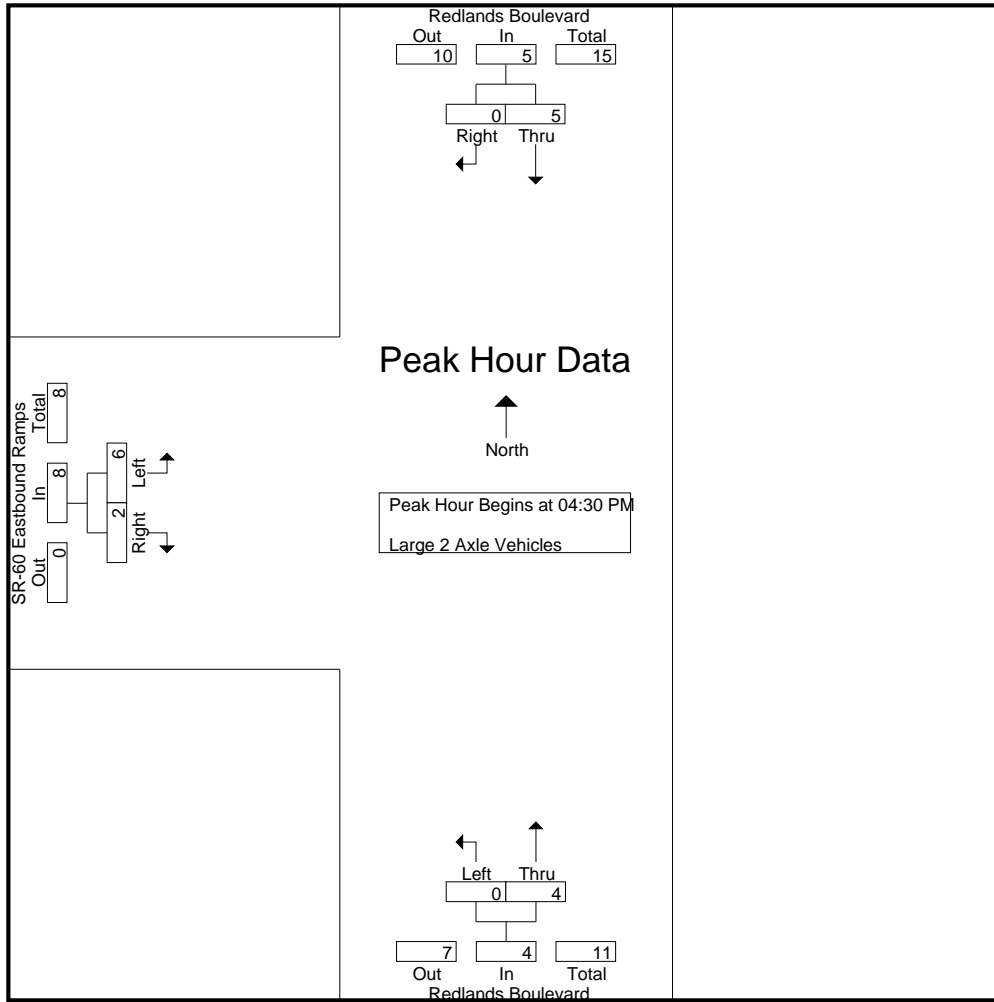
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:30 PM	0	0	0	0	0	0	1	1	2	2
04:45 PM	3	0	3	0	0	0	3	0	3	6
05:00 PM	0	0	0	0	2	2	2	1	3	5
05:15 PM	2	0	2	0	2	2	0	0	0	4
Total Volume	5	0	5	0	4	4	6	2	8	17
% App. Total	100	0		0	100		75	25		
PHF	.417	.000	.417	.000	.500	.500	.500	.500	.667	.708

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

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 21_MRV_Red_60E PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	1	1	2
+15 mins.	3	0	3	0	0	0	3	0	3
+30 mins.	0	0	0	0	2	2	2	1	3
+45 mins.	2	0	2	0	2	2	0	0	0
Total Volume	5	0	5	0	4	4	6	2	8
% App. Total	100	0		0	100		75	25	
PHF	.417	.000	.417	.000	.500	.500	.500	.500	.667

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 21_MRV_Red_60E PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	1	1	0	1	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	1	0	0	0	1	0	1	2
Total	2	0	2	1	0	1	1	0	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	1	0	1	2
Grand Total	3	0	3	1	0	1	2	0	2	6
Apprch %	100	0		100	0		100	0		
Total %	50	0	50	16.7	0	16.7	33.3	0	33.3	

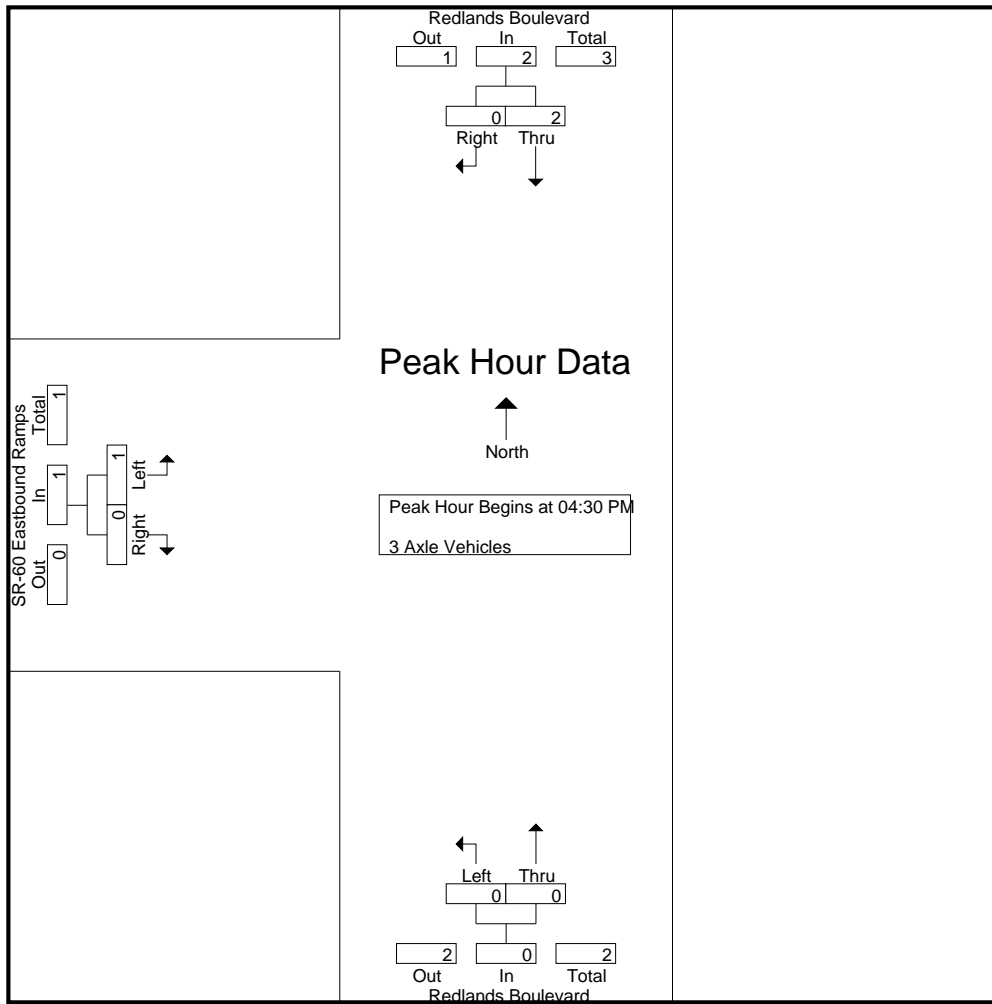
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	1	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	1	0	0	0	0	0	0	1
Total Volume	2	0	2	0	0	0	1	0	1	3
% App. Total	100	0		0	0		100	0		
PHF	.500	.000	.500	.000	.000	.000	.250	.000	.250	.375

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

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 21_MRV_Red_60E PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

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

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 21_MR_V_Red_60E PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	1	1	0	0	0	2	0	2	3
04:15 PM	0	0	0	0	0	0	1	1	2	2
04:30 PM	0	1	1	0	0	0	1	1	2	3
04:45 PM	0	0	0	1	1	2	0	0	0	2
Total	0	2	2	1	1	2	4	2	6	10
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	2	1	3	3
05:45 PM	0	1	1	0	2	2	0	0	0	3
Total	0	1	1	0	2	2	2	2	4	7
Grand Total	0	3	3	1	3	4	6	4	10	17
Apprch %	0	100		25	75		60	40		
Total %	0	17.6	17.6	5.9	17.6	23.5	35.3	23.5	58.8	

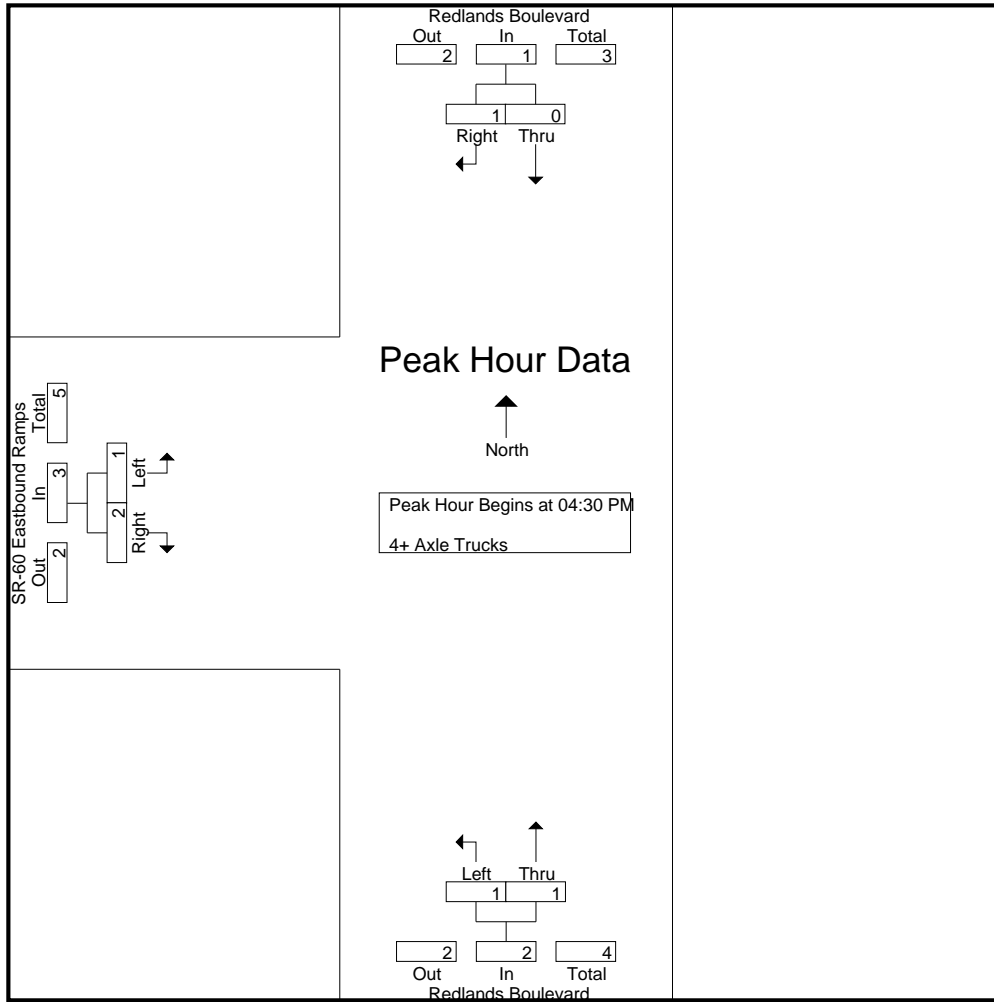
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:30 PM	0	1	1	0	0	0	1	1	2	3
04:45 PM	0	0	0	1	1	2	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	1	1	1	1	2	1	2	3	6
% App. Total	0	100		50	50		33.3	66.7		
PHF	.000	.250	.250	.250	.250	.250	.250	.500	.375	.500

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

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 21_MRV_Red_60E PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	1	1	0	0	0	1	1	2
+15 mins.	0	0	0	1	1	2	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	0	1	1	1	1	2	1	2	3
% App. Total	0	100		50	50		33.3	66.7	
PHF	.000	.250	.250	.250	.250	.250	.250	.500	.375

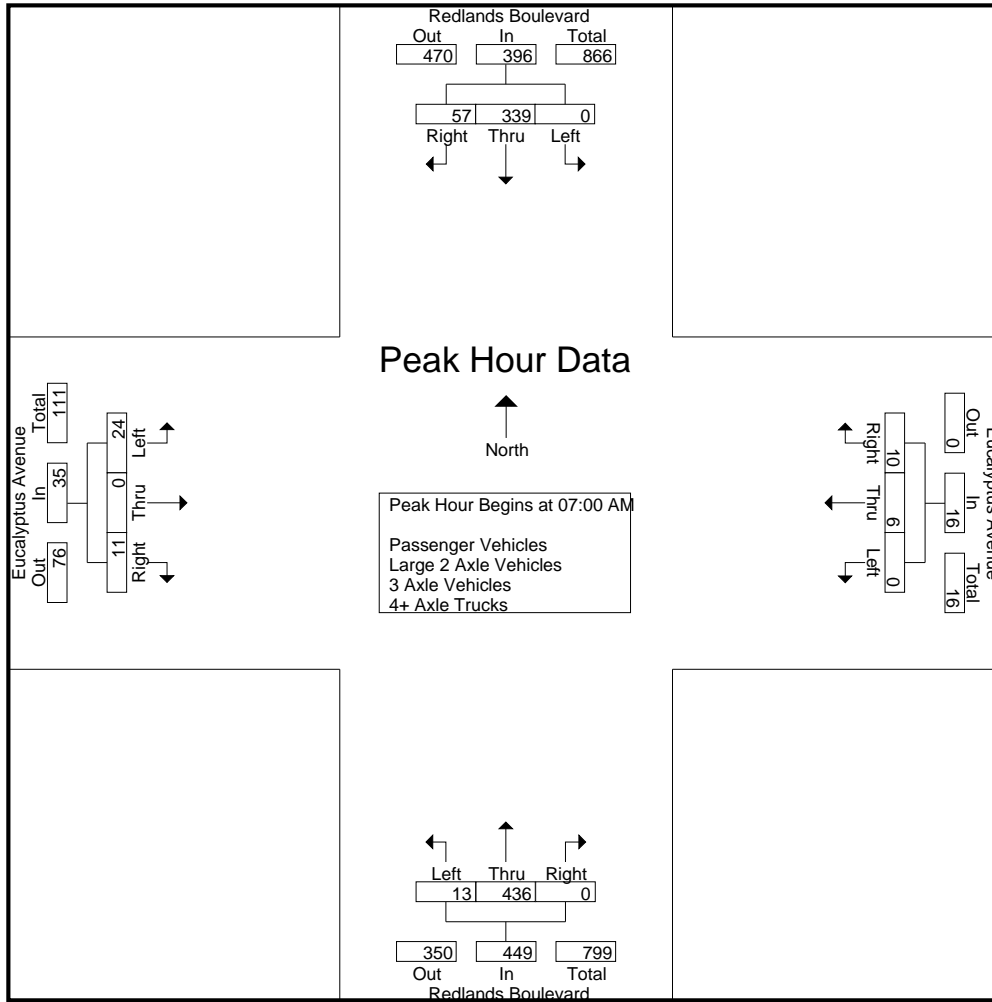
City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 22_MRV_Red_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	89	14	103	0	3	2	5	2	168	0	170	4	0	2	6	284
07:15 AM	0	80	15	95	0	1	2	3	2	96	0	98	11	0	1	12	208
07:30 AM	0	97	16	113	0	2	3	5	3	87	0	90	3	0	3	6	214
07:45 AM	0	73	12	85	0	0	3	3	6	85	0	91	6	0	5	11	190
Total	0	339	57	396	0	6	10	16	13	436	0	449	24	0	11	35	896
08:00 AM	0	71	17	88	1	4	11	16	6	98	0	104	6	0	3	9	217
08:15 AM	0	48	8	56	3	3	7	13	3	102	0	105	8	1	2	11	185
08:30 AM	0	50	9	59	0	2	17	19	0	83	0	83	6	0	2	8	169
08:45 AM	2	48	7	57	1	3	9	13	3	75	0	78	3	0	0	3	151
Total	2	217	41	260	5	12	44	61	12	358	0	370	23	1	7	31	722
Grand Total	2	556	98	656	5	18	54	77	25	794	0	819	47	1	18	66	1618
Apprch %	0.3	84.8	14.9		6.5	23.4	70.1		3.1	96.9	0		71.2	1.5	27.3		
Total %	0.1	34.4	6.1	40.5	0.3	1.1	3.3	4.8	1.5	49.1	0	50.6	2.9	0.1	1.1	4.1	
Passenger Vehicles	2	542	87	631	5	18	54	77	25	778	0	803	27	1	17	45	1556
% Passenger Vehicles	100	97.5	88.8	96.2	100	100	100	100	100	98	0	98	57.4	100	94.4	68.2	96.2
Large 2 Axle Vehicles	0	13	1	14	0	0	0	0	0	11	0	11	2	0	1	3	28
% Large 2 Axle Vehicles	0	2.3	1	2.1	0	0	0	0	0	1.4	0	1.3	4.3	0	5.6	4.5	1.7
3 Axle Vehicles	0	0	2	2	0	0	0	0	0	2	0	2	2	0	0	2	6
% 3 Axle Vehicles	0	0	2	0.3	0	0	0	0	0	0.3	0	0.2	4.3	0	0	3	0.4
4+ Axle Trucks	0	1	8	9	0	0	0	0	0	3	0	3	16	0	0	16	28
% 4+ Axle Trucks	0	0.2	8.2	1.4	0	0	0	0	0	0.4	0	0.4	34	0	0	24.2	1.7

Start Time	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	89	14	103	0	3	2	5	2	168	0	170	4	0	2	6	284
07:15 AM	0	80	15	95	0	1	2	3	2	96	0	98	11	0	1	12	208
07:30 AM	0	97	16	113	0	2	3	5	3	87	0	90	3	0	3	6	214
07:45 AM	0	73	12	85	0	0	3	3	6	85	0	91	6	0	5	11	190
Total Volume	0	339	57	396	0	6	10	16	13	436	0	449	24	0	11	35	896
% App. Total	0	85.6	14.4		0	37.5	62.5		2.9	97.1	0		68.6	0	31.4		
PHF	.000	.874	.891	.876	.000	.500	.833	.800	.542	.649	.000	.660	.545	.000	.550	.729	.789



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

	07:00 AM				08:00 AM				07:00 AM				07:45 AM			
+0 mins.	0	89	14	103	1	4	11	16	2	168	0	170	6	0	5	11
+15 mins.	0	80	15	95	3	3	7	13	2	96	0	98	6	0	3	9
+30 mins.	0	97	16	113	0	2	17	19	3	87	0	90	8	1	2	11
+45 mins.	0	73	12	85	1	3	9	13	6	85	0	91	6	0	2	8
Total Volume	0	339	57	396	5	12	44	61	13	436	0	449	26	1	12	39
% App. Total	0	85.6	14.4		8.2	19.7	72.1		2.9	97.1	0		66.7	2.6	30.8	
PHF	.000	.874	.891	.876	.417	.750	.647	.803	.542	.649	.000	.660	.813	.250	.600	.886

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 22_MRV_Red_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

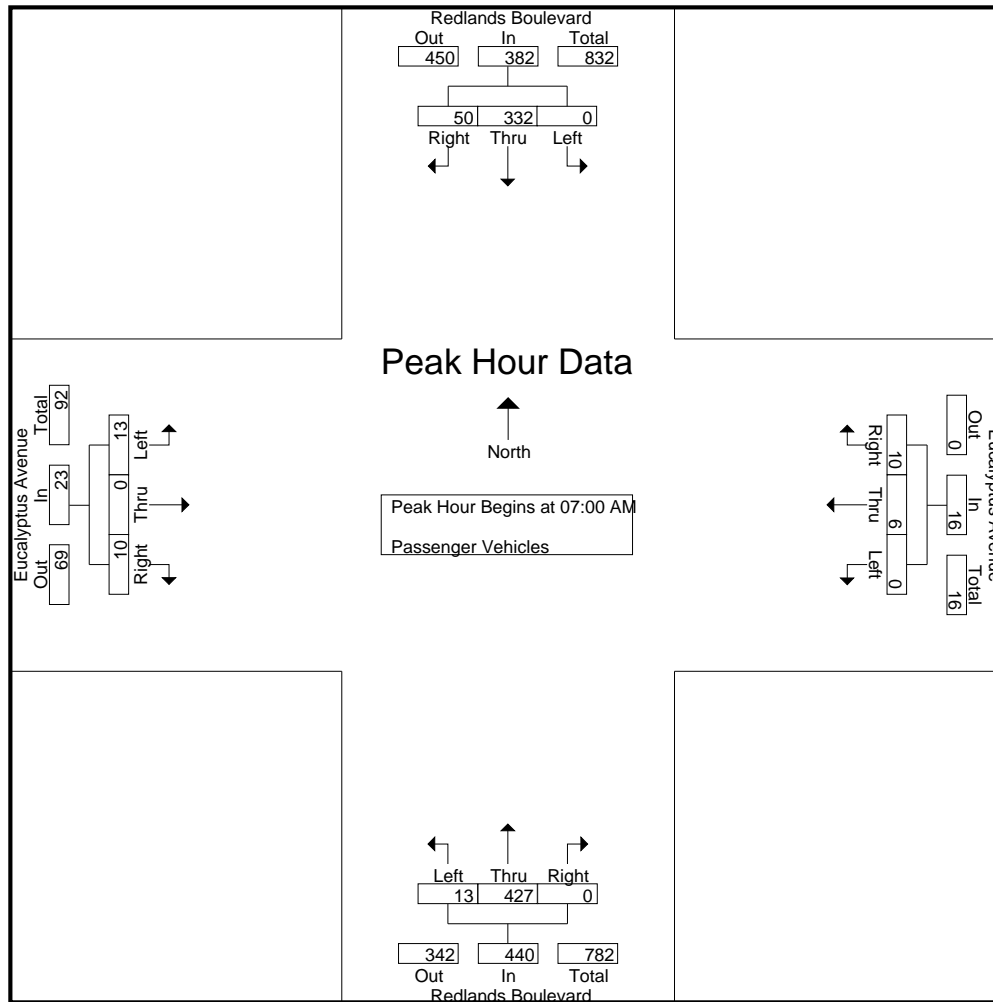
Groups Printed- Passenger Vehicles

Start Time	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	85	14	99	0	3	2	5	2	166	0	168	3	0	1	4	276
07:15 AM	0	79	12	91	0	1	2	3	2	95	0	97	5	0	1	6	197
07:30 AM	0	95	13	108	0	2	3	5	3	82	0	85	3	0	3	6	204
07:45 AM	0	73	11	84	0	0	3	3	6	84	0	90	2	0	5	7	184
Total	0	332	50	382	0	6	10	16	13	427	0	440	13	0	10	23	861
08:00 AM	0	70	16	86	1	4	11	16	6	97	0	103	4	0	3	7	212
08:15 AM	0	46	7	53	3	3	7	13	3	100	0	103	6	1	2	9	178
08:30 AM	0	47	9	56	0	2	17	19	0	81	0	81	3	0	2	5	161
08:45 AM	2	47	5	54	1	3	9	13	3	73	0	76	1	0	0	1	144
Total	2	210	37	249	5	12	44	61	12	351	0	363	14	1	7	22	695
Grand Total	2	542	87	631	5	18	54	77	25	778	0	803	27	1	17	45	1556
Apprch %	0.3	85.9	13.8		6.5	23.4	70.1		3.1	96.9	0		60	2.2	37.8		
Total %	0.1	34.8	5.6	40.6	0.3	1.2	3.5	4.9	1.6	50	0	51.6	1.7	0.1	1.1	2.9	

Start Time	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	85	14	99	0	3	2	5	2	166	0	168	3	0	1	4	276
07:15 AM	0	79	12	91	0	1	2	3	2	95	0	97	5	0	1	6	197
07:30 AM	0	95	13	108	0	2	3	5	3	82	0	85	3	0	3	6	204
07:45 AM	0	73	11	84	0	0	3	3	6	84	0	90	2	0	5	7	184
Total Volume	0	332	50	382	0	6	10	16	13	427	0	440	13	0	10	23	861
% App. Total	0	86.9	13.1		0	37.5	62.5		3	97	0		56.5	0	43.5		
PHF	.000	.874	.893	.884	.000	.500	.833	.800	.542	.643	.000	.655	.650	.000	.500	.821	.780

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 22_MRV_Red_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	85	14	99	0	3	2	5	2	166	0	168	3	0	1	4
+15 mins.	0	79	12	91	0	1	2	3	2	95	0	97	5	0	1	6
+30 mins.	0	95	13	108	0	2	3	5	3	82	0	85	3	0	3	6
+45 mins.	0	73	11	84	0	0	3	3	6	84	0	90	2	0	5	7
Total Volume	0	332	50	382	0	6	10	16	13	427	0	440	13	0	10	23
% App. Total	0	86.9	13.1		0	37.5	62.5		3	97	0		56.5	0	43.5	
PHF	.000	.874	.893	.884	.000	.500	.833	.800	.542	.643	.000	.655	.650	.000	.500	.821

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 22_MR_V_Red_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

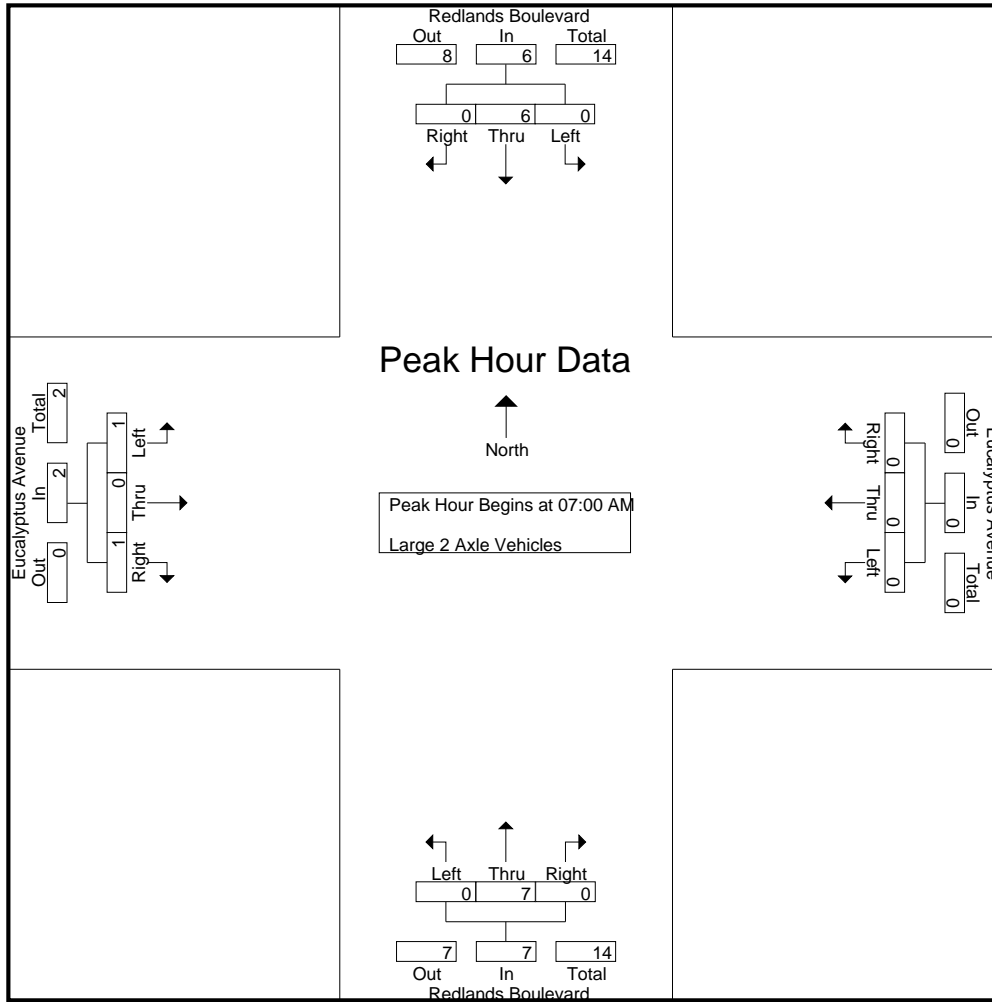
Groups Printed- Large 2 Axle Vehicles

Start Time	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	1	1	7
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	6	0	6	0	0	0	0	0	7	0	7	1	0	1	2	15
08:00 AM	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:15 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:30 AM	0	3	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	7	1	8	0	0	0	0	0	4	0	4	1	0	0	1	13
Grand Total	0	13	1	14	0	0	0	0	0	11	0	11	2	0	1	3	28
Apprch %	0	92.9	7.1		0	0	0		0	100	0		66.7	0	33.3		
Total %	0	46.4	3.6	50	0	0	0	0	0	39.3	0	39.3	7.1	0	3.6	10.7	

Start Time	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	1	1	7
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
Total Volume	0	6	0	6	0	0	0	0	0	7	0	7	1	0	1	2	15
% App. Total	0	100	0		0	0	0		0	100	0		50	0	50		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.438	.000	.438	.250	.000	.250	.500	.536

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 22_MRV_Red_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	4	0	4	0	0	0	0	0	2	0	2	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1
Total Volume	0	6	0	6	0	0	0	0	0	7	0	7	1	0	1	2
% App. Total	0	100	0		0	0	0		0	100	0		50	0	50	
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.438	.000	.438	.250	.000	.250	.500

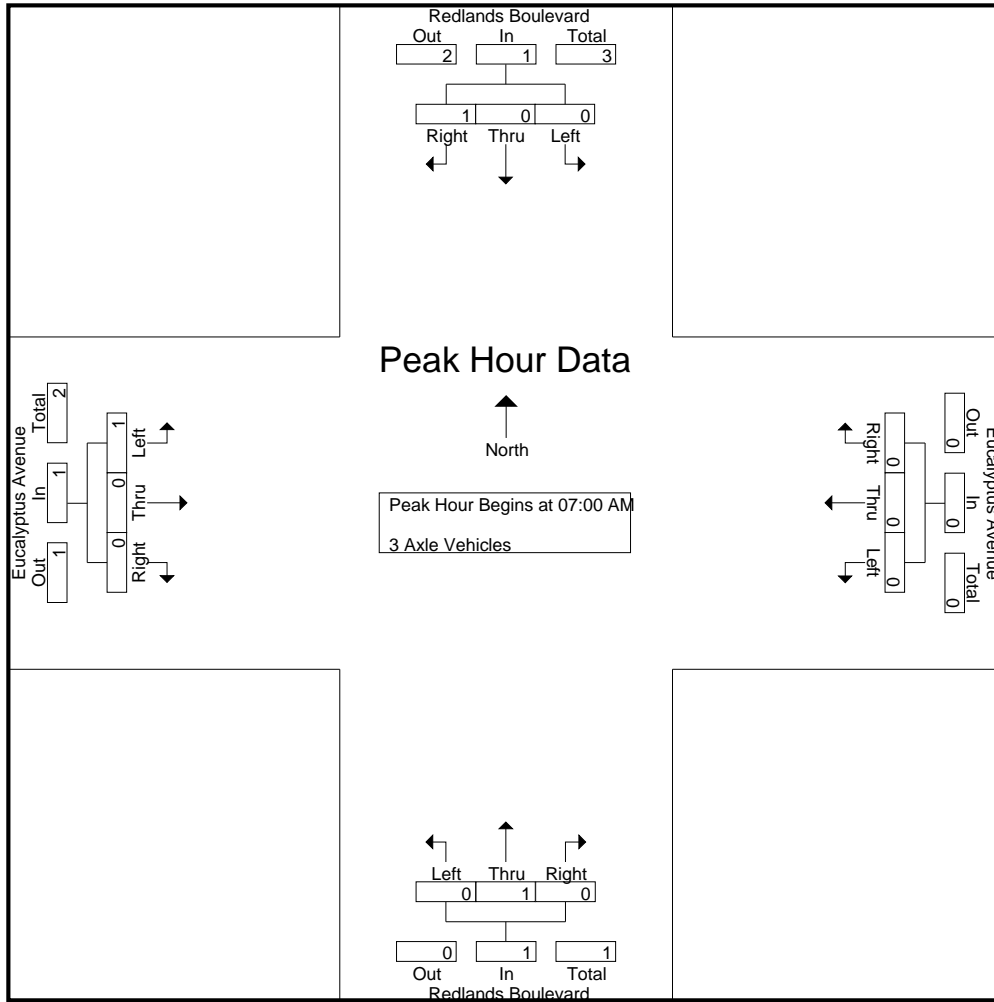
City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 22_MR_V_Red_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	1	1	0	0	0	0	0	1	0	1	1	0	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	1	1	0	0	0	0	0	1	0	1	1	0	0	1	3
Grand Total	0	0	2	2	0	0	0	0	0	2	0	2	2	0	0	2	6
Apprch %	0	0	100		0	0	0		0	100	0		100	0	0		
Total %	0	0	33.3	33.3	0	0	0	0	0	33.3	0	33.3	33.3	0	0	33.3	

Start Time	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	1	1	0	0	0	0	0	1	0	1	1	0	0	1	3
% App. Total	0	0	100		0	0	0		0	100	0		100	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.375



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

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

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 22_MR_V_Red_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

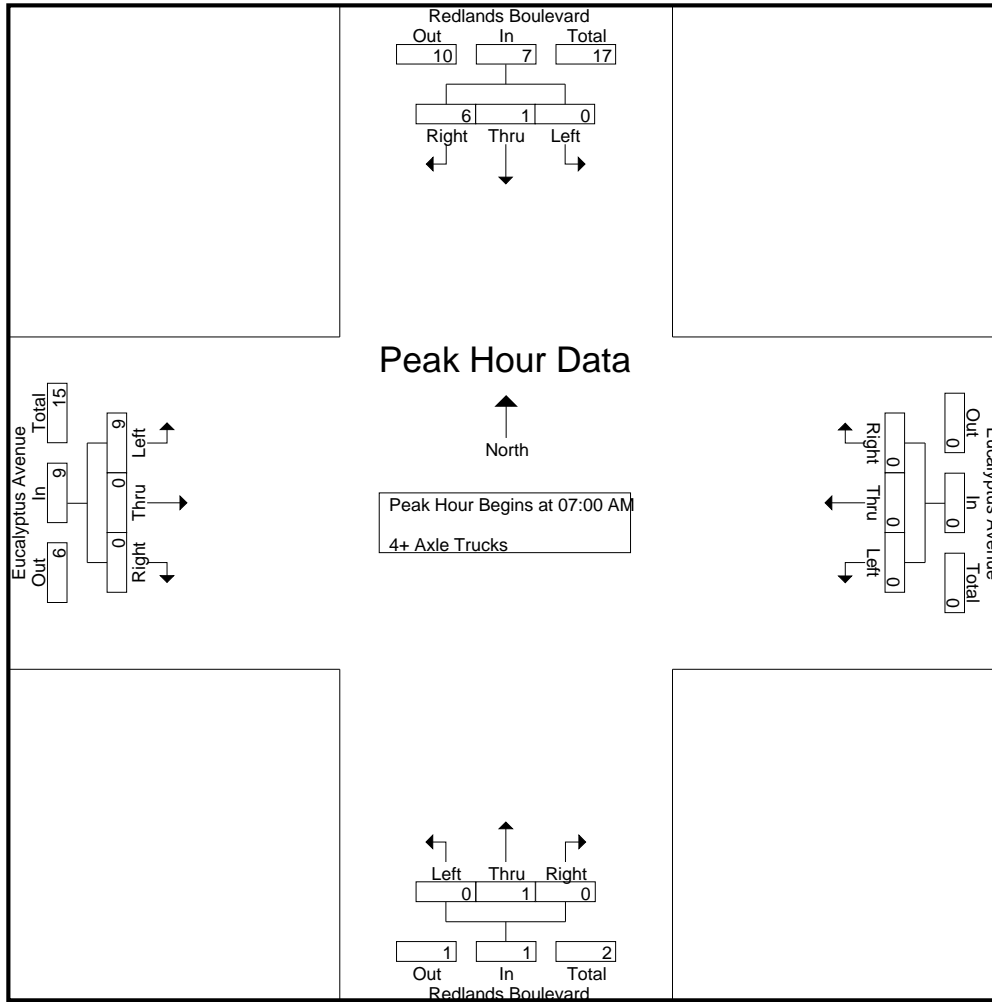
Groups Printed- 4+ Axle Trucks

Start Time	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	1	3	4	0	0	0	0	0	1	0	1	6	0	0	6	11
07:30 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	0	1	6	7	0	0	0	0	0	1	0	1	9	0	0	9	17
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1	3
08:45 AM	0	0	2	2	0	0	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	2	2	0	0	0	0	0	2	0	2	7	0	0	7	11
Grand Total	0	1	8	9	0	0	0	0	0	3	0	3	16	0	0	16	28
Apprch %	0	11.1	88.9		0	0	0		0	100	0		100	0	0		
Total %	0	3.6	28.6	32.1	0	0	0	0	0	10.7	0	10.7	57.1	0	0	57.1	

Start Time	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	1	3	4	0	0	0	0	0	1	0	1	6	0	0	6	11
07:30 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
Total Volume	0	1	6	7	0	0	0	0	0	1	0	1	9	0	0	9	17
% App. Total	0	14.3	85.7		0	0	0		0	100	0		100	0	0		
PHF	.000	.250	.500	.438	.000	.000	.000	.000	.000	.250	.000	.250	.375	.000	.000	.375	.386

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 22_MRV_Red_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	1	3	4	0	0	0	0	0	1	0	1	6	0	0	6
+30 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2
Total Volume	0	1	6	7	0	0	0	0	0	1	0	1	9	0	0	9
% App. Total	0	14.3	85.7		0	0	0	0	0	100	0		100	0	0	
PHF	.000	.250	.500	.438	.000	.000	.000	.000	.000	.250	.000	.250	.375	.000	.000	.375

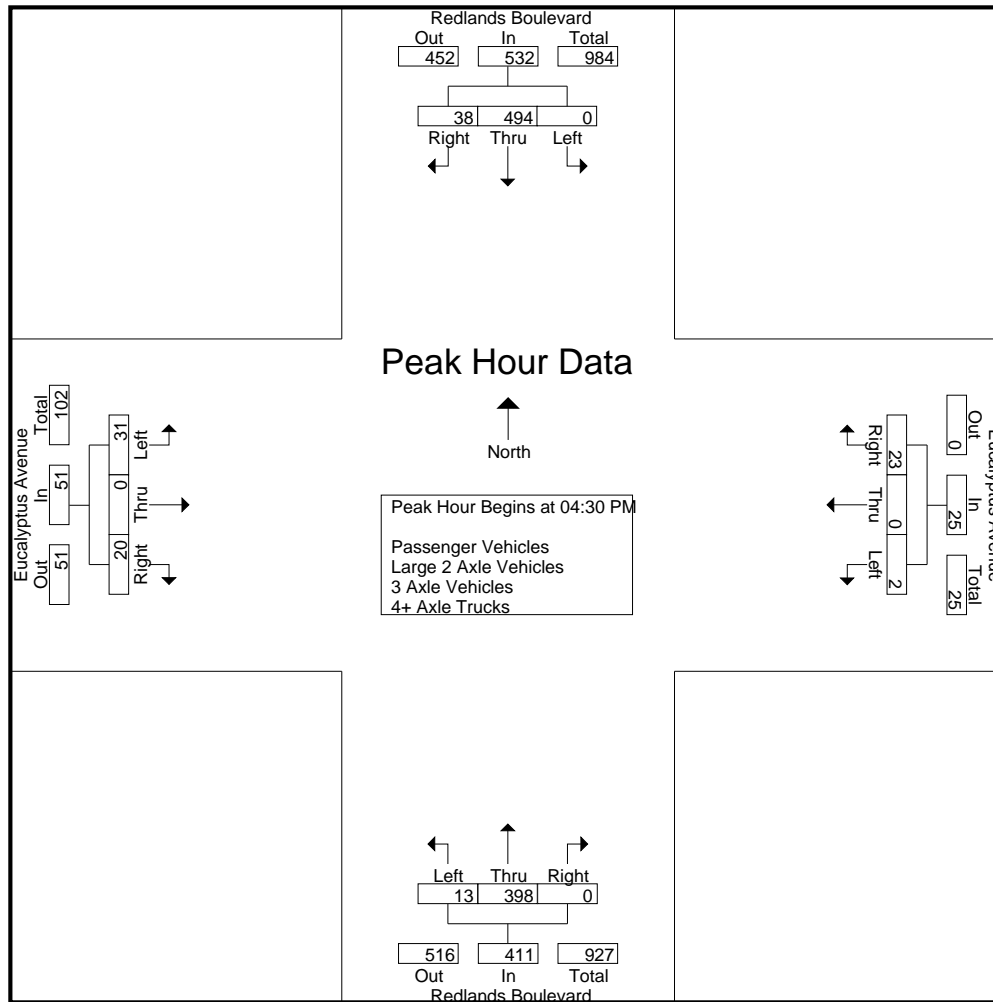
City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 22_MRV_Red_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	117	6	123	1	1	7	9	2	73	0	75	14	0	5	19	226
04:15 PM	0	117	13	130	0	0	2	2	4	90	0	94	5	1	9	15	241
04:30 PM	0	127	6	133	0	0	11	11	3	92	0	95	9	0	6	15	254
04:45 PM	0	124	13	137	0	0	3	3	1	103	0	104	8	0	7	15	259
Total	0	485	38	523	1	1	23	25	10	358	0	368	36	1	27	64	980
05:00 PM	0	125	8	133	0	0	6	6	4	86	0	90	6	0	2	8	237
05:15 PM	0	118	11	129	2	0	3	5	5	117	0	122	8	0	5	13	269
05:30 PM	0	125	8	133	2	0	7	9	0	86	0	86	3	0	6	9	237
05:45 PM	0	138	8	146	0	2	3	5	9	76	1	86	4	1	3	8	245
Total	0	506	35	541	4	2	19	25	18	365	1	384	21	1	16	38	988
Grand Total	0	991	73	1064	5	3	42	50	28	723	1	752	57	2	43	102	1968
Apprch %	0	93.1	6.9		10	6	84		3.7	96.1	0.1		55.9	2	42.2		
Total %	0	50.4	3.7	54.1	0.3	0.2	2.1	2.5	1.4	36.7	0.1	38.2	2.9	0.1	2.2	5.2	
Passenger Vehicles	0	963	65	1028	5	3	42	50	27	713	1	741	54	2	40	96	1915
% Passenger Vehicles	0	97.2	89	96.6	100	100	100	100	96.4	98.6	100	98.5	94.7	100	93	94.1	97.3
Large 2 Axle Vehicles	0	24	4	28	0	0	0	0	1	8	0	9	0	0	2	2	39
% Large 2 Axle Vehicles	0	2.4	5.5	2.6	0	0	0	0	3.6	1.1	0	1.2	0	0	4.7	2	2
3 Axle Vehicles	0	2	1	3	0	0	0	0	0	1	0	1	0	0	1	1	5
% 3 Axle Vehicles	0	0.2	1.4	0.3	0	0	0	0	0	0.1	0	0.1	0	0	2.3	1	0.3
4+ Axle Trucks	0	2	3	5	0	0	0	0	0	1	0	1	3	0	0	3	9
% 4+ Axle Trucks	0	0.2	4.1	0.5	0	0	0	0	0	0.1	0	0.1	5.3	0	0	2.9	0.5

Start Time	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	127	6	133	0	0	11	11	3	92	0	95	9	0	6	15	254
04:45 PM	0	124	13	137	0	0	3	3	1	103	0	104	8	0	7	15	259
05:00 PM	0	125	8	133	0	0	6	6	4	86	0	90	6	0	2	8	237
05:15 PM	0	118	11	129	2	0	3	5	5	117	0	122	8	0	5	13	269
Total Volume	0	494	38	532	2	0	23	25	13	398	0	411	31	0	20	51	1019
% App. Total	0	92.9	7.1		8	0	92		3.2	96.8	0		60.8	0	39.2		
PHF	.000	.972	.731	.971	.250	.000	.523	.568	.650	.850	.000	.842	.861	.000	.714	.850	.947



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

	05:00 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	0	125	8	133	1	1	7	9	3	92	0	95	14	0	5	19
+15 mins.	0	118	11	129	0	0	2	2	1	103	0	104	5	1	9	15
+30 mins.	0	125	8	133	0	0	11	11	4	86	0	90	9	0	6	15
+45 mins.	0	138	8	146	0	0	3	3	5	117	0	122	8	0	7	15
Total Volume	0	506	35	541	1	1	23	25	13	398	0	411	36	1	27	64
% App. Total	0	93.5	6.5		4	4	92		3.2	96.8	0		56.2	1.6	42.2	
PHF	.000	.917	.795	.926	.250	.250	.523	.568	.650	.850	.000	.842	.643	.250	.750	.842

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 22_MR_V_Red_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

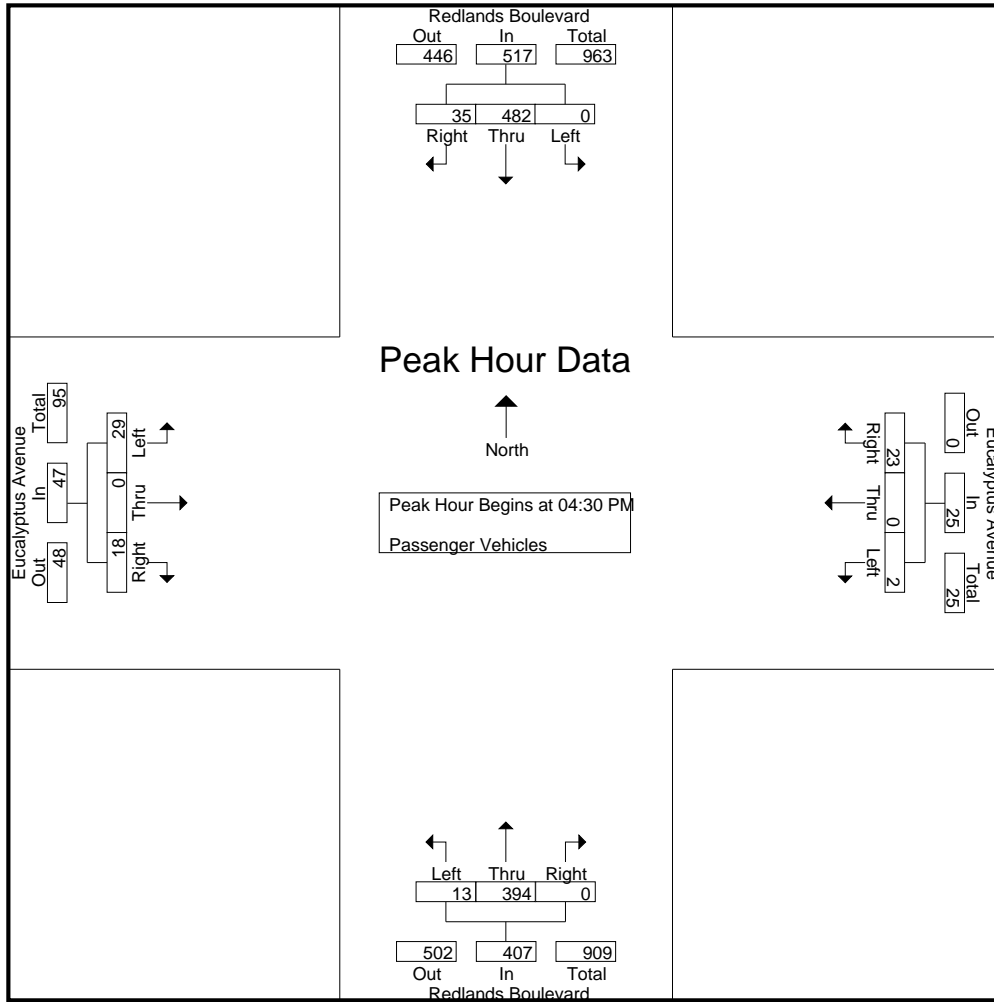
Groups Printed- Passenger Vehicles

Start Time	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	112	6	118	1	1	7	9	2	71	0	73	14	0	5	19	219
04:15 PM	0	112	11	123	0	0	2	2	4	87	0	91	5	1	8	14	230
04:30 PM	0	124	6	130	0	0	11	11	3	92	0	95	9	0	6	15	251
04:45 PM	0	122	12	134	0	0	3	3	1	103	0	104	6	0	7	13	254
Total	0	470	35	505	1	1	23	25	10	353	0	363	34	1	26	61	954
05:00 PM	0	122	7	129	0	0	6	6	4	84	0	88	6	0	1	7	230
05:15 PM	0	114	10	124	2	0	3	5	5	115	0	120	8	0	4	12	261
05:30 PM	0	124	5	129	2	0	7	9	0	86	0	86	3	0	6	9	233
05:45 PM	0	133	8	141	0	2	3	5	8	75	1	84	3	1	3	7	237
Total	0	493	30	523	4	2	19	25	17	360	1	378	20	1	14	35	961
Grand Total	0	963	65	1028	5	3	42	50	27	713	1	741	54	2	40	96	1915
Apprch %	0	93.7	6.3		10	6	84		3.6	96.2	0.1		56.2	2.1	41.7		
Total %	0	50.3	3.4	53.7	0.3	0.2	2.2	2.6	1.4	37.2	0.1	38.7	2.8	0.1	2.1	5	

Start Time	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	124	6	130	0	0	11	11	3	92	0	95	9	0	6	15	251
04:45 PM	0	122	12	134	0	0	3	3	1	103	0	104	6	0	7	13	254
05:00 PM	0	122	7	129	0	0	6	6	4	84	0	88	6	0	1	7	230
05:15 PM	0	114	10	124	2	0	3	5	5	115	0	120	8	0	4	12	261
Total Volume	0	482	35	517	2	0	23	25	13	394	0	407	29	0	18	47	996
% App. Total	0	93.2	6.8		8	0	92		3.2	96.8	0		61.7	0	38.3		
PHF	.000	.972	.729	.965	.250	.000	.523	.568	.650	.857	.000	.848	.806	.000	.643	.783	.954

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 22_MRV_Red_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	124	6	130	0	0	11	11	3	92	0	95	9	0	6	15
+15 mins.	0	122	12	134	0	0	3	3	1	103	0	104	6	0	7	13
+30 mins.	0	122	7	129	0	0	6	6	4	84	0	88	6	0	1	7
+45 mins.	0	114	10	124	2	0	3	5	5	115	0	120	8	0	4	12
Total Volume	0	482	35	517	2	0	23	25	13	394	0	407	29	0	18	47
% App. Total	0	93.2	6.8		8	0	92		3.2	96.8	0		61.7	0	38.3	
PHF	.000	.972	.729	.965	.250	.000	.523	.568	.650	.857	.000	.848	.806	.000	.643	.783

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 22_MR_V_Red_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

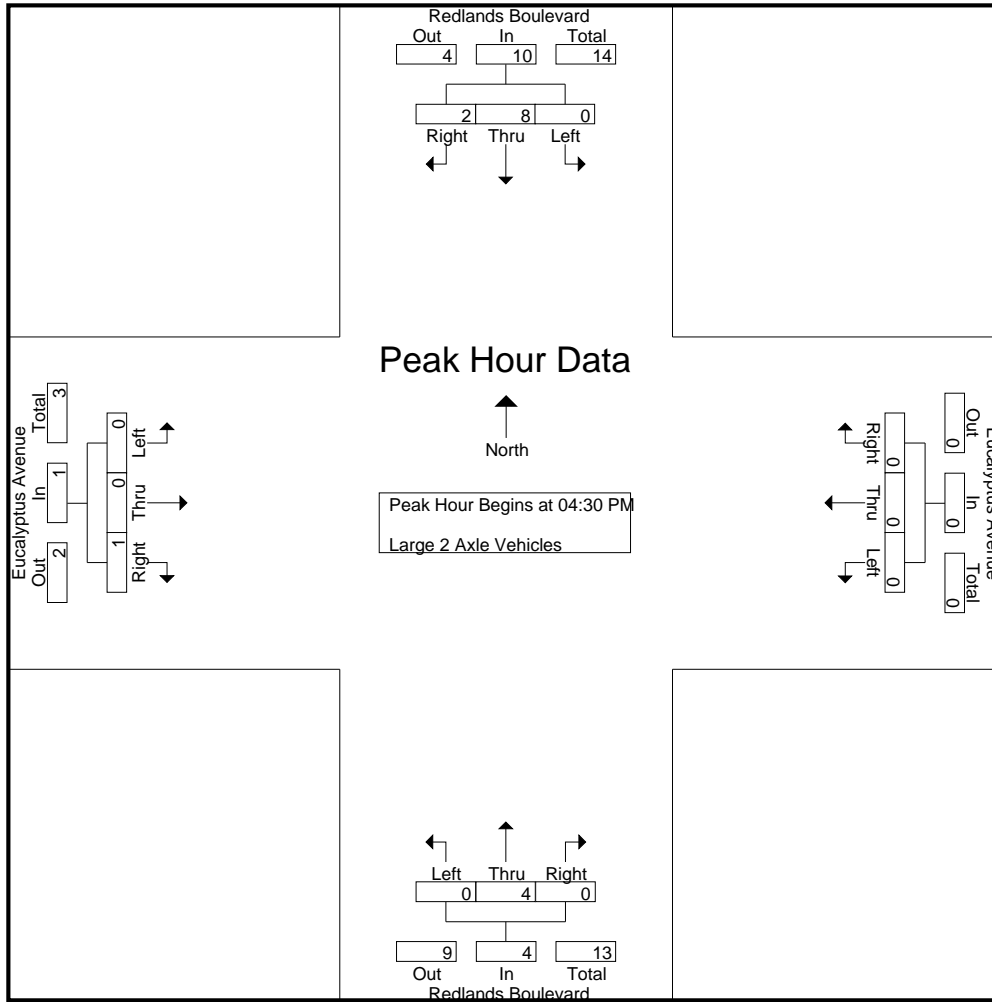
Groups Printed- Large 2 Axle Vehicles

Start Time	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	5	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7
04:15 PM	0	5	0	5	0	0	0	0	0	2	0	2	0	0	1	1	8
04:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	14	1	15	0	0	0	0	0	4	0	4	0	0	1	1	20
05:00 PM	0	1	1	2	0	0	0	0	0	2	0	2	0	0	0	0	4
05:15 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	1	1	6
05:30 PM	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	5	0	5	0	0	0	0	1	0	0	1	0	0	0	0	6
Total	0	10	3	13	0	0	0	0	1	4	0	5	0	0	1	1	19
Grand Total	0	24	4	28	0	0	0	0	1	8	0	9	0	0	2	2	39
Apprch %	0	85.7	14.3		0	0	0		11.1	88.9	0		0	0	100		
Total %	0	61.5	10.3	71.8	0	0	0	0	2.6	20.5	0	23.1	0	0	5.1	5.1	

Start Time	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	1	1	2	0	0	0	0	0	2	0	2	0	0	0	0	4
05:15 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	1	1	6
Total Volume	0	8	2	10	0	0	0	0	0	4	0	4	0	0	1	1	15
% App. Total	0	80	20		0	0	0		0	100	0		0	0	100		
PHF	.000	.667	.500	.833	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.625

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 22_MRV_Red_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	1	2	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	0	2	0	2	0	0	1	1
Total Volume	0	8	2	10	0	0	0	0	0	4	0	4	0	0	1	1
% App. Total	0	80	20		0	0	0		0	100	0		0	0	100	
PHF	.000	.667	.500	.833	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 22_MR_V_Red_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

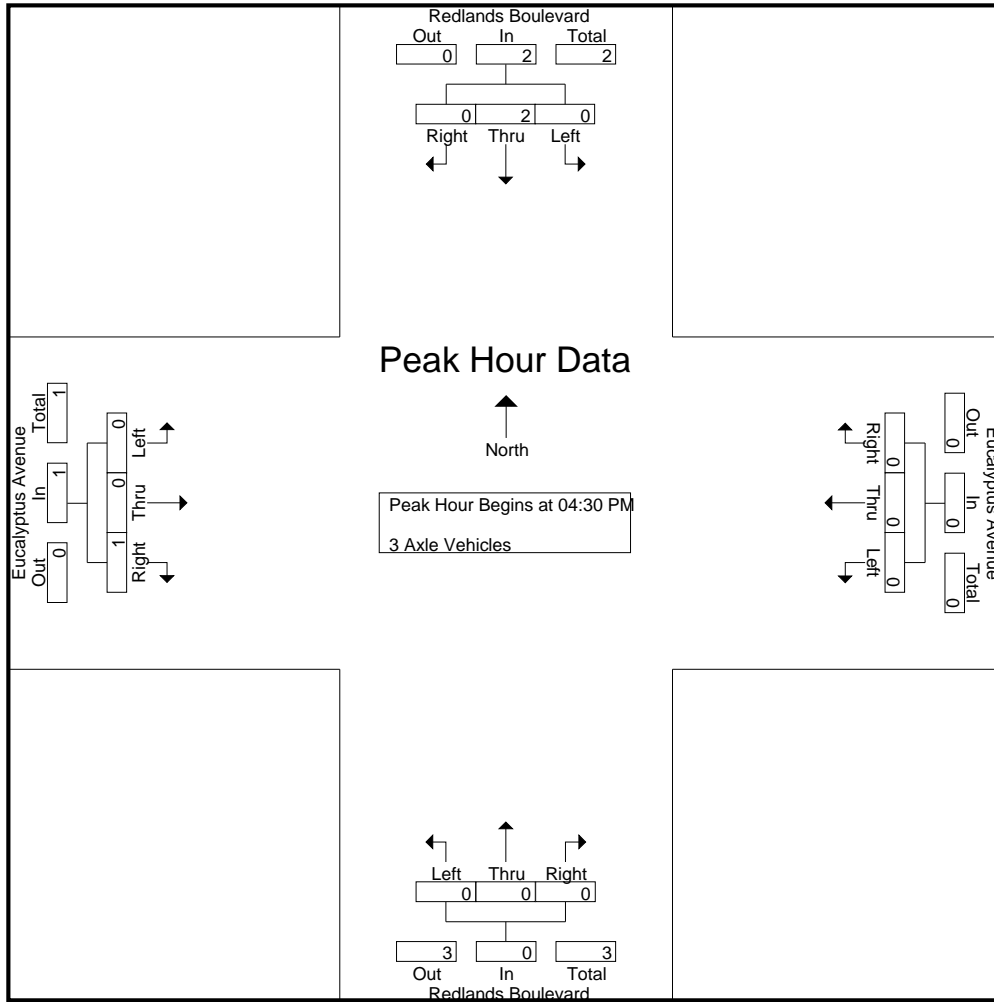
Groups Printed- 3 Axle Vehicles

Start Time	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
Grand Total	0	2	1	3	0	0	0	0	0	1	0	1	0	0	1	1	5
Apprch %	0	66.7	33.3		0	0	0		0	100	0		0	0	100		
Total %	0	40	20	60	0	0	0	0	0	20	0	20	0	0	20	20	

Start Time	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
% App. Total	0	100	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.375

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 22_MRV_Red_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

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

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 22_MRV_Red_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

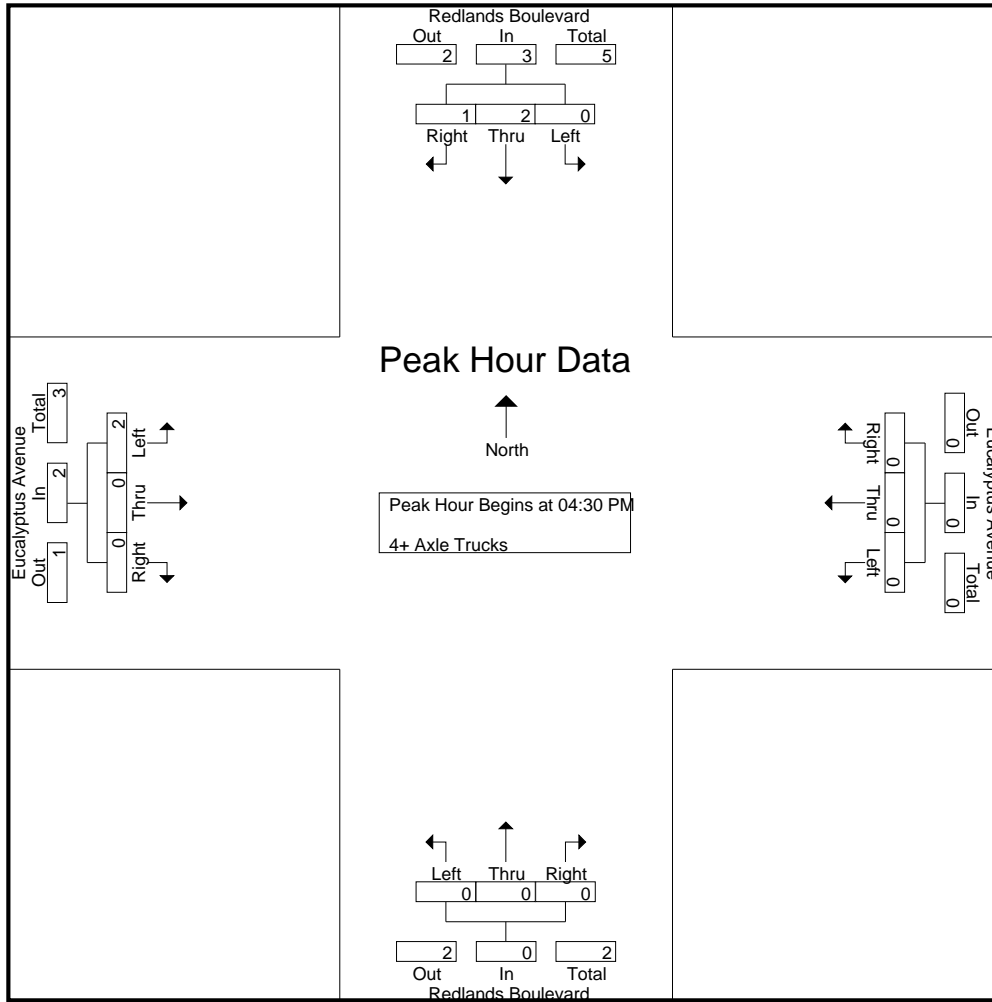
Groups Printed- 4+ Axle Trucks

Start Time	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	1	1	2	0	0	0	0	0	0	0	0	2	0	0	2	4
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	1	2	3	0	0	0	0	0	1	0	1	1	0	0	1	5
Grand Total	0	2	3	5	0	0	0	0	0	1	0	1	3	0	0	3	9
Apprch %	0	40	60		0	0	0		0	100	0		100	0	0		
Total %	0	22.2	33.3	55.6	0	0	0	0	0	11.1	0	11.1	33.3	0	0	33.3	

Start Time	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	1	3	0	0	0	0	0	0	0	0	2	0	0	2	5
% App. Total	0	66.7	33.3		0	0	0		0	0	0		100	0	0		
PHF	.000	.500	.250	.750	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.625

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 22_MRV_Red_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	1	3	0	0	0	0	0	0	0	0	2	0	0	2
% App. Total	0	66.7	33.3		0	0	0	0	0	0	0	0	100	0	0	
PHF	.000	.500	.250	.750	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Encelia Avenue
 Weather: Clear

File Name : 25_MR_V_Red_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

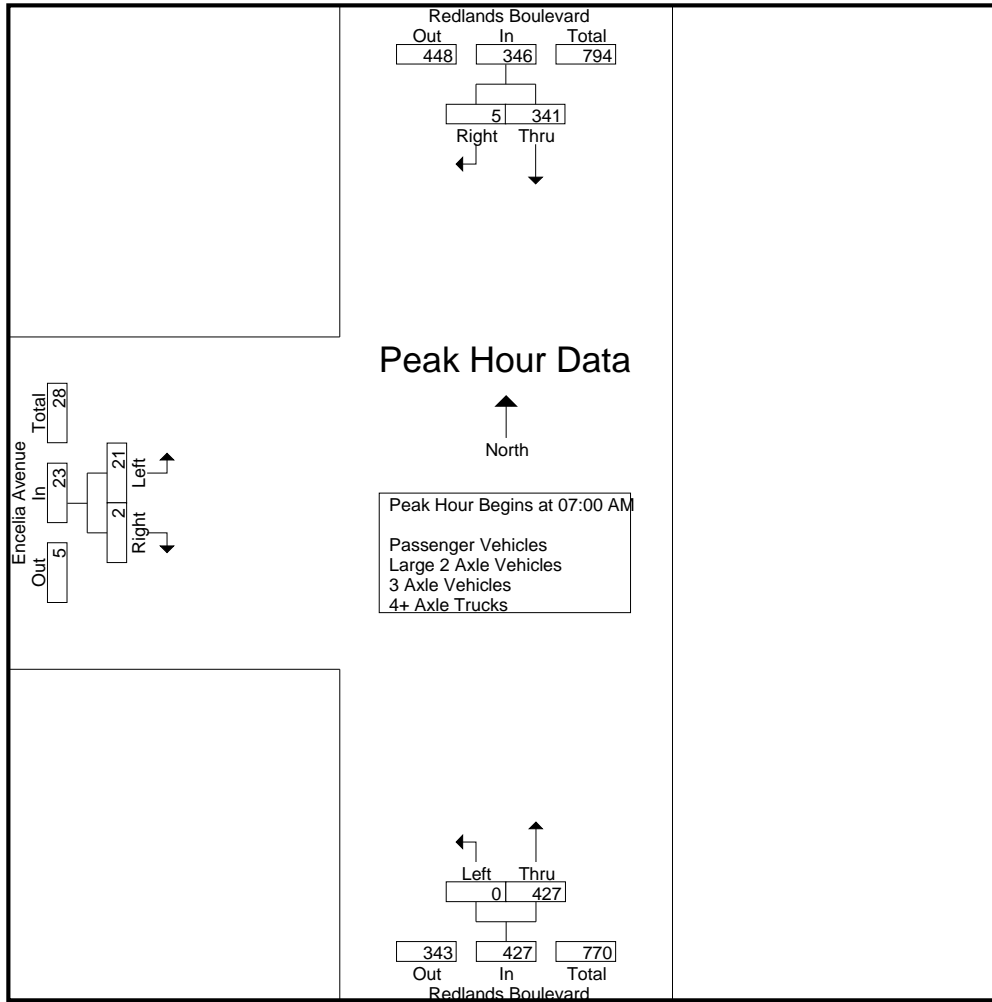
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Encelia Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	86	1	87	0	155	155	10	1	11	253
07:15 AM	80	1	81	0	98	98	3	1	4	183
07:30 AM	95	3	98	0	83	83	5	0	5	186
07:45 AM	80	0	80	0	91	91	3	0	3	174
Total	341	5	346	0	427	427	21	2	23	796
08:00 AM	68	3	71	0	98	98	5	0	5	174
08:15 AM	50	4	54	0	102	102	2	0	2	158
08:30 AM	47	2	49	0	79	79	2	0	2	130
08:45 AM	47	0	47	0	73	73	5	0	5	125
Total	212	9	221	0	352	352	14	0	14	587
Grand Total	553	14	567	0	779	779	35	2	37	1383
Apprch %	97.5	2.5		0	100		94.6	5.4		
Total %	40	1	41	0	56.3	56.3	2.5	0.1	2.7	
Passenger Vehicles	536	14	550	0	768	768	33	2	35	1353
% Passenger Vehicles	96.9	100	97	0	98.6	98.6	94.3	100	94.6	97.8
Large 2 Axle Vehicles	16	0	16	0	6	6	2	0	2	24
% Large 2 Axle Vehicles	2.9	0	2.8	0	0.8	0.8	5.7	0	5.4	1.7
3 Axle Vehicles	0	0	0	0	2	2	0	0	0	2
% 3 Axle Vehicles	0	0	0	0	0.3	0.3	0	0	0	0.1
4+ Axle Trucks	1	0	1	0	3	3	0	0	0	4
% 4+ Axle Trucks	0.2	0	0.2	0	0.4	0.4	0	0	0	0.3

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Encelia Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	86	1	87	0	155	155	10	1	11	253
07:15 AM	80	1	81	0	98	98	3	1	4	183
07:30 AM	95	3	98	0	83	83	5	0	5	186
07:45 AM	80	0	80	0	91	91	3	0	3	174
Total Volume	341	5	346	0	427	427	21	2	23	796
% App. Total	98.6	1.4		0	100		91.3	8.7		
PHF	.897	.417	.883	.000	.689	.689	.525	.500	.523	.787

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Encelia Avenue
 Weather: Clear

File Name : 25_MRV_Red_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	86	1	87	0	155	155	10	1	11
+15 mins.	80	1	81	0	98	98	3	1	4
+30 mins.	95	3	98	0	83	83	5	0	5
+45 mins.	80	0	80	0	91	91	3	0	3
Total Volume	341	5	346	0	427	427	21	2	23
% App. Total	98.6	1.4		0	100		91.3	8.7	
PHF	.897	.417	.883	.000	.689	.689	.525	.500	.523

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Encelia Avenue
 Weather: Clear

File Name : 25_MR_V_Red_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Encelia Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	81	1	82	0	153	153	10	1	11	246
07:15 AM	79	1	80	0	97	97	3	1	4	181
07:30 AM	93	3	96	0	80	80	3	0	3	179
07:45 AM	79	0	79	0	90	90	3	0	3	172
Total	332	5	337	0	420	420	19	2	21	778
08:00 AM	65	3	68	0	97	97	5	0	5	170
08:15 AM	49	4	53	0	102	102	2	0	2	157
08:30 AM	44	2	46	0	77	77	2	0	2	125
08:45 AM	46	0	46	0	72	72	5	0	5	123
Total	204	9	213	0	348	348	14	0	14	575
Grand Total	536	14	550	0	768	768	33	2	35	1353
Apprch %	97.5	2.5		0	100		94.3	5.7		
Total %	39.6	1	40.7	0	56.8	56.8	2.4	0.1	2.6	

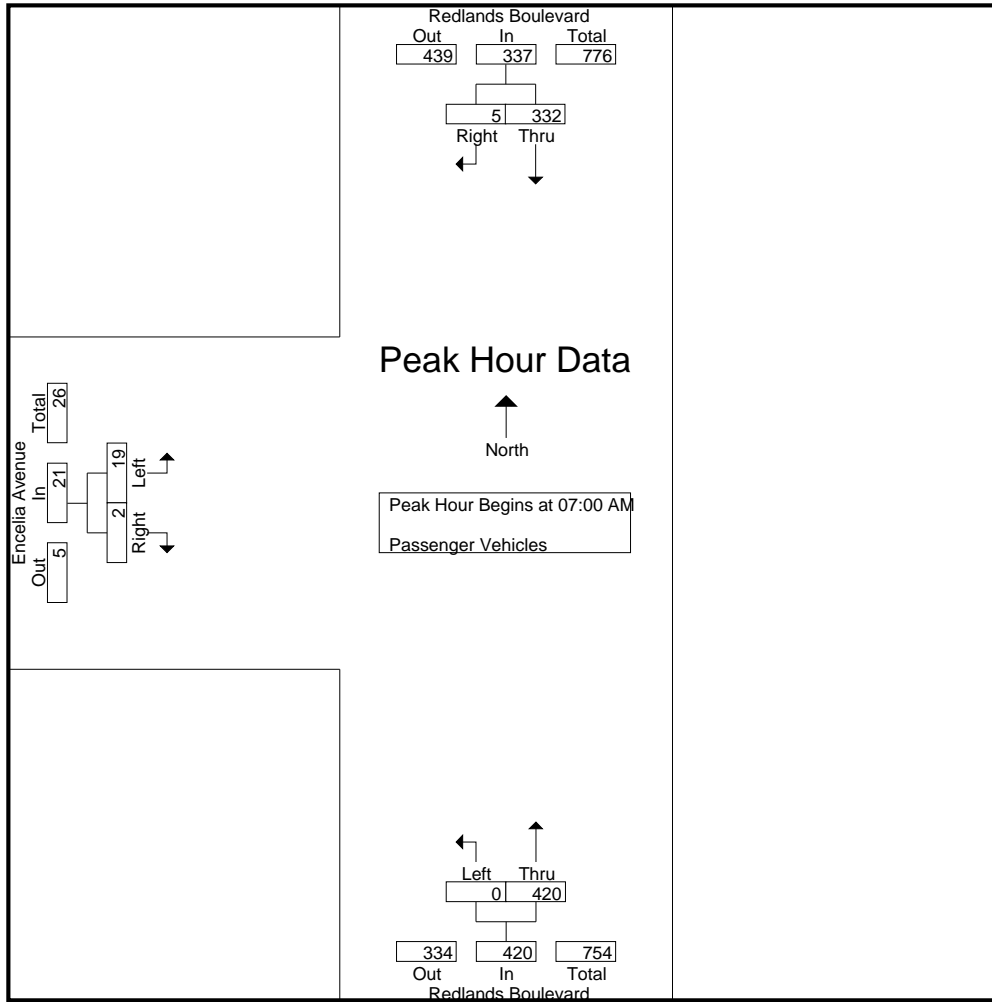
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Encelia Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	81	1	82	0	153	153	10	1	11	246
07:15 AM	79	1	80	0	97	97	3	1	4	181
07:30 AM	93	3	96	0	80	80	3	0	3	179
07:45 AM	79	0	79	0	90	90	3	0	3	172
Total Volume	332	5	337	0	420	420	19	2	21	778
% App. Total	98.5	1.5		0	100		90.5	9.5		
PHF	.892	.417	.878	.000	.686	.686	.475	.500	.477	.791

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Encelia Avenue
 Weather: Clear

File Name : 25_MRV_Red_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	81	1	82	0	153	153	10	1	11
+15 mins.	79	1	80	0	97	97	3	1	4
+30 mins.	93	3	96	0	80	80	3	0	3
+45 mins.	79	0	79	0	90	90	3	0	3
Total Volume	332	5	337	0	420	420	19	2	21
% App. Total	98.5	1.5		0	100		90.5	9.5	
PHF	.892	.417	.878	.000	.686	.686	.475	.500	.477

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Encelia Avenue
 Weather: Clear

File Name : 25_MR_V_Red_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Encelia Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	5	0	5	0	2	2	0	0	0	7
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	2	0	2	0	2	2	2	0	2	6
07:45 AM	1	0	1	0	1	1	0	0	0	2
Total	8	0	8	0	5	5	2	0	2	15
08:00 AM	3	0	3	0	1	1	0	0	0	4
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	3	0	3	0	0	0	0	0	0	3
08:45 AM	1	0	1	0	0	0	0	0	0	1
Total	8	0	8	0	1	1	0	0	0	9
Grand Total	16	0	16	0	6	6	2	0	2	24
Apprch %	100	0		0	100		100	0		
Total %	66.7	0	66.7	0	25	25	8.3	0	8.3	

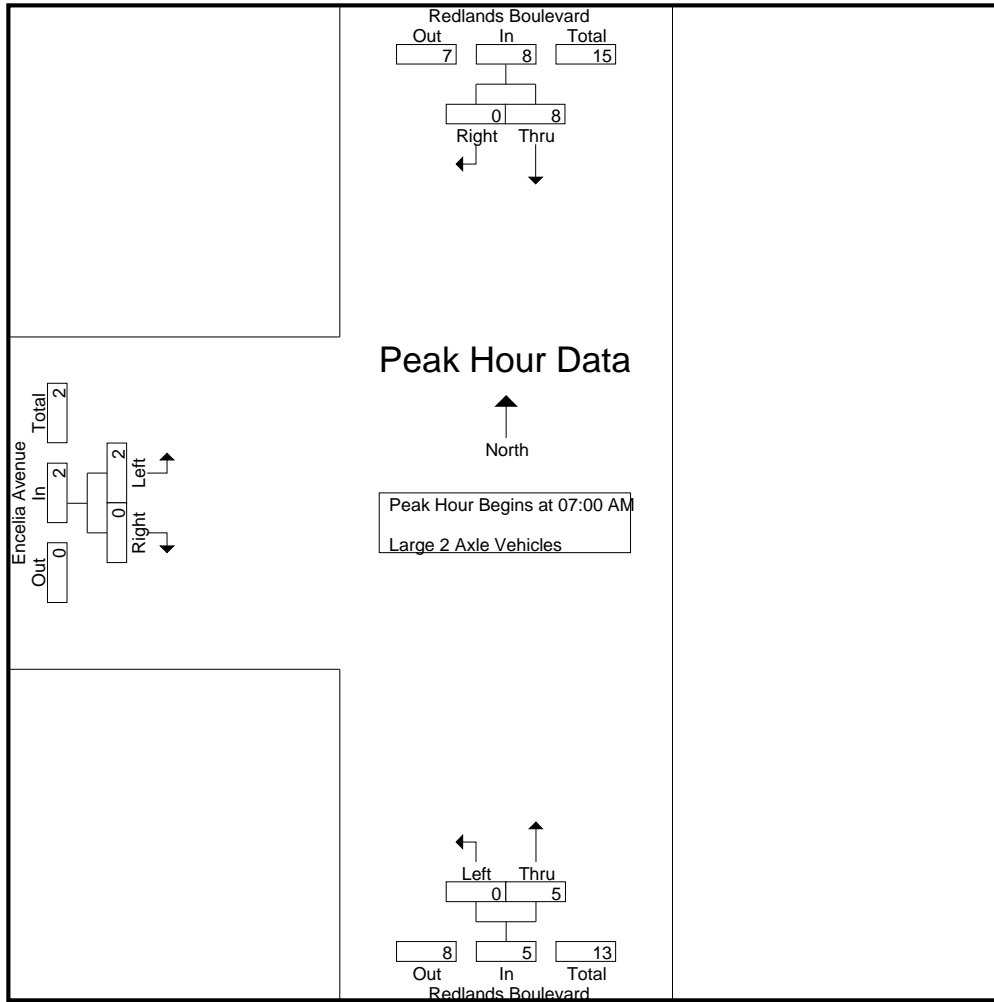
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Encelia Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	5	0	5	0	2	2	0	0	0	7
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	2	0	2	0	2	2	2	0	2	6
07:45 AM	1	0	1	0	1	1	0	0	0	2
Total Volume	8	0	8	0	5	5	2	0	2	15
% App. Total	100	0		0	100		100	0		
PHF	.400	.000	.400	.000	.625	.625	.250	.000	.250	.536

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Encelia Avenue
 Weather: Clear

File Name : 25_MRV_Red_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	5	0	5	0	2	2	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	2	0	2	0	2	2	2	0	2
+45 mins.	1	0	1	0	1	1	0	0	0
Total Volume	8	0	8	0	5	5	2	0	2
% App. Total	100	0		0	100		100	0	
PHF	.400	.000	.400	.000	.625	.625	.250	.000	.250

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Encelia Avenue
 Weather: Clear

File Name : 25_MRV_Red_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Encelia Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	1	1	0	0	0	1
Grand Total	0	0	0	0	2	2	0	0	0	2
Apprch %	0	0		0	100		0	0		
Total %	0	0		0	100	100	0	0		

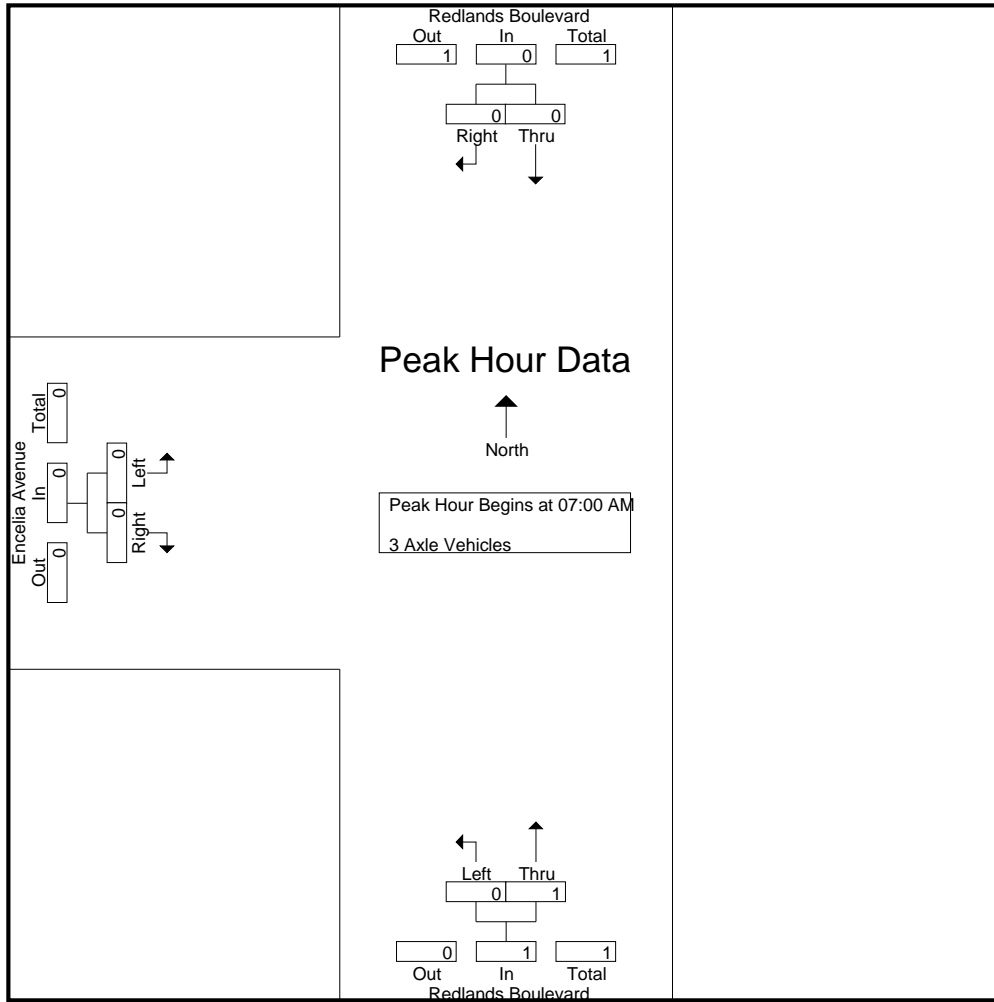
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Encelia Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0	1
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Encelia Avenue
 Weather: Clear

File Name : 25_MRV_Red_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

Peak Hour for Each Approach Begins at:

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

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Encelia Avenue
 Weather: Clear

File Name : 25_MR_V_Red_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Encelia Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	1	0	1	1	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	1	1	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	2	2	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	2
Grand Total	1	0	1	0	3	3	0	0	0	4
Apprch %	100	0		0	100		0	0		
Total %	25	0	25	0	75	75	0	0	0	

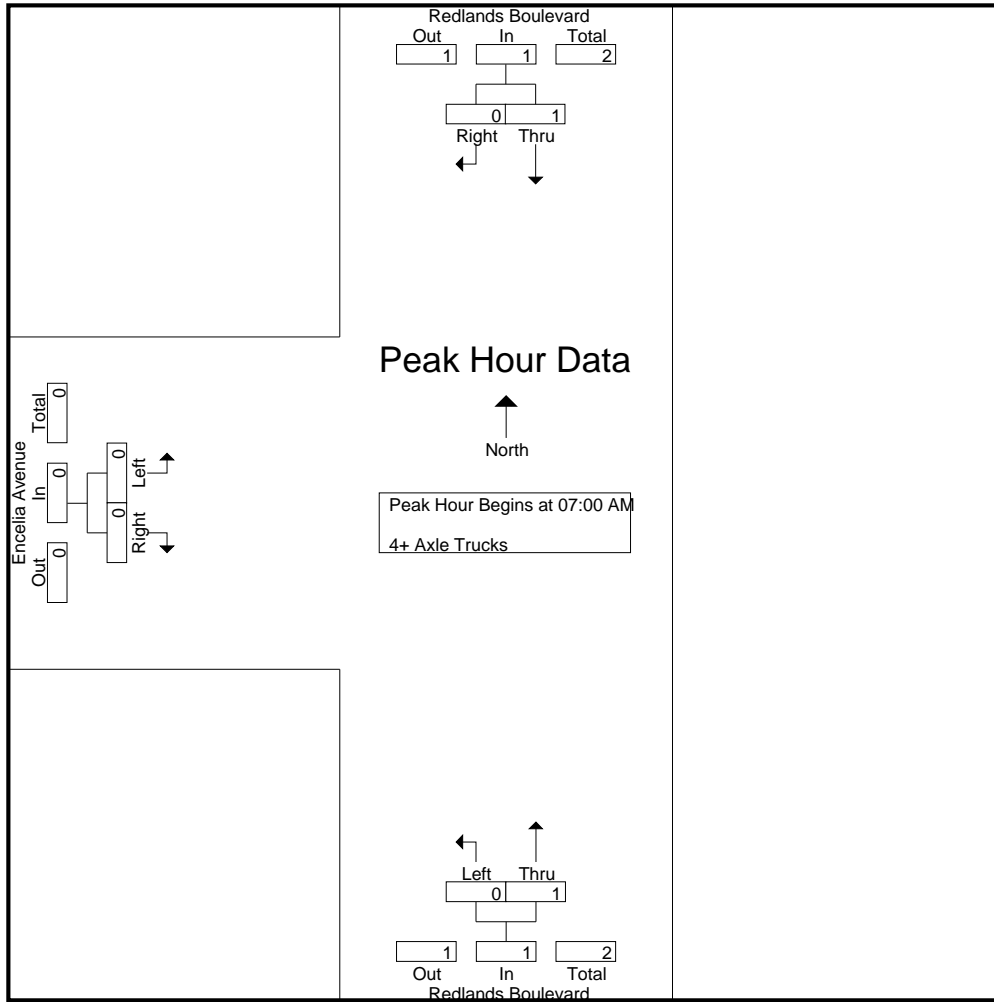
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Encelia Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	1	0	1	1	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	1	1	0	0	0	2
% App. Total	100	0		0	100		0	0		
PHF	.250	.000	.250	.000	.250	.250	.000	.000	.000	.250

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Encelia Avenue
 Weather: Clear

File Name : 25_MRV_Red_Encelia AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

Peak Hour for Each Approach Begins at:

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

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Encelia Avenue
 Weather: Clear

File Name : 25_MR_V_Red_Encelia PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

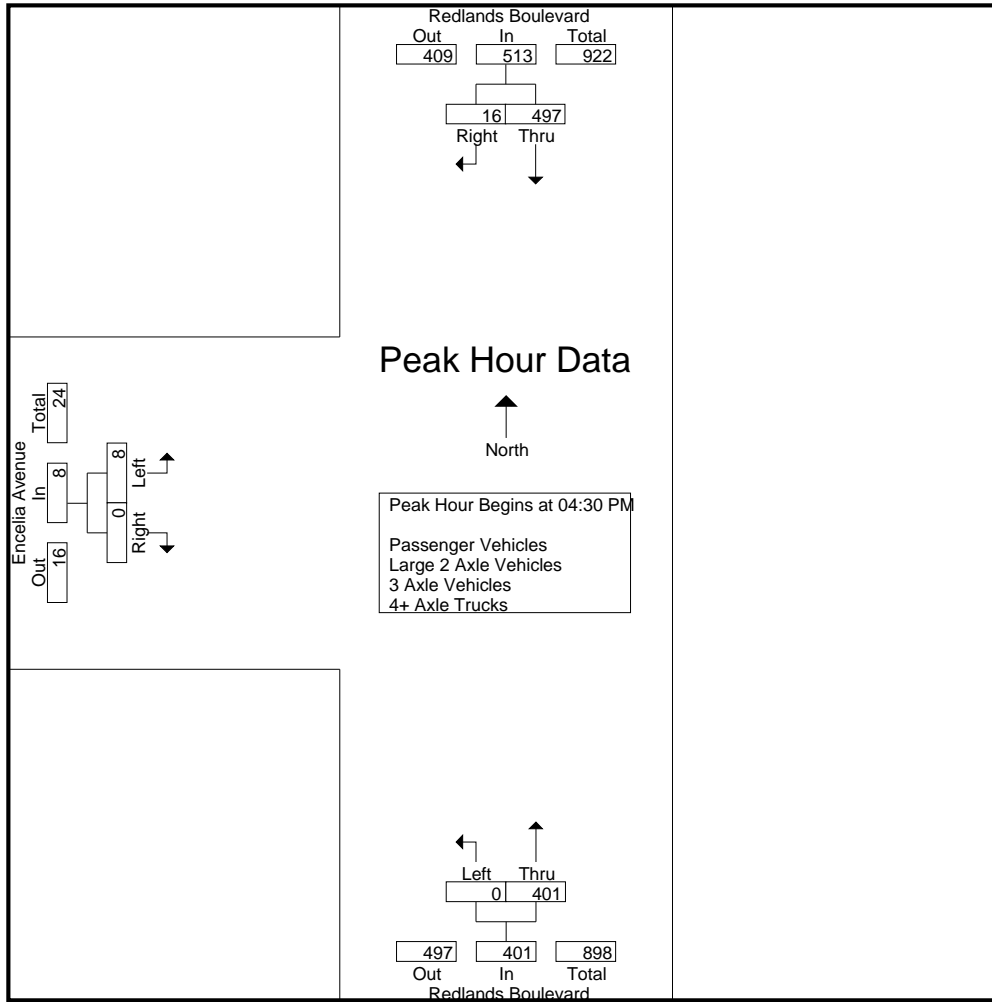
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Encelia Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	116	5	121	0	79	79	1	1	2	202
04:15 PM	118	4	122	0	88	88	0	0	0	210
04:30 PM	134	2	136	0	96	96	2	0	2	234
04:45 PM	127	3	130	0	99	99	3	0	3	232
Total	495	14	509	0	362	362	6	1	7	878
05:00 PM	120	6	126	0	88	88	2	0	2	216
05:15 PM	116	5	121	0	118	118	1	0	1	240
05:30 PM	131	3	134	0	85	85	1	0	1	220
05:45 PM	129	11	140	0	83	83	4	0	4	227
Total	496	25	521	0	374	374	8	0	8	903
Grand Total	991	39	1030	0	736	736	14	1	15	1781
Apprch %	96.2	3.8		0	100		93.3	6.7		
Total %	55.6	2.2	57.8	0	41.3	41.3	0.8	0.1	0.8	
Passenger Vehicles	964	35	999	0	724	724	14	1	15	1738
% Passenger Vehicles	97.3	89.7	97	0	98.4	98.4	100	100	100	97.6
Large 2 Axle Vehicles	22	4	26	0	10	10	0	0	0	36
% Large 2 Axle Vehicles	2.2	10.3	2.5	0	1.4	1.4	0	0	0	2
3 Axle Vehicles	4	0	4	0	1	1	0	0	0	5
% 3 Axle Vehicles	0.4	0	0.4	0	0.1	0.1	0	0	0	0.3
4+ Axle Trucks	1	0	1	0	1	1	0	0	0	2
% 4+ Axle Trucks	0.1	0	0.1	0	0.1	0.1	0	0	0	0.1

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Encelia Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:30 PM	134	2	136	0	96	96	2	0	2	234
04:45 PM	127	3	130	0	99	99	3	0	3	232
05:00 PM	120	6	126	0	88	88	2	0	2	216
05:15 PM	116	5	121	0	118	118	1	0	1	240
Total Volume	497	16	513	0	401	401	8	0	8	922
% App. Total	96.9	3.1		0	100		100	0		
PHF	.927	.667	.943	.000	.850	.850	.667	.000	.667	.960

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Encelia Avenue
 Weather: Clear

File Name : 25_MRV_Red_Encelia PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

Peak Hour for Each Approach Begins at:

	05:00 PM			04:30 PM			04:30 PM		
+0 mins.	120	6	126	0	96	96	2	0	2
+15 mins.	116	5	121	0	99	99	3	0	3
+30 mins.	131	3	134	0	88	88	2	0	2
+45 mins.	129	11	140	0	118	118	1	0	1
Total Volume	496	25	521	0	401	401	8	0	8
% App. Total	95.2	4.8		0	100		100	0	
PHF	.947	.568	.930	.000	.850	.850	.667	.000	.667

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Encelia Avenue
 Weather: Clear

File Name : 25_MR_V_Red_Encelia PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Encelia Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	112	4	116	0	77	77	1	1	2	195
04:15 PM	114	4	118	0	85	85	0	0	0	203
04:30 PM	132	1	133	0	96	96	2	0	2	231
04:45 PM	125	3	128	0	99	99	3	0	3	230
Total	483	12	495	0	357	357	6	1	7	859
05:00 PM	117	6	123	0	86	86	2	0	2	211
05:15 PM	112	4	116	0	115	115	1	0	1	232
05:30 PM	129	2	131	0	85	85	1	0	1	217
05:45 PM	123	11	134	0	81	81	4	0	4	219
Total	481	23	504	0	367	367	8	0	8	879
Grand Total	964	35	999	0	724	724	14	1	15	1738
Apprch %	96.5	3.5		0	100		93.3	6.7		
Total %	55.5	2	57.5	0	41.7	41.7	0.8	0.1	0.9	

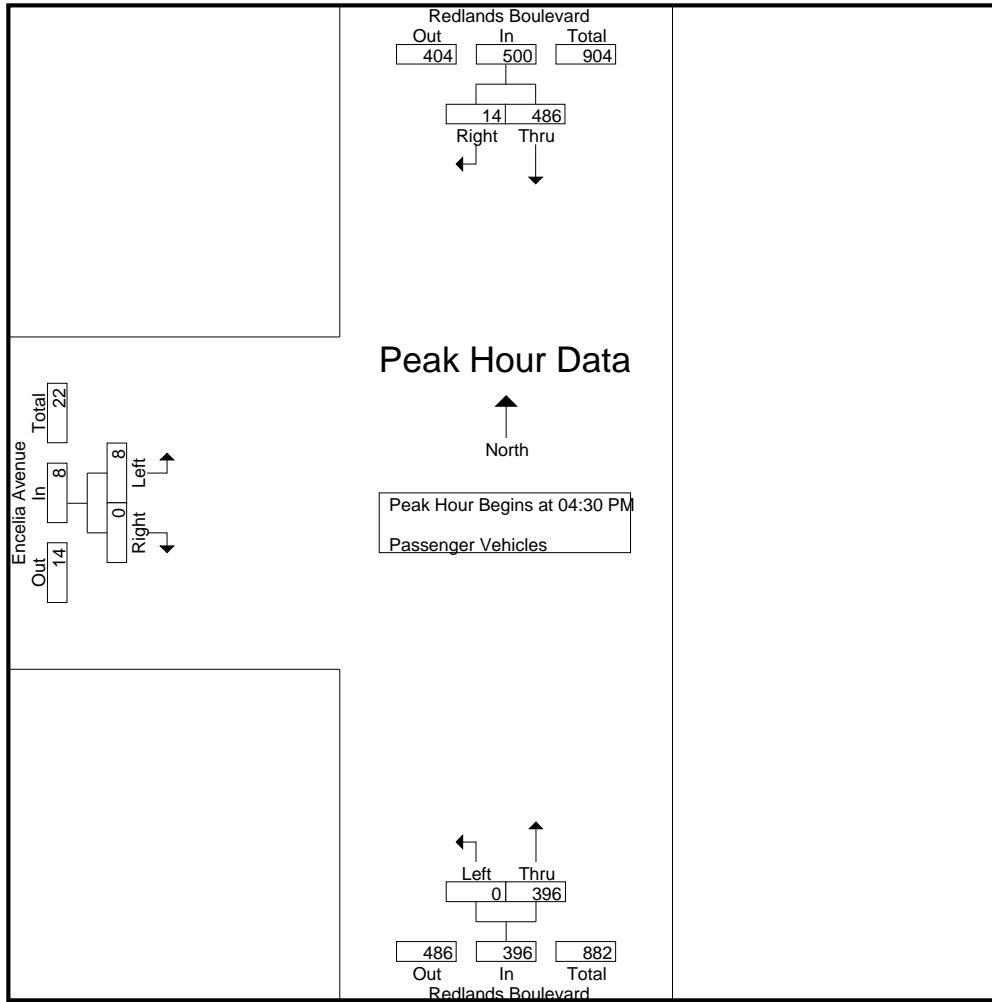
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Encelia Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:30 PM	132	1	133	0	96	96	2	0	2	231
04:45 PM	125	3	128	0	99	99	3	0	3	230
05:00 PM	117	6	123	0	86	86	2	0	2	211
05:15 PM	112	4	116	0	115	115	1	0	1	232
Total Volume	486	14	500	0	396	396	8	0	8	904
% App. Total	97.2	2.8		0	100		100	0		
PHF	.920	.583	.940	.000	.861	.861	.667	.000	.667	.974

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

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Encelia Avenue
 Weather: Clear

File Name : 25_MRV_Red_Encelia PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	132	1	133	0	96	96	2	0	2
+15 mins.	125	3	128	0	99	99	3	0	3
+30 mins.	117	6	123	0	86	86	2	0	2
+45 mins.	112	4	116	0	115	115	1	0	1
Total Volume	486	14	500	0	396	396	8	0	8
% App. Total	97.2	2.8		0	100		100	0	
PHF	.920	.583	.940	.000	.861	.861	.667	.000	.667

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Encelia Avenue
 Weather: Clear

File Name : 25_MR_V_Red_Encelia PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

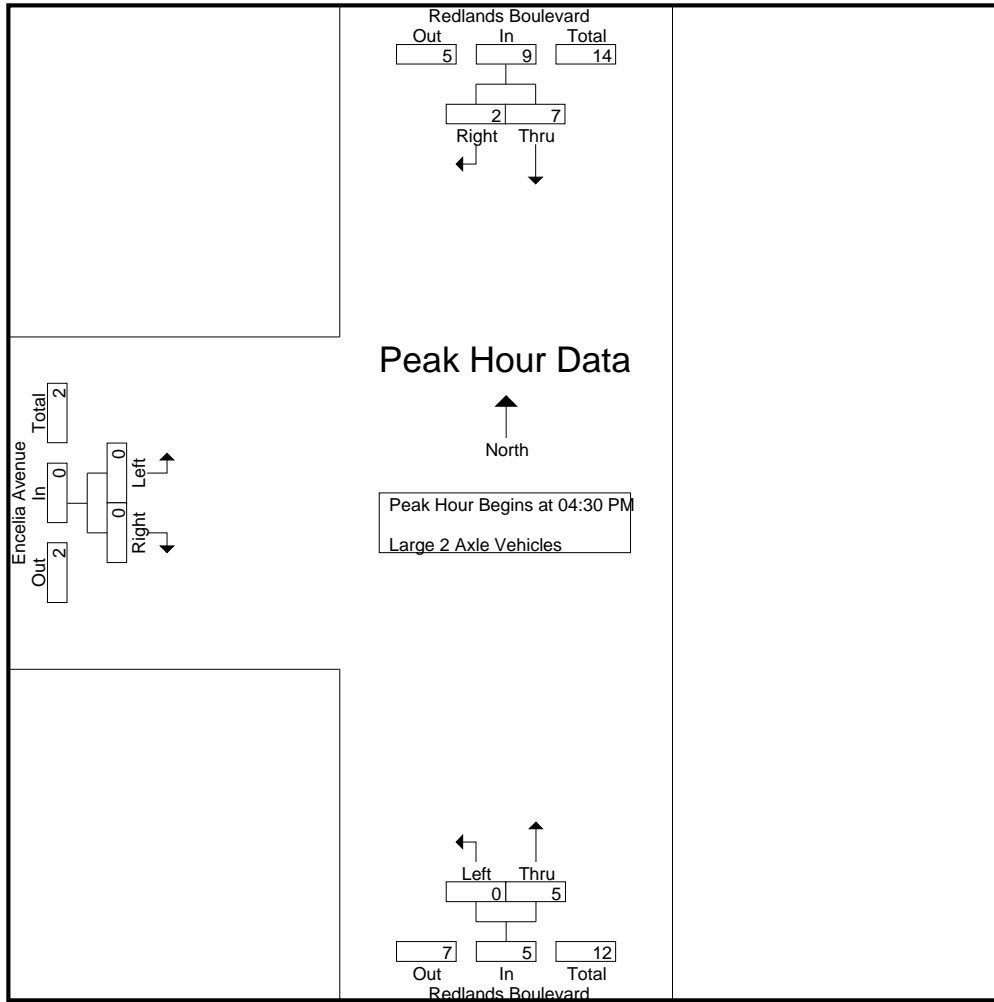
Groups Printed- Large 2 Axle Vehicles

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Encelia Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	3	1	4	0	2	2	0	0	0	6
04:15 PM	4	0	4	0	2	2	0	0	0	6
04:30 PM	1	1	2	0	0	0	0	0	0	2
04:45 PM	2	0	2	0	0	0	0	0	0	2
Total	10	2	12	0	4	4	0	0	0	16
05:00 PM	1	0	1	0	2	2	0	0	0	3
05:15 PM	3	1	4	0	3	3	0	0	0	7
05:30 PM	2	1	3	0	0	0	0	0	0	3
05:45 PM	6	0	6	0	1	1	0	0	0	7
Total	12	2	14	0	6	6	0	0	0	20
Grand Total	22	4	26	0	10	10	0	0	0	36
Apprch %	84.6	15.4		0	100		0	0		
Total %	61.1	11.1	72.2	0	27.8	27.8	0	0	0	

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Encelia Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:30 PM	1	1	2	0	0	0	0	0	0	2
04:45 PM	2	0	2	0	0	0	0	0	0	2
05:00 PM	1	0	1	0	2	2	0	0	0	3
05:15 PM	3	1	4	0	3	3	0	0	0	7
Total Volume	7	2	9	0	5	5	0	0	0	14
% App. Total	77.8	22.2		0	100		0	0		
PHF	.583	.500	.563	.000	.417	.417	.000	.000	.000	.500

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

Peak Hour for Entire Intersection Begins at 04:30 PM



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

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	1	1	2	0	0	0	0	0	0
+15 mins.	2	0	2	0	0	0	0	0	0
+30 mins.	1	0	1	0	2	2	0	0	0
+45 mins.	3	1	4	0	3	3	0	0	0
Total Volume	7	2	9	0	5	5	0	0	0
% App. Total	77.8	22.2		0	100		0	0	
PHF	.583	.500	.563	.000	.417	.417	.000	.000	.000

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Encelia Avenue
 Weather: Clear

File Name : 25_MR_V_Red_Encelia PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Encelia Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	1	0	1	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	1	1	0	0	0	2
05:00 PM	2	0	2	0	0	0	0	0	0	2
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	3	0	3	0	0	0	0	0	0	3
Grand Total	4	0	4	0	1	1	0	0	0	5
Apprch %	100	0		0	100		0	0		
Total %	80	0	80	0	20	20	0	0	0	

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Encelia Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	2	0	2	0	0	0	0	0	0	2
05:15 PM	1	0	1	0	0	0	0	0	0	1
Total Volume	3	0	3	0	0	0	0	0	0	3
% App. Total	100	0		0	0		0	0		
PHF	.375	.000	.375	.000	.000	.000	.000	.000	.000	.375

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

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Encelia Avenue
 Weather: Clear

File Name : 25_MRV_Red_Encelia PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Encelia Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	1	1	0	0	0	1
Grand Total	1	0	1	0	1	1	0	0	0	2
Apprch %	100	0		0	100		0	0		
Total %	50	0	50	0	50	50	0	0	0	

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Encelia Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0	1
% App. Total	100	0		0	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250

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

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Cottonwood Avenue
 Weather: Clear

File Name : 26_MRV_Red_Cottonwood AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

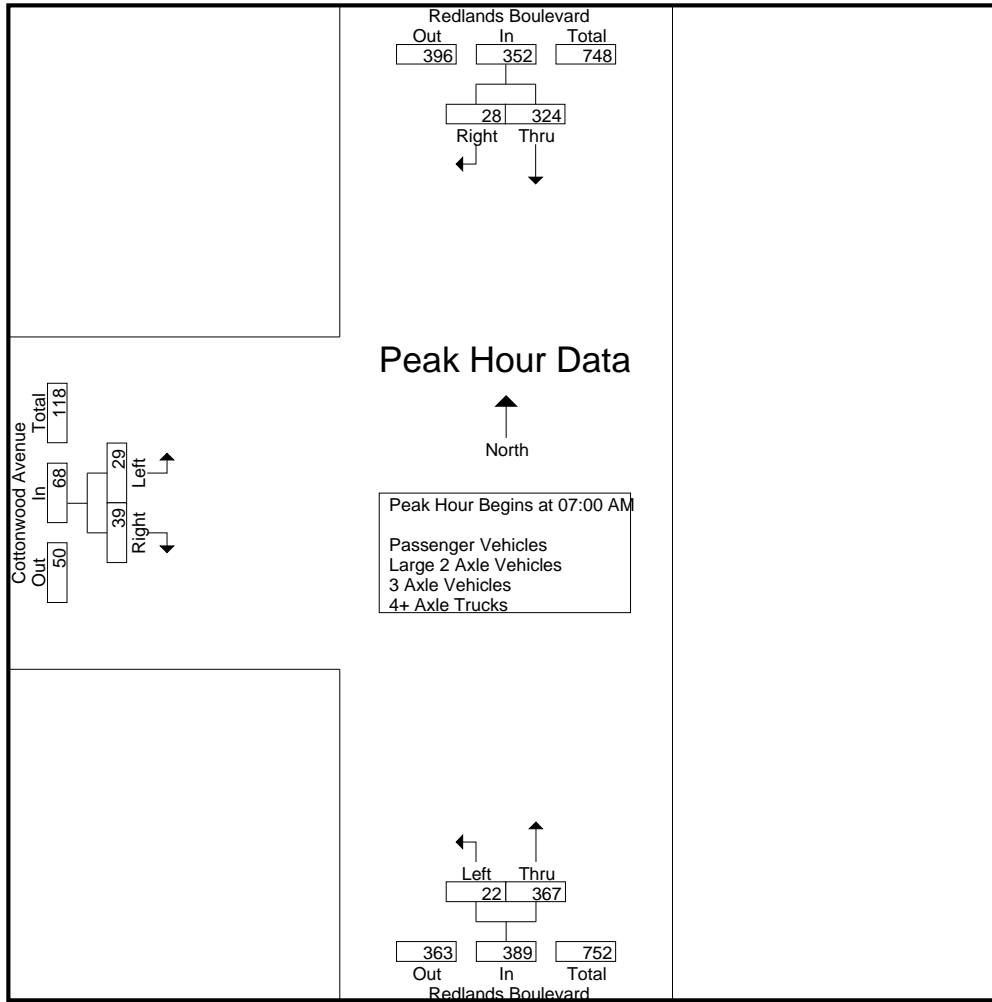
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Cottonwood Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	81	8	89	3	134	137	14	0	14	240
07:15 AM	77	6	83	6	79	85	7	8	15	183
07:30 AM	90	9	99	7	75	82	4	17	21	202
07:45 AM	76	5	81	6	79	85	4	14	18	184
Total	324	28	352	22	367	389	29	39	68	809
08:00 AM	67	6	73	1	86	87	8	8	16	176
08:15 AM	45	7	52	1	97	98	7	4	11	161
08:30 AM	45	3	48	4	69	73	4	1	5	126
08:45 AM	40	5	45	1	58	59	8	1	9	113
Total	197	21	218	7	310	317	27	14	41	576
Grand Total	521	49	570	29	677	706	56	53	109	1385
Apprch %	91.4	8.6		4.1	95.9		51.4	48.6		
Total %	37.6	3.5	41.2	2.1	48.9	51	4	3.8	7.9	
Passenger Vehicles	512	49	561	29	667	696	55	50	105	1362
% Passenger Vehicles	98.3	100	98.4	100	98.5	98.6	98.2	94.3	96.3	98.3
Large 2 Axle Vehicles	8	0	8	0	6	6	0	3	3	17
% Large 2 Axle Vehicles	1.5	0	1.4	0	0.9	0.8	0	5.7	2.8	1.2
3 Axle Vehicles	0	0	0	0	2	2	0	0	0	2
% 3 Axle Vehicles	0	0	0	0	0.3	0.3	0	0	0	0.1
4+ Axle Trucks	1	0	1	0	2	2	1	0	1	4
% 4+ Axle Trucks	0.2	0	0.2	0	0.3	0.3	1.8	0	0.9	0.3

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Cottonwood Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	81	8	89	3	134	137	14	0	14	240
07:15 AM	77	6	83	6	79	85	7	8	15	183
07:30 AM	90	9	99	7	75	82	4	17	21	202
07:45 AM	76	5	81	6	79	85	4	14	18	184
Total Volume	324	28	352	22	367	389	29	39	68	809
% App. Total	92	8		5.7	94.3		42.6	57.4		
PHF	.900	.778	.889	.786	.685	.710	.518	.574	.810	.843

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

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Cottonwood Avenue
 Weather: Clear

File Name : 26_MRV_Red_Cottonwood AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM			07:00 AM			07:15 AM		
+0 mins.	81	8	89	3	134	137	7	8	15
+15 mins.	77	6	83	6	79	85	4	17	21
+30 mins.	90	9	99	7	75	82	4	14	18
+45 mins.	76	5	81	6	79	85	8	8	16
Total Volume	324	28	352	22	367	389	23	47	70
% App. Total	92	8		5.7	94.3		32.9	67.1	
PHF	.900	.778	.889	.786	.685	.710	.719	.691	.833

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Cottonwood Avenue
 Weather: Clear

File Name : 26_MRV_Red_Cottonwood AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Cottonwood Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	78	8	86	3	133	136	14	0	14	236
07:15 AM	76	6	82	6	77	83	7	7	14	179
07:30 AM	88	9	97	7	72	79	4	15	19	195
07:45 AM	76	5	81	6	78	84	4	14	18	183
Total	318	28	346	22	360	382	29	36	65	793
08:00 AM	65	6	71	1	85	86	8	8	16	173
08:15 AM	45	7	52	1	97	98	7	4	11	161
08:30 AM	44	3	47	4	68	72	3	1	4	123
08:45 AM	40	5	45	1	57	58	8	1	9	112
Total	194	21	215	7	307	314	26	14	40	569
Grand Total	512	49	561	29	667	696	55	50	105	1362
Apprch %	91.3	8.7		4.2	95.8		52.4	47.6		
Total %	37.6	3.6	41.2	2.1	49	51.1	4	3.7	7.7	

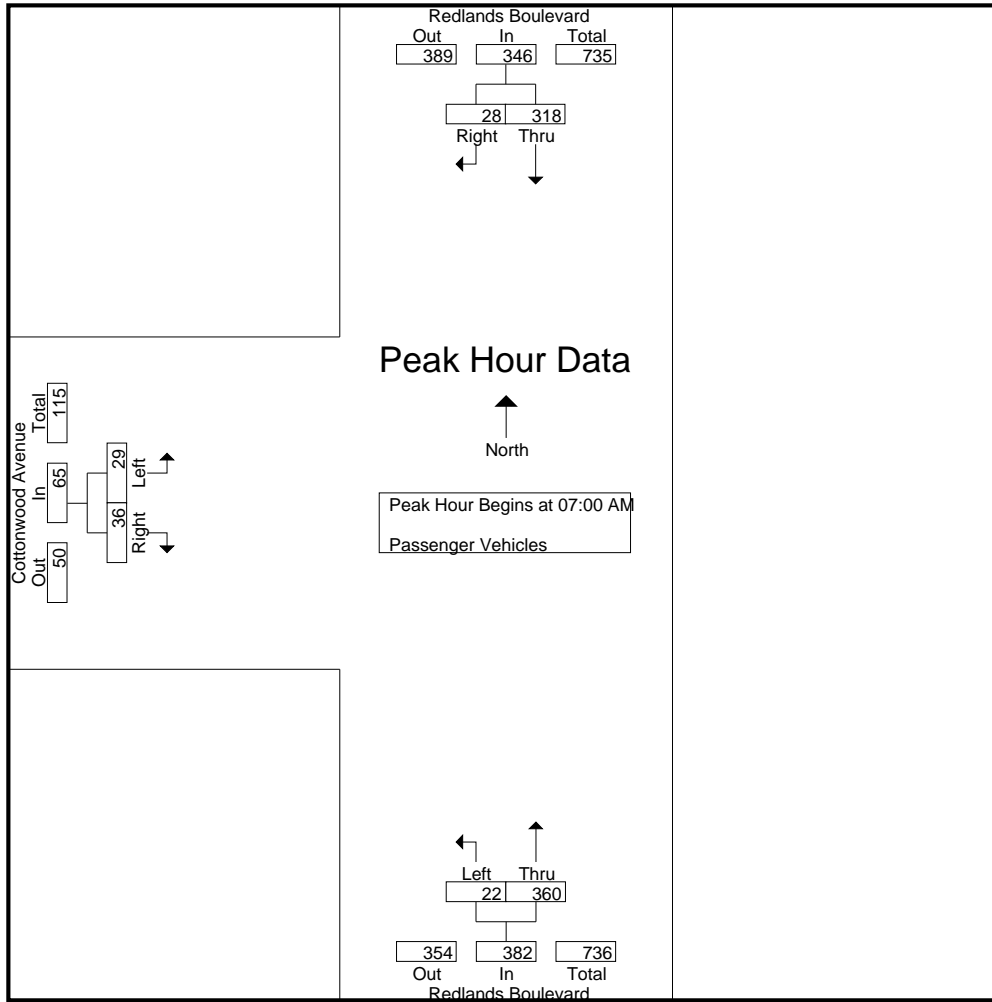
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Cottonwood Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	78	8	86	3	133	136	14	0	14	236
07:15 AM	76	6	82	6	77	83	7	7	14	179
07:30 AM	88	9	97	7	72	79	4	15	19	195
07:45 AM	76	5	81	6	78	84	4	14	18	183
Total Volume	318	28	346	22	360	382	29	36	65	793
% App. Total	91.9	8.1		5.8	94.2		44.6	55.4		
PHF	.903	.778	.892	.786	.677	.702	.518	.600	.855	.840

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

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Cottonwood Avenue
 Weather: Clear

File Name : 26_MRV_Red_Cottonwood AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	78	8	86	3	133	136	14	0	14
+15 mins.	76	6	82	6	77	83	7	7	14
+30 mins.	88	9	97	7	72	79	4	15	19
+45 mins.	76	5	81	6	78	84	4	14	18
Total Volume	318	28	346	22	360	382	29	36	65
% App. Total	91.9	8.1		5.8	94.2		44.6	55.4	
PHF	.903	.778	.892	.786	.677	.702	.518	.600	.855

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Cottonwood Avenue
 Weather: Clear

File Name : 26_MRV_Red_Cottonwood AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

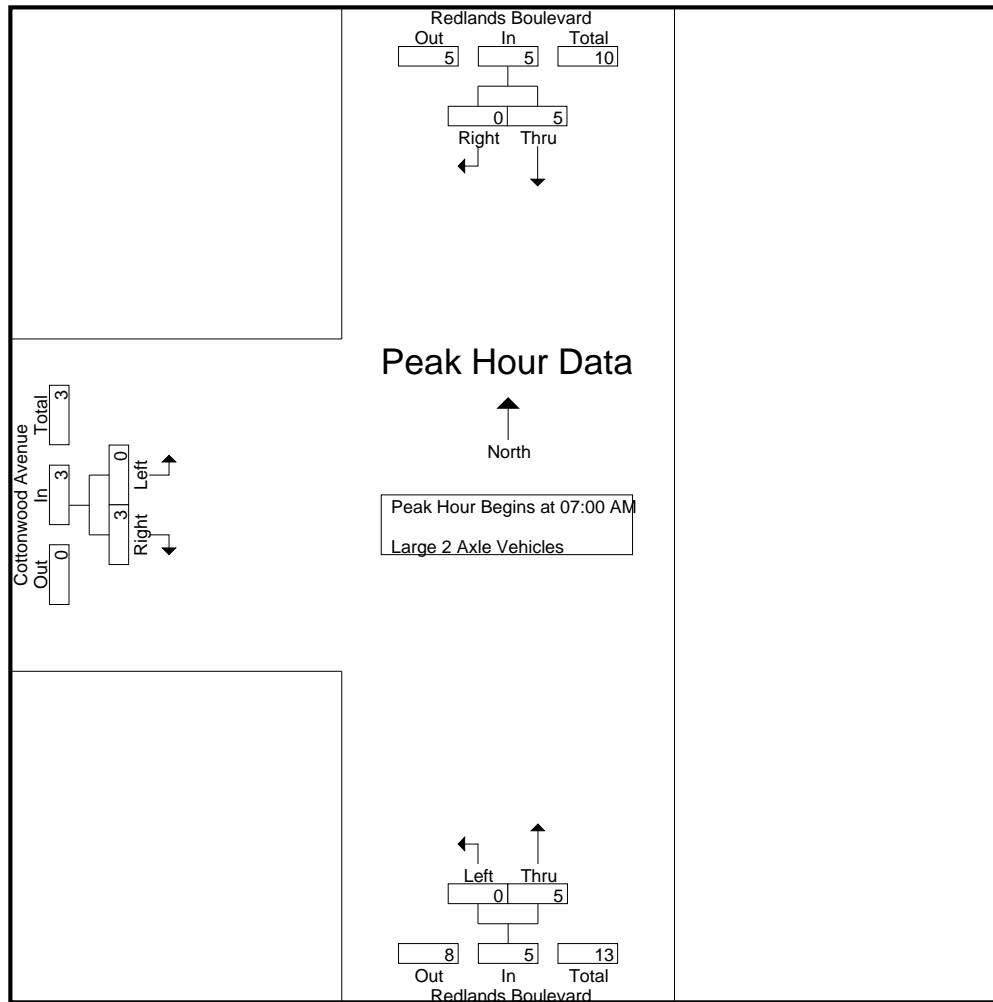
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Cottonwood Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	3	0	3	0	1	1	0	0	0	4
07:15 AM	0	0	0	0	1	1	0	1	1	2
07:30 AM	2	0	2	0	2	2	0	2	2	6
07:45 AM	0	0	0	0	1	1	0	0	0	1
Total	5	0	5	0	5	5	0	3	3	13
08:00 AM	2	0	2	0	1	1	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	0	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	3	0	3	0	1	1	0	0	0	4
Grand Total	8	0	8	0	6	6	0	3	3	17
Apprch %	100	0		0	100		0	100		
Total %	47.1	0	47.1	0	35.3	35.3	0	17.6	17.6	

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Cottonwood Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	3	0	3	0	1	1	0	0	0	4
07:15 AM	0	0	0	0	1	1	0	1	1	2
07:30 AM	2	0	2	0	2	2	0	2	2	6
07:45 AM	0	0	0	0	1	1	0	0	0	1
Total Volume	5	0	5	0	5	5	0	3	3	13
% App. Total	100	0		0	100		0	100		
PHF	.417	.000	.417	.000	.625	.625	.000	.375	.375	.542

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

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Cottonwood Avenue
 Weather: Clear

File Name : 26_MRV_Red_Cottonwood AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	3	0	3	0	1	1	0	0	0
+15 mins.	0	0	0	0	1	1	0	1	1
+30 mins.	2	0	2	0	2	2	0	2	2
+45 mins.	0	0	0	0	1	1	0	0	0
Total Volume	5	0	5	0	5	5	0	3	3
% App. Total	100	0		0	100		0	100	
PHF	.417	.000	.417	.000	.625	.625	.000	.375	.375

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Cottonwood Avenue
 Weather: Clear

File Name : 26_MRV_Red_Cottonwood AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

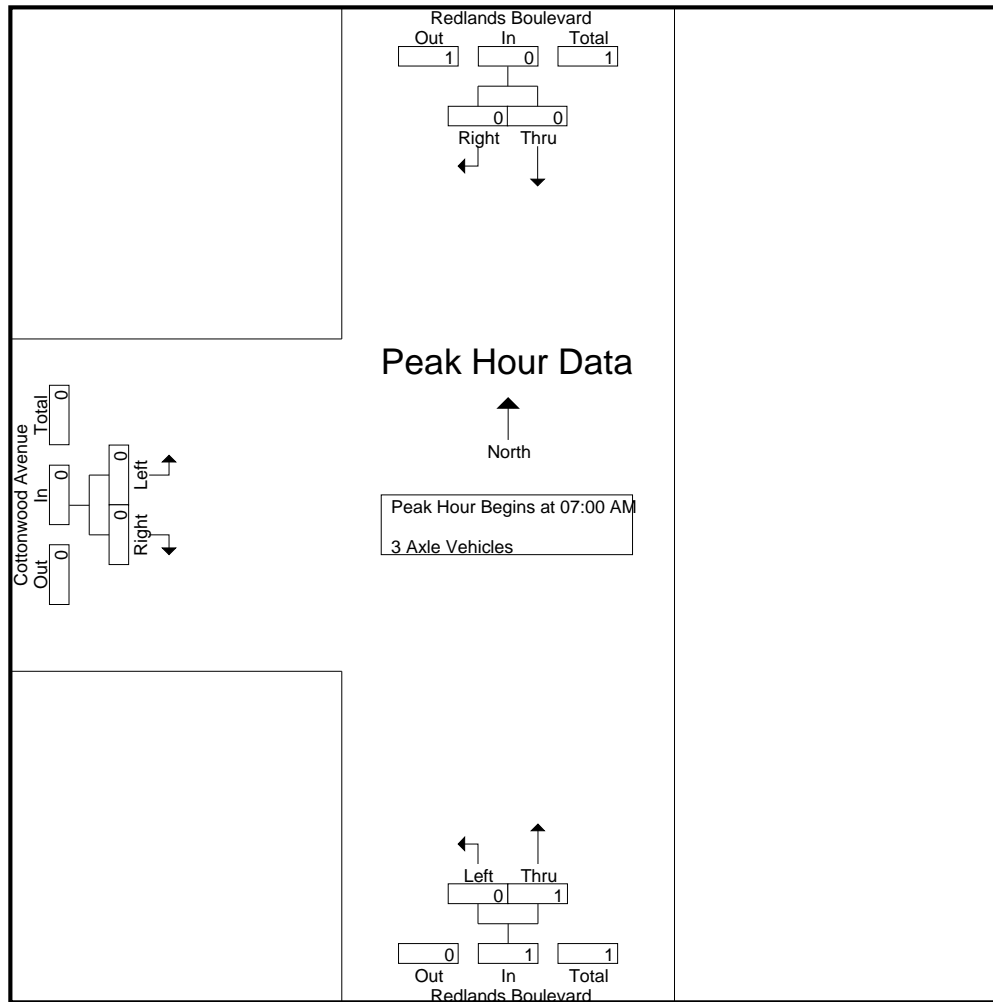
Groups Printed- 3 Axle Vehicles

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Cottonwood Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	1	1	0	0	0	1
Grand Total	0	0	0	0	2	2	0	0	0	2
Apprch %	0	0		0	100		0	0		
Total %	0	0		0	100	100	0	0		

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Cottonwood Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0	1
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Cottonwood Avenue
 Weather: Clear

File Name : 26_MRV_Red_Cottonwood AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

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

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Cottonwood Avenue
 Weather: Clear

File Name : 26_MRV_Red_Cottonwood AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

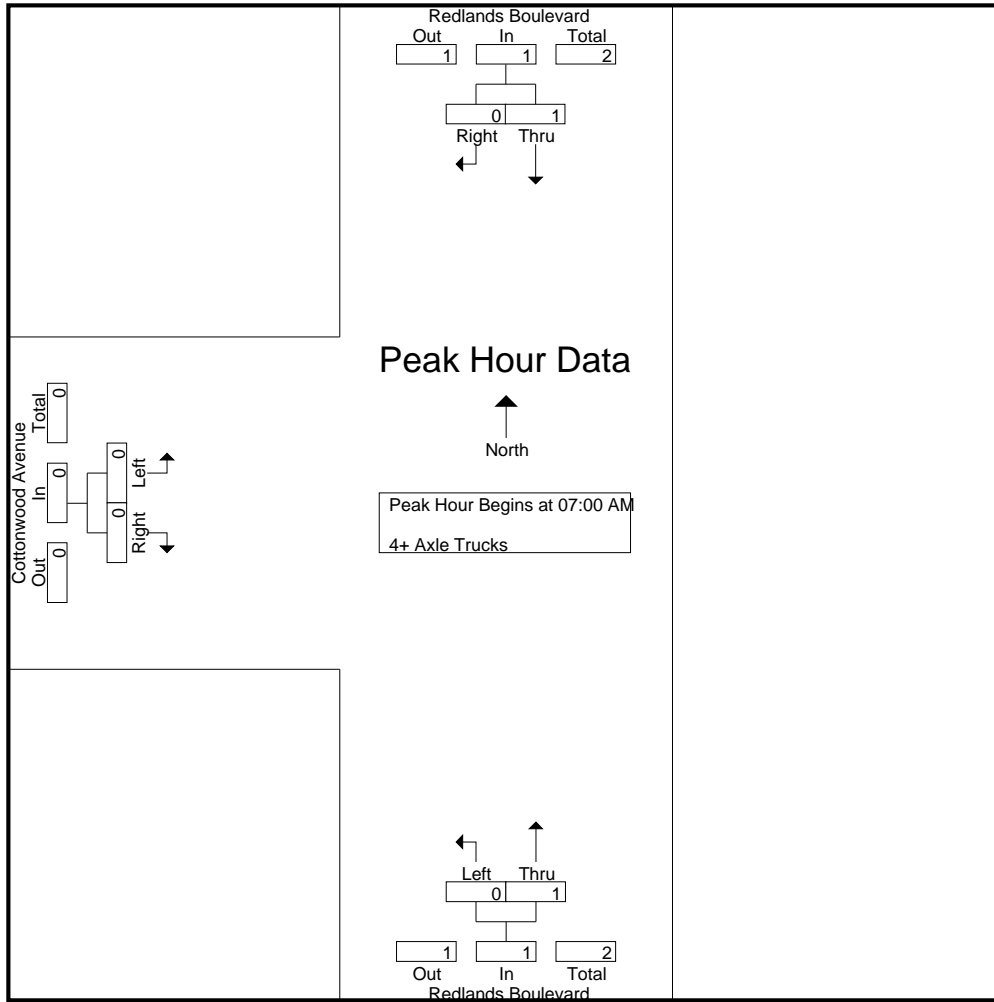
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Cottonwood Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	1	0	1	1	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	1	1	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	1	1	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	1	0	1	2
Grand Total	1	0	1	0	2	2	1	0	1	4
Apprch %	100	0		0	100		100	0		
Total %	25	0	25	0	50	50	25	0	25	

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Cottonwood Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	1	0	1	1	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	1	1	0	0	0	2
% App. Total	100	0		0	100		0	0		
PHF	.250	.000	.250	.000	.250	.250	.000	.000	.000	.250

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

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Cottonwood Avenue
 Weather: Clear

File Name : 26_MRV_Red_Cottonwood AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

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

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Cottonwood Avenue
 Weather: Clear

File Name : 26_MRV_Red_Cottonwood PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

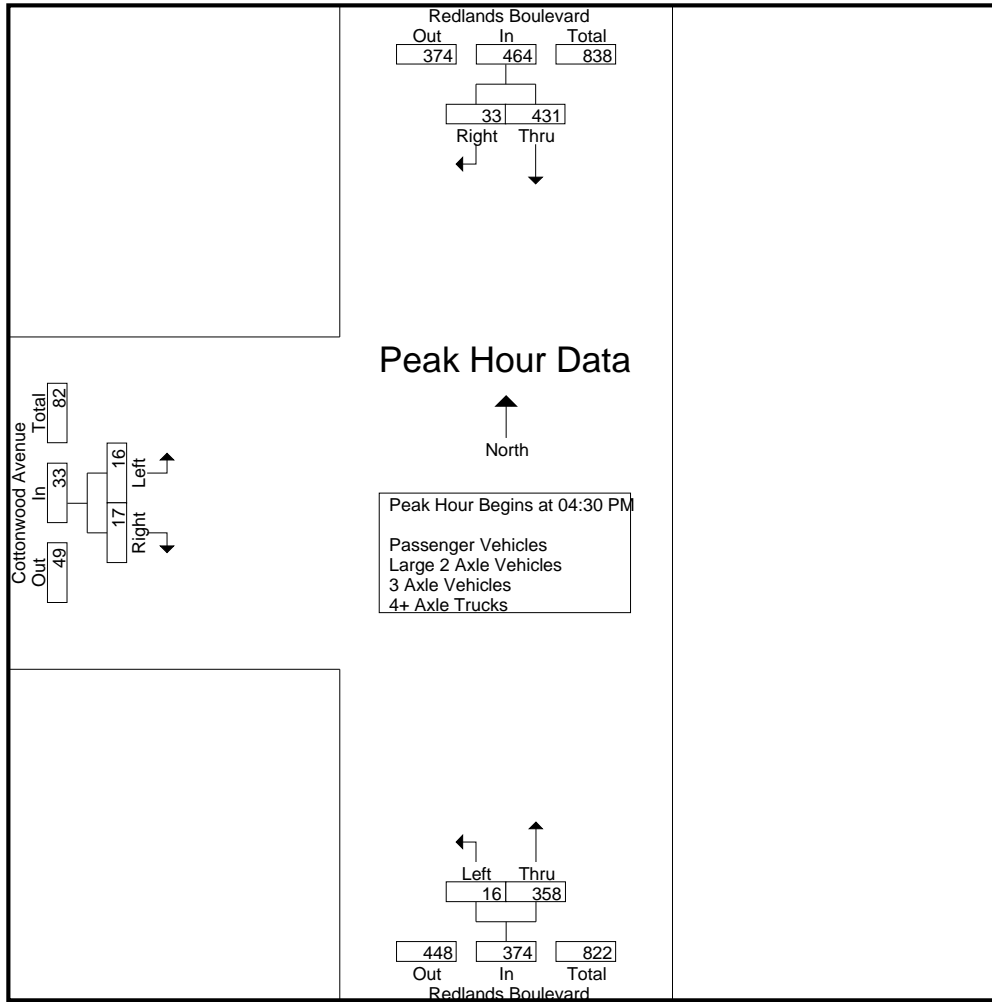
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Cottonwood Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	114	6	120	3	76	79	4	6	10	209
04:15 PM	102	10	112	4	85	89	4	3	7	208
04:30 PM	111	11	122	3	82	85	4	4	8	215
04:45 PM	117	9	126	3	94	97	6	4	10	233
Total	444	36	480	13	337	350	18	17	35	865
05:00 PM	97	8	105	8	76	84	5	6	11	200
05:15 PM	106	5	111	2	106	108	1	3	4	223
05:30 PM	98	11	109	7	73	80	6	4	10	199
05:45 PM	117	12	129	5	80	85	4	7	11	225
Total	418	36	454	22	335	357	16	20	36	847
Grand Total	862	72	934	35	672	707	34	37	71	1712
Apprch %	92.3	7.7		5	95		47.9	52.1		
Total %	50.4	4.2	54.6	2	39.3	41.3	2	2.2	4.1	
Passenger Vehicles	845	70	915	29	663	692	34	35	69	1676
% Passenger Vehicles	98	97.2	98	82.9	98.7	97.9	100	94.6	97.2	97.9
Large 2 Axle Vehicles	12	2	14	5	7	12	0	1	1	27
% Large 2 Axle Vehicles	1.4	2.8	1.5	14.3	1	1.7	0	2.7	1.4	1.6
3 Axle Vehicles	4	0	4	1	1	2	0	1	1	7
% 3 Axle Vehicles	0.5	0	0.4	2.9	0.1	0.3	0	2.7	1.4	0.4
4+ Axle Trucks	1	0	1	0	1	1	0	0	0	2
% 4+ Axle Trucks	0.1	0	0.1	0	0.1	0.1	0	0	0	0.1

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Cottonwood Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:30 PM	111	11	122	3	82	85	4	4	8	215
04:45 PM	117	9	126	3	94	97	6	4	10	233
05:00 PM	97	8	105	8	76	84	5	6	11	200
05:15 PM	106	5	111	2	106	108	1	3	4	223
Total Volume	431	33	464	16	358	374	16	17	33	871
% App. Total	92.9	7.1		4.3	95.7		48.5	51.5		
PHF	.921	.750	.921	.500	.844	.866	.667	.708	.750	.935

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Cottonwood Avenue
 Weather: Clear

File Name : 26_MRV_Red_Cottonwood PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:00 PM			04:30 PM			04:15 PM		
+0 mins.	114	6	120	3	82	85	4	3	7
+15 mins.	102	10	112	3	94	97	4	4	8
+30 mins.	111	11	122	8	76	84	6	4	10
+45 mins.	117	9	126	2	106	108	5	6	11
Total Volume	444	36	480	16	358	374	19	17	36
% App. Total	92.5	7.5		4.3	95.7		52.8	47.2	
PHF	.949	.818	.952	.500	.844	.866	.792	.708	.818

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Cottonwood Avenue
 Weather: Clear

File Name : 26_MRV_Red_Cottonwood PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Cottonwood Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	111	6	117	2	74	76	4	6	10	203
04:15 PM	99	10	109	4	84	88	4	3	7	204
04:30 PM	110	11	121	0	82	82	4	3	7	210
04:45 PM	116	9	125	3	94	97	6	4	10	232
Total	436	36	472	9	334	343	18	16	34	849
05:00 PM	95	8	103	8	74	82	5	6	11	196
05:15 PM	103	5	108	2	104	106	1	3	4	218
05:30 PM	97	11	108	6	73	79	6	3	9	196
05:45 PM	114	10	124	4	78	82	4	7	11	217
Total	409	34	443	20	329	349	16	19	35	827
Grand Total	845	70	915	29	663	692	34	35	69	1676
Apprch %	92.3	7.7		4.2	95.8		49.3	50.7		
Total %	50.4	4.2	54.6	1.7	39.6	41.3	2	2.1	4.1	

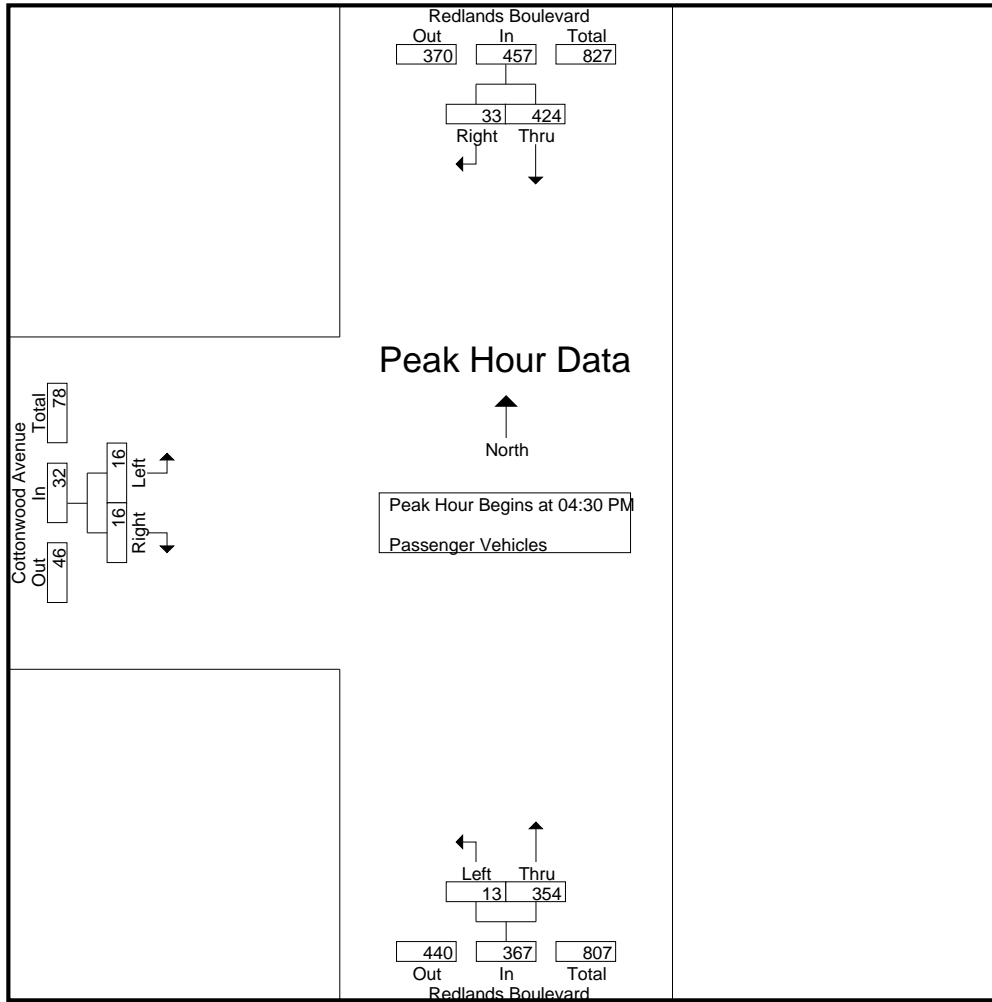
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Cottonwood Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:30 PM	110	11	121	0	82	82	4	3	7	210
04:45 PM	116	9	125	3	94	97	6	4	10	232
05:00 PM	95	8	103	8	74	82	5	6	11	196
05:15 PM	103	5	108	2	104	106	1	3	4	218
Total Volume	424	33	457	13	354	367	16	16	32	856
% App. Total	92.8	7.2		3.5	96.5		50	50		
PHF	.914	.750	.914	.406	.851	.866	.667	.667	.727	.922

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

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Cottonwood Avenue
 Weather: Clear

File Name : 26_MRV_Red_Cottonwood PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	110	11	121	0	82	82	4	3	7
+15 mins.	116	9	125	3	94	97	6	4	10
+30 mins.	95	8	103	8	74	82	5	6	11
+45 mins.	103	5	108	2	104	106	1	3	4
Total Volume	424	33	457	13	354	367	16	16	32
% App. Total	92.8	7.2		3.5	96.5		50	50	
PHF	.914	.750	.914	.406	.851	.866	.667	.667	.727

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Cottonwood Avenue
 Weather: Clear

File Name : 26_MRV_Red_Cottonwood PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Cottonwood Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	2	0	2	1	1	2	0	0	0	4
04:15 PM	3	0	3	0	1	1	0	0	0	4
04:30 PM	0	0	0	2	0	2	0	0	0	2
04:45 PM	1	0	1	0	0	0	0	0	0	1
Total	6	0	6	3	2	5	0	0	0	11
05:00 PM	0	0	0	0	2	2	0	0	0	2
05:15 PM	2	0	2	0	2	2	0	0	0	4
05:30 PM	1	0	1	1	0	1	0	1	1	3
05:45 PM	3	2	5	1	1	2	0	0	0	7
Total	6	2	8	2	5	7	0	1	1	16
Grand Total	12	2	14	5	7	12	0	1	1	27
Apprch %	85.7	14.3		41.7	58.3		0	100		
Total %	44.4	7.4	51.9	18.5	25.9	44.4	0	3.7	3.7	

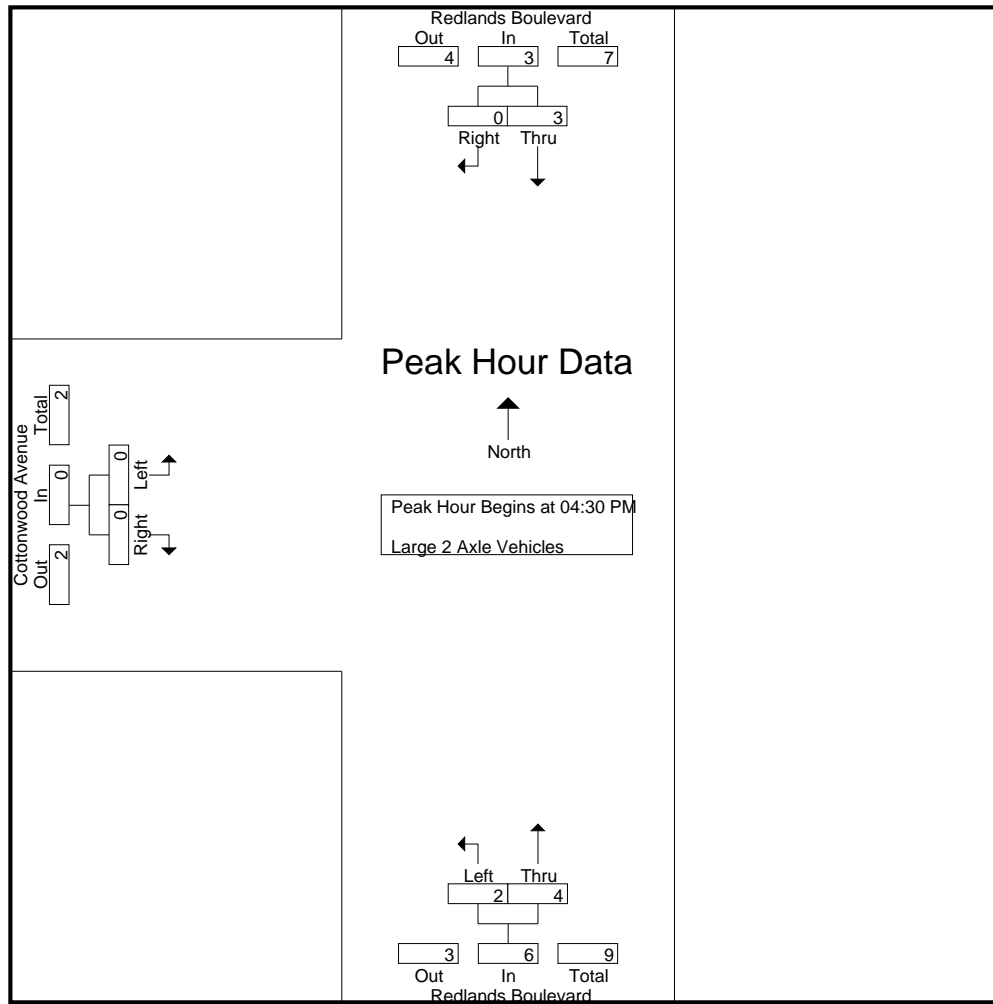
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Cottonwood Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:30 PM	0	0	0	2	0	2	0	0	0	2
04:45 PM	1	0	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	2	2	0	0	0	2
05:15 PM	2	0	2	0	2	2	0	0	0	4
Total Volume	3	0	3	2	4	6	0	0	0	9
% App. Total	100	0		33.3	66.7		0	0		
PHF	.375	.000	.375	.250	.500	.750	.000	.000	.000	.563

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

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Cottonwood Avenue
 Weather: Clear

File Name : 26_MRV_Red_Cottonwood PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	2	0	2	0	0	0
+15 mins.	1	0	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	2	2	0	0	0
+45 mins.	2	0	2	0	2	2	0	0	0
Total Volume	3	0	3	2	4	6	0	0	0
% App. Total	100	0		33.3	66.7		0	0	
PHF	.375	.000	.375	.250	.500	.750	.000	.000	.000

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Cottonwood Avenue
 Weather: Clear

File Name : 26_MRV_Red_Cottonwood PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Cottonwood Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	1	0	1	0	1	1	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	1	0	1	0	1	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	1	1	2	0	1	1	4
05:00 PM	2	0	2	0	0	0	0	0	0	2
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	3	0	3	0	0	0	0	0	0	3
Grand Total	4	0	4	1	1	2	0	1	1	7
Apprch %	100	0		50	50		0	100		
Total %	57.1	0	57.1	14.3	14.3	28.6	0	14.3	14.3	

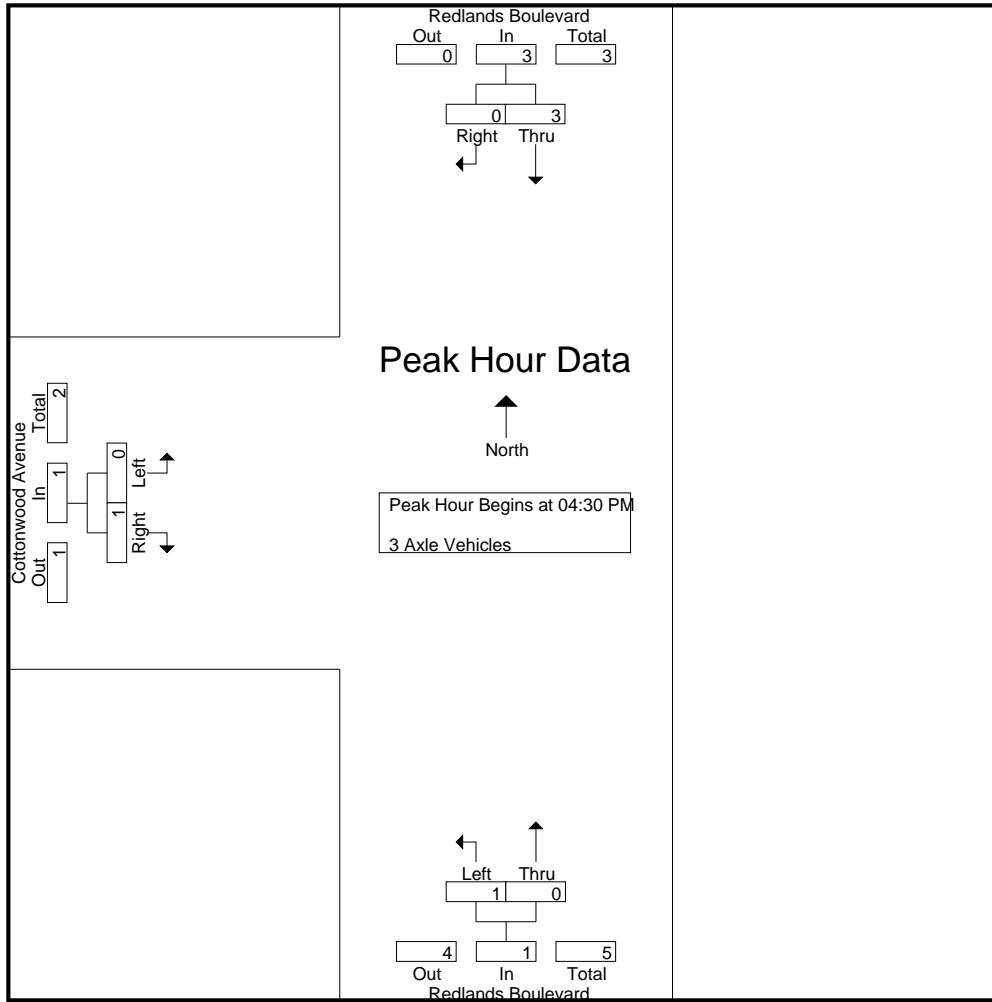
Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Cottonwood Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:30 PM	0	0	0	1	0	1	0	1	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	2	0	2	0	0	0	0	0	0	2
05:15 PM	1	0	1	0	0	0	0	0	0	1
Total Volume	3	0	3	1	0	1	0	1	1	5
% App. Total	100	0		100	0		0	100		
PHF	.375	.000	.375	.250	.000	.250	.000	.250	.250	.625

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

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Cottonwood Avenue
 Weather: Clear

File Name : 26_MRV_Red_Cottonwood PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	1	0	1	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	2	0	2	0	0	0	0	0	0
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	3	0	3	1	0	1	0	1	1
% App. Total	100	0		100	0		0	100	
PHF	.375	.000	.375	.250	.000	.250	.000	.250	.250

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Cottonwood Avenue
 Weather: Clear

File Name : 26_MRV_Red_Cottonwood PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Cottonwood Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	1	1	0	0	0	1
Grand Total	1	0	1	0	1	1	0	0	0	2
Apprch %	100	0		0	100		0	0		
Total %	50	0	50	0	50	50	0	0	0	

Start Time	Redlands Boulevard Southbound			Redlands Boulevard Northbound			Cottonwood Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0	1
% App. Total	100	0		0	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250

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

Peak Hour for Entire Intersection Begins at 04:30 PM

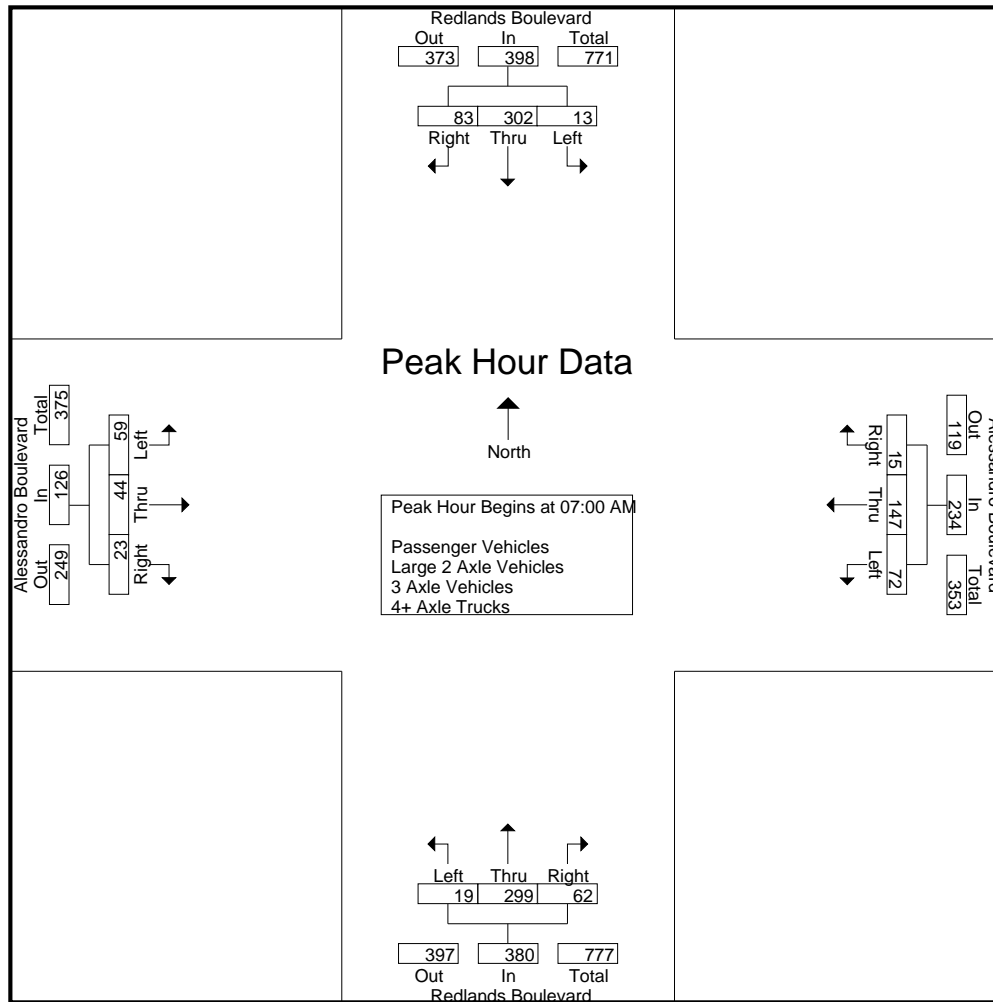
City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 27_MRV_Red_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	62	17	82	18	31	1	50	1	101	7	109	16	11	3	30	271
07:15 AM	3	68	22	93	20	37	5	62	5	64	18	87	11	7	3	21	263
07:30 AM	2	94	17	113	18	46	5	69	9	71	14	94	15	14	9	38	314
07:45 AM	5	78	27	110	16	33	4	53	4	63	23	90	17	12	8	37	290
Total	13	302	83	398	72	147	15	234	19	299	62	380	59	44	23	126	1138
08:00 AM	5	48	20	73	15	18	1	34	5	70	18	93	9	25	4	38	238
08:15 AM	2	45	14	61	8	19	2	29	4	66	20	90	5	24	2	31	211
08:30 AM	2	34	14	50	14	25	3	42	5	61	13	79	19	9	5	33	204
08:45 AM	4	27	10	41	12	30	4	46	8	45	11	64	17	8	4	29	180
Total	13	154	58	225	49	92	10	151	22	242	62	326	50	66	15	131	833
Grand Total	26	456	141	623	121	239	25	385	41	541	124	706	109	110	38	257	1971
Apprch %	4.2	73.2	22.6		31.4	62.1	6.5		5.8	76.6	17.6		42.4	42.8	14.8		
Total %	1.3	23.1	7.2	31.6	6.1	12.1	1.3	19.5	2.1	27.4	6.3	35.8	5.5	5.6	1.9	13	
Passenger Vehicles	23	447	139	609	119	232	24	375	40	534	122	696	106	107	37	250	1930
% Passenger Vehicles	88.5	98	98.6	97.8	98.3	97.1	96	97.4	97.6	98.7	98.4	98.6	97.2	97.3	97.4	97.3	97.9
Large 2 Axle Vehicles	2	8	2	12	2	6	1	9	1	6	1	8	3	3	1	7	36
% Large 2 Axle Vehicles	7.7	1.8	1.4	1.9	1.7	2.5	4	2.3	2.4	1.1	0.8	1.1	2.8	2.7	2.6	2.7	1.8
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0.8	0.1	0	0	0	0	0.1
4+ Axle Trucks	1	1	0	2	0	1	0	1	0	1	0	1	0	0	0	0	4
% 4+ Axle Trucks	3.8	0.2	0	0.3	0	0.4	0	0.3	0	0.2	0	0.1	0	0	0	0	0.2

Start Time	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	62	17	82	18	31	1	50	1	101	7	109	16	11	3	30	271
07:15 AM	3	68	22	93	20	37	5	62	5	64	18	87	11	7	3	21	263
07:30 AM	2	94	17	113	18	46	5	69	9	71	14	94	15	14	9	38	314
07:45 AM	5	78	27	110	16	33	4	53	4	63	23	90	17	12	8	37	290
Total Volume	13	302	83	398	72	147	15	234	19	299	62	380	59	44	23	126	1138
% App. Total	3.3	75.9	20.9		30.8	62.8	6.4		5	78.7	16.3		46.8	34.9	18.3		
PHF	.650	.803	.769	.881	.900	.799	.750	.848	.528	.740	.674	.872	.868	.786	.639	.829	.906



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

	07:00 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	3	62	17	82	18	31	1	50	1	101	7	109	15	14	9	38
+15 mins.	3	68	22	93	20	37	5	62	5	64	18	87	17	12	8	37
+30 mins.	2	94	17	113	18	46	5	69	9	71	14	94	9	25	4	38
+45 mins.	5	78	27	110	16	33	4	53	4	63	23	90	5	24	2	31
Total Volume	13	302	83	398	72	147	15	234	19	299	62	380	46	75	23	144
% App. Total	3.3	75.9	20.9		30.8	62.8	6.4		5	78.7	16.3		31.9	52.1	16	
PHF	.650	.803	.769	.881	.900	.799	.750	.848	.528	.740	.674	.872	.676	.750	.639	.947

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 27_MRV_Red_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

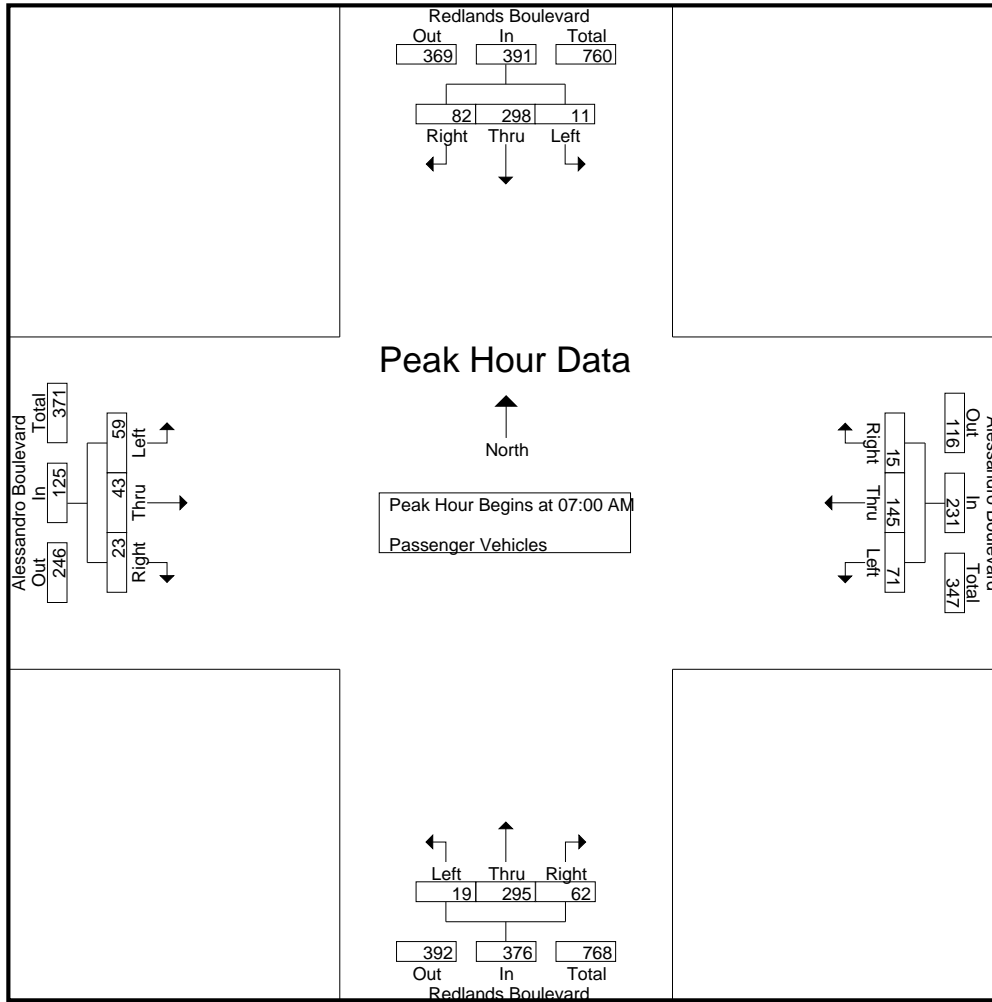
Groups Printed- Passenger Vehicles

Start Time	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	62	17	82	17	31	1	49	1	99	7	107	16	11	3	30	268
07:15 AM	2	68	22	92	20	36	5	61	5	63	18	86	11	7	3	21	260
07:30 AM	2	91	16	109	18	46	5	69	9	70	14	93	15	13	9	37	308
07:45 AM	4	77	27	108	16	32	4	52	4	63	23	90	17	12	8	37	287
Total	11	298	82	391	71	145	15	231	19	295	62	376	59	43	23	125	1123
08:00 AM	5	46	20	71	14	17	1	32	5	69	18	92	8	24	3	35	230
08:15 AM	2	43	14	59	8	19	1	28	4	65	20	89	5	24	2	31	207
08:30 AM	2	33	13	48	14	22	3	39	5	60	12	77	18	8	5	31	195
08:45 AM	3	27	10	40	12	29	4	45	7	45	10	62	16	8	4	28	175
Total	12	149	57	218	48	87	9	144	21	239	60	320	47	64	14	125	807
Grand Total	23	447	139	609	119	232	24	375	40	534	122	696	106	107	37	250	1930
Apprch %	3.8	73.4	22.8		31.7	61.9	6.4		5.7	76.7	17.5		42.4	42.8	14.8		
Total %	1.2	23.2	7.2	31.6	6.2	12	1.2	19.4	2.1	27.7	6.3	36.1	5.5	5.5	1.9	13	

Start Time	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	62	17	82	17	31	1	49	1	99	7	107	16	11	3	30	268
07:15 AM	2	68	22	92	20	36	5	61	5	63	18	86	11	7	3	21	260
07:30 AM	2	91	16	109	18	46	5	69	9	70	14	93	15	13	9	37	308
07:45 AM	4	77	27	108	16	32	4	52	4	63	23	90	17	12	8	37	287
Total Volume	11	298	82	391	71	145	15	231	19	295	62	376	59	43	23	125	1123
% App. Total	2.8	76.2	21		30.7	62.8	6.5		5.1	78.5	16.5		47.2	34.4	18.4		
PHF	.688	.819	.759	.897	.888	.788	.750	.837	.528	.745	.674	.879	.868	.827	.639	.845	.912

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 27_MRV_Red_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	3	62	17	82	17	31	1	49	1	99	7	107	16	11	3	30
+15 mins.	2	68	22	92	20	36	5	61	5	63	18	86	11	7	3	21
+30 mins.	2	91	16	109	18	46	5	69	9	70	14	93	15	13	9	37
+45 mins.	4	77	27	108	16	32	4	52	4	63	23	90	17	12	8	37
Total Volume	11	298	82	391	71	145	15	231	19	295	62	376	59	43	23	125
% App. Total	2.8	76.2	21		30.7	62.8	6.5		5.1	78.5	16.5		47.2	34.4	18.4	
PHF	.688	.819	.759	.897	.888	.788	.750	.837	.528	.745	.674	.879	.868	.827	.639	.845

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 27_MRV_Red_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

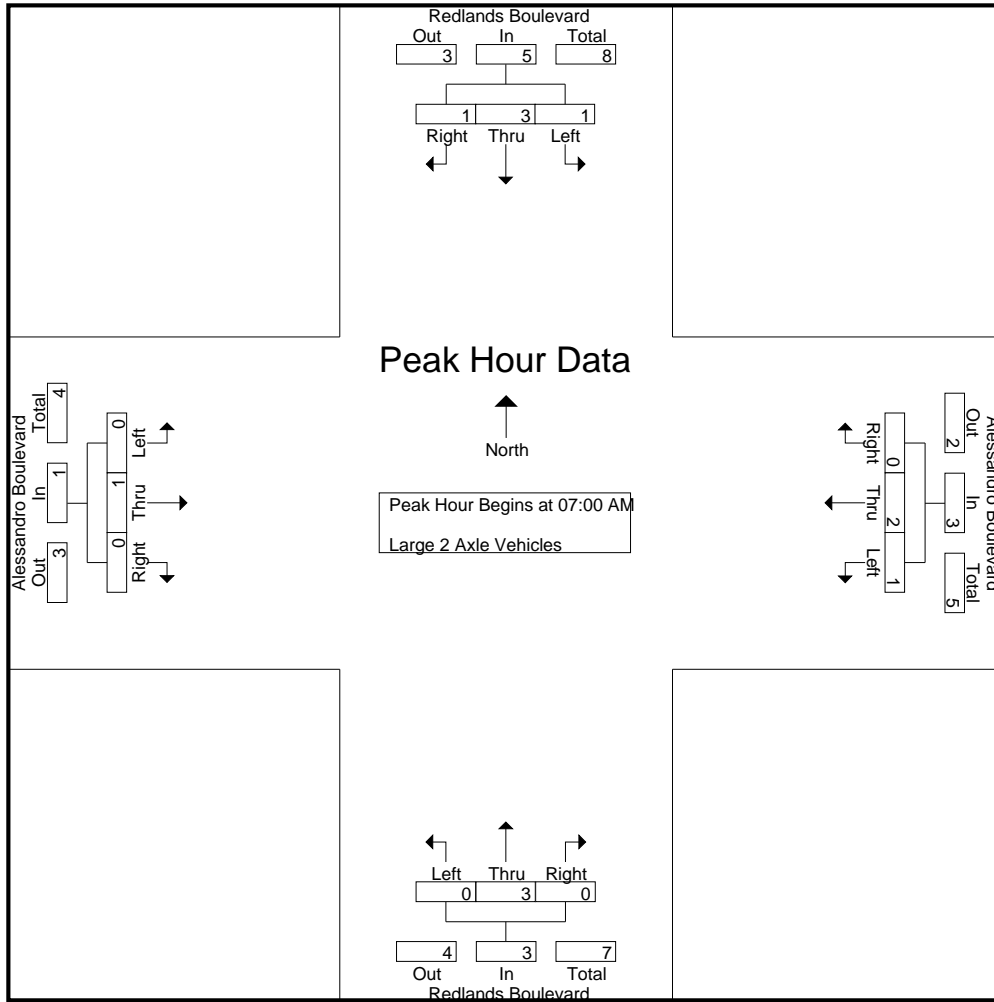
Groups Printed- Large 2 Axle Vehicles

Start Time	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
07:15 AM	1	0	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
07:30 AM	0	2	1	3	0	0	0	0	0	1	0	1	0	1	0	1	5
07:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	1	3	1	5	1	2	0	3	0	3	0	3	0	1	0	1	12
08:00 AM	0	2	0	2	1	1	0	2	0	1	0	1	1	1	1	3	8
08:15 AM	0	2	0	2	0	0	1	1	0	1	0	1	0	0	0	0	4
08:30 AM	0	1	1	2	0	2	0	2	0	1	0	1	1	1	0	2	7
08:45 AM	1	0	0	1	0	1	0	1	1	0	1	2	1	0	0	1	5
Total	1	5	1	7	1	4	1	6	1	3	1	5	3	2	1	6	24
Grand Total	2	8	2	12	2	6	1	9	1	6	1	8	3	3	1	7	36
Apprch %	16.7	66.7	16.7		22.2	66.7	11.1		12.5	75	12.5		42.9	42.9	14.3		
Total %	5.6	22.2	5.6	33.3	5.6	16.7	2.8	25	2.8	16.7	2.8	22.2	8.3	8.3	2.8	19.4	

Start Time	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
07:15 AM	1	0	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
07:30 AM	0	2	1	3	0	0	0	0	0	1	0	1	0	1	0	1	5
07:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Volume	1	3	1	5	1	2	0	3	0	3	0	3	0	1	0	1	12
% App. Total	20	60	20		33.3	66.7	0		0	100	0		0	100	0		
PHF	.250	.375	.250	.417	.250	.500	.000	.750	.000	.750	.000	.750	.000	.250	.000	.250	.600

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 27_MRV_Red_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0
+15 mins.	1	0	0	1	0	1	0	1	0	1	0	1	0	0	0	0
+30 mins.	0	2	1	3	0	0	0	0	0	1	0	1	0	1	0	1
+45 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	1	3	1	5	1	2	0	3	0	3	0	3	0	1	0	1
% App. Total	20	60	20		33.3	66.7	0		0	100	0		0	100	0	
PHF	.250	.375	.250	.417	.250	.500	.000	.750	.000	.750	.000	.750	.000	.250	.000	.250

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 27_MRV_Red_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

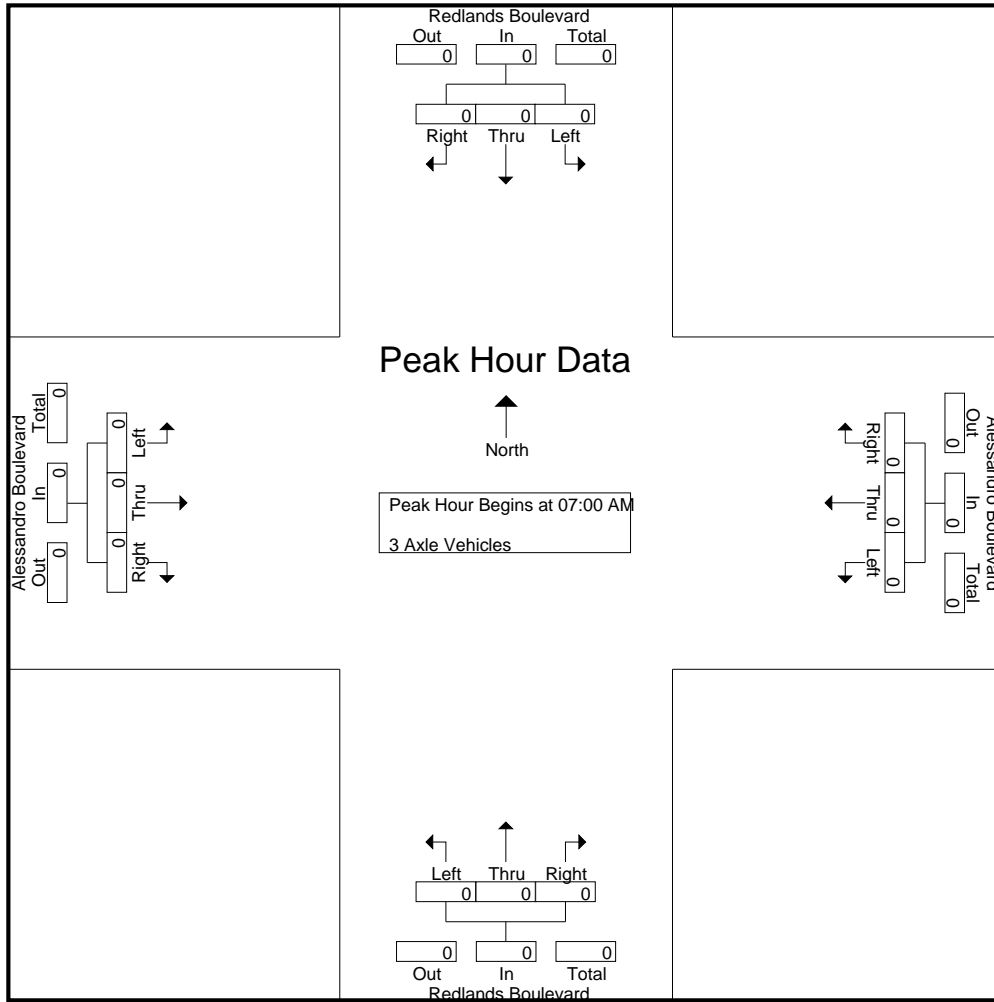
Groups Printed- 3 Axle Vehicles

Start Time	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		0	0	100		0	0	0		
Total %	0	0	0		0	0	0		0	0	100	100	0	0	0		

Start Time	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 27_MRV_Red_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 27_MRV_Red_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

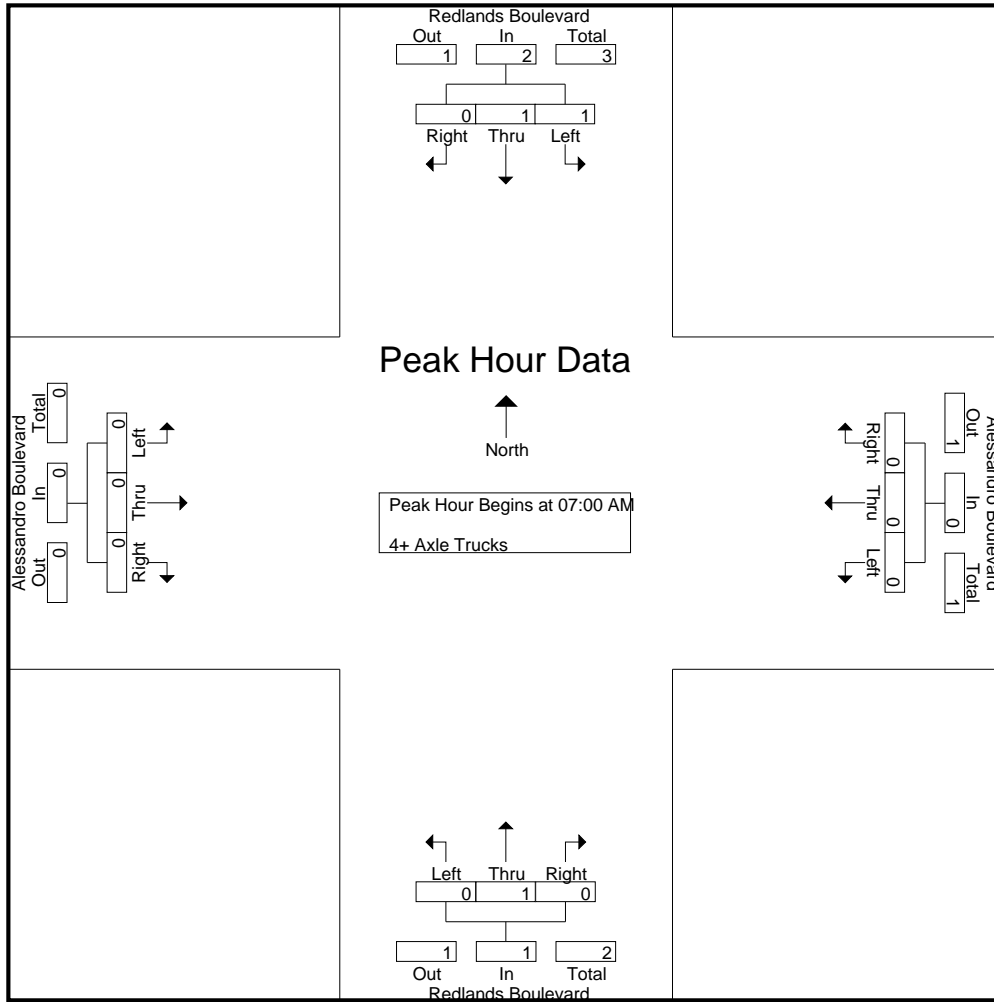
Groups Printed- 4+ Axle Trucks

Start Time	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	1	1	0	2	0	1	0	1	0	1	0	1	0	0	0	0	4
Apprch %	50	50	0		0	100	0		0	100	0		0	0	0		
Total %	25	25	0	50	0	25	0	25	0	25	0	25	0	0	0	0	

Start Time	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% App. Total	50	50	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.750

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 27_MRV_Red_Aless AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	50	50	0		0	0	0		0	100	0		0	0	0	
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

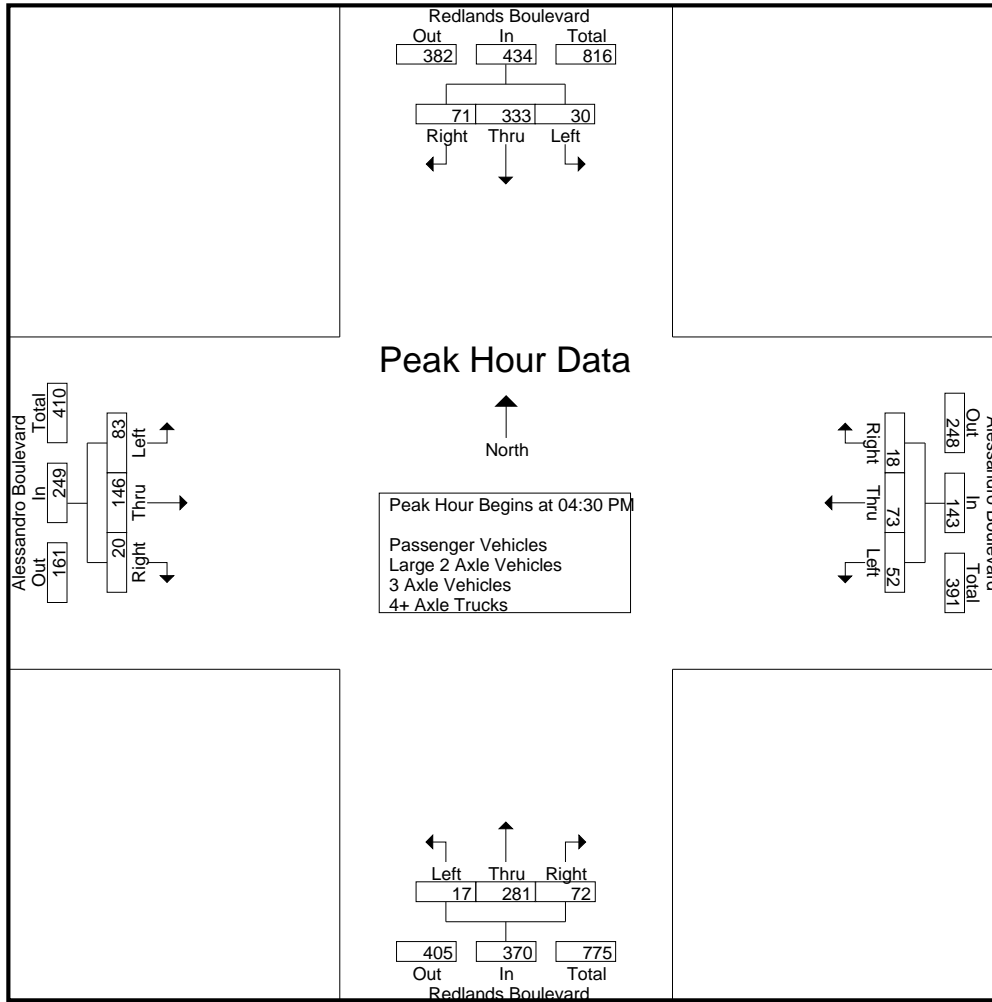
City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 27_MRV_Red_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	6	81	19	106	11	21	1	33	5	77	17	99	14	22	4	40	278
04:15 PM	7	88	15	110	13	13	5	31	0	73	13	86	20	27	6	53	280
04:30 PM	6	84	16	106	19	21	3	43	2	75	13	90	24	39	8	71	310
04:45 PM	6	66	23	95	7	19	6	32	7	69	31	107	13	46	7	66	300
Total	25	319	73	417	50	74	15	139	14	294	74	382	71	134	25	230	1168
05:00 PM	9	91	11	111	16	17	7	40	6	72	15	93	22	31	4	57	301
05:15 PM	9	92	21	122	10	16	2	28	2	65	13	80	24	30	1	55	285
05:30 PM	4	88	16	108	13	17	3	33	2	72	15	89	20	32	5	57	287
05:45 PM	2	76	15	93	20	17	4	41	1	54	15	70	14	23	8	45	249
Total	24	347	63	434	59	67	16	142	11	263	58	332	80	116	18	214	1122
Grand Total	49	666	136	851	109	141	31	281	25	557	132	714	151	250	43	444	2290
Apprch %	5.8	78.3	16		38.8	50.2	11		3.5	78	18.5		34	56.3	9.7		
Total %	2.1	29.1	5.9	37.2	4.8	6.2	1.4	12.3	1.1	24.3	5.8	31.2	6.6	10.9	1.9	19.4	
Passenger Vehicles	47	655	134	836	108	136	30	274	25	547	129	701	146	248	42	436	2247
% Passenger Vehicles	95.9	98.3	98.5	98.2	99.1	96.5	96.8	97.5	100	98.2	97.7	98.2	96.7	99.2	97.7	98.2	98.1
Large 2 Axle Vehicles	2	11	1	14	1	3	1	5	0	10	3	13	4	1	1	6	38
% Large 2 Axle Vehicles	4.1	1.7	0.7	1.6	0.9	2.1	3.2	1.8	0	1.8	2.3	1.8	2.6	0.4	2.3	1.4	1.7
3 Axle Vehicles	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1	3
% 3 Axle Vehicles	0	0	0.7	0.1	0	0.7	0	0.4	0	0	0	0	0.7	0	0	0.2	0.1
4+ Axle Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% 4+ Axle Trucks	0	0	0	0	0	0.7	0	0.4	0	0	0	0	0	0.4	0	0.2	0.1

Start Time	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	6	84	16	106	19	21	3	43	2	75	13	90	24	39	8	71	310
04:45 PM	6	66	23	95	7	19	6	32	7	69	31	107	13	46	7	66	300
05:00 PM	9	91	11	111	16	17	7	40	6	72	15	93	22	31	4	57	301
05:15 PM	9	92	21	122	10	16	2	28	2	65	13	80	24	30	1	55	285
Total Volume	30	333	71	434	52	73	18	143	17	281	72	370	83	146	20	249	1196
% App. Total	6.9	76.7	16.4		36.4	51	12.6		4.6	75.9	19.5		33.3	58.6	8		
PHF	.833	.905	.772	.889	.684	.869	.643	.831	.607	.937	.581	.864	.865	.793	.625	.877	.965



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

	04:45 PM				04:15 PM				04:00 PM				04:30 PM			
+0 mins.	6	66	23	95	13	13	5	31	5	77	17	99	24	39	8	71
+15 mins.	9	91	11	111	19	21	3	43	0	73	13	86	13	46	7	66
+30 mins.	9	92	21	122	7	19	6	32	2	75	13	90	22	31	4	57
+45 mins.	4	88	16	108	16	17	7	40	7	69	31	107	24	30	1	55
Total Volume	28	337	71	436	55	70	21	146	14	294	74	382	83	146	20	249
% App. Total	6.4	77.3	16.3		37.7	47.9	14.4		3.7	77	19.4		33.3	58.6	8	
PHF	.778	.916	.772	.893	.724	.833	.750	.849	.500	.955	.597	.893	.865	.793	.625	.877

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 27_MRV_Red_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

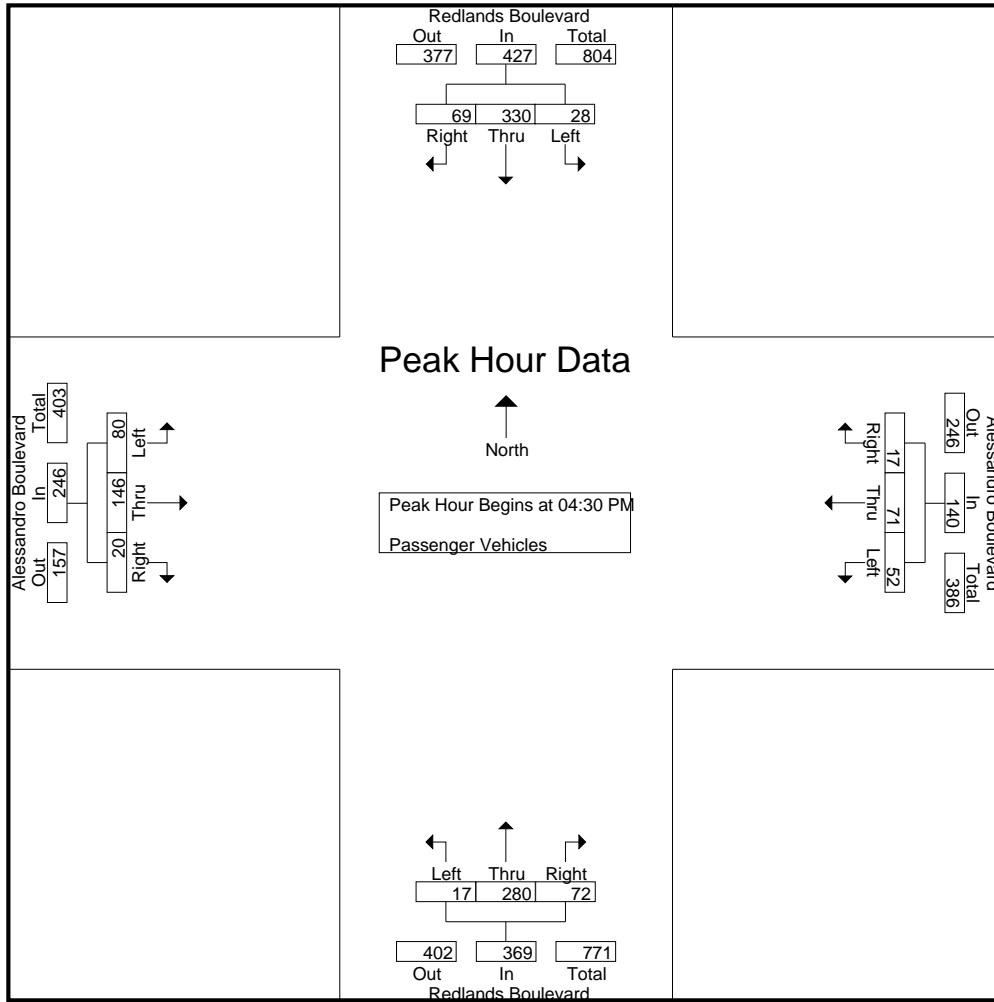
Groups Printed- Passenger Vehicles

Start Time	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	6	79	19	104	11	20	1	32	5	70	15	90	13	22	4	39	265
04:15 PM	7	85	15	107	12	11	5	28	0	73	12	85	19	27	6	52	272
04:30 PM	5	84	15	104	19	20	3	42	2	75	13	90	21	39	8	68	304
04:45 PM	6	65	22	93	7	18	6	31	7	69	31	107	13	46	7	66	297
Total	24	313	71	408	49	69	15	133	14	287	71	372	66	134	25	225	1138
05:00 PM	9	91	11	111	16	17	7	40	6	72	15	93	22	31	4	57	301
05:15 PM	8	90	21	119	10	16	1	27	2	64	13	79	24	30	1	55	280
05:30 PM	4	86	16	106	13	17	3	33	2	71	15	88	20	30	4	54	281
05:45 PM	2	75	15	92	20	17	4	41	1	53	15	69	14	23	8	45	247
Total	23	342	63	428	59	67	15	141	11	260	58	329	80	114	17	211	1109
Grand Total	47	655	134	836	108	136	30	274	25	547	129	701	146	248	42	436	2247
Apprch %	5.6	78.3	16		39.4	49.6	10.9		3.6	78	18.4		33.5	56.9	9.6		
Total %	2.1	29.1	6	37.2	4.8	6.1	1.3	12.2	1.1	24.3	5.7	31.2	6.5	11	1.9	19.4	

Start Time	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	5	84	15	104	19	20	3	42	2	75	13	90	21	39	8	68	304
04:45 PM	6	65	22	93	7	18	6	31	7	69	31	107	13	46	7	66	297
05:00 PM	9	91	11	111	16	17	7	40	6	72	15	93	22	31	4	57	301
05:15 PM	8	90	21	119	10	16	1	27	2	64	13	79	24	30	1	55	280
Total Volume	28	330	69	427	52	71	17	140	17	280	72	369	80	146	20	246	1182
% App. Total	6.6	77.3	16.2		37.1	50.7	12.1		4.6	75.9	19.5		32.5	59.3	8.1		
PHF	.778	.907	.784	.897	.684	.888	.607	.833	.607	.933	.581	.862	.833	.793	.625	.904	.972

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 27_MRV_Red_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	5	84	15	104	19	20	3	42	2	75	13	90	21	39	8	68
+15 mins.	6	65	22	93	7	18	6	31	7	69	31	107	13	46	7	66
+30 mins.	9	91	11	111	16	17	7	40	6	72	15	93	22	31	4	57
+45 mins.	8	90	21	119	10	16	1	27	2	64	13	79	24	30	1	55
Total Volume	28	330	69	427	52	71	17	140	17	280	72	369	80	146	20	246
% App. Total	6.6	77.3	16.2		37.1	50.7	12.1		4.6	75.9	19.5		32.5	59.3	8.1	
PHF	.778	.907	.784	.897	.684	.888	.607	.833	.607	.933	.581	.862	.833	.793	.625	.904

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 27_MRV_Red_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

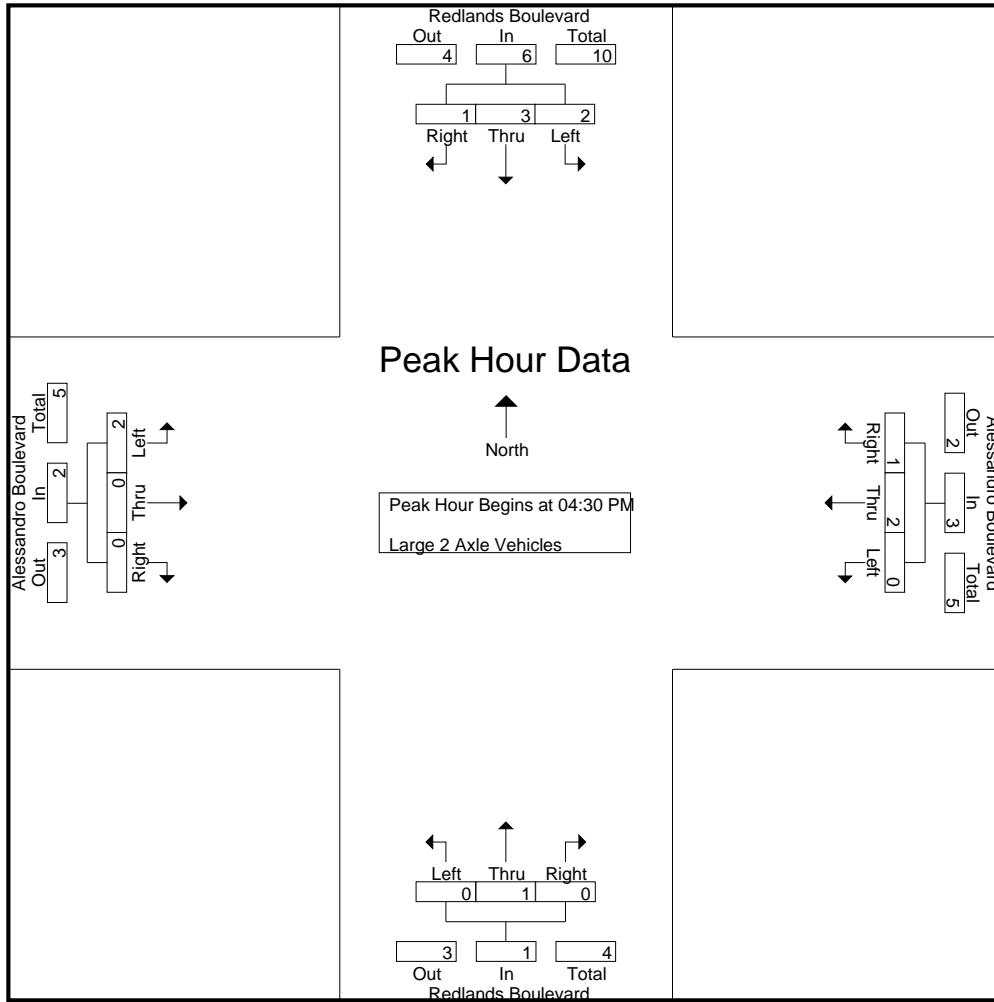
Groups Printed- Large 2 Axle Vehicles

Start Time	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	0	2	0	1	0	1	0	7	2	9	1	0	0	1	13
04:15 PM	0	3	0	3	1	0	0	1	0	0	1	1	1	0	0	1	6
04:30 PM	1	0	1	2	0	1	0	1	0	0	0	0	2	0	0	2	5
04:45 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	1	6	1	8	1	3	0	4	0	7	3	10	4	0	0	4	26
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	2	0	3	0	0	1	1	0	1	0	1	0	0	0	0	5
05:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	1	1	2	5
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	1	5	0	6	0	0	1	1	0	3	0	3	0	1	1	2	12
Grand Total	2	11	1	14	1	3	1	5	0	10	3	13	4	1	1	6	38
Apprch %	14.3	78.6	7.1		20	60	20		0	76.9	23.1		66.7	16.7	16.7		
Total %	5.3	28.9	2.6	36.8	2.6	7.9	2.6	13.2	0	26.3	7.9	34.2	10.5	2.6	2.6	15.8	

Start Time	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	0	1	2	0	1	0	1	0	0	0	0	2	0	0	2	5
04:45 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	2	0	3	0	0	1	1	0	1	0	1	0	0	0	0	5
Total Volume	2	3	1	6	0	2	1	3	0	1	0	1	2	0	0	2	12
% App. Total	33.3	50	16.7		0	66.7	33.3		0	100	0		100	0	0		
PHF	.500	.375	.250	.500	.000	.500	.250	.750	.000	.250	.000	.250	.250	.000	.000	.250	.600

City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 27_MRV_Red_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	1	0	1	2	0	1	0	1	0	0	0	0	2	0	0	2
+15 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	2	0	3	0	0	1	1	0	1	0	1	0	0	0	0
Total Volume	2	3	1	6	0	2	1	3	0	1	0	1	2	0	0	2
% App. Total	33.3	50	16.7		0	66.7	33.3		0	100	0		100	0	0	
PHF	.500	.375	.250	.500	.000	.500	.250	.750	.000	.250	.000	.250	.250	.000	.000	.250

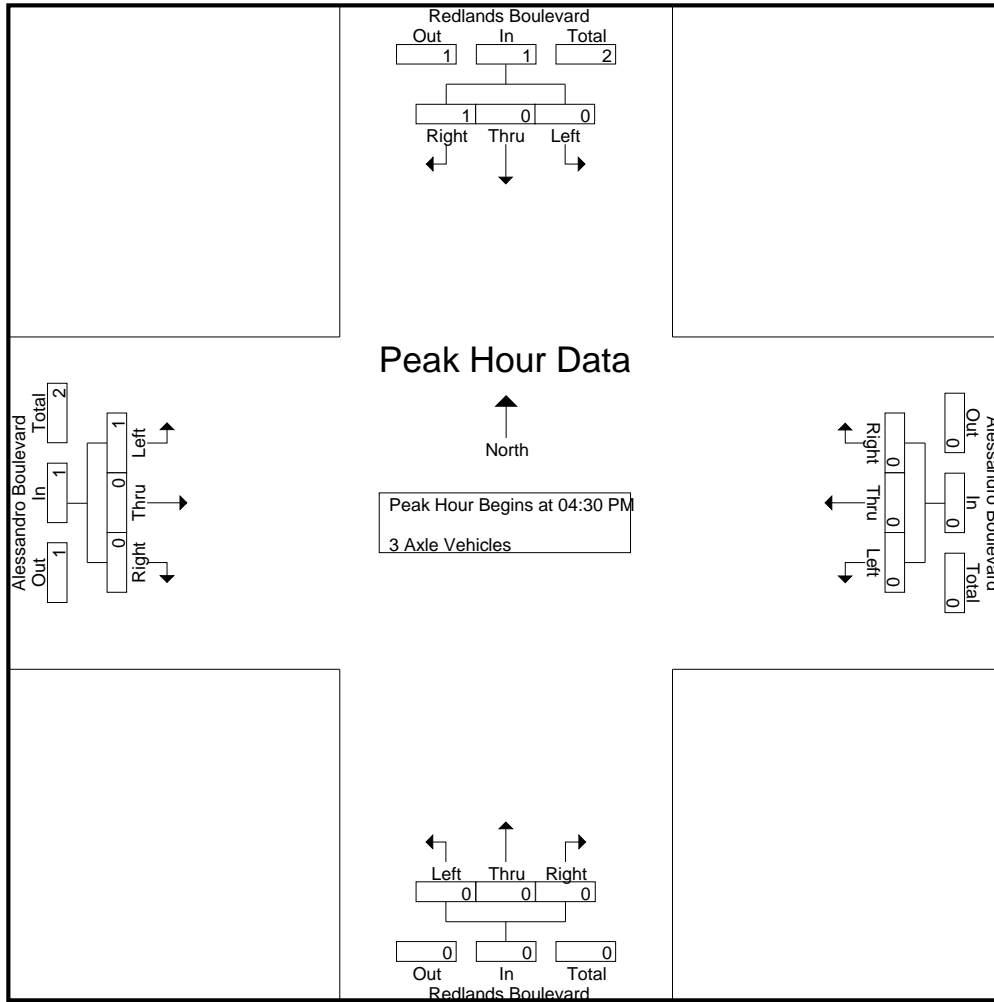
City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 27_MRV_Red_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1	3
Apprch %	0	0	100		0	100	0		0	0	0		100	0	0		
Total %	0	0	33.3	33.3	0	33.3	0	33.3	0	0	0	0	33.3	0	0	33.3	

Start Time	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

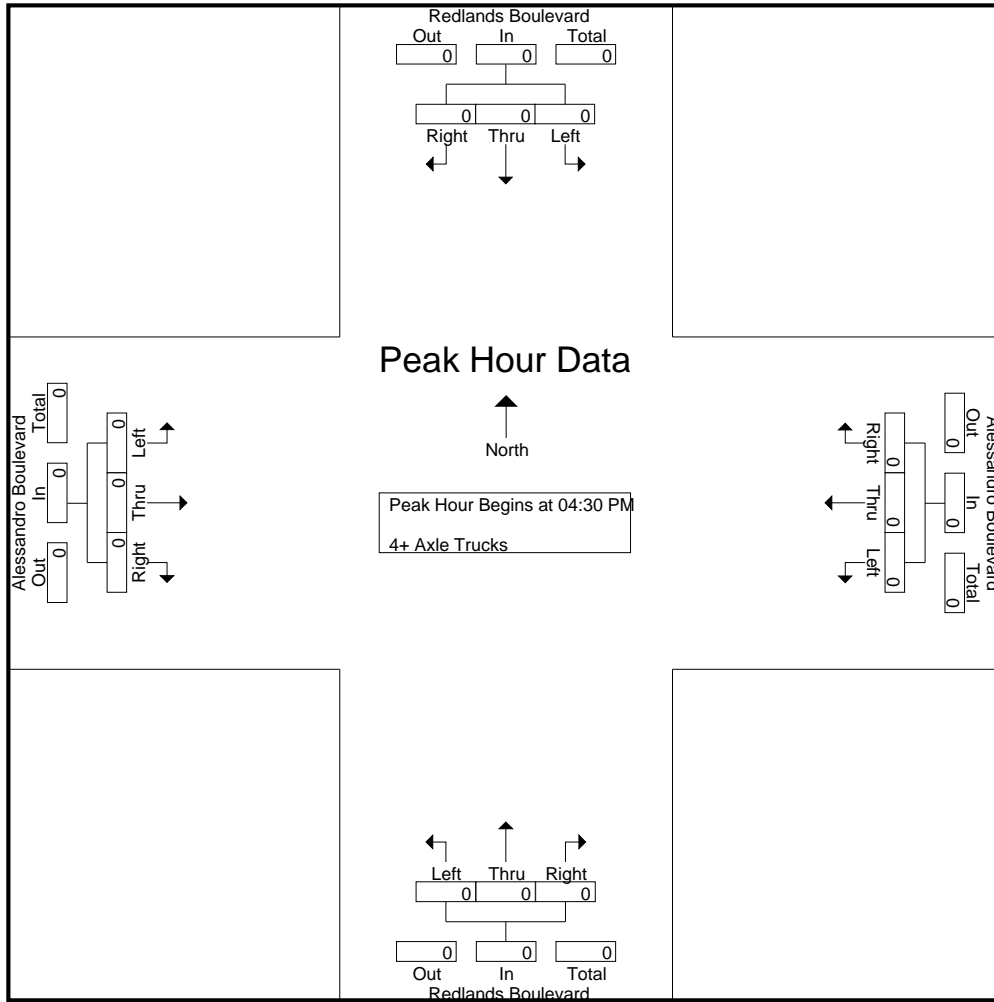
City of Moreno Valley
 N/S: Redlands Boulevard
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 27_MRV_Red_Aless PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	50	0	50	0	0	0		0	50	0	50	

Start Time	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

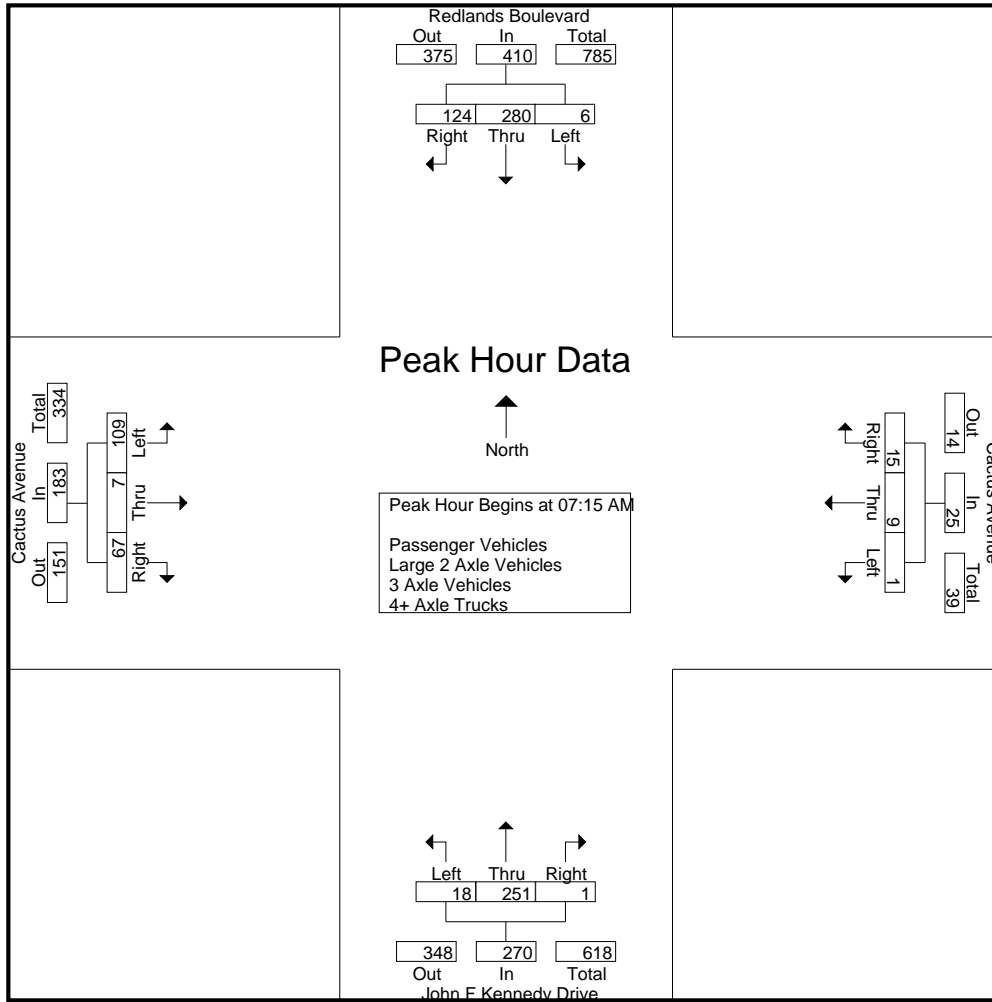
City of Moreno Valley
 N/S: Redlands Blvd/John F Kennedy Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 28_MRV_Red_Cactus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Redlands Boulevard Southbound				Cactus Avenue Westbound				John F Kennedy Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	42	29	73	1	3	2	6	2	88	1	91	16	1	0	17	187
07:15 AM	1	61	35	97	0	6	4	10	4	60	0	64	22	3	10	35	206
07:30 AM	4	89	34	127	1	2	5	8	3	58	1	62	23	0	18	41	238
07:45 AM	0	76	34	110	0	0	6	6	5	53	0	58	43	1	31	75	249
Total	7	268	132	407	2	11	17	30	14	259	2	275	104	5	59	168	880
08:00 AM	1	54	21	76	0	1	0	1	6	80	0	86	21	3	8	32	195
08:15 AM	0	34	13	47	0	2	0	2	3	62	0	65	32	0	0	32	146
08:30 AM	1	43	10	54	0	2	0	2	3	56	0	59	27	0	5	32	147
08:45 AM	3	24	17	44	2	2	1	5	1	36	0	37	16	2	5	23	109
Total	5	155	61	221	2	7	1	10	13	234	0	247	96	5	18	119	597
Grand Total	12	423	193	628	4	18	18	40	27	493	2	522	200	10	77	287	1477
Apprch %	1.9	67.4	30.7		10	45	45		5.2	94.4	0.4		69.7	3.5	26.8		
Total %	0.8	28.6	13.1	42.5	0.3	1.2	1.2	2.7	1.8	33.4	0.1	35.3	13.5	0.7	5.2	19.4	
Passenger Vehicles	12	414	190	616	4	18	18	40	26	477	2	505	198	10	76	284	1445
% Passenger Vehicles	100	97.9	98.4	98.1	100	100	100	100	96.3	96.8	100	96.7	99	100	98.7	99	97.8
Large 2 Axle Vehicles	0	9	3	12	0	0	0	0	1	12	0	13	1	0	1	2	27
% Large 2 Axle Vehicles	0	2.1	1.6	1.9	0	0	0	0	3.7	2.4	0	2.5	0.5	0	1.3	0.7	1.8
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0.2	0	0.2	0.5	0	0	0.3	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0.6	0	0.6	0	0	0	0	0.2

Start Time	Redlands Boulevard Southbound				Cactus Avenue Westbound				John F Kennedy Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	61	35	97	0	6	4	10	4	60	0	64	22	3	10	35	206
07:30 AM	4	89	34	127	1	2	5	8	3	58	1	62	23	0	18	41	238
07:45 AM	0	76	34	110	0	0	6	6	5	53	0	58	43	1	31	75	249
08:00 AM	1	54	21	76	0	1	0	1	6	80	0	86	21	3	8	32	195
Total Volume	6	280	124	410	1	9	15	25	18	251	1	270	109	7	67	183	888
% App. Total	1.5	68.3	30.2		4	36	60		6.7	93	0.4		59.6	3.8	36.6		
PHF	.375	.787	.886	.807	.250	.375	.625	.625	.750	.784	.250	.785	.634	.583	.540	.610	.892



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

	07:15 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	1	61	35	97	1	3	2	6	2	88	1	91	22	3	10	35
+15 mins.	4	89	34	127	0	6	4	10	4	60	0	64	23	0	18	41
+30 mins.	0	76	34	110	1	2	5	8	3	58	1	62	43	1	31	75
+45 mins.	1	54	21	76	0	0	6	6	5	53	0	58	21	3	8	32
Total Volume	6	280	124	410	2	11	17	30	14	259	2	275	109	7	67	183
% App. Total	1.5	68.3	30.2		6.7	36.7	56.7		5.1	94.2	0.7		59.6	3.8	36.6	
PHF	.375	.787	.886	.807	.500	.458	.708	.750	.700	.736	.500	.755	.634	.583	.540	.610

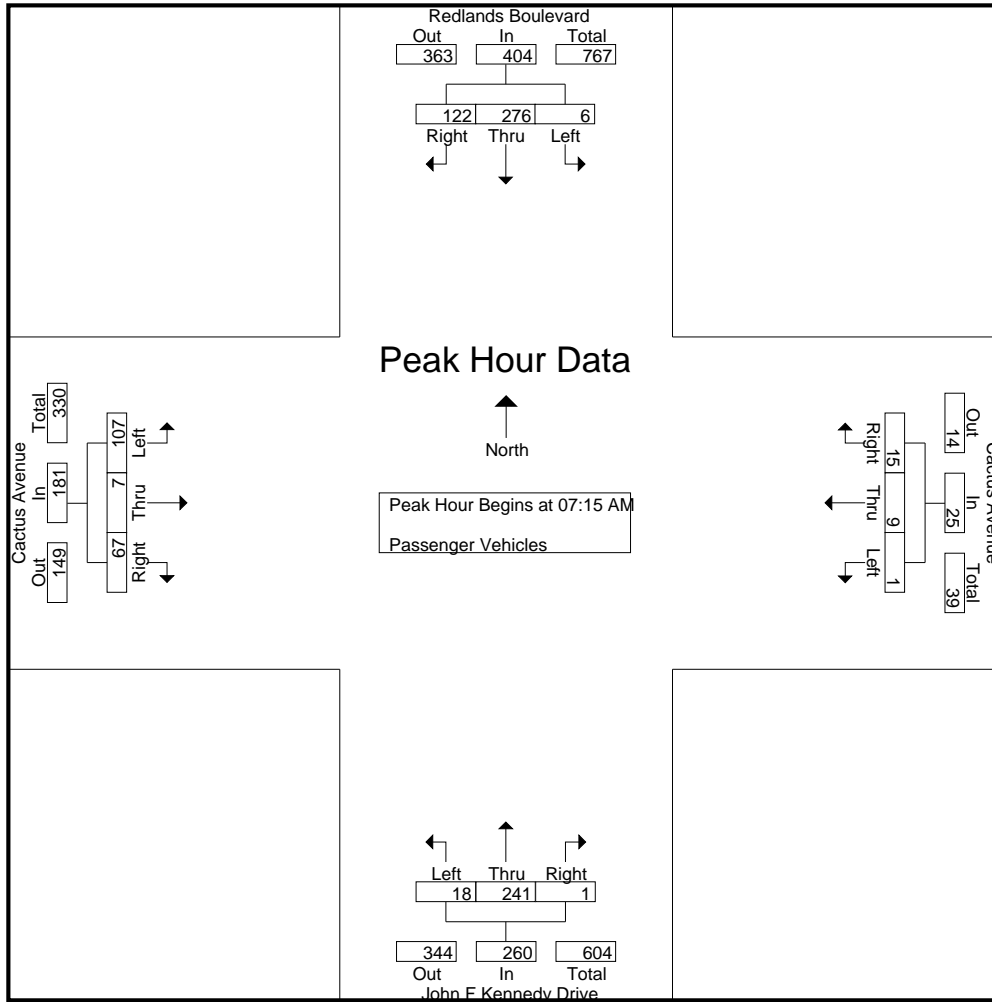
City of Moreno Valley
 N/S: Redlands Blvd/John F Kennedy Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 28_MR_V_Red_Cactus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Redlands Boulevard Southbound				Cactus Avenue Westbound				John F Kennedy Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	38	29	69	1	3	2	6	2	86	1	89	16	1	0	17	181
07:15 AM	1	61	35	97	0	6	4	10	4	56	0	60	21	3	10	34	201
07:30 AM	4	86	34	124	1	2	5	8	3	55	1	59	23	0	18	41	232
07:45 AM	0	76	34	110	0	0	6	6	5	52	0	57	43	1	31	75	248
Total	7	261	132	400	2	11	17	30	14	249	2	265	103	5	59	167	862
08:00 AM	1	53	19	73	0	1	0	1	6	78	0	84	20	3	8	31	189
08:15 AM	0	34	12	46	0	2	0	2	3	61	0	64	32	0	0	32	144
08:30 AM	1	42	10	53	0	2	0	2	2	54	0	56	27	0	4	31	142
08:45 AM	3	24	17	44	2	2	1	5	1	35	0	36	16	2	5	23	108
Total	5	153	58	216	2	7	1	10	12	228	0	240	95	5	17	117	583
Grand Total	12	414	190	616	4	18	18	40	26	477	2	505	198	10	76	284	1445
Apprch %	1.9	67.2	30.8		10	45	45		5.1	94.5	0.4		69.7	3.5	26.8		
Total %	0.8	28.7	13.1	42.6	0.3	1.2	1.2	2.8	1.8	33	0.1	34.9	13.7	0.7	5.3	19.7	

Start Time	Redlands Boulevard Southbound				Cactus Avenue Westbound				John F Kennedy Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	61	35	97	0	6	4	10	4	56	0	60	21	3	10	34	201
07:30 AM	4	86	34	124	1	2	5	8	3	55	1	59	23	0	18	41	232
07:45 AM	0	76	34	110	0	0	6	6	5	52	0	57	43	1	31	75	248
08:00 AM	1	53	19	73	0	1	0	1	6	78	0	84	20	3	8	31	189
Total Volume	6	276	122	404	1	9	15	25	18	241	1	260	107	7	67	181	870
% App. Total	1.5	68.3	30.2		4	36	60		6.9	92.7	0.4		59.1	3.9	37		
PHF	.375	.802	.871	.815	.250	.375	.625	.625	.750	.772	.250	.774	.622	.583	.540	.603	.877



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	61	35	97	0	6	4	10	4	56	0	60	21	3	10	34
+15 mins.	4	86	34	124	1	2	5	8	3	55	1	59	23	0	18	41
+30 mins.	0	76	34	110	0	0	6	6	5	52	0	57	43	1	31	75
+45 mins.	1	53	19	73	0	1	0	1	6	78	0	84	20	3	8	31
Total Volume	6	276	122	404	1	9	15	25	18	241	1	260	107	7	67	181
% App. Total	1.5	68.3	30.2		4	36	60		6.9	92.7	0.4		59.1	3.9	37	
PHF	.375	.802	.871	.815	.250	.375	.625	.625	.750	.772	.250	.774	.622	.583	.540	.603

City of Moreno Valley
 N/S: Redlands Blvd/John F Kennedy Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 28_MRV_Red_Cactus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

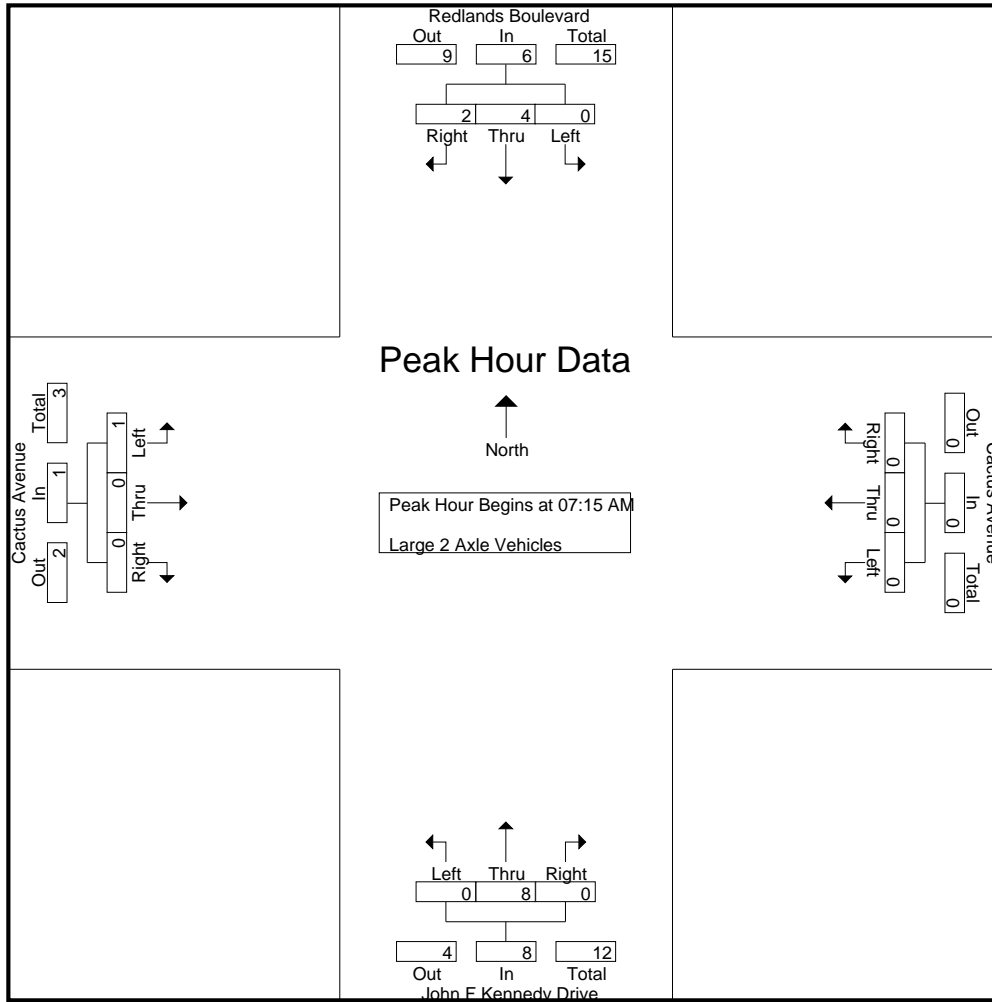
Groups Printed- Large 2 Axle Vehicles

Start Time	Redlands Boulevard Southbound				Cactus Avenue Westbound				John F Kennedy Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
07:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
07:30 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	7	0	7	0	0	0	0	0	8	0	8	0	0	0	0	15
08:00 AM	0	1	2	3	0	0	0	0	0	2	0	2	1	0	0	1	6
08:15 AM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	1	1	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	3	5	0	0	0	0	1	4	0	5	1	0	1	2	12
Grand Total	0	9	3	12	0	0	0	0	1	12	0	13	1	0	1	2	27
Apprch %	0	75	25		0	0	0		7.7	92.3	0		50	0	50		
Total %	0	33.3	11.1	44.4	0	0	0	0	3.7	44.4	0	48.1	3.7	0	3.7	7.4	

Start Time	Redlands Boulevard Southbound				Cactus Avenue Westbound				John F Kennedy Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
07:30 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	1	2	3	0	0	0	0	0	2	0	2	1	0	0	1	6
Total Volume	0	4	2	6	0	0	0	0	0	8	0	8	1	0	0	1	15
% App. Total	0	66.7	33.3		0	0	0		0	100	0		100	0	0		
PHF	.000	.333	.250	.500	.000	.000	.000	.000	.000	.667	.000	.667	.250	.000	.000	.250	.625

City of Moreno Valley
 N/S: Redlands Blvd/John F Kennedy Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 28_MR_V_Red_Cactus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
+15 mins.	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	1	2	3	0	0	0	0	0	2	0	2	1	0	0	1
Total Volume	0	4	2	6	0	0	0	0	0	8	0	8	1	0	0	1
% App. Total	0	66.7	33.3		0	0	0	0	0	100	0		100	0	0	
PHF	.000	.333	.250	.500	.000	.000	.000	.000	.000	.667	.000	.667	.250	.000	.000	.250

City of Moreno Valley
 N/S: Redlands Blvd/John F Kennedy Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 28_MRV_Red_Cactus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

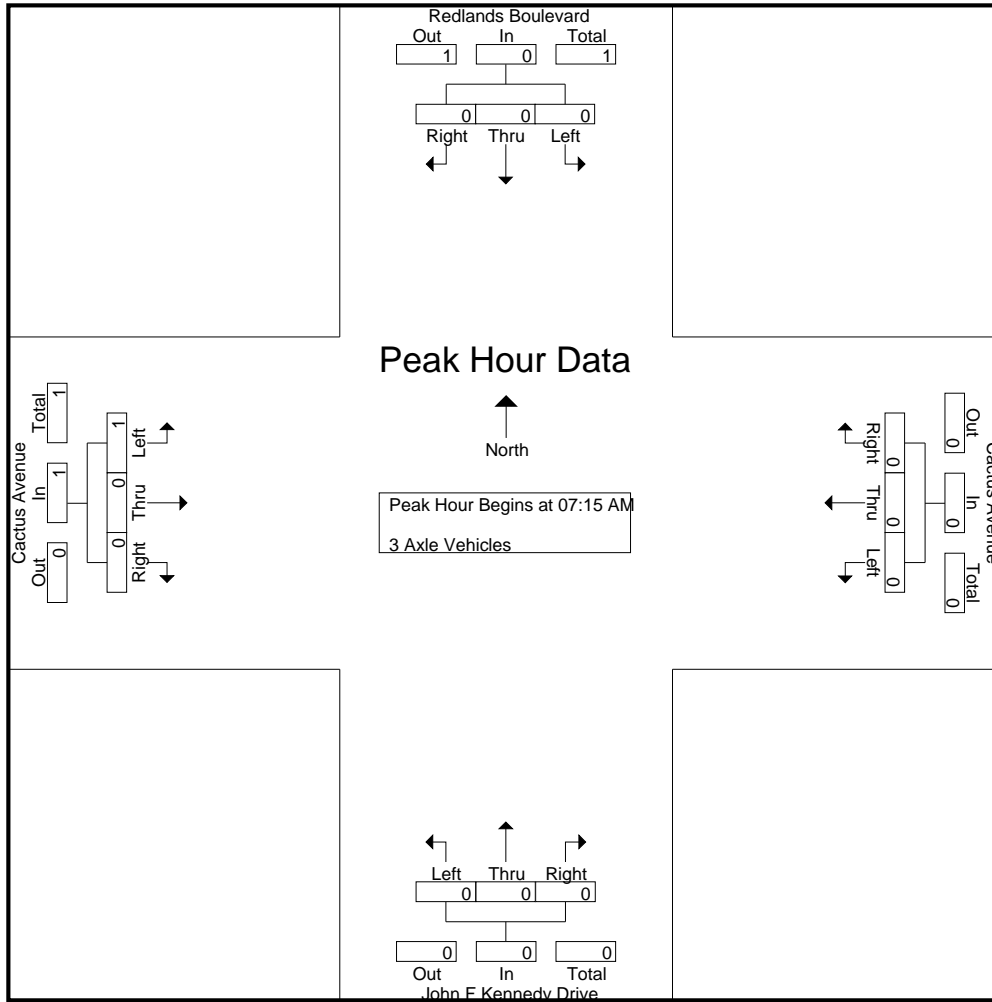
Groups Printed- 3 Axle Vehicles

Start Time	Redlands Boulevard Southbound				Cactus Avenue Westbound				John F Kennedy Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
Apprch %	0	0	0		0	0	0		0	100	0		100	0	0		
Total %	0	0	0		0	0	0		0	50	0	50	50	0	0	50	

Start Time	Redlands Boulevard Southbound				Cactus Avenue Westbound				John F Kennedy Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

City of Moreno Valley
 N/S: Redlands Blvd/John F Kennedy Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 28_MR_V_Red_Cactus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

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

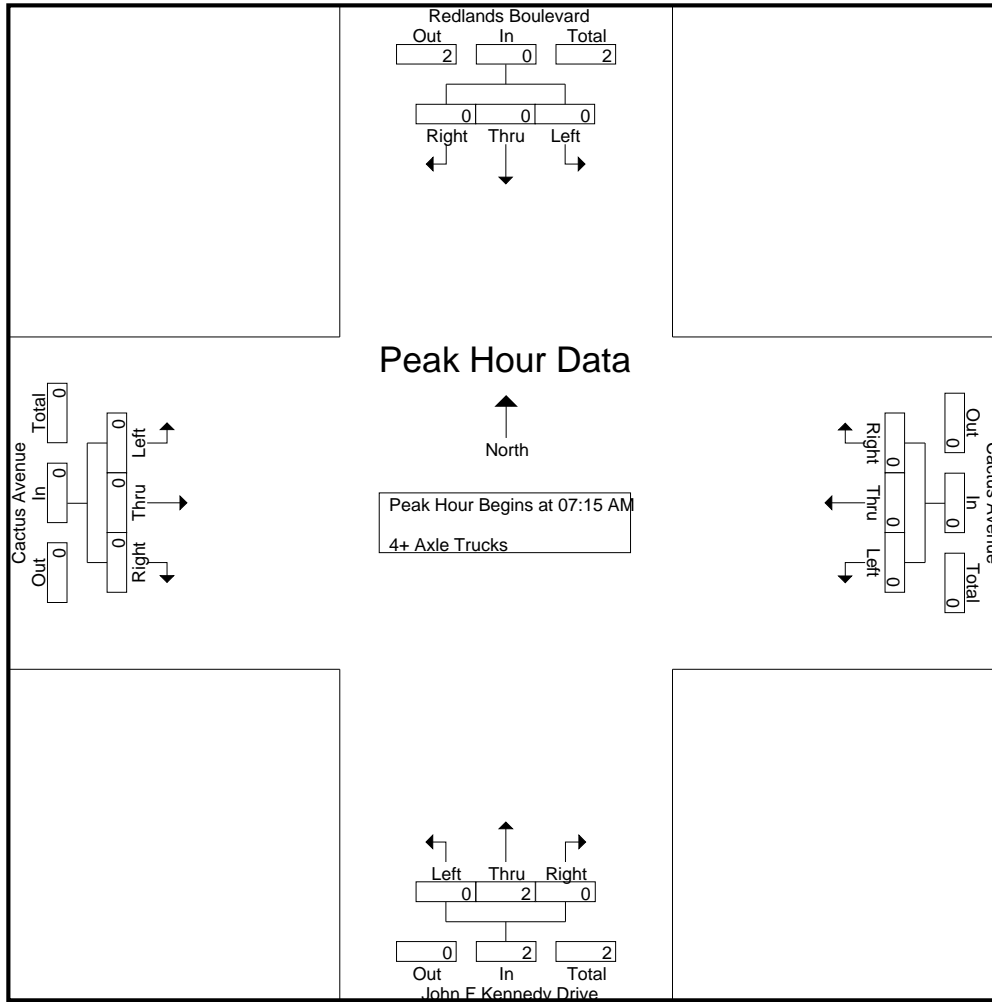
City of Moreno Valley
 N/S: Redlands Blvd/John F Kennedy Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 28_MRV_Red_Cactus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Redlands Boulevard Southbound				Cactus Avenue Westbound				John F Kennedy Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0		0	0	0		0	100	0	100	0	0	0		

Start Time	Redlands Boulevard Southbound				Cactus Avenue Westbound				John F Kennedy Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500



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

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

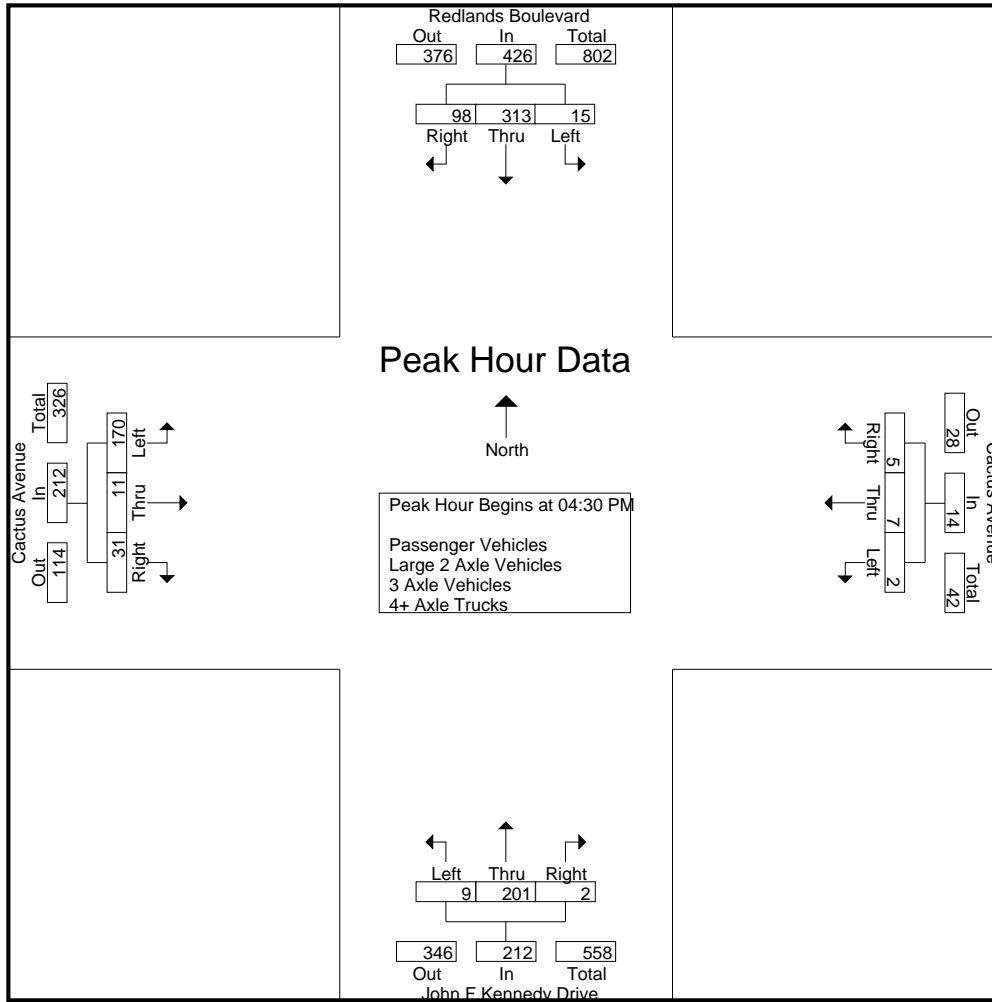
City of Moreno Valley
 N/S: Redlands Blvd/John F Kennedy Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 28_MR_V_Red_Cactus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Redlands Boulevard Southbound				Cactus Avenue Westbound				John F Kennedy Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	77	30	109	0	0	2	2	4	59	0	63	27	3	6	36	210
04:15 PM	3	67	19	89	0	0	0	0	5	61	0	66	38	1	8	47	202
04:30 PM	0	76	22	98	1	1	1	3	0	48	0	48	55	2	4	61	210
04:45 PM	5	95	27	127	0	2	1	3	2	50	0	52	34	3	11	48	230
Total	10	315	98	423	1	3	4	8	11	218	0	229	154	9	29	192	852
05:00 PM	5	64	25	94	0	1	1	2	4	51	1	56	34	1	5	40	192
05:15 PM	5	78	24	107	1	3	2	6	3	52	1	56	47	5	11	63	232
05:30 PM	2	88	22	112	1	4	3	8	1	49	0	50	26	2	5	33	203
05:45 PM	5	85	19	109	0	0	0	0	4	41	0	45	34	4	5	43	197
Total	17	315	90	422	2	8	6	16	12	193	2	207	141	12	26	179	824
Grand Total	27	630	188	845	3	11	10	24	23	411	2	436	295	21	55	371	1676
Apprch %	3.2	74.6	22.2		12.5	45.8	41.7		5.3	94.3	0.5		79.5	5.7	14.8		
Total %	1.6	37.6	11.2	50.4	0.2	0.7	0.6	1.4	1.4	24.5	0.1	26	17.6	1.3	3.3	22.1	
Passenger Vehicles	27	618	184	829	3	11	9	23	21	405	2	428	294	21	54	369	1649
% Passenger Vehicles	100	98.1	97.9	98.1	100	100	90	95.8	91.3	98.5	100	98.2	99.7	100	98.2	99.5	98.4
Large 2 Axle Vehicles	0	10	3	13	0	0	1	1	2	4	0	6	1	0	1	2	22
% Large 2 Axle Vehicles	0	1.6	1.6	1.5	0	0	10	4.2	8.7	1	0	1.4	0.3	0	1.8	0.5	1.3
3 Axle Vehicles	0	2	1	3	0	0	0	0	0	1	0	1	0	0	0	0	4
% 3 Axle Vehicles	0	0.3	0.5	0.4	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0.1

Start Time	Redlands Boulevard Southbound				Cactus Avenue Westbound				John F Kennedy Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	76	22	98	1	1	1	3	0	48	0	48	55	2	4	61	210
04:45 PM	5	95	27	127	0	2	1	3	2	50	0	52	34	3	11	48	230
05:00 PM	5	64	25	94	0	1	1	2	4	51	1	56	34	1	5	40	192
05:15 PM	5	78	24	107	1	3	2	6	3	52	1	56	47	5	11	63	232
Total Volume	15	313	98	426	2	7	5	14	9	201	2	212	170	11	31	212	864
% App. Total	3.5	73.5	23		14.3	50	35.7		4.2	94.8	0.9		80.2	5.2	14.6		
PHF	.750	.824	.907	.839	.500	.583	.625	.583	.563	.966	.500	.946	.773	.550	.705	.841	.931



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

	04:45 PM				04:45 PM				04:00 PM				04:30 PM			
+0 mins.	5	95	27	127	0	2	1	3	4	59	0	63	55	2	4	61
+15 mins.	5	64	25	94	0	1	1	2	5	61	0	66	34	3	11	48
+30 mins.	5	78	24	107	1	3	2	6	0	48	0	48	34	1	5	40
+45 mins.	2	88	22	112	1	4	3	8	2	50	0	52	47	5	11	63
Total Volume	17	325	98	440	2	10	7	19	11	218	0	229	170	11	31	212
% App. Total	3.9	73.9	22.3		10.5	52.6	36.8		4.8	95.2	0		80.2	5.2	14.6	
PHF	.850	.855	.907	.866	.500	.625	.583	.594	.550	.893	.000	.867	.773	.550	.705	.841

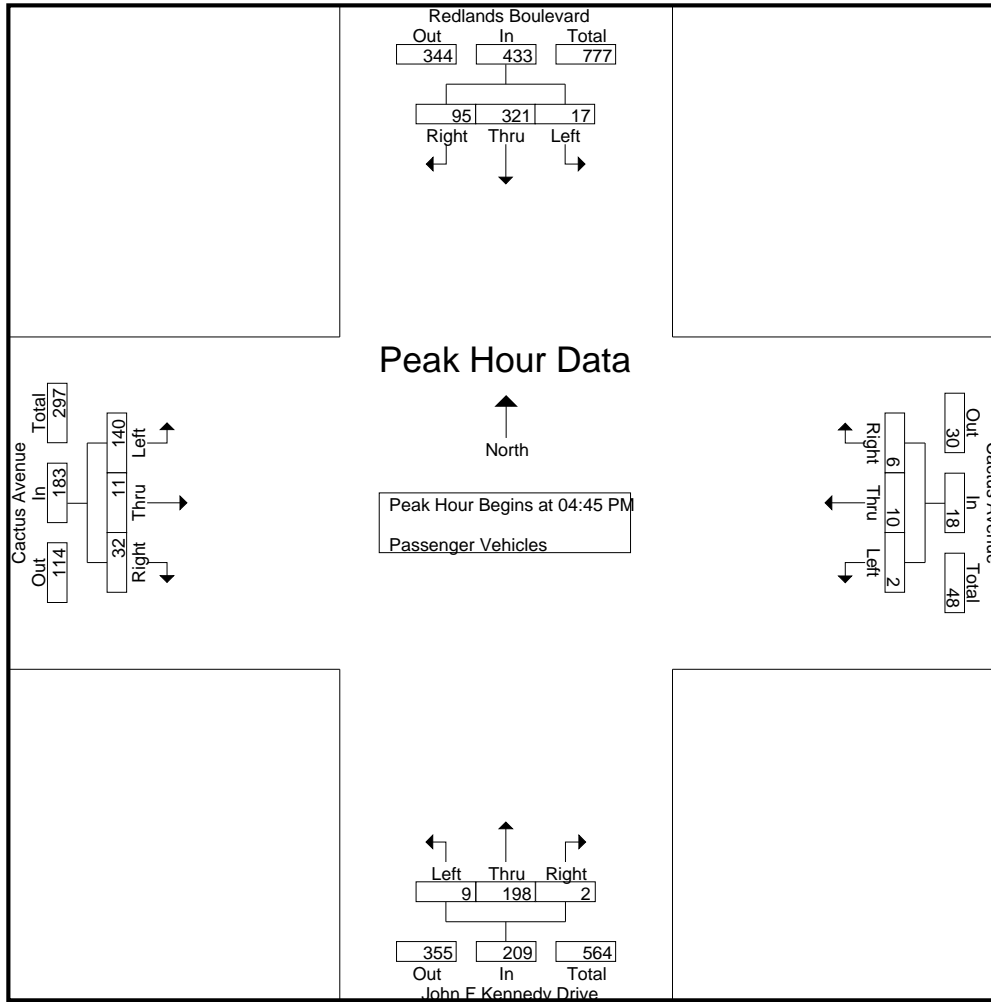
City of Moreno Valley
 N/S: Redlands Blvd/John F Kennedy Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 28_MRV_Red_Cactus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Redlands Boulevard Southbound				Cactus Avenue Westbound				John F Kennedy Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	75	30	107	0	0	2	2	3	57	0	60	27	3	6	36	205
04:15 PM	3	66	19	88	0	0	0	0	5	61	0	66	38	1	8	47	201
04:30 PM	0	76	22	98	1	1	1	3	0	48	0	48	55	2	4	61	210
04:45 PM	5	93	27	125	0	2	1	3	2	48	0	50	34	3	11	48	226
Total	10	310	98	418	1	3	4	8	10	214	0	224	154	9	29	192	842
05:00 PM	5	64	24	93	0	1	1	2	4	50	1	55	34	1	5	40	190
05:15 PM	5	76	24	105	1	3	2	6	2	52	1	55	46	5	11	62	228
05:30 PM	2	88	20	110	1	4	2	7	1	48	0	49	26	2	5	33	199
05:45 PM	5	80	18	103	0	0	0	0	4	41	0	45	34	4	4	42	190
Total	17	308	86	411	2	8	5	15	11	191	2	204	140	12	25	177	807
Grand Total	27	618	184	829	3	11	9	23	21	405	2	428	294	21	54	369	1649
Apprch %	3.3	74.5	22.2		13	47.8	39.1		4.9	94.6	0.5		79.7	5.7	14.6		
Total %	1.6	37.5	11.2	50.3	0.2	0.7	0.5	1.4	1.3	24.6	0.1	26	17.8	1.3	3.3	22.4	

Start Time	Redlands Boulevard Southbound				Cactus Avenue Westbound				John F Kennedy Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	93	27	125	0	2	1	3	2	48	0	50	34	3	11	48	226
05:00 PM	5	64	24	93	0	1	1	2	4	50	1	55	34	1	5	40	190
05:15 PM	5	76	24	105	1	3	2	6	2	52	1	55	46	5	11	62	228
05:30 PM	2	88	20	110	1	4	2	7	1	48	0	49	26	2	5	33	199
Total Volume	17	321	95	433	2	10	6	18	9	198	2	209	140	11	32	183	843
% App. Total	3.9	74.1	21.9		11.1	55.6	33.3		4.3	94.7	1		76.5	6	17.5		
PHF	.850	.863	.880	.866	.500	.625	.750	.643	.563	.952	.500	.950	.761	.550	.727	.738	.924



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	5	93	27	125	0	2	1	3	2	48	0	50	34	3	11	48
+15 mins.	5	64	24	93	0	1	1	2	4	50	1	55	34	1	5	40
+30 mins.	5	76	24	105	1	3	2	6	2	52	1	55	46	5	11	62
+45 mins.	2	88	20	110	1	4	2	7	1	48	0	49	26	2	5	33
Total Volume	17	321	95	433	2	10	6	18	9	198	2	209	140	11	32	183
% App. Total	3.9	74.1	21.9		11.1	55.6	33.3		4.3	94.7	1		76.5	6	17.5	
PHF	.850	.863	.880	.866	.500	.625	.750	.643	.563	.952	.500	.950	.761	.550	.727	.738

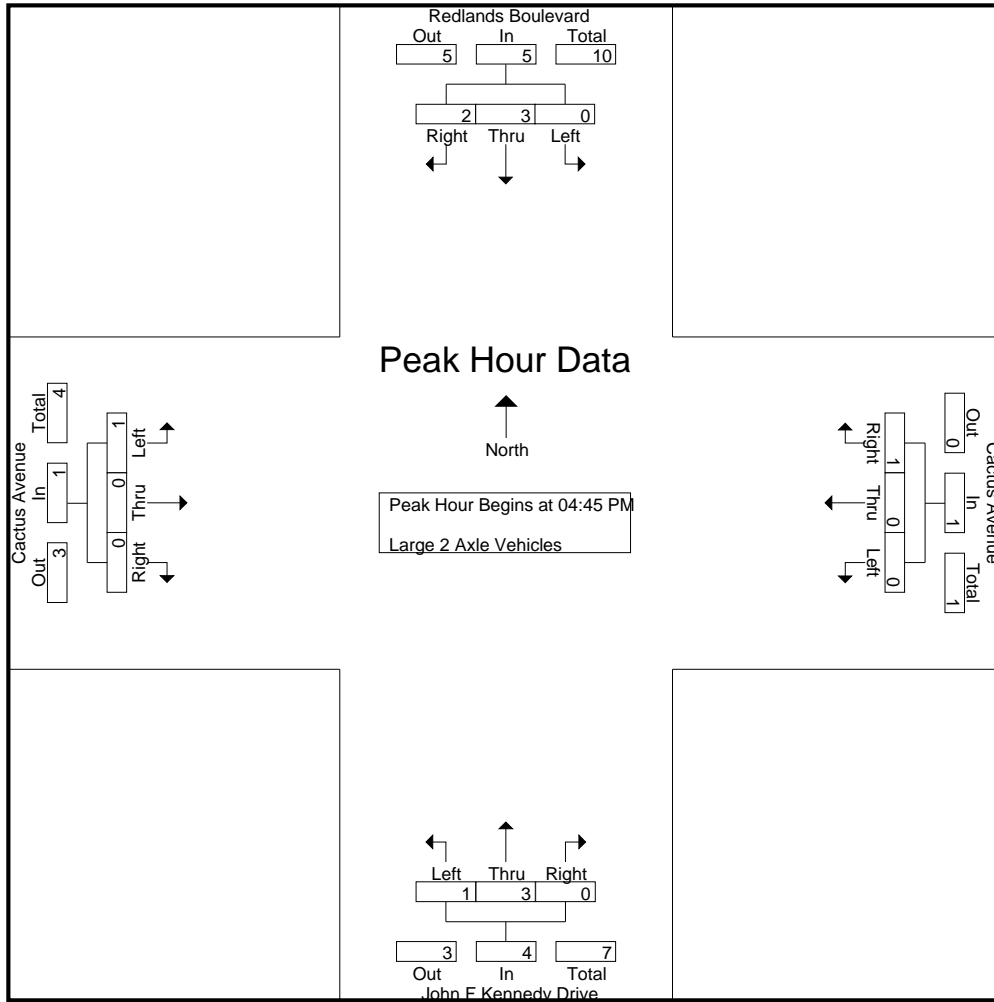
City of Moreno Valley
 N/S: Redlands Blvd/John F Kennedy Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 28_MRV_Red_Cactus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Redlands Boulevard Southbound				Cactus Avenue Westbound				John F Kennedy Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	0	2	0	0	0	0	1	1	0	2	0	0	0	0	4
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	0	5	0	5	0	0	0	0	1	3	0	4	0	0	0	0	9
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	1	0	0	1	1	0	0	1	3
05:30 PM	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	3
05:45 PM	0	4	1	5	0	0	0	0	0	0	0	0	0	0	1	1	6
Total	0	5	3	8	0	0	1	1	1	1	0	2	1	0	1	2	13
Grand Total	0	10	3	13	0	0	1	1	2	4	0	6	1	0	1	2	22
Apprch %	0	76.9	23.1		0	0	100		33.3	66.7	0		50	0	50		
Total %	0	45.5	13.6	59.1	0	0	4.5	4.5	9.1	18.2	0	27.3	4.5	0	4.5	9.1	

Start Time	Redlands Boulevard Southbound				Cactus Avenue Westbound				John F Kennedy Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	1	0	0	1	1	0	0	1	3
05:30 PM	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	3
Total Volume	0	3	2	5	0	0	1	1	1	3	0	4	1	0	0	1	11
% App. Total	0	60	40		0	0	100		25	75	0		100	0	0		
PHF	.000	.375	.250	.625	.000	.000	.250	.250	.250	.375	.000	.500	.250	.000	.000	.250	.688



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	1	0	0	1	1	0	0	1
+45 mins.	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	0	3	2	5	0	0	1	1	1	3	0	4	1	0	0	1
% App. Total	0	60	40		0	0	100		25	75	0		100	0	0	
PHF	.000	.375	.250	.625	.000	.000	.250	.250	.250	.375	.000	.500	.250	.000	.000	.250

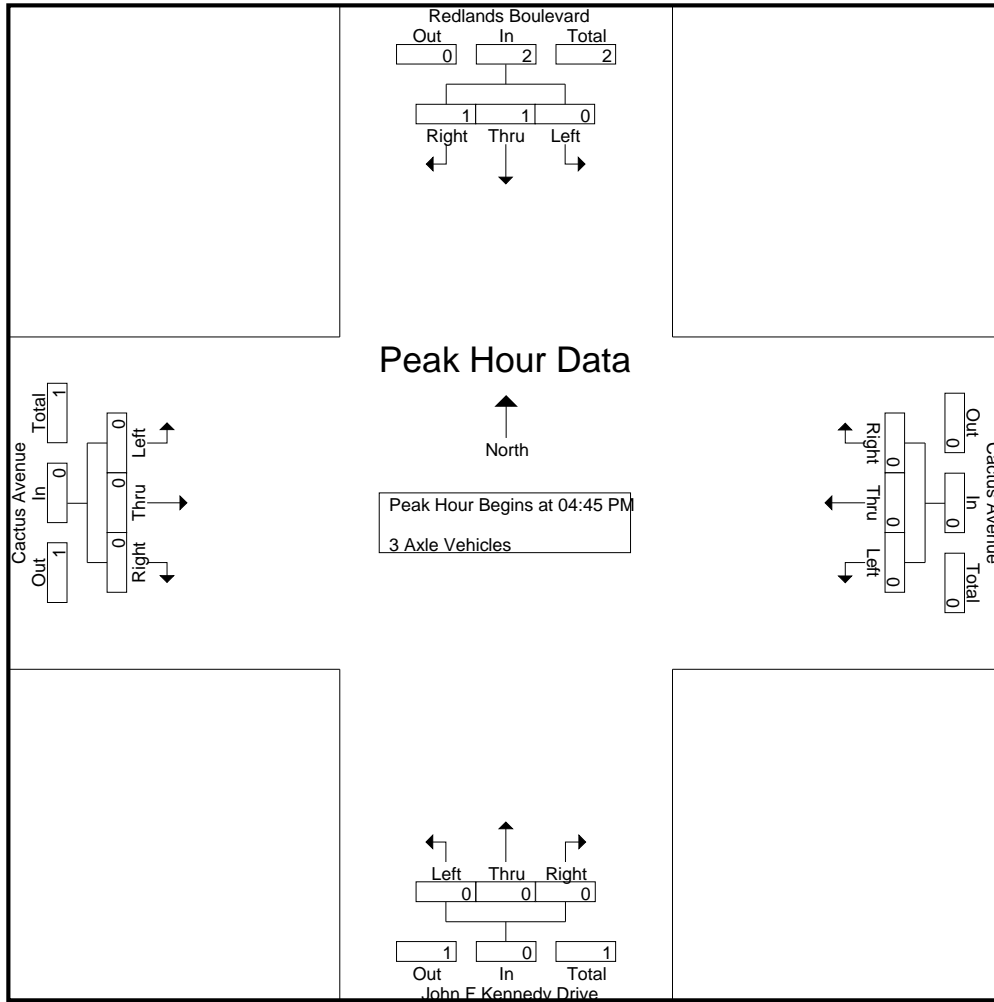
City of Moreno Valley
 N/S: Redlands Blvd/John F Kennedy Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 28_MRV_Red_Cactus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Redlands Boulevard Southbound				Cactus Avenue Westbound				John F Kennedy Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	2	1	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Apprch %	0	66.7	33.3		0	0	0		0	100	0		0	0	0		
Total %	0	50	25	75	0	0	0	0	0	25	0	25	0	0	0	0	

Start Time	Redlands Boulevard Southbound				Cactus Avenue Westbound				John F Kennedy Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	50	50		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500



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

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

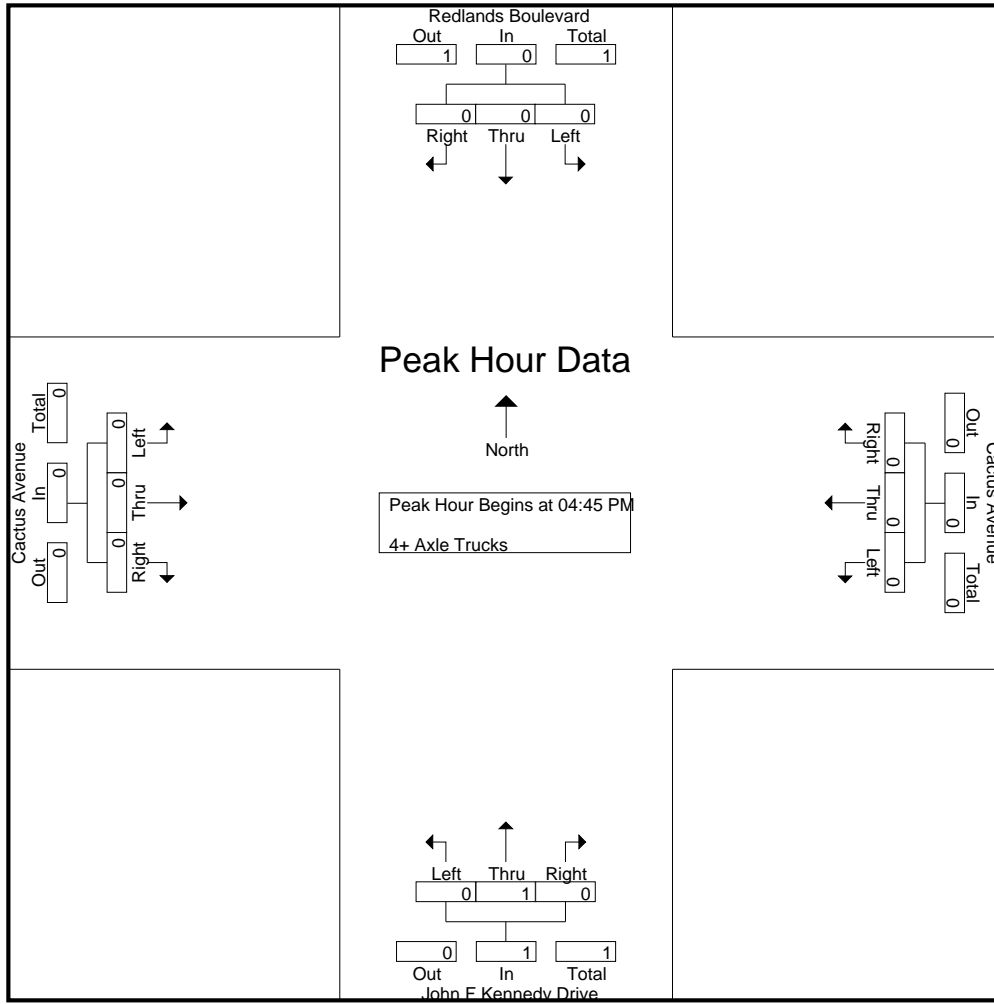
City of Moreno Valley
 N/S: Redlands Blvd/John F Kennedy Drive
 E/W: Cactus Avenue
 Weather: Clear

File Name : 28_MRV_Red_Cactus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Redlands Boulevard Southbound				Cactus Avenue Westbound				John F Kennedy Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0		0	0	0		0	100	0	100	0	0	0		

Start Time	Redlands Boulevard Southbound				Cactus Avenue Westbound				John F Kennedy Drive Northbound				Cactus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

City of Moreno Valley
 N/S: Kitching Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 29_MRV_Kitching_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

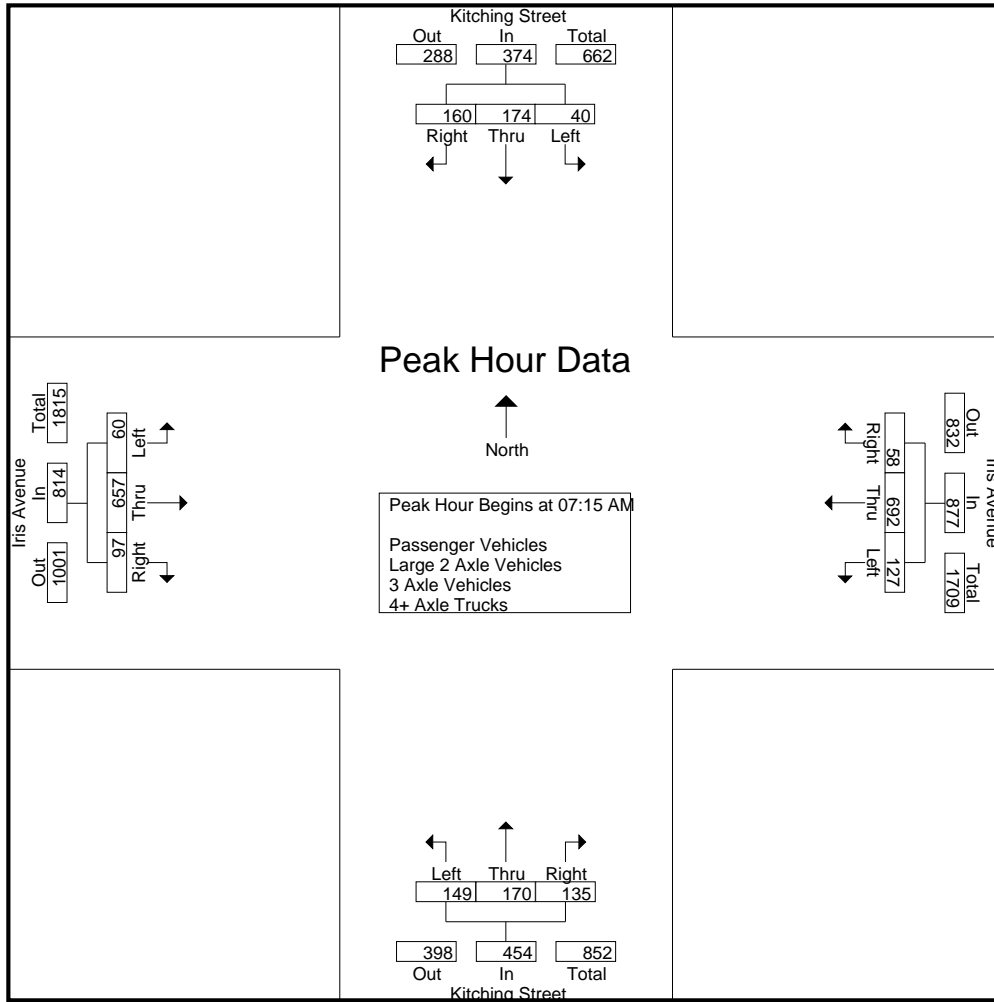
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	49	14	67	44	130	9	183	23	21	15	59	9	102	26	137	446
07:15 AM	5	64	38	107	54	181	13	248	29	46	33	108	16	146	22	184	647
07:30 AM	7	43	37	87	31	170	18	219	37	54	30	121	20	182	24	226	653
07:45 AM	17	42	60	119	20	180	15	215	50	42	49	141	14	178	29	221	696
Total	33	198	149	380	149	661	55	865	139	163	127	429	59	608	101	768	2442
08:00 AM	11	25	25	61	22	161	12	195	33	28	23	84	10	151	22	183	523
08:15 AM	6	17	13	36	11	119	8	138	18	14	14	46	8	122	9	139	359
08:30 AM	5	13	12	30	14	107	13	134	12	20	18	50	11	90	5	106	320
08:45 AM	8	14	22	44	12	117	10	139	12	12	12	36	18	108	12	138	357
Total	30	69	72	171	59	504	43	606	75	74	67	216	47	471	48	566	1559
Grand Total	63	267	221	551	208	1165	98	1471	214	237	194	645	106	1079	149	1334	4001
Apprch %	11.4	48.5	40.1		14.1	79.2	6.7		33.2	36.7	30.1		7.9	80.9	11.2		
Total %	1.6	6.7	5.5	13.8	5.2	29.1	2.4	36.8	5.3	5.9	4.8	16.1	2.6	27	3.7	33.3	
Passenger Vehicles	63	261	218	542	205	1104	96	1405	211	234	188	633	105	1014	148	1267	3847
% Passenger Vehicles	100	97.8	98.6	98.4	98.6	94.8	98	95.5	98.6	98.7	96.9	98.1	99.1	94	99.3	95	96.2
Large 2 Axle Vehicles	0	6	3	9	2	25	2	29	3	3	6	12	1	37	1	39	89
% Large 2 Axle Vehicles	0	2.2	1.4	1.6	1	2.1	2	2	1.4	1.3	3.1	1.9	0.9	3.4	0.7	2.9	2.2
3 Axle Vehicles	0	0	0	0	0	32	0	32	0	0	0	0	0	23	0	23	55
% 3 Axle Vehicles	0	0	0	0	0	2.7	0	2.2	0	0	0	0	0	2.1	0	1.7	1.4
4+ Axle Trucks	0	0	0	0	1	4	0	5	0	0	0	0	0	5	0	5	10
% 4+ Axle Trucks	0	0	0	0	0.5	0.3	0	0.3	0	0	0	0	0	0.5	0	0.4	0.2

Start Time	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	64	38	107	54	181	13	248	29	46	33	108	16	146	22	184	647
07:30 AM	7	43	37	87	31	170	18	219	37	54	30	121	20	182	24	226	653
07:45 AM	17	42	60	119	20	180	15	215	50	42	49	141	14	178	29	221	696
08:00 AM	11	25	25	61	22	161	12	195	33	28	23	84	10	151	22	183	523
Total Volume	40	174	160	374	127	692	58	877	149	170	135	454	60	657	97	814	2519
% App. Total	10.7	46.5	42.8		14.5	78.9	6.6		32.8	37.4	29.7		7.4	80.7	11.9		
PHF	.588	.680	.667	.786	.588	.956	.806	.884	.745	.787	.689	.805	.750	.902	.836	.900	.905

City of Moreno Valley
 N/S: Kitching Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 29_MR_V_Kitching_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:00 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	4	49	14	67	54	181	13	248	29	46	33	108	16	146	22	184
+15 mins.	5	64	38	107	31	170	18	219	37	54	30	121	20	182	24	226
+30 mins.	7	43	37	87	20	180	15	215	50	42	49	141	14	178	29	221
+45 mins.	17	42	60	119	22	161	12	195	33	28	23	84	10	151	22	183
Total Volume	33	198	149	380	127	692	58	877	149	170	135	454	60	657	97	814
% App. Total	8.7	52.1	39.2		14.5	78.9	6.6		32.8	37.4	29.7		7.4	80.7	11.9	
PHF	.485	.773	.621	.798	.588	.956	.806	.884	.745	.787	.689	.805	.750	.902	.836	.900

City of Moreno Valley
 N/S: Kitching Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 29_MRV_Kitching_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

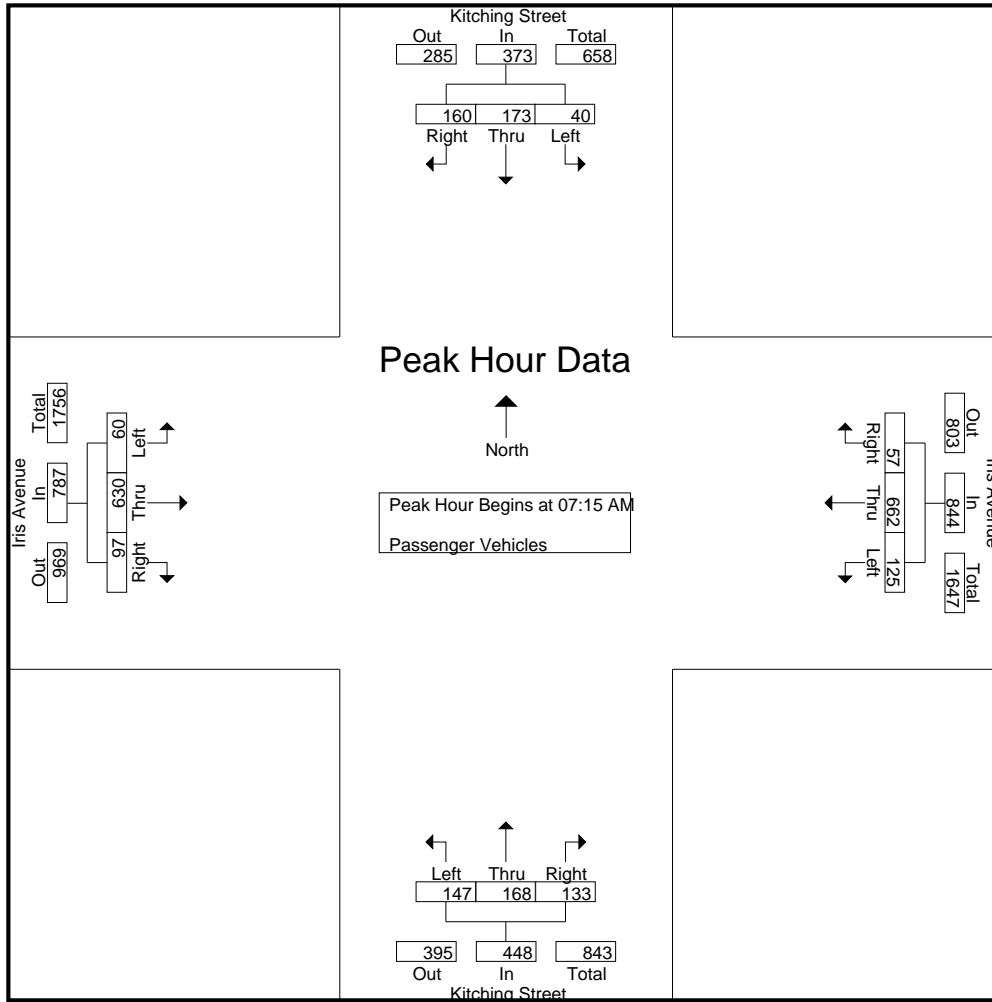
Groups Printed- Passenger Vehicles

Start Time	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	47	13	64	44	123	9	176	22	21	14	57	9	92	25	126	423
07:15 AM	5	63	38	106	53	173	13	239	28	45	32	105	16	136	22	174	624
07:30 AM	7	43	37	87	30	161	18	209	37	54	29	120	20	176	24	220	636
07:45 AM	17	42	60	119	20	173	14	207	49	42	49	140	14	177	29	220	686
Total	33	195	148	376	147	630	54	831	136	162	124	422	59	581	100	740	2369
08:00 AM	11	25	25	61	22	155	12	189	33	27	23	83	10	141	22	173	506
08:15 AM	6	16	12	34	11	110	8	129	18	13	13	44	8	116	9	133	340
08:30 AM	5	12	11	28	13	99	13	125	12	20	17	49	10	75	5	90	292
08:45 AM	8	13	22	43	12	110	9	131	12	12	11	35	18	101	12	131	340
Total	30	66	70	166	58	474	42	574	75	72	64	211	46	433	48	527	1478
Grand Total	63	261	218	542	205	1104	96	1405	211	234	188	633	105	1014	148	1267	3847
Apprch %	11.6	48.2	40.2		14.6	78.6	6.8		33.3	37	29.7		8.3	80	11.7		
Total %	1.6	6.8	5.7	14.1	5.3	28.7	2.5	36.5	5.5	6.1	4.9	16.5	2.7	26.4	3.8	32.9	

Start Time	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	63	38	106	53	173	13	239	28	45	32	105	16	136	22	174	624
07:30 AM	7	43	37	87	30	161	18	209	37	54	29	120	20	176	24	220	636
07:45 AM	17	42	60	119	20	173	14	207	49	42	49	140	14	177	29	220	686
08:00 AM	11	25	25	61	22	155	12	189	33	27	23	83	10	141	22	173	506
Total Volume	40	173	160	373	125	662	57	844	147	168	133	448	60	630	97	787	2452
% App. Total	10.7	46.4	42.9		14.8	78.4	6.8		32.8	37.5	29.7		7.6	80.1	12.3		
PHF	.588	.687	.667	.784	.590	.957	.792	.883	.750	.778	.679	.800	.750	.890	.836	.894	.894

City of Moreno Valley
 N/S: Kitching Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 29_MRV_Kitching_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	5	63	38	106	53	173	13	239	28	45	32	105	16	136	22	174
+15 mins.	7	43	37	87	30	161	18	209	37	54	29	120	20	176	24	220
+30 mins.	17	42	60	119	20	173	14	207	49	42	49	140	14	177	29	220
+45 mins.	11	25	25	61	22	155	12	189	33	27	23	83	10	141	22	173
Total Volume	40	173	160	373	125	662	57	844	147	168	133	448	60	630	97	787
% App. Total	10.7	46.4	42.9		14.8	78.4	6.8		32.8	37.5	29.7		7.6	80.1	12.3	
PHF	.588	.687	.667	.784	.590	.957	.792	.883	.750	.778	.679	.800	.750	.890	.836	.894

City of Moreno Valley
 N/S: Kitching Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 29_MRV_Kitching_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

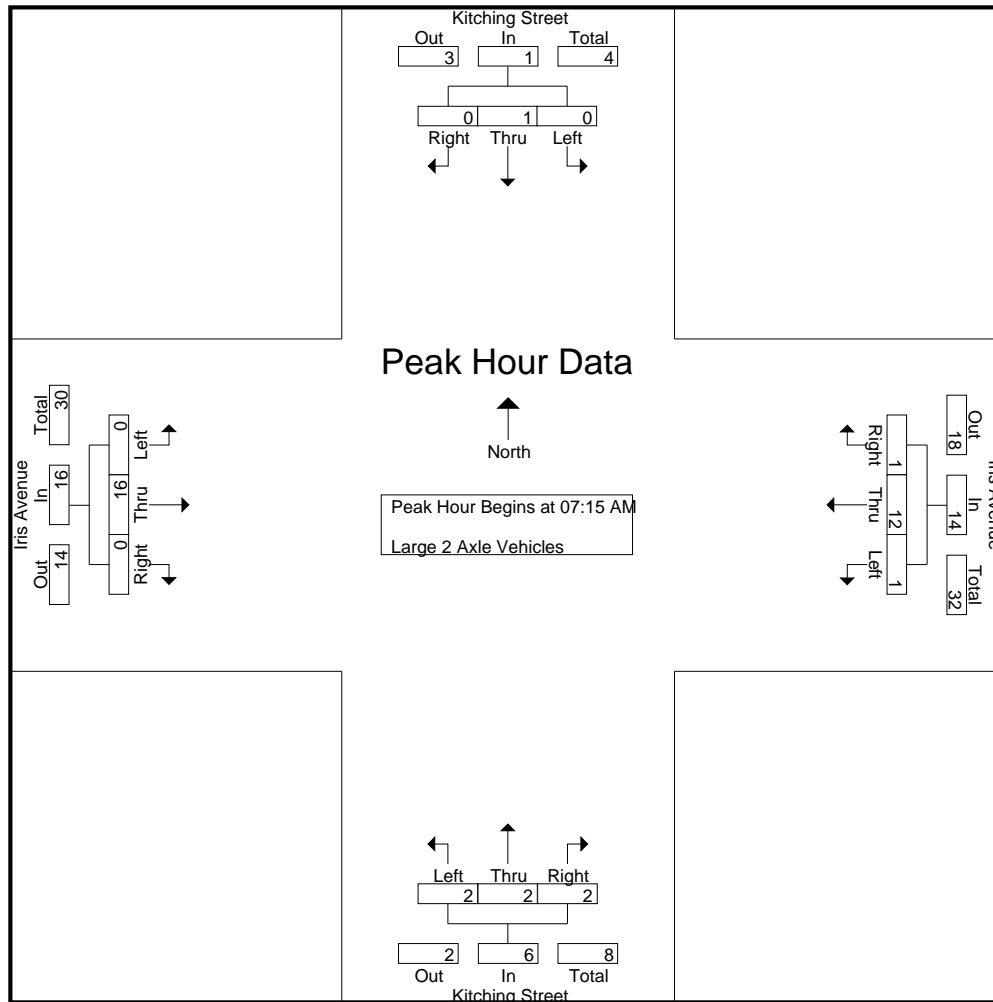
Groups Printed- Large 2 Axle Vehicles

Start Time	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	1	3	0	3	0	3	1	0	1	2	0	6	1	7	15
07:15 AM	0	1	0	1	1	3	0	4	1	1	1	3	0	7	0	7	15
07:30 AM	0	0	0	0	0	4	0	4	0	0	1	1	0	5	0	5	10
07:45 AM	0	0	0	0	0	3	1	4	1	0	0	1	0	1	0	1	6
Total	0	3	1	4	1	13	1	15	3	1	3	7	0	19	1	20	46
08:00 AM	0	0	0	0	0	2	0	2	0	1	0	1	0	3	0	3	6
08:15 AM	0	1	1	2	0	3	0	3	0	1	1	2	0	3	0	3	10
08:30 AM	0	1	1	2	1	4	0	5	0	0	1	1	1	8	0	9	17
08:45 AM	0	1	0	1	0	3	1	4	0	0	1	1	0	4	0	4	10
Total	0	3	2	5	1	12	1	14	0	2	3	5	1	18	0	19	43
Grand Total	0	6	3	9	2	25	2	29	3	3	6	12	1	37	1	39	89
Apprch %	0	66.7	33.3		6.9	86.2	6.9		25	25	50		2.6	94.9	2.6		
Total %	0	6.7	3.4	10.1	2.2	28.1	2.2	32.6	3.4	3.4	6.7	13.5	1.1	41.6	1.1	43.8	

Start Time	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	1	3	0	4	1	1	1	3	0	7	0	7	15
07:30 AM	0	0	0	0	0	4	0	4	0	0	1	1	0	5	0	5	10
07:45 AM	0	0	0	0	0	3	1	4	1	0	0	1	0	1	0	1	6
08:00 AM	0	0	0	0	0	2	0	2	0	1	0	1	0	3	0	3	6
Total Volume	0	1	0	1	1	12	1	14	2	2	2	6	0	16	0	16	37
% App. Total	0	100	0		7.1	85.7	7.1		33.3	33.3	33.3		0	100	0		
PHF	.000	.250	.000	.250	.250	.750	.250	.875	.500	.500	.500	.500	.000	.571	.000	.571	.617

City of Moreno Valley
 N/S: Kitching Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 29_MR_V_Kitching_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	1	3	0	4	1	1	1	3	0	7	0	7
+15 mins.	0	0	0	0	0	4	0	4	0	0	1	1	0	5	0	5
+30 mins.	0	0	0	0	0	3	1	4	1	0	0	1	0	1	0	1
+45 mins.	0	0	0	0	0	2	0	2	0	1	0	1	0	3	0	3
Total Volume	0	1	0	1	1	12	1	14	2	2	2	6	0	16	0	16
% App. Total	0	100	0	0	7.1	85.7	7.1	100	33.3	33.3	33.3	100	0	100	0	0
PHF	.000	.250	.000	.250	.250	.750	.250	.875	.500	.500	.500	.500	.000	.571	.000	.571

City of Moreno Valley
 N/S: Kitching Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 29_MRV_Kitching_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

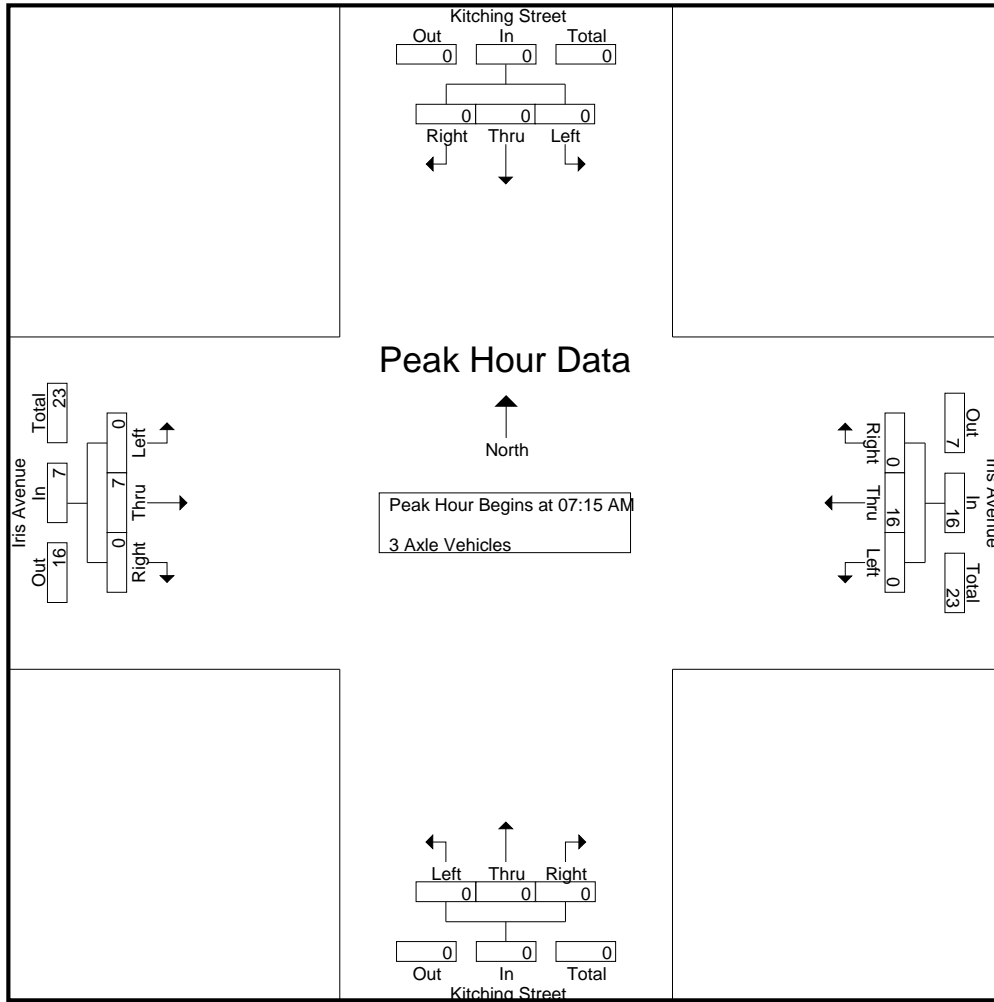
Groups Printed- 3 Axle Vehicles

Start Time	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	16	0	16	0	0	0	0	0	5	0	5	21
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
08:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
08:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Total	0	0	0	0	0	16	0	16	0	0	0	0	0	18	0	18	34
Grand Total	0	0	0	0	0	32	0	32	0	0	0	0	0	23	0	23	55
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	58.2	0	58.2	0	0	0		0	41.8	0	41.8	

Start Time	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
Total Volume	0	0	0	0	0	16	0	16	0	0	0	0	0	7	0	7	23
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	1.00	.000	1.00	.000	.000	.000	.000	.000	.292	.000	.292	.575

City of Moreno Valley
 N/S: Kitching Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 29_MRV_Kitching_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6
Total Volume	0	0	0	0	0	16	0	16	0	0	0	0	0	7	0	7
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	1.000	.000	1.000	.000	.000	.000	.000	.000	.292	.000	.292

City of Moreno Valley
 N/S: Kitching Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 29_MRV_Kitching_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

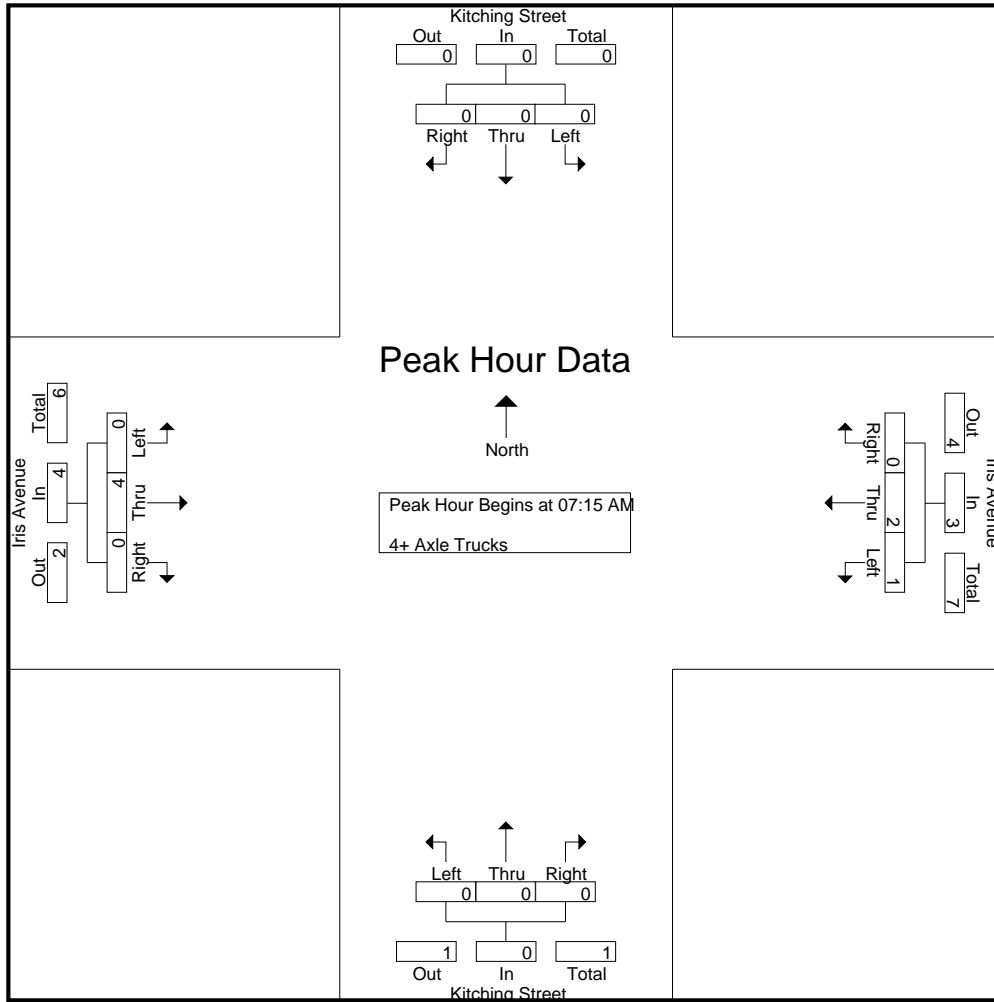
Groups Printed- 4+ Axle Trucks

Start Time	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	2	0	3	0	0	0	0	0	3	0	3	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Grand Total	0	0	0	0	1	4	0	5	0	0	0	0	0	5	0	5	10
Apprch %	0	0	0		20	80	0		0	0	0		0	100	0		
Total %	0	0	0		10	40	0	50	0	0	0		0	50	0	50	

Start Time	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	1	2	0	3	0	0	0	0	0	4	0	4	7
% App. Total	0	0	0		33.3	66.7	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.500	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.583

City of Moreno Valley
 N/S: Kitching Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 29_MRV_Kitching_Iris AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	1	2	0	3	0	0	0	0	0	4	0	4
% App. Total	0	0	0	0	33.3	66.7	0		0	0	0	0	0	100	0	
PHF	.000	.000	.000	.000	.250	.500	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500

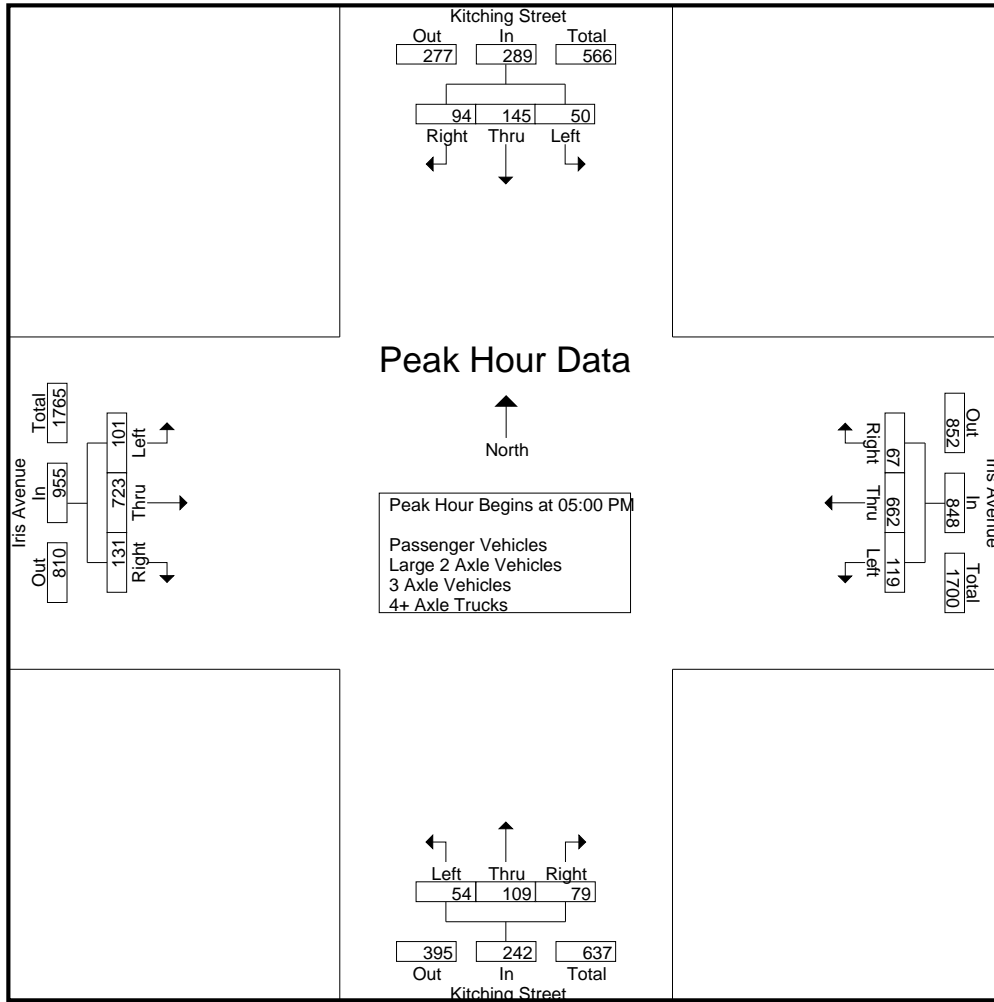
City of Moreno Valley
 N/S: Kitching Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 29_MRV_Kitching_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	12	25	18	55	24	157	24	205	7	22	16	45	19	170	24	213	518
04:15 PM	8	30	14	52	30	150	18	198	13	18	15	46	21	161	22	204	500
04:30 PM	7	30	21	58	28	148	20	196	9	21	17	47	16	163	21	200	501
04:45 PM	8	46	21	75	37	128	18	183	15	31	19	65	24	180	29	233	556
Total	35	131	74	240	119	583	80	782	44	92	67	203	80	674	96	850	2075
05:00 PM	12	41	28	81	32	149	16	197	10	26	9	45	23	185	34	242	565
05:15 PM	12	34	12	58	26	171	21	218	17	29	19	65	24	158	32	214	555
05:30 PM	10	41	29	80	33	185	16	234	13	24	27	64	28	183	33	244	622
05:45 PM	16	29	25	70	28	157	14	199	14	30	24	68	26	197	32	255	592
Total	50	145	94	289	119	662	67	848	54	109	79	242	101	723	131	955	2334
Grand Total	85	276	168	529	238	1245	147	1630	98	201	146	445	181	1397	227	1805	4409
Apprch %	16.1	52.2	31.8		14.6	76.4	9		22	45.2	32.8		10	77.4	12.6		
Total %	1.9	6.3	3.8		5.4	28.2	3.3		2.2	4.6	3.3		4.1	31.7	5.1		40.9
Passenger Vehicles	85	272	167	524	237	1213	145	1595	97	199	142	438	179	1368	224	1771	4328
% Passenger Vehicles	100	98.6	99.4	99.1	99.6	97.4	98.6	97.9	99	99	97.3	98.4	98.9	97.9	98.7	98.1	98.2
Large 2 Axle Vehicles	0	2	1	3	1	24	2	27	1	2	4	7	2	24	3	29	66
% Large 2 Axle Vehicles	0	0.7	0.6	0.6	0.4	1.9	1.4	1.7	1	1	2.7	1.6	1.1	1.7	1.3	1.6	1.5
3 Axle Vehicles	0	2	0	2	0	8	0	8	0	0	0	0	0	2	0	2	12
% 3 Axle Vehicles	0	0.7	0	0.4	0	0.6	0	0.5	0	0	0	0	0	0.1	0	0.1	0.3
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0.2	0.1

Start Time	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	12	41	28	81	32	149	16	197	10	26	9	45	23	185	34	242	565
05:15 PM	12	34	12	58	26	171	21	218	17	29	19	65	24	158	32	214	555
05:30 PM	10	41	29	80	33	185	16	234	13	24	27	64	28	183	33	244	622
05:45 PM	16	29	25	70	28	157	14	199	14	30	24	68	26	197	32	255	592
Total Volume	50	145	94	289	119	662	67	848	54	109	79	242	101	723	131	955	2334
% App. Total	17.3	50.2	32.5		14	78.1	7.9		22.3	45	32.6		10.6	75.7	13.7		
PHF	.781	.884	.810	.892	.902	.895	.798	.906	.794	.908	.731	.890	.902	.918	.963	.936	.938



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

	04:45 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	8	46	21	75	32	149	16	197	10	26	9	45	23	185	34	242
+15 mins.	12	41	28	81	26	171	21	218	17	29	19	65	24	158	32	214
+30 mins.	12	34	12	58	33	185	16	234	13	24	27	64	28	183	33	244
+45 mins.	10	41	29	80	28	157	14	199	14	30	24	68	26	197	32	255
Total Volume	42	162	90	294	119	662	67	848	54	109	79	242	101	723	131	955
% App. Total	14.3	55.1	30.6		14	78.1	7.9		22.3	45	32.6		10.6	75.7	13.7	
PHF	.875	.880	.776	.907	.902	.895	.798	.906	.794	.908	.731	.890	.902	.918	.963	.936

City of Moreno Valley
 N/S: Kitching Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 29_MRV_Kitching_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

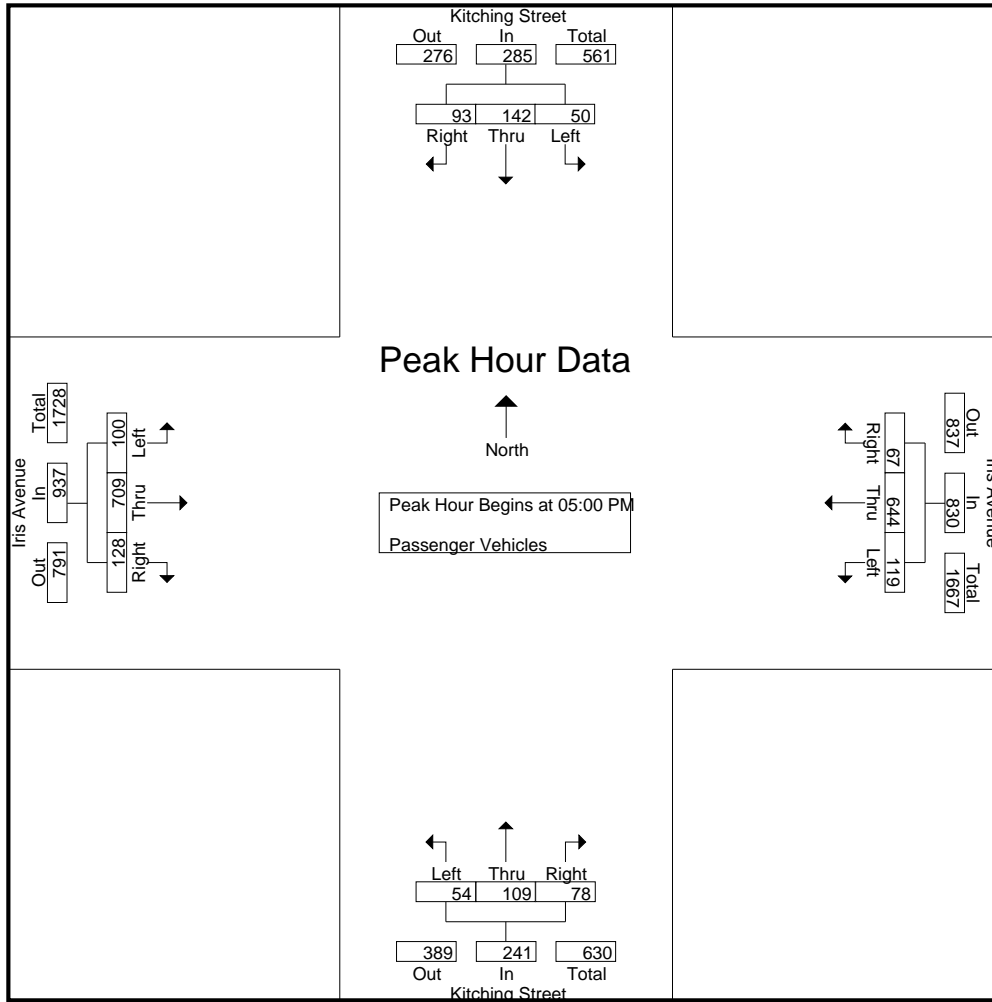
Groups Printed- Passenger Vehicles

Start Time	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	12	25	18	55	24	154	23	201	7	21	16	44	19	164	24	207	507
04:15 PM	8	30	14	52	30	144	18	192	13	18	13	44	20	157	22	199	487
04:30 PM	7	30	21	58	28	146	20	194	8	21	17	46	16	162	21	199	497
04:45 PM	8	45	21	74	36	125	17	178	15	30	18	63	24	176	29	229	544
Total	35	130	74	239	118	569	78	765	43	90	64	197	79	659	96	834	2035
05:00 PM	12	40	28	80	32	144	16	192	10	26	9	45	23	180	34	237	554
05:15 PM	12	33	11	56	26	167	21	214	17	29	18	64	24	155	31	210	544
05:30 PM	10	40	29	79	33	180	16	229	13	24	27	64	28	181	33	242	614
05:45 PM	16	29	25	70	28	153	14	195	14	30	24	68	25	193	30	248	581
Total	50	142	93	285	119	644	67	830	54	109	78	241	100	709	128	937	2293
Grand Total	85	272	167	524	237	1213	145	1595	97	199	142	438	179	1368	224	1771	4328
Apprch %	16.2	51.9	31.9		14.9	76.1	9.1		22.1	45.4	32.4		10.1	77.2	12.6		
Total %	2	6.3	3.9	12.1	5.5	28	3.4	36.9	2.2	4.6	3.3	10.1	4.1	31.6	5.2	40.9	

Start Time	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	12	40	28	80	32	144	16	192	10	26	9	45	23	180	34	237	554
05:15 PM	12	33	11	56	26	167	21	214	17	29	18	64	24	155	31	210	544
05:30 PM	10	40	29	79	33	180	16	229	13	24	27	64	28	181	33	242	614
05:45 PM	16	29	25	70	28	153	14	195	14	30	24	68	25	193	30	248	581
Total Volume	50	142	93	285	119	644	67	830	54	109	78	241	100	709	128	937	2293
% App. Total	17.5	49.8	32.6		14.3	77.6	8.1		22.4	45.2	32.4		10.7	75.7	13.7		
PHF	.781	.888	.802	.891	.902	.894	.798	.906	.794	.908	.722	.886	.893	.918	.941	.945	.934

City of Moreno Valley
 N/S: Kitching Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 29_MR_V_Kitching_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	12	40	28	80	32	144	16	192	10	26	9	45	23	180	34	237
+15 mins.	12	33	11	56	26	167	21	214	17	29	18	64	24	155	31	210
+30 mins.	10	40	29	79	33	180	16	229	13	24	27	64	28	181	33	242
+45 mins.	16	29	25	70	28	153	14	195	14	30	24	68	25	193	30	248
Total Volume	50	142	93	285	119	644	67	830	54	109	78	241	100	709	128	937
% App. Total	17.5	49.8	32.6		14.3	77.6	8.1		22.4	45.2	32.4		10.7	75.7	13.7	
PHF	.781	.888	.802	.891	.902	.894	.798	.906	.794	.908	.722	.886	.893	.918	.941	.945

City of Moreno Valley
 N/S: Kitching Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 29_MRV_Kitching_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

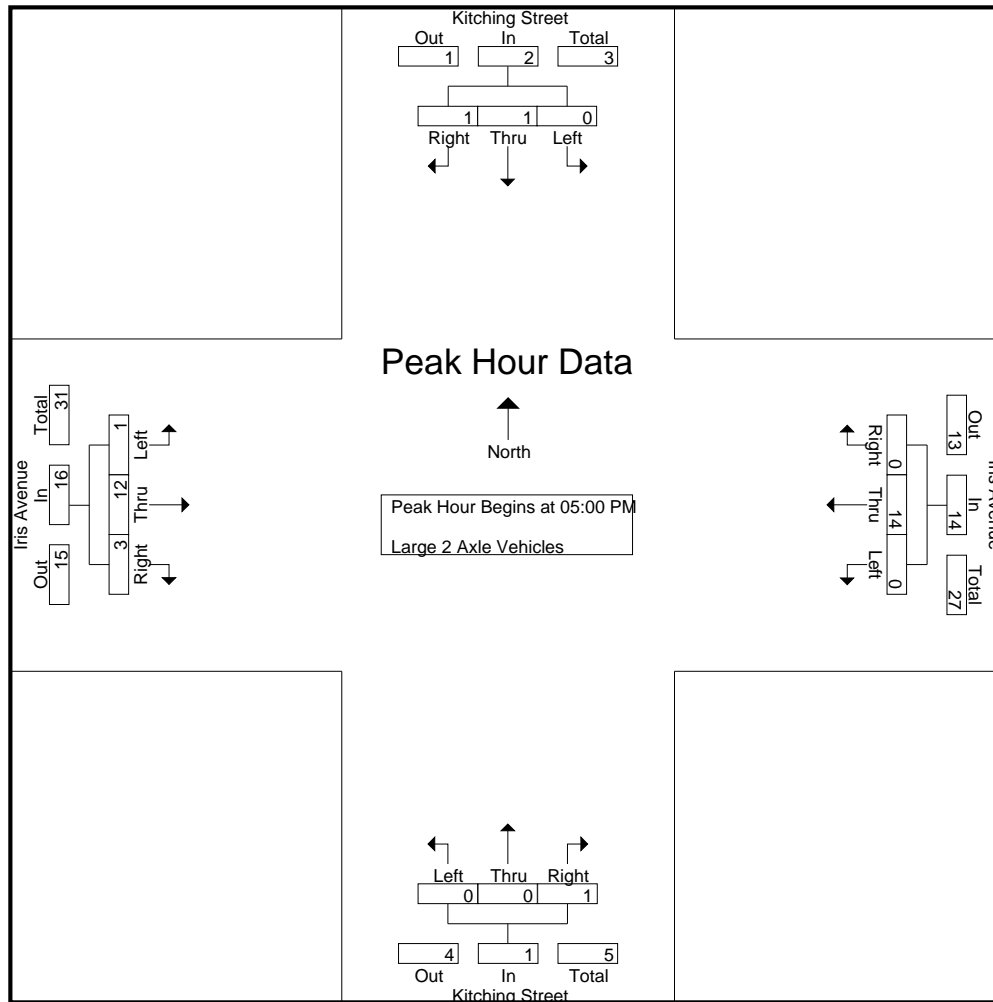
Groups Printed- Large 2 Axle Vehicles

Start Time	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	2	1	3	0	1	0	1	0	4	0	4	8
04:15 PM	0	0	0	0	0	5	0	5	0	0	2	2	1	4	0	5	12
04:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
04:45 PM	0	1	0	1	1	2	1	4	0	1	1	2	0	3	0	3	10
Total	0	1	0	1	1	10	2	13	1	2	3	6	1	12	0	13	33
05:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
05:15 PM	0	0	1	1	0	3	0	3	0	0	1	1	0	3	1	4	9
05:30 PM	0	1	0	1	0	3	0	3	0	0	0	0	0	1	0	1	5
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	1	4	2	7	11
Total	0	1	1	2	0	14	0	14	0	0	1	1	1	12	3	16	33
Grand Total	0	2	1	3	1	24	2	27	1	2	4	7	2	24	3	29	66
Apprch %	0	66.7	33.3		3.7	88.9	7.4		14.3	28.6	57.1		6.9	82.8	10.3		
Total %	0	3	1.5	4.5	1.5	36.4	3	40.9	1.5	3	6.1	10.6	3	36.4	4.5	43.9	

Start Time	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
05:15 PM	0	0	1	1	0	3	0	3	0	0	1	1	0	3	1	4	9
05:30 PM	0	1	0	1	0	3	0	3	0	0	0	0	0	1	0	1	5
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	1	4	2	7	11
Total Volume	0	1	1	2	0	14	0	14	0	0	1	1	1	12	3	16	33
% App. Total	0	50	50		0	100	0		0	0	100		6.2	75	18.8		
PHF	.000	.250	.250	.500	.000	.875	.000	.875	.000	.000	.250	.250	.250	.750	.375	.571	.750

City of Moreno Valley
 N/S: Kitching Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 29_MR_V_Kitching_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2

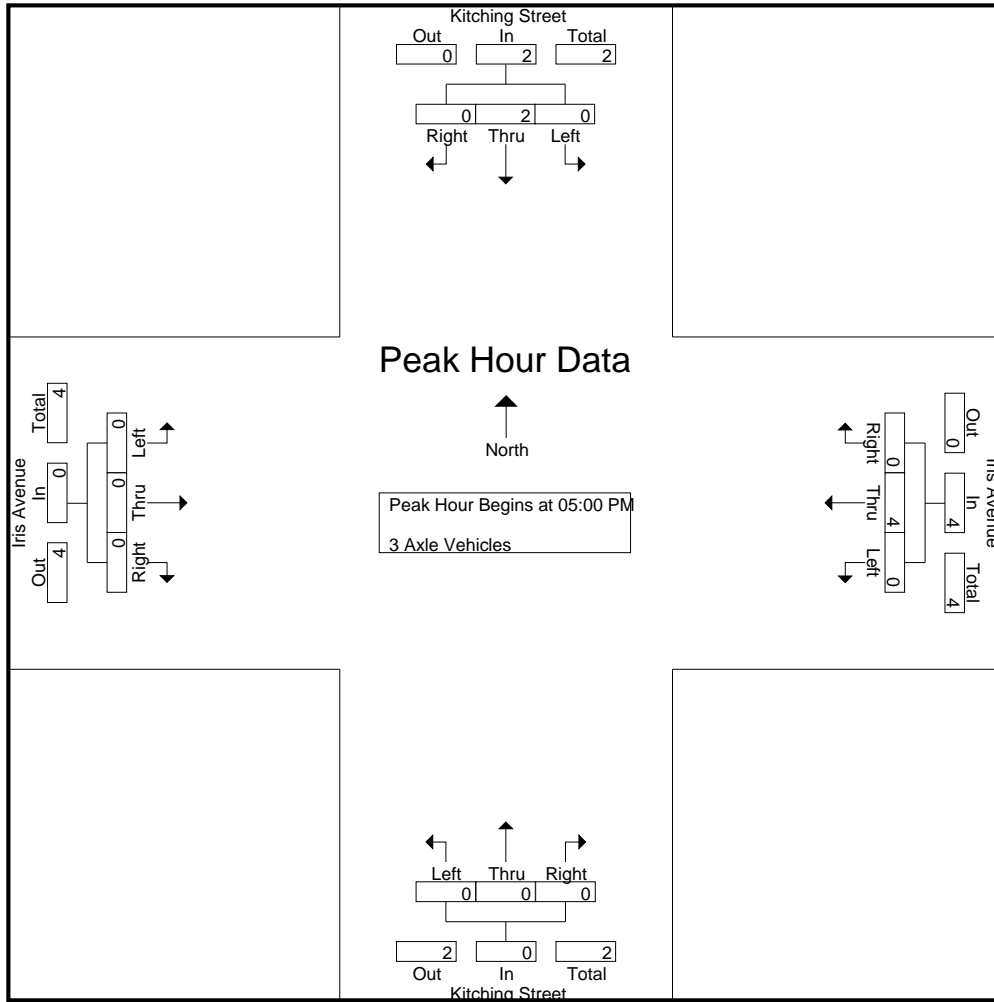


Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4
+15 mins.	0	0	1	1	0	3	0	3	0	0	1	1	0	3	1	4
+30 mins.	0	1	0	1	0	3	0	3	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	1	4	2	7
Total Volume	0	1	1	2	0	14	0	14	0	0	1	1	1	12	3	16
% App. Total	0	50	50		0	100	0		0	0	100		6.2	75	18.8	
PHF	.000	.250	.250	.500	.000	.875	.000	.875	.000	.000	.250	.250	.250	.750	.375	.571

City of Moreno Valley
 N/S: Kitching Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 29_MRVS_Kitching_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	4	0	4	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Kitching Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 29_MRV_Kitching_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

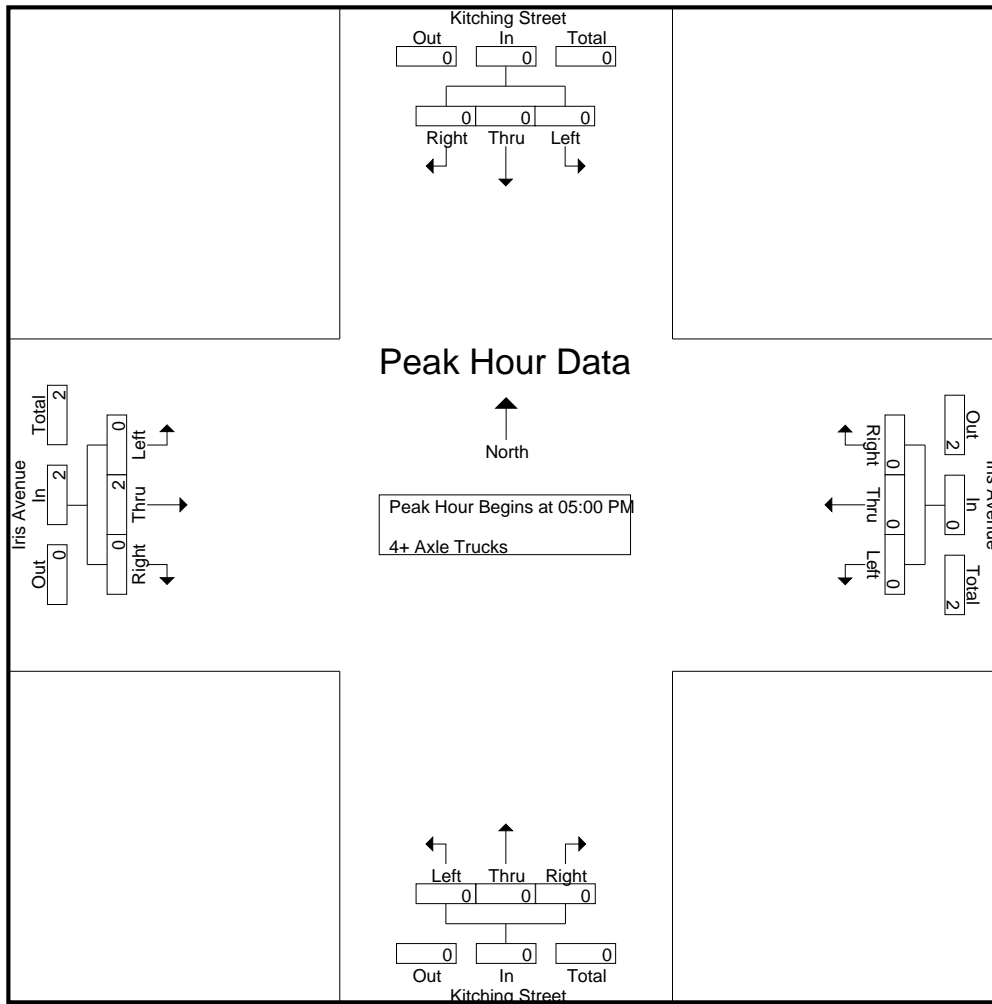
Groups Printed- 4+ Axle Trucks

Start Time	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0		
Total %	0	0	0		0	0	0		0	0	0		0	100	0	100	

Start Time	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

City of Moreno Valley
 N/S: Kitching Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 29_MRV_Kitching_Iris PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500

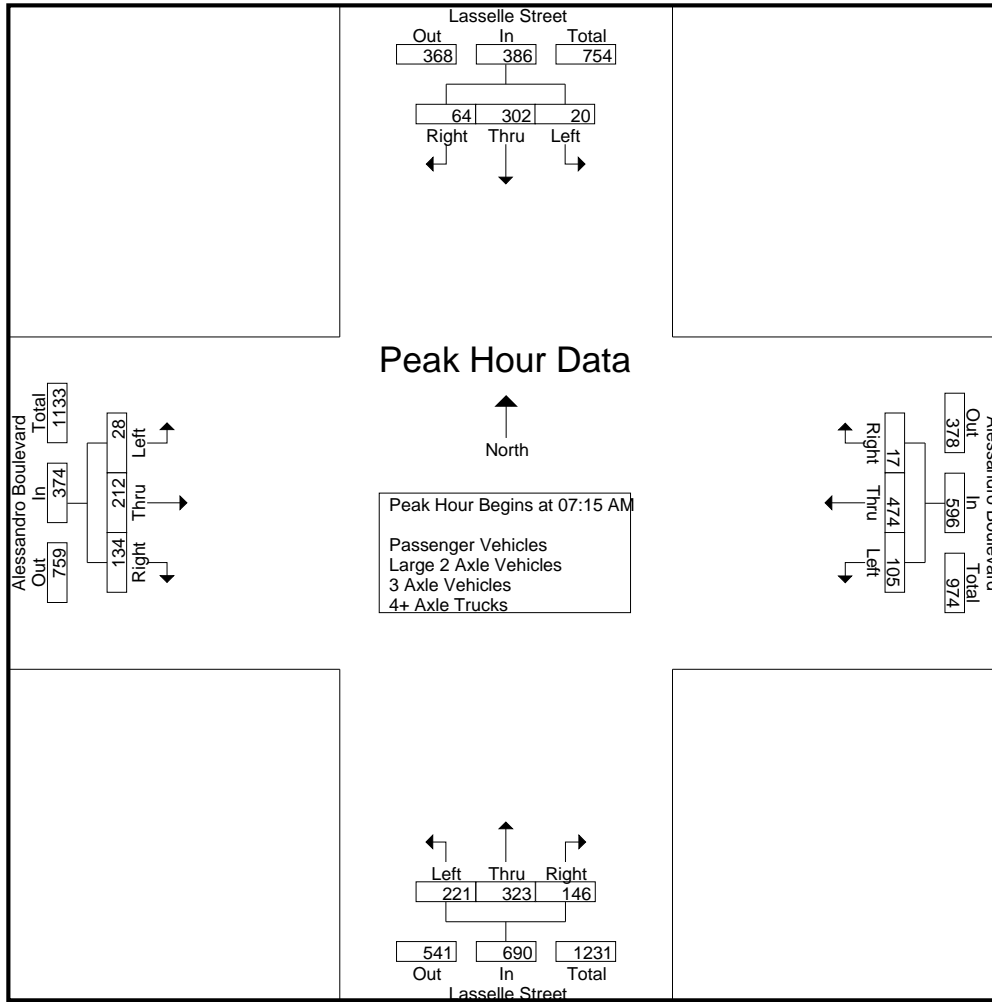
City of Moreno Valley
 N/S: Lasselle Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 30_MRV_Lasselle_Ales AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	49	12	63	22	95	1	118	57	47	26	130	2	38	12	52	363
07:15 AM	2	44	9	55	17	110	1	128	60	74	28	162	6	27	26	59	404
07:30 AM	2	84	18	104	28	131	5	164	54	82	41	177	7	51	34	92	537
07:45 AM	5	94	18	117	29	139	6	174	78	88	38	204	11	73	41	125	620
Total	11	271	57	339	96	475	13	584	249	291	133	673	26	189	113	328	1924
08:00 AM	11	80	19	110	31	94	5	130	29	79	39	147	4	61	33	98	485
08:15 AM	4	47	8	59	16	80	4	100	42	63	27	132	3	65	23	91	382
08:30 AM	1	50	12	63	12	83	2	97	53	62	12	127	2	45	29	76	363
08:45 AM	1	45	8	54	7	66	4	77	52	61	18	131	8	31	35	74	336
Total	17	222	47	286	66	323	15	404	176	265	96	537	17	202	120	339	1566
Grand Total	28	493	104	625	162	798	28	988	425	556	229	1210	43	391	233	667	3490
Apprch %	4.5	78.9	16.6		16.4	80.8	2.8		35.1	46	18.9		6.4	58.6	34.9		
Total %	0.8	14.1	3	17.9	4.6	22.9	0.8	28.3	12.2	15.9	6.6	34.7	1.2	11.2	6.7	19.1	
Passenger Vehicles	28	484	104	616	160	780	28	968	420	539	225	1184	42	371	227	640	3408
% Passenger Vehicles	100	98.2	100	98.6	98.8	97.7	100	98	98.8	96.9	98.3	97.9	97.7	94.9	97.4	96	97.7
Large 2 Axle Vehicles	0	9	0	9	2	15	0	17	5	17	4	26	1	14	6	21	73
% Large 2 Axle Vehicles	0	1.8	0	1.4	1.2	1.9	0	1.7	1.2	3.1	1.7	2.1	2.3	3.6	2.6	3.1	2.1
3 Axle Vehicles	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
% 3 Axle Vehicles	0	0	0	0	0	0.4	0	0.3	0	0	0	0	0	1.3	0	0.7	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0.1	0

Start Time	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	44	9	55	17	110	1	128	60	74	28	162	6	27	26	59	404
07:30 AM	2	84	18	104	28	131	5	164	54	82	41	177	7	51	34	92	537
07:45 AM	5	94	18	117	29	139	6	174	78	88	38	204	11	73	41	125	620
08:00 AM	11	80	19	110	31	94	5	130	29	79	39	147	4	61	33	98	485
Total Volume	20	302	64	386	105	474	17	596	221	323	146	690	28	212	134	374	2046
% App. Total	5.2	78.2	16.6		17.6	79.5	2.9		32	46.8	21.2		7.5	56.7	35.8		
PHF	.455	.803	.842	.825	.847	.853	.708	.856	.708	.918	.890	.846	.636	.726	.817	.748	.825



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

	07:30 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	2	84	18	104	17	110	1	128	60	74	28	162	7	51	34	92
+15 mins.	5	94	18	117	28	131	5	164	54	82	41	177	11	73	41	125
+30 mins.	11	80	19	110	29	139	6	174	78	88	38	204	4	61	33	98
+45 mins.	4	47	8	59	31	94	5	130	29	79	39	147	3	65	23	91
Total Volume	22	305	63	390	105	474	17	596	221	323	146	690	25	250	131	406
% App. Total	5.6	78.2	16.2		17.6	79.5	2.9		32	46.8	21.2		6.2	61.6	32.3	
PHF	.500	.811	.829	.833	.847	.853	.708	.856	.708	.918	.890	.846	.568	.856	.799	.812

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 30_MRV_Lasselle_Ales AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

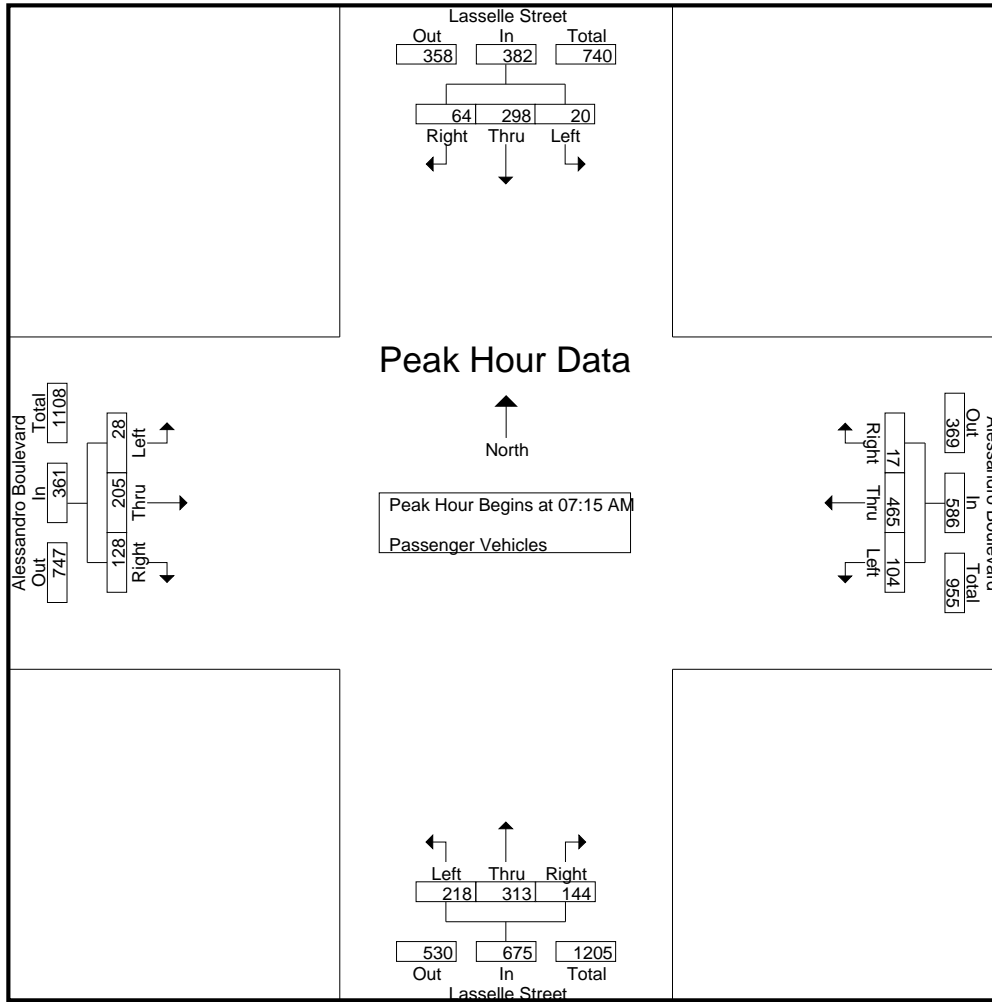
Groups Printed- Passenger Vehicles

Start Time	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	47	12	61	22	94	1	117	57	44	25	126	2	35	12	49	353
07:15 AM	2	43	9	54	17	108	1	126	59	72	26	157	6	25	23	54	391
07:30 AM	2	84	18	104	27	130	5	162	54	81	41	176	7	51	33	91	533
07:45 AM	5	92	18	115	29	137	6	172	77	85	38	200	11	70	40	121	608
Total	11	266	57	334	95	469	13	577	247	282	130	659	26	181	108	315	1885
08:00 AM	11	79	19	109	31	90	5	126	28	75	39	142	4	59	32	95	472
08:15 AM	4	46	8	58	16	77	4	97	42	63	27	132	3	60	23	86	373
08:30 AM	1	48	12	61	12	82	2	96	52	60	11	123	1	42	29	72	352
08:45 AM	1	45	8	54	6	62	4	72	51	59	18	128	8	29	35	72	326
Total	17	218	47	282	65	311	15	391	173	257	95	525	16	190	119	325	1523
Grand Total	28	484	104	616	160	780	28	968	420	539	225	1184	42	371	227	640	3408
Apprch %	4.5	78.6	16.9		16.5	80.6	2.9		35.5	45.5	19		6.6	58	35.5		
Total %	0.8	14.2	3.1	18.1	4.7	22.9	0.8	28.4	12.3	15.8	6.6	34.7	1.2	10.9	6.7	18.8	

Start Time	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	43	9	54	17	108	1	126	59	72	26	157	6	25	23	54	391
07:30 AM	2	84	18	104	27	130	5	162	54	81	41	176	7	51	33	91	533
07:45 AM	5	92	18	115	29	137	6	172	77	85	38	200	11	70	40	121	608
08:00 AM	11	79	19	109	31	90	5	126	28	75	39	142	4	59	32	95	472
Total Volume	20	298	64	382	104	465	17	586	218	313	144	675	28	205	128	361	2004
% App. Total	5.2	78	16.8		17.7	79.4	2.9		32.3	46.4	21.3		7.8	56.8	35.5		
PHF	.455	.810	.842	.830	.839	.849	.708	.852	.708	.921	.878	.844	.636	.732	.800	.746	.824

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 30_MRV_Lasselle_Ales AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	2	43	9	54	17	108	1	126	59	72	26	157	6	25	23	54
+15 mins.	2	84	18	104	27	130	5	162	54	81	41	176	7	51	33	91
+30 mins.	5	92	18	115	29	137	6	172	77	85	38	200	11	70	40	121
+45 mins.	11	79	19	109	31	90	5	126	28	75	39	142	4	59	32	95
Total Volume	20	298	64	382	104	465	17	586	218	313	144	675	28	205	128	361
% App. Total	5.2	78	16.8		17.7	79.4	2.9		32.3	46.4	21.3		7.8	56.8	35.5	
PHF	.455	.810	.842	.830	.839	.849	.708	.852	.708	.921	.878	.844	.636	.732	.800	.746

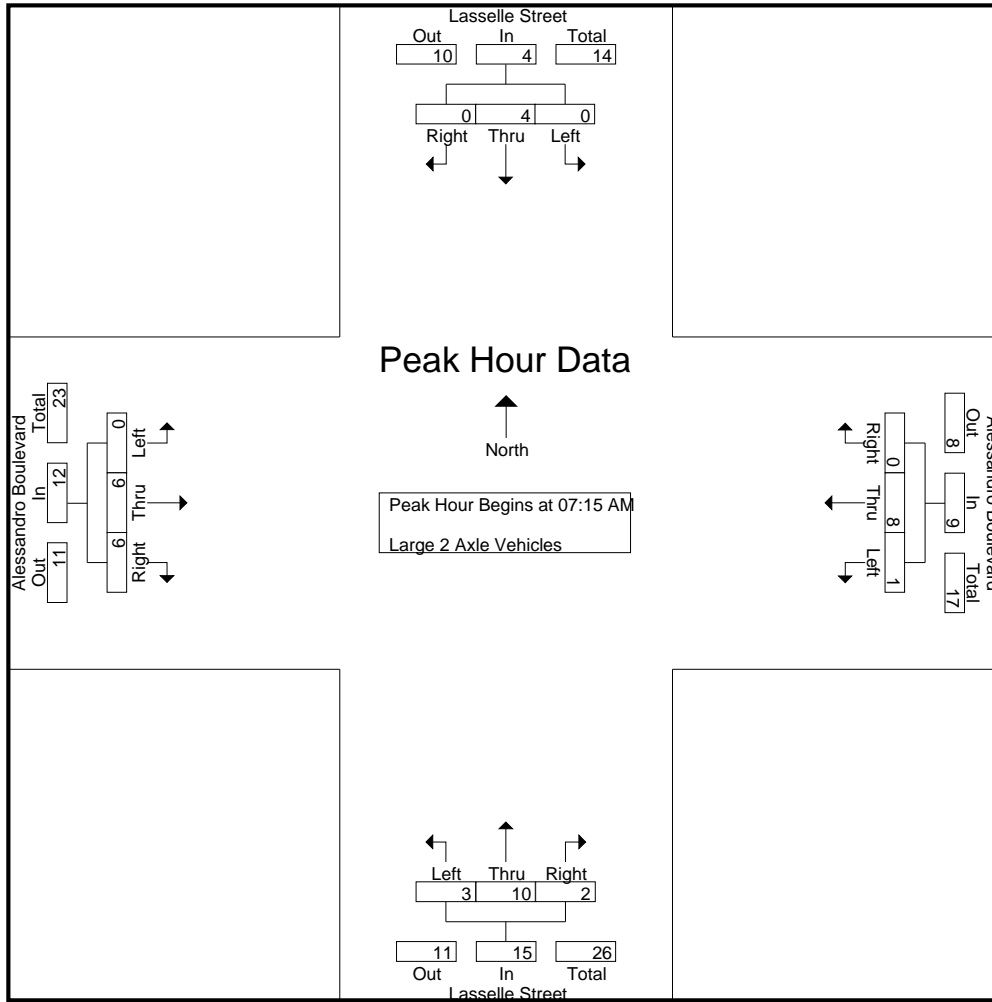
City of Moreno Valley
 N/S: Lasselle Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 30_MRV_Lasselle_Ales AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	0	2	0	1	0	1	0	3	1	4	0	2	0	2	9
07:15 AM	0	1	0	1	0	2	0	2	1	2	2	5	0	2	3	5	13
07:30 AM	0	0	0	0	1	1	0	2	0	1	0	1	0	0	1	1	4
07:45 AM	0	2	0	2	0	2	0	2	1	3	0	4	0	3	1	4	12
Total	0	5	0	5	1	6	0	7	2	9	3	14	0	7	5	12	38
08:00 AM	0	1	0	1	0	3	0	3	1	4	0	5	0	1	1	2	11
08:15 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	4	0	4	6
08:30 AM	0	2	0	2	0	1	0	1	1	2	1	4	1	1	0	2	9
08:45 AM	0	0	0	0	1	4	0	5	1	2	0	3	0	1	0	1	9
Total	0	4	0	4	1	9	0	10	3	8	1	12	1	7	1	9	35
Grand Total	0	9	0	9	2	15	0	17	5	17	4	26	1	14	6	21	73
Apprch %	0	100	0		11.8	88.2	0		19.2	65.4	15.4		4.8	66.7	28.6		
Total %	0	12.3	0	12.3	2.7	20.5	0	23.3	6.8	23.3	5.5	35.6	1.4	19.2	8.2	28.8	

Start Time	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	0	2	0	2	1	2	2	5	0	2	3	5	13
07:30 AM	0	0	0	0	1	1	0	2	0	1	0	1	0	0	1	1	4
07:45 AM	0	2	0	2	0	2	0	2	1	3	0	4	0	3	1	4	12
08:00 AM	0	1	0	1	0	3	0	3	1	4	0	5	0	1	1	2	11
Total Volume	0	4	0	4	1	8	0	9	3	10	2	15	0	6	6	12	40
% App. Total	0	100	0		11.1	88.9	0		20	66.7	13.3		0	50	50		
PHF	.000	.500	.000	.500	.250	.667	.000	.750	.750	.625	.250	.750	.000	.500	.500	.600	.769



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	0	2	0	2	1	2	2	5	0	2	3	5
+15 mins.	0	0	0	0	1	1	0	2	0	1	0	1	0	0	1	1
+30 mins.	0	2	0	2	0	2	0	2	1	3	0	4	0	3	1	4
+45 mins.	0	1	0	1	0	3	0	3	1	4	0	5	0	1	1	2
Total Volume	0	4	0	4	1	8	0	9	3	10	2	15	0	6	6	12
% App. Total	0	100	0		11.1	88.9	0		20	66.7	13.3		0	50	50	
PHF	.000	.500	.000	.500	.250	.667	.000	.750	.750	.625	.250	.750	.000	.500	.500	.600

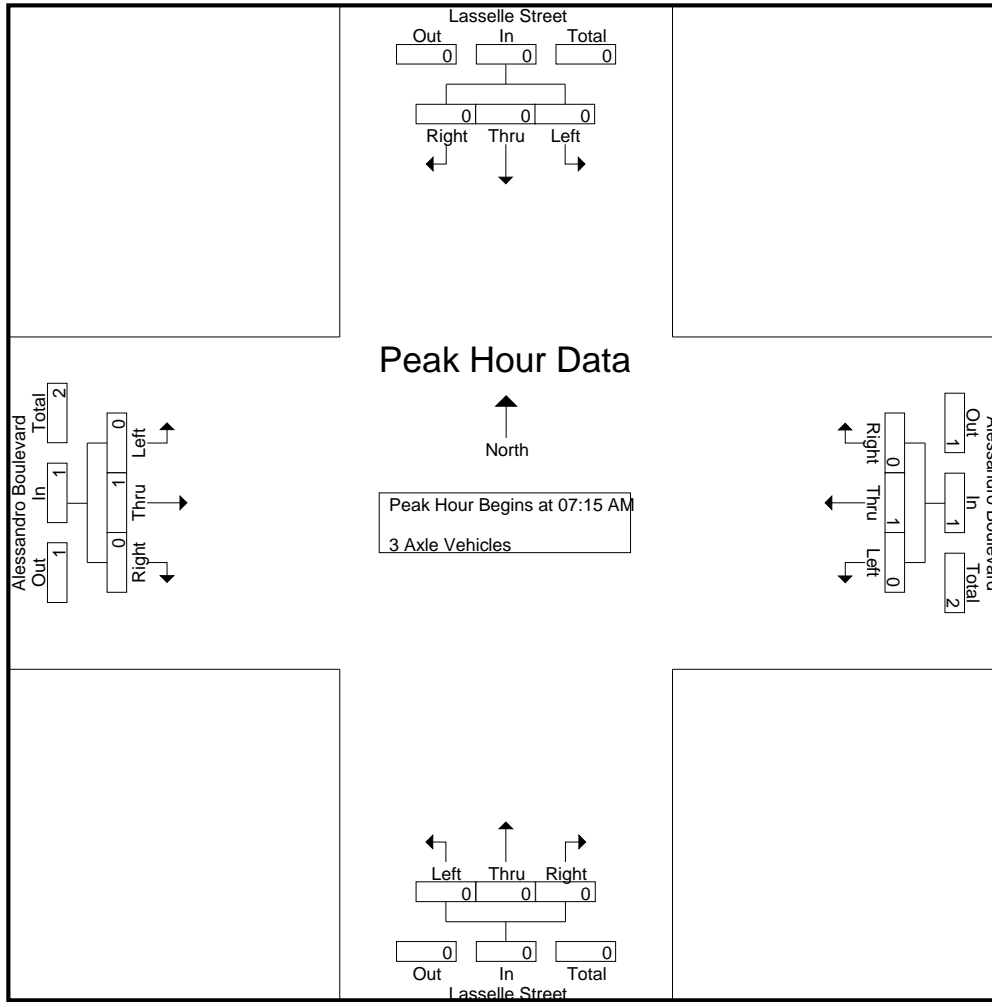
City of Moreno Valley
 N/S: Lasselle Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 30_MRV_Lasselle_Ales AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
Grand Total	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	37.5	0	37.5	0	0	0		0	62.5	0	62.5	

Start Time	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250



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

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

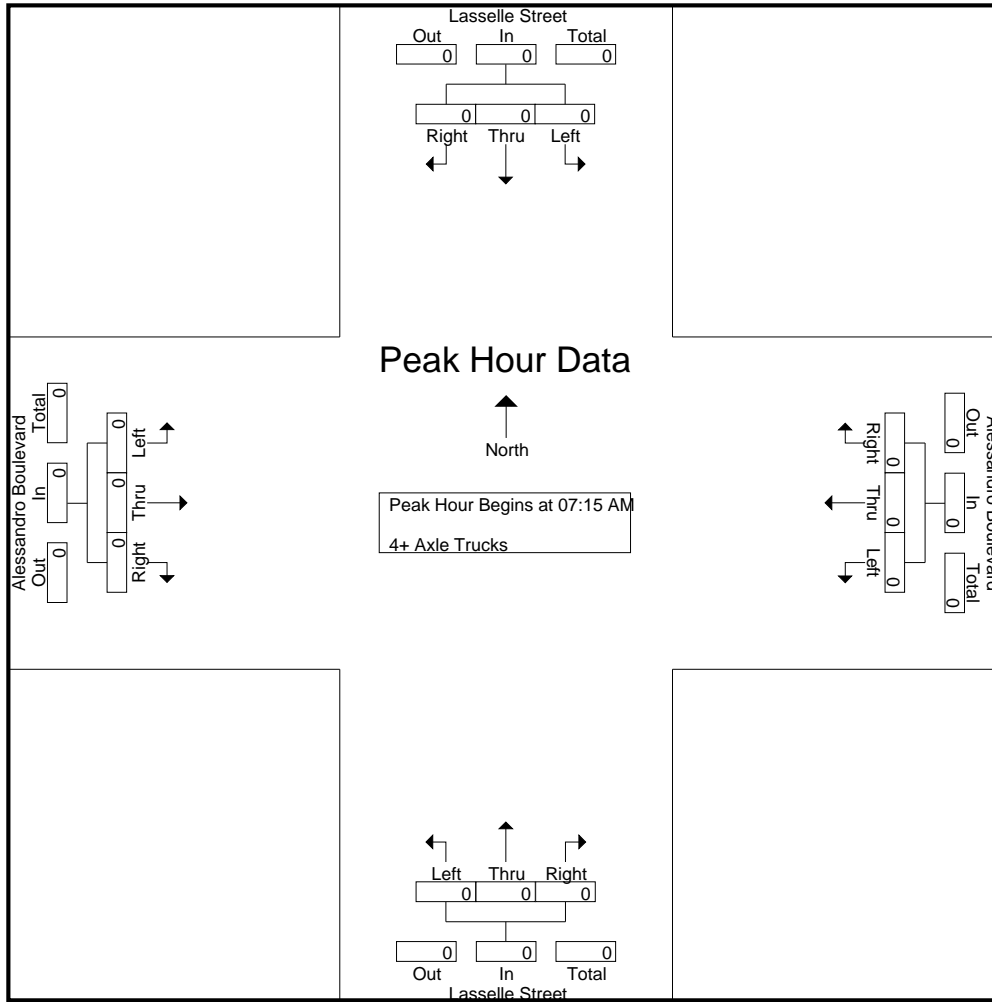
City of Moreno Valley
 N/S: Lasselle Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 30_MRV_Lasselle_Ales AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0		
Total %	0	0	0		0	0	0		0	0	0		0	100	0	100	

Start Time	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

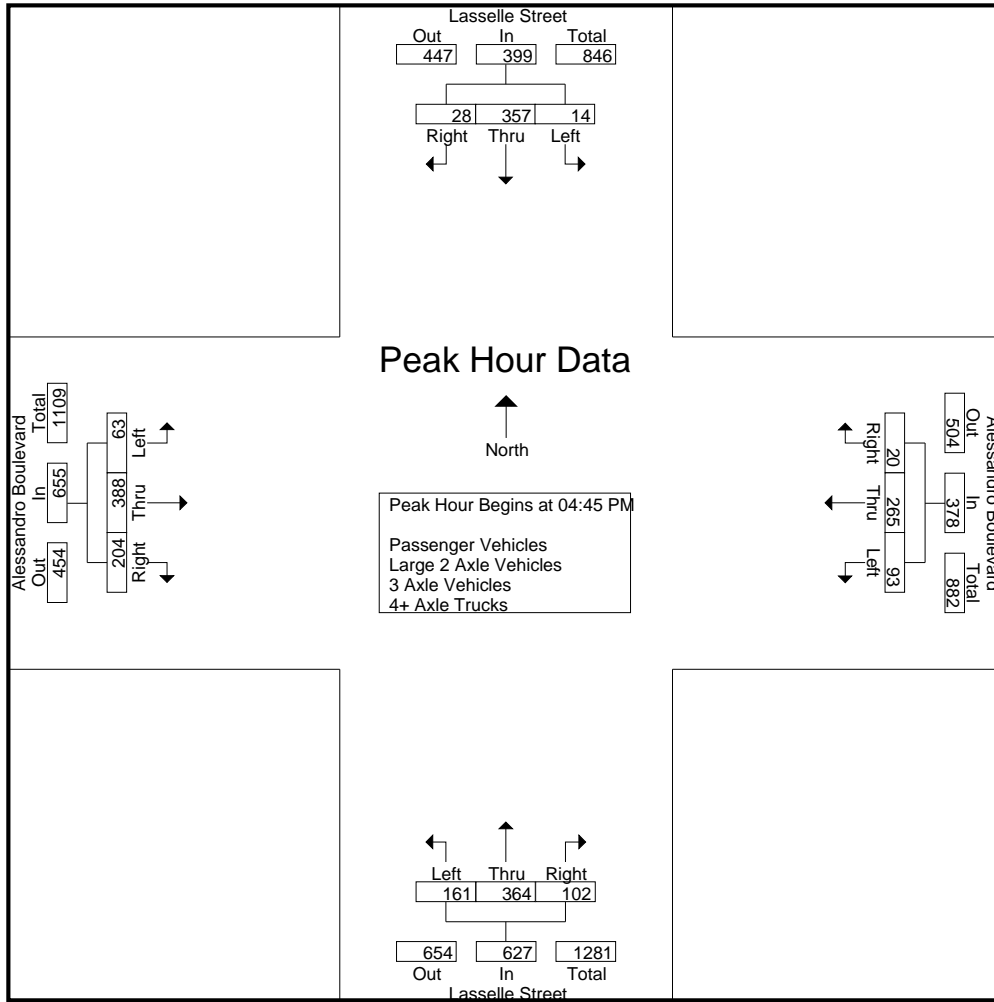
City of Moreno Valley
 N/S: Lasselle Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 30_MRV_Lasselle_Ales PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	4	68	4	76	22	74	6	102	31	90	21	142	11	89	59	159	479
04:15 PM	3	71	8	82	9	66	6	81	33	97	32	162	11	86	34	131	456
04:30 PM	4	70	9	83	20	63	1	84	32	81	26	139	13	90	62	165	471
04:45 PM	5	86	4	95	15	79	8	102	37	85	30	152	19	101	56	176	525
Total	16	295	25	336	66	282	21	369	133	353	109	595	54	366	211	631	1931
05:00 PM	1	86	8	95	20	60	3	83	27	76	29	132	11	103	47	161	471
05:15 PM	5	73	8	86	21	59	4	84	58	99	25	182	14	88	43	145	497
05:30 PM	3	112	8	123	37	67	5	109	39	104	18	161	19	96	58	173	566
05:45 PM	1	95	12	108	26	56	1	83	38	68	13	119	12	102	63	177	487
Total	10	366	36	412	104	242	13	359	162	347	85	594	56	389	211	656	2021
Grand Total	26	661	61	748	170	524	34	728	295	700	194	1189	110	755	422	1287	3952
Apprch %	3.5	88.4	8.2		23.4	72	4.7		24.8	58.9	16.3		8.5	58.7	32.8		
Total %	0.7	16.7	1.5	18.9	4.3	13.3	0.9	18.4	7.5	17.7	4.9	30.1	2.8	19.1	10.7	32.6	
Passenger Vehicles	26	653	59	738	165	514	33	712	292	693	190	1175	110	743	421	1274	3899
% Passenger Vehicles	100	98.8	96.7	98.7	97.1	98.1	97.1	97.8	99	99	97.9	98.8	100	98.4	99.8	99	98.7
Large 2 Axle Vehicles	0	6	2	8	5	9	1	15	3	7	4	14	0	10	1	11	48
% Large 2 Axle Vehicles	0	0.9	3.3	1.1	2.9	1.7	2.9	2.1	1	1	2.1	1.2	0	1.3	0.2	0.9	1.2
3 Axle Vehicles	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
% 3 Axle Vehicles	0	0.3	0	0.3	0	0.2	0	0.1	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0.2	0.1

Start Time	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	86	4	95	15	79	8	102	37	85	30	152	19	101	56	176	525
05:00 PM	1	86	8	95	20	60	3	83	27	76	29	132	11	103	47	161	471
05:15 PM	5	73	8	86	21	59	4	84	58	99	25	182	14	88	43	145	497
05:30 PM	3	112	8	123	37	67	5	109	39	104	18	161	19	96	58	173	566
Total Volume	14	357	28	399	93	265	20	378	161	364	102	627	63	388	204	655	2059
% App. Total	3.5	89.5	7		24.6	70.1	5.3		25.7	58.1	16.3		9.6	59.2	31.1		
PHF	.700	.797	.875	.811	.628	.839	.625	.867	.694	.875	.850	.861	.829	.942	.879	.930	.909



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

	05:00 PM				04:45 PM				04:45 PM				05:00 PM			
+0 mins.	1	86	8	95	15	79	8	102	37	85	30	152	11	103	47	161
+15 mins.	5	73	8	86	20	60	3	83	27	76	29	132	14	88	43	145
+30 mins.	3	112	8	123	21	59	4	84	58	99	25	182	19	96	58	173
+45 mins.	1	95	12	108	37	67	5	109	39	104	18	161	12	102	63	177
Total Volume	10	366	36	412	93	265	20	378	161	364	102	627	56	389	211	656
% App. Total	2.4	88.8	8.7		24.6	70.1	5.3		25.7	58.1	16.3		8.5	59.3	32.2	
PHF	.500	.817	.750	.837	.628	.839	.625	.867	.694	.875	.850	.861	.737	.944	.837	.927

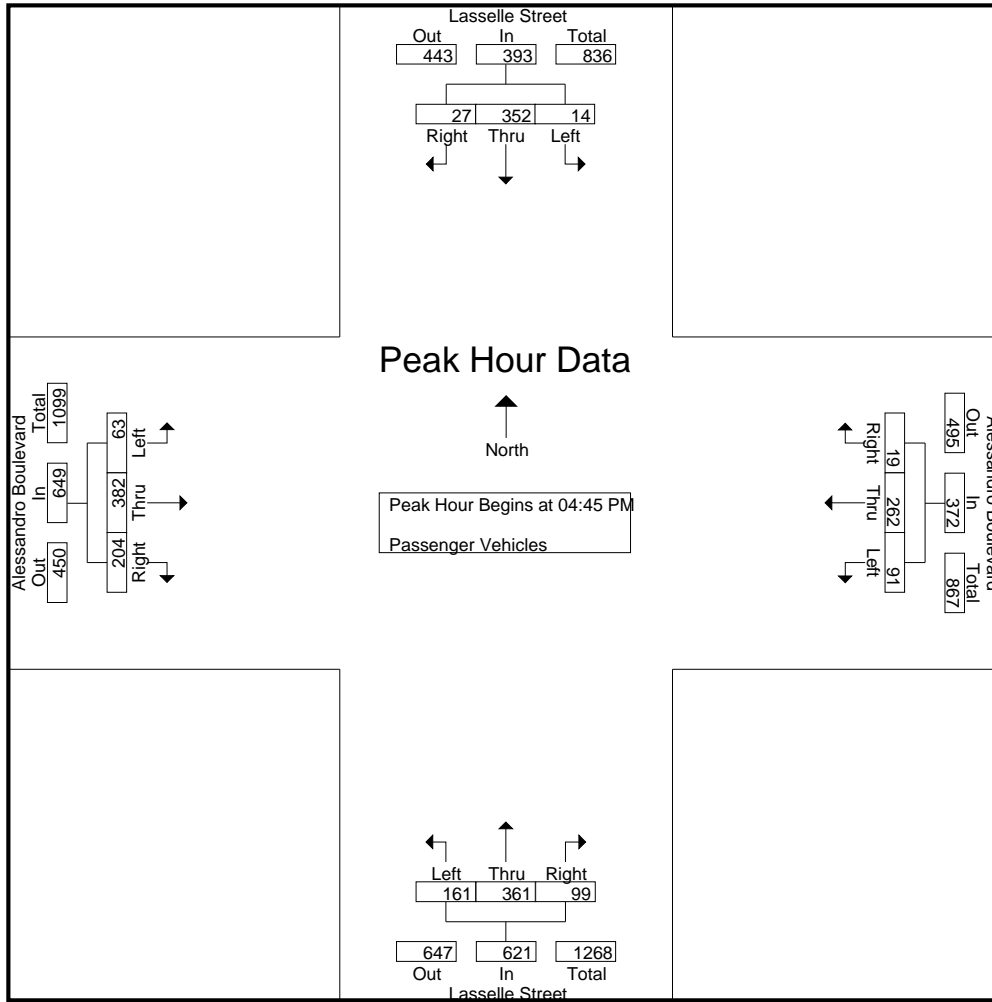
City of Moreno Valley
 N/S: Lasselle Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 30_MRV_Lasselle_Ales PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	4	68	4	76	21	72	6	99	30	88	20	138	11	88	58	157	470
04:15 PM	3	70	7	80	9	63	6	78	32	96	32	160	11	83	34	128	446
04:30 PM	4	70	9	83	18	61	1	80	31	80	26	137	13	88	62	163	463
04:45 PM	5	84	4	93	14	78	8	100	37	84	29	150	19	99	56	174	517
Total	16	292	24	332	62	274	21	357	130	348	107	585	54	358	210	622	1896
05:00 PM	1	85	8	94	20	58	3	81	27	75	29	131	11	102	47	160	466
05:15 PM	5	72	8	85	21	59	4	84	58	99	23	180	14	87	43	144	493
05:30 PM	3	111	7	121	36	67	4	107	39	103	18	160	19	94	58	171	559
05:45 PM	1	93	12	106	26	56	1	83	38	68	13	119	12	102	63	177	485
Total	10	361	35	406	103	240	12	355	162	345	83	590	56	385	211	652	2003
Grand Total	26	653	59	738	165	514	33	712	292	693	190	1175	110	743	421	1274	3899
Apprch %	3.5	88.5	8		23.2	72.2	4.6		24.9	59	16.2		8.6	58.3	33		
Total %	0.7	16.7	1.5	18.9	4.2	13.2	0.8	18.3	7.5	17.8	4.9	30.1	2.8	19.1	10.8	32.7	

Start Time	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	84	4	93	14	78	8	100	37	84	29	150	19	99	56	174	517
05:00 PM	1	85	8	94	20	58	3	81	27	75	29	131	11	102	47	160	466
05:15 PM	5	72	8	85	21	59	4	84	58	99	23	180	14	87	43	144	493
05:30 PM	3	111	7	121	36	67	4	107	39	103	18	160	19	94	58	171	559
Total Volume	14	352	27	393	91	262	19	372	161	361	99	621	63	382	204	649	2035
% App. Total	3.6	89.6	6.9		24.5	70.4	5.1		25.9	58.1	15.9		9.7	58.9	31.4		
PHF	.700	.793	.844	.812	.632	.840	.594	.869	.694	.876	.853	.863	.829	.936	.879	.932	.910



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	5	84	4	93	14	78	8	100	37	84	29	150	19	99	56	174
+15 mins.	1	85	8	94	20	58	3	81	27	75	29	131	11	102	47	160
+30 mins.	5	72	8	85	21	59	4	84	58	99	23	180	14	87	43	144
+45 mins.	3	111	7	121	36	67	4	107	39	103	18	160	19	94	58	171
Total Volume	14	352	27	393	91	262	19	372	161	361	99	621	63	382	204	649
% App. Total	3.6	89.6	6.9		24.5	70.4	5.1		25.9	58.1	15.9		9.7	58.9	31.4	
PHF	.700	.793	.844	.812	.632	.840	.594	.869	.694	.876	.853	.863	.829	.936	.879	.932

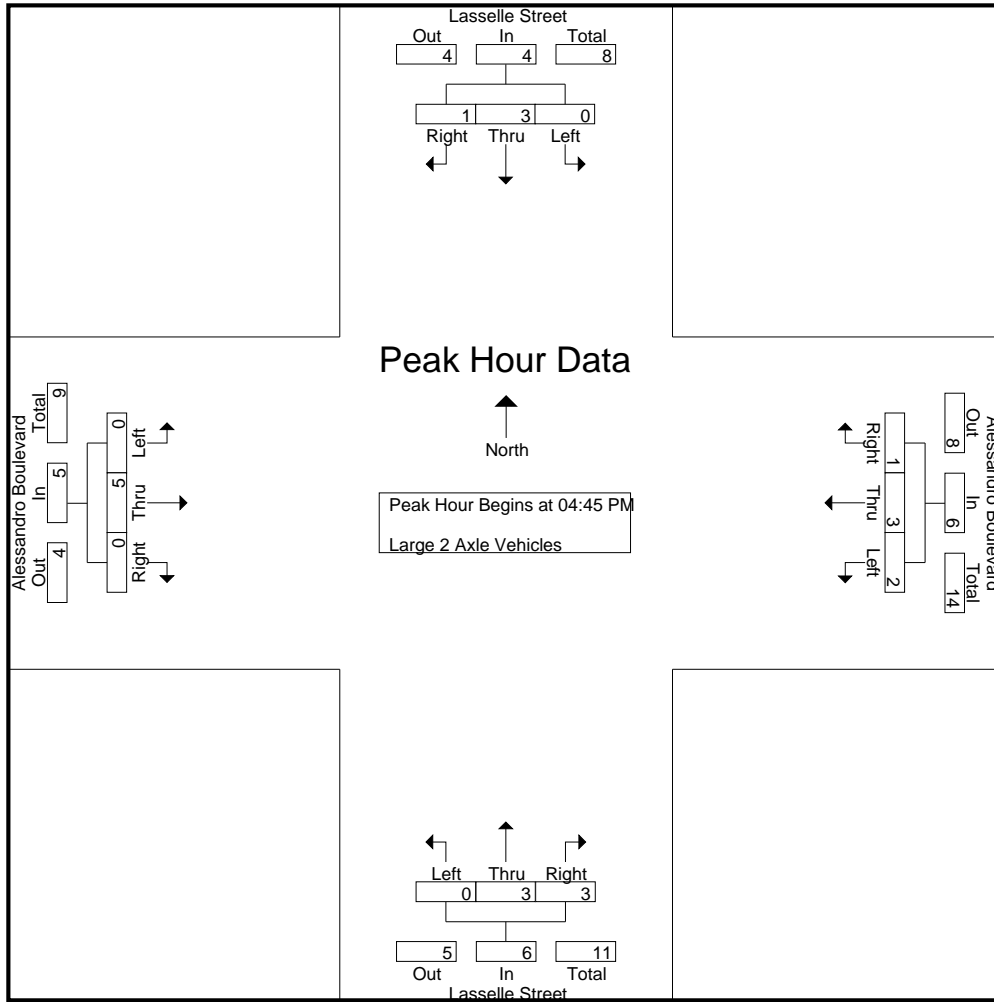
City of Moreno Valley
 N/S: Lasselle Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 30_MRV_Lasselle_Ales PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

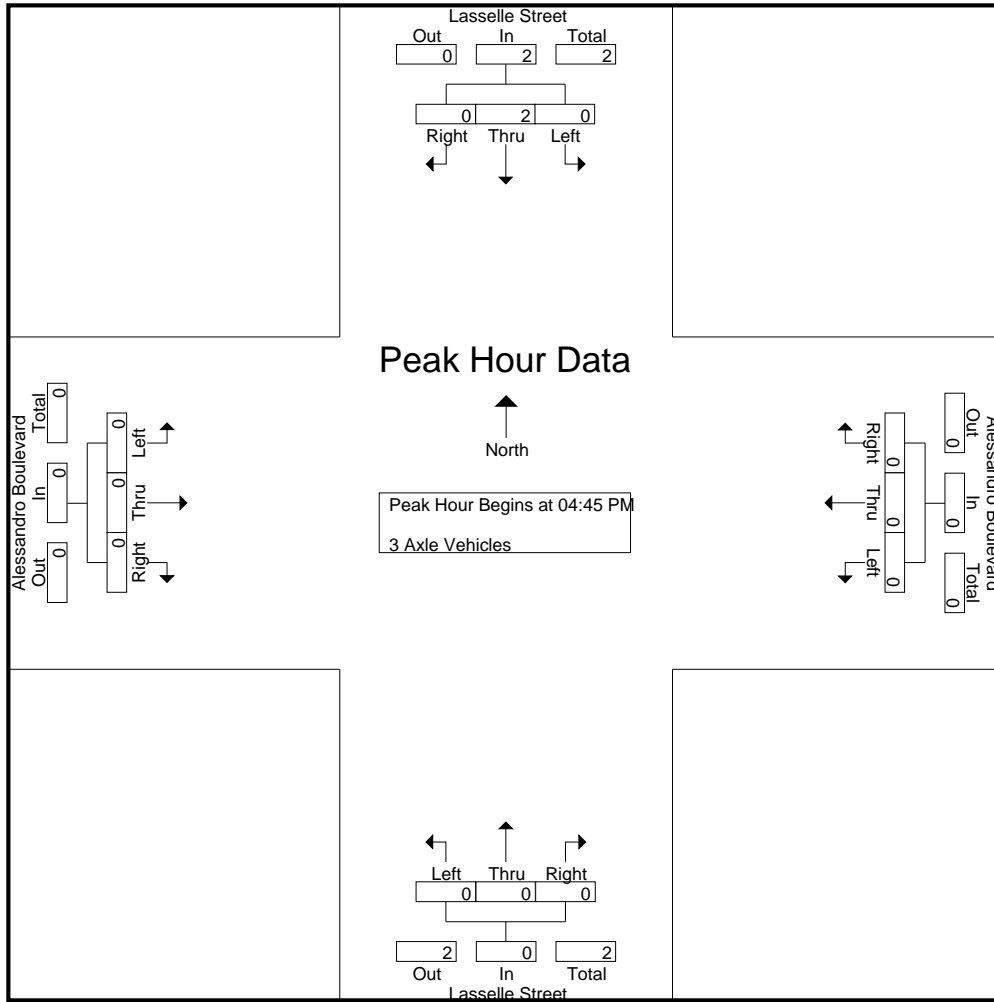
Start Time	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	1	0	2	1	2	1	4	0	1	1	2	8
04:15 PM	0	1	1	2	0	3	0	3	1	1	0	2	0	3	0	3	10
04:30 PM	0	0	0	0	2	2	0	4	1	1	0	2	0	1	0	1	7
04:45 PM	0	1	0	1	1	1	0	2	0	1	1	2	0	2	0	2	7
Total	0	2	1	3	4	7	0	11	3	5	2	10	0	7	1	8	32
05:00 PM	0	1	0	1	0	2	0	2	0	1	0	1	0	0	0	0	4
05:15 PM	0	1	0	1	0	0	0	0	0	0	2	2	0	1	0	1	4
05:30 PM	0	0	1	1	1	0	1	2	0	1	0	1	0	2	0	2	6
05:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	1	5	1	2	1	4	0	2	2	4	0	3	0	3	16
Grand Total	0	6	2	8	5	9	1	15	3	7	4	14	0	10	1	11	48
Apprch %	0	75	25		33.3	60	6.7		21.4	50	28.6		0	90.9	9.1		
Total %	0	12.5	4.2	16.7	10.4	18.8	2.1	31.2	6.2	14.6	8.3	29.2	0	20.8	2.1	22.9	

Start Time	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	0	1	1	1	0	2	0	1	1	2	0	2	0	2	7
05:00 PM	0	1	0	1	0	2	0	2	0	1	0	1	0	0	0	0	4
05:15 PM	0	1	0	1	0	0	0	0	0	0	2	2	0	1	0	1	4
05:30 PM	0	0	1	1	1	0	1	2	0	1	0	1	0	2	0	2	6
Total Volume	0	3	1	4	2	3	1	6	0	3	3	6	0	5	0	5	21
% App. Total	0	75	25		33.3	50	16.7		0	50	50		0	100	0		
PHF	.000	.750	.250	1.00	.500	.375	.250	.750	.000	.750	.375	.750	.000	.625	.000	.625	.750



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	1	0	1	1	1	0	2	0	1	1	2	0	2	0	2
+15 mins.	0	1	0	1	0	2	0	2	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	2	2	0	1	0	1
+45 mins.	0	0	1	1	1	0	1	2	0	1	0	1	0	2	0	2
Total Volume	0	3	1	4	2	3	1	6	0	3	3	6	0	5	0	5
% App. Total	0	75	25		33.3	50	16.7		0	50	50		0	100	0	
PHF	.000	.750	.250	1.000	.500	.375	.250	.750	.000	.750	.375	.750	.000	.625	.000	.625



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

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

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 30_MRV_Lasselle_Ales PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

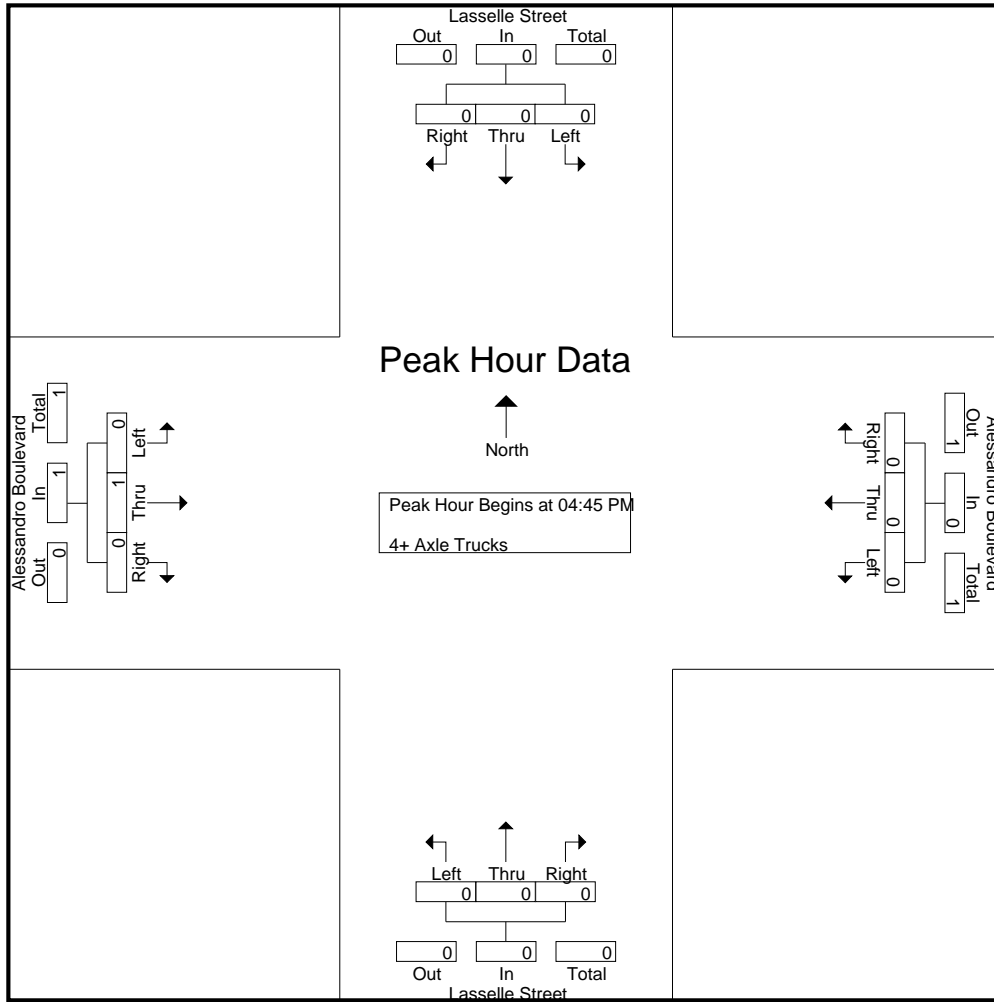
Groups Printed- 4+ Axle Trucks

Start Time	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0		
Total %	0	0	0		0	0	0		0	0	0		0	100	0	100	

Start Time	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Alessandro Boulevard
 Weather: Clear

File Name : 30_MRV_Lasselle_Ales PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

City of Moreno Valley
 N/S: Theodor Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 31_MRV_Theodore_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

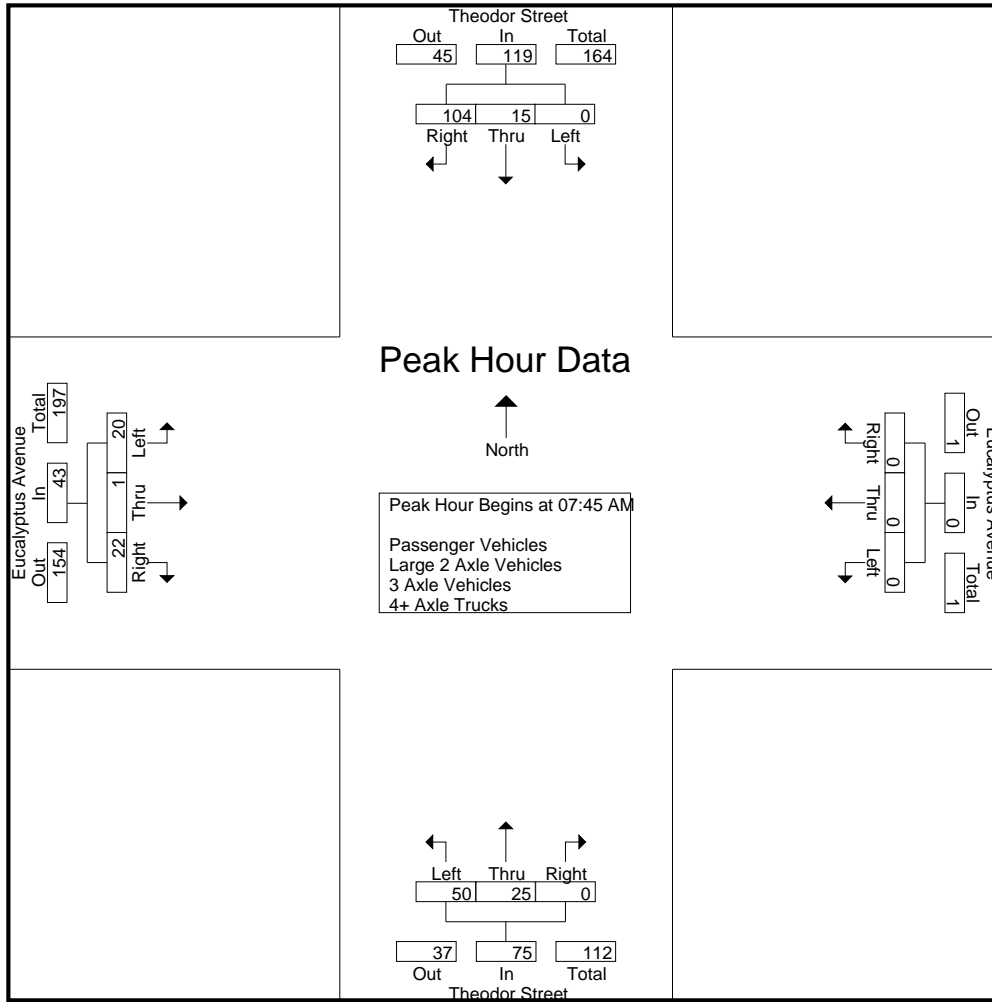
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Theodor Street Southbound				Eucalyptus Avenue Westbound				Theodor Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	6	8	0	0	0	0	0	9	0	9	3	0	9	12	29
07:15 AM	0	3	9	12	0	0	0	0	0	1	9	10	4	0	2	6	28
07:30 AM	0	6	12	18	0	0	0	0	0	5	14	19	1	0	1	2	39
07:45 AM	0	3	21	24	0	0	0	0	0	4	4	8	1	0	2	3	35
Total	0	14	48	62	0	0	0	0	0	10	36	46	9	0	14	23	131
08:00 AM	0	5	26	31	0	0	0	0	0	11	6	17	9	1	4	14	62
08:15 AM	0	6	32	38	0	0	0	0	0	27	9	36	3	0	4	7	81
08:30 AM	0	1	25	26	0	0	0	0	0	8	6	14	7	0	12	19	59
08:45 AM	0	1	14	15	0	0	0	0	0	5	4	9	2	0	8	10	34
Total	0	13	97	110	0	0	0	0	0	51	25	76	21	1	28	50	236
Grand Total	0	27	145	172	0	0	0	0	0	61	61	122	30	1	42	73	367
Apprch %	0	15.7	84.3		0	0	0			50	50	0	41.1	1.4	57.5		
Total %	0	7.4	39.5	46.9	0	0	0	0	0	16.6	16.6	33.2	8.2	0.3	11.4	19.9	
Passenger Vehicles	0	24	128	152	0	0	0	0	0	61	54	115	17	1	42	60	327
% Passenger Vehicles	0	88.9	88.3	88.4	0	0	0	0	0	100	88.5	94.3	56.7	100	100	82.2	89.1
Large 2 Axle Vehicles	0	3	5	8	0	0	0	0	0	0	5	5	3	0	0	3	16
% Large 2 Axle Vehicles	0	11.1	3.4	4.7	0	0	0	0	0	0	8.2	4.1	10	0	0	4.1	4.4
3 Axle Vehicles	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0	0.7	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0.3
4+ Axle Trucks	0	0	11	11	0	0	0	0	0	0	2	2	10	0	0	10	23
% 4+ Axle Trucks	0	0	7.6	6.4	0	0	0	0	0	0	3.3	1.6	33.3	0	0	13.7	6.3

Start Time	Theodor Street Southbound				Eucalyptus Avenue Westbound				Theodor Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	3	21	24	0	0	0	0	0	4	4	8	1	0	2	3	35
08:00 AM	0	5	26	31	0	0	0	0	0	11	6	17	9	1	4	14	62
08:15 AM	0	6	32	38	0	0	0	0	0	27	9	36	3	0	4	7	81
08:30 AM	0	1	25	26	0	0	0	0	0	8	6	14	7	0	12	19	59
Total Volume	0	15	104	119	0	0	0	0	0	50	25	75	20	1	22	43	237
% App. Total	0	12.6	87.4		0	0	0			66.7	33.3	0	46.5	2.3	51.2		
PHF	.000	.625	.813	.783	.000	.000	.000	.000	.000	.463	.694	.521	.556	.250	.458	.566	.731

City of Moreno Valley
 N/S: Theodor Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 31_MRV_Theodore_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:45 AM				07:00 AM				07:30 AM				08:00 AM			
+0 mins.	0	3	21	24	0	0	0	0	5	14	0	19	9	1	4	14
+15 mins.	0	5	26	31	0	0	0	0	4	4	0	8	3	0	4	7
+30 mins.	0	6	32	38	0	0	0	0	11	6	0	17	7	0	12	19
+45 mins.	0	1	25	26	0	0	0	0	27	9	0	36	2	0	8	10
Total Volume	0	15	104	119	0	0	0	0	47	33	0	80	21	1	28	50
% App. Total	0	12.6	87.4		0	0	0		58.8	41.2	0		42	2	56	
PHF	.000	.625	.813	.783	.000	.000	.000	.000	.435	.589	.000	.556	.583	.250	.583	.658

City of Moreno Valley
 N/S: Theodor Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 31_MRV_Theodore_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

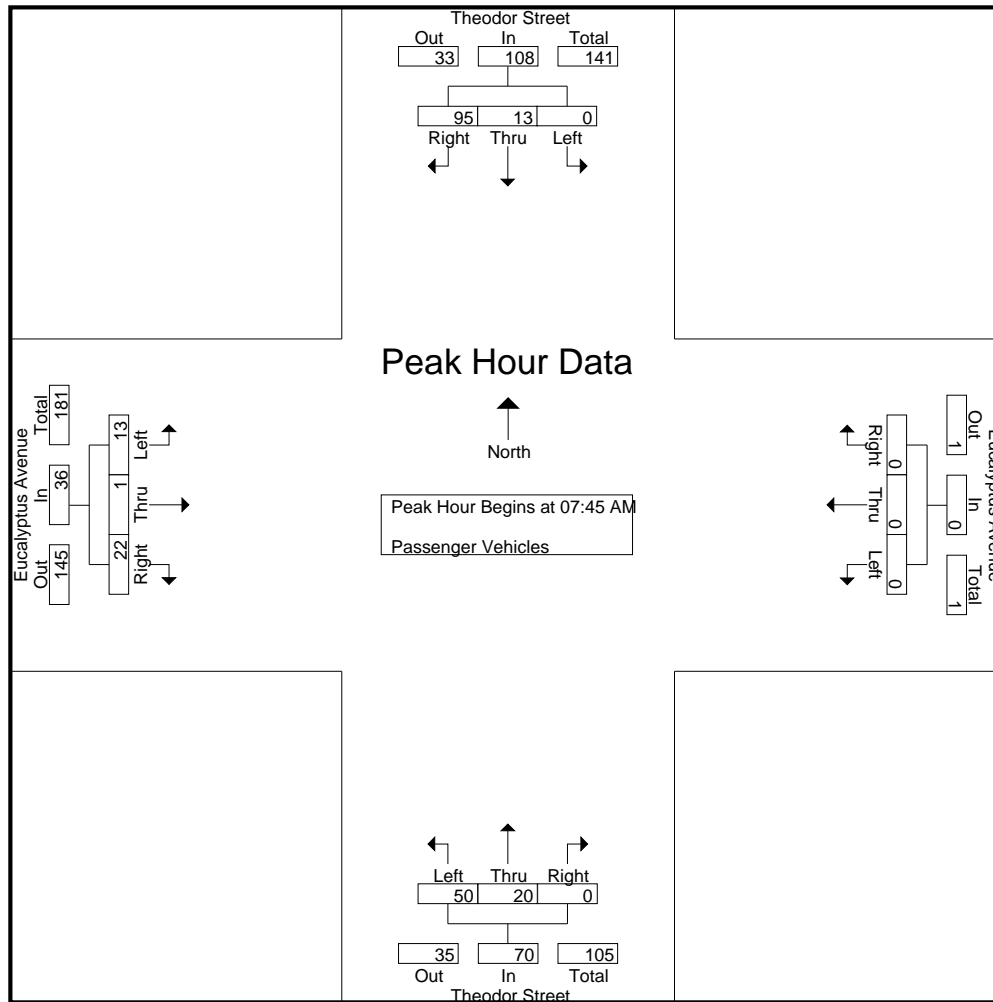
Groups Printed- Passenger Vehicles

Start Time	Theodor Street Southbound				Eucalyptus Avenue Westbound				Theodor Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	6	8	0	0	0	0	0	7	0	7	2	0	9	11	26
07:15 AM	0	3	5	8	0	0	0	0	0	1	9	10	0	0	2	2	20
07:30 AM	0	6	9	15	0	0	0	0	0	5	14	19	1	0	1	2	36
07:45 AM	0	2	21	23	0	0	0	0	0	4	4	8	0	0	2	2	33
Total	0	13	41	54	0	0	0	0	0	10	34	44	3	0	14	17	115
08:00 AM	0	5	23	28	0	0	0	0	0	11	5	16	8	1	4	13	57
08:15 AM	0	5	28	33	0	0	0	0	0	27	7	34	2	0	4	6	73
08:30 AM	0	1	23	24	0	0	0	0	0	8	4	12	3	0	12	15	51
08:45 AM	0	0	13	13	0	0	0	0	0	5	4	9	1	0	8	9	31
Total	0	11	87	98	0	0	0	0	0	51	20	71	14	1	28	43	212
Grand Total	0	24	128	152	0	0	0	0	0	61	54	115	17	1	42	60	327
Apprch %	0	15.8	84.2		0	0	0			53	47	0	28.3	1.7	70		
Total %	0	7.3	39.1	46.5	0	0	0	0	0	18.7	16.5	35.2	5.2	0.3	12.8	18.3	

Start Time	Theodor Street Southbound				Eucalyptus Avenue Westbound				Theodor Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	2	21	23	0	0	0	0	0	4	4	8	0	0	2	2	33
08:00 AM	0	5	23	28	0	0	0	0	0	11	5	16	8	1	4	13	57
08:15 AM	0	5	28	33	0	0	0	0	0	27	7	34	2	0	4	6	73
08:30 AM	0	1	23	24	0	0	0	0	0	8	4	12	3	0	12	15	51
Total Volume	0	13	95	108	0	0	0	0	0	50	20	70	13	1	22	36	214
% App. Total	0	12	88		0	0	0			71.4	28.6	0	36.1	2.8	61.1		
PHF	.000	.650	.848	.818	.000	.000	.000	.000	.000	.463	.714	.515	.406	.250	.458	.600	.733

City of Moreno Valley
 N/S: Theodor Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 31_MRV_Theodore_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM							
+0 mins.	0	2	21	23	0	0	0	0	4	4	0	8	0	0	2	2
+15 mins.	0	5	23	28	0	0	0	0	11	5	0	16	8	1	4	13
+30 mins.	0	5	28	33	0	0	0	0	27	7	0	34	2	0	4	6
+45 mins.	0	1	23	24	0	0	0	0	8	4	0	12	3	0	12	15
Total Volume	0	13	95	108	0	0	0	0	50	20	0	70	13	1	22	36
% App. Total	0	12	88		0	0	0		71.4	28.6	0		36.1	2.8	61.1	
PHF	.000	.650	.848	.818	.000	.000	.000	.000	.463	.714	.000	.515	.406	.250	.458	.600

City of Moreno Valley
 N/S: Theodor Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 31_MRV_Theodore_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

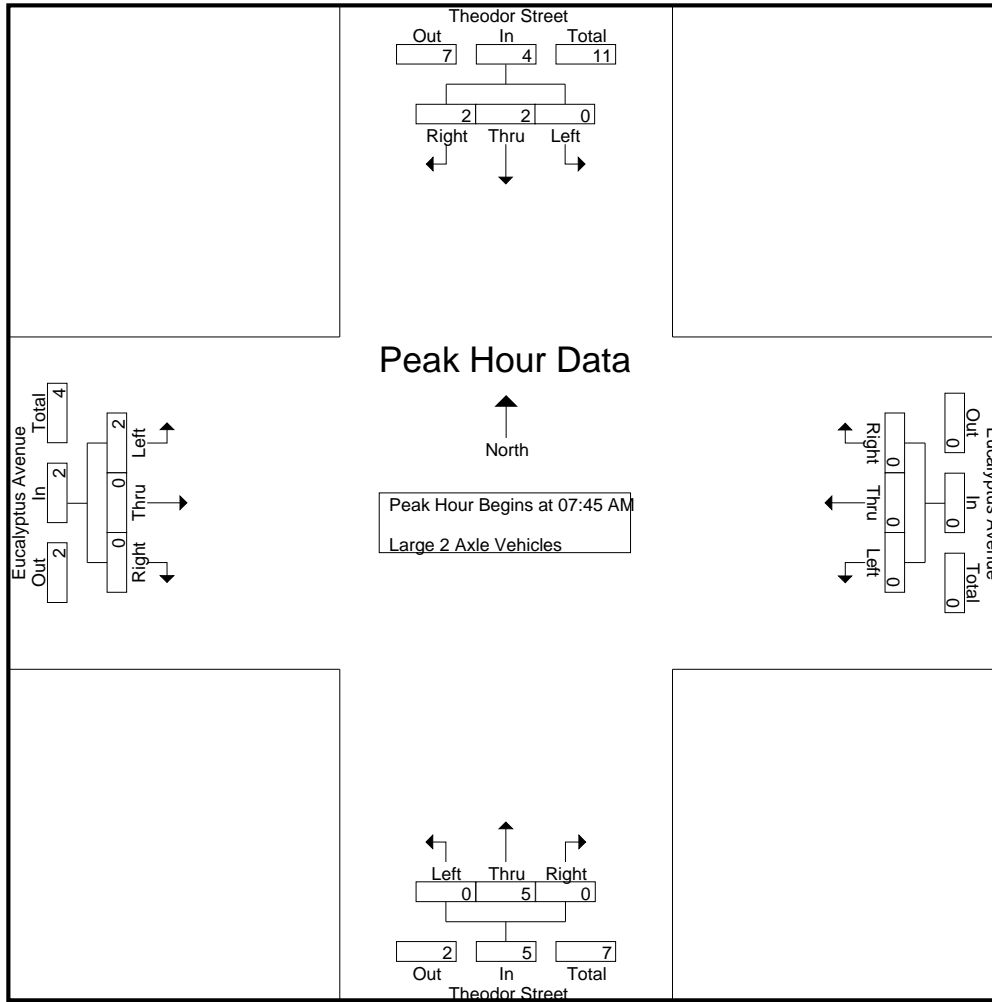
Groups Printed- Large 2 Axle Vehicles

Start Time	Theodor Street Southbound				Eucalyptus Avenue Westbound				Theodor Street Northbound				Eucalyptus Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	0	2
07:30 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	3	4	0	0	0	0	0	0	0	0	1	0	0	1	0	5
08:00 AM	0	0	1	1	0	0	0	0	0	1	0	1	1	0	0	1	0	3
08:15 AM	0	1	1	2	0	0	0	0	0	2	0	2	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1	0	3
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	2	4	0	0	0	0	0	5	0	5	2	0	0	2	0	11
Grand Total	0	3	5	8	0	0	0	0	0	5	0	5	3	0	0	3	0	16
Apprch %	0	37.5	62.5		0	0	0		0	100	0		100	0	0			
Total %	0	18.8	31.2	50	0	0	0	0	0	31.2	0	31.2	18.8	0	0	18.8		

Start Time	Theodor Street Southbound				Eucalyptus Avenue Westbound				Theodor Street Northbound				Eucalyptus Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:45 AM																		
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	1	1	0	0	0	0	0	1	0	1	1	0	0	1	0	3
08:15 AM	0	1	1	2	0	0	0	0	0	2	0	2	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1	0	3
Total Volume	0	2	2	4	0	0	0	0	0	5	0	5	2	0	0	2	0	11
% App. Total	0	50	50		0	0	0		0	100	0		100	0	0			
PHF	.000	.500	.500	.500	.000	.000	.000	.000	.000	.625	.000	.625	.500	.000	.000	.500		.688

City of Moreno Valley
 N/S: Theodor Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 31_MRV_Theodore_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	1	0	0	0	0	0	1	0	1	1	0	0	1
+30 mins.	0	1	1	2	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1
Total Volume	0	2	2	4	0	0	0	0	0	5	0	5	2	0	0	2
% App. Total	0	50	50		0	0	0		0	100	0		100	0	0	
PHF	.000	.500	.500	.500	.000	.000	.000	.000	.000	.625	.000	.625	.500	.000	.000	.500

City of Moreno Valley
 N/S: Theodor Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 31_MRV_Theodore_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

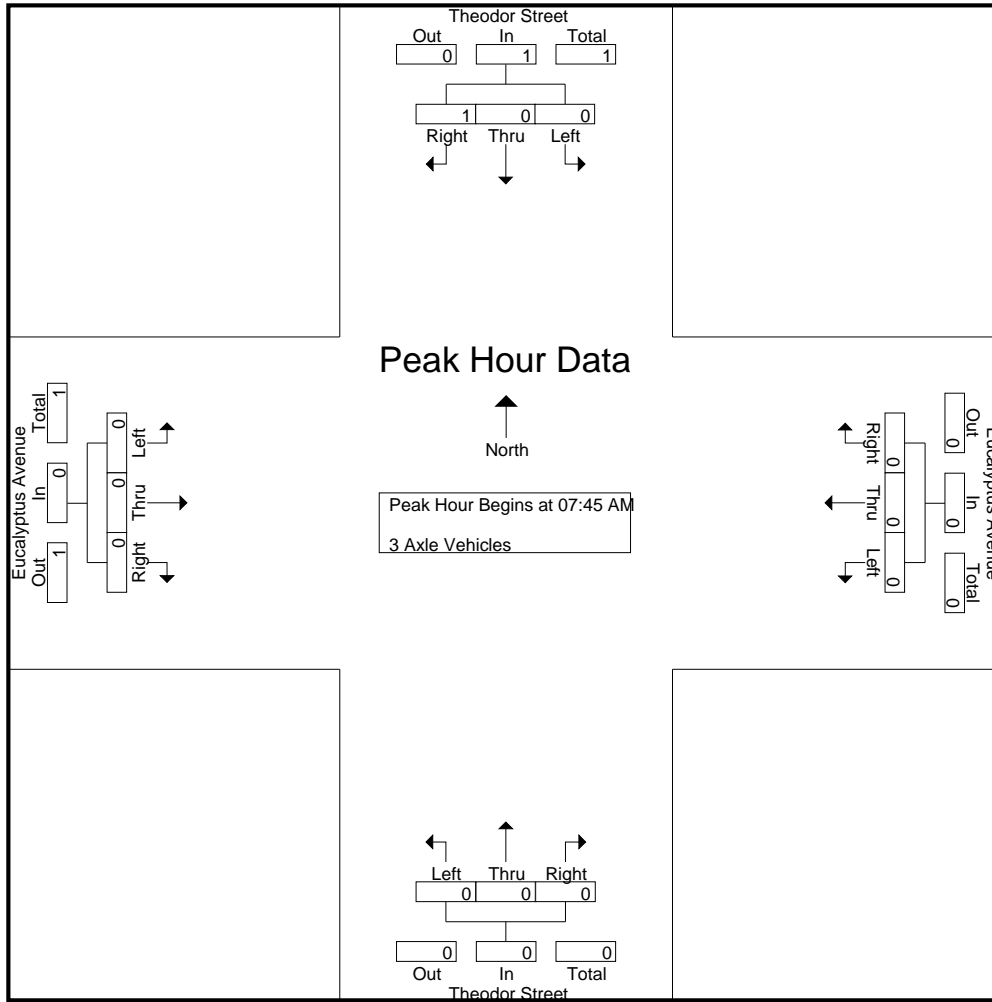
Groups Printed- 3 Axle Vehicles

Start Time	Theodor Street Southbound				Eucalyptus Avenue Westbound				Theodor Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	100		0	0	0		0	0	0		0	0	0		
Total %	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	

Start Time	Theodor Street Southbound				Eucalyptus Avenue Westbound				Theodor Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

City of Moreno Valley
 N/S: Theodor Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 31_MRV_Theodore_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

City of Moreno Valley
 N/S: Theodor Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 31_MRV_Theodore_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

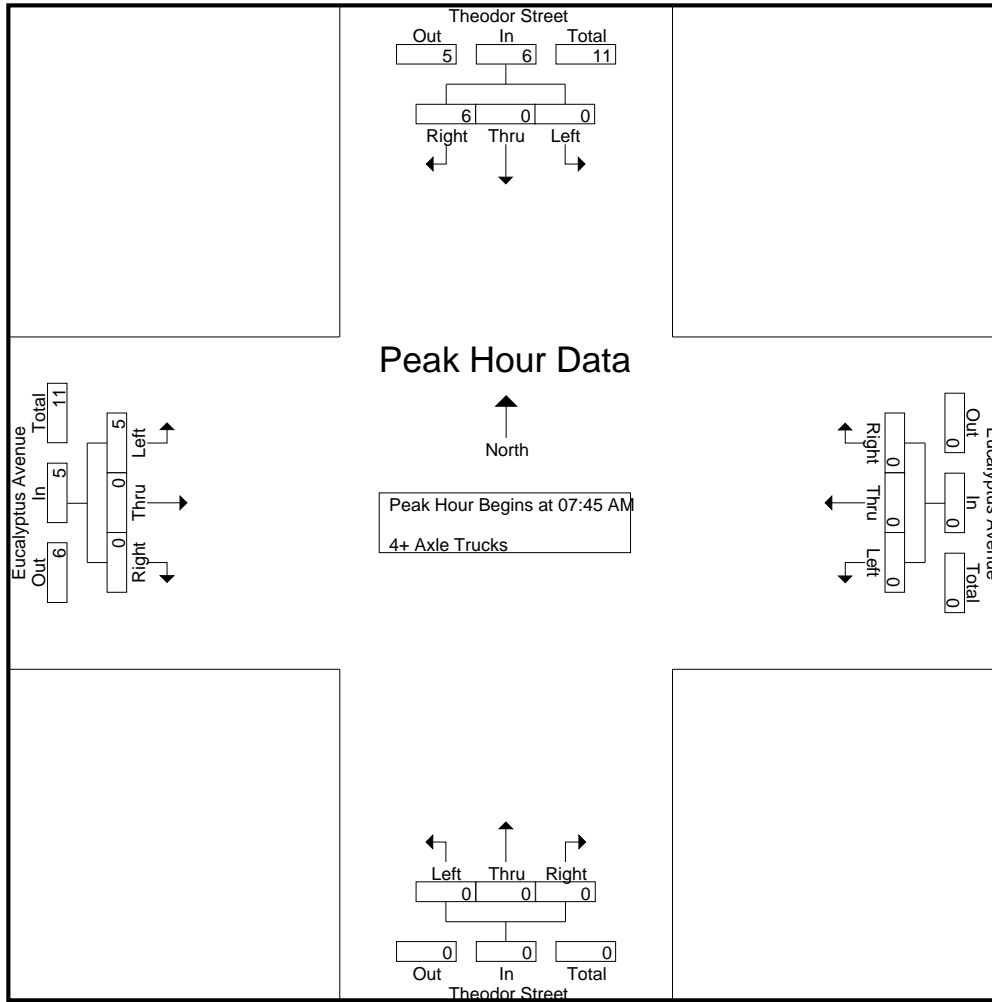
Groups Printed- 4+ Axle Trucks

Start Time	Theodor Street Southbound				Eucalyptus Avenue Westbound				Theodor Street Northbound				Eucalyptus Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1	3
07:15 AM	0	0	3	3	0	0	0	0	0	0	0	0	0	3	0	0	3	6
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	4	4	0	0	0	0	0	0	2	0	2	5	0	0	5	11
08:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	1	3
08:30 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	3	0	0	3	5
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	7	7	0	0	0	0	0	0	0	0	0	5	0	0	5	12
Grand Total	0	0	11	11	0	0	0	0	0	0	2	0	2	10	0	0	10	23
Apprch %	0	0	100		0	0	0		0	100	0		100	0	0			
Total %	0	0	47.8	47.8	0	0	0	0	0	8.7	0	8.7	43.5	0	0	43.5		

Start Time	Theodor Street Southbound				Eucalyptus Avenue Westbound				Theodor Street Northbound				Eucalyptus Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:45 AM																		
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	1	3
08:30 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	3	0	0	3	5
Total Volume	0	0	6	6	0	0	0	0	0	0	0	0	0	5	0	0	5	11
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0			
PHF	.000	.000	.750	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.417	.000	.000	.417	.550

City of Moreno Valley
 N/S: Theodor Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 31_MRV_Theodore_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

City of Moreno Valley
 N/S: Theodor Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 31_MRV_Theodore_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Theodor Street Southbound				Eucalyptus Avenue Westbound				Theodor Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	4	9	13	0	0	0	0	3	6	0	9	15	0	5	20	42
04:15 PM	0	6	3	9	0	0	0	0	6	4	0	10	10	0	2	12	31
04:30 PM	0	7	6	13	0	0	0	0	1	9	0	10	22	1	12	35	58
04:45 PM	0	5	2	7	0	0	0	0	1	10	0	11	9	0	6	15	33
Total	0	22	20	42	0	0	0	0	11	29	0	40	56	1	25	82	164
05:00 PM	0	4	5	9	0	0	0	0	1	10	0	11	8	0	5	13	33
05:15 PM	0	9	4	13	0	0	0	0	5	6	0	11	4	0	4	8	32
05:30 PM	0	5	9	14	0	0	0	0	0	9	0	9	6	0	6	12	35
05:45 PM	0	9	4	13	0	0	0	0	2	9	0	11	10	0	7	17	41
Total	0	27	22	49	0	0	0	0	8	34	0	42	28	0	22	50	141
Grand Total	0	49	42	91	0	0	0	0	19	63	0	82	84	1	47	132	305
Apprch %	0	53.8	46.2		0	0	0		23.2	76.8	0		63.6	0.8	35.6		
Total %	0	16.1	13.8	29.8	0	0	0	0	6.2	20.7	0	26.9	27.5	0.3	15.4	43.3	
Passenger Vehicles	0	48	34	82	0	0	0	0	16	62	0	78	77	1	45	123	283
% Passenger Vehicles	0	98	81	90.1	0	0	0	0	84.2	98.4	0	95.1	91.7	100	95.7	93.2	92.8
Large 2 Axle Vehicles	0	1	2	3	0	0	0	0	1	1	0	2	2	0	2	4	9
% Large 2 Axle Vehicles	0	2	4.8	3.3	0	0	0	0	5.3	1.6	0	2.4	2.4	0	4.3	3	3
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	1.2	0	0	0.8	0.3
4+ Axle Trucks	0	0	6	6	0	0	0	0	2	0	0	2	4	0	0	4	12
% 4+ Axle Trucks	0	0	14.3	6.6	0	0	0	0	10.5	0	0	2.4	4.8	0	0	3	3.9

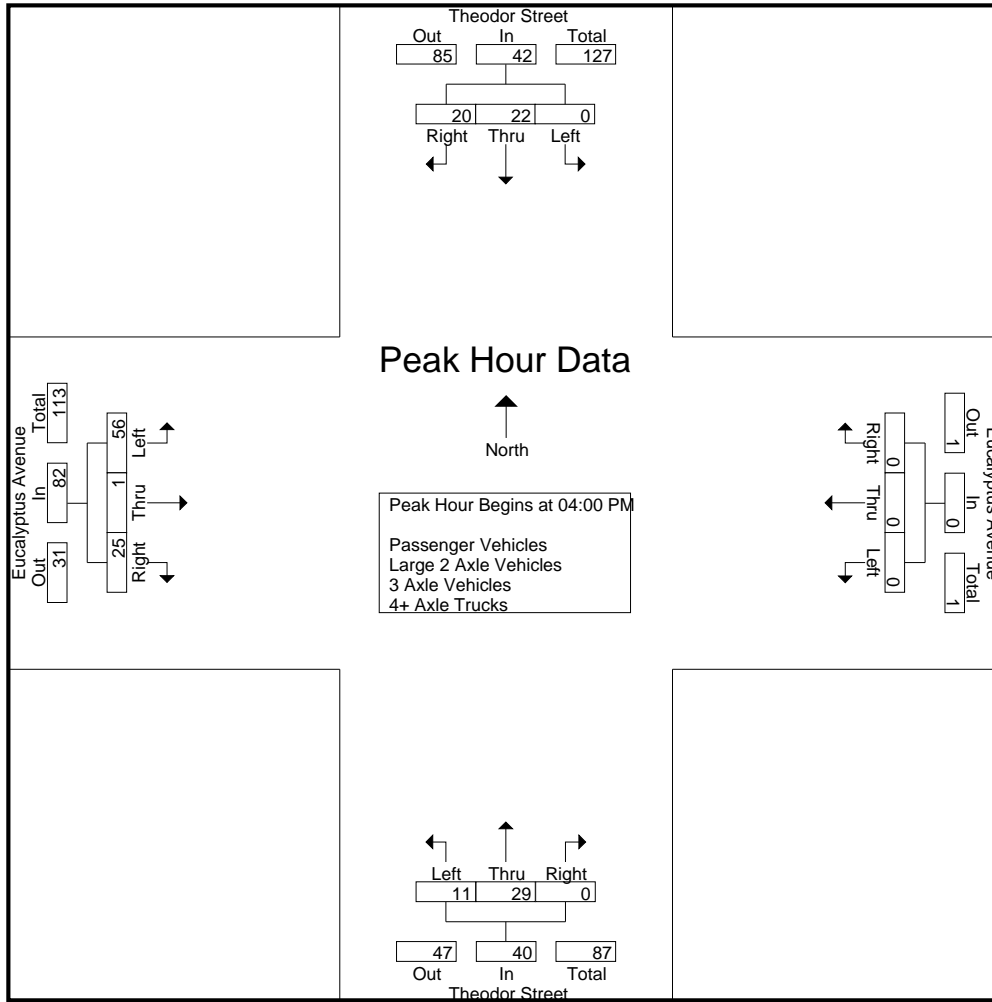
Start Time	Theodor Street Southbound				Eucalyptus Avenue Westbound				Theodor Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	4	9	13	0	0	0	0	3	6	0	9	15	0	5	20	42
04:15 PM	0	6	3	9	0	0	0	0	6	4	0	10	10	0	2	12	31
04:30 PM	0	7	6	13	0	0	0	0	1	9	0	10	22	1	12	35	58
04:45 PM	0	5	2	7	0	0	0	0	1	10	0	11	9	0	6	15	33
Total Volume	0	22	20	42	0	0	0	0	11	29	0	40	56	1	25	82	164
% App. Total	0	52.4	47.6		0	0	0		27.5	72.5	0		68.3	1.2	30.5		
PHF	.000	.786	.556	.808	.000	.000	.000	.000	.458	.725	.000	.909	.636	.250	.521	.586	.707

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

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Moreno Valley
 N/S: Theodor Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 31_MRV_Theodore_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	0	4	5	9	0	0	0	0	1	9	0	10	15	0	5	20
+15 mins.	0	9	4	13	0	0	0	0	1	10	0	11	10	0	2	12
+30 mins.	0	5	9	14	0	0	0	0	1	10	0	11	22	1	12	35
+45 mins.	0	9	4	13	0	0	0	0	5	6	0	11	9	0	6	15
Total Volume	0	27	22	49	0	0	0	0	8	35	0	43	56	1	25	82
% App. Total	0	55.1	44.9		0	0	0		18.6	81.4	0		68.3	1.2	30.5	
PHF	.000	.750	.611	.875	.000	.000	.000	.000	.400	.875	.000	.977	.636	.250	.521	.586

City of Moreno Valley
 N/S: Theodor Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 31_MRV_Theodore_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

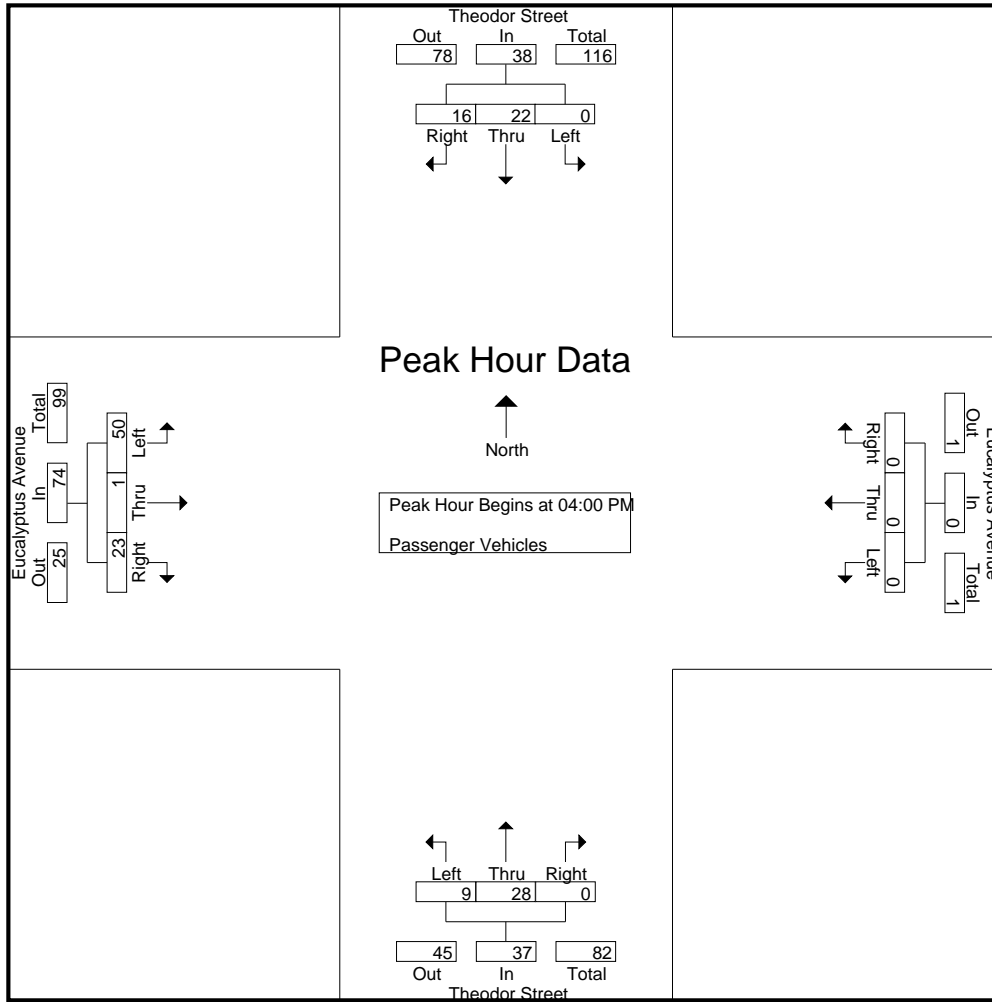
Groups Printed- Passenger Vehicles

Start Time	Theodor Street Southbound				Eucalyptus Avenue Westbound				Theodor Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	4	8	12	0	0	0	0	3	5	0	8	15	0	5	20	40
04:15 PM	0	6	2	8	0	0	0	0	6	4	0	10	9	0	2	11	29
04:30 PM	0	7	5	12	0	0	0	0	0	9	0	9	21	1	10	32	53
04:45 PM	0	5	1	6	0	0	0	0	0	10	0	10	5	0	6	11	27
Total	0	22	16	38	0	0	0	0	9	28	0	37	50	1	23	74	149
05:00 PM	0	4	5	9	0	0	0	0	0	10	0	10	8	0	5	13	32
05:15 PM	0	8	3	11	0	0	0	0	5	6	0	11	4	0	4	8	30
05:30 PM	0	5	7	12	0	0	0	0	0	9	0	9	6	0	6	12	33
05:45 PM	0	9	3	12	0	0	0	0	2	9	0	11	9	0	7	16	39
Total	0	26	18	44	0	0	0	0	7	34	0	41	27	0	22	49	134
Grand Total	0	48	34	82	0	0	0	0	16	62	0	78	77	1	45	123	283
Apprch %	0	58.5	41.5		0	0	0		20.5	79.5	0		62.6	0.8	36.6		
Total %	0	17	12	29	0	0	0	0	5.7	21.9	0	27.6	27.2	0.4	15.9	43.5	

Start Time	Theodor Street Southbound				Eucalyptus Avenue Westbound				Theodor Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	4	8	12	0	0	0	0	3	5	0	8	15	0	5	20	40
04:15 PM	0	6	2	8	0	0	0	0	6	4	0	10	9	0	2	11	29
04:30 PM	0	7	5	12	0	0	0	0	0	9	0	9	21	1	10	32	53
04:45 PM	0	5	1	6	0	0	0	0	0	10	0	10	5	0	6	11	27
Total Volume	0	22	16	38	0	0	0	0	9	28	0	37	50	1	23	74	149
% App. Total	0	57.9	42.1		0	0	0		24.3	75.7	0		67.6	1.4	31.1		
PHF	.000	.786	.500	.792	.000	.000	.000	.000	.375	.700	.000	.925	.595	.250	.575	.578	.703

City of Moreno Valley
 N/S: Theodor Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 31_MRV_Theodore_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	4	8	12	0	0	0	0	3	5	0	8	15	0	5	20
+15 mins.	0	6	2	8	0	0	0	0	6	4	0	10	9	0	2	11
+30 mins.	0	7	5	12	0	0	0	0	0	9	0	9	21	1	10	32
+45 mins.	0	5	1	6	0	0	0	0	0	10	0	10	5	0	6	11
Total Volume	0	22	16	38	0	0	0	0	9	28	0	37	50	1	23	74
% App. Total	0	57.9	42.1		0	0	0	0	24.3	75.7	0		67.6	1.4	31.1	
PHF	.000	.786	.500	.792	.000	.000	.000	.000	.375	.700	.000	.925	.595	.250	.575	.578

City of Moreno Valley
 N/S: Theodor Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 31_MRV_Theodore_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

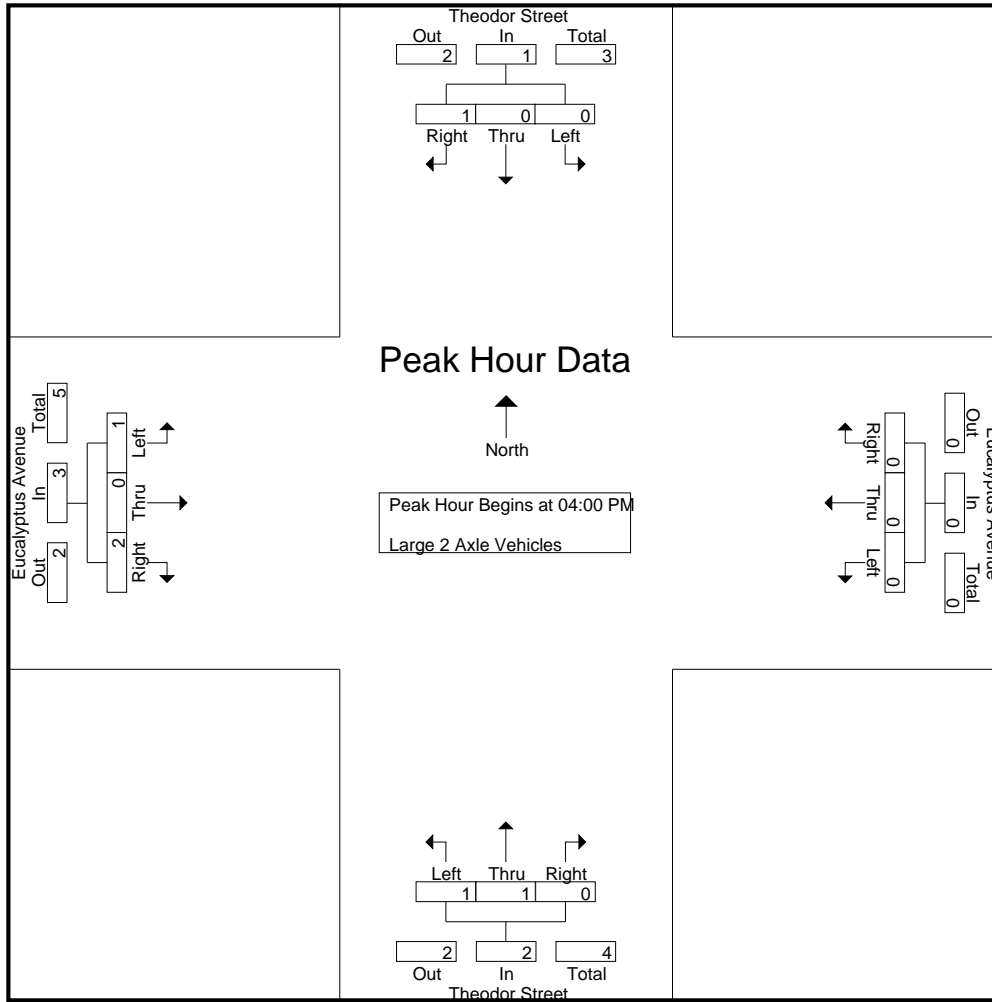
Groups Printed- Large 2 Axle Vehicles

Start Time	Theodor Street Southbound				Eucalyptus Avenue Westbound				Theodor Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	0	2	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	1	1	0	0	0	0	1	1	0	2	1	0	2	3	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
Grand Total	0	1	2	3	0	0	0	0	1	1	0	2	2	0	2	4	9
Apprch %	0	33.3	66.7		0	0	0		50	50	0		50	0	50		
Total %	0	11.1	22.2	33.3	0	0	0	0	11.1	11.1	0	22.2	22.2	0	22.2	44.4	

Start Time	Theodor Street Southbound				Eucalyptus Avenue Westbound				Theodor Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	0	2	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	1	1	0	0	0	0	1	1	0	2	1	0	2	3	6
% App. Total	0	0	100		0	0	0		50	50	0		33.3	0	66.7		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.250	.250	.000	.500	.250	.000	.250	.375	.375

City of Moreno Valley
 N/S: Theodor Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 31_MRV_Theodore_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	1	1	0	0	0	0	1	0	0	1	0	0	2	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	0	0	1	1	0	0	0	0	1	1	0	2	1	0	2	3
% App. Total	0	0	100		0	0	0		50	50	0		33.3	0	66.7	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.250	.250	.000	.500	.250	.000	.250	.375

City of Moreno Valley
 N/S: Theodor Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 31_MRV_Theodore_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

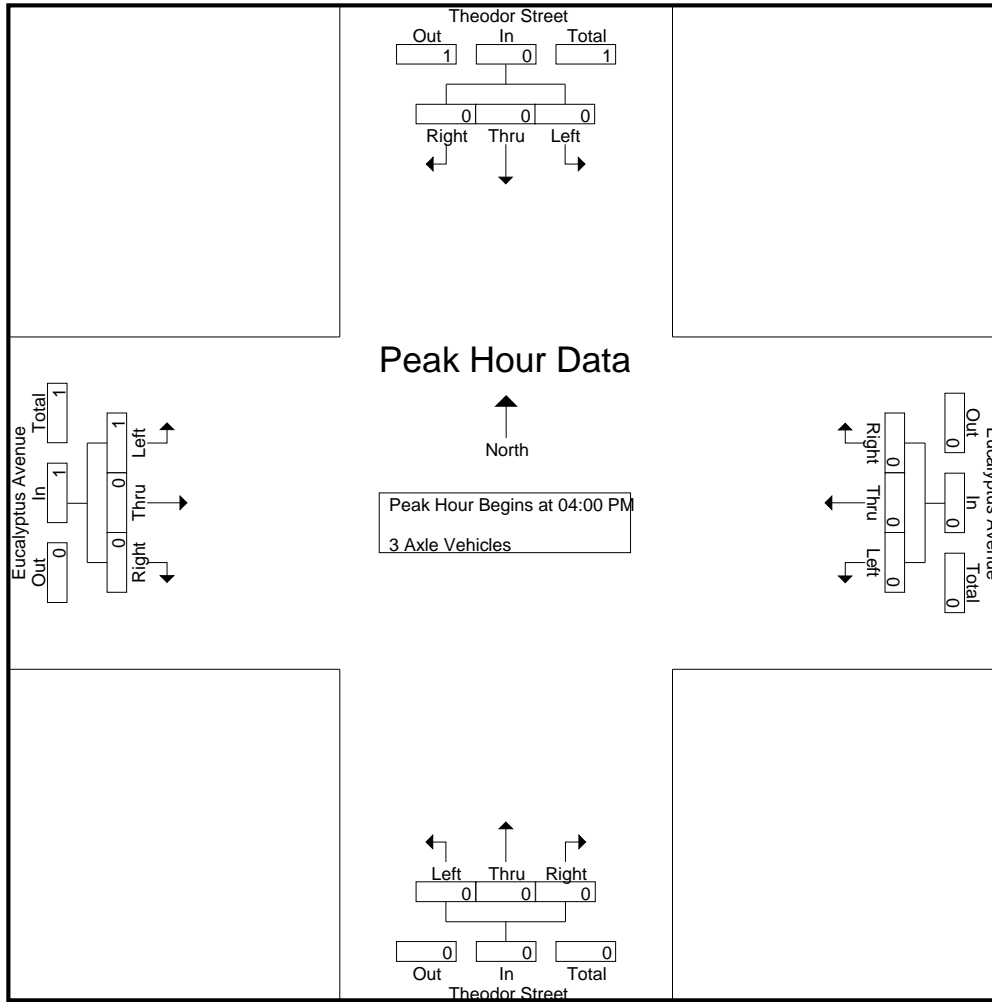
Groups Printed- 3 Axle Vehicles

Start Time	Theodor Street Southbound				Eucalyptus Avenue Westbound				Theodor Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Apprch %	0	0	0		0	0	0		0	0	0		100	0	0		
Total %	0	0	0		0	0	0		0	0	0		100	0	0	100	

Start Time	Theodor Street Southbound				Eucalyptus Avenue Westbound				Theodor Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

City of Moreno Valley
 N/S: Theodor Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 31_MRV_Theodore_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

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

City of Moreno Valley
 N/S: Theodor Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 31_MRV_Theodore_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

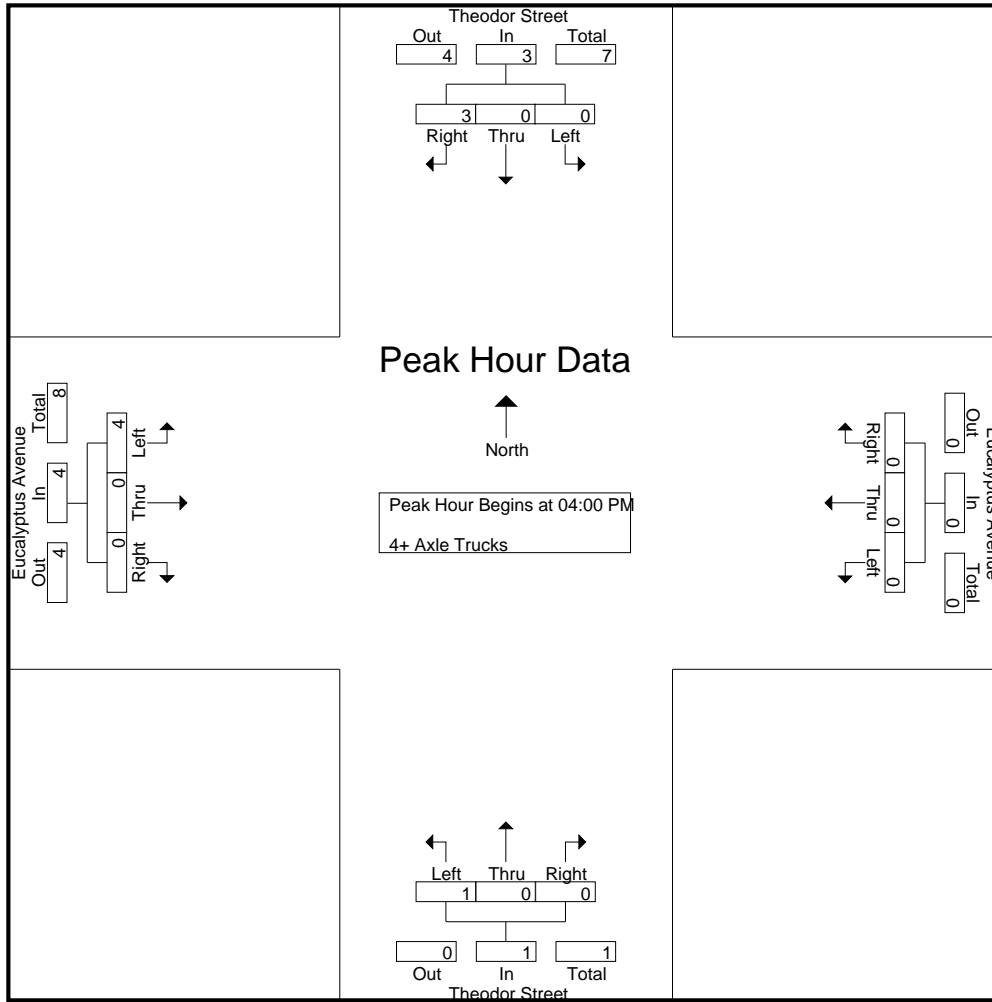
Groups Printed- 4+ Axle Trucks

Start Time	Theodor Street Southbound				Eucalyptus Avenue Westbound				Theodor Street Northbound				Eucalyptus Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:45 PM	0	0	1	1	0	0	0	0	1	0	0	1	2	0	0	0	0	4
Total	0	0	3	3	0	0	0	0	1	0	0	1	4	0	0	0	0	8
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	3	3	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Grand Total	0	0	6	6	0	0	0	0	2	0	0	2	4	0	0	0	0	12
Apprch %	0	0	100		0	0	0		100	0	0		100	0	0			
Total %	0	0	50	50	0	0	0	0	16.7	0	0	16.7	33.3	0	0	0	33.3	

Start Time	Theodor Street Southbound				Eucalyptus Avenue Westbound				Theodor Street Northbound				Eucalyptus Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:45 PM	0	0	1	1	0	0	0	0	1	0	0	1	2	0	0	0	0	4
Total Volume	0	0	3	3	0	0	0	0	1	0	0	1	4	0	0	0	0	8
% App. Total	0	0	100		0	0	0		100	0	0		100	0	0			
PHF	.000	.000	.750	.750	.000	.000	.000	.000	.250	.000	.000	.250	.500	.000	.000	.500	.500	

City of Moreno Valley
 N/S: Theodor Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 31_MRV_Theodore_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	1	1	0	0	0	0	1	0	0	1	2	0	0	2
Total Volume	0	0	3	3	0	0	0	0	1	0	0	1	4	0	0	4
% App. Total	0	0	100		0	0	0		100	0	0		100	0	0	
PHF	.000	.000	.750	.750	.000	.000	.000	.000	.250	.000	.000	.250	.500	.000	.000	.500

City of Moreno Valley
 N/S: Fir Avenue
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 32_MRV_Fir_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

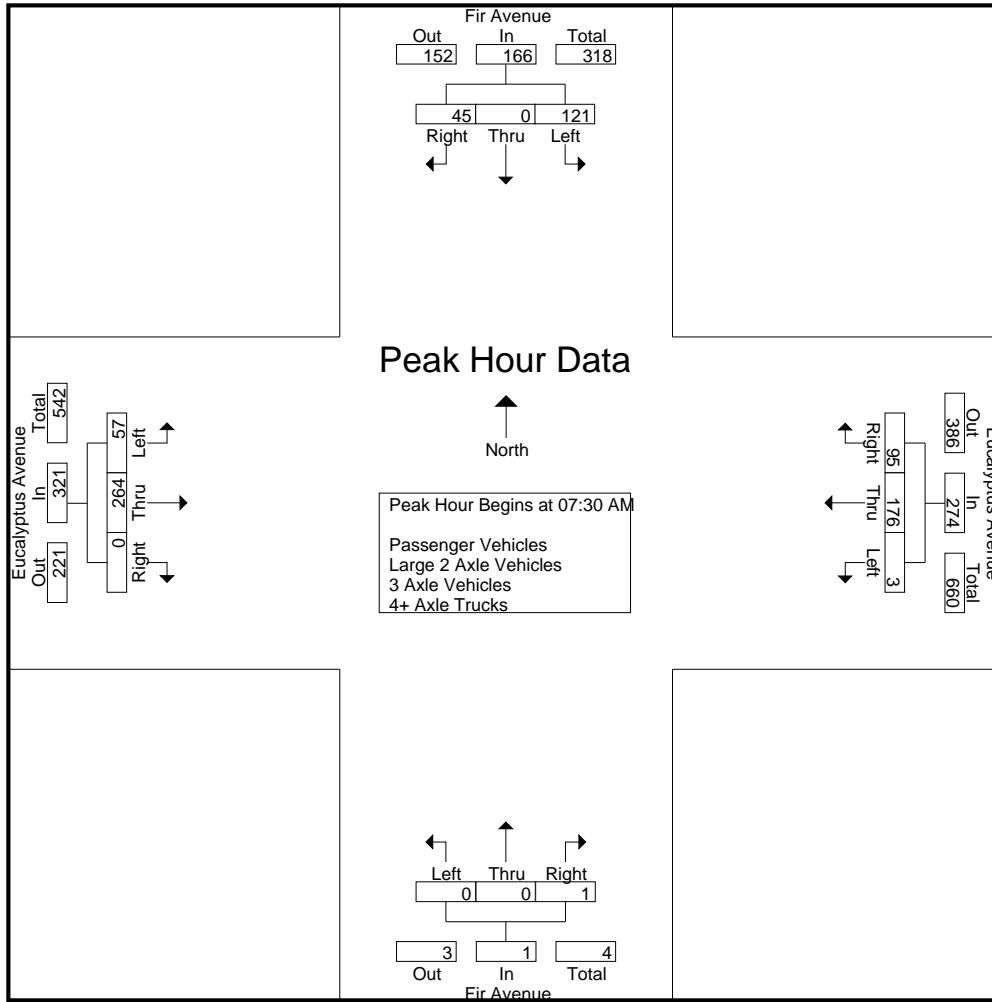
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Fir Avenue Southbound				Eucalyptus Avenue Westbound				Fir Avenue Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	2	1	12	1	41	12	54	0	1	1	2	5	28	1	34	102
07:15 AM	18	0	4	22	1	35	16	52	0	0	0	0	13	33	0	46	120
07:30 AM	14	0	9	23	0	45	21	66	0	0	1	1	16	48	0	64	154
07:45 AM	30	0	12	42	2	55	28	85	0	0	0	0	20	72	0	92	219
Total	71	2	26	99	4	176	77	257	0	1	2	3	54	181	1	236	595
08:00 AM	41	0	16	57	0	48	19	67	0	0	0	0	20	91	0	111	235
08:15 AM	36	0	8	44	1	28	27	56	0	0	0	0	1	53	0	54	154
08:30 AM	22	0	2	24	0	31	21	52	0	0	0	0	5	39	0	44	120
08:45 AM	34	0	1	35	1	27	21	49	0	0	0	0	2	61	2	65	149
Total	133	0	27	160	2	134	88	224	0	0	0	0	28	244	2	274	658
Grand Total	204	2	53	259	6	310	165	481	0	1	2	3	82	425	3	510	1253
Apprch %	78.8	0.8	20.5		1.2	64.4	34.3		0	33.3	66.7		16.1	83.3	0.6		
Total %	16.3	0.2	4.2	20.7	0.5	24.7	13.2	38.4	0	0.1	0.2	0.2	6.5	33.9	0.2	40.7	
Passenger Vehicles	199	2	53	254	4	299	161	464	0	1	1	2	81	415	0	496	1216
% Passenger Vehicles	97.5	100	100	98.1	66.7	96.5	97.6	96.5	0	100	50	66.7	98.8	97.6	0	97.3	97
Large 2 Axle Vehicles	3	0	0	3	0	7	3	10	0	0	0	0	1	4	1	6	19
% Large 2 Axle Vehicles	1.5	0	0	1.2	0	2.3	1.8	2.1	0	0	0	0	1.2	0.9	33.3	1.2	1.5
3 Axle Vehicles	1	0	0	1	2	3	1	6	0	0	1	1	0	5	2	7	15
% 3 Axle Vehicles	0.5	0	0	0.4	33.3	1	0.6	1.2	0	0	50	33.3	0	1.2	66.7	1.4	1.2
4+ Axle Trucks	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
% 4+ Axle Trucks	0.5	0	0	0.4	0	0.3	0	0.2	0	0	0	0	0	0.2	0	0.2	0.2

Start Time	Fir Avenue Southbound				Eucalyptus Avenue Westbound				Fir Avenue Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	14	0	9	23	0	45	21	66	0	0	1	1	16	48	0	64	154
07:45 AM	30	0	12	42	2	55	28	85	0	0	0	0	20	72	0	92	219
08:00 AM	41	0	16	57	0	48	19	67	0	0	0	0	20	91	0	111	235
08:15 AM	36	0	8	44	1	28	27	56	0	0	0	0	1	53	0	54	154
Total Volume	121	0	45	166	3	176	95	274	0	0	1	1	57	264	0	321	762
% App. Total	72.9	0	27.1		1.1	64.2	34.7		0	0	100		17.8	82.2	0		
PHF	.738	.000	.703	.728	.375	.800	.848	.806	.000	.000	.250	.250	.713	.725	.000	.723	.811

City of Moreno Valley
 N/S: Fir Avenue
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 32_MRV_Fir_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:45 AM				07:30 AM				07:00 AM				07:30 AM			
+0 mins.	30	0	12	42	0	45	21	66	0	1	1	2	16	48	0	64
+15 mins.	41	0	16	57	2	55	28	85	0	0	0	0	20	72	0	92
+30 mins.	36	0	8	44	0	48	19	67	0	0	1	1	20	91	0	111
+45 mins.	22	0	2	24	1	28	27	56	0	0	0	0	1	53	0	54
Total Volume	129	0	38	167	3	176	95	274	0	1	2	3	57	264	0	321
% App. Total	77.2	0	22.8		1.1	64.2	34.7		0	33.3	66.7		17.8	82.2	0	
PHF	.787	.000	.594	.732	.375	.800	.848	.806	.000	.250	.500	.375	.713	.725	.000	.723

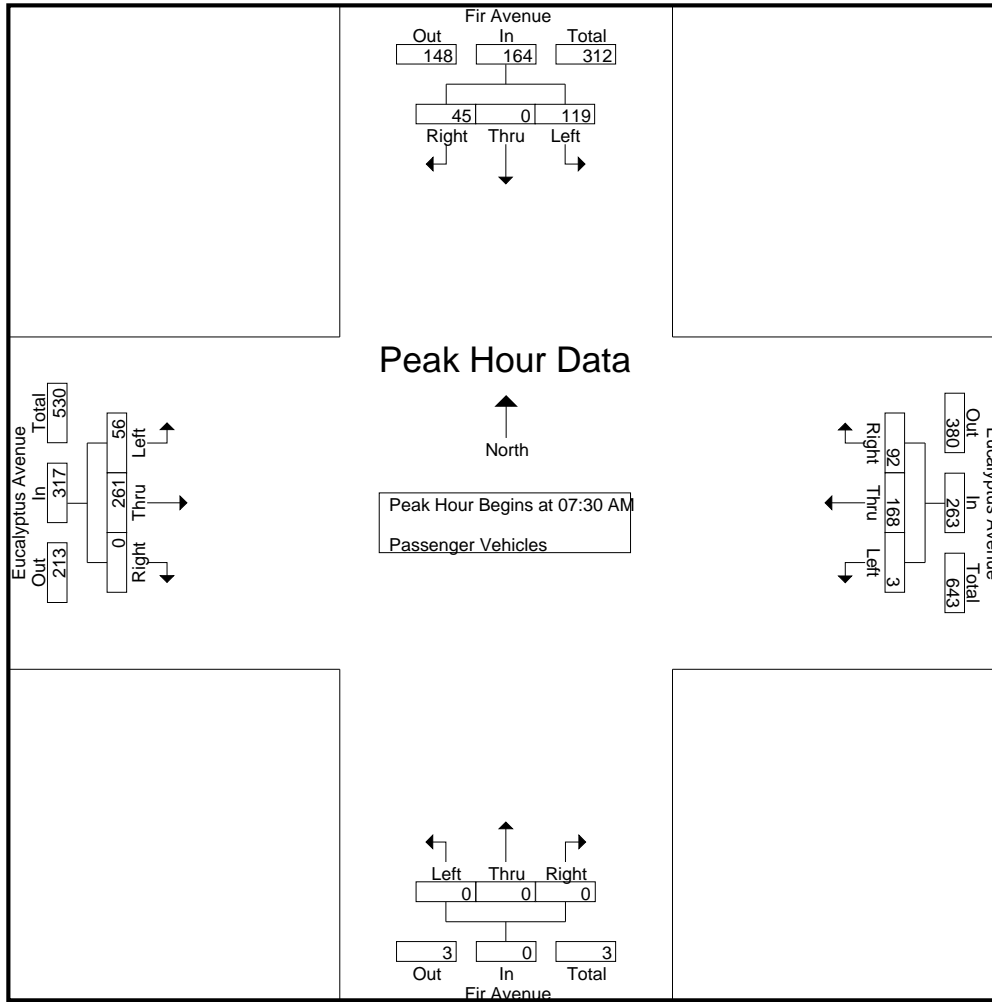
City of Moreno Valley
 N/S: Fir Avenue
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 32_MRV_Fir_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Fir Avenue Southbound				Eucalyptus Avenue Westbound				Fir Avenue Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	8	2	1	11	0	40	11	51	0	1	1	2	5	28	0	33	97
07:15 AM	16	0	4	20	0	34	16	50	0	0	0	0	13	31	0	44	114
07:30 AM	13	0	9	22	0	44	19	63	0	0	0	0	16	48	0	64	149
07:45 AM	29	0	12	41	2	53	28	83	0	0	0	0	20	72	0	92	216
Total	66	2	26	94	2	171	74	247	0	1	1	2	54	179	0	233	576
08:00 AM	41	0	16	57	0	45	18	63	0	0	0	0	19	91	0	110	230
08:15 AM	36	0	8	44	1	26	27	54	0	0	0	0	1	50	0	51	149
08:30 AM	22	0	2	24	0	31	21	52	0	0	0	0	5	37	0	42	118
08:45 AM	34	0	1	35	1	26	21	48	0	0	0	0	2	58	0	60	143
Total	133	0	27	160	2	128	87	217	0	0	0	0	27	236	0	263	640
Grand Total	199	2	53	254	4	299	161	464	0	1	1	2	81	415	0	496	1216
Apprch %	78.3	0.8	20.9		0.9	64.4	34.7		0	50	50		16.3	83.7	0		
Total %	16.4	0.2	4.4	20.9	0.3	24.6	13.2	38.2	0	0.1	0.1	0.2	6.7	34.1	0	40.8	

Start Time	Fir Avenue Southbound				Eucalyptus Avenue Westbound				Fir Avenue Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	13	0	9	22	0	44	19	63	0	0	0	0	16	48	0	64	149
07:45 AM	29	0	12	41	2	53	28	83	0	0	0	0	20	72	0	92	216
08:00 AM	41	0	16	57	0	45	18	63	0	0	0	0	19	91	0	110	230
08:15 AM	36	0	8	44	1	26	27	54	0	0	0	0	1	50	0	51	149
Total Volume	119	0	45	164	3	168	92	263	0	0	0	0	56	261	0	317	744
% App. Total	72.6	0	27.4		1.1	63.9	35		0	0	0		17.7	82.3	0		
PHF	.726	.000	.703	.719	.375	.792	.821	.792	.000	.000	.000	.000	.700	.717	.000	.720	.809



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	13	0	9	22	0	44	19	63	0	0	0	0	16	48	0	64
+15 mins.	29	0	12	41	2	53	28	83	0	0	0	0	20	72	0	92
+30 mins.	41	0	16	57	0	45	18	63	0	0	0	0	19	91	0	110
+45 mins.	36	0	8	44	1	26	27	54	0	0	0	0	1	50	0	51
Total Volume	119	0	45	164	3	168	92	263	0	0	0	0	56	261	0	317
% App. Total	72.6	0	27.4		1.1	63.9	35		0	0	0		17.7	82.3	0	
PHF	.726	.000	.703	.719	.375	.792	.821	.792	.000	.000	.000	.000	.700	.717	.000	.720

City of Moreno Valley
 N/S: Fir Avenue
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 32_MRV_Fir_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

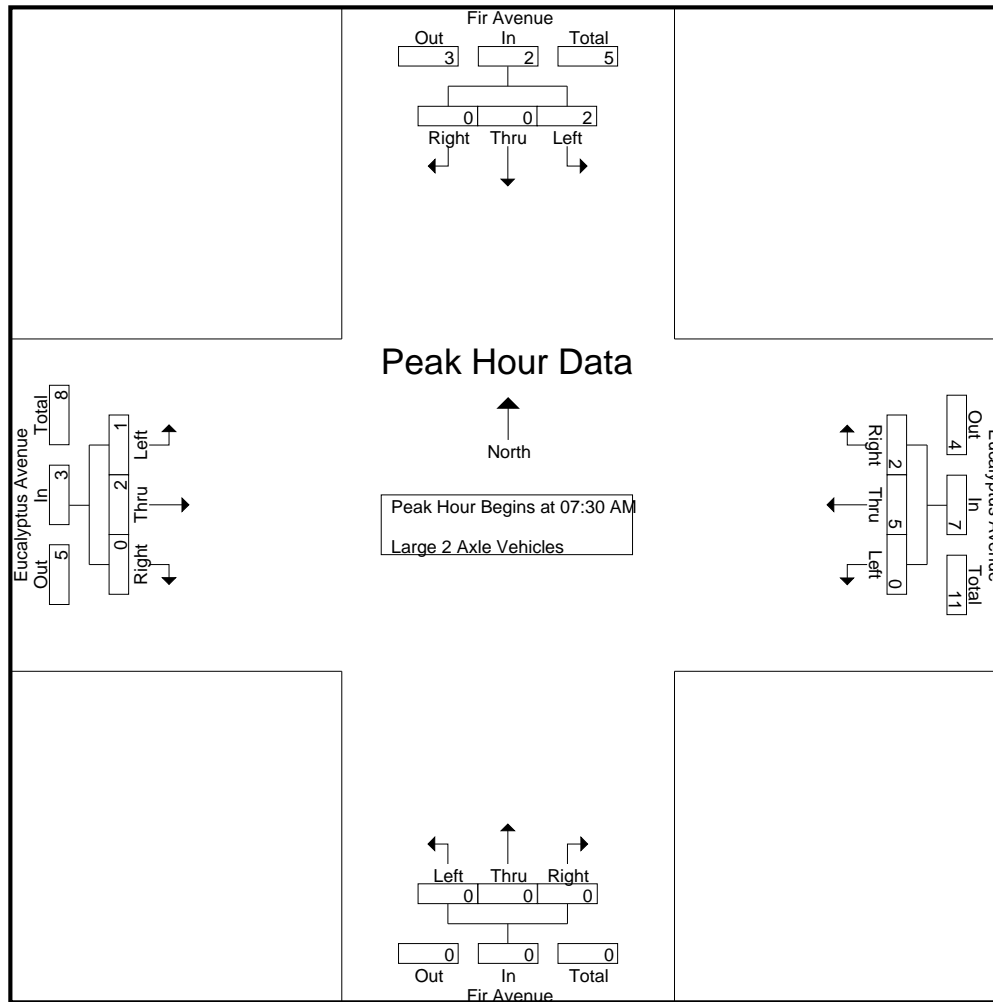
Groups Printed- Large 2 Axle Vehicles

Start Time	Fir Avenue Southbound				Eucalyptus Avenue Westbound				Fir Avenue Northbound				Eucalyptus Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	1	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	1	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	0	3
07:45 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0	3
Total	3	0	0	3	0	4	2	6	0	0	0	0	0	1	0	0	1	10
08:00 AM	0	0	0	0	0	1	1	2	0	0	0	0	1	0	0	0	1	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	2	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	3	1	4	0	0	0	0	1	3	1	0	5	9
Grand Total	3	0	0	3	0	7	3	10	0	0	0	0	1	4	1	0	6	19
Apprch %	100	0	0		0	70	30		0	0	0		16.7	66.7	16.7			
Total %	15.8	0	0	15.8	0	36.8	15.8	52.6	0	0	0	0	5.3	21.1	5.3	0	31.6	

Start Time	Fir Avenue Southbound				Eucalyptus Avenue Westbound				Fir Avenue Northbound				Eucalyptus Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:30 AM																		
07:30 AM	1	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	0	3
07:45 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	1	1	2	0	0	0	0	1	0	0	0	1	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	2	3
Total Volume	2	0	0	2	0	5	2	7	0	0	0	0	1	2	0	0	3	12
% App. Total	100	0	0		0	71.4	28.6		0	0	0		33.3	66.7	0			
PHF	.500	.000	.000	.500	.000	.625	.500	.875	.000	.000	.000	.000	.250	.250	.000	.000	.375	1.00

City of Moreno Valley
 N/S: Fir Avenue
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 32_MRV_Fir_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	1	2	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
Total Volume	2	0	0	2	0	5	2	7	0	0	0	0	1	2	0	3
% App. Total	100	0	0		0	71.4	28.6		0	0	0		33.3	66.7	0	
PHF	.500	.000	.000	.500	.000	.625	.500	.875	.000	.000	.000	.000	.250	.250	.000	.375

City of Moreno Valley
 N/S: Fir Avenue
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 32_MRV_Fir_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

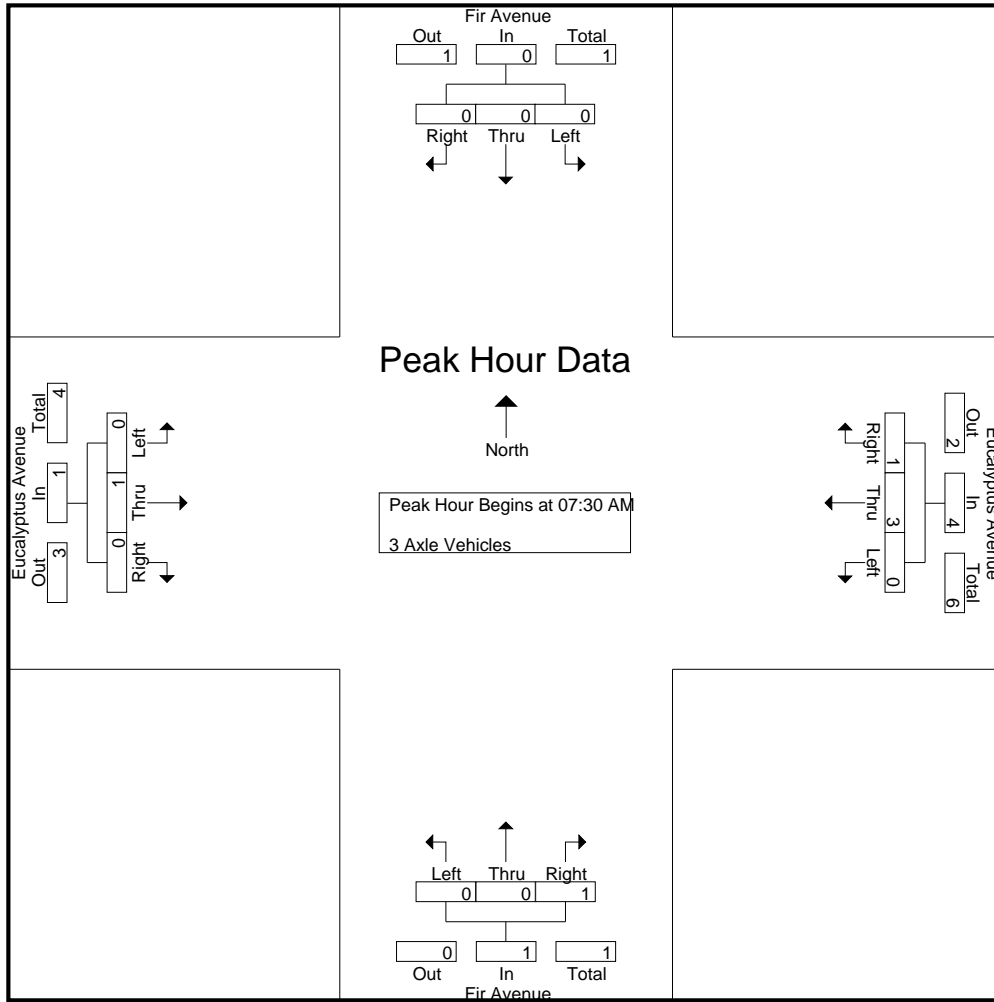
Groups Printed- 3 Axle Vehicles

Start Time	Fir Avenue Southbound				Eucalyptus Avenue Westbound				Fir Avenue Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	2
07:15 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	2	0	1	3	0	0	1	1	0	1	1	2	7
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	4	1	5	8
Grand Total	1	0	0	1	2	3	1	6	0	0	1	1	0	5	2	7	15
Apprch %	100	0	0		33.3	50	16.7		0	0	100		0	71.4	28.6		
Total %	6.7	0	0	6.7	13.3	20	6.7	40	0	0	6.7	6.7	0	33.3	13.3	46.7	

Start Time	Fir Avenue Southbound				Eucalyptus Avenue Westbound				Fir Avenue Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	3	1	4	0	0	1	1	0	1	0	1	6
% App. Total	0	0	0		0	75	25		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.250	.500	.000	.000	.250	.250	.000	.250	.000	.250	.750

City of Moreno Valley
 N/S: Fir Avenue
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 32_MRV_Fir_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	3	1	4	0	0	1	1	0	1	0	1
% App. Total	0	0	0	0	0	75	25		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.375	.250	.500	.000	.000	.250	.250	.000	.250	.000	.250

City of Moreno Valley
 N/S: Fir Avenue
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 32_MRV_Fir_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

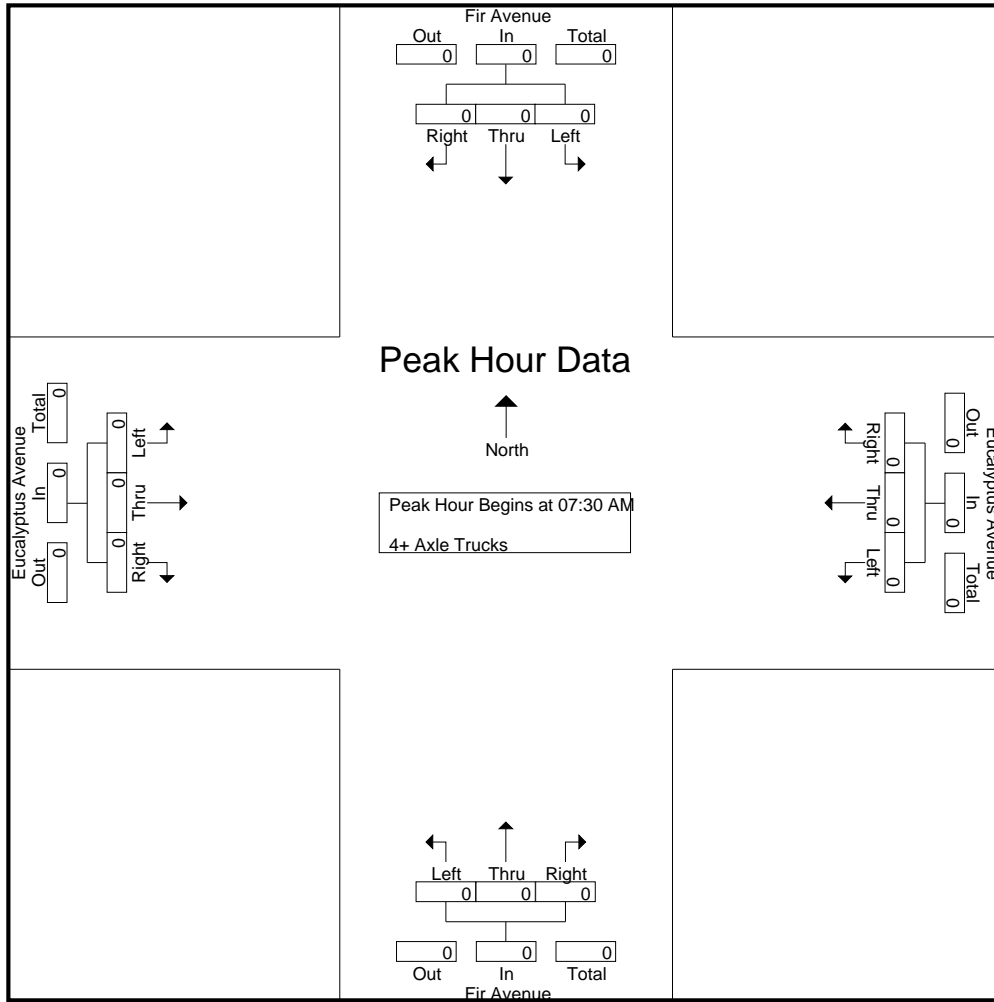
Groups Printed- 4+ Axle Trucks

Start Time	Fir Avenue Southbound				Eucalyptus Avenue Westbound				Fir Avenue Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Apprch %	100	0	0		0	100	0		0	0	0		0	100	0		
Total %	33.3	0	0	33.3	0	33.3	0	33.3	0	0	0	0	0	33.3	0	33.3	

Start Time	Fir Avenue Southbound				Eucalyptus Avenue Westbound				Fir Avenue Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Fir Avenue
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 32_MRV_Fir_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Fir Avenue
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 32_MRV_Fir_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

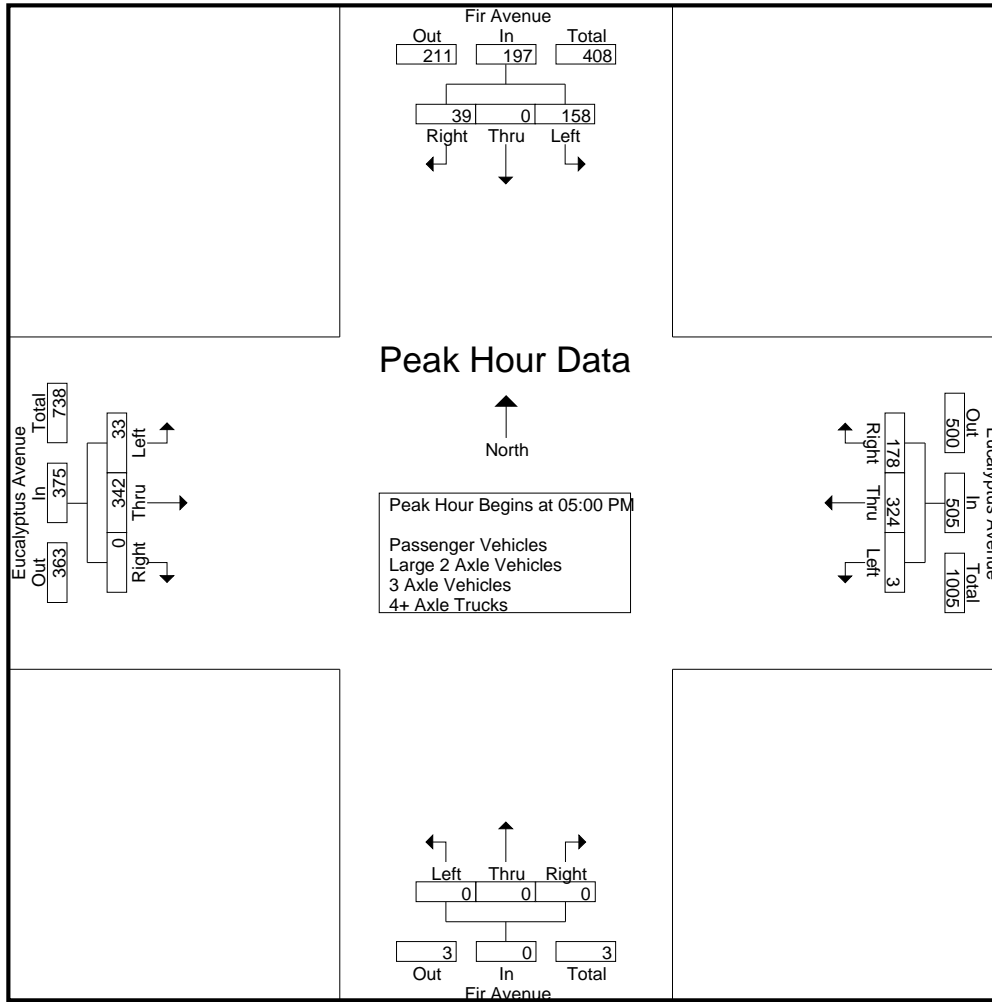
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Fir Avenue Southbound				Eucalyptus Avenue Westbound				Fir Avenue Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	38	0	12	50	0	78	39	117	0	0	0	0	12	68	0	80	247
04:15 PM	30	0	6	36	0	65	37	102	0	0	0	0	5	86	0	91	229
04:30 PM	46	0	11	57	0	76	47	123	0	0	0	0	8	85	0	93	273
04:45 PM	38	0	3	41	1	76	44	121	0	0	0	0	13	82	0	95	257
Total	152	0	32	184	1	295	167	463	0	0	0	0	38	321	0	359	1006
05:00 PM	33	0	11	44	1	86	42	129	0	0	0	0	7	91	0	98	271
05:15 PM	37	0	4	41	0	67	47	114	0	0	0	0	8	73	0	81	236
05:30 PM	53	0	9	62	0	80	39	119	0	0	0	0	7	95	0	102	283
05:45 PM	35	0	15	50	2	91	50	143	0	0	0	0	11	83	0	94	287
Total	158	0	39	197	3	324	178	505	0	0	0	0	33	342	0	375	1077
Grand Total	310	0	71	381	4	619	345	968	0	0	0	0	71	663	0	734	2083
Apprch %	81.4	0	18.6		0.4	63.9	35.6		0	0	0		9.7	90.3	0		
Total %	14.9	0	3.4	18.3	0.2	29.7	16.6	46.5	0	0	0	0	3.4	31.8	0	35.2	
Passenger Vehicles	307	0	71	378	4	615	341	960	0	0	0	0	71	660	0	731	2069
% Passenger Vehicles	99	0	100	99.2	100	99.4	98.8	99.2	0	0	0	0	100	99.5	0	99.6	99.3
Large 2 Axle Vehicles	3	0	0	3	0	4	2	6	0	0	0	0	0	3	0	3	12
% Large 2 Axle Vehicles	1	0	0	0.8	0	0.6	0.6	0.6	0	0	0	0	0	0.5	0	0.4	0.6
3 Axle Vehicles	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	0	0.3	0.1	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
% 4+ Axle Trucks	0	0	0	0	0	0	0.3	0.1	0	0	0	0	0	0	0	0	0

Start Time	Fir Avenue Southbound				Eucalyptus Avenue Westbound				Fir Avenue Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	33	0	11	44	1	86	42	129	0	0	0	0	7	91	0	98	271
05:15 PM	37	0	4	41	0	67	47	114	0	0	0	0	8	73	0	81	236
05:30 PM	53	0	9	62	0	80	39	119	0	0	0	0	7	95	0	102	283
05:45 PM	35	0	15	50	2	91	50	143	0	0	0	0	11	83	0	94	287
Total Volume	158	0	39	197	3	324	178	505	0	0	0	0	33	342	0	375	1077
% App. Total	80.2	0	19.8		0.6	64.2	35.2		0	0	0		8.8	91.2	0		
PHF	.745	.000	.650	.794	.375	.890	.890	.883	.000	.000	.000	.000	.750	.900	.000	.919	.938

City of Moreno Valley
 N/S: Fir Avenue
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 32_MRV_Fir_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				04:00 PM				04:15 PM			
+0 mins.	33	0	11	44	1	86	42	129	0	0	0	0	5	86	0	91
+15 mins.	37	0	4	41	0	67	47	114	0	0	0	0	8	85	0	93
+30 mins.	53	0	9	62	0	80	39	119	0	0	0	0	13	82	0	95
+45 mins.	35	0	15	50	2	91	50	143	0	0	0	0	7	91	0	98
Total Volume	158	0	39	197	3	324	178	505	0	0	0	0	33	344	0	377
% App. Total	80.2	0	19.8		0.6	64.2	35.2		0	0	0	0	8.8	91.2	0	
PHF	.745	.000	.650	.794	.375	.890	.890	.883	.000	.000	.000	.000	.635	.945	.000	.962

City of Moreno Valley
 N/S: Fir Avenue
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 32_MRV_Fir_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

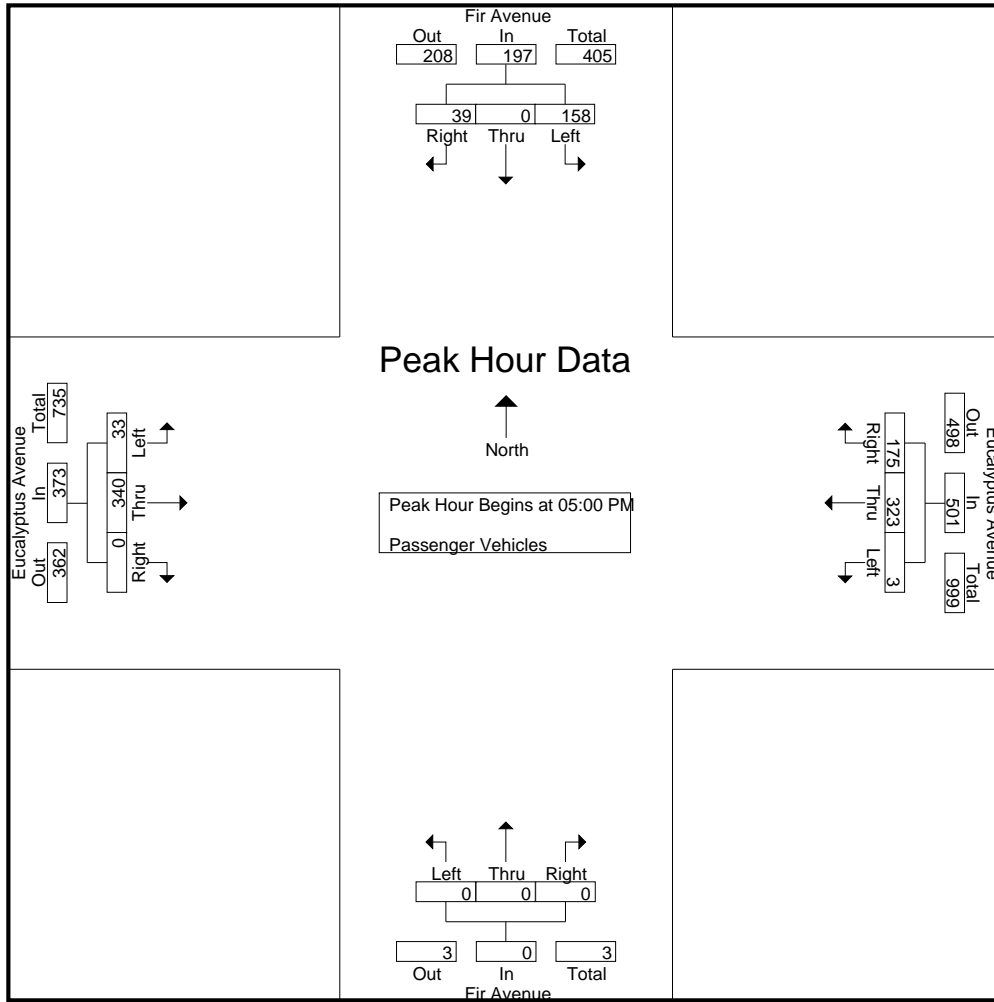
Groups Printed- Passenger Vehicles

Start Time	Fir Avenue Southbound				Eucalyptus Avenue Westbound				Fir Avenue Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	37	0	12	49	0	77	39	116	0	0	0	0	12	68	0	80	245
04:15 PM	29	0	6	35	0	65	37	102	0	0	0	0	5	85	0	90	227
04:30 PM	45	0	11	56	0	75	47	122	0	0	0	0	8	85	0	93	271
04:45 PM	38	0	3	41	1	75	43	119	0	0	0	0	13	82	0	95	255
Total	149	0	32	181	1	292	166	459	0	0	0	0	38	320	0	358	998
05:00 PM	33	0	11	44	1	86	41	128	0	0	0	0	7	91	0	98	270
05:15 PM	37	0	4	41	0	67	46	113	0	0	0	0	8	71	0	79	233
05:30 PM	53	0	9	62	0	79	39	118	0	0	0	0	7	95	0	102	282
05:45 PM	35	0	15	50	2	91	49	142	0	0	0	0	11	83	0	94	286
Total	158	0	39	197	3	323	175	501	0	0	0	0	33	340	0	373	1071
Grand Total	307	0	71	378	4	615	341	960	0	0	0	0	71	660	0	731	2069
Apprch %	81.2	0	18.8		0.4	64.1	35.5		0	0	0		9.7	90.3	0		
Total %	14.8	0	3.4	18.3	0.2	29.7	16.5	46.4	0	0	0	0	3.4	31.9	0	35.3	

Start Time	Fir Avenue Southbound				Eucalyptus Avenue Westbound				Fir Avenue Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	33	0	11	44	1	86	41	128	0	0	0	0	7	91	0	98	270
05:15 PM	37	0	4	41	0	67	46	113	0	0	0	0	8	71	0	79	233
05:30 PM	53	0	9	62	0	79	39	118	0	0	0	0	7	95	0	102	282
05:45 PM	35	0	15	50	2	91	49	142	0	0	0	0	11	83	0	94	286
Total Volume	158	0	39	197	3	323	175	501	0	0	0	0	33	340	0	373	1071
% App. Total	80.2	0	19.8		0.6	64.5	34.9		0	0	0		8.8	91.2	0		
PHF	.745	.000	.650	.794	.375	.887	.893	.882	.000	.000	.000	.000	.750	.895	.000	.914	.936

City of Moreno Valley
 N/S: Fir Avenue
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 32_MRV_Fir_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM							
+0 mins.	33	0	11	44	1	86	41	128	0	0	0	0	7	91	0	98
+15 mins.	37	0	4	41	0	67	46	113	0	0	0	0	8	71	0	79
+30 mins.	53	0	9	62	0	79	39	118	0	0	0	0	7	95	0	102
+45 mins.	35	0	15	50	2	91	49	142	0	0	0	0	11	83	0	94
Total Volume	158	0	39	197	3	323	175	501	0	0	0	0	33	340	0	373
% App. Total	80.2	0	19.8		0.6	64.5	34.9		0	0	0		8.8	91.2	0	
PHF	.745	.000	.650	.794	.375	.887	.893	.882	.000	.000	.000	.000	.750	.895	.000	.914

City of Moreno Valley
 N/S: Fir Avenue
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 32_MRV_Fir_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

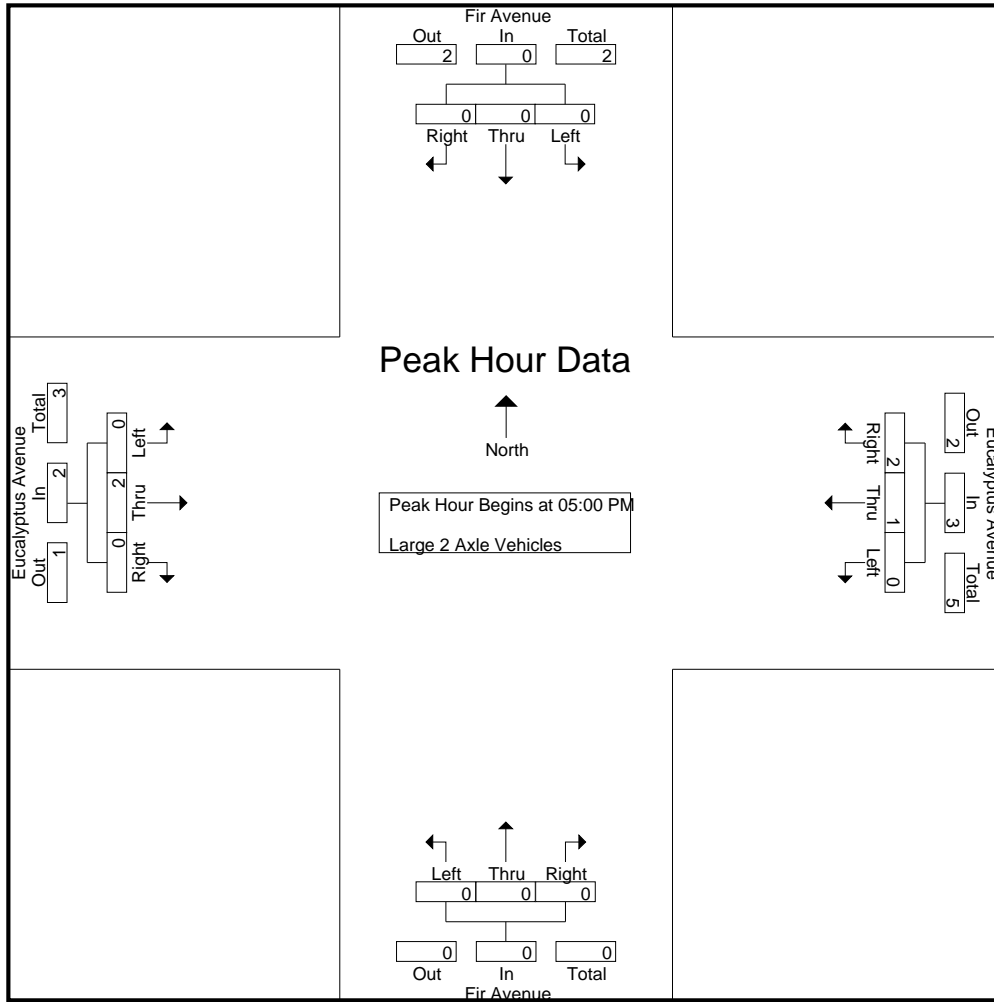
Groups Printed- Large 2 Axle Vehicles

Start Time	Fir Avenue Southbound				Eucalyptus Avenue Westbound				Fir Avenue Northbound				Eucalyptus Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	2
04:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	3	0	0	3	0	3	0	3	0	0	0	0	0	1	0	1	0	7
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	2	3	0	0	0	0	0	2	0	2	0	5
Grand Total	3	0	0	3	0	4	2	6	0	0	0	0	0	3	0	3	0	12
Apprch %	100	0	0		0	66.7	33.3		0	0	0		0	100	0			
Total %	25	0	0	25	0	33.3	16.7	50	0	0	0	0	0	25	0	25	0	

Start Time	Fir Avenue Southbound				Eucalyptus Avenue Westbound				Fir Avenue Northbound				Eucalyptus Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 05:00 PM																		
05:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	2	3	0	0	0	0	0	2	0	2	0	5
% App. Total	0	0	0		0	33.3	66.7		0	0	0		0	100	0			
PHF	.000	.000	.000	.000	.000	.250	.500	.750	.000	.000	.000	.000	.000	.250	.000	.250	.000	.625

City of Moreno Valley
 N/S: Fir Avenue
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 32_MRV_Fir_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	2	3	0	0	0	0	0	2	0	2
% App. Total	0	0	0	0	0	33.3	66.7		0	0	0	0	0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.500	.750	.000	.000	.000	.000	.000	.250	.000	.250

City of Moreno Valley
 N/S: Fir Avenue
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 32_MRV_Fir_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

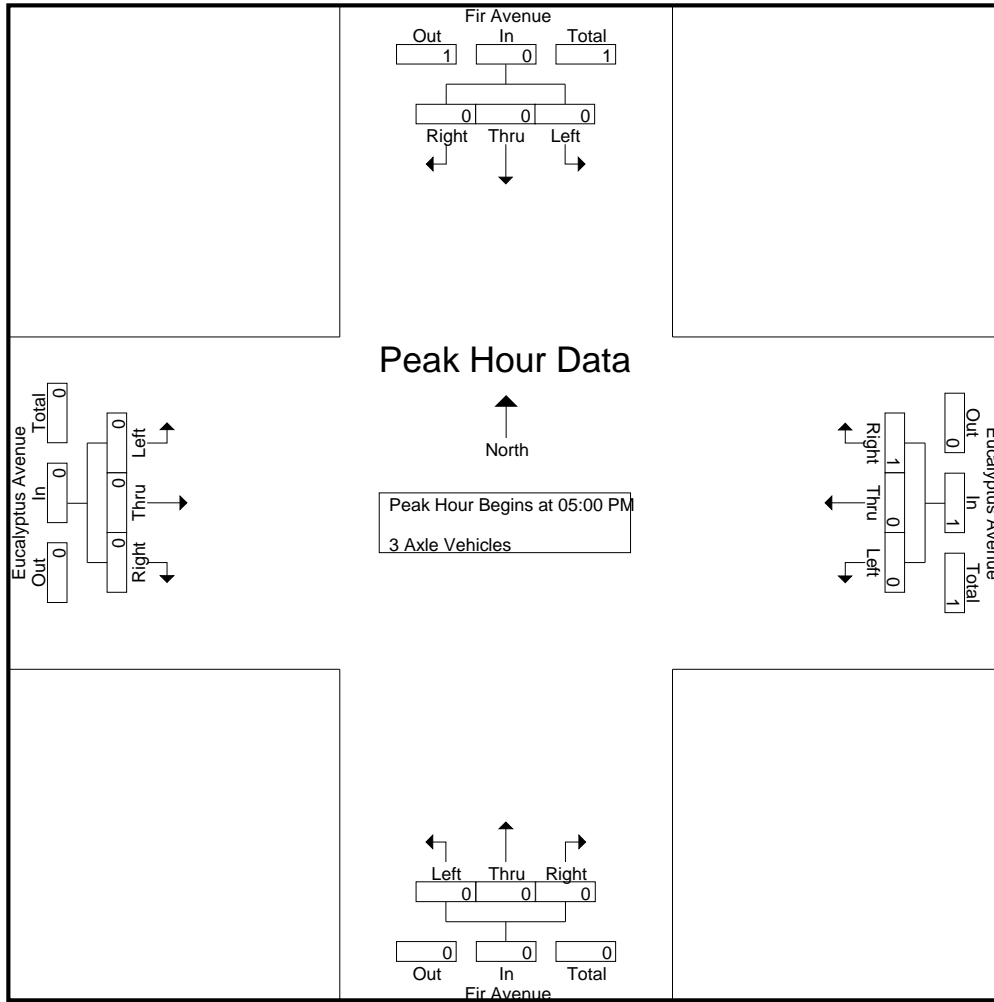
Groups Printed- 3 Axle Vehicles

Start Time	Fir Avenue Southbound				Eucalyptus Avenue Westbound				Fir Avenue Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0		0	0	100		0	0	0		0	0	0		
Total %	0	0	0		0	0	100	100	0	0	0		0	0	0		

Start Time	Fir Avenue Southbound				Eucalyptus Avenue Westbound				Fir Avenue Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	0	100		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

City of Moreno Valley
 N/S: Fir Avenue
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 32_MRV_Fir_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Fir Avenue
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 32_MRV_Fir_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

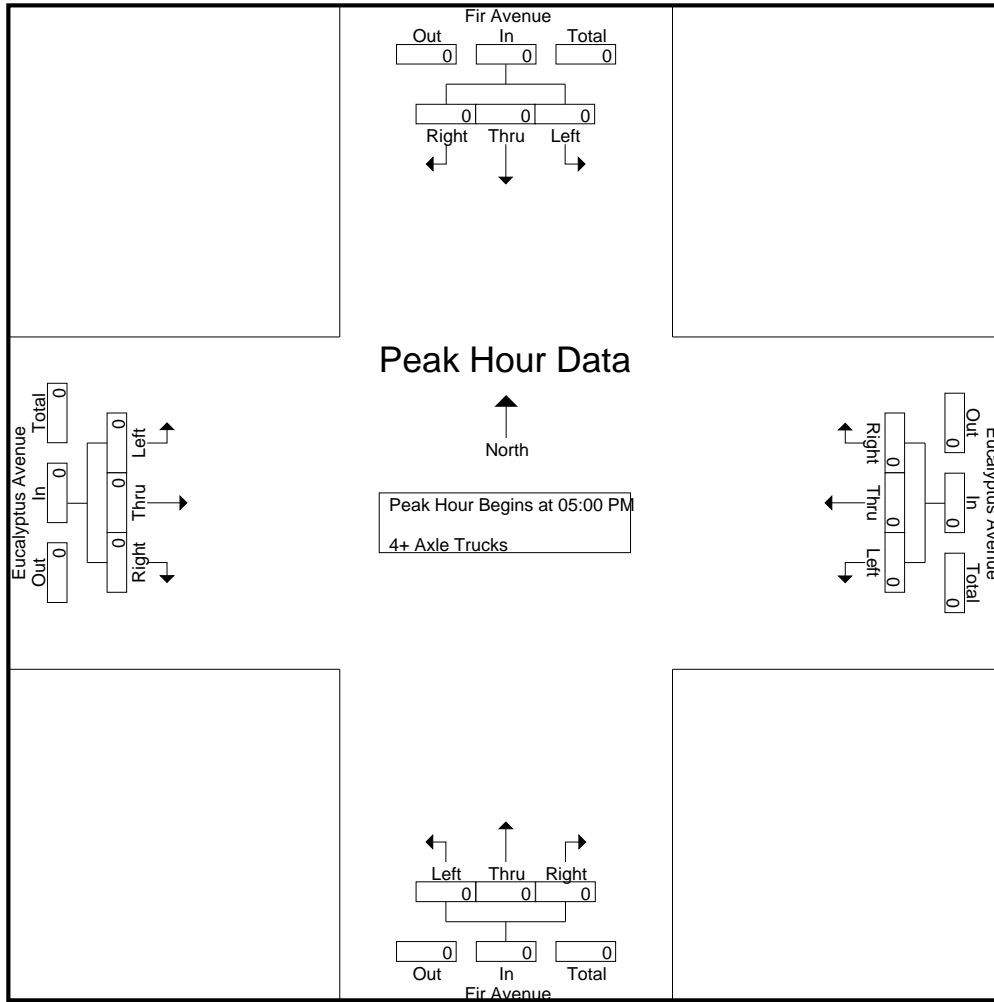
Groups Printed- 4+ Axle Trucks

Start Time	Fir Avenue Southbound				Eucalyptus Avenue Westbound				Fir Avenue Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0		0	0	100		0	0	0		0	0	0		
Total %	0	0	0		0	0	100	100	0	0	0		0	0	0		

Start Time	Fir Avenue Southbound				Eucalyptus Avenue Westbound				Fir Avenue Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Fir Avenue
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 32_MRV_Fir_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

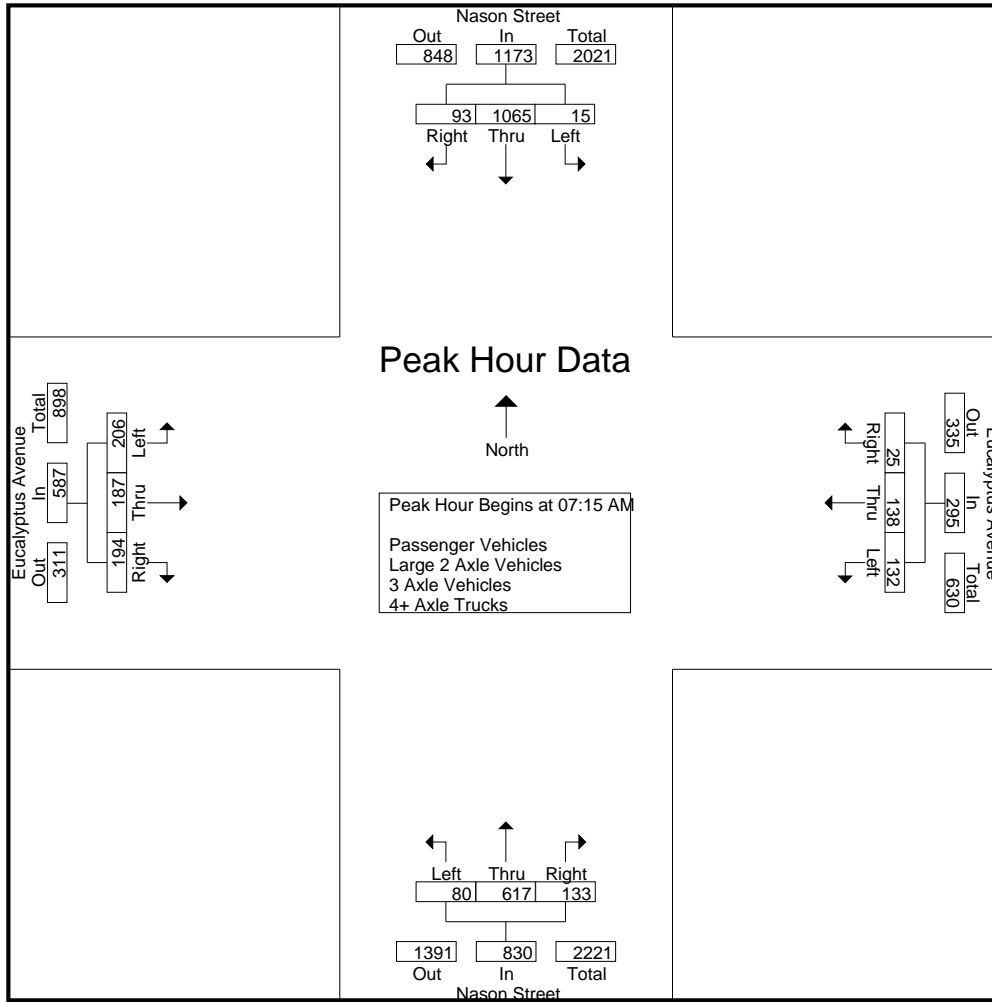
City of Moreno Valley
 N/S: Nason Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 33_MR.V_Nason_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

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

Start Time	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	199	8	208	28	14	7	49	5	171	22	198	19	9	29	57	512
07:15 AM	3	232	17	252	30	24	4	58	8	119	20	147	26	13	17	56	513
07:30 AM	4	303	24	331	28	20	6	54	25	167	24	216	55	30	48	133	734
07:45 AM	6	334	32	372	46	52	8	106	33	188	45	266	67	76	66	209	953
Total	14	1068	81	1163	132	110	25	267	71	645	111	827	167	128	160	455	2712
08:00 AM	2	196	20	218	28	42	7	77	14	143	44	201	58	68	63	189	685
08:15 AM	2	156	7	165	18	13	5	36	5	135	40	180	16	26	13	55	436
08:30 AM	5	115	6	126	13	20	2	35	6	102	28	136	8	18	6	32	329
08:45 AM	5	146	7	158	13	15	1	29	4	124	36	164	13	14	8	35	386
Total	14	613	40	667	72	90	15	177	29	504	148	681	95	126	90	311	1836
Grand Total	28	1681	121	1830	204	200	40	444	100	1149	259	1508	262	254	250	766	4548
Apprch %	1.5	91.9	6.6		45.9	45	9		6.6	76.2	17.2		34.2	33.2	32.6		
Total %	0.6	37	2.7	40.2	4.5	4.4	0.9	9.8	2.2	25.3	5.7	33.2	5.8	5.6	5.5	16.8	
Passenger Vehicles	28	1658	120	1806	194	198	37	429	98	1134	245	1477	258	253	245	756	4468
% Passenger Vehicles	100	98.6	99.2	98.7	95.1	99	92.5	96.6	98	98.7	94.6	97.9	98.5	99.6	98	98.7	98.2
Large 2 Axle Vehicles	0	21	1	22	6	2	3	11	2	14	6	22	4	1	5	10	65
% Large 2 Axle Vehicles	0	1.2	0.8	1.2	2.9	1	7.5	2.5	2	1.2	2.3	1.5	1.5	0.4	2	1.3	1.4
3 Axle Vehicles	0	1	0	1	3	0	0	3	0	0	7	7	0	0	0	0	11
% 3 Axle Vehicles	0	0.1	0	0.1	1.5	0	0	0.7	0	0	2.7	0.5	0	0	0	0	0.2
4+ Axle Trucks	0	1	0	1	1	0	0	1	0	1	1	2	0	0	0	0	4
% 4+ Axle Trucks	0	0.1	0	0.1	0.5	0	0	0.2	0	0.1	0.4	0.1	0	0	0	0	0.1

Start Time	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	232	17	252	30	24	4	58	8	119	20	147	26	13	17	56	513
07:30 AM	4	303	24	331	28	20	6	54	25	167	24	216	55	30	48	133	734
07:45 AM	6	334	32	372	46	52	8	106	33	188	45	266	67	76	66	209	953
08:00 AM	2	196	20	218	28	42	7	77	14	143	44	201	58	68	63	189	685
Total Volume	15	1065	93	1173	132	138	25	295	80	617	133	830	206	187	194	587	2885
% App. Total	1.3	90.8	7.9		44.7	46.8	8.5		9.6	74.3	16		35.1	31.9	33		
PHF	.625	.797	.727	.788	.717	.663	.781	.696	.606	.820	.739	.780	.769	.615	.735	.702	.757



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

	07:15 AM				07:15 AM				07:30 AM				07:15 AM			
+0 mins.	3	232	17	252	30	24	4	58	25	167	24	216	26	13	17	56
+15 mins.	4	303	24	331	28	20	6	54	33	188	45	266	55	30	48	133
+30 mins.	6	334	32	372	46	52	8	106	14	143	44	201	67	76	66	209
+45 mins.	2	196	20	218	28	42	7	77	5	135	40	180	58	68	63	189
Total Volume	15	1065	93	1173	132	138	25	295	77	633	153	863	206	187	194	587
% App. Total	1.3	90.8	7.9		44.7	46.8	8.5		8.9	73.3	17.7		35.1	31.9	33	
PHF	.625	.797	.727	.788	.717	.663	.781	.696	.583	.842	.850	.811	.769	.615	.735	.702

City of Moreno Valley
 N/S: Nason Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 33_MRV_Nason_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

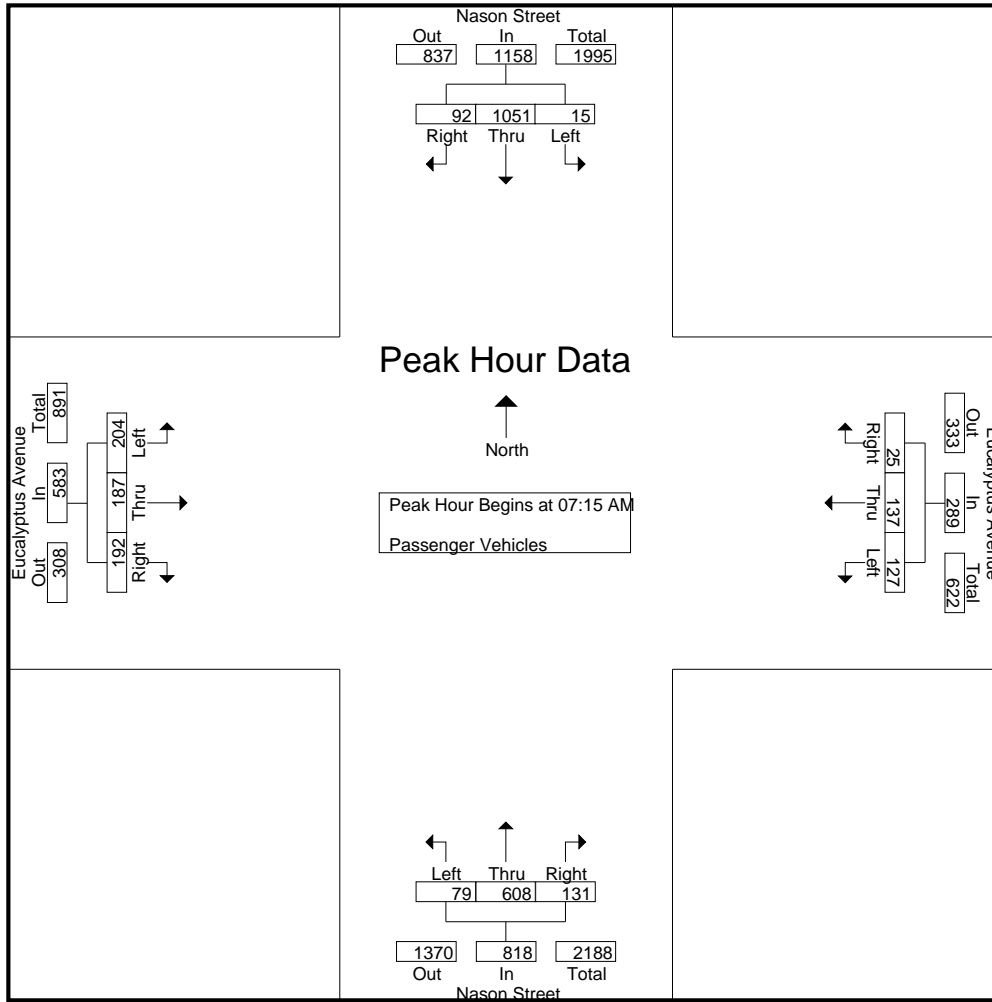
Groups Printed- Passenger Vehicles

Start Time	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	197	8	206	26	14	6	46	4	170	20	194	19	9	28	56	502
07:15 AM	3	228	16	247	29	24	4	57	8	116	18	142	26	13	17	56	502
07:30 AM	4	297	24	325	27	20	6	53	25	167	24	216	55	30	48	133	727
07:45 AM	6	331	32	369	44	52	8	104	33	183	45	261	67	76	65	208	942
Total	14	1053	80	1147	126	110	24	260	70	636	107	813	167	128	158	453	2673
08:00 AM	2	195	20	217	27	41	7	75	13	142	44	199	56	68	62	186	677
08:15 AM	2	153	7	162	16	13	4	33	5	134	37	176	14	25	12	51	422
08:30 AM	5	112	6	123	13	19	1	33	6	100	25	131	8	18	6	32	319
08:45 AM	5	145	7	157	12	15	1	28	4	122	32	158	13	14	7	34	377
Total	14	605	40	659	68	88	13	169	28	498	138	664	91	125	87	303	1795
Grand Total	28	1658	120	1806	194	198	37	429	98	1134	245	1477	258	253	245	756	4468
Apprch %	1.6	91.8	6.6		45.2	46.2	8.6		6.6	76.8	16.6		34.1	33.5	32.4		
Total %	0.6	37.1	2.7	40.4	4.3	4.4	0.8	9.6	2.2	25.4	5.5	33.1	5.8	5.7	5.5	16.9	

Start Time	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	228	16	247	29	24	4	57	8	116	18	142	26	13	17	56	502
07:30 AM	4	297	24	325	27	20	6	53	25	167	24	216	55	30	48	133	727
07:45 AM	6	331	32	369	44	52	8	104	33	183	45	261	67	76	65	208	942
08:00 AM	2	195	20	217	27	41	7	75	13	142	44	199	56	68	62	186	677
Total Volume	15	1051	92	1158	127	137	25	289	79	608	131	818	204	187	192	583	2848
% App. Total	1.3	90.8	7.9		43.9	47.4	8.7		9.7	74.3	16		35	32.1	32.9		
PHF	.625	.794	.719	.785	.722	.659	.781	.695	.598	.831	.728	.784	.761	.615	.738	.701	.756

City of Moreno Valley
 N/S: Nason Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 33_MRV_Nason_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	3	228	16	247	29	24	4	57	8	116	18	142	26	13	17	56
+15 mins.	4	297	24	325	27	20	6	53	25	167	24	216	55	30	48	133
+30 mins.	6	331	32	369	44	52	8	104	33	183	45	261	67	76	65	208
+45 mins.	2	195	20	217	27	41	7	75	13	142	44	199	56	68	62	186
Total Volume	15	1051	92	1158	127	137	25	289	79	608	131	818	204	187	192	583
% App. Total	1.3	90.8	7.9		43.9	47.4	8.7		9.7	74.3	16		35	32.1	32.9	
PHF	.625	.794	.719	.785	.722	.659	.781	.695	.598	.831	.728	.784	.761	.615	.738	.701

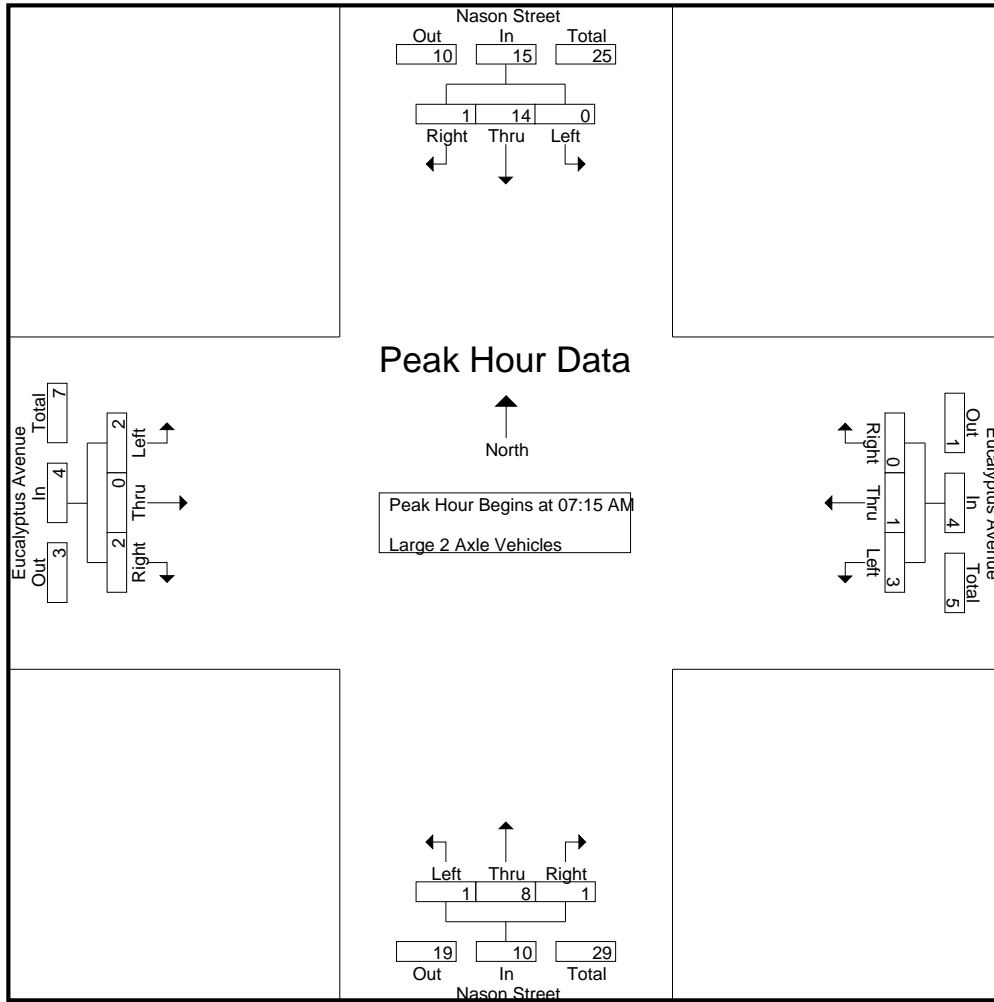
City of Moreno Valley
 N/S: Nason Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 33_MRV_Nason_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	0	2	2	0	1	3	1	1	1	3	0	0	1	1	9
07:15 AM	0	4	1	5	0	0	0	0	0	3	1	4	0	0	0	0	9
07:30 AM	0	6	0	6	1	0	0	1	0	0	0	0	0	0	0	0	7
07:45 AM	0	3	0	3	2	0	0	2	0	4	0	4	0	0	1	1	10
Total	0	15	1	16	5	0	1	6	1	8	2	11	0	0	2	2	35
08:00 AM	0	1	0	1	0	1	0	1	1	1	0	2	2	0	1	3	7
08:15 AM	0	2	0	2	0	0	1	1	0	1	2	3	2	1	1	4	10
08:30 AM	0	3	0	3	0	1	1	2	0	2	1	3	0	0	0	0	8
08:45 AM	0	0	0	0	1	0	0	1	0	2	1	3	0	0	1	1	5
Total	0	6	0	6	1	2	2	5	1	6	4	11	4	1	3	8	30
Grand Total	0	21	1	22	6	2	3	11	2	14	6	22	4	1	5	10	65
Apprch %	0	95.5	4.5		54.5	18.2	27.3		9.1	63.6	27.3		40	10	50		
Total %	0	32.3	1.5	33.8	9.2	3.1	4.6	16.9	3.1	21.5	9.2	33.8	6.2	1.5	7.7	15.4	

Start Time	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	4	1	5	0	0	0	0	0	3	1	4	0	0	0	0	9
07:30 AM	0	6	0	6	1	0	0	1	0	0	0	0	0	0	0	0	7
07:45 AM	0	3	0	3	2	0	0	2	0	4	0	4	0	0	1	1	10
08:00 AM	0	1	0	1	0	1	0	1	1	1	0	2	2	0	1	3	7
Total Volume	0	14	1	15	3	1	0	4	1	8	1	10	2	0	2	4	33
% App. Total	0	93.3	6.7		75	25	0		10	80	10		50	0	50		
PHF	.000	.583	.250	.625	.375	.250	.000	.500	.250	.500	.250	.625	.250	.000	.500	.333	.825



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	4	1	5	0	0	0	0	0	3	1	4	0	0	0	0
+15 mins.	0	6	0	6	1	0	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	3	0	3	2	0	0	2	0	4	0	4	0	0	1	1
+45 mins.	0	1	0	1	0	1	0	1	1	1	0	2	2	0	1	3
Total Volume	0	14	1	15	3	1	0	4	1	8	1	10	2	0	2	4
% App. Total	0	93.3	6.7		75	25	0		10	80	10		50	0	50	
PHF	.000	.583	.250	.625	.375	.250	.000	.500	.250	.500	.250	.625	.250	.000	.500	.333

City of Moreno Valley
 N/S: Nason Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 33_MRV_Nason_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

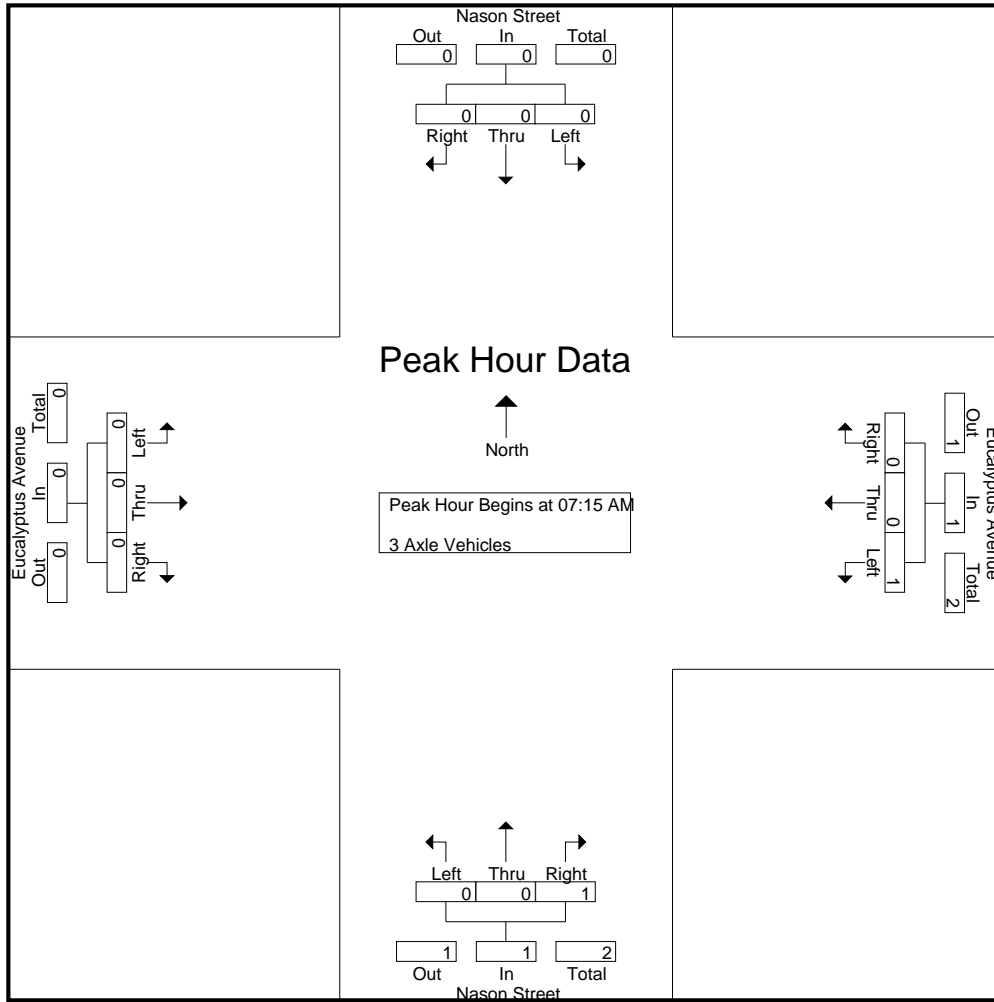
Groups Printed- 3 Axle Vehicles

Start Time	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	0	3	3	0	0	0	0	4
Total	0	1	0	1	3	0	0	3	0	0	5	5	0	0	0	0	9
Grand Total	0	1	0	1	3	0	0	3	0	0	7	7	0	0	0	0	11
Apprch %	0	100	0		100	0	0		0	0	100		0	0	0		
Total %	0	9.1	0	9.1	27.3	0	0	27.3	0	0	63.6	63.6	0	0	0	0	

Start Time	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
% App. Total	0	0	0		100	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.500

City of Moreno Valley
 N/S: Nason Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 33_MRV_Nason_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

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

City of Moreno Valley
 N/S: Nason Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 33_MRV_Nason_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

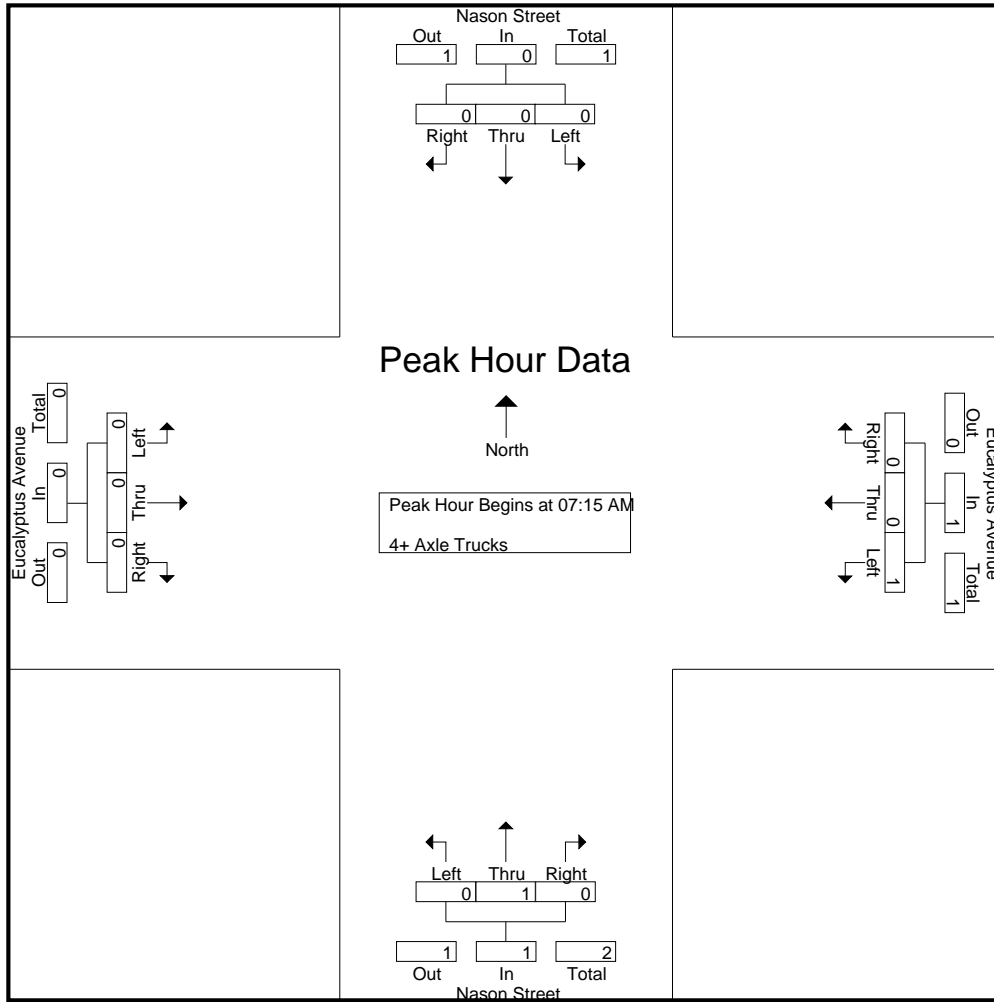
Groups Printed- 4+ Axle Trucks

Start Time	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
Grand Total	0	1	0	1	1	0	0	1	0	1	1	2	0	0	0	0	4
Apprch %	0	100	0		100	0	0		0	50	50		0	0	0		
Total %	0	25	0	25	25	0	0	25	0	25	25	50	0	0	0	0	

Start Time	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
% App. Total	0	0	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.500

City of Moreno Valley
 N/S: Nason Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 33_MRV_Nason_Eucalyptus AM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

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

City of Moreno Valley
 N/S: Nason Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 33_MRV_Nason_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

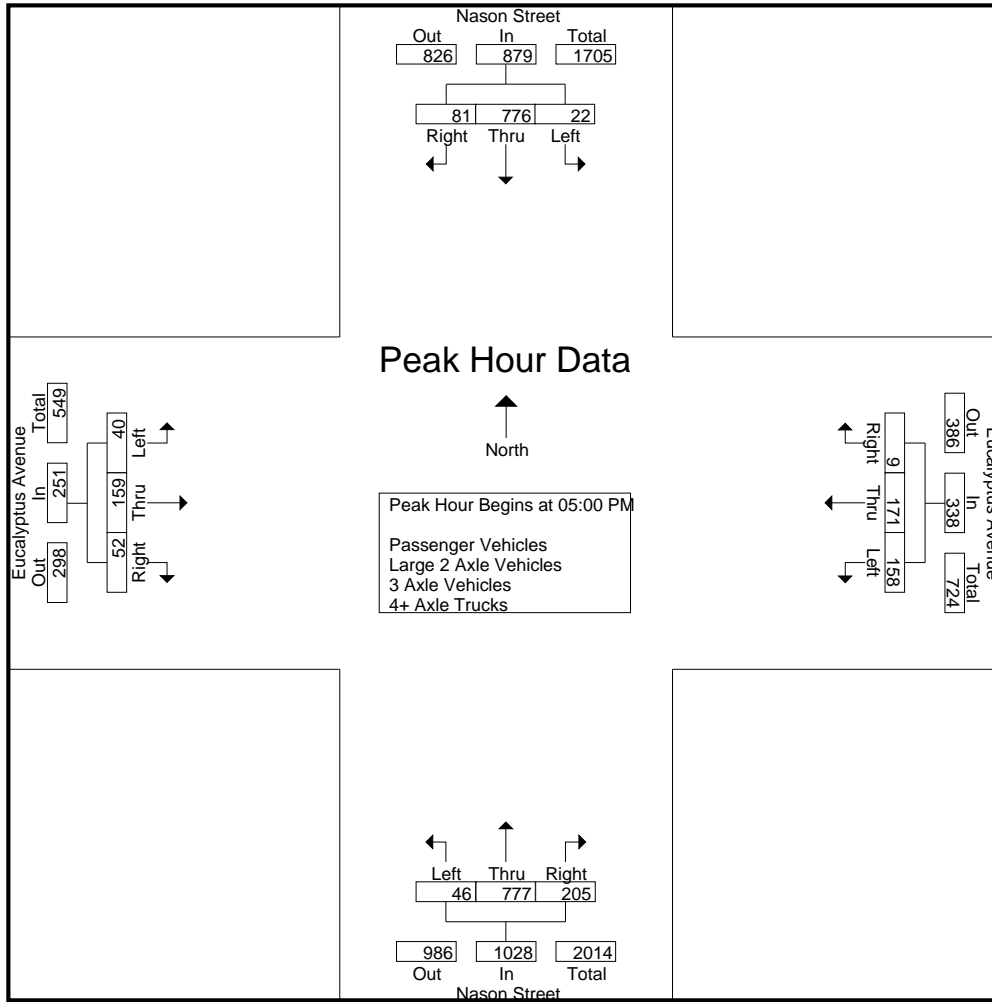
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	7	166	9	182	43	28	5	76	9	168	46	223	13	33	23	69	550
04:15 PM	5	158	8	171	27	36	4	67	8	176	57	241	14	37	11	62	541
04:30 PM	6	159	19	184	35	36	4	75	9	204	51	264	18	35	12	65	588
04:45 PM	5	183	12	200	40	30	5	75	6	181	52	239	10	31	5	46	560
Total	23	666	48	737	145	130	18	293	32	729	206	967	55	136	51	242	2239
05:00 PM	8	178	16	202	42	42	2	86	13	222	61	296	10	35	14	59	643
05:15 PM	3	173	35	211	33	42	2	77	8	179	44	231	10	42	9	61	580
05:30 PM	4	210	18	232	39	40	1	80	14	184	53	251	14	41	17	72	635
05:45 PM	7	215	12	234	44	47	4	95	11	192	47	250	6	41	12	59	638
Total	22	776	81	879	158	171	9	338	46	777	205	1028	40	159	52	251	2496
Grand Total	45	1442	129	1616	303	301	27	631	78	1506	411	1995	95	295	103	493	4735
Apprch %	2.8	89.2	8		48	47.7	4.3		3.9	75.5	20.6		19.3	59.8	20.9		
Total %	1	30.5	2.7	34.1	6.4	6.4	0.6	13.3	1.6	31.8	8.7	42.1	2	6.2	2.2	10.4	
Passenger Vehicles	44	1430	129	1603	300	300	27	627	75	1498	408	1981	95	295	101	491	4702
% Passenger Vehicles	97.8	99.2	100	99.2	99	99.7	100	99.4	96.2	99.5	99.3	99.3	100	100	98.1	99.6	99.3
Large 2 Axle Vehicles	1	6	0	7	3	1	0	4	3	7	3	13	0	0	2	2	26
% Large 2 Axle Vehicles	2.2	0.4	0	0.4	1	0.3	0	0.6	3.8	0.5	0.7	0.7	0	0	1.9	0.4	0.5
3 Axle Vehicles	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
% 3 Axle Vehicles	0	0.3	0	0.3	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.1
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 4+ Axle Trucks	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	8	178	16	202	42	42	2	86	13	222	61	296	10	35	14	59	643
05:15 PM	3	173	35	211	33	42	2	77	8	179	44	231	10	42	9	61	580
05:30 PM	4	210	18	232	39	40	1	80	14	184	53	251	14	41	17	72	635
05:45 PM	7	215	12	234	44	47	4	95	11	192	47	250	6	41	12	59	638
Total Volume	22	776	81	879	158	171	9	338	46	777	205	1028	40	159	52	251	2496
% App. Total	2.5	88.3	9.2		46.7	50.6	2.7		4.5	75.6	19.9		15.9	63.3	20.7		
PHF	.688	.902	.579	.939	.898	.910	.563	.889	.821	.875	.840	.868	.714	.946	.765	.872	.970

City of Moreno Valley
 N/S: Nason Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 33_MRV_Nason_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				04:15 PM				05:00 PM			
+0 mins.	8	178	16	202	42	42	2	86	8	176	57	241	10	35	14	59
+15 mins.	3	173	35	211	33	42	2	77	9	204	51	264	10	42	9	61
+30 mins.	4	210	18	232	39	40	1	80	6	181	52	239	14	41	17	72
+45 mins.	7	215	12	234	44	47	4	95	13	222	61	296	6	41	12	59
Total Volume	22	776	81	879	158	171	9	338	36	783	221	1040	40	159	52	251
% App. Total	2.5	88.3	9.2		46.7	50.6	2.7		3.5	75.3	21.2		15.9	63.3	20.7	
PHF	.688	.902	.579	.939	.898	.910	.563	.889	.692	.882	.906	.878	.714	.946	.765	.872

City of Moreno Valley
 N/S: Nason Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 33_MRV_Nason_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

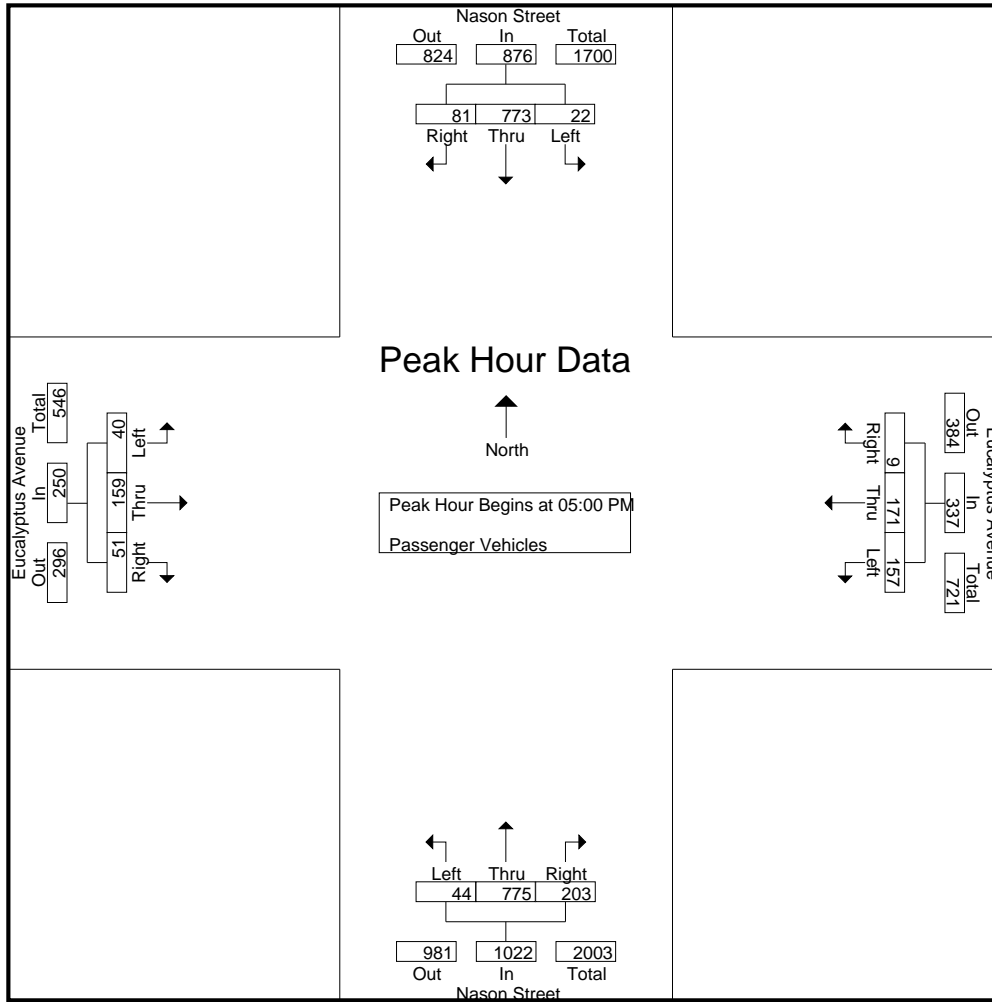
Groups Printed- Passenger Vehicles

Start Time	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	7	162	9	178	43	27	5	75	8	166	45	219	13	33	22	68	540
04:15 PM	5	155	8	168	26	36	4	66	8	175	57	240	14	37	11	62	536
04:30 PM	5	158	19	182	35	36	4	75	9	202	51	262	18	35	12	65	584
04:45 PM	5	182	12	199	39	30	5	74	6	180	52	238	10	31	5	46	557
Total	22	657	48	727	143	129	18	290	31	723	205	959	55	136	50	241	2217
05:00 PM	8	177	16	201	42	42	2	86	12	222	61	295	10	35	13	58	640
05:15 PM	3	171	35	209	33	42	2	77	8	178	42	228	10	42	9	61	575
05:30 PM	4	210	18	232	38	40	1	79	13	183	53	249	14	41	17	72	632
05:45 PM	7	215	12	234	44	47	4	95	11	192	47	250	6	41	12	59	638
Total	22	773	81	876	157	171	9	337	44	775	203	1022	40	159	51	250	2485
Grand Total	44	1430	129	1603	300	300	27	627	75	1498	408	1981	95	295	101	491	4702
Apprch %	2.7	89.2	8		47.8	47.8	4.3		3.8	75.6	20.6		19.3	60.1	20.6		
Total %	0.9	30.4	2.7	34.1	6.4	6.4	0.6	13.3	1.6	31.9	8.7	42.1	2	6.3	2.1	10.4	

Start Time	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	8	177	16	201	42	42	2	86	12	222	61	295	10	35	13	58	640
05:15 PM	3	171	35	209	33	42	2	77	8	178	42	228	10	42	9	61	575
05:30 PM	4	210	18	232	38	40	1	79	13	183	53	249	14	41	17	72	632
05:45 PM	7	215	12	234	44	47	4	95	11	192	47	250	6	41	12	59	638
Total Volume	22	773	81	876	157	171	9	337	44	775	203	1022	40	159	51	250	2485
% App. Total	2.5	88.2	9.2		46.6	50.7	2.7		4.3	75.8	19.9		16	63.6	20.4		
PHF	.688	.899	.579	.936	.892	.910	.563	.887	.846	.873	.832	.866	.714	.946	.750	.868	.971

City of Moreno Valley
 N/S: Nason Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 33_MRV_Nason_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	8	177	16	201	42	42	2	86	12	222	61	295	10	35	13	58
+15 mins.	3	171	35	209	33	42	2	77	8	178	42	228	10	42	9	61
+30 mins.	4	210	18	232	38	40	1	79	13	183	53	249	14	41	17	72
+45 mins.	7	215	12	234	44	47	4	95	11	192	47	250	6	41	12	59
Total Volume	22	773	81	876	157	171	9	337	44	775	203	1022	40	159	51	250
% App. Total	2.5	88.2	9.2		46.6	50.7	2.7		4.3	75.8	19.9		16	63.6	20.4	
PHF	.688	.899	.579	.936	.892	.910	.563	.887	.846	.873	.832	.866	.714	.946	.750	.868

City of Moreno Valley
 N/S: Nason Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 33_MRV_Nason_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

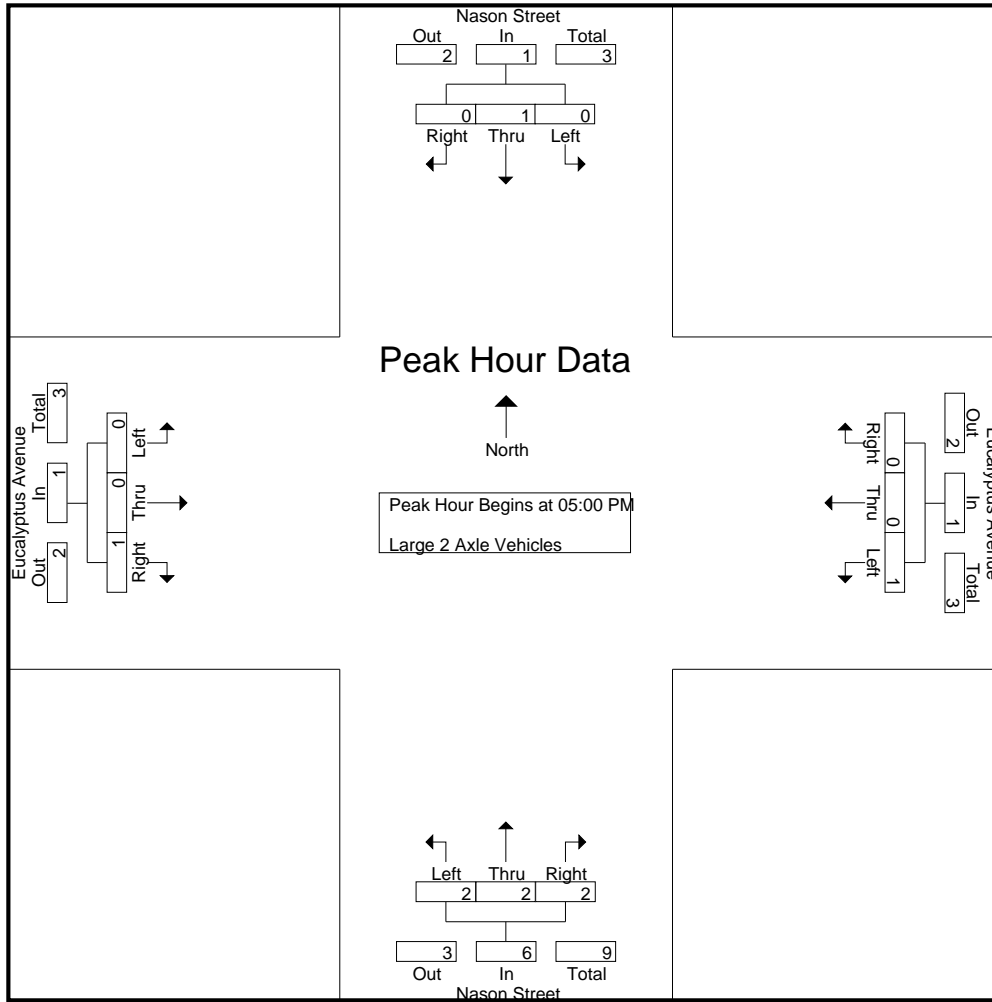
Groups Printed- Large 2 Axle Vehicles

Start Time	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	3	0	3	0	1	0	1	1	2	1	4	0	0	1	1	9
04:15 PM	0	2	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
04:30 PM	1	0	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:45 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
Total	1	5	0	6	2	1	0	3	1	5	1	7	0	0	1	1	17
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
05:15 PM	0	1	0	1	0	0	0	0	0	1	2	3	0	0	0	0	4
05:30 PM	0	0	0	0	1	0	0	1	1	1	0	2	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	0	0	1	2	2	2	6	0	0	1	1	9
Grand Total	1	6	0	7	3	1	0	4	3	7	3	13	0	0	2	2	26
Apprch %	14.3	85.7	0		75	25	0		23.1	53.8	23.1		0	0	100		
Total %	3.8	23.1	0	26.9	11.5	3.8	0	15.4	11.5	26.9	11.5	50	0	0	7.7	7.7	

Start Time	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
05:15 PM	0	1	0	1	0	0	0	0	0	1	2	3	0	0	0	0	4
05:30 PM	0	0	0	0	1	0	0	1	1	1	0	2	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	0	0	1	2	2	2	6	0	0	1	1	9
% App. Total	0	100	0		100	0	0		33.3	33.3	33.3		0	0	100		
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.500	.500	.250	.500	.000	.000	.250	.250	.563

City of Moreno Valley
 N/S: Nason Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 33_MRV_Nason_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1
+15 mins.	0	1	0	1	0	0	0	0	0	1	2	3	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	1	1	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	0	0	1	2	2	2	6	0	0	1	1
% App. Total	0	100	0	0	100	0	0	0	33.3	33.3	33.3	100	0	0	100	0
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.500	.500	.250	.500	.000	.000	.250	.250

City of Moreno Valley
 N/S: Nason Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 33_MRV_Nason_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 1

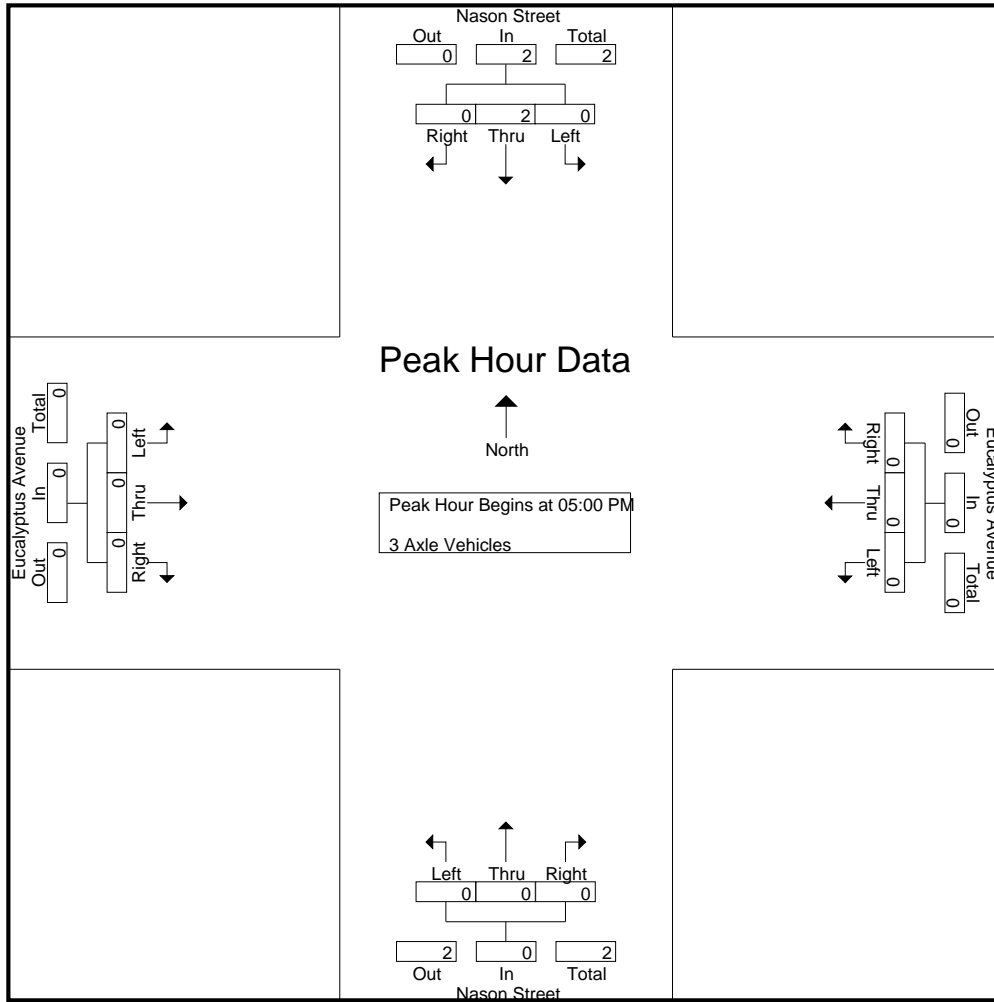
Groups Printed- 3 Axle Vehicles

Start Time	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	83.3	0	83.3	0	0	0	0	0	16.7	0	16.7	0	0	0	0	

Start Time	Nason Street Southbound				Eucalyptus Avenue Westbound				Nason Street Northbound				Eucalyptus Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

City of Moreno Valley
 N/S: Nason Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 33_MRV_Nason_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2

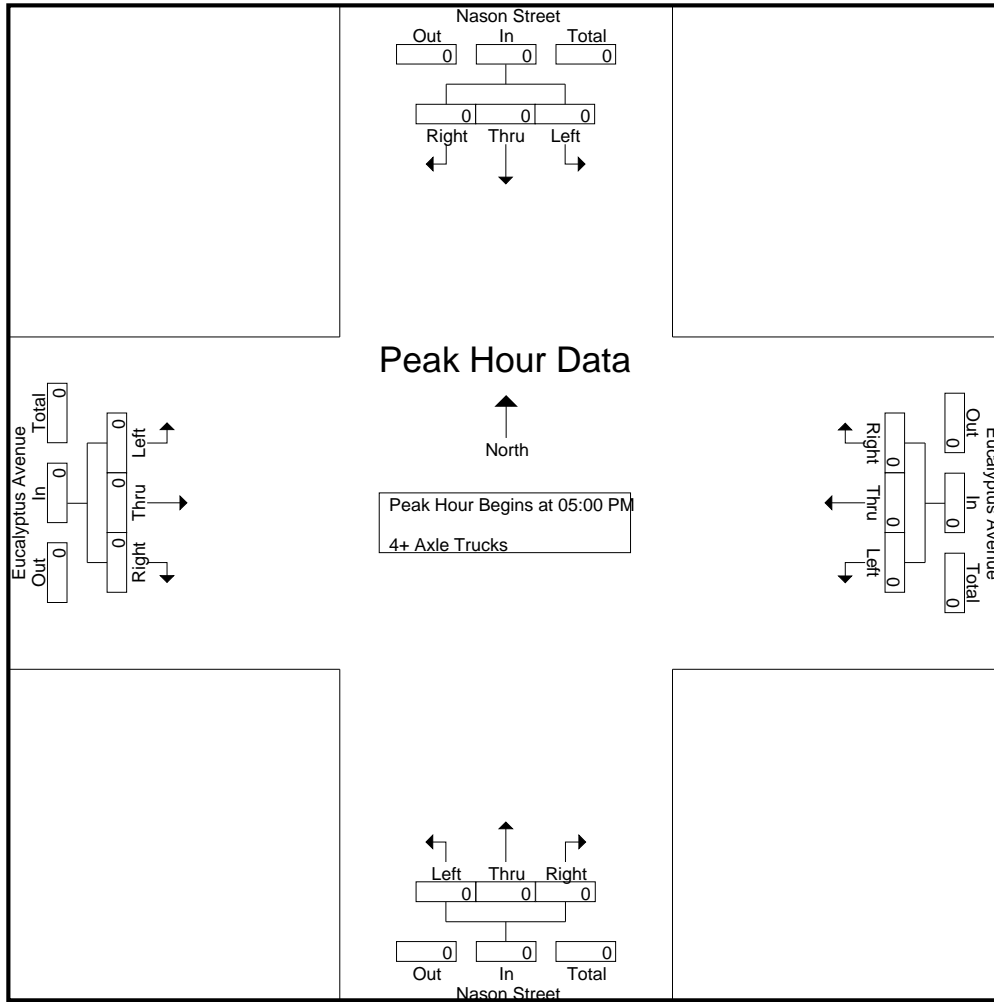


Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Moreno Valley
 N/S: Nason Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 33_MRV_Nason_Eucalyptus PM
 Site Code : 99919736
 Start Date : 10/30/2019
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited, Inc.

City of Moreno Valley
 San Timoteo Canyon Road
 B/ Alessandro Road - Live Oak Canyon Road
 24 Hour Directional Classification Count

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

MRV001
 Site Code: 999-19736

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/01/19	1	15	2	0	1	0	0	0	0	0	0	0	0	19
01:00	0	16	4	0	2	0	0	0	0	0	0	0	0	22
02:00	0	9	1	0	1	0	0	0	0	0	0	0	0	11
03:00	0	29	7	0	4	0	0	0	0	0	0	0	0	40
04:00	0	70	27	0	9	0	0	2	0	0	0	0	0	108
05:00	1	157	55	1	32	0	0	4	0	0	0	0	0	250
06:00	1	371	150	0	79	1	0	11	0	0	0	0	0	613
07:00	2	418	155	0	62	0	0	11	1	0	0	0	0	649
08:00	0	346	131	0	52	0	0	18	0	0	0	0	0	547
09:00	1	214	89	4	36	0	0	8	0	0	0	0	0	352
10:00	0	164	69	2	31	0	0	11	0	0	0	0	0	277
11:00	1	171	53	3	42	0	0	14	0	0	0	0	0	284
12 PM	0	202	56	3	26	1	0	17	0	0	0	0	0	305
13:00	0	224	76	0	23	0	0	9	0	0	0	0	0	332
14:00	1	286	81	4	38	1	0	13	0	0	0	0	0	424
15:00	4	264	80	0	23	0	0	7	0	0	0	0	0	378
16:00	8	227	42	0	17	0	0	5	0	0	0	0	0	299
17:00	6	269	63	2	19	1	0	1	0	0	0	0	0	361
18:00	8	208	49	0	17	0	0	0	0	0	0	0	0	282
19:00	0	120	38	0	3	0	0	2	0	0	0	0	0	163
20:00	0	96	16	0	8	0	0	0	0	0	0	0	0	120
21:00	0	85	29	0	7	0	0	0	0	0	0	0	0	121
22:00	0	50	20	0	4	0	0	1	0	0	0	0	0	75
23:00	0	30	11	0	2	0	0	0	0	0	0	0	0	43
Total	34	4041	1304	19	538	4	0	134	1	0	0	0	0	6075
Percent	0.6%	66.5%	21.5%	0.3%	8.9%	0.1%	0.0%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	09:00	06:00	06:00		08:00	07:00					07:00
Vol.	2	418	155	4	79	1		18	1					649
PM Peak	16:00	14:00	14:00	14:00	14:00	12:00		12:00						14:00
Vol.	8	286	81	4	38	1		17						424
Grand Total	34	4041	1304	19	538	4	0	134	1	0	0	0	0	6075
Percent	0.6%	66.5%	21.5%	0.3%	8.9%	0.1%	0.0%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 San Timoteo Canyon Road
 B/ Alessandro Road - Live Oak Canyon Road
 24 Hour Directional Classification Count

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

MRV001
 Site Code: 999-19736

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/01/19	0	50	5	0	0	0	0	0	0	0	0	0	0	55
01:00	0	34	8	0	2	0	0	1	0	0	0	0	0	45
02:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
03:00	0	12	5	0	3	0	0	0	0	0	0	0	0	20
04:00	0	22	7	2	5	0	0	0	0	0	0	0	0	36
05:00	0	79	25	0	32	0	0	0	0	0	0	0	0	136
06:00	0	163	41	1	25	0	0	3	0	0	0	0	0	233
07:00	0	274	61	1	27	0	0	1	0	0	0	0	0	364
08:00	0	155	44	2	22	0	0	6	0	0	0	0	0	229
09:00	0	141	45	2	33	0	0	8	1	0	0	0	0	230
10:00	0	124	39	3	41	0	0	4	0	0	0	0	0	211
11:00	0	142	54	4	31	0	0	6	0	0	0	0	0	237
12 PM	0	162	55	2	43	0	0	3	0	0	0	0	0	265
13:00	1	175	64	1	49	0	0	4	0	0	0	0	0	294
14:00	0	268	72	4	53	0	0	9	0	0	0	0	0	406
15:00	8	455	136	2	69	0	1	12	0	0	0	0	0	683
16:00	19	520	155	1	69	5	1	11	0	0	0	0	0	781
17:00	7	598	164	0	79	0	2	16	0	0	0	0	0	866
18:00	9	469	115	0	53	4	2	8	0	0	0	0	0	660
19:00	0	218	55	0	19	0	0	1	0	0	0	0	0	293
20:00	0	139	29	0	11	0	0	0	0	0	0	0	0	179
21:00	0	110	20	0	11	0	0	2	0	0	0	0	0	143
22:00	0	87	14	0	4	0	0	0	0	0	0	0	0	105
23:00	0	68	14	0	5	0	0	0	0	0	0	0	0	87
Total	44	4484	1229	25	686	9	6	95	1	0	0	0	0	6579
Percent	0.7%	68.2%	18.7%	0.4%	10.4%	0.1%	0.1%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	07:00	11:00	10:00			09:00	09:00					07:00
Vol.		274	61	4	41			8	1					364
PM Peak	16:00	17:00	17:00	14:00	17:00	16:00	17:00	17:00						17:00
Vol.	19	598	164	4	79	5	2	16						866
Grand Total	44	4484	1229	25	686	9	6	95	1	0	0	0	0	6579
Percent	0.7%	68.2%	18.7%	0.4%	10.4%	0.1%	0.1%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 San Timoteo Canyon Road
 B/ Alessandro Road - Live Oak Canyon Road
 24 Hour Directional Classification Count

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

MRV001
 Site Code: 999-19736

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/01/19	1	65	7	0	1	0	0	0	0	0	0	0	0	74
01:00	0	50	12	0	4	0	0	1	0	0	0	0	0	67
02:00	0	28	3	0	1	0	0	0	0	0	0	0	0	32
03:00	0	41	12	0	7	0	0	0	0	0	0	0	0	60
04:00	0	92	34	2	14	0	0	2	0	0	0	0	0	144
05:00	1	236	80	1	64	0	0	4	0	0	0	0	0	386
06:00	1	534	191	1	104	1	0	14	0	0	0	0	0	846
07:00	2	692	216	1	89	0	0	12	1	0	0	0	0	1013
08:00	0	501	175	2	74	0	0	24	0	0	0	0	0	776
09:00	1	355	134	6	69	0	0	16	1	0	0	0	0	582
10:00	0	288	108	5	72	0	0	15	0	0	0	0	0	488
11:00	1	313	107	7	73	0	0	20	0	0	0	0	0	521
12 PM	0	364	111	5	69	1	0	20	0	0	0	0	0	570
13:00	1	399	140	1	72	0	0	13	0	0	0	0	0	626
14:00	1	554	153	8	91	1	0	22	0	0	0	0	0	830
15:00	12	719	216	2	92	0	1	19	0	0	0	0	0	1061
16:00	27	747	197	1	86	5	1	16	0	0	0	0	0	1080
17:00	13	867	227	2	98	1	2	17	0	0	0	0	0	1227
18:00	17	677	164	0	70	4	2	8	0	0	0	0	0	942
19:00	0	338	93	0	22	0	0	3	0	0	0	0	0	456
20:00	0	235	45	0	19	0	0	0	0	0	0	0	0	299
21:00	0	195	49	0	18	0	0	2	0	0	0	0	0	264
22:00	0	137	34	0	8	0	0	1	0	0	0	0	0	180
23:00	0	98	25	0	7	0	0	0	0	0	0	0	0	130
Total	78	8525	2533	44	1224	13	6	229	2	0	0	0	0	12654
Percent	0.6%	67.4%	20.0%	0.3%	9.7%	0.1%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	11:00	06:00	06:00		08:00	07:00					07:00
Vol.	2	692	216	7	104	1		24	1					1013
PM Peak	16:00	17:00	17:00	14:00	17:00	16:00	17:00	14:00						17:00
Vol.	27	867	227	8	98	5	2	22						1227
Grand Total	78	8525	2533	44	1224	13	6	229	2	0	0	0	0	12654
Percent	0.6%	67.4%	20.0%	0.3%	9.7%	0.1%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

County of Riverside
 San Timoteo Canyon Road
 1600' W/ Redlands Boulevard
 24 Hour Directional Classification Count

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

R19062C
 Site Code: S1440

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/15/19	0	40	5	0	1	0	0	0	1	0	0	0	0	47
01:00	0	31	8	0	1	0	0	0	2	0	0	0	0	42
02:00	0	19	7	1	2	0	0	0	0	0	0	0	0	29
03:00	1	42	11	0	8	1	0	0	0	0	0	0	0	63
04:00	0	51	19	2	22	0	0	2	1	0	0	0	0	97
05:00	1	108	47	2	44	1	0	3	3	0	0	0	0	209
06:00	1	203	59	3	50	2	0	1	3	0	0	0	0	322
07:00	7	328	74	1	32	2	0	2	1	0	0	0	0	447
08:00	4	274	96	1	47	4	0	6	0	0	0	0	0	432
09:00	2	169	71	1	35	1	0	11	1	0	0	0	0	291
10:00	2	199	72	3	42	4	0	2	1	0	0	0	0	325
11:00	8	196	71	3	49	1	0	7	3	0	0	0	0	338
12 PM	2	282	114	2	40	4	1	10	1	0	0	0	0	456
13:00	3	358	95	6	70	1	0	5	2	0	0	0	0	540
14:00	3	408	147	5	63	6	0	6	3	0	0	0	0	641
15:00	13	474	145	1	77	2	1	9	4	0	0	0	0	726
16:00	7	496	147	2	65	2	0	4	4	0	0	0	0	727
17:00	5	547	164	1	71	4	1	7	2	0	1	0	0	803
18:00	0	501	154	1	54	2	0	5	3	0	0	0	0	720
19:00	6	302	79	0	38	1	0	1	1	0	0	0	0	428
20:00	0	214	55	0	19	1	0	1	1	0	0	0	0	291
21:00	0	178	43	0	20	0	0	1	1	0	0	0	0	243
22:00	2	120	31	1	9	0	0	0	0	0	0	0	0	163
23:00	0	88	24	0	4	0	0	0	0	0	0	0	0	116
Total	67	5628	1738	36	863	39	3	83	38	0	1	0	0	8496
Percent	0.8%	66.2%	20.5%	0.4%	10.2%	0.5%	0.0%	1.0%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	08:00	06:00	06:00	08:00		09:00	05:00					07:00
Vol.	8	328	96	3	50	4		11	3					447
PM Peak	15:00	17:00	17:00	13:00	15:00	14:00	12:00	12:00	15:00		17:00			17:00
Vol.	13	547	164	6	77	6	1	10	4		1			803

Counts Unlimited, Inc.

County of Riverside
 San Timoteo Canyon Road
 1600' W/ Redlands Boulevard
 24 Hour Directional Classification Count

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

R19062C
 Site Code: S1440

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/16/19	1	76	16	0	5	0	0	0	0	0	0	0	0	98
01:00	0	31	10	0	4	1	0	0	1	0	0	0	0	47
02:00	0	30	7	0	6	1	0	2	0	0	0	0	0	46
03:00	0	23	6	0	4	0	0	0	0	0	0	0	0	33
04:00	0	35	5	0	6	0	0	0	0	0	0	0	0	46
05:00	0	65	27	1	29	1	0	1	0	0	0	0	0	124
06:00	1	110	26	0	25	1	0	5	0	0	0	0	0	168
07:00	2	154	62	0	28	2	0	1	1	0	0	0	0	250
08:00	3	175	67	4	34	1	0	12	1	0	0	0	0	297
09:00	9	183	70	1	30	2	0	13	0	0	0	0	0	308
10:00	8	208	79	0	35	3	3	6	3	1	0	0	0	346
11:00	10	235	76	1	40	3	0	5	0	0	0	0	0	370
12 PM	5	297	92	3	48	1	0	6	2	1	0	0	0	455
13:00	8	332	106	0	53	1	1	4	1	0	0	0	0	506
14:00	18	389	126	1	55	1	0	9	1	0	0	0	0	600
15:00	6	371	135	1	50	2	2	5	2	0	0	0	0	574
16:00	12	380	124	4	50	1	0	3	1	0	0	0	0	575
17:00	4	304	84	1	40	2	0	2	2	0	0	0	0	439
18:00	2	317	96	0	32	2	0	5	1	0	0	0	0	455
19:00	5	189	66	0	22	0	0	1	0	0	0	0	0	283
20:00	1	197	49	0	16	1	0	0	0	0	0	0	0	264
21:00	3	152	30	1	16	1	0	0	0	0	0	0	0	203
22:00	0	125	41	0	12	0	0	1	0	0	0	0	0	179
23:00	0	85	14	0	8	0	0	1	0	0	0	0	0	108
Total	98	4463	1414	18	648	27	6	82	16	2	0	0	0	6774
Percent	1.4%	65.9%	20.9%	0.3%	9.6%	0.4%	0.1%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00	08:00	11:00	10:00	10:00	09:00	10:00	10:00				11:00
Vol.	10	235	79	4	40	3	3	13	3	1				370
PM Peak	14:00	14:00	15:00	16:00	14:00	15:00	15:00	14:00	12:00	12:00				14:00
Vol.	18	389	135	4	55	2	2	9	2	1				600

Counts Unlimited, Inc.

County of Riverside
 San Timoteo Canyon Road
 1600' W/ Redlands Boulevard
 24 Hour Directional Classification Count

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

R19062C
 Site Code: S1440

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/17/19	0	58	17	0	8	0	0	0	0	0	0	0	0	83
01:00	0	38	11	0	3	0	0	0	0	0	0	0	0	52
02:00	0	27	7	0	2	0	0	0	0	0	0	0	0	36
03:00	0	31	3	0	3	0	0	0	0	0	0	0	0	37
04:00	0	20	9	0	4	0	0	1	0	0	0	0	0	34
05:00	1	44	13	0	2	0	0	0	0	0	0	0	0	60
06:00	0	75	18	0	13	0	0	2	0	0	0	0	0	108
07:00	0	116	35	0	23	0	0	2	0	0	0	0	0	176
08:00	1	125	31	1	20	0	0	2	0	0	0	0	0	180
09:00	6	109	33	0	22	0	0	3	0	0	0	0	0	173
10:00	15	179	42	0	24	2	0	8	1	0	0	0	0	271
11:00	9	180	77	0	23	2	0	5	0	0	0	0	0	296
12 PM	13	234	58	0	33	1	0	5	0	0	0	0	0	344
13:00	6	274	84	0	34	1	0	7	0	0	0	0	0	406
14:00	8	261	83	0	25	0	0	4	1	0	0	0	0	382
15:00	8	246	83	0	37	0	0	5	0	0	0	0	0	379
16:00	11	264	75	0	32	0	0	2	1	0	0	0	0	385
17:00	5	220	57	0	24	1	0	2	0	0	0	0	0	309
18:00	8	214	59	0	21	2	0	2	1	0	0	0	0	307
19:00	5	193	66	1	24	1	0	0	0	0	0	0	0	290
20:00	3	179	52	0	14	1	0	0	1	0	0	0	0	250
21:00	1	112	23	0	11	0	0	2	1	0	0	0	0	150
22:00	2	79	17	2	9	0	0	1	1	0	0	0	0	111
23:00	1	61	11	1	5	0	0	0	1	0	0	0	0	80
Total	103	3339	964	5	416	11	0	53	8	0	0	0	0	4899
Percent	2.1%	68.2%	19.7%	0.1%	8.5%	0.2%	0.0%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	08:00	10:00	10:00		10:00	10:00					11:00
Vol.	15	180	77	1	24	2		8	1					296
PM Peak	12:00	13:00	13:00	22:00	15:00	18:00		13:00	14:00					13:00
Vol.	13	274	84	2	37	2		7	1					406

Counts Unlimited, Inc.

County of Riverside
 San Timoteo Canyon Road
 1600' W/ Redlands Boulevard
 24 Hour Directional Classification Count

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

R19062C
 Site Code: S1440

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/18/19	0	33	12	0	1	0	0	0	1	0	0	0	0	47
01:00	0	18	5	0	3	0	0	0	1	0	0	0	0	27
02:00	0	17	1	0	3	1	0	0	0	0	0	0	0	22
03:00	1	36	12	0	5	0	0	0	0	0	0	0	0	54
04:00	1	51	24	0	21	0	0	1	0	0	0	0	0	98
05:00	2	124	42	0	53	3	0	2	1	0	0	0	0	227
06:00	2	246	71	2	55	0	0	1	0	0	0	0	0	377
07:00	12	329	76	1	27	3	0	3	0	0	0	0	0	451
08:00	3	242	66	1	44	2	0	2	1	0	0	0	0	361
09:00	2	202	44	1	40	1	1	2	3	0	0	0	0	296
10:00	3	175	87	1	47	3	0	12	2	0	0	0	0	330
11:00	5	233	62	2	35	2	1	3	1	1	0	0	0	345
12 PM	4	236	74	4	38	1	0	6	4	0	0	0	0	367
13:00	6	248	110	1	41	1	0	3	3	0	0	0	0	413
14:00	7	346	129	6	67	2	0	4	1	0	0	0	0	562
15:00	8	463	160	1	70	2	1	6	2	0	0	0	0	713
16:00	5	563	148	2	71	7	3	4	3	0	0	0	0	806
17:00	5	552	144	1	70	3	0	2	3	0	0	0	0	780
18:00	5	461	132	0	52	1	0	4	4	0	0	0	0	659
19:00	3	237	62	1	26	0	0	0	1	0	0	0	0	330
20:00	0	144	40	1	13	0	0	1	1	0	0	0	0	200
21:00	0	123	28	1	14	0	0	0	2	0	0	0	0	168
22:00	0	78	25	0	10	0	0	0	0	0	0	0	0	113
23:00	0	75	12	0	4	1	0	0	0	0	0	0	0	92
Total	74	5232	1566	26	810	33	6	56	34	1	0	0	0	7838
Percent	0.9%	66.8%	20.0%	0.3%	10.3%	0.4%	0.1%	0.7%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	10:00	06:00	06:00	05:00	09:00	10:00	09:00	11:00				07:00
Vol.	12	329	87	2	55	3	1	12	3	1				451
PM Peak	15:00	16:00	15:00	14:00	16:00	16:00	16:00	12:00	12:00					16:00
Vol.	8	563	160	6	71	7	3	6	4					806

Counts Unlimited, Inc.

County of Riverside
 San Timoteo Canyon Road
 1600' W/ Redlands Boulevard
 24 Hour Directional Classification Count

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

R19062C
 Site Code: S1440

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/19/19	1	44	13	0	1	1	0	0	0	0	0	0	0	60
01:00	0	20	3	0	4	0	0	0	1	0	0	0	0	28
02:00	0	23	2	0	2	0	0	0	0	0	0	0	0	27
03:00	1	39	11	0	12	0	0	0	0	0	0	0	0	63
04:00	0	31	16	1	9	0	0	0	0	0	0	0	0	57
05:00	0	111	36	1	57	0	0	1	1	0	0	0	0	207
06:00	2	248	73	4	57	1	0	1	1	1	0	0	0	388
07:00	13	306	75	1	33	0	0	1	0	0	0	0	0	429
08:00	4	267	77	1	47	4	0	7	1	0	0	0	0	408
09:00	1	195	63	3	34	3	0	4	3	0	0	0	0	306
10:00	3	170	80	0	41	6	0	5	3	0	0	0	0	308
11:00	2	201	51	0	42	9	0	10	3	0	0	0	0	318
12 PM	4	246	88	1	36	6	1	9	4	0	0	0	0	395
13:00	7	272	108	0	54	4	0	12	3	0	0	0	0	460
14:00	7	330	134	1	69	1	0	12	4	0	0	0	0	558
15:00	13	477	144	4	70	12	7	6	0	0	0	0	0	733
16:00	30	528	133	0	64	13	10	6	1	0	0	0	0	785
17:00	4	598	149	0	61	5	1	2	2	0	0	0	0	822
18:00	1	448	151	2	60	1	0	6	4	1	0	0	0	674
19:00	5	261	56	0	21	1	0	1	2	0	0	0	0	347
20:00	0	143	41	0	14	0	0	1	1	0	0	0	0	200
21:00	0	140	39	0	14	0	0	0	1	0	0	0	0	194
22:00	0	81	19	0	8	0	0	0	0	0	0	0	0	108
23:00	1	72	11	0	7	1	0	1	0	0	0	0	0	93
Total	99	5251	1573	19	817	68	19	85	35	2	0	0	0	7968
Percent	1.2%	65.9%	19.7%	0.2%	10.3%	0.9%	0.2%	1.1%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	10:00	06:00	05:00	11:00		11:00	09:00	06:00				07:00
Vol.	13	306	80	4	57	9		10	3	1				429
PM Peak	16:00	17:00	18:00	15:00	15:00	16:00	16:00	13:00	12:00	18:00				17:00
Vol.	30	598	151	4	70	13	10	12	4	1				822

Counts Unlimited, Inc.

County of Riverside
 San Timoteo Canyon Road
 1600' W/ Redlands Boulevard
 24 Hour Directional Classification Count

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

R19062C
 Site Code: S1440

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/20/19	0	47	10	0	4	0	0	0	1	0	0	0	0	62
01:00	0	29	11	0	3	0	0	2	0	0	0	0	0	45
02:00	0	28	8	0	2	0	0	1	1	0	0	0	0	40
03:00	1	32	11	0	9	0	0	0	0	0	0	0	0	53
04:00	0	46	23	0	20	0	0	0	0	0	0	0	0	89
05:00	0	123	41	0	51	0	0	1	1	0	0	0	0	217
06:00	0	237	75	4	59	1	0	4	0	0	0	0	0	380
07:00	6	362	91	1	32	2	0	5	1	0	0	0	0	500
08:00	3	189	68	1	25	1	0	2	2	0	0	0	0	291
09:00	3	195	66	3	44	7	1	6	1	1	0	0	0	327
10:00	2	179	63	3	27	13	0	10	5	0	0	0	0	302
11:00	1	189	79	4	40	13	0	7	6	1	0	0	0	340
12 PM	2	223	95	1	36	10	0	6	2	0	0	0	0	375
13:00	4	266	79	3	61	12	0	13	1	0	0	0	0	439
14:00	6	351	116	4	59	12	3	10	3	0	0	0	0	564
15:00	5	464	168	3	82	12	1	3	2	0	0	0	0	740
16:00	1	540	161	0	77	4	0	4	2	0	0	0	0	789
17:00	13	547	128	1	47	4	0	3	2	0	0	0	0	745
18:00	2	584	138	0	38	5	0	2	3	0	0	0	0	772
19:00	0	236	58	0	18	0	0	0	1	0	0	0	0	313
20:00	0	173	27	0	10	1	0	0	0	0	0	0	0	211
21:00	0	105	30	0	10	0	0	0	1	0	0	0	0	146
22:00	0	77	14	0	9	0	0	0	0	0	0	0	0	100
23:00	0	61	13	0	5	0	0	0	0	0	0	0	0	79
Total	49	5283	1573	28	768	97	5	79	35	2	0	0	0	7919
Percent	0.6%	66.7%	19.9%	0.4%	9.7%	1.2%	0.1%	1.0%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	06:00	06:00	10:00	09:00	10:00	11:00	09:00				07:00
Vol.	6	362	91	4	59	13	1	10	6	1				500
PM Peak	17:00	18:00	15:00	14:00	15:00	13:00	14:00	13:00	14:00					16:00
Vol.	13	584	168	4	82	12	3	13	3					789

Counts Unlimited, Inc.

County of Riverside
 San Timoteo Canyon Road
 1600' W/ Redlands Boulevard
 24 Hour Directional Classification Count

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

R19062C
 Site Code: S1440

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/21/19	0	40	9	0	4	1	0	0	0	0	0	0	0	54
01:00	0	25	4	0	3	0	0	1	1	0	0	0	0	34
02:00	0	14	5	0	0	0	0	0	0	0	0	0	0	19
03:00	0	41	9	0	6	0	0	0	1	0	0	0	0	57
04:00	0	50	18	0	14	1	0	0	0	0	0	0	0	83
05:00	0	107	37	0	39	0	0	0	0	0	0	0	0	183
06:00	2	284	67	1	45	0	0	1	2	0	0	0	0	402
07:00	5	290	64	1	24	1	0	0	2	0	0	0	0	387
08:00	1	286	77	2	48	2	0	4	0	0	0	0	0	420
09:00	3	190	60	0	19	2	0	5	2	0	0	0	0	281
10:00	3	177	65	1	27	4	0	6	3	0	0	0	0	286
11:00	1	248	77	4	22	2	0	3	1	0	0	0	0	358
12 PM	2	237	68	2	36	2	0	8	0	0	0	0	0	355
13:00	2	220	104	2	53	1	0	7	0	0	0	0	0	389
14:00	2	286	123	4	77	0	0	6	3	0	0	0	0	501
15:00	2	492	189	3	96	4	0	3	2	0	0	0	0	791
16:00	4	524	157	3	71	4	0	2	2	0	0	0	0	767
17:00	3	586	181	3	71	2	0	4	3	0	0	0	0	853
18:00	2	401	140	1	49	2	0	1	3	0	0	0	0	599
19:00	1	209	85	1	26	0	0	1	1	0	0	0	0	324
20:00	0	159	50	1	22	0	0	3	0	0	0	0	0	235
21:00	1	159	54	0	17	0	0	1	0	0	0	0	0	232
22:00	2	111	25	0	7	0	0	0	0	0	0	0	0	145
23:00	2	81	17	0	4	1	0	0	0	0	0	0	0	105
Total	38	5217	1685	29	780	29	0	56	26	0	0	0	0	7860
Percent	0.5%	66.4%	21.4%	0.4%	9.9%	0.4%	0.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	08:00	11:00	08:00	10:00		10:00	10:00					08:00
Vol.	5	290	77	4	48	4		6	3					420
PM Peak	16:00	17:00	15:00	14:00	15:00	15:00		12:00	14:00					17:00
Vol.	4	586	189	4	96	4		8	3					853
Grand Total	528	34413	10513	161	5102	304	39	494	192	7	1	0	0	51754
Percent	1.0%	66.5%	20.3%	0.3%	9.9%	0.6%	0.1%	1.0%	0.4%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

County of Riverside
 San Timoteo Canyon Road
 1600' W/ Redlands Boulevard
 24 Hour Directional Classification Count

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

R19062C
 Site Code: S1440

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/15/19	0	42	11	0	3	0	0	0	0	0	0	0	0	56
01:00	1	24	3	0	0	0	0	0	0	0	0	0	0	28
02:00	0	20	2	0	1	0	0	1	0	0	0	0	0	24
03:00	1	43	6	0	2	0	0	0	0	0	0	0	0	52
04:00	1	72	21	0	7	0	0	0	0	0	0	0	0	101
05:00	1	181	44	3	18	0	0	1	1	0	0	0	0	249
06:00	5	549	110	3	29	5	2	2	0	0	0	0	0	705
07:00	12	473	88	2	32	7	4	1	1	1	0	0	0	621
08:00	3	394	80	0	17	3	0	0	6	0	0	0	0	503
09:00	3	356	77	3	25	5	0	10	4	0	0	0	0	483
10:00	3	312	90	3	17	5	0	1	10	0	0	0	0	441
11:00	6	299	69	3	21	6	0	2	2	0	0	0	0	408
12 PM	6	307	87	3	29	7	1	4	3	0	0	0	0	447
13:00	4	402	106	6	28	5	0	6	6	0	0	0	0	563
14:00	1	378	109	2	26	4	0	3	4	0	0	0	0	527
15:00	14	480	119	3	31	10	1	6	1	0	0	0	0	665
16:00	20	462	105	1	38	6	3	5	0	0	0	0	0	640
17:00	5	547	117	5	32	6	0	0	2	0	0	0	0	714
18:00	6	400	103	0	30	2	0	0	0	0	0	0	0	541
19:00	2	241	52	1	11	0	0	1	0	0	0	0	0	308
20:00	1	182	24	0	3	0	0	1	0	0	0	0	0	211
21:00	0	165	32	0	5	0	0	0	0	0	0	0	0	202
22:00	0	135	25	0	5	0	0	0	0	0	0	0	0	165
23:00	0	78	17	0	1	0	0	0	0	0	0	0	0	96
Total	95	6542	1497	38	411	71	11	44	40	1	0	0	0	8750
Percent	1.1%	74.8%	17.1%	0.4%	4.7%	0.8%	0.1%	0.5%	0.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	06:00	06:00	05:00	07:00	07:00	07:00	09:00	10:00	07:00				06:00
Vol.	12	549	110	3	32	7	4	10	10	1				705
PM Peak	16:00	17:00	15:00	13:00	16:00	15:00	16:00	13:00	13:00					17:00
Vol.	20	547	119	6	38	10	3	6	6					714

Counts Unlimited, Inc.

County of Riverside
 San Timoteo Canyon Road
 1600' W/ Redlands Boulevard
 24 Hour Directional Classification Count

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

R19062C
 Site Code: S1440

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/16/19	0	54	9	0	3	1	0	0	0	0	0	0	0	67
01:00	0	43	5	0	1	0	0	0	0	0	0	0	0	49
02:00	0	23	7	0	0	0	0	0	0	0	0	0	0	30
03:00	1	27	4	0	1	0	0	0	0	0	0	0	0	33
04:00	0	45	11	0	2	0	0	0	0	0	0	0	0	58
05:00	0	60	21	0	5	0	0	2	0	0	0	0	0	88
06:00	0	135	49	0	16	4	0	4	0	0	0	0	0	208
07:00	1	201	77	0	26	2	1	4	1	0	0	0	0	313
08:00	2	207	72	0	18	3	1	4	2	0	0	0	0	309
09:00	6	297	54	0	17	4	0	5	1	0	0	0	0	384
10:00	5	275	87	0	19	4	1	4	2	0	0	0	0	397
11:00	9	307	82	1	24	4	0	3	2	0	0	0	0	432
12 PM	12	358	88	2	23	6	1	9	1	1	1	0	0	502
13:00	8	366	104	0	19	4	0	2	2	0	0	0	0	505
14:00	9	396	106	1	22	1	1	7	4	0	0	0	0	547
15:00	19	320	76	0	27	2	0	1	1	0	0	0	0	446
16:00	8	302	84	1	19	1	0	1	2	0	0	0	0	418
17:00	3	345	74	0	22	3	0	2	1	0	1	0	0	451
18:00	5	314	60	1	11	0	0	0	2	0	0	0	0	393
19:00	7	233	67	0	7	0	0	2	0	0	0	0	0	316
20:00	3	192	40	0	3	0	0	0	0	0	0	0	0	238
21:00	0	152	26	1	6	0	0	0	0	0	0	0	0	185
22:00	0	144	15	0	4	1	0	0	0	0	0	0	0	164
23:00	0	110	10	0	2	0	0	0	0	0	0	0	0	122
Total	98	4906	1228	7	297	40	5	50	21	1	2	0	0	6655
Percent	1.5%	73.7%	18.5%	0.1%	4.5%	0.6%	0.1%	0.8%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00	11:00	07:00	06:00	07:00	09:00	08:00					11:00
Vol.	9	307	87	1	26	4	1	5	2					432
PM Peak	15:00	14:00	14:00	12:00	15:00	12:00	12:00	12:00	14:00	12:00	12:00			14:00
Vol.	19	396	106	2	27	6	1	9	4	1	1			547

Counts Unlimited, Inc.

County of Riverside
 San Timoteo Canyon Road
 1600' W/ Redlands Boulevard
 24 Hour Directional Classification Count

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

R19062C
 Site Code: S1440

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/17/19	0	63	15	0	2	0	0	0	0	0	0	0	0	80
01:00	1	30	6	0	0	1	0	0	0	0	0	0	0	38
02:00	0	22	4	0	0	0	0	0	0	0	0	0	0	26
03:00	0	33	5	0	0	0	0	0	0	0	0	0	0	38
04:00	0	29	3	0	0	0	0	0	0	0	0	0	0	32
05:00	0	47	8	0	0	0	0	0	0	0	0	0	0	55
06:00	0	95	16	0	2	0	0	0	0	0	0	0	0	113
07:00	1	102	35	0	2	0	0	0	1	0	0	0	0	141
08:00	1	154	53	0	10	0	0	0	0	0	0	0	0	218
09:00	3	176	59	0	5	0	0	1	0	0	0	0	0	244
10:00	8	198	47	0	9	1	0	1	0	0	0	0	0	264
11:00	9	274	64	1	13	1	0	4	0	0	0	0	0	366
12 PM	7	323	81	0	19	2	0	4	0	0	0	0	0	436
13:00	13	356	67	2	11	2	0	1	1	0	0	0	0	453
14:00	13	360	71	0	24	1	0	3	0	0	0	0	0	472
15:00	18	347	76	0	12	2	0	1	1	0	0	0	0	457
16:00	12	293	61	2	16	1	0	5	0	0	0	0	0	390
17:00	7	293	66	1	13	0	0	3	2	0	0	0	0	385
18:00	12	266	50	0	8	0	0	4	1	0	0	0	0	341
19:00	3	219	43	0	3	0	0	5	2	0	0	0	0	275
20:00	2	177	30	1	5	0	0	5	1	0	0	0	0	221
21:00	0	168	22	0	4	0	0	0	2	0	0	0	0	196
22:00	1	126	28	1	2	0	0	0	0	0	0	0	0	158
23:00	2	132	24	0	5	3	0	1	0	0	0	0	0	167
Total	113	4283	934	8	165	14	0	38	11	0	0	0	0	5566
Percent	2.0%	76.9%	16.8%	0.1%	3.0%	0.3%	0.0%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	11:00	11:00	01:00		11:00	07:00					11:00
Vol.	9	274	64	1	13	1		4	1					366
PM Peak	15:00	14:00	12:00	13:00	14:00	23:00		16:00	17:00					14:00
Vol.	18	360	81	2	24	3		5	2					472

Counts Unlimited, Inc.

County of Riverside
 San Timoteo Canyon Road
 1600' W/ Redlands Boulevard
 24 Hour Directional Classification Count

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

R19062C
 Site Code: S1440

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/18/19	0	34	2	0	1	0	0	0	0	0	0	0	0	37
01:00	0	17	5	0	1	0	0	0	0	0	0	0	0	23
02:00	1	22	3	0	1	1	0	0	0	0	0	0	0	28
03:00	1	38	12	0	1	0	0	0	0	0	1	0	0	53
04:00	1	79	22	2	10	0	0	1	0	0	0	0	0	115
05:00	3	183	49	0	13	1	0	0	1	0	0	0	0	250
06:00	6	512	124	1	28	5	0	4	1	0	0	0	0	681
07:00	14	495	118	0	45	14	5	3	2	0	0	0	0	696
08:00	4	439	113	2	26	2	1	6	5	0	0	0	0	598
09:00	0	277	80	0	19	3	0	3	4	0	0	0	0	386
10:00	3	259	71	1	20	0	1	2	3	0	0	0	0	360
11:00	3	247	58	0	21	2	0	2	3	0	0	0	0	336
12 PM	6	313	78	0	24	5	0	5	4	0	0	0	0	435
13:00	7	299	84	1	17	1	0	5	3	0	0	0	0	417
14:00	3	345	101	3	20	4	1	6	1	0	0	0	0	484
15:00	8	452	114	1	40	2	0	7	1	0	0	0	0	625
16:00	12	434	92	0	55	2	0	0	3	0	0	0	0	598
17:00	13	490	121	4	28	4	0	2	2	0	1	0	0	665
18:00	5	310	64	0	18	1	0	1	1	0	0	0	0	400
19:00	1	152	56	0	6	0	0	0	0	0	0	0	0	215
20:00	2	154	27	0	9	0	0	0	0	0	0	0	0	192
21:00	1	150	23	0	7	0	0	0	1	0	0	0	0	182
22:00	2	109	13	1	3	0	0	0	0	0	0	0	0	128
23:00	0	66	5	0	0	0	0	0	0	0	0	0	0	71
Total	96	5876	1435	16	413	47	8	47	35	0	2	0	0	7975
Percent	1.2%	73.7%	18.0%	0.2%	5.2%	0.6%	0.1%	0.6%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	06:00	06:00	04:00	07:00	07:00	07:00	08:00	08:00		03:00			07:00
Vol.	14	512	124	2	45	14	5	6	5		1			696
PM Peak	17:00	17:00	17:00	17:00	16:00	12:00	14:00	15:00	12:00		17:00			17:00
Vol.	13	490	121	4	55	5	1	7	4		1			665

Counts Unlimited, Inc.

County of Riverside
 San Timoteo Canyon Road
 1600' W/ Redlands Boulevard
 24 Hour Directional Classification Count

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

R19062C
 Site Code: S1440

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/19/19	0	36	13	0	2	0	0	0	0	0	0	0	0	51
01:00	1	17	5	0	0	0	0	0	0	0	0	0	0	23
02:00	0	16	5	0	2	0	0	0	0	0	0	0	0	23
03:00	1	40	8	0	3	0	0	0	0	0	1	0	0	53
04:00	1	80	24	0	8	0	0	0	0	0	0	0	0	113
05:00	5	202	69	1	15	1	0	3	1	0	0	0	0	297
06:00	8	502	129	1	31	7	0	2	3	0	0	0	0	683
07:00	14	468	95	0	35	5	4	2	0	0	0	0	0	623
08:00	5	443	99	0	21	5	2	4	6	0	0	0	0	585
09:00	5	343	90	1	33	5	0	2	4	0	0	0	0	483
10:00	4	287	75	1	27	6	0	2	6	0	0	0	0	408
11:00	6	248	84	1	18	9	0	5	6	0	0	0	0	377
12 PM	3	273	78	0	14	10	1	1	4	0	0	0	0	384
13:00	2	306	73	0	27	9	0	10	5	0	0	0	0	432
14:00	5	384	119	5	30	9	0	2	4	0	0	0	0	558
15:00	9	345	96	1	29	5	0	2	0	0	0	0	0	487
16:00	32	362	94	1	35	3	0	3	1	0	0	0	0	531
17:00	8	502	105	3	30	2	1	2	2	0	0	0	0	655
18:00	6	322	68	0	19	4	0	1	0	0	0	0	0	420
19:00	1	193	38	1	11	0	0	3	0	0	0	0	0	247
20:00	0	156	33	1	7	0	0	0	0	0	0	0	0	197
21:00	4	126	17	0	3	0	0	0	1	0	0	0	0	151
22:00	0	116	11	0	3	0	0	1	0	0	0	0	0	131
23:00	0	53	13	0	5	1	0	0	0	0	0	0	0	72
Total	120	5820	1441	17	408	81	8	45	43	0	1	0	0	7984
Percent	1.5%	72.9%	18.0%	0.2%	5.1%	1.0%	0.1%	0.6%	0.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	06:00	06:00	05:00	07:00	11:00	07:00	11:00	08:00		03:00			06:00
Vol.	14	502	129	1	35	9	4	5	6		1			683
PM Peak	16:00	17:00	14:00	14:00	16:00	12:00	12:00	13:00	13:00					17:00
Vol.	32	502	119	5	35	10	1	10	5					655

Counts Unlimited, Inc.

County of Riverside
 San Timoteo Canyon Road
 1600' W/ Redlands Boulevard
 24 Hour Directional Classification Count

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

R19062C
 Site Code: S1440

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/20/19	0	30	8	0	1	0	0	1	0	0	0	0	0	40
01:00	0	21	5	0	0	0	0	0	0	0	0	0	0	26
02:00	0	20	4	0	1	0	0	0	1	0	0	0	0	26
03:00	1	40	7	0	2	0	0	0	0	0	0	0	0	50
04:00	0	74	24	0	5	0	0	0	0	0	0	0	0	103
05:00	3	213	56	2	18	1	0	0	0	0	0	0	0	293
06:00	0	520	127	2	29	0	0	7	1	0	0	0	0	686
07:00	8	511	110	2	35	10	1	4	1	0	0	0	0	682
08:00	5	322	76	2	21	7	0	2	3	0	0	0	0	438
09:00	2	412	108	3	26	8	5	0	5	0	0	0	0	569
10:00	1	227	77	0	25	15	4	5	9	0	0	0	0	363
11:00	1	251	68	1	19	8	3	6	7	0	0	0	0	364
12 PM	2	272	74	3	23	17	4	4	3	0	0	0	0	402
13:00	1	314	78	2	30	13	4	4	6	1	0	0	0	453
14:00	4	364	100	2	42	12	3	5	4	0	0	0	0	536
15:00	2	425	130	0	38	11	0	4	2	0	0	0	0	612
16:00	5	465	131	4	33	3	0	3	1	0	0	0	0	645
17:00	9	447	106	0	33	7	1	1	1	0	0	0	0	605
18:00	4	342	54	0	13	0	0	1	0	1	0	0	0	415
19:00	0	166	34	0	6	1	0	0	2	0	0	0	0	209
20:00	0	133	17	0	3	0	0	1	0	0	0	0	0	154
21:00	0	127	23	0	5	0	0	0	0	0	0	0	0	155
22:00	0	86	12	0	4	0	0	0	0	0	0	0	0	102
23:00	0	67	11	0	1	0	0	0	0	0	1	0	0	80
Total	48	5849	1440	23	413	113	25	48	46	2	1	0	0	8008
Percent	0.6%	73.0%	18.0%	0.3%	5.2%	1.4%	0.3%	0.6%	0.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	06:00	06:00	09:00	07:00	10:00	09:00	06:00	10:00					06:00
Vol.	8	520	127	3	35	15	5	7	9					686
PM Peak	17:00	16:00	16:00	16:00	14:00	12:00	12:00	14:00	13:00	13:00	23:00			16:00
Vol.	9	465	131	4	42	17	4	5	6	1	1			645

Counts Unlimited, Inc.

County of Riverside
 San Timoteo Canyon Road
 1600' W/ Redlands Boulevard
 24 Hour Directional Classification Count

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

R19062C
 Site Code: S1440

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/21/19	0	35	3	0	0	0	0	0	0	0	0	0	0	38
01:00	0	19	3	0	1	0	0	0	0	0	0	0	0	23
02:00	0	15	4	0	2	0	0	0	0	0	0	0	0	21
03:00	0	35	8	0	3	0	0	0	0	0	1	0	0	47
04:00	0	77	21	0	6	0	0	0	0	0	0	0	0	104
05:00	2	192	46	2	13	1	0	2	1	0	0	0	0	259
06:00	5	520	120	3	38	4	0	3	1	0	0	0	0	694
07:00	9	462	89	1	31	2	1	1	1	0	0	0	0	597
08:00	3	395	94	5	25	2	0	3	4	0	0	0	0	531
09:00	1	314	83	4	29	5	0	5	1	0	0	0	0	442
10:00	4	266	76	1	21	3	0	3	1	0	0	0	0	375
11:00	2	230	67	0	27	4	0	8	3	0	0	0	0	341
12 PM	3	273	86	2	23	0	0	2	3	0	0	0	0	392
13:00	3	308	75	1	40	1	0	3	2	0	0	0	0	433
14:00	0	357	119	3	32	2	0	6	2	0	0	0	0	521
15:00	2	416	105	2	44	4	0	7	2	0	0	0	0	582
16:00	4	466	113	3	35	2	1	2	2	0	0	0	0	628
17:00	2	479	94	2	29	3	0	2	2	0	0	0	0	613
18:00	1	344	66	0	18	0	0	0	0	0	0	0	0	429
19:00	1	179	44	0	6	0	0	3	1	0	0	0	0	234
20:00	1	122	21	0	13	0	0	1	0	0	0	0	0	158
21:00	1	125	16	0	2	1	0	0	0	0	0	0	0	145
22:00	1	84	10	0	1	0	0	0	0	0	0	0	0	96
23:00	1	61	7	0	1	0	0	1	0	0	0	0	0	71
Total	46	5774	1370	29	440	34	2	52	26	0	1	0	0	7774
Percent	0.6%	74.3%	17.6%	0.4%	5.7%	0.4%	0.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	06:00	06:00	08:00	06:00	09:00	07:00	11:00	08:00		03:00			06:00
Vol.	9	520	120	5	38	5	1	8	4		1			694
PM Peak	16:00	17:00	14:00	14:00	15:00	15:00	16:00	15:00	12:00					16:00
Vol.	4	479	119	3	44	4	1	7	3					628
Grand Total	616	39050	9345	138	2547	400	59	324	222	4	7	0	0	52712
Percent	1.2%	74.1%	17.7%	0.3%	4.8%	0.8%	0.1%	0.6%	0.4%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

County of Riverside
 San Timoteo Canyon Road
 1600' W/ Redlands Boulevard
 24 Hour Directional Classification Count

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

R19062C
 Site Code: S1440

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/15/19	0	82	16	0	4	0	0	0	1	0	0	0	0	103
01:00	1	55	11	0	1	0	0	0	2	0	0	0	0	70
02:00	0	39	9	1	3	0	0	1	0	0	0	0	0	53
03:00	2	85	17	0	10	1	0	0	0	0	0	0	0	115
04:00	1	123	40	2	29	0	0	2	1	0	0	0	0	198
05:00	2	289	91	5	62	1	0	4	4	0	0	0	0	458
06:00	6	752	169	6	79	7	2	3	3	0	0	0	0	1027
07:00	19	801	162	3	64	9	4	3	2	1	0	0	0	1068
08:00	7	668	176	1	64	7	0	6	6	0	0	0	0	935
09:00	5	525	148	4	60	6	0	21	5	0	0	0	0	774
10:00	5	511	162	6	59	9	0	3	11	0	0	0	0	766
11:00	14	495	140	6	70	7	0	9	5	0	0	0	0	746
12 PM	8	589	201	5	69	11	2	14	4	0	0	0	0	903
13:00	7	760	201	12	98	6	0	11	8	0	0	0	0	1103
14:00	4	786	256	7	89	10	0	9	7	0	0	0	0	1168
15:00	27	954	264	4	108	12	2	15	5	0	0	0	0	1391
16:00	27	958	252	3	103	8	3	9	4	0	0	0	0	1367
17:00	10	1094	281	6	103	10	1	7	4	0	1	0	0	1517
18:00	6	901	257	1	84	4	0	5	3	0	0	0	0	1261
19:00	8	543	131	1	49	1	0	2	1	0	0	0	0	736
20:00	1	396	79	0	22	1	0	2	1	0	0	0	0	502
21:00	0	343	75	0	25	0	0	1	1	0	0	0	0	445
22:00	2	255	56	1	14	0	0	0	0	0	0	0	0	328
23:00	0	166	41	0	5	0	0	0	0	0	0	0	0	212
Total	162	12170	3235	74	1274	110	14	127	78	1	1	0	0	17246
Percent	0.9%	70.6%	18.8%	0.4%	7.4%	0.6%	0.1%	0.7%	0.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	08:00	06:00	06:00	07:00	07:00	09:00	10:00	07:00				07:00
Vol.	19	801	176	6	79	9	4	21	11	1				1068
PM Peak	15:00	17:00	17:00	13:00	15:00	15:00	16:00	15:00	13:00		17:00			17:00
Vol.	27	1094	281	12	108	12	3	15	8		1			1517

Counts Unlimited, Inc.

County of Riverside
 San Timoteo Canyon Road
 1600' W/ Redlands Boulevard
 24 Hour Directional Classification Count

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

R19062C
 Site Code: S1440

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/16/19	1	130	25	0	8	1	0	0	0	0	0	0	0	165
01:00	0	74	15	0	5	1	0	0	1	0	0	0	0	96
02:00	0	53	14	0	6	1	0	2	0	0	0	0	0	76
03:00	1	50	10	0	5	0	0	0	0	0	0	0	0	66
04:00	0	80	16	0	8	0	0	0	0	0	0	0	0	104
05:00	0	125	48	1	34	1	0	3	0	0	0	0	0	212
06:00	1	245	75	0	41	5	0	9	0	0	0	0	0	376
07:00	3	355	139	0	54	4	1	5	2	0	0	0	0	563
08:00	5	382	139	4	52	4	1	16	3	0	0	0	0	606
09:00	15	480	124	1	47	6	0	18	1	0	0	0	0	692
10:00	13	483	166	0	54	7	4	10	5	1	0	0	0	743
11:00	19	542	158	2	64	7	0	8	2	0	0	0	0	802
12 PM	17	655	180	5	71	7	1	15	3	2	1	0	0	957
13:00	16	698	210	0	72	5	1	6	3	0	0	0	0	1011
14:00	27	785	232	2	77	2	1	16	5	0	0	0	0	1147
15:00	25	691	211	1	77	4	2	6	3	0	0	0	0	1020
16:00	20	682	208	5	69	2	0	4	3	0	0	0	0	993
17:00	7	649	158	1	62	5	0	4	3	0	1	0	0	890
18:00	7	631	156	1	43	2	0	5	3	0	0	0	0	848
19:00	12	422	133	0	29	0	0	3	0	0	0	0	0	599
20:00	4	389	89	0	19	1	0	0	0	0	0	0	0	502
21:00	3	304	56	2	22	1	0	0	0	0	0	0	0	388
22:00	0	269	56	0	16	1	0	1	0	0	0	0	0	343
23:00	0	195	24	0	10	0	0	1	0	0	0	0	0	230
Total	196	9369	2642	25	945	67	11	132	37	3	2	0	0	13429
Percent	1.5%	69.8%	19.7%	0.2%	7.0%	0.5%	0.1%	1.0%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00	08:00	11:00	10:00	10:00	09:00	10:00	10:00				11:00
Vol.	19	542	166	4	64	7	4	18	5	1				802
PM Peak	14:00	14:00	14:00	12:00	14:00	12:00	15:00	14:00	14:00	12:00	12:00			14:00
Vol.	27	785	232	5	77	7	2	16	5	2	1			1147

Counts Unlimited, Inc.

County of Riverside
 San Timoteo Canyon Road
 1600' W/ Redlands Boulevard
 24 Hour Directional Classification Count

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

R19062C
 Site Code: S1440

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/17/19	0	121	32	0	10	0	0	0	0	0	0	0	0	163
01:00	1	68	17	0	3	1	0	0	0	0	0	0	0	90
02:00	0	49	11	0	2	0	0	0	0	0	0	0	0	62
03:00	0	64	8	0	3	0	0	0	0	0	0	0	0	75
04:00	0	49	12	0	4	0	0	1	0	0	0	0	0	66
05:00	1	91	21	0	2	0	0	0	0	0	0	0	0	115
06:00	0	170	34	0	15	0	0	2	0	0	0	0	0	221
07:00	1	218	70	0	25	0	0	2	1	0	0	0	0	317
08:00	2	279	84	1	30	0	0	2	0	0	0	0	0	398
09:00	9	285	92	0	27	0	0	4	0	0	0	0	0	417
10:00	23	377	89	0	33	3	0	9	1	0	0	0	0	535
11:00	18	454	141	1	36	3	0	9	0	0	0	0	0	662
12 PM	20	557	139	0	52	3	0	9	0	0	0	0	0	780
13:00	19	630	151	2	45	3	0	8	1	0	0	0	0	859
14:00	21	621	154	0	49	1	0	7	1	0	0	0	0	854
15:00	26	593	159	0	49	2	0	6	1	0	0	0	0	836
16:00	23	557	136	2	48	1	0	7	1	0	0	0	0	775
17:00	12	513	123	1	37	1	0	5	2	0	0	0	0	694
18:00	20	480	109	0	29	2	0	6	2	0	0	0	0	648
19:00	8	412	109	1	27	1	0	5	2	0	0	0	0	565
20:00	5	356	82	1	19	1	0	5	2	0	0	0	0	471
21:00	1	280	45	0	15	0	0	2	3	0	0	0	0	346
22:00	3	205	45	3	11	0	0	1	1	0	0	0	0	269
23:00	3	193	35	1	10	3	0	1	1	0	0	0	0	247
Total	216	7622	1898	13	581	25	0	91	19	0	0	0	0	10465
Percent	2.1%	72.8%	18.1%	0.1%	5.6%	0.2%	0.0%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	08:00	11:00	10:00		10:00	07:00					11:00
Vol.	23	454	141	1	36	3		9	1					662
PM Peak	15:00	13:00	15:00	22:00	12:00	12:00		12:00	21:00					13:00
Vol.	26	630	159	3	52	3		9	3					859

Counts Unlimited, Inc.

County of Riverside
 San Timoteo Canyon Road
 1600' W/ Redlands Boulevard
 24 Hour Directional Classification Count

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

R19062C
 Site Code: S1440

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/18/19	0	67	14	0	2	0	0	0	1	0	0	0	0	84
01:00	0	35	10	0	4	0	0	0	1	0	0	0	0	50
02:00	1	39	4	0	4	2	0	0	0	0	0	0	0	50
03:00	2	74	24	0	6	0	0	0	0	0	1	0	0	107
04:00	2	130	46	2	31	0	0	2	0	0	0	0	0	213
05:00	5	307	91	0	66	4	0	2	2	0	0	0	0	477
06:00	8	758	195	3	83	5	0	5	1	0	0	0	0	1058
07:00	26	824	194	1	72	17	5	6	2	0	0	0	0	1147
08:00	7	681	179	3	70	4	1	8	6	0	0	0	0	959
09:00	2	479	124	1	59	4	1	5	7	0	0	0	0	682
10:00	6	434	158	2	67	3	1	14	5	0	0	0	0	690
11:00	8	480	120	2	56	4	1	5	4	1	0	0	0	681
12 PM	10	549	152	4	62	6	0	11	8	0	0	0	0	802
13:00	13	547	194	2	58	2	0	8	6	0	0	0	0	830
14:00	10	691	230	9	87	6	1	10	2	0	0	0	0	1046
15:00	16	915	274	2	110	4	1	13	3	0	0	0	0	1338
16:00	17	997	240	2	126	9	3	4	6	0	0	0	0	1404
17:00	18	1042	265	5	98	7	0	4	5	0	1	0	0	1445
18:00	10	771	196	0	70	2	0	5	5	0	0	0	0	1059
19:00	4	389	118	1	32	0	0	0	1	0	0	0	0	545
20:00	2	298	67	1	22	0	0	1	1	0	0	0	0	392
21:00	1	273	51	1	21	0	0	0	3	0	0	0	0	350
22:00	2	187	38	1	13	0	0	0	0	0	0	0	0	241
23:00	0	141	17	0	4	1	0	0	0	0	0	0	0	163
Total	170	11108	3001	42	1223	80	14	103	69	1	2	0	0	15813
Percent	1.1%	70.2%	19.0%	0.3%	7.7%	0.5%	0.1%	0.7%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	06:00	06:00	06:00	07:00	07:00	10:00	09:00	11:00	03:00			07:00
Vol.	26	824	195	3	83	17	5	14	7	1	1			1147
PM Peak	17:00	17:00	15:00	14:00	16:00	16:00	16:00	15:00	12:00		17:00			17:00
Vol.	18	1042	274	9	126	9	3	13	8		1			1445

Counts Unlimited, Inc.

County of Riverside
 San Timoteo Canyon Road
 1600' W/ Redlands Boulevard
 24 Hour Directional Classification Count

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

R19062C
 Site Code: S1440

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/19/19	1	80	26	0	3	1	0	0	0	0	0	0	0	111
01:00	1	37	8	0	4	0	0	0	1	0	0	0	0	51
02:00	0	39	7	0	4	0	0	0	0	0	0	0	0	50
03:00	2	79	19	0	15	0	0	0	0	0	1	0	0	116
04:00	1	111	40	1	17	0	0	0	0	0	0	0	0	170
05:00	5	313	105	2	72	1	0	4	2	0	0	0	0	504
06:00	10	750	202	5	88	8	0	3	4	1	0	0	0	1071
07:00	27	774	170	1	68	5	4	3	0	0	0	0	0	1052
08:00	9	710	176	1	68	9	2	11	7	0	0	0	0	993
09:00	6	538	153	4	67	8	0	6	7	0	0	0	0	789
10:00	7	457	155	1	68	12	0	7	9	0	0	0	0	716
11:00	8	449	135	1	60	18	0	15	9	0	0	0	0	695
12 PM	7	519	166	1	50	16	2	10	8	0	0	0	0	779
13:00	9	578	181	0	81	13	0	22	8	0	0	0	0	892
14:00	12	714	253	6	99	10	0	14	8	0	0	0	0	1116
15:00	22	822	240	5	99	17	7	8	0	0	0	0	0	1220
16:00	62	890	227	1	99	16	10	9	2	0	0	0	0	1316
17:00	12	1100	254	3	91	7	2	4	4	0	0	0	0	1477
18:00	7	770	219	2	79	5	0	7	4	1	0	0	0	1094
19:00	6	454	94	1	32	1	0	4	2	0	0	0	0	594
20:00	0	299	74	1	21	0	0	1	1	0	0	0	0	397
21:00	4	266	56	0	17	0	0	0	2	0	0	0	0	345
22:00	0	197	30	0	11	0	0	1	0	0	0	0	0	239
23:00	1	125	24	0	12	2	0	1	0	0	0	0	0	165
Total	219	11071	3014	36	1225	149	27	130	78	2	1	0	0	15952
Percent	1.4%	69.4%	18.9%	0.2%	7.7%	0.9%	0.2%	0.8%	0.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	06:00	06:00	06:00	11:00	07:00	11:00	10:00	06:00	03:00			06:00
Vol.	27	774	202	5	88	18	4	15	9	1	1			1071
PM Peak	16:00	17:00	17:00	14:00	14:00	15:00	16:00	13:00	12:00	18:00				17:00
Vol.	62	1100	254	6	99	17	10	22	8	1				1477

Counts Unlimited, Inc.

County of Riverside
 San Timoteo Canyon Road
 1600' W/ Redlands Boulevard
 24 Hour Directional Classification Count

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

R19062C
 Site Code: S1440

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/20/19	0	77	18	0	5	0	0	1	1	0	0	0	0	102
01:00	0	50	16	0	3	0	0	2	0	0	0	0	0	71
02:00	0	48	12	0	3	0	0	1	2	0	0	0	0	66
03:00	2	72	18	0	11	0	0	0	0	0	0	0	0	103
04:00	0	120	47	0	25	0	0	0	0	0	0	0	0	192
05:00	3	336	97	2	69	1	0	1	1	0	0	0	0	510
06:00	0	757	202	6	88	1	0	11	1	0	0	0	0	1066
07:00	14	873	201	3	67	12	1	9	2	0	0	0	0	1182
08:00	8	511	144	3	46	8	0	4	5	0	0	0	0	729
09:00	5	607	174	6	70	15	6	6	6	1	0	0	0	896
10:00	3	406	140	3	52	28	4	15	14	0	0	0	0	665
11:00	2	440	147	5	59	21	3	13	13	1	0	0	0	704
12 PM	4	495	169	4	59	27	4	10	5	0	0	0	0	777
13:00	5	580	157	5	91	25	4	17	7	1	0	0	0	892
14:00	10	715	216	6	101	24	6	15	7	0	0	0	0	1100
15:00	7	889	298	3	120	23	1	7	4	0	0	0	0	1352
16:00	6	1005	292	4	110	7	0	7	3	0	0	0	0	1434
17:00	22	994	234	1	80	11	1	4	3	0	0	0	0	1350
18:00	6	926	192	0	51	5	0	3	3	1	0	0	0	1187
19:00	0	402	92	0	24	1	0	0	3	0	0	0	0	522
20:00	0	306	44	0	13	1	0	1	0	0	0	0	0	365
21:00	0	232	53	0	15	0	0	0	1	0	0	0	0	301
22:00	0	163	26	0	13	0	0	0	0	0	0	0	0	202
23:00	0	128	24	0	6	0	0	0	0	0	1	0	0	159
Total	97	11132	3013	51	1181	210	30	127	81	4	1	0	0	15927
Percent	0.6%	69.9%	18.9%	0.3%	7.4%	1.3%	0.2%	0.8%	0.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	06:00	06:00	06:00	10:00	09:00	10:00	10:00	09:00				07:00
Vol.	14	873	202	6	88	28	6	15	14	1				1182
PM Peak	17:00	16:00	15:00	14:00	15:00	12:00	14:00	13:00	13:00	13:00	23:00			16:00
Vol.	22	1005	298	6	120	27	6	17	7	1	1			1434

Counts Unlimited, Inc.

County of Riverside
 San Timoteo Canyon Road
 1600' W/ Redlands Boulevard
 24 Hour Directional Classification Count

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

R19062C
 Site Code: S1440

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/21/19	0	75	12	0	4	1	0	0	0	0	0	0	0	92
01:00	0	44	7	0	4	0	0	1	1	0	0	0	0	57
02:00	0	29	9	0	2	0	0	0	0	0	0	0	0	40
03:00	0	76	17	0	9	0	0	0	1	0	1	0	0	104
04:00	0	127	39	0	20	1	0	0	0	0	0	0	0	187
05:00	2	299	83	2	52	1	0	2	1	0	0	0	0	442
06:00	7	804	187	4	83	4	0	4	3	0	0	0	0	1096
07:00	14	752	153	2	55	3	1	1	3	0	0	0	0	984
08:00	4	681	171	7	73	4	0	7	4	0	0	0	0	951
09:00	4	504	143	4	48	7	0	10	3	0	0	0	0	723
10:00	7	443	141	2	48	7	0	9	4	0	0	0	0	661
11:00	3	478	144	4	49	6	0	11	4	0	0	0	0	699
12 PM	5	510	154	4	59	2	0	10	3	0	0	0	0	747
13:00	5	528	179	3	93	2	0	10	2	0	0	0	0	822
14:00	2	643	242	7	109	2	0	12	5	0	0	0	0	1022
15:00	4	908	294	5	140	8	0	10	4	0	0	0	0	1373
16:00	8	990	270	6	106	6	1	4	4	0	0	0	0	1395
17:00	5	1065	275	5	100	5	0	6	5	0	0	0	0	1466
18:00	3	745	206	1	67	2	0	1	3	0	0	0	0	1028
19:00	2	388	129	1	32	0	0	4	2	0	0	0	0	558
20:00	1	281	71	1	35	0	0	4	0	0	0	0	0	393
21:00	2	284	70	0	19	1	0	1	0	0	0	0	0	377
22:00	3	195	35	0	8	0	0	0	0	0	0	0	0	241
23:00	3	142	24	0	5	1	0	1	0	0	0	0	0	176
Total	84	10991	3055	58	1220	63	2	108	52	0	1	0	0	15634
Percent	0.5%	70.3%	19.5%	0.4%	7.8%	0.4%	0.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	06:00	06:00	08:00	06:00	09:00	07:00	11:00	08:00		03:00			06:00
Vol.	14	804	187	7	83	7	1	11	4		1			1096
PM Peak	16:00	17:00	15:00	14:00	15:00	15:00	16:00	14:00	14:00					17:00
Vol.	8	1065	294	7	140	8	1	12	5					1466
Grand Total	1144	73463	19858	299	7649	704	98	818	414	11	8	0	0	104466
Percent	1.1%	70.3%	19.0%	0.3%	7.3%	0.7%	0.1%	0.8%	0.4%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

County of Riverside
 Redlands Boulevard
 1200' S/ San Timoteo Canyon Road
 24 Hour Directional Classification Count

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

R19064C
 Site Code: S1438

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/15/19	0	36	23	0	8	0	0	0	0	0	0	0	0	67
01:00	0	21	8	0	1	0	0	0	0	0	0	0	0	30
02:00	0	18	2	1	2	0	0	1	0	0	0	0	0	24
03:00	0	31	14	0	4	0	0	0	0	0	0	0	0	49
04:00	0	62	21	0	17	0	0	0	0	0	0	0	0	100
05:00	0	166	65	3	44	1	0	2	0	0	0	0	0	281
06:00	6	424	155	2	71	3	2	2	0	0	0	0	0	665
07:00	6	260	78	2	35	3	0	1	0	0	0	0	0	385
08:00	1	342	113	1	31	6	0	3	5	0	0	0	0	502
09:00	3	302	97	4	35	3	0	11	3	0	0	0	0	458
10:00	3	289	90	4	30	3	0	2	5	0	0	0	0	426
11:00	3	272	76	4	31	3	0	2	3	0	0	0	0	394
12 PM	4	302	96	2	38	5	0	3	0	0	0	0	0	450
13:00	1	377	130	5	45	1	0	8	5	0	0	0	0	572
14:00	0	370	130	1	46	4	0	5	3	0	0	0	0	559
15:00	6	512	135	2	45	4	4	11	2	0	0	0	0	721
16:00	2	503	132	2	71	1	0	4	3	0	0	0	0	718
17:00	6	486	130	1	40	3	8	6	1	0	0	0	0	681
18:00	5	476	134	1	57	3	0	3	0	0	0	0	0	679
19:00	0	259	70	1	29	0	0	2	0	0	0	0	0	361
20:00	0	176	47	0	18	0	0	1	0	0	0	0	0	242
21:00	0	160	50	0	15	0	0	0	0	0	0	0	0	225
22:00	0	134	38	0	20	0	0	1	0	0	0	0	0	193
23:00	0	78	25	0	6	0	0	0	0	0	0	0	0	109
Total	46	6056	1859	36	739	43	14	68	30	0	0	0	0	8891
Percent	0.5%	68.1%	20.9%	0.4%	8.3%	0.5%	0.2%	0.8%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	06:00	06:00	09:00	06:00	08:00	06:00	09:00	08:00					06:00
Vol.	6	424	155	4	71	6	2	11	5					665
PM Peak	15:00	15:00	15:00	13:00	16:00	12:00	17:00	15:00	13:00					15:00
Vol.	6	512	135	5	71	5	8	11	5					721

Counts Unlimited, Inc.

County of Riverside
 Redlands Boulevard
 1200' S/ San Timoteo Canyon Road
 24 Hour Directional Classification Count

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

R19064C
 Site Code: S1438

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/16/19	0	54	14	0	6	1	0	0	0	0	0	0	0	75
01:00	0	40	8	0	5	0	0	0	0	0	0	0	0	53
02:00	0	20	7	0	2	0	0	0	0	0	0	0	0	29
03:00	0	19	9	0	4	0	0	0	0	0	0	0	0	32
04:00	0	38	14	0	9	0	0	0	0	0	0	0	0	61
05:00	0	62	25	0	19	0	0	3	0	0	0	0	0	109
06:00	0	108	64	0	37	1	0	4	1	0	0	0	0	215
07:00	0	162	85	3	39	1	0	3	1	0	0	0	0	294
08:00	1	184	81	0	25	1	0	4	3	0	0	0	0	299
09:00	2	258	72	1	33	3	0	4	2	0	0	0	0	375
10:00	3	268	89	0	35	5	1	4	2	0	0	0	0	407
11:00	2	304	80	1	44	5	0	2	2	0	0	0	0	440
12 PM	5	370	101	3	43	1	0	5	1	0	1	0	0	530
13:00	2	354	122	1	47	1	0	3	5	0	0	0	0	535
14:00	9	361	105	1	42	1	0	4	2	0	0	0	0	525
15:00	14	300	83	1	41	2	0	1	3	0	0	0	0	445
16:00	2	330	97	1	46	1	0	1	3	0	0	0	0	481
17:00	4	335	107	0	49	1	0	3	1	0	0	0	0	500
18:00	1	288	89	1	36	1	0	0	1	0	0	0	0	417
19:00	4	216	81	1	27	0	0	1	0	0	0	0	0	330
20:00	2	178	51	0	21	0	0	0	0	0	0	0	0	252
21:00	0	142	49	1	17	0	0	1	0	0	0	0	0	210
22:00	0	143	31	0	13	0	0	0	0	0	0	0	0	187
23:00	0	110	26	0	9	0	0	0	0	0	0	0	0	145
Total	51	4644	1490	15	649	25	1	43	27	0	1	0	0	6946
Percent	0.7%	66.9%	21.5%	0.2%	9.3%	0.4%	0.0%	0.6%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	07:00	11:00	10:00	10:00	06:00	08:00					11:00
Vol.	3	304	89	3	44	5	1	4	3					440
PM Peak	15:00	12:00	13:00	12:00	17:00	15:00		12:00	13:00		12:00			13:00
Vol.	14	370	122	3	49	2		5	5		1			535

Counts Unlimited, Inc.

County of Riverside
 Redlands Boulevard
 1200' S/ San Timoteo Canyon Road
 24 Hour Directional Classification Count

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

R19064C
 Site Code: S1438

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/17/19	0	60	24	0	8	0	0	0	0	0	0	0	0	92
01:00	0	29	7	0	4	0	0	0	1	0	0	0	0	41
02:00	0	22	9	0	2	0	0	0	0	0	0	0	0	33
03:00	0	24	13	0	0	0	0	0	0	0	0	0	0	37
04:00	0	27	8	0	1	0	0	0	0	0	0	0	0	36
05:00	0	45	13	0	6	0	0	0	0	0	0	0	0	64
06:00	0	77	25	0	11	0	0	0	0	0	0	0	0	113
07:00	0	79	40	0	21	0	0	1	1	0	0	0	0	142
08:00	0	123	60	0	24	0	0	0	0	0	0	0	0	207
09:00	0	155	64	0	19	0	0	1	0	0	0	0	0	239
10:00	2	190	47	0	15	1	0	2	1	0	0	0	0	258
11:00	11	249	73	1	29	0	0	1	0	0	0	0	0	364
12 PM	4	293	85	0	36	1	0	4	0	0	0	0	0	423
13:00	5	321	74	2	29	1	0	1	0	0	0	0	0	433
14:00	7	328	90	0	39	1	0	3	0	0	0	0	0	468
15:00	9	307	88	0	26	0	0	2	1	0	0	0	0	433
16:00	6	278	85	1	28	1	0	9	0	0	0	0	0	408
17:00	4	269	79	2	32	1	0	4	2	0	0	0	0	393
18:00	8	253	60	0	22	0	0	5	1	0	0	0	0	349
19:00	1	202	65	1	17	0	0	4	2	0	0	0	0	292
20:00	1	159	43	1	15	0	0	4	1	0	0	0	0	224
21:00	0	158	40	0	9	0	0	1	2	0	0	0	0	210
22:00	0	92	36	0	5	0	0	0	0	0	0	0	0	133
23:00	0	67	14	0	7	1	0	0	0	0	0	0	0	89
Total	58	3807	1142	8	405	7	0	42	12	0	0	0	0	5481
Percent	1.1%	69.5%	20.8%	0.1%	7.4%	0.1%	0.0%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	11:00	11:00	10:00		10:00	01:00					11:00
Vol.	11	249	73	1	29	1		2	1					364
PM Peak	15:00	14:00	14:00	13:00	14:00	12:00		16:00	17:00					14:00
Vol.	9	328	90	2	39	1		9	2					468

Counts Unlimited, Inc.

County of Riverside
 Redlands Boulevard
 1200' S/ San Timoteo Canyon Road
 24 Hour Directional Classification Count

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

R19064C
 Site Code: S1438

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/18/19	0	32	3	0	0	0	0	0	0	0	0	0	0	35
01:00	0	19	6	0	2	0	0	0	0	0	0	0	0	27
02:00	0	22	5	0	2	1	0	0	0	0	0	0	0	30
03:00	0	31	15	0	7	0	0	0	0	0	1	0	0	54
04:00	0	69	26	2	17	0	0	1	0	0	0	0	0	115
05:00	2	157	82	0	36	1	0	0	0	0	0	0	0	278
06:00	8	334	120	0	60	4	1	2	1	0	0	0	0	530
07:00	2	234	65	1	40	2	0	4	1	0	0	0	0	349
08:00	1	366	139	1	40	2	0	7	7	0	0	0	0	563
09:00	0	238	81	2	37	1	0	4	3	0	0	0	0	366
10:00	1	231	81	2	33	1	0	1	0	0	0	0	0	350
11:00	5	240	51	0	35	3	0	5	2	0	0	0	0	341
12 PM	5	273	83	1	40	0	0	6	4	0	0	0	0	412
13:00	2	294	93	1	42	0	0	5	3	0	0	0	0	440
14:00	2	342	106	2	37	0	0	6	2	0	0	0	0	497
15:00	1	464	116	0	61	1	0	7	3	0	0	0	0	653
16:00	2	483	123	0	75	2	0	4	1	0	0	0	0	690
17:00	8	508	126	4	65	4	0	4	2	0	1	0	0	722
18:00	4	308	74	0	38	0	0	3	2	0	0	0	0	429
19:00	0	163	68	0	23	0	0	0	0	0	0	0	0	254
20:00	0	143	37	0	19	0	0	0	0	0	0	0	0	199
21:00	0	112	38	0	6	0	0	0	1	0	0	0	0	157
22:00	0	92	28	1	8	0	0	0	0	0	0	0	0	129
23:00	0	60	14	0	4	0	0	0	0	0	0	0	0	78
Total	43	5215	1580	17	727	22	1	59	32	0	2	0	0	7698
Percent	0.6%	67.7%	20.5%	0.2%	9.4%	0.3%	0.0%	0.8%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	08:00	08:00	04:00	06:00	06:00	06:00	08:00	08:00		03:00			08:00
Vol.	8	366	139	2	60	4	1	7	7		1			563
PM Peak	17:00	17:00	17:00	17:00	16:00	17:00		15:00	12:00		17:00			17:00
Vol.	8	508	126	4	75	4		7	4		1			722

Counts Unlimited, Inc.

County of Riverside
 Redlands Boulevard
 1200' S/ San Timoteo Canyon Road
 24 Hour Directional Classification Count

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

R19064C
 Site Code: S1438

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/19/19	0	32	17	0	7	0	0	0	0	0	0	0	0	56
01:00	0	15	9	0	2	0	0	0	0	0	0	0	0	26
02:00	0	17	4	0	2	0	0	0	0	0	0	0	0	23
03:00	0	29	17	0	8	0	0	0	0	0	1	0	0	55
04:00	0	66	29	0	20	1	0	0	0	0	0	0	0	116
05:00	1	176	88	2	51	0	0	3	1	0	0	0	0	322
06:00	2	389	144	1	65	3	2	1	2	0	0	0	0	609
07:00	1	226	71	0	26	1	1	0	0	0	0	0	0	326
08:00	2	371	132	1	42	2	1	4	5	0	0	0	0	560
09:00	0	295	108	1	55	2	0	3	6	0	0	0	0	470
10:00	4	251	70	0	42	0	0	3	5	0	0	0	0	375
11:00	4	223	77	2	38	1	0	7	3	0	0	0	0	355
12 PM	1	255	96	0	27	3	0	4	4	0	0	0	0	390
13:00	0	295	83	0	44	0	0	11	4	0	0	0	0	437
14:00	5	366	130	3	68	2	0	3	4	0	0	0	0	581
15:00	1	403	130	1	72	1	0	6	3	0	0	0	0	617
16:00	4	442	163	3	71	2	0	4	1	0	1	0	0	691
17:00	6	507	144	2	52	6	1	5	2	0	0	0	0	725
18:00	2	309	89	1	36	2	0	0	1	0	1	0	0	441
19:00	2	171	66	0	28	0	0	3	0	0	0	0	0	270
20:00	1	142	45	1	16	0	0	0	0	0	0	0	0	205
21:00	0	122	32	0	9	0	0	0	1	0	0	0	0	164
22:00	0	113	18	0	11	0	0	1	0	0	0	0	0	143
23:00	0	43	24	0	8	0	0	1	0	0	0	0	0	76
Total	36	5258	1786	18	800	26	5	59	42	0	3	0	0	8033
Percent	0.4%	65.5%	22.2%	0.2%	10.0%	0.3%	0.1%	0.7%	0.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	06:00	06:00	05:00	06:00	06:00	06:00	11:00	09:00		03:00			06:00
Vol.	4	389	144	2	65	3	2	7	6		1			609
PM Peak	17:00	17:00	16:00	14:00	15:00	17:00	17:00	13:00	12:00		16:00			17:00
Vol.	6	507	163	3	72	6	1	11	4		1			725

Counts Unlimited, Inc.

County of Riverside
 Redlands Boulevard
 1200' S/ San Timoteo Canyon Road
 24 Hour Directional Classification Count

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

R19064C
 Site Code: S1438

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/20/19	0	27	12	0	4	0	0	1	0	0	0	0	0	44
01:00	0	20	6	0	1	0	0	0	0	0	0	0	0	27
02:00	0	18	6	0	0	0	0	0	1	0	0	0	0	25
03:00	0	31	14	0	6	0	0	0	0	0	0	0	0	51
04:00	0	60	28	0	11	0	0	0	0	0	0	0	0	99
05:00	1	176	86	2	59	0	0	1	2	0	0	0	0	327
06:00	8	396	141	1	65	4	1	5	0	0	0	0	0	621
07:00	2	288	121	2	40	2	0	4	1	0	0	0	0	460
08:00	1	327	124	3	43	0	0	7	4	0	0	0	0	509
09:00	3	219	88	1	21	1	3	3	5	0	0	0	0	344
10:00	0	202	85	0	33	0	0	5	4	0	0	0	0	329
11:00	0	221	98	1	40	2	0	3	2	0	0	0	0	367
12 PM	1	244	87	3	41	0	0	3	2	0	0	0	0	381
13:00	0	274	102	3	55	0	0	3	4	1	0	0	0	442
14:00	2	338	128	1	67	1	0	2	3	0	0	0	0	542
15:00	1	410	143	2	88	1	0	7	2	0	0	0	0	654
16:00	0	461	154	4	76	1	0	5	0	0	0	0	0	701
17:00	1	492	149	0	64	1	0	0	2	0	1	0	0	710
18:00	1	328	93	0	38	0	0	2	1	0	0	0	0	463
19:00	0	182	51	0	17	0	0	0	2	0	0	0	0	252
20:00	0	134	27	0	10	0	0	1	0	0	0	0	0	172
21:00	0	125	37	0	12	0	0	0	0	0	0	0	0	174
22:00	0	87	18	0	16	0	0	0	0	0	0	0	0	121
23:00	0	62	12	0	6	0	0	0	0	0	1	0	0	81
Total	21	5122	1810	23	813	13	4	52	35	1	2	0	0	7896
Percent	0.3%	64.9%	22.9%	0.3%	10.3%	0.2%	0.1%	0.7%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	06:00	06:00	08:00	06:00	06:00	09:00	08:00	09:00					06:00
Vol.	8	396	141	3	65	4	3	7	5					621
PM Peak	14:00	17:00	16:00	16:00	15:00	14:00		15:00	13:00	13:00	17:00			17:00
Vol.	2	492	154	4	88	1		7	4	1	1			710

Counts Unlimited, Inc.

County of Riverside
 Redlands Boulevard
 1200' S/ San Timoteo Canyon Road
 24 Hour Directional Classification Count

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

R19064C
 Site Code: S1438

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/21/19	0	33	9	0	3	0	0	0	0	0	0	0	0	45
01:00	0	20	5	0	3	0	0	0	0	0	0	0	0	28
02:00	0	13	3	0	3	0	0	0	0	0	0	0	0	19
03:00	0	31	9	0	7	0	0	0	0	0	1	0	0	48
04:00	0	71	26	0	14	1	0	0	0	0	0	0	0	112
05:00	2	158	71	2	46	1	0	2	0	0	0	0	0	282
06:00	1	441	156	2	78	0	0	2	1	0	0	0	0	681
07:00	2	326	102	2	40	2	0	3	1	0	0	0	0	478
08:00	1	346	108	3	44	1	0	2	3	0	0	0	0	508
09:00	0	286	81	3	36	3	0	4	2	0	0	0	0	415
10:00	1	241	85	0	27	2	0	3	0	0	0	0	0	359
11:00	0	227	71	0	22	1	0	5	3	0	0	0	0	329
12 PM	0	253	79	2	41	2	0	2	1	0	0	0	0	380
13:00	1	286	84	0	41	0	0	3	2	0	0	0	0	417
14:00	1	354	111	4	49	2	0	2	3	0	0	0	0	526
15:00	2	438	115	4	57	4	0	11	3	0	0	0	0	634
16:00	1	501	112	2	57	1	0	3	2	0	0	0	0	679
17:00	0	501	115	1	34	2	0	1	1	0	0	0	0	655
18:00	0	352	83	1	27	1	0	1	0	0	0	0	0	465
19:00	0	193	46	1	21	0	0	5	1	0	0	0	0	267
20:00	0	133	28	0	20	1	0	1	0	0	0	0	0	183
21:00	0	123	27	0	4	1	0	1	0	0	0	0	0	156
22:00	0	93	20	0	4	0	0	0	0	0	0	0	0	117
23:00	1	57	14	0	10	0	0	0	0	0	0	0	0	82
Total	13	5477	1560	27	688	25	0	51	23	0	1	0	0	7865
Percent	0.2%	69.6%	19.8%	0.3%	8.7%	0.3%	0.0%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	06:00	06:00	08:00	06:00	09:00		11:00	08:00		03:00			06:00
Vol.	2	441	156	3	78	3		5	3		1			681
PM Peak	15:00	16:00	15:00	14:00	15:00	15:00		15:00	14:00					16:00
Vol.	2	501	115	4	57	4		11	3					679
Grand Total	268	35579	11227	144	4821	161	25	374	201	1	9	0	0	52810
Percent	0.5%	67.4%	21.3%	0.3%	9.1%	0.3%	0.0%	0.7%	0.4%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

County of Riverside
 Redlands Boulevard
 1200' S/ San Timoteo Canyon Road
 24 Hour Directional Classification Count

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

R19064C
 Site Code: S1438

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/15/19	1	43	1	0	1	1	0	0	1	0	0	0	0	48
01:00	1	38	3	0	0	1	0	0	1	0	0	0	0	44
02:00	0	27	4	0	1	0	0	0	0	0	0	0	0	32
03:00	1	54	16	0	2	1	0	0	0	0	0	0	0	74
04:00	1	71	26	1	13	1	0	1	0	0	0	0	0	114
05:00	3	131	44	1	9	4	0	1	0	0	0	0	0	193
06:00	1	281	60	1	19	3	0	6	4	0	0	0	0	375
07:00	0	462	67	1	20	1	0	2	1	0	0	0	0	554
08:00	3	336	71	0	17	3	0	4	0	0	0	0	0	434
09:00	2	237	58	1	8	2	0	3	1	0	0	0	0	312
10:00	2	240	60	2	15	2	0	1	1	0	0	0	0	323
11:00	6	244	50	2	23	3	0	2	0	0	0	0	0	330
12 PM	3	308	78	1	11	6	0	5	1	0	0	0	0	413
13:00	5	368	77	6	31	3	0	3	0	0	0	0	0	493
14:00	13	473	109	1	23	4	0	6	2	0	0	0	0	631
15:00	10	561	139	1	35	1	0	6	3	0	0	0	0	756
16:00	5	641	134	3	26	1	0	4	3	0	0	0	0	817
17:00	8	576	120	0	22	1	0	2	1	0	0	0	0	730
18:00	2	556	101	0	14	1	0	2	3	0	0	0	0	679
19:00	4	330	56	0	13	0	0	0	2	0	0	0	0	405
20:00	0	230	42	0	0	0	0	0	1	0	0	0	0	273
21:00	0	204	31	0	6	0	0	1	1	0	0	0	0	243
22:00	0	157	18	2	3	1	0	0	0	0	0	0	0	181
23:00	0	98	14	0	1	0	0	0	0	0	0	0	0	113
Total	71	6666	1379	23	313	40	0	49	26	0	0	0	0	8567
Percent	0.8%	77.8%	16.1%	0.3%	3.7%	0.5%	0.0%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	08:00	10:00	11:00	05:00		06:00	06:00					07:00
Vol.	6	462	71	2	23	4		6	4					554
PM Peak	14:00	16:00	15:00	13:00	15:00	12:00		14:00	15:00					16:00
Vol.	13	641	139	6	35	6		6	3					817

Counts Unlimited, Inc.

County of Riverside
 Redlands Boulevard
 1200' S/ San Timoteo Canyon Road
 24 Hour Directional Classification Count

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

R19064C
 Site Code: S1438

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/16/19	0	80	6	0	0	0	0	0	0	0	0	0	0	86
01:00	0	38	8	0	0	0	0	0	1	0	0	0	0	47
02:00	0	34	6	0	2	1	0	1	0	0	0	0	0	44
03:00	0	29	5	0	0	0	0	0	0	0	0	0	0	34
04:00	0	40	4	0	1	0	0	0	0	0	0	0	0	45
05:00	0	76	23	0	5	1	0	0	0	0	0	0	0	105
06:00	0	121	28	0	8	2	0	4	0	0	0	0	0	163
07:00	2	204	45	0	11	1	0	0	1	0	0	0	0	264
08:00	2	232	50	1	18	0	0	3	0	0	0	0	0	306
09:00	2	229	67	0	11	0	0	4	0	0	0	0	0	313
10:00	8	280	62	0	19	2	1	3	2	0	0	0	0	377
11:00	6	278	52	0	23	2	0	1	0	0	0	0	0	362
12 PM	8	338	79	2	13	2	0	4	1	0	0	0	0	447
13:00	8	376	78	0	12	0	0	3	0	0	0	0	0	477
14:00	14	428	97	1	18	2	0	6	2	0	0	0	0	568
15:00	6	440	99	0	17	2	0	2	0	0	0	0	0	566
16:00	3	466	88	2	15	2	0	1	0	0	0	0	0	577
17:00	9	331	61	2	9	2	0	3	0	0	0	0	0	417
18:00	6	353	57	0	13	1	0	2	0	0	0	0	0	432
19:00	4	232	49	0	5	0	0	1	0	0	0	0	0	291
20:00	1	234	26	0	5	0	0	0	0	0	0	0	0	266
21:00	2	178	26	1	4	0	0	0	1	0	0	0	0	212
22:00	0	142	25	0	1	0	0	0	0	0	0	0	0	168
23:00	0	94	16	0	2	0	0	0	0	0	0	0	0	112
Total	81	5253	1057	9	212	20	1	38	8	0	0	0	0	6679
Percent	1.2%	78.6%	15.8%	0.1%	3.2%	0.3%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	10:00	09:00	08:00	11:00	06:00	10:00	06:00	10:00					10:00
Vol.	8	280	67	1	23	2	1	4	2					377
PM Peak	14:00	16:00	15:00	12:00	14:00	12:00		14:00	14:00					16:00
Vol.	14	466	99	2	18	2		6	2					577

Counts Unlimited, Inc.

County of Riverside
 Redlands Boulevard
 1200' S/ San Timoteo Canyon Road
 24 Hour Directional Classification Count

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

R19064C
 Site Code: S1438

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/17/19	0	69	6	0	1	0	0	0	0	0	0	0	0	76
01:00	0	48	7	0	0	0	0	0	0	0	0	0	0	55
02:00	0	33	5	0	0	0	0	0	0	0	0	0	0	38
03:00	0	31	3	0	1	0	0	0	0	0	0	0	0	35
04:00	0	31	7	0	2	0	0	0	0	0	0	0	0	40
05:00	0	53	8	0	0	0	0	0	0	0	0	0	0	61
06:00	0	79	19	0	2	0	0	1	0	0	0	0	0	101
07:00	0	145	41	0	9	0	0	0	0	0	0	0	0	195
08:00	3	151	39	1	6	0	0	1	0	0	0	0	0	201
09:00	4	161	31	1	12	0	0	4	0	0	0	0	0	213
10:00	15	212	40	0	8	0	1	3	0	0	0	0	0	279
11:00	3	223	54	0	12	1	0	2	0	0	0	0	0	295
12 PM	5	274	53	0	14	0	0	3	0	0	0	0	0	349
13:00	6	319	66	0	10	2	0	2	0	0	0	0	0	405
14:00	8	326	58	0	14	1	0	1	1	0	0	0	0	409
15:00	11	310	66	0	10	0	0	3	0	0	0	0	0	400
16:00	6	320	48	0	12	0	0	3	1	0	0	0	0	390
17:00	3	282	37	0	12	0	0	0	0	0	0	0	0	334
18:00	5	249	45	1	6	1	0	0	1	0	0	0	0	308
19:00	1	253	39	1	12	0	0	0	0	0	0	0	0	306
20:00	3	227	27	0	4	0	0	1	0	0	0	0	0	262
21:00	2	135	15	0	5	1	0	1	1	0	0	0	0	160
22:00	3	108	8	0	2	1	0	1	2	0	0	0	0	125
23:00	1	130	24	0	4	1	0	0	1	0	0	0	0	161
Total	79	4169	746	4	158	8	1	26	7	0	0	0	0	5198
Percent	1.5%	80.2%	14.4%	0.1%	3.0%	0.2%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	08:00	09:00	11:00	10:00	09:00						11:00
Vol.	15	223	54	1	12	1	1	4						295
PM Peak	15:00	14:00	13:00	18:00	12:00	13:00		12:00	22:00					14:00
Vol.	11	326	66	1	14	2		3	2					409

Counts Unlimited, Inc.

County of Riverside
 Redlands Boulevard
 1200' S/ San Timoteo Canyon Road
 24 Hour Directional Classification Count

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

R19064C
 Site Code: S1438

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/18/19	0	38	6	0	0	1	0	0	0	0	0	0	0	45
01:00	0	25	5	0	1	0	0	0	1	0	0	0	0	32
02:00	0	17	3	0	1	1	0	0	0	0	0	0	0	22
03:00	1	49	11	0	5	0	0	0	0	0	0	0	0	66
04:00	1	73	30	0	9	0	0	0	0	0	0	0	0	113
05:00	0	136	51	0	14	1	0	1	0	0	0	0	0	203
06:00	3	299	59	0	19	1	0	0	0	0	0	0	0	381
07:00	5	485	66	2	13	1	0	0	3	0	0	0	0	575
08:00	0	297	54	0	13	3	0	4	2	0	0	0	0	373
09:00	4	260	42	1	15	1	0	3	1	0	0	0	0	327
10:00	3	240	70	0	21	4	0	8	2	0	0	0	0	348
11:00	5	379	83	3	20	1	0	4	3	0	2	0	0	500
12 PM	5	412	80	4	23	5	0	6	6	0	0	0	0	541
13:00	4	407	106	3	22	1	0	3	3	0	4	0	0	553
14:00	8	477	114	6	27	1	0	4	2	0	0	0	0	639
15:00	7	561	126	1	31	2	0	4	0	0	0	0	0	732
16:00	9	628	131	1	33	5	0	2	3	0	0	0	0	812
17:00	6	651	95	0	26	3	0	2	2	0	0	0	0	785
18:00	2	510	84	0	22	2	0	1	4	0	0	0	0	625
19:00	2	286	42	0	10	1	0	1	0	0	0	0	0	342
20:00	1	170	28	0	4	1	0	0	1	0	0	0	0	205
21:00	1	139	16	0	5	1	0	0	2	0	0	0	0	164
22:00	0	89	17	0	3	0	0	0	0	0	0	0	0	109
23:00	0	76	14	0	1	1	0	0	0	0	0	0	0	92
Total	67	6704	1333	21	338	37	0	43	35	0	6	0	0	8584
Percent	0.8%	78.1%	15.5%	0.2%	3.9%	0.4%	0.0%	0.5%	0.4%	0.0%	0.1%	0.0%	0.0%	
AM Peak	07:00	07:00	11:00	11:00	10:00	10:00		10:00	07:00		11:00			07:00
Vol.	5	485	83	3	21	4		8	3		2			575
PM Peak	16:00	17:00	16:00	14:00	16:00	12:00		12:00	12:00		13:00			16:00
Vol.	9	651	131	6	33	5		6	6		4			812

Counts Unlimited, Inc.

County of Riverside
 Redlands Boulevard
 1200' S/ San Timoteo Canyon Road
 24 Hour Directional Classification Count

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

R19064C
 Site Code: S1438

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/19/19	1	53	3	0	0	1	0	0	0	0	0	0	0	58
01:00	0	22	2	0	1	0	0	0	1	0	0	0	0	26
02:00	0	28	5	0	0	0	0	0	0	0	0	0	0	33
03:00	0	52	12	0	4	0	0	0	0	0	0	0	0	68
04:00	0	48	14	1	3	0	0	0	0	0	0	0	0	66
05:00	1	136	52	1	18	0	0	0	0	0	0	0	0	208
06:00	0	309	57	1	19	0	0	0	1	1	0	0	0	388
07:00	3	517	61	1	16	1	0	2	2	0	0	0	0	603
08:00	4	342	56	1	19	1	0	6	0	0	0	0	0	429
09:00	0	222	55	1	14	1	0	3	4	0	0	0	0	300
10:00	0	230	71	0	11	2	0	4	2	0	0	0	0	320
11:00	6	291	51	0	19	2	0	2	2	0	0	0	0	373
12 PM	5	332	76	3	20	2	0	5	0	0	2	0	0	445
13:00	10	366	77	0	26	1	0	5	2	0	0	0	0	487
14:00	6	413	114	1	27	3	0	3	3	0	0	0	0	570
15:00	9	568	156	2	28	1	0	2	3	0	0	0	0	769
16:00	10	663	143	1	38	3	0	2	2	0	0	0	0	862
17:00	4	700	118	1	19	2	0	0	2	0	0	0	0	846
18:00	3	538	88	0	22	1	0	3	3	0	0	0	0	658
19:00	3	293	41	0	5	1	0	1	1	0	0	0	0	345
20:00	1	160	33	0	2	1	0	1	0	0	0	0	0	198
21:00	0	164	20	0	2	0	0	0	1	0	0	0	0	187
22:00	0	96	10	0	3	0	0	0	0	0	0	0	0	109
23:00	2	71	11	0	1	1	0	0	0	0	0	0	0	86
Total	68	6614	1326	14	317	24	0	39	29	1	2	0	0	8434
Percent	0.8%	78.4%	15.7%	0.2%	3.8%	0.3%	0.0%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	10:00	04:00	06:00	10:00		08:00	09:00	06:00				07:00
Vol.	6	517	71	1	19	2		6	4	1				603
PM Peak	13:00	17:00	15:00	12:00	16:00	14:00		12:00	14:00		12:00			16:00
Vol.	10	700	156	3	38	3		5	3		2			862

Counts Unlimited, Inc.

County of Riverside
 Redlands Boulevard
 1200' S/ San Timoteo Canyon Road
 24 Hour Directional Classification Count

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

R19064C
 Site Code: S1438

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/20/19	0	53	3	0	0	0	0	0	1	0	0	0	0	57
01:00	0	38	7	0	0	0	0	0	1	0	0	0	0	46
02:00	1	34	3	0	1	1	0	1	0	0	0	0	0	41
03:00	0	46	17	0	1	0	0	0	0	0	0	0	0	64
04:00	0	69	24	0	9	0	0	0	0	0	0	0	0	102
05:00	1	148	42	0	17	1	0	1	0	0	0	0	0	210
06:00	3	277	61	2	16	0	0	1	0	0	0	0	0	360
07:00	2	502	65	0	14	1	0	2	1	0	0	0	0	587
08:00	0	264	45	1	10	0	0	2	2	0	0	0	0	324
09:00	0	254	74	2	16	1	0	4	2	0	0	0	0	353
10:00	0	230	47	1	13	1	0	3	4	0	0	0	0	299
11:00	3	214	63	2	19	2	0	1	2	0	0	0	0	306
12 PM	0	285	64	0	12	1	0	3	1	0	0	0	0	366
13:00	1	308	71	1	18	1	0	5	1	0	0	0	0	406
14:00	3	399	120	1	16	3	0	1	4	0	0	0	0	547
15:00	3	550	159	3	26	7	0	2	4	0	0	0	0	754
16:00	3	634	134	0	22	6	0	5	2	0	0	0	0	806
17:00	6	648	100	1	22	0	0	3	3	0	0	0	0	783
18:00	4	575	83	0	14	4	0	1	1	0	0	0	0	682
19:00	0	191	38	0	5	0	0	0	2	0	0	0	0	236
20:00	1	187	20	0	2	0	0	0	0	0	0	0	0	210
21:00	0	121	23	0	4	1	0	0	1	0	0	0	0	150
22:00	0	79	16	0	2	0	0	0	0	0	0	0	0	97
23:00	0	60	11	0	1	0	0	0	0	0	0	0	0	72
Total	31	6166	1290	14	260	30	0	35	32	0	0	0	0	7858
Percent	0.4%	78.5%	16.4%	0.2%	3.3%	0.4%	0.0%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	09:00	06:00	11:00	11:00		09:00	10:00					07:00
Vol.	3	502	74	2	19	2		4	4					587
PM Peak	17:00	17:00	15:00	15:00	15:00	15:00		13:00	14:00					16:00
Vol.	6	648	159	3	26	7		5	4					806

Counts Unlimited, Inc.

County of Riverside
 Redlands Boulevard
 1200' S/ San Timoteo Canyon Road
 24 Hour Directional Classification Count

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

R19064C
 Site Code: S1438

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/21/19	0	42	6	0	0	1	0	0	0	0	0	0	0	49
01:00	0	26	7	0	0	0	0	1	1	0	0	0	0	35
02:00	0	19	7	0	0	0	0	0	0	0	0	0	0	26
03:00	1	53	9	0	6	1	0	0	0	0	0	0	0	70
04:00	0	59	22	0	7	0	0	0	0	0	0	0	0	88
05:00	0	122	39	0	9	0	0	0	0	0	0	0	0	170
06:00	2	305	72	0	12	2	0	2	0	0	0	0	0	395
07:00	1	398	60	0	19	1	0	0	1	0	0	0	0	480
08:00	0	339	74	2	25	0	0	2	0	0	0	0	0	442
09:00	1	226	53	0	13	0	0	3	1	1	0	0	0	298
10:00	5	208	60	1	14	3	0	5	1	0	0	0	0	297
11:00	2	262	63	3	14	1	0	3	1	0	0	0	0	349
12 PM	0	271	55	0	16	0	1	3	0	0	0	0	0	346
13:00	0	306	85	1	20	1	0	3	0	0	0	0	0	416
14:00	5	367	84	2	22	2	0	5	2	0	0	0	0	489
15:00	2	622	135	4	41	1	0	2	3	0	0	0	0	810
16:00	3	595	111	2	18	5	0	3	0	0	0	0	0	737
17:00	3	682	94	1	15	1	0	3	3	0	0	0	0	802
18:00	3	491	79	1	12	2	0	1	2	0	0	0	0	591
19:00	0	258	46	0	8	0	0	2	1	0	0	0	0	315
20:00	0	199	33	0	6	0	0	2	1	0	0	0	0	241
21:00	1	198	27	0	4	0	0	0	1	0	0	0	0	231
22:00	0	129	16	0	3	0	0	0	0	0	0	0	0	148
23:00	0	79	7	0	1	0	0	0	0	0	0	0	0	87
Total	29	6256	1244	17	285	21	1	40	18	1	0	0	0	7912
Percent	0.4%	79.1%	15.7%	0.2%	3.6%	0.3%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	08:00	11:00	08:00	10:00		10:00	01:00	09:00				07:00
Vol.	5	398	74	3	25	3		5	1	1				480
PM Peak	14:00	17:00	15:00	15:00	15:00	16:00	12:00	14:00	15:00					15:00
Vol.	5	682	135	4	41	5	1	5	3					810
Grand Total	426	41828	8375	102	1883	180	3	270	155	2	8	0	0	53232
Percent	0.8%	78.6%	15.7%	0.2%	3.5%	0.3%	0.0%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

County of Riverside
 Redlands Boulevard
 1200' S/ San Timoteo Canyon Road
 24 Hour Directional Classification Count

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

R19064C
 Site Code: S1438

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/15/19	1	79	24	0	9	1	0	0	1	0	0	0	0	115
01:00	1	59	11	0	1	1	0	0	1	0	0	0	0	74
02:00	0	45	6	1	3	0	0	1	0	0	0	0	0	56
03:00	1	85	30	0	6	1	0	0	0	0	0	0	0	123
04:00	1	133	47	1	30	1	0	1	0	0	0	0	0	214
05:00	3	297	109	4	53	5	0	3	0	0	0	0	0	474
06:00	7	705	215	3	90	6	2	8	4	0	0	0	0	1040
07:00	6	722	145	3	55	4	0	3	1	0	0	0	0	939
08:00	4	678	184	1	48	9	0	7	5	0	0	0	0	936
09:00	5	539	155	5	43	5	0	14	4	0	0	0	0	770
10:00	5	529	150	6	45	5	0	3	6	0	0	0	0	749
11:00	9	516	126	6	54	6	0	4	3	0	0	0	0	724
12 PM	7	610	174	3	49	11	0	8	1	0	0	0	0	863
13:00	6	745	207	11	76	4	0	11	5	0	0	0	0	1065
14:00	13	843	239	2	69	8	0	11	5	0	0	0	0	1190
15:00	16	1073	274	3	80	5	4	17	5	0	0	0	0	1477
16:00	7	1144	266	5	97	2	0	8	6	0	0	0	0	1535
17:00	14	1062	250	1	62	4	8	8	2	0	0	0	0	1411
18:00	7	1032	235	1	71	4	0	5	3	0	0	0	0	1358
19:00	4	589	126	1	42	0	0	2	2	0	0	0	0	766
20:00	0	406	89	0	18	0	0	1	1	0	0	0	0	515
21:00	0	364	81	0	21	0	0	1	1	0	0	0	0	468
22:00	0	291	56	2	23	1	0	1	0	0	0	0	0	374
23:00	0	176	39	0	7	0	0	0	0	0	0	0	0	222
Total	117	12722	3238	59	1052	83	14	117	56	0	0	0	0	17458
Percent	0.7%	72.9%	18.5%	0.3%	6.0%	0.5%	0.1%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	06:00	10:00	06:00	08:00	06:00	09:00	10:00					06:00
Vol.	9	722	215	6	90	9	2	14	6					1040
PM Peak	15:00	16:00	15:00	13:00	16:00	12:00	17:00	15:00	16:00					16:00
Vol.	16	1144	274	11	97	11	8	17	6					1535

Counts Unlimited, Inc.

County of Riverside
 Redlands Boulevard
 1200' S/ San Timoteo Canyon Road
 24 Hour Directional Classification Count

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

R19064C
 Site Code: S1438

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/16/19	0	134	20	0	6	1	0	0	0	0	0	0	0	161
01:00	0	78	16	0	5	0	0	0	1	0	0	0	0	100
02:00	0	54	13	0	4	1	0	1	0	0	0	0	0	73
03:00	0	48	14	0	4	0	0	0	0	0	0	0	0	66
04:00	0	78	18	0	10	0	0	0	0	0	0	0	0	106
05:00	0	138	48	0	24	1	0	3	0	0	0	0	0	214
06:00	0	229	92	0	45	3	0	8	1	0	0	0	0	378
07:00	2	366	130	3	50	2	0	3	2	0	0	0	0	558
08:00	3	416	131	1	43	1	0	7	3	0	0	0	0	605
09:00	4	487	139	1	44	3	0	8	2	0	0	0	0	688
10:00	11	548	151	0	54	7	2	7	4	0	0	0	0	784
11:00	8	582	132	1	67	7	0	3	2	0	0	0	0	802
12 PM	13	708	180	5	56	3	0	9	2	0	1	0	0	977
13:00	10	730	200	1	59	1	0	6	5	0	0	0	0	1012
14:00	23	789	202	2	60	3	0	10	4	0	0	0	0	1093
15:00	20	740	182	1	58	4	0	3	3	0	0	0	0	1011
16:00	5	796	185	3	61	3	0	2	3	0	0	0	0	1058
17:00	13	666	168	2	58	3	0	6	1	0	0	0	0	917
18:00	7	641	146	1	49	2	0	2	1	0	0	0	0	849
19:00	8	448	130	1	32	0	0	2	0	0	0	0	0	621
20:00	3	412	77	0	26	0	0	0	0	0	0	0	0	518
21:00	2	320	75	2	21	0	0	1	1	0	0	0	0	422
22:00	0	285	56	0	14	0	0	0	0	0	0	0	0	355
23:00	0	204	42	0	11	0	0	0	0	0	0	0	0	257
Total	132	9897	2547	24	861	45	2	81	35	0	1	0	0	13625
Percent	1.0%	72.6%	18.7%	0.2%	6.3%	0.3%	0.0%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	07:00	11:00	10:00	10:00	06:00	10:00					11:00
Vol.	11	582	151	3	67	7	2	8	4					802
PM Peak	14:00	16:00	14:00	12:00	16:00	15:00		14:00	13:00		12:00			14:00
Vol.	23	796	202	5	61	4		10	5		1			1093

Counts Unlimited, Inc.

County of Riverside
 Redlands Boulevard
 1200' S/ San Timoteo Canyon Road
 24 Hour Directional Classification Count

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

R19064C
 Site Code: S1438

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/17/19	0	129	30	0	9	0	0	0	0	0	0	0	0	168
01:00	0	77	14	0	4	0	0	0	1	0	0	0	0	96
02:00	0	55	14	0	2	0	0	0	0	0	0	0	0	71
03:00	0	55	16	0	1	0	0	0	0	0	0	0	0	72
04:00	0	58	15	0	3	0	0	0	0	0	0	0	0	76
05:00	0	98	21	0	6	0	0	0	0	0	0	0	0	125
06:00	0	156	44	0	13	0	0	1	0	0	0	0	0	214
07:00	0	224	81	0	30	0	0	1	1	0	0	0	0	337
08:00	3	274	99	1	30	0	0	1	0	0	0	0	0	408
09:00	4	316	95	1	31	0	0	5	0	0	0	0	0	452
10:00	17	402	87	0	23	1	1	5	1	0	0	0	0	537
11:00	14	472	127	1	41	1	0	3	0	0	0	0	0	659
12 PM	9	567	138	0	50	1	0	7	0	0	0	0	0	772
13:00	11	640	140	2	39	3	0	3	0	0	0	0	0	838
14:00	15	654	148	0	53	2	0	4	1	0	0	0	0	877
15:00	20	617	154	0	36	0	0	5	1	0	0	0	0	833
16:00	12	598	133	1	40	1	0	12	1	0	0	0	0	798
17:00	7	551	116	2	44	1	0	4	2	0	0	0	0	727
18:00	13	502	105	1	28	1	0	5	2	0	0	0	0	657
19:00	2	455	104	2	29	0	0	4	2	0	0	0	0	598
20:00	4	386	70	1	19	0	0	5	1	0	0	0	0	486
21:00	2	293	55	0	14	1	0	2	3	0	0	0	0	370
22:00	3	200	44	0	7	1	0	1	2	0	0	0	0	258
23:00	1	197	38	0	11	2	0	0	1	0	0	0	0	250
Total	137	7976	1888	12	563	15	1	68	19	0	0	0	0	10679
Percent	1.3%	74.7%	17.7%	0.1%	5.3%	0.1%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	08:00	11:00	10:00	10:00	09:00	01:00					11:00
Vol.	17	472	127	1	41	1	1	5	1					659
PM Peak	15:00	14:00	15:00	13:00	14:00	13:00		16:00	21:00					14:00
Vol.	20	654	154	2	53	3		12	3					877

Counts Unlimited, Inc.

County of Riverside
 Redlands Boulevard
 1200' S/ San Timoteo Canyon Road
 24 Hour Directional Classification Count

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

R19064C
 Site Code: S1438

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/18/19	0	70	9	0	0	1	0	0	0	0	0	0	0	80
01:00	0	44	11	0	3	0	0	0	1	0	0	0	0	59
02:00	0	39	8	0	3	2	0	0	0	0	0	0	0	52
03:00	1	80	26	0	12	0	0	0	0	0	1	0	0	120
04:00	1	142	56	2	26	0	0	1	0	0	0	0	0	228
05:00	2	293	133	0	50	2	0	1	0	0	0	0	0	481
06:00	11	633	179	0	79	5	1	2	1	0	0	0	0	911
07:00	7	719	131	3	53	3	0	4	4	0	0	0	0	924
08:00	1	663	193	1	53	5	0	11	9	0	0	0	0	936
09:00	4	498	123	3	52	2	0	7	4	0	0	0	0	693
10:00	4	471	151	2	54	5	0	9	2	0	0	0	0	698
11:00	10	619	134	3	55	4	0	9	5	0	2	0	0	841
12 PM	10	685	163	5	63	5	0	12	10	0	0	0	0	953
13:00	6	701	199	4	64	1	0	8	6	0	4	0	0	993
14:00	10	819	220	8	64	1	0	10	4	0	0	0	0	1136
15:00	8	1025	242	1	92	3	0	11	3	0	0	0	0	1385
16:00	11	1111	254	1	108	7	0	6	4	0	0	0	0	1502
17:00	14	1159	221	4	91	7	0	6	4	0	1	0	0	1507
18:00	6	818	158	0	60	2	0	4	6	0	0	0	0	1054
19:00	2	449	110	0	33	1	0	1	0	0	0	0	0	596
20:00	1	313	65	0	23	1	0	0	1	0	0	0	0	404
21:00	1	251	54	0	11	1	0	0	3	0	0	0	0	321
22:00	0	181	45	1	11	0	0	0	0	0	0	0	0	238
23:00	0	136	28	0	5	1	0	0	0	0	0	0	0	170
Total	110	11919	2913	38	1065	59	1	102	67	0	8	0	0	16282
Percent	0.7%	73.2%	17.9%	0.2%	6.5%	0.4%	0.0%	0.6%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	08:00	07:00	06:00	06:00	06:00	08:00	08:00		11:00			08:00
Vol.	11	719	193	3	79	5	1	11	9		2			936
PM Peak	17:00	17:00	16:00	14:00	16:00	16:00		12:00	12:00		13:00			17:00
Vol.	14	1159	254	8	108	7		12	10		4			1507

Counts Unlimited, Inc.

County of Riverside
 Redlands Boulevard
 1200' S/ San Timoteo Canyon Road
 24 Hour Directional Classification Count

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

R19064C
 Site Code: S1438

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/19/19	1	85	20	0	7	1	0	0	0	0	0	0	0	114
01:00	0	37	11	0	3	0	0	0	1	0	0	0	0	52
02:00	0	45	9	0	2	0	0	0	0	0	0	0	0	56
03:00	0	81	29	0	12	0	0	0	0	0	1	0	0	123
04:00	0	114	43	1	23	1	0	0	0	0	0	0	0	182
05:00	2	312	140	3	69	0	0	3	1	0	0	0	0	530
06:00	2	698	201	2	84	3	2	1	3	1	0	0	0	997
07:00	4	743	132	1	42	2	1	2	2	0	0	0	0	929
08:00	6	713	188	2	61	3	1	10	5	0	0	0	0	989
09:00	0	517	163	2	69	3	0	6	10	0	0	0	0	770
10:00	4	481	141	0	53	2	0	7	7	0	0	0	0	695
11:00	10	514	128	2	57	3	0	9	5	0	0	0	0	728
12 PM	6	587	172	3	47	5	0	9	4	0	2	0	0	835
13:00	10	661	160	0	70	1	0	16	6	0	0	0	0	924
14:00	11	779	244	4	95	5	0	6	7	0	0	0	0	1151
15:00	10	971	286	3	100	2	0	8	6	0	0	0	0	1386
16:00	14	1105	306	4	109	5	0	6	3	0	1	0	0	1553
17:00	10	1207	262	3	71	8	1	5	4	0	0	0	0	1571
18:00	5	847	177	1	58	3	0	3	4	0	1	0	0	1099
19:00	5	464	107	0	33	1	0	4	1	0	0	0	0	615
20:00	2	302	78	1	18	1	0	1	0	0	0	0	0	403
21:00	0	286	52	0	11	0	0	0	2	0	0	0	0	351
22:00	0	209	28	0	14	0	0	1	0	0	0	0	0	252
23:00	2	114	35	0	9	1	0	1	0	0	0	0	0	162
Total	104	11872	3112	32	1117	50	5	98	71	1	5	0	0	16467
Percent	0.6%	72.1%	18.9%	0.2%	6.8%	0.3%	0.0%	0.6%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	06:00	05:00	06:00	06:00	06:00	08:00	09:00	06:00	03:00			06:00
Vol.	10	743	201	3	84	3	2	10	10	1	1			997
PM Peak	16:00	17:00	16:00	14:00	16:00	17:00	17:00	13:00	14:00		12:00			17:00
Vol.	14	1207	306	4	109	8	1	16	7		2			1571

Counts Unlimited, Inc.

County of Riverside
 Redlands Boulevard
 1200' S/ San Timoteo Canyon Road
 24 Hour Directional Classification Count

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

R19064C
 Site Code: S1438

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/20/19	0	80	15	0	4	0	0	1	1	0	0	0	0	101
01:00	0	58	13	0	1	0	0	0	1	0	0	0	0	73
02:00	1	52	9	0	1	1	0	1	1	0	0	0	0	66
03:00	0	77	31	0	7	0	0	0	0	0	0	0	0	115
04:00	0	129	52	0	20	0	0	0	0	0	0	0	0	201
05:00	2	324	128	2	76	1	0	2	2	0	0	0	0	537
06:00	11	673	202	3	81	4	1	6	0	0	0	0	0	981
07:00	4	790	186	2	54	3	0	6	2	0	0	0	0	1047
08:00	1	591	169	4	53	0	0	9	6	0	0	0	0	833
09:00	3	473	162	3	37	2	3	7	7	0	0	0	0	697
10:00	0	432	132	1	46	1	0	8	8	0	0	0	0	628
11:00	3	435	161	3	59	4	0	4	4	0	0	0	0	673
12 PM	1	529	151	3	53	1	0	6	3	0	0	0	0	747
13:00	1	582	173	4	73	1	0	8	5	1	0	0	0	848
14:00	5	737	248	2	83	4	0	3	7	0	0	0	0	1089
15:00	4	960	302	5	114	8	0	9	6	0	0	0	0	1408
16:00	3	1095	288	4	98	7	0	10	2	0	0	0	0	1507
17:00	7	1140	249	1	86	1	0	3	5	0	1	0	0	1493
18:00	5	903	176	0	52	4	0	3	2	0	0	0	0	1145
19:00	0	373	89	0	22	0	0	0	4	0	0	0	0	488
20:00	1	321	47	0	12	0	0	1	0	0	0	0	0	382
21:00	0	246	60	0	16	1	0	0	1	0	0	0	0	324
22:00	0	166	34	0	18	0	0	0	0	0	0	0	0	218
23:00	0	122	23	0	7	0	0	0	0	0	1	0	0	153
Total	52	11288	3100	37	1073	43	4	87	67	1	2	0	0	15754
Percent	0.3%	71.7%	19.7%	0.2%	6.8%	0.3%	0.0%	0.6%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	06:00	08:00	06:00	06:00	09:00	08:00	10:00					07:00
Vol.	11	790	202	4	81	4	3	9	8					1047
PM Peak	17:00	17:00	15:00	15:00	15:00	15:00		16:00	14:00	13:00	17:00			16:00
Vol.	7	1140	302	5	114	8		10	7	1	1			1507

Counts Unlimited, Inc.

County of Riverside
 Redlands Boulevard
 1200' S/ San Timoteo Canyon Road
 24 Hour Directional Classification Count

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

R19064C
 Site Code: S1438

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/21/19	0	75	15	0	3	1	0	0	0	0	0	0	0	94
01:00	0	46	12	0	3	0	0	1	1	0	0	0	0	63
02:00	0	32	10	0	3	0	0	0	0	0	0	0	0	45
03:00	1	84	18	0	13	1	0	0	0	0	1	0	0	118
04:00	0	130	48	0	21	1	0	0	0	0	0	0	0	200
05:00	2	280	110	2	55	1	0	2	0	0	0	0	0	452
06:00	3	746	228	2	90	2	0	4	1	0	0	0	0	1076
07:00	3	724	162	2	59	3	0	3	2	0	0	0	0	958
08:00	1	685	182	5	69	1	0	4	3	0	0	0	0	950
09:00	1	512	134	3	49	3	0	7	3	1	0	0	0	713
10:00	6	449	145	1	41	5	0	8	1	0	0	0	0	656
11:00	2	489	134	3	36	2	0	8	4	0	0	0	0	678
12 PM	0	524	134	2	57	2	1	5	1	0	0	0	0	726
13:00	1	592	169	1	61	1	0	6	2	0	0	0	0	833
14:00	6	721	195	6	71	4	0	7	5	0	0	0	0	1015
15:00	4	1060	250	8	98	5	0	13	6	0	0	0	0	1444
16:00	4	1096	223	4	75	6	0	6	2	0	0	0	0	1416
17:00	3	1183	209	2	49	3	0	4	4	0	0	0	0	1457
18:00	3	843	162	2	39	3	0	2	2	0	0	0	0	1056
19:00	0	451	92	1	29	0	0	7	2	0	0	0	0	582
20:00	0	332	61	0	26	1	0	3	1	0	0	0	0	424
21:00	1	321	54	0	8	1	0	1	1	0	0	0	0	387
22:00	0	222	36	0	7	0	0	0	0	0	0	0	0	265
23:00	1	136	21	0	11	0	0	0	0	0	0	0	0	169
Total	42	11733	2804	44	973	46	1	91	41	1	1	0	0	15777
Percent	0.3%	74.4%	17.8%	0.3%	6.2%	0.3%	0.0%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	06:00	06:00	08:00	06:00	10:00		10:00	11:00	09:00	03:00			06:00
Vol.	6	746	228	5	90	5		8	4	1	1			1076
PM Peak	14:00	17:00	15:00	15:00	15:00	16:00	12:00	15:00	15:00					17:00
Vol.	6	1183	250	8	98	6	1	13	6					1457
Grand Total	694	77407	19602	246	6704	341	28	644	356	3	17	0	0	106042
Percent	0.7%	73.0%	18.5%	0.2%	6.3%	0.3%	0.0%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Redlands Boulevard
 N/ Ironwood Avenue
 24 Hour Directional Classification Count

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

MRV004
 Site Code: 999-19736

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	1	35	5	0	0	0	0	0	0	0	0	0	0	41
01:00	0	20	8	0	1	0	0	0	0	0	0	0	0	29
02:00	0	29	2	0	0	0	0	0	0	0	0	0	0	31
03:00	1	41	9	0	5	0	0	0	0	0	0	0	0	56
04:00	0	101	26	0	7	0	0	0	0	0	0	0	0	134
05:00	3	219	70	1	11	1	0	0	2	0	0	0	0	307
06:00	5	581	124	1	28	5	0	3	3	0	0	0	0	750
07:00	5	358	55	5	13	1	1	3	4	0	0	0	0	445
08:00	8	319	81	2	18	4	0	4	4	0	0	0	0	440
09:00	4	317	61	3	14	3	0	2	3	0	0	0	0	407
10:00	1	239	69	1	13	2	2	1	5	0	0	0	0	333
11:00	5	242	66	0	18	2	1	6	1	0	0	0	0	341
12 PM	4	278	92	4	26	1	1	1	5	0	0	0	0	412
13:00	6	367	89	0	28	1	0	1	5	0	3	0	0	500
14:00	6	424	74	3	32	4	0	4	2	0	0	0	0	549
15:00	8	467	111	1	36	3	0	1	3	0	0	0	0	630
16:00	10	491	101	2	30	5	0	6	0	0	0	0	0	645
17:00	10	520	83	0	34	2	0	0	0	0	0	0	0	649
18:00	3	355	60	1	14	3	0	2	0	0	0	0	0	438
19:00	2	245	40	0	4	0	0	0	0	1	0	0	0	292
20:00	1	202	26	0	4	1	0	1	0	0	0	0	0	235
21:00	2	149	24	0	2	0	0	0	0	0	0	0	0	177
22:00	0	133	8	0	2	0	0	1	0	0	0	0	0	144
23:00	0	76	7	0	1	1	0	0	0	0	0	0	0	85
Total	85	6208	1291	24	341	39	5	36	37	1	3	0	0	8070
Percent	1.1%	76.9%	16.0%	0.3%	4.2%	0.5%	0.1%	0.4%	0.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	06:00	06:00	07:00	06:00	06:00	10:00	11:00	10:00					06:00
Vol.	8	581	124	5	28	5	2	6	5					750
PM Peak	16:00	17:00	15:00	12:00	15:00	16:00	12:00	16:00	12:00	19:00	13:00			17:00
Vol.	10	520	111	4	36	5	1	6	5	1	3			649
Grand Total	85	6208	1291	24	341	39	5	36	37	1	3	0	0	8070
Percent	1.1%	76.9%	16.0%	0.3%	4.2%	0.5%	0.1%	0.4%	0.5%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Redlands Boulevard
 N/ Ironwood Avenue
 24 Hour Directional Classification Count

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

MRV004
 Site Code: 999-19736

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	44	6	0	2	0	0	0	0	0	0	0	0	52
01:00	0	30	4	0	0	0	0	0	1	0	0	0	0	35
02:00	0	41	5	0	3	0	0	0	1	0	0	0	0	50
03:00	0	32	16	0	10	0	0	0	0	0	0	0	0	58
04:00	1	68	28	0	28	5	0	0	0	0	0	0	0	130
05:00	3	152	68	1	36	1	0	1	1	0	0	0	0	263
06:00	4	235	76	3	52	2	0	1	0	0	0	0	0	373
07:00	3	533	128	0	58	3	0	4	2	0	0	0	0	731
08:00	4	316	80	7	46	3	0	4	1	0	0	0	0	461
09:00	1	211	71	3	54	2	0	3	1	0	0	0	0	346
10:00	4	199	87	1	35	2	0	2	5	0	0	0	0	335
11:00	2	203	63	0	33	7	0	3	0	0	0	0	0	311
12 PM	2	220	114	3	39	3	0	5	3	0	0	0	0	389
13:00	5	256	128	2	72	1	0	9	2	0	1	0	0	476
14:00	0	385	134	6	59	5	0	11	3	0	0	0	0	603
15:00	10	529	174	1	94	5	1	8	1	0	0	0	0	823
16:00	11	504	165	3	71	9	1	3	2	0	0	0	0	769
17:00	4	582	206	4	80	5	3	3	0	0	0	0	0	887
18:00	5	492	168	1	75	2	0	1	1	0	0	0	0	745
19:00	3	270	78	0	36	0	0	1	0	0	0	0	0	388
20:00	1	174	76	0	25	0	0	0	0	0	0	0	0	276
21:00	2	147	52	1	10	0	0	0	0	0	0	0	0	212
22:00	1	77	34	0	2	0	0	0	0	0	0	0	0	114
23:00	0	62	21	0	6	0	0	0	0	0	0	0	0	89
Total	66	5762	1982	36	926	55	5	59	24	0	1	0	0	8916
Percent	0.7%	64.6%	22.2%	0.4%	10.4%	0.6%	0.1%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	08:00	07:00	11:00		07:00	10:00					07:00
Vol.	4	533	128	7	58	7		4	5					731
PM Peak	16:00	17:00	17:00	14:00	15:00	16:00	17:00	14:00	12:00		13:00			17:00
Vol.	11	582	206	6	94	9	3	11	3		1			887
Grand Total	66	5762	1982	36	926	55	5	59	24	0	1	0	0	8916
Percent	0.7%	64.6%	22.2%	0.4%	10.4%	0.6%	0.1%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Redlands Boulevard
 N/ Ironwood Avenue
 24 Hour Directional Classification Count

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

MRV004
 Site Code: 999-19736

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	1	79	11	0	2	0	0	0	0	0	0	0	0	93
01:00	0	50	12	0	1	0	0	0	1	0	0	0	0	64
02:00	0	70	7	0	3	0	0	0	1	0	0	0	0	81
03:00	1	73	25	0	15	0	0	0	0	0	0	0	0	114
04:00	1	169	54	0	35	5	0	0	0	0	0	0	0	264
05:00	6	371	138	2	47	2	0	1	3	0	0	0	0	570
06:00	9	816	200	4	80	7	0	4	3	0	0	0	0	1123
07:00	8	891	183	5	71	4	1	7	6	0	0	0	0	1176
08:00	12	635	161	9	64	7	0	8	5	0	0	0	0	901
09:00	5	528	132	6	68	5	0	5	4	0	0	0	0	753
10:00	5	438	156	2	48	4	2	3	10	0	0	0	0	668
11:00	7	445	129	0	51	9	1	9	1	0	0	0	0	652
12 PM	6	498	206	7	65	4	1	6	8	0	0	0	0	801
13:00	11	623	217	2	100	2	0	10	7	0	4	0	0	976
14:00	6	809	208	9	91	9	0	15	5	0	0	0	0	1152
15:00	18	996	285	2	130	8	1	9	4	0	0	0	0	1453
16:00	21	995	266	5	101	14	1	9	2	0	0	0	0	1414
17:00	14	1102	289	4	114	7	3	3	0	0	0	0	0	1536
18:00	8	847	228	2	89	5	0	3	1	0	0	0	0	1183
19:00	5	515	118	0	40	0	0	1	0	1	0	0	0	680
20:00	2	376	102	0	29	1	0	1	0	0	0	0	0	511
21:00	4	296	76	1	12	0	0	0	0	0	0	0	0	389
22:00	1	210	42	0	4	0	0	1	0	0	0	0	0	258
23:00	0	138	28	0	7	1	0	0	0	0	0	0	0	174
Total	151	11970	3273	60	1267	94	10	95	61	1	4	0	0	16986
Percent	0.9%	70.5%	19.3%	0.4%	7.5%	0.6%	0.1%	0.6%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	06:00	08:00	06:00	11:00	10:00	11:00	10:00					07:00
Vol.	12	891	200	9	80	9	2	9	10					1176
PM Peak	16:00	17:00	17:00	14:00	15:00	16:00	17:00	14:00	12:00	19:00	13:00			17:00
Vol.	21	1102	289	9	130	14	3	15	8	1	4			1536
Grand Total	151	11970	3273	60	1267	94	10	95	61	1	4	0	0	16986
Percent	0.9%	70.5%	19.3%	0.4%	7.5%	0.6%	0.1%	0.6%	0.4%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

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

City of Moreno Valley
 Redlands Boulevard
 B/ Ironwood Avenue - State Route 60 Westbound
 24 Hour Directional Classification Count

MRV105C
 Site Code: 098-18079

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/18	0	30	6	0	2	0	0	0	0	0	0	0	0	38
01:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
02:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
03:00	0	38	12	0	1	0	0	0	0	0	0	0	0	51
04:00	0	51	14	0	2	0	0	0	0	0	0	0	0	67
05:00	2	165	38	1	12	1	0	0	2	0	0	0	0	221
06:00	2	467	125	0	27	1	0	2	0	0	2	0	0	626
07:00	1	420	93	2	20	0	0	4	5	0	1	0	0	546
08:00	2	407	103	2	20	1	0	3	6	0	0	0	0	544
09:00	3	294	79	2	17	1	0	0	3	0	0	0	1	400
10:00	0	203	53	2	21	0	0	6	1	0	0	0	0	286
11:00	1	179	58	0	18	2	0	4	5	0	0	0	0	267
12 PM	0	243	58	1	20	0	0	0	4	0	0	0	0	326
13:00	4	294	67	4	10	0	0	5	5	0	1	0	0	390
14:00	4	340	90	0	18	0	0	2	3	0	1	0	1	459
15:00	4	401	119	4	40	1	0	4	3	1	1	0	0	578
16:00	2	502	115	0	29	0	0	1	2	0	0	0	0	651
17:00	4	555	123	0	25	0	0	3	3	0	0	0	0	713
18:00	2	360	72	0	28	0	0	0	2	0	0	0	0	464
19:00	0	208	32	0	12	0	0	1	0	0	0	0	0	253
20:00	0	150	24	0	3	0	0	0	1	0	0	0	0	178
21:00	0	102	28	0	1	0	0	0	0	0	0	0	0	131
22:00	0	76	12	0	2	0	0	1	1	0	0	0	0	92
23:00	0	63	5	0	2	0	0	1	0	0	0	0	0	71
Total	31	5572	1334	18	330	7	0	37	46	1	6	0	2	7384
Percent	0.4%	75.5%	18.1%	0.2%	4.5%	0.1%	0.0%	0.5%	0.6%	0.0%	0.1%	0.0%	0.0%	
AM Peak	09:00	06:00	06:00	07:00	06:00	11:00		10:00	08:00		06:00		09:00	06:00
Vol.	3	467	125	2	27	2		6	6		2		1	626
PM Peak	13:00	17:00	17:00	13:00	15:00	15:00		13:00	13:00	15:00	13:00		14:00	17:00
Vol.	4	555	123	4	40	1		5	5	1	1		1	713
Grand Total	31	5572	1334	18	330	7	0	37	46	1	6	0	2	7384
Percent	0.4%	75.5%	18.1%	0.2%	4.5%	0.1%	0.0%	0.5%	0.6%	0.0%	0.1%	0.0%	0.0%	

Counts Unlimited, Inc.

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

City of Moreno Valley
 Redlands Boulevard
 B/ Ironwood Avenue - State Route 60 Westbound
 24 Hour Directional Classification Count

MRV105C
 Site Code: 098-18079

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/18	0	31	4	0	0	0	0	0	0	0	0	0	0	35
01:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20
02:00	0	16	2	0	1	0	0	0	0	0	0	0	0	19
03:00	0	32	12	0	2	0	0	0	0	0	0	0	0	46
04:00	1	63	22	0	13	0	0	0	0	0	0	0	0	99
05:00	0	126	55	1	11	0	0	0	4	0	0	0	0	197
06:00	2	289	67	0	23	2	0	4	2	0	0	0	0	389
07:00	3	451	85	0	16	0	0	3	2	0	0	0	0	560
08:00	1	293	60	0	14	0	0	2	4	0	0	0	0	374
09:00	2	204	52	2	20	2	0	2	2	0	0	0	0	286
10:00	0	167	55	2	14	0	0	4	4	0	1	0	0	247
11:00	1	170	63	3	15	1	0	2	3	0	0	0	0	258
12 PM	2	205	53	1	23	0	0	1	4	0	0	0	0	289
13:00	2	214	59	0	19	0	0	4	2	0	0	0	0	300
14:00	5	282	93	0	25	1	0	4	6	0	0	0	0	416
15:00	3	404	111	1	30	1	0	4	3	0	1	0	0	558
16:00	0	479	128	3	27	1	0	4	3	0	0	0	0	645
17:00	0	563	128	0	31	0	0	1	2	0	0	0	0	725
18:00	1	409	64	0	14	0	0	4	1	0	0	0	0	493
19:00	2	209	35	0	6	0	0	0	1	0	0	0	0	253
20:00	2	152	32	1	3	1	0	0	0	0	0	0	0	191
21:00	0	121	11	0	0	0	0	0	0	0	0	0	0	132
22:00	0	69	13	0	5	0	0	0	1	0	1	0	0	89
23:00	1	62	15	0	0	0	0	0	1	0	0	0	0	79
Total	28	5029	1221	14	312	9	0	39	45	0	3	0	0	6700
Percent	0.4%	75.1%	18.2%	0.2%	4.7%	0.1%	0.0%	0.6%	0.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	11:00	06:00	06:00		06:00	05:00		10:00			07:00
Vol.	3	451	85	3	23	2		4	4		1			560
PM Peak	14:00	17:00	16:00	16:00	17:00	14:00		13:00	14:00		15:00			17:00
Vol.	5	563	128	3	31	1		4	6		1			725
Grand Total	28	5029	1221	14	312	9	0	39	45	0	3	0	0	6700
Percent	0.4%	75.1%	18.2%	0.2%	4.7%	0.1%	0.0%	0.6%	0.7%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

City of Moreno Valley
 Redlands Boulevard
 B/ Ironwood Avenue - State Route 60 Westbound
 24 Hour Directional Classification Count

MRV105C
 Site Code: 098-18079

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/18	0	61	10	0	2	0	0	0	0	0	0	0	0	73
01:00	0	31	7	0	0	0	0	0	0	0	0	0	0	38
02:00	0	27	5	0	1	0	0	0	0	0	0	0	0	33
03:00	0	70	24	0	3	0	0	0	0	0	0	0	0	97
04:00	1	114	36	0	15	0	0	0	0	0	0	0	0	166
05:00	2	291	93	2	23	1	0	0	6	0	0	0	0	418
06:00	4	756	192	0	50	3	0	6	2	0	2	0	0	1015
07:00	4	871	178	2	36	0	0	7	7	0	1	0	0	1106
08:00	3	700	163	2	34	1	0	5	10	0	0	0	0	918
09:00	5	498	131	4	37	3	0	2	5	0	0	0	1	686
10:00	0	370	108	4	35	0	0	10	5	0	1	0	0	533
11:00	2	349	121	3	33	3	0	6	8	0	0	0	0	525
12 PM	2	448	111	2	43	0	0	1	8	0	0	0	0	615
13:00	6	508	126	4	29	0	0	9	7	0	1	0	0	690
14:00	9	622	183	0	43	1	0	6	9	0	1	0	1	875
15:00	7	805	230	5	70	2	0	8	6	1	2	0	0	1136
16:00	2	981	243	3	56	1	0	5	5	0	0	0	0	1296
17:00	4	1118	251	0	56	0	0	4	5	0	0	0	0	1438
18:00	3	769	136	0	42	0	0	4	3	0	0	0	0	957
19:00	2	417	67	0	18	0	0	1	1	0	0	0	0	506
20:00	2	302	56	1	6	1	0	0	1	0	0	0	0	369
21:00	0	223	39	0	1	0	0	0	0	0	0	0	0	263
22:00	0	145	25	0	7	0	0	1	2	0	1	0	0	181
23:00	1	125	20	0	2	0	0	1	1	0	0	0	0	150
Total	59	10601	2555	32	642	16	0	76	91	1	9	0	2	14084
Percent	0.4%	75.3%	18.1%	0.2%	4.6%	0.1%	0.0%	0.5%	0.6%	0.0%	0.1%	0.0%	0.0%	
AM Peak	09:00	07:00	06:00	09:00	06:00	06:00		10:00	08:00		06:00		09:00	07:00
Vol.	5	871	192	4	50	3		10	10		2		1	1106
PM Peak	14:00	17:00	17:00	15:00	15:00	15:00		13:00	14:00	15:00	15:00		14:00	17:00
Vol.	9	1118	251	5	70	2		9	9	1	2		1	1438
Grand Total	59	10601	2555	32	642	16	0	76	91	1	9	0	2	14084
Percent	0.4%	75.3%	18.1%	0.2%	4.6%	0.1%	0.0%	0.5%	0.6%	0.0%	0.1%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Redlands Boulevard
 B/ State Route 60 Ramps
 24 Hour Directional Classification Count

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

MRV006
 Site Code: 999-19736

Notbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	42	4	0	0	0	0	0	1	2	0	0	0	49
01:00	0	26	6	1	2	0	0	0	1	1	0	0	2	39
02:00	0	34	15	1	1	1	0	0	2	0	0	0	2	56
03:00	0	62	22	2	8	3	0	0	1	1	0	0	0	99
04:00	0	116	67	2	14	6	1	1	1	1	0	0	0	209
05:00	6	220	102	0	19	13	2	1	6	0	0	0	0	369
06:00	16	477	163	2	31	14	2	2	1	1	0	0	1	710
07:00	16	394	90	1	24	5	3	6	1	1	0	0	3	544
08:00	6	388	141	5	27	8	0	0	1	0	0	0	1	577
09:00	3	316	83	1	20	6	4	5	1	0	0	0	0	439
10:00	4	280	101	6	23	2	3	0	0	0	0	0	0	419
11:00	10	290	91	0	29	2	2	4	3	1	0	0	1	433
12 PM	7	297	120	6	35	4	2	2	2	3	0	0	1	479
13:00	4	374	107	0	20	8	0	1	2	2	2	0	0	520
14:00	13	447	121	6	26	5	1	2	1	2	0	1	1	626
15:00	12	432	134	3	39	13	2	3	1	0	0	0	3	642
16:00	18	508	130	1	24	4	0	3	2	0	0	1	1	692
17:00	20	506	111	1	32	3	2	2	1	1	0	0	1	680
18:00	12	432	106	2	20	4	3	3	0	0	0	0	1	583
19:00	3	281	79	0	6	4	0	1	2	1	0	0	0	377
20:00	1	224	43	1	11	2	2	1	2	1	0	0	0	288
21:00	2	157	39	1	7	2	0	0	1	1	0	0	1	211
22:00	0	138	18	1	5	0	0	2	0	1	0	0	1	166
23:00	0	75	10	1	0	0	0	0	0	1	0	0	0	87
Total	153	6516	1903	44	423	109	29	39	33	21	2	2	20	9294
Percent	1.6%	70.1%	20.5%	0.5%	4.6%	1.2%	0.3%	0.4%	0.4%	0.2%	0.0%	0.0%	0.2%	
AM Peak	06:00	06:00	06:00	10:00	06:00	06:00	09:00	07:00	05:00	00:00			07:00	06:00
Vol.	16	477	163	6	31	14	4	6	6	2			3	710
PM Peak	17:00	16:00	15:00	12:00	15:00	15:00	18:00	15:00	12:00	12:00	13:00	14:00	15:00	16:00
Vol.	20	508	134	6	39	13	3	3	2	3	2	1	3	692
Grand Total	153	6516	1903	44	423	109	29	39	33	21	2	2	20	9294
Percent	1.6%	70.1%	20.5%	0.5%	4.6%	1.2%	0.3%	0.4%	0.4%	0.2%	0.0%	0.0%	0.2%	

Counts Unlimited, Inc.

City of Moreno Valley
 Redlands Boulevard
 B/ State Route 60 Ramps
 24 Hour Directional Classification Count

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

MRV006
 Site Code: 999-19736

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	1	28	13	0	2	1	0	0	0	0	0	0	0	45
01:00	2	22	0	0	0	2	0	0	1	0	0	0	0	27
02:00	0	15	6	0	1	0	0	0	0	0	0	0	0	22
03:00	2	22	5	0	4	2	0	0	0	0	0	0	0	35
04:00	0	24	6	0	6	0	0	1	0	0	0	0	0	37
05:00	1	79	23	0	12	0	0	0	0	0	0	0	0	115
06:00	2	127	32	0	21	0	0	0	0	0	0	0	0	182
07:00	3	256	48	1	28	0	0	2	2	0	0	0	0	340
08:00	1	163	39	3	13	0	0	3	0	0	0	0	0	222
09:00	0	89	31	3	19	1	0	4	1	0	0	0	0	148
10:00	2	96	43	1	17	1	0	0	1	0	0	0	0	161
11:00	2	108	49	3	16	2	0	1	1	0	0	0	0	182
12 PM	5	119	43	2	14	2	0	1	4	0	0	0	0	190
13:00	1	112	50	0	23	2	0	5	1	0	1	0	0	195
14:00	5	148	38	1	24	2	0	2	0	0	0	0	0	220
15:00	3	225	59	1	34	3	0	4	2	0	0	0	0	331
16:00	7	252	74	0	37	5	0	1	1	0	0	0	0	377
17:00	2	250	73	1	26	6	1	2	1	0	0	0	0	362
18:00	2	260	91	2	27	1	0	1	1	0	0	0	0	385
19:00	1	139	29	0	17	1	0	1	1	0	0	0	0	189
20:00	0	114	36	0	13	1	0	0	0	0	0	0	0	164
21:00	1	77	21	0	6	0	0	0	0	0	0	0	0	105
22:00	0	52	9	0	2	0	0	0	0	0	0	0	0	63
23:00	3	35	10	1	3	2	0	0	1	0	0	0	0	55
Total	46	2812	828	19	365	34	1	28	18	0	1	0	0	4152
Percent	1.1%	67.7%	19.9%	0.5%	8.8%	0.8%	0.0%	0.7%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	11:00	08:00	07:00	01:00		09:00	07:00					07:00
Vol.	3	256	49	3	28	2		4	2					340
PM Peak	16:00	18:00	18:00	12:00	16:00	17:00	17:00	13:00	12:00		13:00			18:00
Vol.	7	260	91	2	37	6	1	5	4		1			385
Grand Total	46	2812	828	19	365	34	1	28	18	0	1	0	0	4152
Percent	1.1%	67.7%	19.9%	0.5%	8.8%	0.8%	0.0%	0.7%	0.4%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Redlands Boulevard
 B/ State Route 60 Ramps
 24 Hour Directional Classification Count

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

MRV006
 Site Code: 999-19736

Notbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	1	70	17	0	2	1	0	0	1	2	0	0	0	94
01:00	2	48	6	1	2	2	0	0	2	1	0	0	2	66
02:00	0	49	21	1	2	1	0	0	2	0	0	0	2	78
03:00	2	84	27	2	12	5	0	0	1	1	0	0	0	134
04:00	0	140	73	2	20	6	1	2	1	1	0	0	0	246
05:00	7	299	125	0	31	13	2	1	6	0	0	0	0	484
06:00	18	604	195	2	52	14	2	2	1	1	0	0	1	892
07:00	19	650	138	2	52	5	3	8	3	1	0	0	3	884
08:00	7	551	180	8	40	8	0	3	1	0	0	0	1	799
09:00	3	405	114	4	39	7	4	9	2	0	0	0	0	587
10:00	6	376	144	7	40	3	3	0	1	0	0	0	0	580
11:00	12	398	140	3	45	4	2	5	4	1	0	0	1	615
12 PM	12	416	163	8	49	6	2	3	6	3	0	0	1	669
13:00	5	486	157	0	43	10	0	6	3	2	3	0	0	715
14:00	18	595	159	7	50	7	1	4	1	2	0	1	1	846
15:00	15	657	193	4	73	16	2	7	3	0	0	0	3	973
16:00	25	760	204	1	61	9	0	4	3	0	0	1	1	1069
17:00	22	756	184	2	58	9	3	4	2	1	0	0	1	1042
18:00	14	692	197	4	47	5	3	4	1	0	0	0	1	968
19:00	4	420	108	0	23	5	0	2	3	1	0	0	0	566
20:00	1	338	79	1	24	3	2	1	2	1	0	0	0	452
21:00	3	234	60	1	13	2	0	0	1	1	0	0	1	316
22:00	0	190	27	1	7	0	0	2	0	1	0	0	1	229
23:00	3	110	20	2	3	2	0	0	1	1	0	0	0	142
Total	199	9328	2731	63	788	143	30	67	51	21	3	2	20	13446
Percent	1.5%	69.4%	20.3%	0.5%	5.9%	1.1%	0.2%	0.5%	0.4%	0.2%	0.0%	0.0%	0.1%	
AM Peak	07:00	07:00	06:00	08:00	06:00	06:00	09:00	09:00	05:00	00:00			07:00	06:00
Vol.	19	650	195	8	52	14	4	9	6	2			3	892
PM Peak	16:00	16:00	16:00	12:00	15:00	15:00	17:00	15:00	12:00	12:00	13:00	14:00	15:00	16:00
Vol.	25	760	204	8	73	16	3	7	6	3	3	1	3	1069
Grand Total	199	9328	2731	63	788	143	30	67	51	21	3	2	20	13446
Percent	1.5%	69.4%	20.3%	0.5%	5.9%	1.1%	0.2%	0.5%	0.4%	0.2%	0.0%	0.0%	0.1%	

Counts Unlimited, Inc

City of Moreno Valley
 Redlands Boulevard
 B/ State Route 60 Eastbound - Fir Avenue
 24 Hour Directional Classification Count

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

MRV018C
 Site Code: 098-18079

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/18	3	23	1	0	0	8	0	0	1	0	0	0	0	36
01:00	1	28	3	0	0	2	0	0	0	0	0	0	0	34
02:00	5	30	2	0	0	11	0	0	3	0	0	0	0	51
03:00	4	62	15	0	3	3	0	0	0	0	0	0	0	87
04:00	4	99	24	1	5	8	0	0	2	0	0	0	0	143
05:00	5	186	37	0	11	12	0	2	1	0	0	0	0	254
06:00	4	475	77	0	16	8	0	1	2	0	0	0	0	583
07:00	3	410	67	2	17	4	0	0	0	0	0	0	0	503
08:00	3	330	61	2	9	6	1	4	2	0	0	0	0	418
09:00	5	243	41	1	11	10	0	1	1	0	0	0	0	313
10:00	5	197	47	2	12	10	1	1	0	1	0	0	0	276
11:00	4	183	34	0	10	12	0	2	1	0	0	1	0	247
12 PM	5	216	38	2	10	11	0	0	2	0	0	0	0	284
13:00	4	245	44	1	7	5	0	2	0	0	0	0	0	308
14:00	2	256	42	0	10	8	0	2	1	0	0	0	0	321
15:00	4	303	69	3	18	5	0	0	0	0	0	0	0	402
16:00	2	341	69	1	17	7	0	1	1	0	0	0	0	439
17:00	2	346	53	0	12	2	0	0	2	0	0	0	0	417
18:00	3	251	38	0	6	2	0	0	1	0	0	0	0	301
19:00	1	141	21	0	6	3	0	0	0	0	0	0	0	172
20:00	4	119	17	1	1	13	0	0	0	0	0	0	0	155
21:00	4	112	15	1	6	9	0	1	3	0	0	0	0	151
22:00	5	79	7	0	4	14	0	0	2	0	0	0	0	111
23:00	3	53	2	0	3	10	0	0	0	0	0	0	0	71
Total	85	4728	824	17	194	183	2	17	25	1	0	1	0	6077
Percent	1.4%	77.8%	13.6%	0.3%	3.2%	3.0%	0.0%	0.3%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	02:00	06:00	06:00	07:00	07:00	05:00	08:00	08:00	02:00	10:00		11:00		06:00
Vol.	5	475	77	2	17	12	1	4	3	1		1		583
PM Peak	12:00	17:00	15:00	15:00	15:00	22:00		13:00	21:00					16:00
Vol.	5	346	69	3	18	14		2	3					439
Grand Total	85	4728	824	17	194	183	2	17	25	1	0	1	0	6077
Percent	1.4%	77.8%	13.6%	0.3%	3.2%	3.0%	0.0%	0.3%	0.4%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

City of Moreno Valley
 Redlands Boulevard
 B/ State Route 60 Eastbound - Fir Avenue
 24 Hour Directional Classification Count

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

MRV018C
 Site Code: 098-18079

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/18	4	54	4	0	1	4	0	0	1	0	0	0	0	68
01:00	4	24	1	0	1	4	0	0	0	0	0	0	0	34
02:00	9	14	3	0	0	9	0	0	11	0	0	0	0	46
03:00	8	20	3	3	3	8	0	0	4	0	0	0	0	49
04:00	6	33	7	0	2	6	0	0	2	0	0	0	0	56
05:00	0	104	32	0	2	1	0	0	0	0	0	0	0	139
06:00	6	190	36	1	9	5	0	2	1	0	0	1	0	251
07:00	3	282	47	1	10	4	0	3	0	0	0	0	0	350
08:00	2	187	50	1	9	3	0	1	0	0	0	0	0	253
09:00	1	100	39	1	17	2	0	3	0	0	0	0	0	163
10:00	1	107	36	0	13	4	0	2	0	0	0	0	0	163
11:00	1	123	37	1	14	3	0	2	1	0	0	0	0	182
12 PM	2	165	38	3	20	3	0	0	0	0	0	0	0	231
13:00	2	162	51	0	16	3	0	1	1	0	0	0	0	236
14:00	5	196	77	1	24	4	0	3	0	0	0	0	0	310
15:00	2	281	95	0	26	1	0	0	0	0	0	0	0	405
16:00	5	358	95	2	29	5	0	1	2	0	0	0	0	497
17:00	3	393	81	0	25	2	0	0	1	0	0	0	0	505
18:00	2	368	66	0	13	0	0	2	1	0	0	0	0	452
19:00	2	209	46	0	17	1	0	0	1	0	0	0	0	276
20:00	1	163	32	1	8	1	0	0	1	0	0	0	0	207
21:00	4	143	19	0	7	3	0	0	0	0	0	0	0	176
22:00	6	94	13	0	8	6	0	0	0	0	0	0	0	127
23:00	1	75	16	0	0	1	0	0	0	0	0	0	0	93
Total	80	3845	924	15	274	83	0	20	27	0	0	1	0	5269
Percent	1.5%	73.0%	17.5%	0.3%	5.2%	1.6%	0.0%	0.4%	0.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	02:00	07:00	08:00	03:00	09:00	02:00		07:00	02:00			06:00		07:00
Vol.	9	282	50	3	17	9		3	11			1		350
PM Peak	22:00	17:00	15:00	12:00	16:00	22:00		14:00	16:00					17:00
Vol.	6	393	95	3	29	6		3	2					505
Grand Total	80	3845	924	15	274	83	0	20	27	0	0	1	0	5269
Percent	1.5%	73.0%	17.5%	0.3%	5.2%	1.6%	0.0%	0.4%	0.5%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

City of Moreno Valley
 Redlands Boulevard
 B/ State Route 60 Eastbound - Fir Avenue
 24 Hour Directional Classification Count

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

MRV018C
 Site Code: 098-18079

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/18	7	77	5	0	1	12	0	0	2	0	0	0	0	104
01:00	5	52	4	0	1	6	0	0	0	0	0	0	0	68
02:00	14	44	5	0	0	20	0	0	14	0	0	0	0	97
03:00	12	82	18	3	6	11	0	0	4	0	0	0	0	136
04:00	10	132	31	1	7	14	0	0	4	0	0	0	0	199
05:00	5	290	69	0	13	13	0	2	1	0	0	0	0	393
06:00	10	665	113	1	25	13	0	3	3	0	0	1	0	834
07:00	6	692	114	3	27	8	0	3	0	0	0	0	0	853
08:00	5	517	111	3	18	9	1	5	2	0	0	0	0	671
09:00	6	343	80	2	28	12	0	4	1	0	0	0	0	476
10:00	6	304	83	2	25	14	1	3	0	1	0	0	0	439
11:00	5	306	71	1	24	15	0	4	2	0	0	1	0	429
12 PM	7	381	76	5	30	14	0	0	2	0	0	0	0	515
13:00	6	407	95	1	23	8	0	3	1	0	0	0	0	544
14:00	7	452	119	1	34	12	0	5	1	0	0	0	0	631
15:00	6	584	164	3	44	6	0	0	0	0	0	0	0	807
16:00	7	699	164	3	46	12	0	2	3	0	0	0	0	936
17:00	5	739	134	0	37	4	0	0	3	0	0	0	0	922
18:00	5	619	104	0	19	2	0	2	2	0	0	0	0	753
19:00	3	350	67	0	23	4	0	0	1	0	0	0	0	448
20:00	5	282	49	2	9	14	0	0	1	0	0	0	0	362
21:00	8	255	34	1	13	12	0	1	3	0	0	0	0	327
22:00	11	173	20	0	12	20	0	0	2	0	0	0	0	238
23:00	4	128	18	0	3	11	0	0	0	0	0	0	0	164
Total	165	8573	1748	32	468	266	2	37	52	1	0	2	0	11346
Percent	1.5%	75.6%	15.4%	0.3%	4.1%	2.3%	0.0%	0.3%	0.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	02:00	07:00	07:00	03:00	09:00	02:00	08:00	08:00	02:00	10:00		06:00		07:00
Vol.	14	692	114	3	28	20	1	5	14	1		1		853
PM Peak	22:00	17:00	15:00	12:00	16:00	22:00		14:00	16:00					16:00
Vol.	11	739	164	5	46	20		5	3					936
Grand Total	165	8573	1748	32	468	266	2	37	52	1	0	2	0	11346
Percent	1.5%	75.6%	15.4%	0.3%	4.1%	2.3%	0.0%	0.3%	0.5%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Redlands Boulevard
 B/ Eucalyptus Avenue - Driveway 5
 24 Hour Directional Classification Count

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

MRV008
 Site Code: 999-19736

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	1	8	7	1	4	0	0	0	0	0	0	0	0	21
01:00	0	9	3	0	3	0	0	0	0	0	0	0	1	16
02:00	0	12	8	0	1	0	0	0	0	0	0	0	0	21
03:00	0	36	26	0	12	2	0	0	0	0	0	0	0	76
04:00	2	64	48	0	27	1	0	1	0	0	0	0	0	143
05:00	11	117	85	0	50	1	0	1	0	0	0	0	0	265
06:00	23	256	189	0	70	9	0	3	0	0	0	0	0	550
07:00	12	223	149	2	65	2	0	5	1	0	0	0	0	459
08:00	7	195	114	0	53	2	0	1	1	0	0	0	0	373
09:00	2	125	75	0	35	1	0	3	0	0	0	0	0	241
10:00	3	119	88	2	31	3	0	0	1	0	0	0	0	247
11:00	6	110	71	1	40	1	0	3	0	0	0	0	0	232
12 PM	6	104	90	2	51	1	0	2	0	0	0	1	0	257
13:00	9	124	102	0	31	1	0	1	0	0	0	0	0	268
14:00	9	154	112	1	33	1	0	3	1	0	0	0	0	314
15:00	9	181	99	4	45	2	0	1	0	0	0	0	0	341
16:00	4	210	116	1	33	3	0	0	0	0	0	0	0	367
17:00	4	198	125	0	39	1	0	0	0	0	0	0	0	367
18:00	10	147	94	0	29	3	0	1	0	0	0	0	0	284
19:00	5	86	66	0	15	0	0	0	0	0	0	0	0	172
20:00	5	73	36	0	13	1	0	0	0	0	0	0	0	128
21:00	2	45	29	0	10	1	0	1	0	0	0	0	0	88
22:00	2	37	31	0	3	0	0	0	0	0	0	0	0	73
23:00	3	14	16	0	2	0	0	0	0	0	0	0	0	35
Total	135	2647	1779	14	695	36	0	26	4	0	0	1	1	5338
Percent	2.5%	49.6%	33.3%	0.3%	13.0%	0.7%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	06:00	06:00	07:00	06:00	06:00		07:00	07:00				01:00	06:00
Vol.	23	256	189	2	70	9		5	1				1	550
PM Peak	18:00	16:00	17:00	15:00	12:00	16:00		14:00	14:00			12:00		16:00
Vol.	10	210	125	4	51	3		3	1			1		367
Grand Total	135	2647	1779	14	695	36	0	26	4	0	0	1	1	5338
Percent	2.5%	49.6%	33.3%	0.3%	13.0%	0.7%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Redlands Boulevard
 B/ Eucalyptus Avenue - Driveway 5
 24 Hour Directional Classification Count

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

MRV008
 Site Code: 999-19736

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	38	14	0	2	0	0	0	0	0	0	0	0	54
01:00	0	35	7	0	2	0	0	0	0	0	0	0	0	44
02:00	2	22	7	0	0	1	0	0	0	0	0	0	0	32
03:00	0	42	14	0	5	0	0	0	0	0	0	0	0	61
04:00	0	53	20	0	6	0	0	0	0	0	0	0	0	79
05:00	0	113	51	0	15	0	0	0	0	0	0	0	0	179
06:00	2	267	94	0	31	0	0	3	0	0	0	0	0	397
07:00	0	344	84	0	31	0	0	2	1	0	0	0	0	462
08:00	1	226	65	3	24	1	0	1	0	0	0	0	0	321
09:00	0	168	56	2	21	0	0	1	0	0	0	0	0	248
10:00	2	136	58	0	20	0	0	0	0	0	0	0	0	216
11:00	2	162	52	1	17	1	0	3	0	0	0	0	0	238
12 PM	0	181	57	1	23	0	1	1	1	0	0	0	0	265
13:00	2	171	75	0	28	0	0	5	0	0	0	0	0	281
14:00	0	269	73	2	39	0	0	2	0	0	0	0	0	385
15:00	7	296	90	1	46	1	0	2	1	0	0	0	0	444
16:00	1	378	134	1	46	2	0	2	0	0	0	0	0	564
17:00	2	404	108	3	47	2	1	2	1	0	0	0	0	570
18:00	2	357	118	0	36	0	0	1	0	0	0	0	0	514
19:00	0	244	73	0	27	0	0	0	0	0	0	0	0	344
20:00	1	202	49	1	19	0	0	0	0	0	0	0	0	272
21:00	2	154	47	1	16	0	0	0	0	0	0	0	0	220
22:00	0	99	31	0	4	0	0	0	0	0	0	0	0	134
23:00	0	64	19	0	3	0	0	0	0	0	0	0	0	86
Total	26	4425	1396	16	508	8	2	25	4	0	0	0	0	6410
Percent	0.4%	69.0%	21.8%	0.2%	7.9%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	02:00	07:00	06:00	08:00	06:00	02:00		06:00	07:00					07:00
Vol.	2	344	94	3	31	1		3	1					462
PM Peak	15:00	17:00	16:00	17:00	17:00	16:00	12:00	13:00	12:00					17:00
Vol.	7	404	134	3	47	2	1	5	1					570
Grand Total	26	4425	1396	16	508	8	2	25	4	0	0	0	0	6410
Percent	0.4%	69.0%	21.8%	0.2%	7.9%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Redlands Boulevard
 B/ Eucalyptus Avenue - Driveway 5
 24 Hour Directional Classification Count

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

MRV008
 Site Code: 999-19736

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	1	46	21	1	6	0	0	0	0	0	0	0	0	75
01:00	0	44	10	0	5	0	0	0	0	0	0	0	1	60
02:00	2	34	15	0	1	1	0	0	0	0	0	0	0	53
03:00	0	78	40	0	17	2	0	0	0	0	0	0	0	137
04:00	2	117	68	0	33	1	0	1	0	0	0	0	0	222
05:00	11	230	136	0	65	1	0	1	0	0	0	0	0	444
06:00	25	523	283	0	101	9	0	6	0	0	0	0	0	947
07:00	12	567	233	2	96	2	0	7	2	0	0	0	0	921
08:00	8	421	179	3	77	3	0	2	1	0	0	0	0	694
09:00	2	293	131	2	56	1	0	4	0	0	0	0	0	489
10:00	5	255	146	2	51	3	0	0	1	0	0	0	0	463
11:00	8	272	123	2	57	2	0	6	0	0	0	0	0	470
12 PM	6	285	147	3	74	1	1	3	1	0	0	1	0	522
13:00	11	295	177	0	59	1	0	6	0	0	0	0	0	549
14:00	9	423	185	3	72	1	0	5	1	0	0	0	0	699
15:00	16	477	189	5	91	3	0	3	1	0	0	0	0	785
16:00	5	588	250	2	79	5	0	2	0	0	0	0	0	931
17:00	6	602	233	3	86	3	1	2	1	0	0	0	0	937
18:00	12	504	212	0	65	3	0	2	0	0	0	0	0	798
19:00	5	330	139	0	42	0	0	0	0	0	0	0	0	516
20:00	6	275	85	1	32	1	0	0	0	0	0	0	0	400
21:00	4	199	76	1	26	1	0	1	0	0	0	0	0	308
22:00	2	136	62	0	7	0	0	0	0	0	0	0	0	207
23:00	3	78	35	0	5	0	0	0	0	0	0	0	0	121
Total	161	7072	3175	30	1203	44	2	51	8	0	0	1	1	11748
Percent	1.4%	60.2%	27.0%	0.3%	10.2%	0.4%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	06:00	08:00	06:00	06:00		07:00	07:00				01:00	06:00
Vol.	25	567	283	3	101	9		7	2				1	947
PM Peak	15:00	17:00	16:00	15:00	15:00	16:00	12:00	13:00	12:00			12:00		17:00
Vol.	16	602	250	5	91	5	1	6	1			1		937
Grand Total	161	7072	3175	30	1203	44	2	51	8	0	0	1	1	11748
Percent	1.4%	60.2%	27.0%	0.3%	10.2%	0.4%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Redlands Boulevard
 B/ Driveway 5 - Driveway 6
 24 Hour Directional Classification Count

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

MRV009
 Site Code: 999-19736

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	1	12	5	1	2	0	0	0	0	0	0	0	0	21
01:00	0	12	2	0	1	0	0	0	1	0	0	0	0	16
02:00	0	16	3	0	1	0	0	0	0	0	0	0	0	20
03:00	1	43	13	0	11	0	0	0	0	0	0	0	0	68
04:00	2	100	40	0	11	0	0	1	0	0	0	0	0	154
05:00	6	181	41	0	16	0	0	1	0	0	0	0	0	245
06:00	4	410	95	1	24	2	0	1	0	0	0	0	0	537
07:00	6	363	67	2	21	0	0	2	0	0	0	0	0	461
08:00	2	293	71	1	21	0	0	0	1	0	0	0	0	389
09:00	2	197	27	1	15	0	0	3	0	0	0	0	0	245
10:00	2	167	52	2	11	0	0	0	1	0	0	0	0	235
11:00	0	158	45	1	16	0	0	2	0	0	0	0	0	222
12 PM	2	162	62	2	20	1	0	2	0	0	0	0	0	251
13:00	3	187	57	0	9	0	0	0	1	0	0	0	0	257
14:00	4	231	56	1	12	1	0	5	0	0	0	0	0	310
15:00	3	246	72	5	19	1	0	1	0	0	0	0	0	347
16:00	4	286	70	0	11	1	0	1	0	0	0	0	0	373
17:00	4	305	57	0	18	0	0	0	1	0	0	0	0	385
18:00	6	228	53	1	15	1	0	1	0	0	0	0	0	305
19:00	1	142	28	0	9	0	0	0	0	0	0	0	0	180
20:00	1	101	15	0	5	1	0	0	0	0	0	0	0	123
21:00	1	67	10	0	6	1	0	0	0	0	0	0	0	85
22:00	1	67	9	0	1	0	0	0	0	0	0	0	0	78
23:00	0	31	4	0	2	0	0	0	0	0	0	0	0	37
Total	56	4005	954	18	277	9	0	20	5	0	0	0	0	5344
Percent	1.0%	74.9%	17.9%	0.3%	5.2%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	06:00	06:00	07:00	06:00	06:00		09:00	01:00					06:00
Vol.	6	410	95	2	24	2		3	1					537
PM Peak	18:00	17:00	15:00	15:00	12:00	12:00		14:00	13:00					17:00
Vol.	6	305	72	5	20	1		5	1					385
Grand Total	56	4005	954	18	277	9	0	20	5	0	0	0	0	5344
Percent	1.0%	74.9%	17.9%	0.3%	5.2%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Redlands Boulevard
 B/ Driveway 5 - Driveway 6
 24 Hour Directional Classification Count

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

MRV009
 Site Code: 999-19736

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	43	4	0	0	0	0	0	0	0	0	0	0	47
01:00	0	38	5	0	1	0	0	0	0	0	0	0	0	44
02:00	1	17	2	0	0	0	0	0	1	0	0	0	0	21
03:00	0	31	4	0	2	0	0	0	0	0	0	0	0	37
04:00	0	37	9	0	0	0	0	0	0	0	0	0	0	46
05:00	0	75	26	0	3	0	0	1	0	0	0	0	0	105
06:00	1	172	32	0	7	1	0	0	0	0	0	0	0	213
07:00	1	293	37	0	10	1	0	2	0	0	0	0	0	344
08:00	1	196	32	2	5	0	0	3	0	0	0	0	0	239
09:00	0	158	27	1	7	0	0	1	0	0	0	0	0	194
10:00	1	142	31	0	7	0	0	0	0	0	0	0	0	181
11:00	2	160	34	1	10	0	0	1	1	0	0	0	0	209
12 PM	0	188	34	1	7	0	1	1	1	0	0	0	0	233
13:00	1	204	44	0	10	0	0	4	0	0	0	0	0	263
14:00	2	253	52	1	13	0	0	2	0	0	0	0	0	323
15:00	4	355	72	0	16	0	0	2	1	0	0	0	0	450
16:00	1	402	81	1	18	2	0	3	1	0	0	0	0	509
17:00	1	440	69	3	17	3	0	1	0	0	0	0	0	534
18:00	1	417	69	0	12	0	0	0	0	0	1	0	0	500
19:00	1	246	38	0	9	0	0	0	0	0	0	0	0	294
20:00	1	201	21	0	6	0	0	0	0	0	0	0	0	229
21:00	1	181	27	1	4	1	0	0	0	0	0	0	0	215
22:00	0	106	13	0	0	0	0	0	0	0	0	0	0	119
23:00	0	67	8	0	0	0	0	0	0	0	0	0	0	75
Total	20	4422	771	11	164	8	1	21	5	0	1	0	0	5424
Percent	0.4%	81.5%	14.2%	0.2%	3.0%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	08:00	07:00	06:00		08:00	02:00					07:00
Vol.	2	293	37	2	10	1		3	1					344
PM Peak	15:00	17:00	16:00	17:00	16:00	17:00	12:00	13:00	12:00		18:00			17:00
Vol.	4	440	81	3	18	3	1	4	1		1			534
Grand Total	20	4422	771	11	164	8	1	21	5	0	1	0	0	5424
Percent	0.4%	81.5%	14.2%	0.2%	3.0%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Redlands Boulevard
 B/ Driveway 5 - Driveway 6
 24 Hour Directional Classification Count

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

MRV009
 Site Code: 999-19736

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	1	55	9	1	2	0	0	0	0	0	0	0	0	68
01:00	0	50	7	0	2	0	0	0	1	0	0	0	0	60
02:00	1	33	5	0	1	0	0	0	1	0	0	0	0	41
03:00	1	74	17	0	13	0	0	0	0	0	0	0	0	105
04:00	2	137	49	0	11	0	0	1	0	0	0	0	0	200
05:00	6	256	67	0	19	0	0	2	0	0	0	0	0	350
06:00	5	582	127	1	31	3	0	1	0	0	0	0	0	750
07:00	7	656	104	2	31	1	0	4	0	0	0	0	0	805
08:00	3	489	103	3	26	0	0	3	1	0	0	0	0	628
09:00	2	355	54	2	22	0	0	4	0	0	0	0	0	439
10:00	3	309	83	2	18	0	0	0	1	0	0	0	0	416
11:00	2	318	79	2	26	0	0	3	1	0	0	0	0	431
12 PM	2	350	96	3	27	1	1	3	1	0	0	0	0	484
13:00	4	391	101	0	19	0	0	4	1	0	0	0	0	520
14:00	6	484	108	2	25	1	0	7	0	0	0	0	0	633
15:00	7	601	144	5	35	1	0	3	1	0	0	0	0	797
16:00	5	688	151	1	29	3	0	4	1	0	0	0	0	882
17:00	5	745	126	3	35	3	0	1	1	0	0	0	0	919
18:00	7	645	122	1	27	1	0	1	0	0	1	0	0	805
19:00	2	388	66	0	18	0	0	0	0	0	0	0	0	474
20:00	2	302	36	0	11	1	0	0	0	0	0	0	0	352
21:00	2	248	37	1	10	2	0	0	0	0	0	0	0	300
22:00	1	173	22	0	1	0	0	0	0	0	0	0	0	197
23:00	0	98	12	0	2	0	0	0	0	0	0	0	0	112
Total	76	8427	1725	29	441	17	1	41	10	0	1	0	0	10768
Percent	0.7%	78.3%	16.0%	0.3%	4.1%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	06:00	08:00	06:00	06:00		07:00	01:00					07:00
Vol.	7	656	127	3	31	3		4	1					805
PM Peak	15:00	17:00	16:00	15:00	15:00	16:00	12:00	14:00	12:00		18:00			17:00
Vol.	7	745	151	5	35	3	1	7	1		1			919
Grand Total	76	8427	1725	29	441	17	1	41	10	0	1	0	0	10768
Percent	0.7%	78.3%	16.0%	0.3%	4.1%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Redlands Boulevard
 B/ Driveway 6 - Encilia Avenue
 24 Hour Directional Classification Count

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

MRV010
 Site Code: 999-19736

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	14	4	1	0	0	0	0	0	0	0	0	0	19
01:00	0	11	3	0	0	0	0	0	1	0	0	0	0	15
02:00	0	18	2	0	1	0	0	0	0	0	0	0	0	21
03:00	0	42	25	0	9	0	0	0	0	0	0	0	0	76
04:00	0	96	36	0	9	0	0	2	0	0	0	0	0	143
05:00	2	183	51	0	16	1	0	1	0	0	0	0	0	254
06:00	2	412	97	0	18	2	0	0	0	0	0	0	0	531
07:00	6	349	78	3	18	0	0	3	0	0	0	0	0	457
08:00	2	278	69	1	14	1	0	0	1	0	0	0	0	366
09:00	1	185	31	0	15	0	0	3	0	0	0	0	0	235
10:00	2	168	54	2	10	0	0	0	1	0	0	0	0	237
11:00	0	148	45	0	19	1	0	2	0	0	0	0	0	215
12 PM	1	164	63	2	19	0	0	2	0	0	0	0	0	251
13:00	2	178	50	0	12	0	0	0	1	0	0	0	0	243
14:00	1	227	58	2	10	0	0	7	0	0	0	0	0	305
15:00	2	251	64	3	26	1	0	0	0	0	0	0	0	347
16:00	1	294	60	1	14	1	0	0	0	0	0	0	0	371
17:00	2	281	64	0	19	0	0	0	1	0	0	0	0	367
18:00	0	214	55	2	13	1	0	0	0	0	0	0	0	285
19:00	1	124	29	0	5	0	0	0	0	0	0	0	0	159
20:00	1	95	18	0	6	1	0	0	0	0	0	0	0	121
21:00	1	60	17	0	4	0	0	0	0	0	0	0	1	83
22:00	0	66	7	0	0	0	0	0	0	0	0	0	0	73
23:00	0	27	5	0	1	0	0	0	0	0	0	0	0	33
Total	27	3885	985	17	258	9	0	20	5	0	0	0	1	5207
Percent	0.5%	74.6%	18.9%	0.3%	5.0%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	06:00	06:00	07:00	11:00	06:00		07:00	01:00					06:00
Vol.	6	412	97	3	19	2		3	1					531
PM Peak	13:00	16:00	15:00	15:00	15:00	15:00		14:00	13:00				21:00	16:00
Vol.	2	294	64	3	26	1		7	1				1	371
Grand Total	27	3885	985	17	258	9	0	20	5	0	0	0	1	5207
Percent	0.5%	74.6%	18.9%	0.3%	5.0%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Redlands Boulevard
 B/ Driveway 6 - Encilia Avenue
 24 Hour Directional Classification Count

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

MRV010
 Site Code: 999-19736

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	34	10	0	2	0	0	0	0	0	0	0	0	46
01:00	0	32	5	0	1	0	0	0	0	0	0	0	0	38
02:00	2	16	4	0	0	1	0	0	0	0	0	0	0	23
03:00	0	27	5	0	3	0	0	0	0	0	0	0	0	35
04:00	0	27	7	0	4	0	0	0	0	0	0	0	0	38
05:00	0	67	29	0	9	0	0	0	0	0	0	0	0	105
06:00	0	154	45	0	9	1	0	0	0	0	0	0	0	209
07:00	1	264	47	0	18	3	0	1	1	0	0	0	0	335
08:00	0	167	36	3	8	0	0	2	0	0	0	0	0	216
09:00	0	147	39	2	11	0	0	1	0	0	0	0	0	200
10:00	2	117	42	0	9	0	0	0	0	0	0	0	0	170
11:00	1	155	34	0	12	1	0	1	1	0	0	0	0	205
12 PM	0	164	45	1	11	0	1	1	1	0	0	0	0	224
13:00	2	173	52	0	12	0	0	5	0	0	0	0	0	244
14:00	1	254	58	2	17	1	0	2	0	0	0	0	0	335
15:00	4	316	81	1	27	2	0	2	0	0	0	0	0	433
16:00	0	381	100	1	23	1	0	2	1	0	0	0	0	509
17:00	4	397	77	3	24	4	0	1	1	0	0	0	0	511
18:00	2	367	94	0	11	0	0	0	0	0	0	0	0	474
19:00	0	229	42	0	13	1	0	0	0	0	0	0	0	285
20:00	2	190	32	1	4	0	0	0	0	0	0	0	0	229
21:00	1	159	27	1	7	1	0	0	0	0	0	0	0	196
22:00	0	99	13	0	0	0	0	0	0	0	0	0	0	112
23:00	0	66	8	0	0	0	0	0	0	0	0	0	0	74
Total	22	4002	932	15	235	16	1	18	5	0	0	0	0	5246
Percent	0.4%	76.3%	17.8%	0.3%	4.5%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	02:00	07:00	07:00	08:00	07:00	07:00		08:00	07:00					07:00
Vol.	2	264	47	3	18	3		2	1					335
PM Peak	15:00	17:00	16:00	17:00	15:00	17:00	12:00	13:00	12:00					17:00
Vol.	4	397	100	3	27	4	1	5	1					511
Grand Total	22	4002	932	15	235	16	1	18	5	0	0	0	0	5246
Percent	0.4%	76.3%	17.8%	0.3%	4.5%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Redlands Boulevard
 B/ Driveway 6 - Encilia Avenue
 24 Hour Directional Classification Count

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

MRV010
 Site Code: 999-19736

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	48	14	1	2	0	0	0	0	0	0	0	0	65
01:00	0	43	8	0	1	0	0	0	1	0	0	0	0	53
02:00	2	34	6	0	1	1	0	0	0	0	0	0	0	44
03:00	0	69	30	0	12	0	0	0	0	0	0	0	0	111
04:00	0	123	43	0	13	0	0	2	0	0	0	0	0	181
05:00	2	250	80	0	25	1	0	1	0	0	0	0	0	359
06:00	2	566	142	0	27	3	0	0	0	0	0	0	0	740
07:00	7	613	125	3	36	3	0	4	1	0	0	0	0	792
08:00	2	445	105	4	22	1	0	2	1	0	0	0	0	582
09:00	1	332	70	2	26	0	0	4	0	0	0	0	0	435
10:00	4	285	96	2	19	0	0	0	1	0	0	0	0	407
11:00	1	303	79	0	31	2	0	3	1	0	0	0	0	420
12 PM	1	328	108	3	30	0	1	3	1	0	0	0	0	475
13:00	4	351	102	0	24	0	0	5	1	0	0	0	0	487
14:00	2	481	116	4	27	1	0	9	0	0	0	0	0	640
15:00	6	567	145	4	53	3	0	2	0	0	0	0	0	780
16:00	1	675	160	2	37	2	0	2	1	0	0	0	0	880
17:00	6	678	141	3	43	4	0	1	2	0	0	0	0	878
18:00	2	581	149	2	24	1	0	0	0	0	0	0	0	759
19:00	1	353	71	0	18	1	0	0	0	0	0	0	0	444
20:00	3	285	50	1	10	1	0	0	0	0	0	0	0	350
21:00	2	219	44	1	11	1	0	0	0	0	0	0	1	279
22:00	0	165	20	0	0	0	0	0	0	0	0	0	0	185
23:00	0	93	13	0	1	0	0	0	0	0	0	0	0	107
Total	49	7887	1917	32	493	25	1	38	10	0	0	0	1	10453
Percent	0.5%	75.5%	18.3%	0.3%	4.7%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	06:00	08:00	07:00	06:00		07:00	01:00					07:00
Vol.	7	613	142	4	36	3		4	1					792
PM Peak	15:00	17:00	16:00	14:00	15:00	17:00	12:00	14:00	17:00				21:00	16:00
Vol.	6	678	160	4	53	4	1	9	2				1	880
Grand Total	49	7887	1917	32	493	25	1	38	10	0	0	0	1	10453
Percent	0.5%	75.5%	18.3%	0.3%	4.7%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Redlands Boulevard
 B/ Fir Avenue - Cottonwood Avenue
 24 Hour Directional Classification Count

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

MRV101C
 Site Code: 098-18079

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/18	0	11	2	0	0	0	0	0	0	0	0	0	0	13
01:00	0	15	2	0	1	0	0	0	1	0	0	0	0	19
02:00	1	12	6	0	0	0	0	0	0	0	0	0	0	19
03:00	0	42	15	0	11	0	0	0	0	0	0	0	0	68
04:00	1	70	26	0	13	1	0	0	1	0	0	0	0	112
05:00	1	144	57	0	18	1	0	2	1	0	0	0	0	224
06:00	2	400	116	0	30	0	0	1	1	0	0	0	0	550
07:00	1	362	94	1	33	1	0	0	0	0	0	0	0	492
08:00	1	232	64	2	24	0	0	3	2	0	0	0	0	328
09:00	2	183	46	1	24	0	0	0	1	0	0	0	0	257
10:00	0	140	56	1	18	0	0	2	0	1	0	0	0	218
11:00	0	128	46	0	13	1	0	4	0	0	0	1	0	193
12 PM	0	142	52	2	16	0	0	2	1	0	0	0	0	215
13:00	0	173	53	1	10	1	0	3	0	0	0	0	0	241
14:00	2	202	58	0	14	0	0	2	0	0	0	0	0	278
15:00	2	239	80	2	28	0	0	0	0	0	0	0	0	351
16:00	1	249	87	0	24	0	0	1	1	0	0	0	0	363
17:00	1	266	69	0	14	0	0	2	2	0	0	0	0	354
18:00	0	193	43	0	12	0	0	0	1	0	0	0	0	249
19:00	0	103	23	0	9	0	0	0	0	0	0	0	0	135
20:00	2	87	19	0	5	1	0	0	0	0	0	0	0	114
21:00	0	57	15	1	8	0	0	0	0	0	0	0	0	81
22:00	0	42	9	0	1	0	0	0	0	0	0	0	0	52
23:00	0	44	4	0	2	0	0	0	0	0	0	0	0	50
Total	17	3536	1042	11	328	6	0	22	12	1	0	1	0	4976
Percent	0.3%	71.1%	20.9%	0.2%	6.6%	0.1%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	06:00	06:00	08:00	07:00	04:00		11:00	08:00	10:00		11:00		06:00
Vol.	2	400	116	2	33	1		4	2	1		1		550
PM Peak	14:00	17:00	16:00	12:00	15:00	13:00		13:00	17:00					16:00
Vol.	2	266	87	2	28	1		3	2					363
Grand Total	17	3536	1042	11	328	6	0	22	12	1	0	1	0	4976
Percent	0.3%	71.1%	20.9%	0.2%	6.6%	0.1%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

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

City of Moreno Valley
 Redlands Boulevard
 B/ Fir Avenue - Cottonwood Avenue
 24 Hour Directional Classification Count

MRV101C
 Site Code: 098-18079

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/18	0	30	6	0	3	1	0	0	0	0	0	0	0	40
01:00	0	21	2	0	2	0	0	0	0	0	0	0	0	25
02:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
03:00	0	21	2	0	2	0	0	0	0	0	0	0	0	25
04:00	0	26	8	0	2	0	0	1	0	0	0	0	0	37
05:00	0	63	27	0	8	0	0	1	0	0	0	0	0	99
06:00	1	172	41	0	14	1	0	1	1	0	0	0	0	231
07:00	0	259	48	0	9	1	0	2	0	0	0	0	0	319
08:00	0	177	51	1	15	0	0	0	0	0	0	0	0	244
09:00	0	93	36	1	15	0	0	2	0	0	0	0	0	147
10:00	0	93	34	0	15	0	0	1	0	0	0	0	0	143
11:00	1	109	45	1	12	0	0	3	1	0	0	0	0	172
12 PM	1	161	42	4	18	0	0	0	0	0	0	0	0	226
13:00	0	138	64	0	24	0	0	2	2	0	0	0	0	230
14:00	0	184	85	1	29	0	0	3	0	0	0	0	0	302
15:00	3	257	100	0	34	0	0	1	0	0	0	0	0	395
16:00	0	332	121	2	31	0	0	0	0	0	0	0	0	486
17:00	1	386	94	0	31	0	0	0	1	0	0	0	0	513
18:00	2	342	79	0	20	0	0	2	0	0	0	0	0	445
19:00	1	188	63	0	18	0	0	0	0	0	0	0	0	270
20:00	0	145	42	0	11	0	0	1	0	0	0	0	0	199
21:00	0	133	33	0	7	0	0	0	0	0	0	0	0	173
22:00	0	81	19	0	8	0	0	0	0	0	0	0	0	108
23:00	1	64	19	0	3	0	0	0	0	0	0	0	0	87
Total	11	3487	1065	10	331	3	0	20	5	0	0	0	0	4932
Percent	0.2%	70.7%	21.6%	0.2%	6.7%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	08:00	08:00	08:00	00:00		11:00	06:00					07:00
Vol.	1	259	51	1	15	1		3	1					319
PM Peak	15:00	17:00	16:00	12:00	15:00			14:00	13:00					17:00
Vol.	3	386	121	4	34			3	2					513
Grand Total	11	3487	1065	10	331	3	0	20	5	0	0	0	0	4932
Percent	0.2%	70.7%	21.6%	0.2%	6.7%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

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

City of Moreno Valley
 Redlands Boulevard
 B/ Fir Avenue - Cottonwood Avenue
 24 Hour Directional Classification Count

MRV101C
 Site Code: 098-18079

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/18	0	41	8	0	3	1	0	0	0	0	0	0	0	53
01:00	0	36	4	0	3	0	0	0	1	0	0	0	0	44
02:00	1	24	10	0	0	0	0	0	0	0	0	0	0	35
03:00	0	63	17	0	13	0	0	0	0	0	0	0	0	93
04:00	1	96	34	0	15	1	0	1	1	0	0	0	0	149
05:00	1	207	84	0	26	1	0	3	1	0	0	0	0	323
06:00	3	572	157	0	44	1	0	2	2	0	0	0	0	781
07:00	1	621	142	1	42	2	0	2	0	0	0	0	0	811
08:00	1	409	115	3	39	0	0	3	2	0	0	0	0	572
09:00	2	276	82	2	39	0	0	2	1	0	0	0	0	404
10:00	0	233	90	1	33	0	0	3	0	1	0	0	0	361
11:00	1	237	91	1	25	1	0	7	1	0	0	1	0	365
12 PM	1	303	94	6	34	0	0	2	1	0	0	0	0	441
13:00	0	311	117	1	34	1	0	5	2	0	0	0	0	471
14:00	2	386	143	1	43	0	0	5	0	0	0	0	0	580
15:00	5	496	180	2	62	0	0	1	0	0	0	0	0	746
16:00	1	581	208	2	55	0	0	1	1	0	0	0	0	849
17:00	2	652	163	0	45	0	0	2	3	0	0	0	0	867
18:00	2	535	122	0	32	0	0	2	1	0	0	0	0	694
19:00	1	291	86	0	27	0	0	0	0	0	0	0	0	405
20:00	2	232	61	0	16	1	0	1	0	0	0	0	0	313
21:00	0	190	48	1	15	0	0	0	0	0	0	0	0	254
22:00	0	123	28	0	9	0	0	0	0	0	0	0	0	160
23:00	1	108	23	0	5	0	0	0	0	0	0	0	0	137
Total	28	7023	2107	21	659	9	0	42	17	1	0	1	0	9908
Percent	0.3%	70.9%	21.3%	0.2%	6.7%	0.1%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	06:00	08:00	06:00	07:00		11:00	06:00	10:00		11:00		07:00
Vol.	3	621	157	3	44	2		7	2	1		1		811
PM Peak	15:00	17:00	16:00	12:00	15:00	13:00		13:00	17:00					17:00
Vol.	5	652	208	6	62	1		5	3					867
Grand Total	28	7023	2107	21	659	9	0	42	17	1	0	1	0	9908
Percent	0.3%	70.9%	21.3%	0.2%	6.7%	0.1%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

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

City of Moreno Valley
 Redlands Boulevard
 B/ Cottonwood Avenue - Alessandro Boulevard
 24 Hour Directional Classification Count

MRV019C
 Site Code: 098-18079

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/31/18	0	17	1	0	1	0	0	0	0	0	0	0	0	19
01:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
02:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
03:00	0	37	12	0	0	0	0	0	0	0	0	0	0	49
04:00	1	64	15	0	2	0	0	0	0	0	0	0	0	82
05:00	1	142	33	0	7	1	0	0	0	0	0	0	0	184
06:00	0	387	61	0	10	2	0	5	1	0	0	0	0	466
07:00	1	342	60	4	17	1	0	0	1	0	0	0	0	426
08:00	2	243	46	1	8	1	0	0	2	0	0	0	0	303
09:00	2	184	37	2	8	0	0	1	1	0	0	0	0	235
10:00	2	163	34	0	6	2	0	0	0	0	0	0	0	207
11:00	3	134	29	0	10	0	0	3	0	0	0	0	0	179
12 PM	1	169	35	1	10	0	0	1	0	0	0	0	0	217
13:00	0	169	34	1	13	1	0	1	1	0	0	0	0	220
14:00	0	232	37	1	11	1	0	2	0	0	0	0	0	284
15:00	1	266	54	0	10	1	0	0	0	0	0	0	0	332
16:00	1	270	56	0	9	1	0	1	0	0	0	0	0	338
17:00	4	287	54	0	3	0	0	0	0	0	0	0	0	348
18:00	0	194	30	0	6	0	0	2	0	0	0	0	0	232
19:00	1	127	25	0	2	0	0	1	0	0	0	0	0	156
20:00	0	64	19	0	3	0	0	0	0	0	0	0	0	86
21:00	0	58	10	1	2	0	0	0	0	0	0	0	0	71
22:00	0	47	4	0	1	0	0	0	1	0	0	0	0	53
23:00	0	26	6	0	1	0	0	0	0	0	0	0	0	33
Total	20	3644	696	11	140	11	0	17	7	0	0	0	0	4546
Percent	0.4%	80.2%	15.3%	0.2%	3.1%	0.2%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	06:00	06:00	07:00	07:00	06:00		06:00	08:00					06:00
Vol.	3	387	61	4	17	2		5	2					466
PM Peak	17:00	17:00	16:00	12:00	13:00	13:00		14:00	13:00					17:00
Vol.	4	287	56	1	13	1		2	1					348
Grand Total	20	3644	696	11	140	11	0	17	7	0	0	0	0	4546
Percent	0.4%	80.2%	15.3%	0.2%	3.1%	0.2%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

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

City of Moreno Valley
 Redlands Boulevard
 B/ Cottonwood Avenue - Alessandro Boulevard
 24 Hour Directional Classification Count

MRV019C
 Site Code: 098-18079

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/31/18	0	29	9	0	0	1	0	0	0	0	0	0	0	39
01:00	0	27	7	0	0	0	0	0	0	0	0	0	0	34
02:00	0	12	3	0	2	1	0	0	0	0	0	0	0	18
03:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
04:00	0	33	7	0	0	0	0	1	0	0	0	0	0	41
05:00	0	65	16	0	6	1	0	0	0	0	0	0	0	88
06:00	0	138	39	0	15	0	0	0	1	0	0	0	0	193
07:00	0	314	65	0	19	2	0	2	0	0	0	0	0	402
08:00	0	171	43	1	9	1	0	4	1	0	0	0	0	230
09:00	0	100	24	0	9	1	0	2	0	0	0	0	0	136
10:00	2	98	26	1	9	0	0	1	1	0	0	0	0	138
11:00	1	131	33	1	11	0	0	0	0	0	0	0	0	177
12 PM	0	144	55	1	10	1	0	0	0	0	0	0	0	211
13:00	2	172	39	1	12	0	0	0	0	0	0	0	0	226
14:00	0	185	54	1	16	1	0	2	0	0	0	0	0	259
15:00	4	239	74	0	19	0	0	1	0	0	0	0	0	337
16:00	2	302	85	0	14	1	0	0	1	0	0	0	0	405
17:00	2	352	94	0	18	1	0	3	0	0	0	0	0	470
18:00	2	201	46	0	10	0	0	1	0	0	0	0	0	260
19:00	1	176	42	0	7	0	0	2	0	0	0	0	0	228
20:00	0	131	27	0	3	0	0	0	0	0	0	0	0	161
21:00	0	117	32	0	4	0	0	0	0	0	0	0	0	153
22:00	1	74	15	0	3	0	0	0	0	0	0	0	0	93
23:00	1	45	9	0	2	0	0	0	0	0	0	0	0	57
Total	18	3268	844	6	198	11	0	19	4	0	0	0	0	4368
Percent	0.4%	74.8%	19.3%	0.1%	4.5%	0.3%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00	08:00	07:00	07:00		08:00	06:00					07:00
Vol.	2	314	65	1	19	2		4	1					402
PM Peak	15:00	17:00	17:00	12:00	15:00	12:00		17:00	16:00					17:00
Vol.	4	352	94	1	19	1		3	1					470
Grand Total	18	3268	844	6	198	11	0	19	4	0	0	0	0	4368
Percent	0.4%	74.8%	19.3%	0.1%	4.5%	0.3%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

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

City of Moreno Valley
 Redlands Boulevard
 B/ Cottonwood Avenue - Alessandro Boulevard
 24 Hour Directional Classification Count

MRV019C
 Site Code: 098-18079

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/31/18	0	46	10	0	1	1	0	0	0	0	0	0	0	58
01:00	0	36	7	0	0	0	0	0	0	0	0	0	0	43
02:00	0	25	7	0	2	1	0	0	0	0	0	0	0	35
03:00	0	49	12	0	0	0	0	0	0	0	0	0	0	61
04:00	1	97	22	0	2	0	0	1	0	0	0	0	0	123
05:00	1	207	49	0	13	2	0	0	0	0	0	0	0	272
06:00	0	525	100	0	25	2	0	5	2	0	0	0	0	659
07:00	1	656	125	4	36	3	0	2	1	0	0	0	0	828
08:00	2	414	89	2	17	2	0	4	3	0	0	0	0	533
09:00	2	284	61	2	17	1	0	3	1	0	0	0	0	371
10:00	4	261	60	1	15	2	0	1	1	0	0	0	0	345
11:00	4	265	62	1	21	0	0	3	0	0	0	0	0	356
12 PM	1	313	90	2	20	1	0	1	0	0	0	0	0	428
13:00	2	341	73	2	25	1	0	1	1	0	0	0	0	446
14:00	0	417	91	2	27	2	0	4	0	0	0	0	0	543
15:00	5	505	128	0	29	1	0	1	0	0	0	0	0	669
16:00	3	572	141	0	23	2	0	1	1	0	0	0	0	743
17:00	6	639	148	0	21	1	0	3	0	0	0	0	0	818
18:00	2	395	76	0	16	0	0	3	0	0	0	0	0	492
19:00	2	303	67	0	9	0	0	3	0	0	0	0	0	384
20:00	0	195	46	0	6	0	0	0	0	0	0	0	0	247
21:00	0	175	42	1	6	0	0	0	0	0	0	0	0	224
22:00	1	121	19	0	4	0	0	0	1	0	0	0	0	146
23:00	1	71	15	0	3	0	0	0	0	0	0	0	0	90
Total	38	6912	1540	17	338	22	0	36	11	0	0	0	0	8914
Percent	0.4%	77.5%	17.3%	0.2%	3.8%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00	07:00	07:00	07:00		06:00	08:00					07:00
Vol.	4	656	125	4	36	3		5	3					828
PM Peak	17:00	17:00	17:00	12:00	15:00	14:00		14:00	13:00					17:00
Vol.	6	639	148	2	29	2		4	1					818
Grand Total	38	6912	1540	17	338	22	0	36	11	0	0	0	0	8914
Percent	0.4%	77.5%	17.3%	0.2%	3.8%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

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

City of Moreno Valley
 Redlands Boulevard
 B/ Alessandro Boulevard - Cactus Avenue
 24 Hour Directional Classification Count

MRV021C
 Site Code: 098-18079

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/31/18	0	18	0	0	1	0	0	0	0	0	0	0	0	19
01:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
02:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
03:00	0	28	7	0	0	0	0	0	0	0	0	0	0	35
04:00	0	49	10	0	0	0	0	0	0	0	0	0	0	59
05:00	0	124	20	0	2	1	0	0	0	0	0	0	0	147
06:00	0	317	43	0	7	1	0	4	1	0	0	0	0	373
07:00	1	367	49	1	15	3	0	0	1	0	0	0	0	437
08:00	2	276	41	1	4	0	0	0	2	0	0	0	0	326
09:00	2	174	31	2	6	0	0	1	1	0	0	0	0	217
10:00	2	167	30	0	4	0	0	0	0	0	0	0	0	203
11:00	2	138	19	1	4	0	0	3	0	0	0	0	0	167
12 PM	0	182	36	1	4	0	0	0	0	0	0	0	0	223
13:00	0	167	24	2	5	2	1	0	1	0	0	0	0	202
14:00	1	214	36	0	8	2	0	1	0	0	0	0	0	262
15:00	2	278	40	0	6	1	0	0	0	0	0	0	0	327
16:00	0	259	46	0	6	0	0	1	0	0	0	0	0	312
17:00	4	272	30	0	2	0	0	0	0	0	0	0	0	308
18:00	0	172	22	0	2	0	0	0	0	0	0	0	0	196
19:00	0	119	14	0	0	0	0	1	0	0	0	0	0	134
20:00	0	74	14	0	3	0	0	0	0	0	0	0	0	91
21:00	1	72	9	0	1	0	0	0	0	0	0	0	0	83
22:00	0	50	5	0	0	0	0	0	1	0	0	0	0	56
23:00	0	25	2	0	1	0	0	0	0	0	0	0	0	28
Total	17	3565	531	8	81	10	1	11	7	0	0	0	0	4231
Percent	0.4%	84.3%	12.6%	0.2%	1.9%	0.2%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	09:00	07:00	07:00		06:00	08:00					07:00
Vol.	2	367	49	2	15	3		4	2					437
PM Peak	17:00	15:00	16:00	13:00	14:00	13:00	13:00	14:00	13:00					15:00
Vol.	4	278	46	2	8	2	1	1	1					327
Grand Total	17	3565	531	8	81	10	1	11	7	0	0	0	0	4231
Percent	0.4%	84.3%	12.6%	0.2%	1.9%	0.2%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

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

City of Moreno Valley
 Redlands Boulevard
 B/ Alessandro Boulevard - Cactus Avenue
 24 Hour Directional Classification Count

MRV021C
 Site Code: 098-18079

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/31/18	0	29	3	0	0	0	0	0	0	0	0	0	0	32
01:00	0	34	3	0	0	0	0	0	0	0	0	0	0	37
02:00	0	8	3	0	1	1	0	0	0	0	0	0	0	13
03:00	0	15	2	0	1	0	0	0	0	0	0	0	0	18
04:00	0	37	4	0	0	0	0	0	0	0	0	0	0	41
05:00	0	67	15	0	4	0	0	0	0	0	0	0	0	86
06:00	0	108	29	0	8	0	0	0	0	0	0	0	0	145
07:00	0	310	56	0	6	0	0	1	0	0	0	0	0	373
08:00	0	205	48	1	5	0	0	1	1	0	0	0	0	261
09:00	0	86	29	0	8	0	0	1	0	0	0	0	0	124
10:00	2	89	21	0	4	0	0	0	1	0	0	0	0	117
11:00	0	143	34	1	6	0	0	0	0	0	0	0	0	184
12 PM	0	137	42	1	6	0	1	0	0	0	0	0	0	187
13:00	3	140	27	1	6	0	0	1	0	0	0	0	0	178
14:00	1	190	39	1	10	0	0	3	0	0	0	0	0	244
15:00	1	222	46	1	15	0	0	2	0	0	0	0	0	287
16:00	2	296	63	0	8	0	0	2	0	0	0	0	0	371
17:00	1	318	70	0	8	0	0	2	0	0	0	0	0	399
18:00	2	178	22	0	3	0	0	0	0	0	0	0	0	205
19:00	1	168	30	0	4	0	0	2	0	0	0	0	0	205
20:00	0	132	18	0	1	0	0	0	0	0	0	0	0	151
21:00	0	118	28	0	0	0	0	0	0	0	0	0	0	146
22:00	0	72	7	0	0	0	0	0	0	0	0	0	0	79
23:00	1	29	4	0	1	0	0	0	0	0	0	0	0	35
Total	14	3131	643	6	105	1	1	15	2	0	0	0	0	3918
Percent	0.4%	79.9%	16.4%	0.2%	2.7%	0.0%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00	08:00	06:00	02:00		07:00	08:00					07:00
Vol.	2	310	56	1	8	1		1	1					373
PM Peak	13:00	17:00	17:00	12:00	15:00		12:00	14:00						17:00
Vol.	3	318	70	1	15		1	3						399
Grand Total	14	3131	643	6	105	1	1	15	2	0	0	0	0	3918
Percent	0.4%	79.9%	16.4%	0.2%	2.7%	0.0%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

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

City of Moreno Valley
 Redlands Boulevard
 B/ Alessandro Boulevard - Cactus Avenue
 24 Hour Directional Classification Count

MRV021C
 Site Code: 098-18079

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/31/18	0	47	3	0	1	0	0	0	0	0	0	0	0	51
01:00	0	45	4	0	0	0	0	0	0	0	0	0	0	49
02:00	0	20	5	0	1	1	0	0	0	0	0	0	0	27
03:00	0	43	9	0	1	0	0	0	0	0	0	0	0	53
04:00	0	86	14	0	0	0	0	0	0	0	0	0	0	100
05:00	0	191	35	0	6	1	0	0	0	0	0	0	0	233
06:00	0	425	72	0	15	1	0	4	1	0	0	0	0	518
07:00	1	677	105	1	21	3	0	1	1	0	0	0	0	810
08:00	2	481	89	2	9	0	0	1	3	0	0	0	0	587
09:00	2	260	60	2	14	0	0	2	1	0	0	0	0	341
10:00	4	256	51	0	8	0	0	0	1	0	0	0	0	320
11:00	2	281	53	2	10	0	0	3	0	0	0	0	0	351
12 PM	0	319	78	2	10	0	1	0	0	0	0	0	0	410
13:00	3	307	51	3	11	2	1	1	1	0	0	0	0	380
14:00	2	404	75	1	18	2	0	4	0	0	0	0	0	506
15:00	3	500	86	1	21	1	0	2	0	0	0	0	0	614
16:00	2	555	109	0	14	0	0	3	0	0	0	0	0	683
17:00	5	590	100	0	10	0	0	2	0	0	0	0	0	707
18:00	2	350	44	0	5	0	0	0	0	0	0	0	0	401
19:00	1	287	44	0	4	0	0	3	0	0	0	0	0	339
20:00	0	206	32	0	4	0	0	0	0	0	0	0	0	242
21:00	1	190	37	0	1	0	0	0	0	0	0	0	0	229
22:00	0	122	12	0	0	0	0	0	1	0	0	0	0	135
23:00	1	54	6	0	2	0	0	0	0	0	0	0	0	63
Total	31	6696	1174	14	186	11	2	26	9	0	0	0	0	8149
Percent	0.4%	82.2%	14.4%	0.2%	2.3%	0.1%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00	08:00	07:00	07:00		06:00	08:00					07:00
Vol.	4	677	105	2	21	3		4	3					810
PM Peak	17:00	17:00	16:00	13:00	15:00	13:00	12:00	14:00	13:00					17:00
Vol.	5	590	109	3	21	2	1	4	1					707
Grand Total	31	6696	1174	14	186	11	2	26	9	0	0	0	0	8149
Percent	0.4%	82.2%	14.4%	0.2%	2.3%	0.1%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 John F Kennedy Drive
 B/ Moreno Beach Drive - Redlands Boulevard
 24 Hour Directional Classification Count

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

MRV104C
 Site Code: 098-18079

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/31/18	0	8	2	0	1	0	0	0	0	0	0	0	0	11
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
03:00	0	19	5	0	0	0	0	0	0	0	0	0	0	24
04:00	0	32	6	0	1	0	0	0	0	0	0	0	0	39
05:00	0	63	16	0	5	0	0	0	0	0	0	0	0	84
06:00	2	179	46	0	13	0	0	5	0	0	0	0	0	245
07:00	3	207	47	2	18	0	0	2	2	1	0	0	0	282
08:00	2	158	33	2	11	0	0	1	1	0	0	0	0	208
09:00	2	76	28	0	7	0	0	1	1	0	0	0	0	115
10:00	0	95	28	2	2	0	0	1	0	0	0	0	0	128
11:00	1	73	16	1	7	0	0	0	0	0	0	0	0	98
12 PM	0	117	31	0	15	0	0	0	0	0	0	0	0	163
13:00	0	94	24	2	10	1	1	1	0	0	0	0	0	133
14:00	0	102	29	0	8	1	0	1	0	0	0	0	0	141
15:00	1	131	37	0	11	0	0	2	0	0	0	0	0	182
16:00	2	137	36	0	14	0	0	1	0	0	0	0	0	190
17:00	2	107	65	0	8	0	0	1	0	0	0	0	0	183
18:00	0	43	65	0	12	0	0	0	0	0	0	0	0	120
19:00	0	28	48	0	7	0	0	0	0	0	0	0	0	83
20:00	0	22	35	0	11	0	0	0	0	0	0	0	0	68
21:00	0	22	30	0	5	0	0	0	0	0	0	0	0	57
22:00	1	5	21	0	3	1	0	0	0	0	0	0	0	31
23:00	0	4	14	0	2	0	0	0	0	0	0	0	0	20
Total	16	1732	663	9	171	3	1	16	4	1	0	0	0	2616
Percent	0.6%	66.2%	25.3%	0.3%	6.5%	0.1%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	07:00			06:00	07:00	07:00				07:00
Vol.	3	207	47	2	18			5	2	1				282
PM Peak	16:00	16:00	17:00	13:00	12:00	13:00	13:00	15:00						16:00
Vol.	2	137	65	2	15	1	1	2						190
Grand Total	16	1732	663	9	171	3	1	16	4	1	0	0	0	2616
Percent	0.6%	66.2%	25.3%	0.3%	6.5%	0.1%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

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

City of Moreno Valley
 John F Kennedy Drive
 B/ Moreno Beach Drive - Redlands Boulevard
 24 Hour Directional Classification Count

MRV104C
 Site Code: 098-18079

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/31/18	0	19	5	0	0	0	0	0	0	0	0	0	0	24
01:00	0	15	6	0	1	0	0	0	0	0	0	0	0	22
02:00	0	7	1	0	0	1	0	0	0	0	0	0	0	9
03:00	0	12	2	0	5	0	0	0	0	0	0	0	0	19
04:00	0	25	3	0	1	0	0	1	0	0	0	0	0	30
05:00	0	53	20	0	5	0	0	0	0	0	0	0	0	78
06:00	0	77	23	0	11	0	0	0	0	0	0	0	0	111
07:00	2	227	53	0	17	0	0	3	0	0	0	0	0	302
08:00	5	172	44	0	6	1	0	0	0	0	0	0	0	228
09:00	0	46	16	0	6	0	0	0	0	0	0	0	0	68
10:00	0	51	16	0	7	0	0	1	0	0	0	0	0	75
11:00	0	98	29	1	5	0	0	0	0	0	0	0	0	133
12 PM	0	118	42	1	11	0	1	2	0	0	0	0	0	175
13:00	0	88	27	1	6	1	0	2	0	0	0	0	0	125
14:00	2	93	30	0	13	1	0	2	0	0	0	0	0	141
15:00	1	142	35	1	15	0	0	2	0	0	0	0	0	196
16:00	0	176	69	0	12	0	1	2	0	0	0	0	0	260
17:00	0	207	64	0	17	0	0	2	0	0	0	0	0	290
18:00	0	93	18	0	5	0	0	0	0	0	0	0	0	116
19:00	1	108	18	0	5	0	0	1	0	0	0	0	0	133
20:00	0	77	16	0	3	0	0	0	0	0	0	0	0	96
21:00	0	79	19	0	2	0	0	1	0	0	0	0	0	101
22:00	0	44	9	0	1	0	0	0	0	0	0	0	0	54
23:00	0	12	5	0	1	0	0	0	0	0	0	0	0	18
Total	11	2039	570	4	155	4	2	19	0	0	0	0	0	2804
Percent	0.4%	72.7%	20.3%	0.1%	5.5%	0.1%	0.1%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	11:00	07:00	02:00		07:00						07:00
Vol.	5	227	53	1	17	1		3						302
PM Peak	14:00	17:00	16:00	12:00	17:00	13:00	12:00	12:00						17:00
Vol.	2	207	69	1	17	1	1	2						290
Grand Total	11	2039	570	4	155	4	2	19	0	0	0	0	0	2804
Percent	0.4%	72.7%	20.3%	0.1%	5.5%	0.1%	0.1%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 John F Kennedy Drive
 B/ Moreno Beach Drive - Redlands Boulevard
 24 Hour Directional Classification Count

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

MRV104C
 Site Code: 098-18079

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/31/18	0	27	7	0	1	0	0	0	0	0	0	0	0	35
01:00	0	17	6	0	1	0	0	0	0	0	0	0	0	24
02:00	0	15	2	0	0	1	0	0	0	0	0	0	0	18
03:00	0	31	7	0	5	0	0	0	0	0	0	0	0	43
04:00	0	57	9	0	2	0	0	1	0	0	0	0	0	69
05:00	0	116	36	0	10	0	0	0	0	0	0	0	0	162
06:00	2	256	69	0	24	0	0	5	0	0	0	0	0	356
07:00	5	434	100	2	35	0	0	5	2	1	0	0	0	584
08:00	7	330	77	2	17	1	0	1	1	0	0	0	0	436
09:00	2	122	44	0	13	0	0	1	1	0	0	0	0	183
10:00	0	146	44	2	9	0	0	2	0	0	0	0	0	203
11:00	1	171	45	2	12	0	0	0	0	0	0	0	0	231
12 PM	0	235	73	1	26	0	1	2	0	0	0	0	0	338
13:00	0	182	51	3	16	2	1	3	0	0	0	0	0	258
14:00	2	195	59	0	21	2	0	3	0	0	0	0	0	282
15:00	2	273	72	1	26	0	0	4	0	0	0	0	0	378
16:00	2	313	105	0	26	0	1	3	0	0	0	0	0	450
17:00	2	314	129	0	25	0	0	3	0	0	0	0	0	473
18:00	0	136	83	0	17	0	0	0	0	0	0	0	0	236
19:00	1	136	66	0	12	0	0	1	0	0	0	0	0	216
20:00	0	99	51	0	14	0	0	0	0	0	0	0	0	164
21:00	0	101	49	0	7	0	0	1	0	0	0	0	0	158
22:00	1	49	30	0	4	1	0	0	0	0	0	0	0	85
23:00	0	16	19	0	3	0	0	0	0	0	0	0	0	38
Total	27	3771	1233	13	326	7	3	35	4	1	0	0	0	5420
Percent	0.5%	69.6%	22.7%	0.2%	6.0%	0.1%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	07:00	07:00	02:00		06:00	07:00	07:00				07:00
Vol.	7	434	100	2	35	1		5	2	1				584
PM Peak	14:00	17:00	17:00	13:00	12:00	13:00	12:00	15:00						17:00
Vol.	2	314	129	3	26	2	1	4						473
Grand Total	27	3771	1233	13	326	7	3	35	4	1	0	0	0	5420
Percent	0.5%	69.6%	22.7%	0.2%	6.0%	0.1%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Moreno Beach Drive
 B/ State Route 60 Ramps
 24 Hour Directional Classification Count

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

MRV015
 Site Code: 999-19736

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	43	6	0	1	0	0	0	1	0	0	0	0	51
01:00	0	33	7	0	2	0	0	0	0	0	0	0	0	42
02:00	0	32	6	0	3	0	0	0	1	0	0	0	0	42
03:00	0	72	16	1	4	0	0	0	1	0	0	0	0	94
04:00	0	132	36	0	9	1	0	1	2	0	0	0	0	181
05:00	3	196	43	0	18	2	0	0	7	0	0	0	0	269
06:00	4	344	67	0	20	1	0	1	0	0	0	0	0	437
07:00	1	392	80	3	17	0	0	3	6	0	0	0	0	502
08:00	5	368	71	1	20	2	0	1	7	0	0	0	0	475
09:00	2	282	84	1	16	2	0	2	1	0	0	0	1	391
10:00	3	315	86	3	16	2	0	5	5	0	0	0	0	435
11:00	2	328	83	2	22	4	0	2	6	0	0	0	0	449
12 PM	7	359	108	1	29	2	0	3	9	0	0	0	0	518
13:00	8	337	96	3	27	1	0	3	3	0	0	0	0	478
14:00	4	412	122	3	35	0	0	7	7	0	0	0	0	590
15:00	4	358	102	1	24	1	0	4	4	0	0	0	0	498
16:00	1	371	102	2	28	1	0	2	1	1	0	0	0	509
17:00	3	455	92	1	22	2	0	5	5	0	0	0	0	585
18:00	3	411	104	1	22	0	0	8	4	0	0	0	1	554
19:00	1	358	77	0	10	1	0	1	4	0	0	0	0	452
20:00	3	260	52	0	9	1	0	0	0	0	0	0	0	325
21:00	1	228	45	0	10	1	0	1	2	0	0	0	0	288
22:00	1	158	31	0	7	0	0	0	0	0	0	0	0	197
23:00	0	98	14	1	2	0	0	2	1	0	0	0	0	118
Total	56	6342	1530	24	373	24	0	51	77	1	0	0	2	8480
Percent	0.7%	74.8%	18.0%	0.3%	4.4%	0.3%	0.0%	0.6%	0.9%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	10:00	07:00	11:00	11:00		10:00	05:00				09:00	07:00
Vol.	5	392	86	3	22	4		5	7				1	502
PM Peak	13:00	17:00	14:00	13:00	14:00	12:00		18:00	12:00	16:00			18:00	14:00
Vol.	8	455	122	3	35	2		8	9	1			1	590
Grand Total	56	6342	1530	24	373	24	0	51	77	1	0	0	2	8480
Percent	0.7%	74.8%	18.0%	0.3%	4.4%	0.3%	0.0%	0.6%	0.9%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Moreno Beach Drive
 B/ State Route 60 Ramps
 24 Hour Directional Classification Count

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

MRV015
 Site Code: 999-19736

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	13	1	0	0	0	0	0	0	0	0	0	0	14
01:00	0	6	1	0	3	0	0	0	0	0	0	0	0	10
02:00	0	8	3	0	2	0	0	0	0	0	0	0	0	13
03:00	0	8	3	1	2	0	0	0	0	0	0	0	0	14
04:00	1	20	3	0	2	0	0	0	0	0	0	0	0	26
05:00	0	36	19	2	3	0	0	0	0	0	0	0	0	60
06:00	2	65	21	1	11	2	0	2	0	0	0	0	0	104
07:00	1	194	53	1	15	0	1	0	1	0	0	0	0	266
08:00	1	189	53	1	6	3	0	1	0	0	0	0	0	254
09:00	1	131	34	2	8	1	0	2	1	0	0	0	0	180
10:00	1	114	36	1	11	1	0	2	1	0	0	0	0	167
11:00	0	136	39	1	9	2	1	0	0	0	0	0	0	188
12 PM	4	118	38	2	17	3	0	3	1	0	0	0	0	186
13:00	5	131	45	1	23	1	0	1	0	0	0	0	0	207
14:00	1	145	61	1	9	2	0	1	0	0	0	0	0	220
15:00	7	201	67	3	18	4	0	2	0	0	0	0	0	302
16:00	7	210	52	1	14	1	0	1	0	0	0	0	0	286
17:00	3	217	61	1	13	5	0	0	0	0	0	0	0	300
18:00	1	183	64	0	11	5	0	0	0	0	1	0	0	265
19:00	1	123	26	0	4	1	0	0	0	0	0	0	0	155
20:00	3	100	23	2	7	1	0	0	0	0	0	0	0	136
21:00	1	96	16	0	6	0	0	0	0	0	0	0	0	119
22:00	0	49	8	0	3	1	0	0	0	0	0	0	0	61
23:00	0	36	4	0	0	0	0	0	0	0	0	0	0	40
Total	40	2529	731	21	197	33	2	15	4	0	1	0	0	3573
Percent	1.1%	70.8%	20.5%	0.6%	5.5%	0.9%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	05:00	07:00	08:00	07:00	06:00	07:00					07:00
Vol.	2	194	53	2	15	3	1	2	1					266
PM Peak	15:00	17:00	15:00	15:00	13:00	17:00		12:00	12:00		18:00			15:00
Vol.	7	217	67	3	23	5		3	1		1			302
Grand Total	40	2529	731	21	197	33	2	15	4	0	1	0	0	3573
Percent	1.1%	70.8%	20.5%	0.6%	5.5%	0.9%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Moreno Beach Drive
 B/ State Route 60 Ramps
 24 Hour Directional Classification Count

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

MRV015
 Site Code: 999-19736

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	56	7	0	1	0	0	0	1	0	0	0	0	65
01:00	0	39	8	0	5	0	0	0	0	0	0	0	0	52
02:00	0	40	9	0	5	0	0	0	1	0	0	0	0	55
03:00	0	80	19	2	6	0	0	0	1	0	0	0	0	108
04:00	1	152	39	0	11	1	0	1	2	0	0	0	0	207
05:00	3	232	62	2	21	2	0	0	7	0	0	0	0	329
06:00	6	409	88	1	31	3	0	3	0	0	0	0	0	541
07:00	2	586	133	4	32	0	1	3	7	0	0	0	0	768
08:00	6	557	124	2	26	5	0	2	7	0	0	0	0	729
09:00	3	413	118	3	24	3	0	4	2	0	0	0	1	571
10:00	4	429	122	4	27	3	0	7	6	0	0	0	0	602
11:00	2	464	122	3	31	6	1	2	6	0	0	0	0	637
12 PM	11	477	146	3	46	5	0	6	10	0	0	0	0	704
13:00	13	468	141	4	50	2	0	4	3	0	0	0	0	685
14:00	5	557	183	4	44	2	0	8	7	0	0	0	0	810
15:00	11	559	169	4	42	5	0	6	4	0	0	0	0	800
16:00	8	581	154	3	42	2	0	3	1	1	0	0	0	795
17:00	6	672	153	2	35	7	0	5	5	0	0	0	0	885
18:00	4	594	168	1	33	5	0	8	4	0	1	0	1	819
19:00	2	481	103	0	14	2	0	1	4	0	0	0	0	607
20:00	6	360	75	2	16	2	0	0	0	0	0	0	0	461
21:00	2	324	61	0	16	1	0	1	2	0	0	0	0	407
22:00	1	207	39	0	10	1	0	0	0	0	0	0	0	258
23:00	0	134	18	1	2	0	0	2	1	0	0	0	0	158
Total	96	8871	2261	45	570	57	2	66	81	1	1	0	2	12053
Percent	0.8%	73.6%	18.8%	0.4%	4.7%	0.5%	0.0%	0.5%	0.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	07:00	07:00	11:00	07:00	10:00	05:00				09:00	07:00
Vol.	6	586	133	4	32	6	1	7	7				1	768
PM Peak	13:00	17:00	14:00	13:00	13:00	17:00		14:00	12:00	16:00	18:00		18:00	17:00
Vol.	13	672	183	4	50	7		8	10	1	1		1	885
Grand Total	96	8871	2261	45	570	57	2	66	81	1	1	0	2	12053
Percent	0.8%	73.6%	18.8%	0.4%	4.7%	0.5%	0.0%	0.5%	0.7%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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

City of Moreno Valley
 Moreno Beach Drive
 B/ State Route 60 Eastbound - Eucalyptus Avenue
 24 Hour Directional Classification Count

MRV021
 Site Code: 003-18027B

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/18/18	1	93	14	2	6	2	0	0	0	0	0	0	0	118
01:00	0	66	8	1	2	1	0	0	0	0	0	0	0	78
02:00	0	48	9	3	3	2	0	0	0	0	0	0	0	65
03:00	1	47	8	6	4	0	0	0	0	0	0	0	0	66
04:00	0	63	8	3	7	3	0	2	0	0	0	0	0	86
05:00	0	81	30	7	7	2	0	0	2	0	0	0	0	129
06:00	4	195	53	18	26	2	1	4	0	0	0	0	0	303
07:00	8	435	90	23	32	5	0	4	0	0	0	0	0	597
08:00	6	437	107	34	23	10	1	4	0	0	0	0	0	622
09:00	4	302	95	41	26	7	0	2	1	0	0	0	0	478
10:00	3	316	100	54	31	4	1	1	0	2	0	0	0	512
11:00	5	374	105	51	39	7	0	3	0	0	0	0	0	584
12 PM	6	421	92	52	39	15	0	1	0	0	0	0	0	626
13:00	6	447	113	62	30	12	1	0	2	0	0	0	0	673
14:00	6	457	112	52	42	6	0	3	0	0	0	0	0	679
15:00	9	573	128	73	48	11	0	1	0	0	0	0	1	844
16:00	9	536	129	67	53	10	0	0	1	0	0	0	0	805
17:00	9	602	131	97	39	16	0	2	1	0	0	0	0	897
18:00	8	563	116	123	42	13	0	1	0	0	0	0	0	866
19:00	9	459	105	90	23	14	1	0	2	0	0	0	0	703
20:00	8	414	76	42	31	4	0	1	0	0	0	0	0	576
21:00	5	346	45	37	20	6	0	1	0	0	0	0	0	460
22:00	4	228	40	30	11	3	0	0	0	0	0	0	0	316
23:00	1	132	26	2	4	1	0	0	0	0	0	0	0	166
Total	112	7635	1740	970	588	156	5	30	9	2	0	0	2	11249
Percent	1.0%	67.9%	15.5%	8.6%	5.2%	1.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	08:00	10:00	11:00	08:00	06:00	06:00	05:00	10:00				08:00
Vol.	8	437	107	54	39	10	1	4	2	2				622
PM Peak	15:00	17:00	17:00	18:00	16:00	17:00	13:00	14:00	13:00				14:00	17:00
Vol.	9	602	131	123	53	16	1	3	2				1	897
Grand Total	112	7635	1740	970	588	156	5	30	9	2	0	0	2	11249
Percent	1.0%	67.9%	15.5%	8.6%	5.2%	1.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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

City of Moreno Valley
 Moreno Beach Drive
 B/ State Route 60 Eastbound - Eucalyptus Avenue
 24 Hour Directional Classification Count

MRV021
 Site Code: 003-18027B

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/18/18	3	69	14	0	5	2	0	0	0	0	0	0	0	93
01:00	3	49	12	0	3	0	0	1	1	0	0	0	0	69
02:00	3	47	8	0	5	3	0	0	0	0	0	0	0	66
03:00	3	34	16	0	4	3	0	0	0	0	0	0	0	60
04:00	3	67	16	1	17	0	0	1	0	0	0	0	0	105
05:00	3	76	41	2	25	4	0	3	0	0	0	0	0	154
06:00	2	216	87	2	48	3	0	9	2	0	0	0	0	369
07:00	4	374	121	5	49	1	0	2	0	0	0	0	0	556
08:00	6	375	146	4	42	0	0	5	0	0	0	0	0	578
09:00	5	264	110	5	38	3	0	3	1	0	0	0	0	429
10:00	10	321	130	8	50	3	0	2	2	0	0	0	0	526
11:00	11	343	134	5	64	6	0	4	1	0	0	0	0	568
12 PM	11	377	132	1	50	1	0	3	1	0	0	0	0	576
13:00	14	405	137	3	56	6	0	3	3	0	0	0	0	627
14:00	8	416	156	4	46	7	0	3	0	0	0	0	0	640
15:00	12	503	164	4	74	2	0	1	0	1	0	0	0	761
16:00	4	500	186	2	64	3	0	5	1	0	0	0	0	765
17:00	4	563	181	3	64	2	0	2	2	0	0	0	0	821
18:00	11	533	154	2	49	7	0	6	1	0	0	0	0	763
19:00	7	459	109	3	38	4	0	2	0	0	0	0	0	622
20:00	5	386	93	0	28	1	0	3	0	0	0	0	0	516
21:00	3	275	72	0	23	3	0	2	0	0	0	0	0	378
22:00	3	221	48	0	7	1	0	1	1	0	0	0	0	282
23:00	1	138	33	0	8	2	0	0	0	0	0	0	0	182
Total	139	7011	2300	54	857	67	0	61	16	1	0	0	0	10506
Percent	1.3%	66.7%	21.9%	0.5%	8.2%	0.6%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	08:00	10:00	11:00	11:00		06:00	06:00					08:00
Vol.	11	375	146	8	64	6		9	2					578
PM Peak	13:00	17:00	16:00	14:00	15:00	14:00		18:00	13:00	15:00				17:00
Vol.	14	563	186	4	74	7		6	3	1				821
Grand Total	139	7011	2300	54	857	67	0	61	16	1	0	0	0	10506
Percent	1.3%	66.7%	21.9%	0.5%	8.2%	0.6%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

City of Moreno Valley
 Moreno Beach Drive
 B/ State Route 60 Eastbound - Eucalyptus Avenue
 24 Hour Directional Classification Count

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

MRV021
 Site Code: 003-18027B

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/18/18	4	162	28	2	11	4	0	0	0	0	0	0	0	211
01:00	3	115	20	1	5	1	0	1	1	0	0	0	0	147
02:00	3	95	17	3	8	5	0	0	0	0	0	0	0	131
03:00	4	81	24	6	8	3	0	0	0	0	0	0	0	126
04:00	3	130	24	4	24	3	0	3	0	0	0	0	0	191
05:00	3	157	71	9	32	6	0	3	2	0	0	0	0	283
06:00	6	411	140	20	74	5	1	13	2	0	0	0	0	672
07:00	12	809	211	28	81	6	0	6	0	0	0	0	0	1153
08:00	12	812	253	38	65	10	1	9	0	0	0	0	0	1200
09:00	9	566	205	46	64	10	0	5	2	0	0	0	0	907
10:00	13	637	230	62	81	7	1	3	2	2	0	0	0	1038
11:00	16	717	239	56	103	13	0	7	1	0	0	0	0	1152
12 PM	17	798	224	53	89	16	0	4	1	0	0	0	0	1202
13:00	20	852	250	65	86	18	1	3	5	0	0	0	0	1300
14:00	14	873	268	56	88	13	0	6	0	0	0	0	1	1319
15:00	21	1076	292	77	122	13	0	2	0	1	0	0	1	1605
16:00	13	1036	315	69	117	13	0	5	2	0	0	0	0	1570
17:00	13	1165	312	100	103	18	0	4	3	0	0	0	0	1718
18:00	19	1096	270	125	91	20	0	7	1	0	0	0	0	1629
19:00	16	918	214	93	61	18	1	2	2	0	0	0	0	1325
20:00	13	800	169	42	59	5	0	4	0	0	0	0	0	1092
21:00	8	621	117	37	43	9	0	3	0	0	0	0	0	838
22:00	7	449	88	30	18	4	0	1	1	0	0	0	0	598
23:00	2	270	59	2	12	3	0	0	0	0	0	0	0	348
Total	251	14646	4040	1024	1445	223	5	91	25	3	0	0	2	21755
Percent	1.2%	67.3%	18.6%	4.7%	6.6%	1.0%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	08:00	10:00	11:00	11:00	06:00	06:00	05:00	10:00				08:00
Vol.	16	812	253	62	103	13	1	13	2	2				1200
PM Peak	15:00	17:00	16:00	18:00	15:00	18:00	13:00	18:00	13:00	15:00			14:00	17:00
Vol.	21	1165	315	125	122	20	1	7	5	1			1	1718
Grand Total	251	14646	4040	1024	1445	223	5	91	25	3	0	0	2	21755
Percent	1.2%	67.3%	18.6%	4.7%	6.6%	1.0%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Moreno Beach Drive
 B/ Alessandro Boulevard - Cactus Avenue
 24 Hour Directional Classification Count

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

MRV017
 Site Code: 999-19736

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	49	7	0	1	0	0	0	0	0	0	0	0	57
01:00	1	29	4	0	1	0	0	0	0	0	0	0	0	35
02:00	0	41	5	0	1	0	0	0	0	0	0	0	0	47
03:00	0	75	21	0	2	0	0	0	0	0	0	0	0	98
04:00	2	106	26	2	8	0	0	1	1	0	0	0	0	146
05:00	0	187	33	1	11	1	0	0	0	0	0	0	0	233
06:00	1	301	67	3	15	0	0	5	0	0	0	0	0	392
07:00	0	448	116	3	27	2	0	1	0	0	0	0	0	597
08:00	4	406	105	1	22	1	0	2	1	0	0	0	0	542
09:00	1	325	88	2	23	1	0	3	1	0	0	0	0	444
10:00	0	327	79	4	26	4	0	2	2	0	0	0	0	444
11:00	2	348	77	2	21	2	0	4	0	0	0	0	0	456
12 PM	0	367	98	2	30	0	0	2	0	0	0	1	0	500
13:00	2	368	97	4	21	0	0	3	0	0	0	0	0	495
14:00	3	464	105	4	27	2	0	6	1	0	0	0	0	612
15:00	6	459	105	1	30	1	0	4	0	0	0	0	0	606
16:00	4	466	97	4	25	7	1	10	0	1	0	0	0	615
17:00	2	424	111	1	26	3	1	4	0	0	0	0	0	572
18:00	3	360	86	0	14	3	0	2	0	0	0	0	0	468
19:00	1	309	80	2	14	2	0	0	0	0	0	0	0	408
20:00	2	303	71	0	12	0	0	1	0	0	0	0	0	389
21:00	1	257	49	3	13	0	0	1	0	0	0	0	0	324
22:00	1	146	25	0	5	1	0	0	0	0	0	0	0	178
23:00	0	105	15	0	3	0	0	0	0	0	0	0	0	123
Total	36	6670	1567	39	378	30	2	51	6	1	0	1	0	8781
Percent	0.4%	76.0%	17.8%	0.4%	4.3%	0.3%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	10:00	07:00	10:00		06:00	10:00					07:00
Vol.	4	448	116	4	27	4		5	2					597
PM Peak	15:00	16:00	17:00	13:00	12:00	16:00	16:00	16:00	14:00	16:00		12:00		16:00
Vol.	6	466	111	4	30	7	1	10	1	1		1		615
Grand Total	36	6670	1567	39	378	30	2	51	6	1	0	1	0	8781
Percent	0.4%	76.0%	17.8%	0.4%	4.3%	0.3%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Moreno Beach Drive
 B/ Alessandro Boulevard - Cactus Avenue
 24 Hour Directional Classification Count

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

MRV017
 Site Code: 999-19736

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	37	53	0	2	0	0	1	0	0	0	0	0	93
01:00	1	28	32	0	1	0	0	0	0	0	0	0	0	62
02:00	0	24	15	0	6	0	0	0	0	0	0	0	0	45
03:00	0	24	24	0	4	0	0	0	0	0	0	0	0	52
04:00	1	24	24	0	5	0	0	0	0	0	0	0	0	54
05:00	0	34	44	4	13	0	0	5	0	0	0	0	0	100
06:00	1	84	87	2	29	0	0	2	1	0	0	0	0	206
07:00	1	164	172	2	36	1	0	4	0	0	0	0	0	380
08:00	2	192	234	3	48	0	0	2	1	0	0	0	0	482
09:00	0	142	167	4	26	3	0	3	0	0	0	0	1	346
10:00	0	121	184	6	41	0	0	1	0	0	0	0	0	353
11:00	1	175	226	1	44	0	0	3	0	0	0	0	0	450
12 PM	2	168	274	4	48	0	0	7	0	0	0	0	0	503
13:00	2	224	314	3	47	1	2	7	0	0	0	0	0	600
14:00	2	213	319	1	54	0	0	4	0	0	0	0	0	593
15:00	4	262	379	4	50	0	0	8	0	0	0	0	0	707
16:00	4	296	375	2	62	0	1	2	0	0	0	0	0	742
17:00	5	274	360	2	54	1	0	6	0	0	0	0	0	702
18:00	3	299	382	1	56	3	0	5	0	0	0	0	0	749
19:00	1	234	305	1	37	1	0	2	0	0	0	0	0	581
20:00	5	204	266	1	28	0	0	3	0	0	0	0	0	507
21:00	3	180	226	1	28	1	0	2	0	0	0	0	0	441
22:00	0	109	125	1	15	0	0	1	0	0	0	0	0	251
23:00	1	77	85	0	7	0	0	0	0	0	0	0	0	170
Total	39	3589	4672	43	741	11	3	68	2	0	0	0	1	9169
Percent	0.4%	39.1%	51.0%	0.5%	8.1%	0.1%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	10:00	08:00	09:00		05:00	06:00				09:00	08:00
Vol.	2	192	234	6	48	3		5	1				1	482
PM Peak	17:00	18:00	18:00	12:00	16:00	18:00	13:00	15:00						18:00
Vol.	5	299	382	4	62	3	2	8						749
Grand Total	39	3589	4672	43	741	11	3	68	2	0	0	0	1	9169
Percent	0.4%	39.1%	51.0%	0.5%	8.1%	0.1%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Moreno Beach Drive
 B/ Alessandro Boulevard - Cactus Avenue
 24 Hour Directional Classification Count

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

MRV017
 Site Code: 999-19736

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	86	60	0	3	0	0	1	0	0	0	0	0	150
01:00	2	57	36	0	2	0	0	0	0	0	0	0	0	97
02:00	0	65	20	0	7	0	0	0	0	0	0	0	0	92
03:00	0	99	45	0	6	0	0	0	0	0	0	0	0	150
04:00	3	130	50	2	13	0	0	1	1	0	0	0	0	200
05:00	0	221	77	5	24	1	0	5	0	0	0	0	0	333
06:00	2	385	154	5	44	0	0	7	1	0	0	0	0	598
07:00	1	612	288	5	63	3	0	5	0	0	0	0	0	977
08:00	6	598	339	4	70	1	0	4	2	0	0	0	0	1024
09:00	1	467	255	6	49	4	0	6	1	0	0	0	1	790
10:00	0	448	263	10	67	4	0	3	2	0	0	0	0	797
11:00	3	523	303	3	65	2	0	7	0	0	0	0	0	906
12 PM	2	535	372	6	78	0	0	9	0	0	0	1	0	1003
13:00	4	592	411	7	68	1	2	10	0	0	0	0	0	1095
14:00	5	677	424	5	81	2	0	10	1	0	0	0	0	1205
15:00	10	721	484	5	80	1	0	12	0	0	0	0	0	1313
16:00	8	762	472	6	87	7	2	12	0	1	0	0	0	1357
17:00	7	698	471	3	80	4	1	10	0	0	0	0	0	1274
18:00	6	659	468	1	70	6	0	7	0	0	0	0	0	1217
19:00	2	543	385	3	51	3	0	2	0	0	0	0	0	989
20:00	7	507	337	1	40	0	0	4	0	0	0	0	0	896
21:00	4	437	275	4	41	1	0	3	0	0	0	0	0	765
22:00	1	255	150	1	20	1	0	1	0	0	0	0	0	429
23:00	1	182	100	0	10	0	0	0	0	0	0	0	0	293
Total	75	10259	6239	82	1119	41	5	119	8	1	0	1	1	17950
Percent	0.4%	57.2%	34.8%	0.5%	6.2%	0.2%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	08:00	10:00	08:00	09:00		06:00	08:00				09:00	08:00
Vol.	6	612	339	10	70	4		7	2				1	1024
PM Peak	15:00	16:00	15:00	13:00	16:00	16:00	13:00	15:00	14:00	16:00		12:00		16:00
Vol.	10	762	484	7	87	7	2	12	1	1		1		1357
Grand Total	75	10259	6239	82	1119	41	5	119	8	1	0	1	1	17950
Percent	0.4%	57.2%	34.8%	0.5%	6.2%	0.2%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Moreno Beach Drive
 B/ Cactus Avenue - John F Kennedy Drive
 24 Hour Directional Classification Count

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

MRV109C
 Site Code: 098-18079B

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/07/18	0	30	4	0	3	0	0	0	0	0	0	0	0	37
01:00	2	22	8	0	1	0	0	0	0	0	0	0	0	33
02:00	0	17	5	0	3	0	0	0	0	0	0	0	0	25
03:00	0	55	14	0	4	0	0	0	0	0	0	0	0	73
04:00	0	89	36	2	4	0	0	0	0	0	0	0	0	131
05:00	1	138	46	2	19	0	0	1	0	0	0	0	0	207
06:00	1	305	81	4	22	1	0	1	0	0	0	0	0	415
07:00	0	454	141	6	34	0	0	4	0	1	0	0	0	640
08:00	4	367	122	1	27	1	0	1	1	0	0	0	0	524
09:00	2	215	83	2	19	1	0	4	1	0	0	0	0	327
10:00	1	254	77	2	22	0	1	5	0	0	0	0	0	362
11:00	2	292	86	2	21	0	0	2	2	0	0	0	0	407
12 PM	1	406	125	2	30	0	0	3	0	0	0	0	0	567
13:00	1	324	95	3	28	1	0	5	0	0	0	0	0	457
14:00	2	271	84	2	21	0	0	2	0	0	0	0	0	382
15:00	4	320	110	3	35	0	0	1	0	0	0	0	0	473
16:00	1	349	109	3	21	1	0	2	1	0	0	0	0	487
17:00	2	340	89	1	24	0	0	2	1	0	0	0	0	459
18:00	0	340	77	2	18	0	0	0	1	0	0	0	0	438
19:00	1	206	43	2	11	0	0	0	1	0	0	0	0	264
20:00	2	151	44	1	14	0	0	2	0	0	0	0	0	214
21:00	0	124	34	1	8	0	0	0	0	0	0	0	0	167
22:00	0	86	16	2	9	0	0	2	0	0	0	0	0	115
23:00	0	65	11	0	6	0	0	0	0	0	0	0	0	82
Total	27	5220	1540	43	404	5	1	37	8	1	0	0	0	7286
Percent	0.4%	71.6%	21.1%	0.6%	5.5%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	07:00	07:00	06:00	10:00	10:00	11:00	07:00				07:00
Vol.	4	454	141	6	34	1	1	5	2	1				640
PM Peak	15:00	12:00	12:00	13:00	15:00	13:00		13:00	16:00					12:00
Vol.	4	406	125	3	35	1		5	1					567
Grand Total	27	5220	1540	43	404	5	1	37	8	1	0	0	0	7286
Percent	0.4%	71.6%	21.1%	0.6%	5.5%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Moreno Beach Drive
 B/ Cactus Avenue - John F Kennedy Drive
 24 Hour Directional Classification Count

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

MRV109C
 Site Code: 098-18079B

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/07/18	0	63	9	0	1	0	0	0	1	0	0	0	0	74
01:00	0	24	3	0	4	0	0	0	0	0	0	0	0	31
02:00	0	31	5	0	0	0	0	0	0	0	0	0	0	36
03:00	0	24	10	0	1	0	0	0	0	0	0	0	0	35
04:00	1	46	10	1	3	0	0	0	0	0	0	0	0	61
05:00	0	59	19	1	4	0	0	0	0	0	0	0	0	83
06:00	1	144	29	2	11	0	0	4	0	0	0	0	0	191
07:00	3	316	88	2	25	0	0	2	0	0	0	0	0	436
08:00	2	296	82	3	13	0	0	4	0	0	0	0	0	400
09:00	4	201	60	4	14	0	0	2	2	0	0	0	0	287
10:00	1	203	66	3	12	0	0	1	0	0	0	0	0	286
11:00	2	259	76	2	25	0	0	1	0	0	1	0	0	366
12 PM	0	374	111	4	18	0	0	4	0	0	0	0	0	511
13:00	2	345	88	2	13	1	0	1	1	0	0	0	0	453
14:00	1	323	98	2	17	1	0	2	0	0	0	0	0	444
15:00	6	354	93	2	13	1	0	1	1	0	0	0	0	471
16:00	1	440	94	3	22	1	0	5	0	0	0	0	0	566
17:00	1	464	107	1	16	0	0	2	0	0	0	0	0	591
18:00	1	419	91	3	10	0	0	2	0	0	0	0	0	526
19:00	1	313	84	2	12	1	0	1	1	0	0	0	0	415
20:00	3	314	54	1	9	1	0	0	0	0	0	0	0	382
21:00	0	262	42	1	9	0	0	1	0	0	0	0	0	315
22:00	1	175	23	1	2	0	0	2	0	0	0	0	0	204
23:00	0	116	18	0	3	0	0	1	0	0	0	0	0	138
Total	31	5565	1360	40	257	6	0	36	6	0	1	0	0	7302
Percent	0.4%	76.2%	18.6%	0.5%	3.5%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	07:00	07:00	09:00	07:00			06:00	09:00		11:00			07:00
Vol.	4	316	88	4	25			4	2		1			436
PM Peak	15:00	17:00	12:00	12:00	16:00	13:00		16:00	13:00					17:00
Vol.	6	464	111	4	22	1		5	1					591
Grand Total	31	5565	1360	40	257	6	0	36	6	0	1	0	0	7302
Percent	0.4%	76.2%	18.6%	0.5%	3.5%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Moreno Beach Drive
 B/ Cactus Avenue - John F Kennedy Drive
 24 Hour Directional Classification Count

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

MRV109C
 Site Code: 098-18079B

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/07/18	0	93	13	0	4	0	0	0	1	0	0	0	0	111
01:00	2	46	11	0	5	0	0	0	0	0	0	0	0	64
02:00	0	48	10	0	3	0	0	0	0	0	0	0	0	61
03:00	0	79	24	0	5	0	0	0	0	0	0	0	0	108
04:00	1	135	46	3	7	0	0	0	0	0	0	0	0	192
05:00	1	197	65	3	23	0	0	1	0	0	0	0	0	290
06:00	2	449	110	6	33	1	0	5	0	0	0	0	0	606
07:00	3	770	229	8	59	0	0	6	0	1	0	0	0	1076
08:00	6	663	204	4	40	1	0	5	1	0	0	0	0	924
09:00	6	416	143	6	33	1	0	6	3	0	0	0	0	614
10:00	2	457	143	5	34	0	1	6	0	0	0	0	0	648
11:00	4	551	162	4	46	0	0	3	2	0	1	0	0	773
12 PM	1	780	236	6	48	0	0	7	0	0	0	0	0	1078
13:00	3	669	183	5	41	2	0	6	1	0	0	0	0	910
14:00	3	594	182	4	38	1	0	4	0	0	0	0	0	826
15:00	10	674	203	5	48	1	0	2	1	0	0	0	0	944
16:00	2	789	203	6	43	2	0	7	1	0	0	0	0	1053
17:00	3	804	196	2	40	0	0	4	1	0	0	0	0	1050
18:00	1	759	168	5	28	0	0	2	1	0	0	0	0	964
19:00	2	519	127	4	23	1	0	1	2	0	0	0	0	679
20:00	5	465	98	2	23	1	0	2	0	0	0	0	0	596
21:00	0	386	76	2	17	0	0	1	0	0	0	0	0	482
22:00	1	261	39	3	11	0	0	4	0	0	0	0	0	319
23:00	0	181	29	0	9	0	0	1	0	0	0	0	0	220
Total	58	10785	2900	83	661	11	1	73	14	1	1	0	0	14588
Percent	0.4%	73.9%	19.9%	0.6%	4.5%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	07:00	07:00	06:00	10:00	07:00	09:00	07:00	11:00			07:00
Vol.	6	770	229	8	59	1	1	6	3	1	1			1076
PM Peak	15:00	17:00	12:00	12:00	12:00	13:00		12:00	19:00					12:00
Vol.	10	804	236	6	48	2		7	2					1078
Grand Total	58	10785	2900	83	661	11	1	73	14	1	1	0	0	14588
Percent	0.4%	73.9%	19.9%	0.6%	4.5%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Moreno Beach Boulevard
 B/ John F Kennedy Drive - Oliver Street
 24 Hour Directional Classification Count

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

MRV019
 Site Code: 999-19736

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	44	4	0	3	0	0	0	0	0	0	0	0	51
01:00	0	30	2	0	1	0	0	0	0	0	0	0	0	33
02:00	0	22	5	0	0	0	0	0	0	0	0	0	0	27
03:00	0	47	14	1	2	1	0	0	0	0	0	0	0	65
04:00	1	97	17	1	4	0	0	0	1	0	0	0	0	121
05:00	1	174	39	2	5	0	0	0	0	0	0	0	0	221
06:00	1	365	70	2	17	6	0	0	1	0	0	1	0	463
07:00	1	418	70	2	21	2	1	7	0	1	0	0	1	524
08:00	1	336	70	1	19	3	1	2	0	0	0	0	0	433
09:00	2	221	70	2	10	1	0	2	1	0	0	0	0	309
10:00	4	242	63	4	15	1	0	3	0	1	0	0	0	333
11:00	3	235	54	3	14	2	1	6	0	0	0	0	0	318
12 PM	1	318	55	1	17	2	0	0	0	0	0	0	0	394
13:00	1	273	87	5	16	1	0	2	0	0	0	0	0	385
14:00	0	414	96	2	23	0	0	1	1	0	0	0	0	537
15:00	2	451	104	2	30	2	1	3	0	0	0	1	0	596
16:00	3	476	85	2	19	0	0	4	1	0	0	1	0	591
17:00	5	478	97	2	16	2	0	3	0	1	0	0	0	604
18:00	1	383	59	1	6	1	0	1	1	0	0	0	0	453
19:00	2	274	41	1	10	0	0	0	2	0	0	0	0	330
20:00	1	285	54	1	6	1	0	1	0	0	0	0	0	349
21:00	1	230	44	2	6	0	0	0	0	0	0	0	0	283
22:00	1	159	22	0	2	0	0	0	0	0	0	0	0	184
23:00	0	63	6	0	3	0	0	0	0	0	0	0	0	72
Total	32	6035	1228	37	265	25	4	35	8	3	0	3	1	7676
Percent	0.4%	78.6%	16.0%	0.5%	3.5%	0.3%	0.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	06:00	10:00	07:00	06:00	07:00	07:00	04:00	07:00		06:00	07:00	07:00
Vol.	4	418	70	4	21	6	1	7	1	1		1	1	524
PM Peak	17:00	17:00	15:00	13:00	15:00	12:00	15:00	16:00	19:00	17:00		15:00		17:00
Vol.	5	478	104	5	30	2	1	4	2	1		1		604
Grand Total	32	6035	1228	37	265	25	4	35	8	3	0	3	1	7676
Percent	0.4%	78.6%	16.0%	0.5%	3.5%	0.3%	0.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Moreno Beach Boulevard
 B/ John F Kennedy Drive - Oliver Street
 24 Hour Directional Classification Count

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

MRV019
 Site Code: 999-19736

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	48	10	0	2	0	0	0	1	0	0	0	0	61
01:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
02:00	0	21	6	0	0	0	0	0	0	0	0	0	0	27
03:00	0	30	9	0	1	0	0	0	0	0	0	0	0	40
04:00	0	74	13	0	6	0	0	0	0	0	0	0	0	93
05:00	1	117	38	1	4	0	0	4	0	0	0	0	0	165
06:00	0	227	45	2	15	0	0	2	0	0	0	0	0	291
07:00	1	394	91	1	19	0	0	3	0	0	0	0	0	509
08:00	0	284	58	2	7	0	0	3	1	0	0	0	0	355
09:00	1	229	63	2	12	0	1	2	0	0	1	0	0	311
10:00	1	202	55	6	9	1	1	3	0	0	0	0	0	278
11:00	3	223	66	2	17	0	0	0	0	0	0	0	0	311
12 PM	0	249	65	4	14	0	0	3	0	0	0	0	0	335
13:00	1	307	73	1	12	2	0	4	1	0	0	0	0	401
14:00	1	385	101	5	26	2	2	7	0	0	0	0	0	529
15:00	0	414	135	8	27	0	1	5	0	0	0	0	0	590
16:00	4	446	128	3	39	0	2	7	0	0	0	0	0	629
17:00	4	465	131	1	31	0	0	4	0	0	0	0	0	636
18:00	4	479	115	2	28	0	0	2	0	0	0	0	0	630
19:00	0	307	88	2	13	0	0	3	1	0	0	0	0	414
20:00	2	269	94	1	13	0	1	0	0	0	0	0	0	380
21:00	0	231	57	1	13	0	1	2	0	0	0	0	0	305
22:00	0	157	38	1	7	0	0	0	0	0	0	0	0	203
23:00	0	84	21	0	0	0	0	0	0	0	0	0	0	105
Total	23	5659	1502	45	315	5	9	54	4	0	1	0	0	7617
Percent	0.3%	74.3%	19.7%	0.6%	4.1%	0.1%	0.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	10:00	07:00	10:00	09:00	05:00	00:00		09:00			07:00
Vol.	3	394	91	6	19	1	1	4	1		1			509
PM Peak	16:00	18:00	15:00	15:00	16:00	13:00	14:00	14:00	13:00					17:00
Vol.	4	479	135	8	39	2	2	7	1					636
Grand Total	23	5659	1502	45	315	5	9	54	4	0	1	0	0	7617
Percent	0.3%	74.3%	19.7%	0.6%	4.1%	0.1%	0.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Moreno Beach Boulevard
 B/ John F Kennedy Drive - Oliver Street
 24 Hour Directional Classification Count

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

MRV019
 Site Code: 999-19736

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	92	14	0	5	0	0	0	1	0	0	0	0	112
01:00	0	47	4	0	1	0	0	0	0	0	0	0	0	52
02:00	0	43	11	0	0	0	0	0	0	0	0	0	0	54
03:00	0	77	23	1	3	1	0	0	0	0	0	0	0	105
04:00	1	171	30	1	10	0	0	0	1	0	0	0	0	214
05:00	2	291	77	3	9	0	0	4	0	0	0	0	0	386
06:00	1	592	115	4	32	6	0	2	1	0	0	1	0	754
07:00	2	812	161	3	40	2	1	10	0	1	0	0	1	1033
08:00	1	620	128	3	26	3	1	5	1	0	0	0	0	788
09:00	3	450	133	4	22	1	1	4	1	0	1	0	0	620
10:00	5	444	118	10	24	2	1	6	0	1	0	0	0	611
11:00	6	458	120	5	31	2	1	6	0	0	0	0	0	629
12 PM	1	567	120	5	31	2	0	3	0	0	0	0	0	729
13:00	2	580	160	6	28	3	0	6	1	0	0	0	0	786
14:00	1	799	197	7	49	2	2	8	1	0	0	0	0	1066
15:00	2	865	239	10	57	2	2	8	0	0	0	1	0	1186
16:00	7	922	213	5	58	0	2	11	1	0	0	1	0	1220
17:00	9	943	228	3	47	2	0	7	0	1	0	0	0	1240
18:00	5	862	174	3	34	1	0	3	1	0	0	0	0	1083
19:00	2	581	129	3	23	0	0	3	3	0	0	0	0	744
20:00	3	554	148	2	19	1	1	1	0	0	0	0	0	729
21:00	1	461	101	3	19	0	1	2	0	0	0	0	0	588
22:00	1	316	60	1	9	0	0	0	0	0	0	0	0	387
23:00	0	147	27	0	3	0	0	0	0	0	0	0	0	177
Total	55	11694	2730	82	580	30	13	89	12	3	1	3	1	15293
Percent	0.4%	76.5%	17.9%	0.5%	3.8%	0.2%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	10:00	07:00	06:00	07:00	07:00	00:00	07:00	09:00	06:00	07:00	07:00
Vol.	6	812	161	10	40	6	1	10	1	1	1	1	1	1033
PM Peak	17:00	17:00	15:00	15:00	16:00	13:00	14:00	16:00	19:00	17:00		15:00		17:00
Vol.	9	943	239	10	58	3	2	11	3	1		1		1240
Grand Total	55	11694	2730	82	580	30	13	89	12	3	1	3	1	15293
Percent	0.4%	76.5%	17.9%	0.5%	3.8%	0.2%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Iris Avenue
 B/ Nason Street - Oliver Street
 24 Hour Directional Classification Count

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

MRV020
 Site Code: 999-19736

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	52	6	0	2	0	0	1	0	0	0	0	0	61
01:00	0	30	3	0	1	0	0	0	0	0	0	0	0	34
02:00	0	27	7	0	0	0	0	0	0	0	0	0	0	34
03:00	0	58	11	1	4	1	0	0	0	0	0	0	0	75
04:00	1	100	20	1	5	0	0	1	1	0	0	0	0	129
05:00	0	163	41	2	13	1	0	1	0	0	0	0	0	221
06:00	1	345	78	3	19	8	1	5	1	0	0	0	1	462
07:00	4	458	116	4	31	1	1	6	0	0	0	0	0	621
08:00	0	468	150	7	37	4	0	3	1	0	0	0	0	670
09:00	1	244	82	1	15	0	0	4	1	0	0	0	0	348
10:00	4	256	83	4	21	1	0	5	0	0	0	0	0	374
11:00	2	242	83	2	24	5	0	9	0	0	0	0	0	367
12 PM	3	340	82	1	15	1	0	3	0	0	0	0	0	445
13:00	0	308	108	6	24	0	0	6	0	1	0	0	0	453
14:00	1	503	144	3	37	1	0	1	1	0	0	1	0	692
15:00	6	519	133	3	33	2	0	7	0	0	0	1	0	704
16:00	4	501	116	2	34	0	0	5	1	0	0	0	0	663
17:00	7	545	136	2	18	4	0	5	0	0	0	0	0	717
18:00	1	502	84	2	17	0	0	7	0	0	0	0	0	613
19:00	0	316	64	2	11	0	0	1	2	0	0	0	0	396
20:00	1	344	78	1	9	1	0	3	0	0	0	0	0	437
21:00	2	262	58	2	12	0	0	2	0	0	0	0	0	338
22:00	0	195	29	0	4	0	0	2	0	0	0	0	0	230
23:00	0	68	13	0	2	0	0	0	0	0	0	0	0	83
Total	38	6846	1725	49	388	30	2	77	8	1	0	2	1	9167
Percent	0.4%	74.7%	18.8%	0.5%	4.2%	0.3%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	08:00	08:00	08:00	06:00	06:00	11:00	04:00				06:00	08:00
Vol.	4	468	150	7	37	8	1	9	1				1	670
PM Peak	17:00	17:00	14:00	13:00	14:00	17:00		15:00	19:00	13:00		14:00		17:00
Vol.	7	545	144	6	37	4		7	2	1		1		717
Grand Total	38	6846	1725	49	388	30	2	77	8	1	0	2	1	9167
Percent	0.4%	74.7%	18.8%	0.5%	4.2%	0.3%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Iris Avenue
 B/ Nason Street - Oliver Street
 24 Hour Directional Classification Count

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

MRV020
 Site Code: 999-19736

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	58	8	0	1	0	0	0	1	0	0	0	0	68
01:00	0	25	1	0	0	0	0	0	0	0	0	0	0	26
02:00	0	21	2	0	1	0	0	0	0	0	0	0	0	24
03:00	0	46	10	0	4	0	0	0	0	0	0	0	0	60
04:00	0	111	23	0	6	0	0	0	0	0	0	0	0	140
05:00	1	152	46	1	9	0	0	2	0	0	0	0	0	211
06:00	0	255	57	1	15	1	0	5	1	0	0	0	0	335
07:00	6	565	88	1	19	0	1	5	0	0	0	0	1	686
08:00	3	485	77	1	17	1	1	1	0	0	0	0	0	586
09:00	1	305	58	3	9	1	1	1	1	0	0	1	0	381
10:00	1	269	62	4	14	1	2	1	0	0	0	1	0	355
11:00	5	294	59	1	13	0	3	3	0	0	0	0	0	378
12 PM	0	325	59	7	14	0	1	4	0	0	0	0	0	410
13:00	1	396	80	1	11	2	3	4	0	0	0	0	0	498
14:00	4	458	91	5	22	2	2	9	0	0	0	0	0	593
15:00	2	643	98	7	31	3	2	7	1	0	0	0	1	795
16:00	4	564	112	2	28	2	1	6	0	1	0	0	0	720
17:00	5	562	97	1	20	0	0	3	0	0	1	0	0	689
18:00	1	565	70	1	19	0	0	2	0	0	0	0	0	658
19:00	1	391	57	4	9	0	1	2	1	0	0	0	0	466
20:00	2	420	77	1	9	0	0	0	0	0	0	0	0	509
21:00	1	308	51	1	8	0	0	2	0	0	0	0	0	371
22:00	0	195	31	1	4	0	0	0	0	0	0	0	0	231
23:00	0	96	13	0	0	0	0	1	0	0	0	0	0	110
Total	38	7509	1327	43	283	13	18	58	5	1	1	2	2	9300
Percent	0.4%	80.7%	14.3%	0.5%	3.0%	0.1%	0.2%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	10:00	07:00	06:00	11:00	06:00	00:00			09:00	07:00	07:00
Vol.	6	565	88	4	19	1	3	5	1			1	1	686
PM Peak	17:00	15:00	16:00	12:00	15:00	15:00	13:00	14:00	15:00	16:00	17:00		15:00	15:00
Vol.	5	643	112	7	31	3	3	9	1	1	1		1	795
Grand Total	38	7509	1327	43	283	13	18	58	5	1	1	2	2	9300
Percent	0.4%	80.7%	14.3%	0.5%	3.0%	0.1%	0.2%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Iris Avenue
 B/ Nason Street - Oliver Street
 24 Hour Directional Classification Count

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

MRV020
 Site Code: 999-19736

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	110	14	0	3	0	0	1	1	0	0	0	0	129
01:00	0	55	4	0	1	0	0	0	0	0	0	0	0	60
02:00	0	48	9	0	1	0	0	0	0	0	0	0	0	58
03:00	0	104	21	1	8	1	0	0	0	0	0	0	0	135
04:00	1	211	43	1	11	0	0	1	1	0	0	0	0	269
05:00	1	315	87	3	22	1	0	3	0	0	0	0	0	432
06:00	1	600	135	4	34	9	1	10	2	0	0	0	1	797
07:00	10	1023	204	5	50	1	2	11	0	0	0	0	1	1307
08:00	3	953	227	8	54	5	1	4	1	0	0	0	0	1256
09:00	2	549	140	4	24	1	1	5	2	0	0	1	0	729
10:00	5	525	145	8	35	2	2	6	0	0	0	1	0	729
11:00	7	536	142	3	37	5	3	12	0	0	0	0	0	745
12 PM	3	665	141	8	29	1	1	7	0	0	0	0	0	855
13:00	1	704	188	7	35	2	3	10	0	1	0	0	0	951
14:00	5	961	235	8	59	3	2	10	1	0	0	1	0	1285
15:00	8	1162	231	10	64	5	2	14	1	0	0	1	1	1499
16:00	8	1065	228	4	62	2	1	11	1	1	0	0	0	1383
17:00	12	1107	233	3	38	4	0	8	0	0	1	0	0	1406
18:00	2	1067	154	3	36	0	0	9	0	0	0	0	0	1271
19:00	1	707	121	6	20	0	1	3	3	0	0	0	0	862
20:00	3	764	155	2	18	1	0	3	0	0	0	0	0	946
21:00	3	570	109	3	20	0	0	4	0	0	0	0	0	709
22:00	0	390	60	1	8	0	0	2	0	0	0	0	0	461
23:00	0	164	26	0	2	0	0	1	0	0	0	0	0	193
Total	76	14355	3052	92	671	43	20	135	13	2	1	4	3	18467
Percent	0.4%	77.7%	16.5%	0.5%	3.6%	0.2%	0.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	08:00	08:00	08:00	06:00	11:00	11:00	06:00			09:00	06:00	07:00
Vol.	10	1023	227	8	54	9	3	12	2			1	1	1307
PM Peak	17:00	15:00	14:00	15:00	15:00	15:00	13:00	15:00	19:00	13:00	17:00	14:00	15:00	15:00
Vol.	12	1162	235	10	64	5	3	14	3	1	1	1	1	1499
Grand Total	76	14355	3052	92	671	43	20	135	13	2	1	4	3	18467
Percent	0.4%	77.7%	16.5%	0.5%	3.6%	0.2%	0.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Iris Avenue
 B/ Lasselie Street - Nason Street
 24 Hour Directional Classification Count

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

MRV021
 Site Code: 999-19736

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	78	16	0	2	0	0	0	0	0	0	0	0	96
01:00	0	44	9	0	2	0	0	0	0	0	0	0	0	55
02:00	0	46	10	0	1	0	0	0	0	0	0	0	0	57
03:00	1	79	23	1	9	0	0	0	0	0	0	0	0	113
04:00	2	147	38	1	20	1	0	0	1	0	0	0	0	210
05:00	0	224	66	2	11	2	0	0	1	0	0	0	0	306
06:00	3	463	129	1	40	13	0	4	2	0	0	0	0	655
07:00	4	726	184	3	45	5	2	9	1	1	1	1	1	983
08:00	0	671	200	5	42	2	1	13	1	1	1	0	0	937
09:00	0	413	139	4	18	2	0	5	1	0	0	1	0	583
10:00	1	384	147	3	23	3	0	5	0	1	0	0	0	567
11:00	3	452	117	3	35	9	0	11	2	0	1	0	0	633
12 PM	4	526	148	1	25	3	0	4	1	0	0	0	0	712
13:00	1	539	169	6	47	0	1	5	0	0	0	1	0	769
14:00	2	793	221	2	61	1	0	8	0	1	0	0	0	1089
15:00	7	753	207	3	58	4	0	6	0	0	0	0	0	1038
16:00	3	738	190	3	47	2	0	8	0	0	0	0	0	991
17:00	10	802	205	0	51	3	2	7	0	1	0	0	0	1081
18:00	2	763	165	2	25	0	1	5	0	2	1	0	0	966
19:00	2	505	100	2	23	0	0	4	2	0	0	0	0	638
20:00	2	475	108	1	21	0	0	1	1	0	0	0	0	609
21:00	1	449	90	2	11	1	1	1	0	0	0	0	0	556
22:00	1	271	51	1	9	0	0	0	0	0	0	0	0	333
23:00	0	113	27	0	1	0	0	0	0	0	0	0	0	141
Total	49	10454	2759	46	627	51	8	96	13	7	4	3	1	14118
Percent	0.3%	74.0%	19.5%	0.3%	4.4%	0.4%	0.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	08:00	08:00	07:00	06:00	07:00	08:00	06:00	07:00	07:00	07:00	07:00	07:00
Vol.	4	726	200	5	45	13	2	13	2	1	1	1	1	983
PM Peak	17:00	17:00	14:00	13:00	14:00	15:00	17:00	14:00	19:00	18:00	18:00	13:00		14:00
Vol.	10	802	221	6	61	4	2	8	2	2	1	1		1089
Grand Total	49	10454	2759	46	627	51	8	96	13	7	4	3	1	14118
Percent	0.3%	74.0%	19.5%	0.3%	4.4%	0.4%	0.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Iris Avenue
 B/ Lasselie Street - Nason Street
 24 Hour Directional Classification Count

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

MRV021
 Site Code: 999-19736

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	102	12	0	4	1	0	0	1	0	0	0	0	120
01:00	0	56	5	0	1	0	0	0	0	0	0	0	0	62
02:00	0	35	7	0	2	0	0	0	0	0	0	0	0	44
03:00	0	70	16	1	3	0	0	0	1	0	0	0	0	91
04:00	1	144	39	0	9	0	0	0	1	0	0	0	0	194
05:00	2	213	69	2	11	1	0	1	0	0	0	0	0	299
06:00	1	353	98	4	31	2	0	4	0	0	1	0	0	494
07:00	4	821	188	4	34	2	0	10	0	0	2	0	0	1065
08:00	4	567	124	3	24	0	0	7	1	0	1	0	0	731
09:00	3	479	108	3	17	1	2	9	2	0	0	0	0	624
10:00	2	411	125	3	26	1	5	7	0	0	0	0	0	580
11:00	3	481	136	2	31	0	4	2	0	0	0	0	0	659
12 PM	1	502	124	4	31	1	2	4	0	0	2	0	0	671
13:00	4	660	157	3	36	3	1	8	0	0	0	0	0	872
14:00	3	673	165	4	50	0	2	12	0	1	0	0	0	910
15:00	11	875	223	4	53	4	5	21	0	1	1	1	0	1199
16:00	5	852	203	4	47	0	3	12	0	2	1	0	0	1129
17:00	11	834	174	1	43	1	1	6	0	0	0	1	0	1072
18:00	3	767	148	1	35	0	0	9	0	0	0	1	0	964
19:00	3	642	101	3	19	1	0	5	1	0	0	0	0	775
20:00	2	688	142	2	21	1	0	6	0	0	0	0	0	862
21:00	3	537	103	1	14	0	0	4	0	0	0	0	0	662
22:00	1	323	54	1	9	0	0	2	0	0	0	0	0	390
23:00	0	174	39	0	5	0	0	1	0	0	0	0	0	219
Total	67	11259	2560	50	556	19	25	130	7	4	8	3	0	14688
Percent	0.5%	76.7%	17.4%	0.3%	3.8%	0.1%	0.2%	0.9%	0.0%	0.0%	0.1%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	06:00	07:00	06:00	10:00	07:00	09:00		07:00			07:00
Vol.	4	821	188	4	34	2	5	10	2		2			1065
PM Peak	15:00	15:00	15:00	12:00	15:00	15:00	15:00	15:00	19:00	16:00	12:00	15:00		15:00
Vol.	11	875	223	4	53	4	5	21	1	2	2	1		1199
Grand Total	67	11259	2560	50	556	19	25	130	7	4	8	3	0	14688
Percent	0.5%	76.7%	17.4%	0.3%	3.8%	0.1%	0.2%	0.9%	0.0%	0.0%	0.1%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Iris Avenue
 B/ Lasselle Street - Nason Street
 24 Hour Directional Classification Count

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

MRV021
 Site Code: 999-19736

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	180	28	0	6	1	0	0	1	0	0	0	0	216
01:00	0	100	14	0	3	0	0	0	0	0	0	0	0	117
02:00	0	81	17	0	3	0	0	0	0	0	0	0	0	101
03:00	1	149	39	2	12	0	0	0	1	0	0	0	0	204
04:00	3	291	77	1	29	1	0	0	2	0	0	0	0	404
05:00	2	437	135	4	22	3	0	1	1	0	0	0	0	605
06:00	4	816	227	5	71	15	0	8	2	0	1	0	0	1149
07:00	8	1547	372	7	79	7	2	19	1	1	3	1	1	2048
08:00	4	1238	324	8	66	2	1	20	2	1	2	0	0	1668
09:00	3	892	247	7	35	3	2	14	3	0	0	1	0	1207
10:00	3	795	272	6	49	4	5	12	0	1	0	0	0	1147
11:00	6	933	253	5	66	9	4	13	2	0	1	0	0	1292
12 PM	5	1028	272	5	56	4	2	8	1	0	2	0	0	1383
13:00	5	1199	326	9	83	3	2	13	0	0	0	1	0	1641
14:00	5	1466	386	6	111	1	2	20	0	2	0	0	0	1999
15:00	18	1628	430	7	111	8	5	27	0	1	1	1	0	2237
16:00	8	1590	393	7	94	2	3	20	0	2	1	0	0	2120
17:00	21	1636	379	1	94	4	3	13	0	1	0	1	0	2153
18:00	5	1530	313	3	60	0	1	14	0	2	1	1	0	1930
19:00	5	1147	201	5	42	1	0	9	3	0	0	0	0	1413
20:00	4	1163	250	3	42	1	0	7	1	0	0	0	0	1471
21:00	4	986	193	3	25	1	1	5	0	0	0	0	0	1218
22:00	2	594	105	2	18	0	0	2	0	0	0	0	0	723
23:00	0	287	66	0	6	0	0	1	0	0	0	0	0	360
Total	116	21713	5319	96	1183	70	33	226	20	11	12	6	1	28806
Percent	0.4%	75.4%	18.5%	0.3%	4.1%	0.2%	0.1%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	08:00	07:00	06:00	10:00	08:00	09:00	07:00	07:00	07:00	07:00	07:00
Vol.	8	1547	372	8	79	15	5	20	3	1	3	1	1	2048
PM Peak	17:00	17:00	15:00	13:00	14:00	15:00	15:00	15:00	19:00	14:00	12:00	13:00		15:00
Vol.	21	1636	430	9	111	8	5	27	3	2	2	1		2237
Grand Total	116	21713	5319	96	1183	70	33	226	20	11	12	6	1	28806
Percent	0.4%	75.4%	18.5%	0.3%	4.1%	0.2%	0.1%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Iris Avenue
 B/ Kitching Street - Lasselle Street
 24 Hour Directional Classification Count

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

MRV022
 Site Code: 999-19736

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	34	24	0	3	0	0	1	0	0	0	0	0	62
01:00	0	30	17	0	1	0	0	0	0	0	0	0	0	48
02:00	0	23	18	0	3	0	0	0	0	0	0	0	0	44
03:00	0	45	33	0	4	0	0	2	0	0	0	0	0	84
04:00	0	52	40	1	7	1	0	4	1	0	0	0	0	106
05:00	0	78	57	3	10	2	0	4	0	0	0	0	0	154
06:00	0	164	131	5	23	9	1	9	3	0	0	0	0	345
07:00	2	497	306	5	57	2	4	24	0	0	0	0	0	897
08:00	1	262	245	10	40	13	4	20	0	0	0	0	0	595
09:00	1	242	195	14	33	11	4	17	2	0	0	1	0	520
10:00	1	226	229	12	34	12	4	18	0	0	0	0	0	536
11:00	0	244	211	16	32	15	4	18	1	0	0	0	0	541
12 PM	0	404	258	14	46	12	2	15	2	1	0	0	0	754
13:00	1	450	202	14	45	9	0	5	0	0	0	0	0	726
14:00	6	518	197	13	49	10	3	4	0	0	1	0	0	801
15:00	2	499	184	14	32	11	0	3	0	0	0	0	0	745
16:00	3	540	174	13	37	9	0	6	1	0	0	0	0	783
17:00	6	613	235	6	39	1	0	9	0	2	0	0	0	911
18:00	3	598	193	2	34	1	0	8	0	1	0	0	0	840
19:00	3	379	146	5	23	0	0	2	2	0	0	0	0	560
20:00	0	335	102	3	22	0	0	1	1	0	0	0	0	464
21:00	2	262	66	3	10	0	0	0	1	0	0	0	0	344
22:00	0	176	40	5	8	0	0	0	0	0	0	0	0	229
23:00	0	86	21	0	1	0	0	1	0	0	0	0	0	109
Total	31	6757	3324	158	593	118	26	171	14	4	1	1	0	11198
Percent	0.3%	60.3%	29.7%	1.4%	5.3%	1.1%	0.2%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	11:00	07:00	11:00	07:00	07:00	06:00			09:00		07:00
Vol.	2	497	306	16	57	15	4	24	3			1		897
PM Peak	14:00	17:00	12:00	12:00	14:00	12:00	14:00	12:00	12:00	17:00	14:00			17:00
Vol.	6	613	258	14	49	12	3	15	2	2	1			911
Grand Total	31	6757	3324	158	593	118	26	171	14	4	1	1	0	11198
Percent	0.3%	60.3%	29.7%	1.4%	5.3%	1.1%	0.2%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Iris Avenue
 B/ Kitching Street - Lasselle Street
 24 Hour Directional Classification Count

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

MRV022
 Site Code: 999-19736

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	29	43	0	6	0	0	0	0	0	0	0	0	78
01:00	0	15	25	0	3	0	0	0	1	0	0	0	0	44
02:00	0	14	21	0	4	0	0	0	0	0	0	0	0	39
03:00	0	21	42	1	4	1	0	0	1	0	0	0	0	70
04:00	0	30	105	2	14	0	0	7	0	0	0	0	0	158
05:00	0	72	183	4	34	0	1	7	0	0	0	0	0	301
06:00	0	99	225	8	42	2	2	20	1	1	0	0	0	400
07:00	1	438	448	4	59	3	14	57	1	4	2	0	0	1031
08:00	2	180	278	10	49	2	13	32	0	5	0	1	0	572
09:00	1	172	282	8	43	1	16	21	2	4	0	0	0	550
10:00	1	178	267	5	43	1	20	14	0	4	1	0	0	534
11:00	6	231	344	8	41	0	18	27	1	0	0	0	0	676
12 PM	1	215	317	8	53	1	14	26	2	3	0	0	0	640
13:00	1	359	386	9	53	2	12	31	0	5	0	0	0	858
14:00	4	360	356	5	52	1	14	41	2	4	0	1	0	840
15:00	2	328	376	10	69	2	10	53	2	7	0	0	0	859
16:00	6	334	404	9	65	0	10	52	0	6	0	0	0	886
17:00	5	321	423	5	54	2	0	54	0	2	2	0	0	868
18:00	2	224	326	3	40	0	2	32	0	0	0	0	0	629
19:00	2	178	293	4	30	2	1	16	0	0	0	0	0	526
20:00	1	251	331	3	35	1	0	41	1	1	0	0	0	665
21:00	1	202	299	1	34	0	0	32	0	1	0	0	0	570
22:00	0	119	198	1	18	0	0	6	0	1	0	0	0	343
23:00	0	54	73	0	10	0	0	0	0	0	0	0	0	137
Total	36	4424	6045	108	855	21	147	569	14	48	5	2	0	12274
Percent	0.3%	36.0%	49.3%	0.9%	7.0%	0.2%	1.2%	4.6%	0.1%	0.4%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	08:00	07:00	07:00	10:00	07:00	09:00	08:00	07:00	08:00		07:00
Vol.	6	438	448	10	59	3	20	57	2	5	2	1		1031
PM Peak	16:00	14:00	17:00	15:00	15:00	13:00	12:00	17:00	12:00	15:00	17:00	14:00		16:00
Vol.	6	360	423	10	69	2	14	54	2	7	2	1		886
Grand Total	36	4424	6045	108	855	21	147	569	14	48	5	2	0	12274
Percent	0.3%	36.0%	49.3%	0.9%	7.0%	0.2%	1.2%	4.6%	0.1%	0.4%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Iris Avenue
 B/ Kitching Street - Lasselle Street
 24 Hour Directional Classification Count

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

MRV022
 Site Code: 999-19736

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	63	67	0	9	0	0	1	0	0	0	0	0	140
01:00	0	45	42	0	4	0	0	0	1	0	0	0	0	92
02:00	0	37	39	0	7	0	0	0	0	0	0	0	0	83
03:00	0	66	75	1	8	1	0	2	1	0	0	0	0	154
04:00	0	82	145	3	21	1	0	11	1	0	0	0	0	264
05:00	0	150	240	7	44	2	1	11	0	0	0	0	0	455
06:00	0	263	356	13	65	11	3	29	4	1	0	0	0	745
07:00	3	935	754	9	116	5	18	81	1	4	2	0	0	1928
08:00	3	442	523	20	89	15	17	52	0	5	0	1	0	1167
09:00	2	414	477	22	76	12	20	38	4	4	0	1	0	1070
10:00	2	404	496	17	77	13	24	32	0	4	1	0	0	1070
11:00	6	475	555	24	73	15	22	45	2	0	0	0	0	1217
12 PM	1	619	575	22	99	13	16	41	4	4	0	0	0	1394
13:00	2	809	588	23	98	11	12	36	0	5	0	0	0	1584
14:00	10	878	553	18	101	11	17	45	2	4	1	1	0	1641
15:00	4	827	560	24	101	13	10	56	2	7	0	0	0	1604
16:00	9	874	578	22	102	9	10	58	1	6	0	0	0	1669
17:00	11	934	658	11	93	3	0	63	0	4	2	0	0	1779
18:00	5	822	519	5	74	1	2	40	0	1	0	0	0	1469
19:00	5	557	439	9	53	2	1	18	2	0	0	0	0	1086
20:00	1	586	433	6	57	1	0	42	2	1	0	0	0	1129
21:00	3	464	365	4	44	0	0	32	1	1	0	0	0	914
22:00	0	295	238	6	26	0	0	6	0	1	0	0	0	572
23:00	0	140	94	0	11	0	0	1	0	0	0	0	0	246
Total	67	11181	9369	266	1448	139	173	740	28	52	6	3	0	23472
Percent	0.3%	47.6%	39.9%	1.1%	6.2%	0.6%	0.7%	3.2%	0.1%	0.2%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	11:00	07:00	08:00	10:00	07:00	06:00	08:00	07:00	08:00		07:00
Vol.	6	935	754	24	116	15	24	81	4	5	2	1		1928
PM Peak	17:00	17:00	17:00	15:00	16:00	12:00	14:00	17:00	12:00	15:00	17:00	14:00		17:00
Vol.	11	934	658	24	102	13	17	63	4	7	2	1		1779
Grand Total	67	11181	9369	266	1448	139	173	740	28	52	6	3	0	23472
Percent	0.3%	47.6%	39.9%	1.1%	6.2%	0.6%	0.7%	3.2%	0.1%	0.2%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Eucalyptus Avenue
 B/ Nason Street - Fir Avenue
 24 Hour Directional Classification Count

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

MRV023
 Site Code: 999-19736

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	20	2	0	0	0	0	0	0	0	0	0	0	22
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
03:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
04:00	0	10	5	1	1	0	0	0	0	0	0	0	0	17
05:00	0	40	20	0	6	0	0	0	0	0	0	0	0	66
06:00	0	62	22	1	15	0	0	0	0	0	0	0	0	100
07:00	0	106	24	2	8	0	0	2	0	0	0	0	0	142
08:00	1	200	71	1	14	1	0	8	0	0	0	0	0	296
09:00	0	145	39	3	9	1	0	4	2	0	0	0	0	203
10:00	1	144	43	1	17	0	0	1	1	0	0	0	0	208
11:00	0	129	56	1	13	1	0	1	0	0	0	0	0	201
12 PM	2	205	77	1	15	0	0	3	0	0	0	0	0	303
13:00	6	314	106	1	22	1	1	5	1	2	0	0	0	459
14:00	2	223	50	2	14	0	1	3	0	0	0	0	0	295
15:00	2	211	66	2	19	1	0	4	0	0	0	0	0	305
16:00	1	235	68	0	17	1	1	3	0	0	0	0	1	327
17:00	1	258	73	1	23	0	0	5	0	0	0	0	0	361
18:00	1	293	63	1	15	0	1	3	0	1	0	0	0	378
19:00	4	280	60	3	14	0	0	2	0	1	0	0	0	364
20:00	0	182	39	2	8	0	0	2	0	0	0	0	0	233
21:00	0	135	22	1	3	1	0	0	0	0	0	0	0	162
22:00	0	56	14	0	3	0	0	0	0	0	0	0	0	73
23:00	0	44	7	0	1	0	0	0	0	0	0	0	0	52
Total	21	3312	928	24	238	7	4	46	4	4	0	0	1	4589
Percent	0.5%	72.2%	20.2%	0.5%	5.2%	0.2%	0.1%	1.0%	0.1%	0.1%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	09:00	10:00	08:00		08:00	09:00					08:00
Vol.	1	200	71	3	17	1		8	2					296
PM Peak	13:00	13:00	13:00	19:00	17:00	13:00	13:00	13:00	13:00	13:00			16:00	13:00
Vol.	6	314	106	3	23	1	1	5	1	2			1	459
Grand Total	21	3312	928	24	238	7	4	46	4	4	0	0	1	4589
Percent	0.5%	72.2%	20.2%	0.5%	5.2%	0.2%	0.1%	1.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Eucalyptus Avenue
 B/ Nason Street - Fir Avenue
 24 Hour Directional Classification Count

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

MRV023
 Site Code: 999-19736

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	15	7	0	0	0	0	0	0	0	0	0	0	22
01:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11
02:00	0	5	9	0	2	0	0	0	0	0	0	0	0	16
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
04:00	0	11	4	0	1	0	0	0	0	0	0	0	0	16
05:00	0	17	7	0	1	0	0	0	0	0	0	0	0	25
06:00	0	62	25	2	12	0	0	0	2	0	0	0	0	103
07:00	1	132	53	1	13	0	0	0	1	1	0	0	0	202
08:00	0	101	37	2	12	2	0	0	0	0	0	0	0	154
09:00	0	107	48	4	14	1	0	3	0	0	0	0	0	177
10:00	0	109	46	1	11	0	0	5	0	0	0	0	0	172
11:00	1	134	55	3	19	0	0	2	0	0	0	0	0	214
12 PM	0	167	94	0	24	2	0	5	2	0	0	0	0	294
13:00	2	158	96	2	23	0	0	4	0	0	0	0	0	285
14:00	1	175	66	1	16	0	0	1	0	0	0	0	0	260
15:00	2	166	93	0	18	1	0	3	0	0	0	0	0	283
16:00	3	166	102	1	23	0	0	7	0	0	0	1	0	303
17:00	6	200	112	0	24	0	0	5	0	0	0	0	0	347
18:00	0	189	116	1	18	1	0	12	0	0	0	0	0	337
19:00	1	177	108	2	21	0	0	13	0	0	0	0	0	322
20:00	1	142	101	0	8	0	0	5	0	2	0	0	0	259
21:00	0	117	59	0	12	0	0	8	1	0	0	0	0	197
22:00	1	66	52	0	9	0	0	1	0	0	0	0	0	129
23:00	0	43	21	0	2	0	0	1	0	0	0	0	0	67
Total	19	2472	1315	20	284	7	0	75	6	3	0	1	0	4202
Percent	0.5%	58.8%	31.3%	0.5%	6.8%	0.2%	0.0%	1.8%	0.1%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	11:00	09:00	11:00	08:00		10:00	06:00	07:00				11:00
Vol.	1	134	55	4	19	2		5	2	1				214
PM Peak	17:00	17:00	18:00	13:00	12:00	12:00		19:00	12:00	20:00		16:00		17:00
Vol.	6	200	116	2	24	2		13	2	2		1		347
Grand Total	19	2472	1315	20	284	7	0	75	6	3	0	1	0	4202
Percent	0.5%	58.8%	31.3%	0.5%	6.8%	0.2%	0.0%	1.8%	0.1%	0.1%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Eucalyptus Avenue
 B/ Nason Street - Fir Avenue
 24 Hour Directional Classification Count

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

MRV023
 Site Code: 999-19736

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	35	9	0	0	0	0	0	0	0	0	0	0	44
01:00	0	13	3	0	1	0	0	0	0	0	0	0	0	17
02:00	0	10	9	0	3	0	0	0	0	0	0	0	0	22
03:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
04:00	0	21	9	1	2	0	0	0	0	0	0	0	0	33
05:00	0	57	27	0	7	0	0	0	0	0	0	0	0	91
06:00	0	124	47	3	27	0	0	0	2	0	0	0	0	203
07:00	1	238	77	3	21	0	0	2	1	1	0	0	0	344
08:00	1	301	108	3	26	3	0	8	0	0	0	0	0	450
09:00	0	252	87	7	23	2	0	7	2	0	0	0	0	380
10:00	1	253	89	2	28	0	0	6	1	0	0	0	0	380
11:00	1	263	111	4	32	1	0	3	0	0	0	0	0	415
12 PM	2	372	171	1	39	2	0	8	2	0	0	0	0	597
13:00	8	472	202	3	45	1	1	9	1	2	0	0	0	744
14:00	3	398	116	3	30	0	1	4	0	0	0	0	0	555
15:00	4	377	159	2	37	2	0	7	0	0	0	0	0	588
16:00	4	401	170	1	40	1	1	10	0	0	0	1	1	630
17:00	7	458	185	1	47	0	0	10	0	0	0	0	0	708
18:00	1	482	179	2	33	1	1	15	0	1	0	0	0	715
19:00	5	457	168	5	35	0	0	15	0	1	0	0	0	686
20:00	1	324	140	2	16	0	0	7	0	2	0	0	0	492
21:00	0	252	81	1	15	1	0	8	1	0	0	0	0	359
22:00	1	122	66	0	12	0	0	1	0	0	0	0	0	202
23:00	0	87	28	0	3	0	0	1	0	0	0	0	0	119
Total	40	5784	2243	44	522	14	4	121	10	7	0	1	1	8791
Percent	0.5%	65.8%	25.5%	0.5%	5.9%	0.2%	0.0%	1.4%	0.1%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	11:00	09:00	11:00	08:00		08:00	06:00	07:00				08:00
Vol.	1	301	111	7	32	3		8	2	1				450
PM Peak	13:00	18:00	13:00	19:00	17:00	12:00	13:00	18:00	12:00	13:00		16:00	16:00	13:00
Vol.	8	482	202	5	47	2	1	15	2	2		1	1	744
Grand Total	40	5784	2243	44	522	14	4	121	10	7	0	1	1	8791
Percent	0.5%	65.8%	25.5%	0.5%	5.9%	0.2%	0.0%	1.4%	0.1%	0.1%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Eucalyptus Avenue
 B/ Fir Avenue - Moreno Beach Drive
 24 Hour Directional Classification Count

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

MRV024
 Site Code: 999-19736

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	26	2	0	0	0	0	0	0	0	0	0	0	28
01:00	1	13	2	0	0	0	0	0	0	0	0	0	0	16
02:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
03:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
04:00	0	24	5	0	0	0	0	0	0	0	0	0	0	29
05:00	0	71	18	0	2	0	0	0	0	0	0	0	0	91
06:00	0	192	53	1	12	0	1	6	2	1	0	0	0	268
07:00	7	189	49	1	9	1	0	2	0	0	0	0	0	258
08:00	4	268	64	1	17	1	2	2	0	0	0	0	0	359
09:00	0	285	57	1	13	0	1	4	1	1	0	0	0	363
10:00	1	274	64	4	12	0	0	1	0	0	0	0	0	356
11:00	5	308	87	4	11	1	1	5	2	0	0	0	0	424
12 PM	1	356	86	2	17	1	1	7	0	0	0	0	0	471
13:00	3	358	59	2	15	1	2	6	0	0	0	0	0	446
14:00	4	350	91	1	17	2	0	2	0	1	1	0	0	469
15:00	19	493	125	0	17	0	0	6	0	2	0	0	1	663
16:00	6	446	102	1	12	3	1	6	0	1	0	0	0	578
17:00	3	436	77	1	11	2	0	4	1	0	0	0	0	535
18:00	4	342	55	1	7	1	0	2	0	1	1	0	0	414
19:00	4	214	50	1	5	0	0	1	1	1	0	0	0	277
20:00	1	246	56	1	2	0	0	0	0	0	0	0	0	306
21:00	2	192	46	0	5	1	0	0	1	0	0	0	0	247
22:00	3	117	22	0	2	0	0	0	0	0	0	0	0	144
23:00	0	73	7	0	1	0	0	0	0	0	0	0	0	81
Total	68	5299	1178	22	187	14	9	54	8	8	2	0	1	6850
Percent	1.0%	77.4%	17.2%	0.3%	2.7%	0.2%	0.1%	0.8%	0.1%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	11:00	10:00	08:00	07:00	08:00	06:00	06:00	06:00				11:00
Vol.	7	308	87	4	17	1	2	6	2	1				424
PM Peak	15:00	15:00	15:00	12:00	12:00	16:00	13:00	12:00	17:00	15:00	14:00		15:00	15:00
Vol.	19	493	125	2	17	3	2	7	1	2	1		1	663
Grand Total	68	5299	1178	22	187	14	9	54	8	8	2	0	1	6850
Percent	1.0%	77.4%	17.2%	0.3%	2.7%	0.2%	0.1%	0.8%	0.1%	0.1%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Eucalyptus Avenue
 B/ Fir Avenue - Moreno Beach Drive
 24 Hour Directional Classification Count

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

MRV024
 Site Code: 999-19736

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	1	35	7	0	0	0	0	0	1	0	0	0	0	44
01:00	0	10	0	0	1	0	0	0	0	0	0	0	0	11
02:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
03:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
04:00	0	20	3	0	2	0	0	0	0	0	0	0	0	25
05:00	0	21	6	1	1	0	0	0	1	0	0	0	0	30
06:00	1	93	22	2	6	0	0	1	0	0	0	0	0	125
07:00	3	187	42	2	9	0	0	3	0	0	0	0	0	246
08:00	2	208	49	1	13	1	0	3	0	0	0	0	0	277
09:00	1	212	58	2	18	0	0	4	0	0	0	0	0	295
10:00	3	270	79	2	20	0	0	0	0	0	0	0	0	374
11:00	4	315	76	3	20	1	0	1	1	0	0	0	0	421
12 PM	4	366	88	2	17	3	0	2	0	0	0	0	0	482
13:00	3	358	85	1	17	1	0	3	1	0	0	0	0	469
14:00	4	340	98	1	19	0	0	2	0	0	0	0	0	464
15:00	6	410	111	1	22	2	1	6	0	1	0	0	0	560
16:00	10	437	88	2	35	0	0	4	0	0	0	0	0	576
17:00	2	423	87	3	24	0	0	3	0	0	0	0	0	542
18:00	6	378	87	1	21	0	0	3	0	0	0	0	0	496
19:00	0	248	66	2	13	0	0	1	0	0	0	0	0	330
20:00	1	231	59	1	7	0	0	0	0	0	0	0	1	300
21:00	4	205	57	0	11	0	0	1	0	0	0	0	0	278
22:00	1	123	19	0	4	0	0	0	0	0	0	0	0	147
23:00	0	75	11	0	7	0	0	0	0	0	0	0	0	93
Total	56	4992	1202	27	287	8	1	37	4	1	0	0	1	6616
Percent	0.8%	75.5%	18.2%	0.4%	4.3%	0.1%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00	11:00	10:00	08:00		09:00	00:00					11:00
Vol.	4	315	79	3	20	1		4	1					421
PM Peak	16:00	16:00	15:00	17:00	16:00	12:00	15:00	15:00	13:00	15:00			20:00	16:00
Vol.	10	437	111	3	35	3	1	6	1	1			1	576
Grand Total	56	4992	1202	27	287	8	1	37	4	1	0	0	1	6616
Percent	0.8%	75.5%	18.2%	0.4%	4.3%	0.1%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Eucalyptus Avenue
 B/ Fir Avenue - Moreno Beach Drive
 24 Hour Directional Classification Count

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

MRV024
 Site Code: 999-19736

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	1	61	9	0	0	0	0	0	1	0	0	0	0	72
01:00	1	23	2	0	1	0	0	0	0	0	0	0	0	27
02:00	0	27	2	0	0	0	0	0	0	0	0	0	0	29
03:00	0	26	3	0	0	0	0	0	0	0	0	0	0	29
04:00	0	44	8	0	2	0	0	0	0	0	0	0	0	54
05:00	0	92	24	1	3	0	0	0	1	0	0	0	0	121
06:00	1	285	75	3	18	0	1	7	2	1	0	0	0	393
07:00	10	376	91	3	18	1	0	5	0	0	0	0	0	504
08:00	6	476	113	2	30	2	2	5	0	0	0	0	0	636
09:00	1	497	115	3	31	0	1	8	1	1	0	0	0	658
10:00	4	544	143	6	32	0	0	1	0	0	0	0	0	730
11:00	9	623	163	7	31	2	1	6	3	0	0	0	0	845
12 PM	5	722	174	4	34	4	1	9	0	0	0	0	0	953
13:00	6	716	144	3	32	2	2	9	1	0	0	0	0	915
14:00	8	690	189	2	36	2	0	4	0	1	1	0	0	933
15:00	25	903	236	1	39	2	1	12	0	3	0	0	1	1223
16:00	16	883	190	3	47	3	1	10	0	1	0	0	0	1154
17:00	5	859	164	4	35	2	0	7	1	0	0	0	0	1077
18:00	10	720	142	2	28	1	0	5	0	1	1	0	0	910
19:00	4	462	116	3	18	0	0	2	1	1	0	0	0	607
20:00	2	477	115	2	9	0	0	0	0	0	0	0	1	606
21:00	6	397	103	0	16	1	0	1	1	0	0	0	0	525
22:00	4	240	41	0	6	0	0	0	0	0	0	0	0	291
23:00	0	148	18	0	8	0	0	0	0	0	0	0	0	174
Total	124	10291	2380	49	474	22	10	91	12	9	2	0	2	13466
Percent	0.9%	76.4%	17.7%	0.4%	3.5%	0.2%	0.1%	0.7%	0.1%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	11:00	11:00	10:00	08:00	08:00	09:00	11:00	06:00				11:00
Vol.	10	623	163	7	32	2	2	8	3	1				845
PM Peak	15:00	15:00	15:00	12:00	16:00	12:00	13:00	15:00	13:00	15:00	14:00		15:00	15:00
Vol.	25	903	236	4	47	4	2	12	1	3	1		1	1223
Grand Total	124	10291	2380	49	474	22	10	91	12	9	2	0	2	13466
Percent	0.9%	76.4%	17.7%	0.4%	3.5%	0.2%	0.1%	0.7%	0.1%	0.1%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Eucalyptus Avenue
 B/ Moreno Beach Drive - Auto Mall Drive
 24 Hour Directional Classification Count

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

MRV025
 Site Code: 999-19736

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	6	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	5	0	0	0	0	0	1	1	0	0	0	0	7
02:00	0	5	0	1	0	0	0	0	0	0	0	0	0	6
03:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
04:00	0	18	2	0	0	1	0	0	0	0	0	0	0	21
05:00	0	67	9	1	2	0	0	0	1	0	0	0	0	80
06:00	0	59	11	0	0	0	0	0	5	0	0	0	0	75
07:00	0	69	11	1	1	0	0	1	4	0	0	0	0	87
08:00	0	90	13	0	4	2	0	1	4	0	0	0	0	114
09:00	0	80	9	3	10	0	0	0	4	0	0	0	0	106
10:00	1	81	21	0	6	0	0	1	6	0	0	0	0	116
11:00	3	65	18	1	9	1	0	2	5	0	0	0	0	104
12 PM	3	101	20	1	10	2	0	1	3	1	0	0	0	142
13:00	1	79	19	0	6	0	0	1	2	0	0	0	0	108
14:00	0	66	13	0	7	0	0	0	2	0	0	0	0	88
15:00	0	56	17	0	7	0	0	2	0	0	0	0	0	82
16:00	0	62	11	1	5	1	0	2	0	0	0	0	0	82
17:00	1	50	7	0	0	0	0	0	2	0	0	0	0	60
18:00	0	27	10	0	2	1	0	0	0	0	0	0	0	40
19:00	1	16	2	0	3	0	0	0	0	0	0	0	0	22
20:00	0	16	6	0	2	0	0	0	0	0	0	0	0	24
21:00	0	19	4	0	1	0	0	1	0	0	0	0	0	25
22:00	1	12	0	0	1	0	0	0	0	0	0	0	0	14
23:00	0	12	3	0	0	0	0	0	1	0	0	0	0	16
Total	11	1063	207	9	77	8	0	13	40	1	0	0	0	1429
Percent	0.8%	74.4%	14.5%	0.6%	5.4%	0.6%	0.0%	0.9%	2.8%	0.1%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	10:00	09:00	09:00	08:00		11:00	10:00					10:00
Vol.	3	90	21	3	10	2		2	6					116
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00		15:00	12:00	12:00				12:00
Vol.	3	101	20	1	10	2		2	3	1				142
Grand Total	11	1063	207	9	77	8	0	13	40	1	0	0	0	1429
Percent	0.8%	74.4%	14.5%	0.6%	5.4%	0.6%	0.0%	0.9%	2.8%	0.1%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Eucalyptus Avenue
 B/ Moreno Beach Drive - Auto Mall Drive
 24 Hour Directional Classification Count

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

MRV025
 Site Code: 999-19736

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	3	4	0	0	0	0	0	0	0	0	0	0	7
01:00	0	1	2	0	0	0	0	1	1	0	0	0	0	5
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	4	2	1	0	0	0	0	0	0	0	0	0	7
04:00	0	8	5	1	1	0	0	1	0	0	0	0	0	16
05:00	0	10	0	1	5	1	0	0	2	0	0	0	0	19
06:00	0	35	8	1	8	0	0	1	5	0	0	0	0	58
07:00	0	46	8	1	7	0	0	1	4	0	0	0	0	67
08:00	0	48	22	0	12	0	0	0	5	0	0	0	0	87
09:00	0	59	23	3	7	4	0	0	2	0	0	0	0	98
10:00	0	97	29	2	16	0	0	1	1	0	0	0	0	146
11:00	0	71	45	0	13	1	0	1	4	0	0	0	0	135
12 PM	0	99	42	2	15	4	1	1	7	0	0	0	0	171
13:00	1	75	45	1	20	1	0	0	2	0	0	0	0	145
14:00	1	95	51	3	21	0	0	0	4	0	0	0	0	175
15:00	0	75	55	0	19	0	0	2	2	0	0	0	0	153
16:00	0	77	49	1	15	1	0	0	0	0	0	0	0	143
17:00	0	77	60	1	19	0	0	2	1	0	0	0	0	160
18:00	0	49	39	0	5	0	0	0	0	0	0	0	0	93
19:00	0	28	16	1	8	0	0	1	1	0	0	0	0	55
20:00	0	14	13	1	2	0	0	0	1	0	0	0	0	31
21:00	0	19	19	0	3	0	0	1	1	0	0	0	0	43
22:00	0	14	2	0	1	0	0	0	0	0	0	0	0	17
23:00	0	8	4	0	2	0	0	0	0	0	0	0	0	14
Total	2	1015	544	20	199	12	1	13	43	0	0	0	0	1849
Percent	0.1%	54.9%	29.4%	1.1%	10.8%	0.6%	0.1%	0.7%	2.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	11:00	09:00	10:00	09:00		01:00	06:00					10:00
Vol.		97	45	3	16	4		1	5					146
PM Peak	13:00	12:00	17:00	14:00	14:00	12:00	12:00	15:00	12:00					14:00
Vol.	1	99	60	3	21	4	1	2	7					175
Grand Total	2	1015	544	20	199	12	1	13	43	0	0	0	0	1849
Percent	0.1%	54.9%	29.4%	1.1%	10.8%	0.6%	0.1%	0.7%	2.3%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Eucalyptus Avenue
 B/ Moreno Beach Drive - Auto Mall Drive
 24 Hour Directional Classification Count

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

MRV025
 Site Code: 999-19736

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	9	4	0	0	0	0	0	0	0	0	0	0	13
01:00	0	6	2	0	0	0	0	2	2	0	0	0	0	12
02:00	0	8	1	1	0	0	0	0	0	0	0	0	0	10
03:00	0	6	3	1	1	0	0	0	0	0	0	0	0	11
04:00	0	26	7	1	1	1	0	1	0	0	0	0	0	37
05:00	0	77	9	2	7	1	0	0	3	0	0	0	0	99
06:00	0	94	19	1	8	0	0	1	10	0	0	0	0	133
07:00	0	115	19	2	8	0	0	2	8	0	0	0	0	154
08:00	0	138	35	0	16	2	0	1	9	0	0	0	0	201
09:00	0	139	32	6	17	4	0	0	6	0	0	0	0	204
10:00	1	178	50	2	22	0	0	2	7	0	0	0	0	262
11:00	3	136	63	1	22	2	0	3	9	0	0	0	0	239
12 PM	3	200	62	3	25	6	1	2	10	1	0	0	0	313
13:00	2	154	64	1	26	1	0	1	4	0	0	0	0	253
14:00	1	161	64	3	28	0	0	0	6	0	0	0	0	263
15:00	0	131	72	0	26	0	0	4	2	0	0	0	0	235
16:00	0	139	60	2	20	2	0	2	0	0	0	0	0	225
17:00	1	127	67	1	19	0	0	2	3	0	0	0	0	220
18:00	0	76	49	0	7	1	0	0	0	0	0	0	0	133
19:00	1	44	18	1	11	0	0	1	1	0	0	0	0	77
20:00	0	30	19	1	4	0	0	0	1	0	0	0	0	55
21:00	0	38	23	0	4	0	0	2	1	0	0	0	0	68
22:00	1	26	2	0	2	0	0	0	0	0	0	0	0	31
23:00	0	20	7	0	2	0	0	0	1	0	0	0	0	30
Total	13	2078	751	29	276	20	1	26	83	1	0	0	0	3278
Percent	0.4%	63.4%	22.9%	0.9%	8.4%	0.6%	0.0%	0.8%	2.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	11:00	09:00	10:00	09:00		11:00	06:00					10:00
Vol.	3	178	63	6	22	4		3	10					262
PM Peak	12:00	12:00	15:00	12:00	14:00	12:00	12:00	15:00	12:00	12:00				12:00
Vol.	3	200	72	3	28	6	1	4	10	1				313
Grand Total	13	2078	751	29	276	20	1	26	83	1	0	0	0	3278
Percent	0.4%	63.4%	22.9%	0.9%	8.4%	0.6%	0.0%	0.8%	2.5%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Eucalyptus Avenue
 B/ Auto Mall Drive - Driveway 1
 24 Hour Directional Classification Count

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

MRV026
 Site Code: 999-19736

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	7	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	5	0	0	0	0	0	0	2	0	0	0	0	7
02:00	0	4	0	1	0	0	0	0	0	0	0	0	0	5
03:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
04:00	0	11	0	0	0	2	0	0	2	0	0	0	0	15
05:00	0	39	4	0	0	0	0	0	1	0	0	0	0	44
06:00	0	16	2	0	0	0	0	0	4	0	0	0	0	22
07:00	0	21	4	0	0	0	0	0	4	0	0	0	0	29
08:00	0	28	2	0	1	2	0	0	3	0	0	0	0	36
09:00	0	24	5	0	3	0	0	0	3	0	0	0	0	35
10:00	1	30	9	0	1	0	0	0	4	1	0	0	0	46
11:00	0	21	5	0	3	0	0	1	4	0	0	0	0	34
12 PM	0	26	5	1	2	0	0	0	2	1	0	0	0	37
13:00	0	26	8	0	1	0	0	1	2	0	0	0	0	38
14:00	0	37	3	0	1	0	0	0	0	0	0	0	0	41
15:00	0	37	7	0	2	0	0	0	0	0	0	0	0	46
16:00	0	31	8	0	1	0	0	2	0	0	0	0	0	42
17:00	0	33	4	0	1	0	0	0	1	0	0	0	0	39
18:00	0	24	8	0	0	1	0	0	0	0	0	0	0	33
19:00	1	8	2	0	0	0	0	0	0	0	0	0	0	11
20:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
21:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21
22:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
23:00	0	12	1	0	0	0	0	0	1	0	0	0	0	14
Total	2	481	84	2	17	5	0	4	33	2	0	0	0	630
Percent	0.3%	76.3%	13.3%	0.3%	2.7%	0.8%	0.0%	0.6%	5.2%	0.3%	0.0%	0.0%	0.0%	
AM Peak	10:00	05:00	10:00	02:00	09:00	04:00		11:00	06:00	10:00				10:00
Vol.	1	39	9	1	3	2		1	4	1				46
PM Peak	19:00	14:00	13:00	12:00	12:00	18:00		16:00	12:00	12:00				15:00
Vol.	1	37	8	1	2	1		2	2	1				46
Grand Total	2	481	84	2	17	5	0	4	33	2	0	0	0	630
Percent	0.3%	76.3%	13.3%	0.3%	2.7%	0.8%	0.0%	0.6%	5.2%	0.3%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Eucalyptus Avenue
 B/ Auto Mall Drive - Driveway 1
 24 Hour Directional Classification Count

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

MRV026
 Site Code: 999-19736

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	4	0	0	0	0	0	0	1	0	0	0	0	5
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	6	0	1	0	0	0	0	0	0	0	0	0	7
04:00	0	12	0	0	0	0	0	0	2	0	0	0	0	14
05:00	0	17	4	1	1	1	0	0	0	0	0	0	0	24
06:00	2	33	5	1	3	0	0	0	5	0	0	0	0	49
07:00	1	39	6	0	3	0	0	1	4	0	0	0	0	54
08:00	0	36	9	0	3	0	0	0	3	0	0	0	0	51
09:00	0	25	2	1	4	1	0	0	1	0	0	0	0	34
10:00	0	31	11	0	2	0	0	0	0	0	0	0	0	44
11:00	0	39	12	0	4	0	0	0	5	0	0	0	0	60
12 PM	0	39	5	1	1	0	0	0	2	0	0	0	0	48
13:00	0	37	15	1	2	0	0	2	2	0	0	0	0	59
14:00	1	49	8	0	6	0	0	0	0	0	0	0	0	64
15:00	0	42	10	0	3	0	0	0	0	0	0	0	0	55
16:00	0	38	7	0	2	0	0	1	0	0	0	0	0	48
17:00	1	33	7	1	1	0	0	0	0	0	0	0	0	43
18:00	0	44	4	0	1	0	0	0	1	0	0	0	0	50
19:00	1	22	3	0	2	0	0	1	1	0	0	0	0	30
20:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
21:00	0	15	1	0	2	0	0	0	0	0	0	0	0	18
22:00	0	11	1	0	1	0	0	0	0	0	0	0	0	13
23:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
Total	6	601	115	7	41	2	0	5	27	0	0	0	0	804
Percent	0.7%	74.8%	14.3%	0.9%	5.1%	0.2%	0.0%	0.6%	3.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	11:00	03:00	09:00	05:00		07:00	06:00					11:00
Vol.	2	39	12	1	4	1		1	5					60
PM Peak	14:00	14:00	13:00	12:00	14:00			13:00	12:00					14:00
Vol.	1	49	15	1	6			2	2					64
Grand Total	6	601	115	7	41	2	0	5	27	0	0	0	0	804
Percent	0.7%	74.8%	14.3%	0.9%	5.1%	0.2%	0.0%	0.6%	3.4%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Eucalyptus Avenue
 B/ Auto Mall Drive - Driveway 1
 24 Hour Directional Classification Count

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

MRV026
 Site Code: 999-19736

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	11	0	0	0	0	0	0	0	0	0	0	0	11
01:00	0	9	0	0	0	0	0	0	3	0	0	0	0	12
02:00	0	8	0	1	0	0	0	0	0	0	0	0	0	9
03:00	0	8	0	1	1	0	0	0	0	0	0	0	0	10
04:00	0	23	0	0	0	2	0	0	4	0	0	0	0	29
05:00	0	56	8	1	1	1	0	0	1	0	0	0	0	68
06:00	2	49	7	1	3	0	0	0	9	0	0	0	0	71
07:00	1	60	10	0	3	0	0	1	8	0	0	0	0	83
08:00	0	64	11	0	4	2	0	0	6	0	0	0	0	87
09:00	0	49	7	1	7	1	0	0	4	0	0	0	0	69
10:00	1	61	20	0	3	0	0	0	4	1	0	0	0	90
11:00	0	60	17	0	7	0	0	1	9	0	0	0	0	94
12 PM	0	65	10	2	3	0	0	0	4	1	0	0	0	85
13:00	0	63	23	1	3	0	0	3	4	0	0	0	0	97
14:00	1	86	11	0	7	0	0	0	0	0	0	0	0	105
15:00	0	79	17	0	5	0	0	0	0	0	0	0	0	101
16:00	0	69	15	0	3	0	0	3	0	0	0	0	0	90
17:00	1	66	11	1	2	0	0	0	1	0	0	0	0	82
18:00	0	68	12	0	1	1	0	0	1	0	0	0	0	83
19:00	2	30	5	0	2	0	0	1	1	0	0	0	0	41
20:00	0	25	6	0	0	0	0	0	0	0	0	0	0	31
21:00	0	32	5	0	2	0	0	0	0	0	0	0	0	39
22:00	0	21	1	0	1	0	0	0	0	0	0	0	0	23
23:00	0	20	3	0	0	0	0	0	1	0	0	0	0	24
Total	8	1082	199	9	58	7	0	9	60	2	0	0	0	1434
Percent	0.6%	75.5%	13.9%	0.6%	4.0%	0.5%	0.0%	0.6%	4.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	06:00	08:00	10:00	02:00	09:00	04:00		07:00	06:00	10:00				11:00
Vol.	2	64	20	1	7	2		1	9	1				94
PM Peak	19:00	14:00	13:00	12:00	14:00	18:00		13:00	12:00	12:00				14:00
Vol.	2	86	23	2	7	1		3	4	1				105
Grand Total	8	1082	199	9	58	7	0	9	60	2	0	0	0	1434
Percent	0.6%	75.5%	13.9%	0.6%	4.0%	0.5%	0.0%	0.6%	4.2%	0.1%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Eucalyptus Avenue
 B/ Driveway 1 - Aldi Place
 24 Hour Directional Classification Count

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

MRV027
 Site Code: 999-19736

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	7	3	0	0	0	0	0	0	0	0	0	0	10
01:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:00	0	6	0	0	0	0	0	0	1	0	0	0	0	7
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00	0	13	1	0	2	0	0	0	0	0	0	0	0	16
06:00	0	10	0	1	1	0	0	1	2	0	0	0	0	15
07:00	0	18	6	0	4	0	0	0	4	0	0	0	0	32
08:00	0	16	5	0	2	1	0	0	0	0	0	0	0	24
09:00	0	23	7	0	0	0	0	0	1	0	0	0	0	31
10:00	0	28	6	1	5	0	0	0	2	0	0	0	0	42
11:00	0	20	11	0	0	0	0	0	0	0	0	0	0	31
12 PM	0	25	7	0	5	0	0	1	1	0	0	0	0	39
13:00	0	25	8	0	1	0	0	0	1	0	0	0	0	35
14:00	1	34	4	0	3	0	0	0	2	0	0	0	0	44
15:00	0	27	8	0	4	0	0	0	0	0	0	0	0	39
16:00	0	30	3	0	0	1	0	0	1	0	0	0	0	35
17:00	0	27	5	0	1	0	0	0	2	0	0	0	0	35
18:00	0	21	5	0	0	0	0	0	0	0	0	0	0	26
19:00	0	15	4	0	3	0	0	0	2	0	0	0	0	24
20:00	0	22	3	0	1	0	0	0	0	0	0	0	0	26
21:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
22:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
23:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
Total	1	411	94	2	33	2	0	2	19	0	0	0	0	564
Percent	0.2%	72.9%	16.7%	0.4%	5.9%	0.4%	0.0%	0.4%	3.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	11:00	06:00	10:00	08:00		06:00	07:00					10:00
Vol.		28	11	1	5	1		1	4					42
PM Peak	14:00	14:00	13:00		12:00	16:00		12:00	14:00					14:00
Vol.	1	34	8		5	1		1	2					44
Grand Total	1	411	94	2	33	2	0	2	19	0	0	0	0	564
Percent	0.2%	72.9%	16.7%	0.4%	5.9%	0.4%	0.0%	0.4%	3.4%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Eucalyptus Avenue
 B/ Driveway 1 - Aldi Place
 24 Hour Directional Classification Count

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

MRV027
 Site Code: 999-19736

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	8	1	0	0	0	0	0	0	0	0	0	0	9
01:00	0	6	1	0	0	1	0	0	0	0	0	0	0	8
02:00	0	7	0	0	0	1	0	0	0	0	0	0	0	8
03:00	1	7	2	0	0	1	0	0	1	0	0	0	0	12
04:00	0	13	0	0	0	1	0	0	0	0	0	0	0	14
05:00	0	23	3	0	1	0	0	0	0	0	0	0	0	27
06:00	0	22	4	0	1	1	0	0	0	0	0	0	0	28
07:00	1	42	5	0	2	2	0	0	1	0	0	0	0	53
08:00	0	38	5	0	2	0	0	0	0	0	0	0	0	45
09:00	0	32	7	0	1	1	0	1	0	0	0	0	0	42
10:00	0	42	10	0	3	1	0	0	0	0	0	0	0	56
11:00	0	42	11	0	2	3	0	2	0	0	0	0	0	60
12 PM	0	51	2	0	3	2	0	0	1	0	0	0	0	59
13:00	0	41	8	0	1	0	0	0	2	0	0	0	0	52
14:00	0	45	7	0	3	2	0	0	0	0	0	0	0	57
15:00	0	36	6	0	4	1	0	0	1	0	0	0	0	48
16:00	1	45	6	0	2	2	0	0	0	0	0	0	0	56
17:00	0	38	6	0	2	0	0	0	0	0	0	0	0	46
18:00	0	34	6	1	0	0	0	0	0	0	0	0	0	41
19:00	2	27	4	1	4	0	0	1	0	0	0	0	0	39
20:00	0	11	5	0	1	1	0	0	0	0	0	0	0	18
21:00	0	12	4	0	3	1	0	0	0	0	0	0	0	20
22:00	0	10	1	0	1	0	0	0	0	0	0	0	0	12
23:00	0	8	1	0	0	1	0	0	0	0	0	0	0	10
Total	5	640	105	2	36	22	0	4	6	0	0	0	0	820
Percent	0.6%	78.0%	12.8%	0.2%	4.4%	2.7%	0.0%	0.5%	0.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	03:00	07:00	11:00		10:00	11:00		11:00	03:00					11:00
Vol.	1	42	11		3	3		2	1					60
PM Peak	19:00	12:00	13:00	18:00	15:00	12:00		19:00	13:00					12:00
Vol.	2	51	8	1	4	2		1	2					59
Grand Total	5	640	105	2	36	22	0	4	6	0	0	0	0	820
Percent	0.6%	78.0%	12.8%	0.2%	4.4%	2.7%	0.0%	0.5%	0.7%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Eucalyptus Avenue
 B/ Driveway 1 - Aldi Place
 24 Hour Directional Classification Count

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

MRV027
 Site Code: 999-19736

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	15	4	0	0	0	0	0	0	0	0	0	0	19
01:00	0	11	2	0	1	1	0	0	0	0	0	0	0	15
02:00	0	12	1	0	0	1	0	0	0	0	0	0	0	14
03:00	1	13	2	0	0	1	0	0	2	0	0	0	0	19
04:00	0	14	1	0	0	1	0	0	0	0	0	0	0	16
05:00	0	36	4	0	3	0	0	0	0	0	0	0	0	43
06:00	0	32	4	1	2	1	0	1	2	0	0	0	0	43
07:00	1	60	11	0	6	2	0	0	5	0	0	0	0	85
08:00	0	54	10	0	4	1	0	0	0	0	0	0	0	69
09:00	0	55	14	0	1	1	0	1	1	0	0	0	0	73
10:00	0	70	16	1	8	1	0	0	2	0	0	0	0	98
11:00	0	62	22	0	2	3	0	2	0	0	0	0	0	91
12 PM	0	76	9	0	8	2	0	1	2	0	0	0	0	98
13:00	0	66	16	0	2	0	0	0	3	0	0	0	0	87
14:00	1	79	11	0	6	2	0	0	2	0	0	0	0	101
15:00	0	63	14	0	8	1	0	0	1	0	0	0	0	87
16:00	1	75	9	0	2	3	0	0	1	0	0	0	0	91
17:00	0	65	11	0	3	0	0	0	2	0	0	0	0	81
18:00	0	55	11	1	0	0	0	0	0	0	0	0	0	67
19:00	2	42	8	1	7	0	0	1	2	0	0	0	0	63
20:00	0	33	8	0	2	1	0	0	0	0	0	0	0	44
21:00	0	28	7	0	3	1	0	0	0	0	0	0	0	39
22:00	0	19	1	0	1	0	0	0	0	0	0	0	0	21
23:00	0	16	3	0	0	1	0	0	0	0	0	0	0	20
Total	6	1051	199	4	69	24	0	6	25	0	0	0	0	1384
Percent	0.4%	75.9%	14.4%	0.3%	5.0%	1.7%	0.0%	0.4%	1.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak	03:00	10:00	11:00	06:00	10:00	11:00		11:00	07:00					10:00
Vol.	1	70	22	1	8	3		2	5					98
PM Peak	19:00	14:00	13:00	18:00	12:00	16:00		12:00	13:00					14:00
Vol.	2	79	16	1	8	3		1	3					101
Grand Total	6	1051	199	4	69	24	0	6	25	0	0	0	0	1384
Percent	0.4%	75.9%	14.4%	0.3%	5.0%	1.7%	0.0%	0.4%	1.8%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Eucalyptus Avenue
 B/ Driveway 4 - Redlands Boulevard
 24 Hour Directional Classification Count

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

MRV029
 Site Code: 999-19736

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	7	0	0	0	0	0	0	2	0	0	0	0	9
01:00	0	9	0	0	0	0	0	0	6	0	0	0	0	15
02:00	0	8	0	0	0	0	0	0	9	0	0	0	0	17
03:00	0	6	0	2	0	0	0	1	7	0	0	0	0	16
04:00	0	6	0	1	0	0	0	1	11	0	0	0	0	19
05:00	0	13	1	1	1	1	0	0	10	0	0	0	0	27
06:00	0	18	1	2	1	1	0	1	4	1	0	0	1	30
07:00	0	23	5	0	2	1	0	0	10	0	0	0	0	41
08:00	0	23	2	1	3	0	0	0	6	0	0	0	0	35
09:00	0	28	3	1	2	0	0	2	3	0	0	0	0	39
10:00	0	35	4	0	3	1	0	0	2	0	0	0	0	45
11:00	0	28	4	0	1	0	0	0	4	1	0	0	0	38
12 PM	0	34	6	2	6	0	0	1	5	0	0	0	2	56
13:00	0	40	9	0	1	0	0	0	2	0	0	0	0	52
14:00	1	64	4	0	3	0	0	0	2	1	0	0	0	75
15:00	0	33	8	1	2	0	0	0	3	0	0	0	0	47
16:00	0	58	2	1	0	1	0	0	2	0	0	0	0	64
17:00	0	33	5	0	2	0	0	0	0	0	0	0	0	40
18:00	0	28	2	0	2	0	0	0	1	0	0	0	0	33
19:00	0	22	8	1	5	0	0	0	1	1	0	0	1	39
20:00	0	23	3	0	0	0	0	1	6	0	0	0	0	33
21:00	0	23	2	0	0	0	0	0	4	0	0	0	1	30
22:00	1	16	0	0	1	1	0	0	2	0	0	0	0	21
23:00	0	8	3	0	0	0	0	0	1	1	0	0	0	13
Total	2	586	72	13	35	6	0	7	103	5	0	0	5	834
Percent	0.2%	70.3%	8.6%	1.6%	4.2%	0.7%	0.0%	0.8%	12.4%	0.6%	0.0%	0.0%	0.6%	
AM Peak		10:00	07:00	03:00	08:00	05:00		09:00	04:00	06:00			06:00	10:00
Vol.		35	5	2	3	1		2	11	1			1	45
PM Peak	14:00	14:00	13:00	12:00	12:00	16:00		12:00	20:00	14:00			12:00	14:00
Vol.	1	64	9	2	6	1		1	6	1			2	75
Grand Total	2	586	72	13	35	6	0	7	103	5	0	0	5	834
Percent	0.2%	70.3%	8.6%	1.6%	4.2%	0.7%	0.0%	0.8%	12.4%	0.6%	0.0%	0.0%	0.6%	

Counts Unlimited, Inc.

City of Moreno Valley
 Eucalyptus Avenue
 B/ Driveway 4 - Redlands Boulevard
 24 Hour Directional Classification Count

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

MRV029
 Site Code: 999-19736

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	30	4	0	1	2	2	0	12	1	0	0	1	53
01:00	0	15	4	0	0	0	0	1	6	1	0	0	1	28
02:00	0	7	2	3	0	1	0	0	5	0	0	0	2	20
03:00	0	0	3	1	0	0	0	0	2	1	0	0	0	7
04:00	0	10	2	0	0	0	0	0	1	0	0	0	0	13
05:00	1	67	12	1	6	1	0	0	3	1	0	0	0	92
06:00	2	41	11	1	4	0	0	0	2	0	0	0	1	62
07:00	0	59	10	1	4	0	0	0	5	0	0	0	1	80
08:00	1	47	14	1	3	0	0	1	0	0	0	0	0	67
09:00	0	27	10	1	3	0	0	1	4	1	0	0	0	47
10:00	0	23	8	2	4	0	0	0	1	0	0	0	0	38
11:00	0	31	13	1	4	2	0	1	3	0	0	0	0	55
12 PM	0	39	13	2	4	2	0	0	2	0	0	0	0	62
13:00	0	27	7	0	4	2	0	0	2	0	0	0	0	42
14:00	0	25	7	1	4	1	0	0	1	0	0	0	1	40
15:00	0	33	5	1	6	0	0	1	1	0	0	0	0	47
16:00	1	29	15	0	1	1	0	0	1	0	0	0	0	48
17:00	0	39	11	0	6	1	0	0	1	0	0	0	0	58
18:00	0	42	8	2	1	0	0	0	4	0	0	0	0	57
19:00	0	29	7	0	1	1	0	0	2	1	0	0	0	41
20:00	0	16	2	1	1	0	0	0	4	0	0	0	0	24
21:00	0	14	5	0	0	0	0	0	8	0	0	0	0	27
22:00	0	12	1	0	0	0	0	1	3	1	0	0	0	18
23:00	0	12	2	2	1	0	1	0	8	1	0	0	1	28
Total	5	674	176	21	58	14	3	6	81	8	0	0	8	1054
Percent	0.5%	63.9%	16.7%	2.0%	5.5%	1.3%	0.3%	0.6%	7.7%	0.8%	0.0%	0.0%	0.8%	
AM Peak	06:00	05:00	08:00	02:00	05:00	00:00	00:00	01:00	00:00	00:00			02:00	05:00
Vol.	2	67	14	3	6	2	2	1	12	1			2	92
PM Peak	16:00	18:00	16:00	12:00	15:00	12:00	23:00	15:00	21:00	19:00			14:00	12:00
Vol.	1	42	15	2	6	2	1	1	8	1			1	62
Grand Total	5	674	176	21	58	14	3	6	81	8	0	0	8	1054
Percent	0.5%	63.9%	16.7%	2.0%	5.5%	1.3%	0.3%	0.6%	7.7%	0.8%	0.0%	0.0%	0.8%	

Counts Unlimited, Inc.

City of Moreno Valley
 Eucalyptus Avenue
 B/ Driveway 4 - Redlands Boulevard
 24 Hour Directional Classification Count

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

MRV029
 Site Code: 999-19736

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	37	4	0	1	2	2	0	14	1	0	0	1	62
01:00	0	24	4	0	0	0	0	1	12	1	0	0	1	43
02:00	0	15	2	3	0	1	0	0	14	0	0	0	2	37
03:00	0	6	3	3	0	0	0	1	9	1	0	0	0	23
04:00	0	16	2	1	0	0	0	1	12	0	0	0	0	32
05:00	1	80	13	2	7	2	0	0	13	1	0	0	0	119
06:00	2	59	12	3	5	1	0	1	6	1	0	0	2	92
07:00	0	82	15	1	6	1	0	0	15	0	0	0	1	121
08:00	1	70	16	2	6	0	0	1	6	0	0	0	0	102
09:00	0	55	13	2	5	0	0	3	7	1	0	0	0	86
10:00	0	58	12	2	7	1	0	0	3	0	0	0	0	83
11:00	0	59	17	1	5	2	0	1	7	1	0	0	0	93
12 PM	0	73	19	4	10	2	0	1	7	0	0	0	2	118
13:00	0	67	16	0	5	2	0	0	4	0	0	0	0	94
14:00	1	89	11	1	7	1	0	0	3	1	0	0	1	115
15:00	0	66	13	2	8	0	0	1	4	0	0	0	0	94
16:00	1	87	17	1	1	2	0	0	3	0	0	0	0	112
17:00	0	72	16	0	8	1	0	0	1	0	0	0	0	98
18:00	0	70	10	2	3	0	0	0	5	0	0	0	0	90
19:00	0	51	15	1	6	1	0	0	3	2	0	0	1	80
20:00	0	39	5	1	1	0	0	1	10	0	0	0	0	57
21:00	0	37	7	0	0	0	0	0	12	0	0	0	1	57
22:00	1	28	1	0	1	1	0	1	5	1	0	0	0	39
23:00	0	20	5	2	1	0	1	0	9	2	0	0	1	41
Total	7	1260	248	34	93	20	3	13	184	13	0	0	13	1888
Percent	0.4%	66.7%	13.1%	1.8%	4.9%	1.1%	0.2%	0.7%	9.7%	0.7%	0.0%	0.0%	0.7%	
AM Peak	06:00	07:00	11:00	02:00	05:00	00:00	00:00	09:00	07:00	00:00			02:00	07:00
Vol.	2	82	17	3	7	2	2	3	15	1			2	121
PM Peak	14:00	14:00	12:00	12:00	12:00	12:00	23:00	12:00	21:00	19:00			12:00	12:00
Vol.	1	89	19	4	10	2	1	1	12	2			2	118
Grand Total	7	1260	248	34	93	20	3	13	184	13	0	0	13	1888
Percent	0.4%	66.7%	13.1%	1.8%	4.9%	1.1%	0.2%	0.7%	9.7%	0.7%	0.0%	0.0%	0.7%	

Counts Unlimited, Inc.

City of Moreno Valley
 Euclayptus Avenue
 B/ Redlands Boulevard - Theodore Street
 24 Hour Directional Classification Count

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

MRV030
 Site Code: 999-19736

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	4	0	0	1	0	0	1	0	0	0	0	0	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	4	3	1	0	0	0	0	2	0	0	0	0	10
03:00	0	8	2	0	0	0	0	0	1	0	0	0	0	11
04:00	0	5	2	0	1	0	0	0	1	0	0	0	0	9
05:00	0	21	5	0	0	0	0	0	1	0	0	0	0	27
06:00	0	45	11	1	6	1	0	1	2	0	7	1	0	75
07:00	0	11	3	0	3	0	0	2	3	0	0	0	0	22
08:00	0	33	8	1	2	0	0	1	4	0	0	0	0	49
09:00	0	19	0	1	3	0	0	1	2	0	0	0	0	26
10:00	0	13	4	0	2	0	0	0	16	0	0	0	0	35
11:00	0	31	5	0	6	1	0	3	8	0	0	0	0	54
12 PM	0	25	4	0	2	2	0	3	4	0	0	0	0	40
13:00	0	34	2	2	3	1	0	1	3	0	0	0	0	46
14:00	0	60	8	1	6	0	0	2	2	0	0	0	0	79
15:00	0	52	10	1	4	0	0	3	7	0	0	0	0	77
16:00	0	65	8	1	4	1	0	0	4	0	0	0	0	83
17:00	1	40	7	1	1	0	0	0	0	0	0	0	0	50
18:00	0	67	9	0	3	2	0	1	3	0	0	0	0	85
19:00	0	16	4	0	0	0	0	1	4	0	0	0	0	25
20:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
21:00	0	9	6	0	0	0	0	1	4	0	0	0	0	20
22:00	1	6	4	0	0	0	0	2	0	0	0	0	0	13
23:00	1	0	1	0	0	0	0	0	3	0	0	0	0	5
Total	3	576	107	10	47	8	0	23	74	0	7	1	0	856
Percent	0.4%	67.3%	12.5%	1.2%	5.5%	0.9%	0.0%	2.7%	8.6%	0.0%	0.8%	0.1%	0.0%	
AM Peak		06:00	06:00	02:00	06:00	06:00		11:00	10:00		06:00	06:00		06:00
Vol.		45	11	1	6	1		3	16		7	1		75
PM Peak	17:00	18:00	15:00	13:00	14:00	12:00		12:00	15:00					18:00
Vol.	1	67	10	2	6	2		3	7					85
Grand Total	3	576	107	10	47	8	0	23	74	0	7	1	0	856
Percent	0.4%	67.3%	12.5%	1.2%	5.5%	0.9%	0.0%	2.7%	8.6%	0.0%	0.8%	0.1%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Euclayptus Avenue
 B/ Redlands Boulevard - Theodore Street
 24 Hour Directional Classification Count

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

MRV030
 Site Code: 999-19736

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	5	2	0	0	0	0	0	0	0	0	0	0	7
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	8	1	0	0	0	0	0	1	0	0	1	0	11
04:00	0	35	6	1	3	0	0	1	3	0	4	0	0	53
05:00	1	115	17	0	0	0	0	0	5	0	4	1	0	143
06:00	0	44	9	0	2	0	0	1	0	0	5	1	0	62
07:00	0	48	3	0	1	0	0	2	3	0	0	0	0	57
08:00	0	113	21	2	3	1	0	3	4	0	0	0	0	147
09:00	0	36	6	0	0	1	0	0	12	0	0	0	0	55
10:00	0	25	4	1	3	2	0	4	9	0	0	0	0	48
11:00	0	37	11	1	4	1	0	3	3	0	0	0	0	60
12 PM	0	44	5	1	2	1	0	4	6	0	0	0	0	63
13:00	0	38	8	1	3	0	0	2	4	0	0	0	0	56
14:00	0	31	8	1	4	0	0	4	4	0	0	0	0	52
15:00	0	30	5	0	1	0	0	1	3	0	0	0	0	40
16:00	0	20	4	2	1	0	0	0	4	0	0	0	0	31
17:00	0	20	5	0	1	0	0	2	2	0	0	0	0	30
18:00	0	39	11	0	1	0	0	0	4	0	0	0	0	55
19:00	0	71	7	0	2	1	0	0	2	0	0	0	0	83
20:00	0	34	9	0	0	0	0	0	2	0	0	0	0	45
21:00	0	67	13	0	1	0	0	1	3	0	0	0	0	85
22:00	0	21	3	0	0	0	0	0	4	0	0	0	0	28
23:00	1	5	0	0	0	0	0	0	4	0	0	0	0	10
Total	2	893	159	10	32	7	0	28	82	0	13	3	0	1229
Percent	0.2%	72.7%	12.9%	0.8%	2.6%	0.6%	0.0%	2.3%	6.7%	0.0%	1.1%	0.2%	0.0%	
AM Peak	05:00	05:00	08:00	08:00	11:00	10:00		10:00	09:00		06:00	03:00		08:00
Vol.	1	115	21	2	4	2		4	12		5	1		147
PM Peak	23:00	19:00	21:00	16:00	14:00	12:00		12:00	12:00					21:00
Vol.	1	71	13	2	4	1		4	6					85
Grand Total	2	893	159	10	32	7	0	28	82	0	13	3	0	1229
Percent	0.2%	72.7%	12.9%	0.8%	2.6%	0.6%	0.0%	2.3%	6.7%	0.0%	1.1%	0.2%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Euclayptus Avenue
 B/ Redlands Boulevard - Theodore Street
 24 Hour Directional Classification Count

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

MRV030
 Site Code: 999-19736

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	9	2	0	1	0	0	1	0	0	0	0	0	13
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
02:00	0	7	3	1	0	0	0	0	2	0	0	0	0	13
03:00	0	16	3	0	0	0	0	0	2	0	0	1	0	22
04:00	0	40	8	1	4	0	0	1	4	0	4	0	0	62
05:00	1	136	22	0	0	0	0	0	6	0	4	1	0	170
06:00	0	89	20	1	8	1	0	2	2	0	12	2	0	137
07:00	0	59	6	0	4	0	0	4	6	0	0	0	0	79
08:00	0	146	29	3	5	1	0	4	8	0	0	0	0	196
09:00	0	55	6	1	3	1	0	1	14	0	0	0	0	81
10:00	0	38	8	1	5	2	0	4	25	0	0	0	0	83
11:00	0	68	16	1	10	2	0	6	11	0	0	0	0	114
12 PM	0	69	9	1	4	3	0	7	10	0	0	0	0	103
13:00	0	72	10	3	6	1	0	3	7	0	0	0	0	102
14:00	0	91	16	2	10	0	0	6	6	0	0	0	0	131
15:00	0	82	15	1	5	0	0	4	10	0	0	0	0	117
16:00	0	85	12	3	5	1	0	0	8	0	0	0	0	114
17:00	1	60	12	1	2	0	0	2	2	0	0	0	0	80
18:00	0	106	20	0	4	2	0	1	7	0	0	0	0	140
19:00	0	87	11	0	2	1	0	1	6	0	0	0	0	108
20:00	0	42	10	0	0	0	0	0	2	0	0	0	0	54
21:00	0	76	19	0	1	0	0	2	7	0	0	0	0	105
22:00	1	27	7	0	0	0	0	2	4	0	0	0	0	41
23:00	2	5	1	0	0	0	0	0	7	0	0	0	0	15
Total	5	1469	266	20	79	15	0	51	156	0	20	4	0	2085
Percent	0.2%	70.5%	12.8%	1.0%	3.8%	0.7%	0.0%	2.4%	7.5%	0.0%	1.0%	0.2%	0.0%	
AM Peak	05:00	08:00	08:00	08:00	11:00	10:00		11:00	10:00		06:00	06:00		08:00
Vol.	1	146	29	3	10	2		6	25		12	2		196
PM Peak	23:00	18:00	18:00	13:00	14:00	12:00		12:00	12:00					18:00
Vol.	2	106	20	3	10	3		7	10					140
Grand Total	5	1469	266	20	79	15	0	51	156	0	20	4	0	2085
Percent	0.2%	70.5%	12.8%	1.0%	3.8%	0.7%	0.0%	2.4%	7.5%	0.0%	1.0%	0.2%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Encilia Avenue
 B/ Shubert Street - Redlands Boulevard
 24 Hour Directional Classification Count

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

MRV032
 Site Code: 999-19736

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
05:00	0	8	2	0	2	0	0	0	0	0	0	0	0	12
06:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21
07:00	0	20	1	0	4	0	0	0	0	0	0	0	0	25
08:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
09:00	0	11	1	0	1	0	0	0	0	0	0	0	0	13
10:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
11:00	0	8	4	0	2	0	0	0	0	0	0	0	0	14
12 PM	0	10	6	0	1	0	0	0	0	0	0	0	0	17
13:00	0	7	6	1	1	0	0	0	0	0	0	0	0	15
14:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
15:00	0	6	1	0	2	0	0	0	0	0	0	0	0	9
16:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
17:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
18:00	0	7	6	0	3	0	0	0	0	0	0	0	0	16
19:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
20:00	0	4	3	0	1	0	0	0	0	0	0	0	0	8
21:00	0	1	3	0	0	0	0	0	1	0	0	0	0	5
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	154	53	1	19	0	0	0	1	0	0	0	0	228
Percent	0.0%	67.5%	23.2%	0.4%	8.3%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	06:00		07:00									07:00
Vol.		20	4		4									25
PM Peak		12:00	12:00	13:00	18:00				21:00					12:00
Vol.		10	6	1	3				1					17
Grand Total	0	154	53	1	19	0	0	0	1	0	0	0	0	228
Percent	0.0%	67.5%	23.2%	0.4%	8.3%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Encilia Avenue
 B/ Shubert Street - Redlands Boulevard
 24 Hour Directional Classification Count

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

MRV032
 Site Code: 999-19736

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
08:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
09:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
10:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
11:00	0	9	0	0	2	0	0	0	0	0	0	0	0	11
12 PM	0	6	4	0	2	0	0	0	0	0	0	0	0	12
13:00	0	10	2	0	0	0	0	1	0	0	0	0	0	13
14:00	0	8	3	0	1	0	0	0	0	0	0	0	0	12
15:00	0	9	1	0	2	0	0	0	0	0	0	0	0	12
16:00	0	5	5	0	2	0	0	0	0	0	0	0	0	12
17:00	0	15	5	0	5	0	0	0	0	0	0	0	0	25
18:00	0	14	6	0	2	0	0	0	0	0	0	0	0	22
19:00	0	12	3	0	2	0	0	0	0	0	0	0	0	17
20:00	0	12	5	0	1	0	0	0	0	0	0	0	0	18
21:00	1	9	3	0	1	1	0	0	0	0	0	0	0	15
22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	154	43	0	21	1	0	1	0	0	0	0	0	221
Percent	0.5%	69.7%	19.5%	0.0%	9.5%	0.5%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	09:00		11:00									11:00
Vol.		9	3		2									11
PM Peak	21:00	17:00	18:00		17:00	21:00		13:00						17:00
Vol.	1	15	6		5	1		1						25
Grand Total	1	154	43	0	21	1	0	1	0	0	0	0	0	221
Percent	0.5%	69.7%	19.5%	0.0%	9.5%	0.5%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Encilia Avenue
 B/ Shubert Street - Redlands Boulevard
 24 Hour Directional Classification Count

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

MRV032
 Site Code: 999-19736

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/30/19	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
05:00	0	11	2	0	2	0	0	0	0	0	0	0	0	15
06:00	0	18	4	0	0	0	0	0	0	0	0	0	0	22
07:00	0	27	1	0	4	0	0	0	0	0	0	0	0	32
08:00	0	17	3	0	1	0	0	0	0	0	0	0	0	21
09:00	0	17	4	0	1	0	0	0	0	0	0	0	0	22
10:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
11:00	0	17	4	0	4	0	0	0	0	0	0	0	0	25
12 PM	0	16	10	0	3	0	0	0	0	0	0	0	0	29
13:00	0	17	8	1	1	0	0	1	0	0	0	0	0	28
14:00	0	17	7	0	1	0	0	0	0	0	0	0	0	25
15:00	0	15	2	0	4	0	0	0	0	0	0	0	0	21
16:00	0	10	6	0	3	0	0	0	0	0	0	0	0	19
17:00	0	19	6	0	6	0	0	0	0	0	0	0	0	31
18:00	0	21	12	0	5	0	0	0	0	0	0	0	0	38
19:00	0	19	7	0	2	0	0	0	0	0	0	0	0	28
20:00	0	16	8	0	2	0	0	0	0	0	0	0	0	26
21:00	1	10	6	0	1	1	0	0	1	0	0	0	0	20
22:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Total	1	308	96	1	40	1	0	1	1	0	0	0	0	449
Percent	0.2%	68.6%	21.4%	0.2%	8.9%	0.2%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	06:00		07:00									07:00
Vol.		27	4		4									32
PM Peak	21:00	18:00	18:00	13:00	17:00	21:00		13:00	21:00					18:00
Vol.	1	21	12	1	6	1		1	1					38
Grand Total	1	308	96	1	40	1	0	1	1	0	0	0	0	449
Percent	0.2%	68.6%	21.4%	0.2%	8.9%	0.2%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
Alessandro Boulevard
B/ Lassel Street - Nason Street
24 Hour Directional Classification Count

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

MRV033
Site Code: 999-19736

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	23	8	0	1	0	0	0	0	0	0	0	0	32
01:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
02:00	0	11	4	0	1	0	0	0	0	0	0	0	0	16
03:00	0	11	3	0	3	0	0	0	0	0	0	0	0	17
04:00	0	23	5	0	5	0	0	0	0	0	0	0	0	33
05:00	0	53	12	1	5	0	0	0	0	0	0	0	0	71
06:00	2	83	27	2	12	0	0	0	4	0	0	0	0	130
07:00	3	158	53	2	23	1	0	3	0	0	0	0	0	243
08:00	1	192	84	1	26	0	0	4	2	0	0	0	0	310
09:00	1	143	59	2	25	0	0	1	0	1	0	0	0	232
10:00	0	130	61	1	14	1	0	2	1	0	0	0	0	210
11:00	0	175	56	1	18	0	0	2	1	0	0	0	0	253
12 PM	0	204	64	3	25	1	0	1	0	0	0	0	0	298
13:00	1	195	80	2	20	0	0	0	0	0	0	0	0	298
14:00	0	280	88	3	27	0	0	1	2	0	0	0	0	401
15:00	2	311	128	2	33	3	0	1	2	0	0	0	0	482
16:00	0	307	109	2	36	2	0	2	0	0	0	0	0	458
17:00	2	322	107	0	31	0	0	2	0	0	0	0	0	464
18:00	0	304	97	3	28	1	0	2	0	0	0	0	0	435
19:00	0	185	64	1	12	1	0	1	0	0	0	0	0	264
20:00	0	135	47	0	11	0	0	1	0	0	0	0	0	194
21:00	0	125	40	1	7	0	0	0	0	0	0	0	0	173
22:00	0	79	29	2	6	0	0	0	0	0	0	0	0	116
23:00	0	49	17	0	5	0	0	0	0	0	0	0	0	71
Total	12	3510	1246	29	374	10	0	23	12	1	0	0	0	5217
Percent	0.2%	67.3%	23.9%	0.6%	7.2%	0.2%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	08:00	06:00	08:00	07:00		08:00	06:00	09:00				08:00
Vol.	3	192	84	2	26	1		4	4	1				310
PM Peak	15:00	17:00	15:00	12:00	16:00	15:00		16:00	14:00					15:00
Vol.	2	322	128	3	36	3		2	2					482
Grand Total	12	3510	1246	29	374	10	0	23	12	1	0	0	0	5217
Percent	0.2%	67.3%	23.9%	0.6%	7.2%	0.2%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Alessandro Boulevard
 B/ Lassel Street - Nason Street
 24 Hour Directional Classification Count

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

MRV033
 Site Code: 999-19736

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	33	1	0	0	0	0	0	0	0	0	0	0	34
01:00	0	16	4	0	2	0	0	0	0	0	0	0	0	22
02:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
03:00	0	30	3	0	1	0	0	0	0	0	0	0	0	34
04:00	0	21	9	2	2	0	0	1	0	0	0	0	0	35
05:00	0	84	19	1	4	0	0	0	0	0	0	0	0	108
06:00	1	173	43	1	12	2	0	2	0	0	0	0	0	234
07:00	2	372	83	3	19	1	0	1	2	0	0	0	0	483
08:00	1	297	59	2	10	0	0	2	1	0	0	0	0	372
09:00	2	172	47	1	14	2	0	0	0	0	0	0	0	238
10:00	2	167	42	2	10	2	0	0	0	0	0	0	0	225
11:00	1	216	23	3	13	2	0	2	1	0	0	0	0	261
12 PM	1	197	44	3	9	1	1	3	0	0	0	0	0	259
13:00	1	217	44	2	10	0	0	2	0	0	0	0	0	276
14:00	1	294	60	0	17	0	0	2	0	0	0	0	0	374
15:00	2	349	67	1	11	3	0	1	0	0	0	0	0	434
16:00	2	264	59	2	8	1	0	1	0	0	0	0	0	337
17:00	0	271	53	2	13	2	0	0	0	0	0	0	0	341
18:00	0	213	42	0	7	1	0	0	0	0	0	0	0	263
19:00	0	189	32	0	1	0	0	1	0	0	0	0	0	223
20:00	0	170	33	1	5	0	0	0	0	0	0	0	0	209
21:00	0	142	20	2	3	0	0	0	0	0	0	0	0	167
22:00	1	73	12	0	0	0	0	0	0	0	0	0	0	86
23:00	0	51	4	0	1	0	0	0	0	0	0	0	0	56
Total	17	4021	803	28	172	17	1	18	4	0	0	0	0	5081
Percent	0.3%	79.1%	15.8%	0.6%	3.4%	0.3%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	07:00	06:00		06:00	07:00					07:00
Vol.	2	372	83	3	19	2		2	2					483
PM Peak	15:00	15:00	15:00	12:00	14:00	15:00	12:00	12:00						15:00
Vol.	2	349	67	3	17	3	1	3						434
Grand Total	17	4021	803	28	172	17	1	18	4	0	0	0	0	5081
Percent	0.3%	79.1%	15.8%	0.6%	3.4%	0.3%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
Alessandro Boulevard
B/ Lassel Street - Nason Street
24 Hour Directional Classification Count

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

MRV033
Site Code: 999-19736

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	56	9	0	1	0	0	0	0	0	0	0	0	66
01:00	0	28	8	0	2	0	0	0	0	0	0	0	0	38
02:00	0	21	4	0	1	0	0	0	0	0	0	0	0	26
03:00	0	41	6	0	4	0	0	0	0	0	0	0	0	51
04:00	0	44	14	2	7	0	0	1	0	0	0	0	0	68
05:00	0	137	31	2	9	0	0	0	0	0	0	0	0	179
06:00	3	256	70	3	24	2	0	2	4	0	0	0	0	364
07:00	5	530	136	5	42	2	0	4	2	0	0	0	0	726
08:00	2	489	143	3	36	0	0	6	3	0	0	0	0	682
09:00	3	315	106	3	39	2	0	1	0	1	0	0	0	470
10:00	2	297	103	3	24	3	0	2	1	0	0	0	0	435
11:00	1	391	79	4	31	2	0	4	2	0	0	0	0	514
12 PM	1	401	108	6	34	2	1	4	0	0	0	0	0	557
13:00	2	412	124	4	30	0	0	2	0	0	0	0	0	574
14:00	1	574	148	3	44	0	0	3	2	0	0	0	0	775
15:00	4	660	195	3	44	6	0	2	2	0	0	0	0	916
16:00	2	571	168	4	44	3	0	3	0	0	0	0	0	795
17:00	2	593	160	2	44	2	0	2	0	0	0	0	0	805
18:00	0	517	139	3	35	2	0	2	0	0	0	0	0	698
19:00	0	374	96	1	13	1	0	2	0	0	0	0	0	487
20:00	0	305	80	1	16	0	0	1	0	0	0	0	0	403
21:00	0	267	60	3	10	0	0	0	0	0	0	0	0	340
22:00	1	152	41	2	6	0	0	0	0	0	0	0	0	202
23:00	0	100	21	0	6	0	0	0	0	0	0	0	0	127
Total	29	7531	2049	57	546	27	1	41	16	1	0	0	0	10298
Percent	0.3%	73.1%	19.9%	0.6%	5.3%	0.3%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	08:00	07:00	07:00	10:00		08:00	06:00	09:00				07:00
Vol.	5	530	143	5	42	3		6	4	1				726
PM Peak	15:00	15:00	15:00	12:00	14:00	15:00	12:00	12:00	14:00					15:00
Vol.	4	660	195	6	44	6	1	4	2					916
Grand Total	29	7531	2049	57	546	27	1	41	16	1	0	0	0	10298
Percent	0.3%	73.1%	19.9%	0.6%	5.3%	0.3%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
Alessandro Boulevard
B/ Nason Street - Moreno Beach Drive
24 Hour Directional Classification Count

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

MRV034
Site Code: 999-19736

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	17	5	0	0	0	0	0	0	0	0	0	0	22
01:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
02:00	0	10	3	0	1	0	0	0	0	0	0	0	0	14
03:00	0	7	2	0	1	0	0	0	0	0	0	0	0	10
04:00	0	19	2	0	3	0	0	0	0	0	0	0	0	24
05:00	0	31	9	1	4	0	0	0	0	0	0	0	0	45
06:00	0	59	22	1	9	0	0	0	3	0	0	0	0	94
07:00	1	148	61	2	20	2	0	4	0	0	0	0	0	238
08:00	1	136	62	3	19	0	0	5	2	0	0	0	0	228
09:00	0	89	40	2	25	0	0	2	0	0	0	0	0	158
10:00	1	104	41	2	10	0	0	1	1	0	0	0	0	160
11:00	0	123	45	2	16	0	0	3	0	0	0	0	0	189
12 PM	0	134	59	1	13	1	0	1	0	0	0	0	0	209
13:00	0	159	56	2	14	0	0	1	0	0	0	0	0	232
14:00	0	218	69	2	25	0	1	1	2	0	0	0	0	318
15:00	2	273	107	2	31	1	0	1	2	0	0	0	0	419
16:00	1	275	86	1	32	0	0	3	0	0	0	0	0	398
17:00	4	306	82	1	28	0	0	0	0	0	0	0	0	421
18:00	0	242	75	4	26	0	0	1	0	0	0	0	0	348
19:00	2	149	53	1	16	0	0	1	0	0	0	0	0	222
20:00	1	126	53	1	9	0	0	1	0	0	0	0	0	191
21:00	2	101	32	1	4	0	0	0	0	0	0	0	0	140
22:00	0	62	22	1	8	0	0	0	0	0	0	0	0	93
23:00	0	48	12	0	3	0	0	0	0	0	0	0	0	63
Total	15	2848	999	30	317	4	1	25	10	0	0	0	0	4249
Percent	0.4%	67.0%	23.5%	0.7%	7.5%	0.1%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	08:00	08:00	09:00	07:00		08:00	06:00					07:00
Vol.	1	148	62	3	25	2		5	3					238
PM Peak	17:00	17:00	15:00	18:00	16:00	12:00	14:00	16:00	14:00					17:00
Vol.	4	306	107	4	32	1	1	3	2					421
Grand Total	15	2848	999	30	317	4	1	25	10	0	0	0	0	4249
Percent	0.4%	67.0%	23.5%	0.7%	7.5%	0.1%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
Alessandro Boulevard
B/ Nason Street - Moreno Beach Drive
24 Hour Directional Classification Count

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

MRV034
Site Code: 999-19736

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	23	2	0	0	0	0	0	0	0	0	0	0	25
01:00	0	12	5	0	2	0	0	0	0	0	0	0	0	19
02:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
03:00	0	25	5	0	0	0	0	0	0	0	0	0	0	30
04:00	0	29	17	2	3	0	0	1	0	0	0	0	0	52
05:00	0	100	24	2	10	1	0	0	0	0	0	0	0	137
06:00	0	207	52	1	25	0	0	2	1	0	0	0	0	288
07:00	1	434	102	3	25	0	0	1	1	0	0	0	0	567
08:00	2	287	64	3	20	0	0	1	0	0	0	0	0	377
09:00	1	153	39	1	23	3	0	1	0	0	0	0	0	221
10:00	1	148	38	1	13	2	0	0	0	0	0	0	0	203
11:00	1	147	38	5	14	4	0	1	1	0	0	0	0	211
12 PM	1	153	50	1	22	1	1	3	0	0	0	0	0	232
13:00	1	189	48	3	15	0	0	1	0	0	0	0	0	257
14:00	3	237	77	1	27	0	0	0	0	0	0	0	0	345
15:00	1	259	63	1	14	1	0	0	0	0	0	0	0	339
16:00	1	207	63	3	19	2	0	1	0	0	0	0	0	296
17:00	2	212	65	1	13	1	0	0	0	0	0	0	0	294
18:00	2	210	61	1	8	2	0	1	0	0	0	0	0	285
19:00	0	159	42	1	7	0	0	1	0	0	0	0	0	210
20:00	0	146	29	0	11	0	0	0	0	0	0	0	0	186
21:00	1	102	25	1	8	0	0	0	0	0	0	0	0	137
22:00	0	67	15	0	1	0	0	0	0	0	0	0	0	83
23:00	0	37	4	0	0	0	0	0	0	0	0	0	0	41
Total	18	3554	928	31	280	17	1	14	3	0	0	0	0	4846
Percent	0.4%	73.3%	19.1%	0.6%	5.8%	0.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	11:00	06:00	11:00		06:00	06:00					07:00
Vol.	2	434	102	5	25	4		2	1					567
PM Peak	14:00	15:00	14:00	13:00	14:00	16:00	12:00	12:00						14:00
Vol.	3	259	77	3	27	2	1	3						345
Grand Total	18	3554	928	31	280	17	1	14	3	0	0	0	0	4846
Percent	0.4%	73.3%	19.1%	0.6%	5.8%	0.4%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
Alessandro Boulevard
B/ Nason Street - Moreno Beach Drive
24 Hour Directional Classification Count

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

MRV034
Site Code: 999-19736

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/31/19	0	40	7	0	0	0	0	0	0	0	0	0	0	47
01:00	0	24	6	0	2	0	0	0	0	0	0	0	0	32
02:00	0	21	3	0	1	0	0	0	0	0	0	0	0	25
03:00	0	32	7	0	1	0	0	0	0	0	0	0	0	40
04:00	0	48	19	2	6	0	0	1	0	0	0	0	0	76
05:00	0	131	33	3	14	1	0	0	0	0	0	0	0	182
06:00	0	266	74	2	34	0	0	2	4	0	0	0	0	382
07:00	2	582	163	5	45	2	0	5	1	0	0	0	0	805
08:00	3	423	126	6	39	0	0	6	2	0	0	0	0	605
09:00	1	242	79	3	48	3	0	3	0	0	0	0	0	379
10:00	2	252	79	3	23	2	0	1	1	0	0	0	0	363
11:00	1	270	83	7	30	4	0	4	1	0	0	0	0	400
12 PM	1	287	109	2	35	2	1	4	0	0	0	0	0	441
13:00	1	348	104	5	29	0	0	2	0	0	0	0	0	489
14:00	3	455	146	3	52	0	1	1	2	0	0	0	0	663
15:00	3	532	170	3	45	2	0	1	2	0	0	0	0	758
16:00	2	482	149	4	51	2	0	4	0	0	0	0	0	694
17:00	6	518	147	2	41	1	0	0	0	0	0	0	0	715
18:00	2	452	136	5	34	2	0	2	0	0	0	0	0	633
19:00	2	308	95	2	23	0	0	2	0	0	0	0	0	432
20:00	1	272	82	1	20	0	0	1	0	0	0	0	0	377
21:00	3	203	57	2	12	0	0	0	0	0	0	0	0	277
22:00	0	129	37	1	9	0	0	0	0	0	0	0	0	176
23:00	0	85	16	0	3	0	0	0	0	0	0	0	0	104
Total	33	6402	1927	61	597	21	2	39	13	0	0	0	0	9095
Percent	0.4%	70.4%	21.2%	0.7%	6.6%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	11:00	09:00	11:00		08:00	06:00					07:00
Vol.	3	582	163	7	48	4		6	4					805
PM Peak	17:00	15:00	15:00	13:00	14:00	12:00	12:00	12:00	14:00					15:00
Vol.	6	532	170	5	52	2	1	4	2					758
Grand Total	33	6402	1927	61	597	21	2	39	13	0	0	0	0	9095
Percent	0.4%	70.4%	21.2%	0.7%	6.6%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Moreno Valley
 Alessandro Boulevard
 B/ Moreno Beach Drive - Redlands Boulevard
 24 Hour Directional Classification Count

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

MRV014C
 Site Code: 098-18079

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/31/18	0	18	5	0	0	0	0	0	0	0	0	0	0	23
01:00	1	9	1	0	0	1	0	0	0	0	0	0	0	12
02:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
03:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
04:00	0	28	4	0	0	0	0	0	0	0	0	0	0	32
05:00	1	31	3	0	1	1	0	0	0	0	0	0	0	37
06:00	0	67	9	0	2	0	0	2	0	0	0	0	0	80
07:00	0	98	20	1	6	0	0	1	1	0	0	0	0	127
08:00	0	109	27	2	4	1	0	1	0	0	0	0	0	144
09:00	1	91	12	0	7	0	0	0	0	0	0	0	0	111
10:00	0	79	21	0	3	1	0	0	0	0	0	0	0	104
11:00	1	97	20	0	7	0	0	0	2	0	0	0	0	127
12 PM	0	120	31	0	5	0	0	1	0	0	0	0	0	157
13:00	1	138	24	0	7	0	0	1	0	0	0	0	0	171
14:00	0	169	35	0	3	0	0	1	0	0	0	0	0	208
15:00	1	192	35	0	6	0	0	0	0	0	0	0	0	234
16:00	1	201	30	0	3	0	0	0	0	0	0	0	0	235
17:00	3	207	38	0	4	0	0	0	0	0	0	0	0	252
18:00	1	148	24	0	2	0	0	0	0	0	0	0	0	175
19:00	0	123	12	0	2	0	0	0	0	0	0	0	0	137
20:00	0	79	12	0	0	0	0	0	1	0	0	0	0	92
21:00	0	62	12	0	2	1	0	0	1	0	0	0	0	78
22:00	1	48	4	0	2	0	0	0	0	0	0	0	0	55
23:00	0	34	3	0	0	0	0	0	0	0	0	0	0	37
Total	12	2165	387	3	66	5	0	7	5	0	0	0	0	2650
Percent	0.5%	81.7%	14.6%	0.1%	2.5%	0.2%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	01:00	08:00	08:00	08:00	09:00	01:00		06:00	11:00					08:00
Vol.	1	109	27	2	7	1		2	2					144
PM Peak	17:00	17:00	17:00		13:00	21:00		12:00	20:00					17:00
Vol.	3	207	38		7	1		1	1					252
Grand Total	12	2165	387	3	66	5	0	7	5	0	0	0	0	2650
Percent	0.5%	81.7%	14.6%	0.1%	2.5%	0.2%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

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

City of Moreno Valley
 Alessandro Boulevard
 B/ Moreno Beach Drive - Redlands Boulevard
 24 Hour Directional Classification Count

MRV014C
 Site Code: 098-18079

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/31/18	0	11	5	0	1	1	0	0	0	0	0	0	0	18
01:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
02:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
03:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
04:00	0	21	9	0	2	0	0	0	0	0	0	0	0	32
05:00	0	58	19	0	6	0	0	0	0	0	0	0	0	83
06:00	0	123	34	0	13	0	0	0	0	0	0	0	0	170
07:00	1	222	47	1	7	0	0	0	0	0	0	0	0	278
08:00	1	154	56	0	5	0	0	3	0	0	0	0	0	219
09:00	0	96	32	0	10	1	0	0	0	0	1	0	0	140
10:00	0	79	21	1	10	0	0	0	0	0	0	0	0	111
11:00	2	93	32	0	8	0	0	0	1	0	0	0	0	136
12 PM	0	98	28	1	6	0	0	0	0	0	0	0	0	133
13:00	2	117	28	0	6	0	0	1	0	0	0	0	0	154
14:00	0	121	33	0	4	0	0	0	0	0	0	0	0	158
15:00	2	124	28	0	6	2	0	1	0	0	0	0	0	163
16:00	2	135	47	0	6	0	0	0	0	0	0	0	0	190
17:00	0	139	37	1	2	0	0	0	0	0	0	0	0	179
18:00	1	104	27	0	2	0	0	0	0	0	0	0	0	134
19:00	1	87	18	0	2	1	0	0	0	0	0	0	0	109
20:00	0	60	12	0	2	0	0	1	0	0	0	0	0	75
21:00	0	59	11	0	3	0	0	0	0	0	0	0	0	73
22:00	0	36	7	0	2	0	0	0	0	0	0	0	0	45
23:00	0	22	2	0	0	0	0	0	0	0	0	0	0	24
Total	12	1985	537	4	104	5	0	6	1	0	1	0	0	2655
Percent	0.5%	74.8%	20.2%	0.2%	3.9%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	08:00	07:00	06:00	00:00		08:00	11:00		09:00			07:00
Vol.	2	222	56	1	13	1		3	1		1			278
PM Peak	13:00	17:00	16:00	12:00	12:00	15:00		13:00						16:00
Vol.	2	139	47	1	6	2		1						190
Grand Total	12	1985	537	4	104	5	0	6	1	0	1	0	0	2655
Percent	0.5%	74.8%	20.2%	0.2%	3.9%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

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

City of Moreno Valley
 Alessandro Boulevard
 B/ Moreno Beach Drive - Redlands Boulevard
 24 Hour Directional Classification Count

MRV014C
 Site Code: 098-18079

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/31/18	0	29	10	0	1	1	0	0	0	0	0	0	0	41
01:00	1	25	3	0	0	1	0	0	0	0	0	0	0	30
02:00	0	13	2	0	1	0	0	0	0	0	0	0	0	16
03:00	0	14	5	0	0	0	0	0	0	0	0	0	0	19
04:00	0	49	13	0	2	0	0	0	0	0	0	0	0	64
05:00	1	89	22	0	7	1	0	0	0	0	0	0	0	120
06:00	0	190	43	0	15	0	0	2	0	0	0	0	0	250
07:00	1	320	67	2	13	0	0	1	1	0	0	0	0	405
08:00	1	263	83	2	9	1	0	4	0	0	0	0	0	363
09:00	1	187	44	0	17	1	0	0	0	0	1	0	0	251
10:00	0	158	42	1	13	1	0	0	0	0	0	0	0	215
11:00	3	190	52	0	15	0	0	0	3	0	0	0	0	263
12 PM	0	218	59	1	11	0	0	1	0	0	0	0	0	290
13:00	3	255	52	0	13	0	0	2	0	0	0	0	0	325
14:00	0	290	68	0	7	0	0	1	0	0	0	0	0	366
15:00	3	316	63	0	12	2	0	1	0	0	0	0	0	397
16:00	3	336	77	0	9	0	0	0	0	0	0	0	0	425
17:00	3	346	75	1	6	0	0	0	0	0	0	0	0	431
18:00	2	252	51	0	4	0	0	0	0	0	0	0	0	309
19:00	1	210	30	0	4	1	0	0	0	0	0	0	0	246
20:00	0	139	24	0	2	0	0	1	1	0	0	0	0	167
21:00	0	121	23	0	5	1	0	0	1	0	0	0	0	151
22:00	1	84	11	0	4	0	0	0	0	0	0	0	0	100
23:00	0	56	5	0	0	0	0	0	0	0	0	0	0	61
Total	24	4150	924	7	170	10	0	13	6	0	1	0	0	5305
Percent	0.5%	78.2%	17.4%	0.1%	3.2%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	08:00	07:00	09:00	00:00		08:00	11:00		09:00			07:00
Vol.	3	320	83	2	17	1		4	3		1			405
PM Peak	13:00	17:00	16:00	12:00	13:00	15:00		13:00	20:00					17:00
Vol.	3	346	77	1	13	2		2	1					431
Grand Total	24	4150	924	7	170	10	0	13	6	0	1	0	0	5305
Percent	0.5%	78.2%	17.4%	0.1%	3.2%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 WEST DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	1	1
0:30	0	0	0	1	1
0:45	0	0	0	1	1
1:00	0	0	1	1	2
1:15	0	0	1	0	1
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	3	3
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	2	2
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	1	1
3:45	1	0	0	0	1
4:00	1	0	0	0	1
4:15	0	0	1	1	2
4:30	0	0	0	1	1
4:45	0	0	0	2	2
5:00	1	0	0	1	2
5:15	1	0	0	1	2
5:30	3	0	0	1	4
5:45	7	0	0	0	7
6:00	0	0	0	1	1
6:15	7	0	0	0	7
6:30	2	0	0	1	3
6:45	14	6	0	0	20
7:00	13	0	1	0	14
7:15	32	0	1	0	33
7:30	19	0	0	3	22
7:45	1	0	1	1	3
8:00	1	1	0	1	3
8:15	3	0	0	1	4
8:30	0	0	0	2	2
8:45	0	0	0	0	0
9:00	0	0	0	2	2
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	1	0	1	1	3
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	3	3
10:45	2	0	1	0	3
11:00	1	0	0	2	3

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	1	0	1
0:15	0	0	0	2	2
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	2	0	2
1:15	0	0	0	1	1
1:30	0	0	0	0	0
1:45	0	0	0	1	1
2:00	0	0	0	0	0
2:15	0	0	3	1	4
2:30	0	0	0	1	1
2:45	0	0	0	0	0
3:00	0	0	1	1	2
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	1	0	0	0	1
4:00	0	0	0	0	0
4:15	1	0	0	1	2
4:30	5	0	0	0	5
4:45	3	0	0	2	5
5:00	16	0	0	3	19
5:15	2	0	1	1	4
5:30	6	0	0	1	7
5:45	1	0	0	0	1
6:00	2	0	0	0	2
6:15	0	0	0	0	0
6:30	7	0	0	0	7
6:45	1	0	0	0	1
7:00	2	0	0	1	3
7:15	4	0	1	0	5
7:30	1	0	0	0	1
7:45	0	0	1	0	1
8:00	0	0	0	2	2
8:15	0	0	2	1	3
8:30	0	1	0	1	2
8:45	1	0	1	0	2
9:00	0	0	0	1	1
9:15	0	0	0	0	0
9:30	0	0	1	0	1
9:45	1	0	0	0	1
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	1	0	2	0	3
11:00	1	0	1	1	3

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 WEST DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	1	0	0	1
11:30	0	0	0	1	1
11:45	2	0	1	1	4
12:00	0	1	0	0	1
12:15	1	0	0	0	1
12:30	0	0	3	0	3
12:45	0	0	0	0	0
13:00	0	0	1	0	1
13:15	0	0	2	0	2
13:30	0	0	0	0	0
13:45	0	1	0	2	3
14:00	2	0	1	1	4
14:15	0	1	1	2	4
14:30	1	1	1	1	4
14:45	2	0	0	0	2
15:00	0	0	0	0	0
15:15	0	1	1	1	3
15:30	3	0	0	0	3
15:45	0	0	1	1	2
16:00	1	0	0	1	2
16:15	0	0	1	0	1
16:30	0	0	2	0	2
16:45	4	0	0	3	7
17:00	2	0	0	0	2
17:15	4	0	2	0	6
17:30	12	0	1	1	14
17:45	12	0	0	0	12
18:00	25	0	0	2	27
18:15	24	0	1	0	25
18:30	1	0	1	1	3
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	1	1	0	2
20:15	0	0	0	2	2
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	1	0	0	1
21:15	0	0	0	1	1
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	1	1
	0	1	0	1	2
	1	0	0	2	3
	0	1	1	0	2
	1	0	0	1	2
	0	0	0	0	0
	0	0	1	1	2
	1	0	0	0	1
	0	0	1	0	1
	0	0	0	1	1
	0	0	0	0	0
	0	0	1	0	1
	0	0	1	1	2
	1	0	0	0	1
	1	0	0	4	5
	3	0	1	2	6
	7	0	0	0	7
	2	0	0	0	2
	0	0	0	2	2
	2	0	0	1	3
	2	0	0	0	2
	3	1	1	2	7
	2	0	0	0	2
	3	0	1	1	5
	6	0	0	0	6
	30	0	1	0	31
	14	0	1	2	17
	1	0	0	1	2
	0	0	0	1	1
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	1	0	0	1
	0	0	0	0	0

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 WEST DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	1	1
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	1	1
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	206	15	29	58	308

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	4	4
	0	0	1	2	3
	0	1	0	0	1
	0	0	0	1	1
	0	0	0	0	0
	0	0	0	0	0
	137	9	30	55	231

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 MIDDLE DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	1	0	0	1
0:15	1	0	0	0	1
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	1	0	0	0	1
1:15	2	0	0	0	2
1:30	1	0	0	0	1
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	1	0	0	0	1
2:30	0	0	0	0	0
2:45	2	0	0	0	2
3:00	2	0	0	0	2
3:15	1	0	0	0	1
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	2	0	0	0	2
4:30	6	0	0	0	6
4:45	6	0	0	0	6
5:00	12	0	0	0	12
5:15	3	0	0	0	3
5:30	11	0	0	0	11
5:45	8	0	0	0	8
6:00	10	0	0	0	10
6:15	28	0	0	0	28
6:30	19	0	0	0	19
6:45	51	0	0	0	51
7:00	44	0	0	0	44
7:15	55	0	0	0	55
7:30	22	0	0	0	22
7:45	4	0	0	0	4
8:00	2	0	0	0	2
8:15	8	0	0	0	8
8:30	4	0	0	0	4
8:45	5	0	0	0	5
9:00	4	0	0	0	4
9:15	3	0	0	0	3
9:30	2	0	0	0	2
9:45	3	1	0	0	4
10:00	1	0	0	0	1
10:15	3	0	0	0	3
10:30	0	0	0	0	0
10:45	3	0	0	0	3
11:00	4	0	0	0	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	2	0	0	0	2
0:15	2	0	0	0	2
0:30	1	0	0	0	1
0:45	2	0	0	0	2
1:00	0	1	0	0	1
1:15	1	0	0	0	1
1:30	4	0	0	0	4
1:45	2	0	0	0	2
2:00	1	0	0	0	1
2:15	0	0	0	0	0
2:30	16	0	0	0	16
2:45	6	0	0	0	6
3:00	7	0	0	0	7
3:15	1	0	0	0	1
3:30	2	0	0	0	2
3:45	0	0	0	0	0
4:00	2	0	0	0	2
4:15	4	0	0	0	4
4:30	20	0	0	0	20
4:45	15	0	0	0	15
5:00	52	0	0	0	52
5:15	14	0	0	0	14
5:30	6	1	0	0	7
5:45	4	0	0	0	4
6:00	5	0	0	0	5
6:15	0	0	0	0	0
6:30	7	0	0	0	7
6:45	7	0	0	0	7
7:00	8	0	0	0	8
7:15	4	0	0	0	4
7:30	1	0	0	0	1
7:45	1	0	0	0	1
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	1	0	0	1
8:45	5	0	0	0	5
9:00	2	0	0	0	2
9:15	4	0	0	0	4
9:30	1	0	0	0	1
9:45	2	1	0	0	3
10:00	2	0	0	0	2
10:15	2	0	0	0	2
10:30	3	0	0	0	3
10:45	2	0	0	0	2
11:00	3	0	0	0	3

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 MIDDLE DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	6	0	0	0	6
11:30	3	0	0	0	3
11:45	5	0	0	0	5
12:00	5	0	0	0	5
12:15	13	0	0	0	13
12:30	1	0	0	0	1
12:45	5	0	0	0	5
13:00	0	0	0	0	0
13:15	2	0	0	0	2
13:30	4	0	0	0	4
13:45	2	0	0	0	2
14:00	4	0	0	0	4
14:15	2	0	0	0	2
14:30	1	0	0	0	1
14:45	2	0	0	0	2
15:00	1	0	0	0	1
15:15	1	0	0	0	1
15:30	1	0	0	0	1
15:45	1	0	0	0	1
16:00	3	0	0	0	3
16:15	3	0	0	0	3
16:30	2	0	0	0	2
16:45	5	0	0	0	5
17:00	7	0	0	0	7
17:15	24	0	0	0	24
17:30	34	0	0	0	34
17:45	37	0	0	0	37
18:00	45	0	0	0	45
18:15	76	0	0	0	76
18:30	15	0	0	0	15
18:45	8	0	0	0	8
19:00	3	1	0	0	4
19:15	1	0	0	0	1
19:30	1	0	0	0	1
19:45	0	0	0	0	0
20:00	2	0	0	0	2
20:15	1	0	0	0	1
20:30	2	0	0	0	2
20:45	3	0	0	0	3
21:00	0	0	0	0	0
21:15	1	0	0	0	1
21:30	3	0	0	0	3
21:45	2	0	0	0	2
22:00	2	0	0	0	2
22:15	2	0	0	0	2

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	35	1	0	0	36
11:30	13	0	0	0	13
11:45	5	0	0	0	5
12:00	29	0	0	0	29
12:15	8	0	0	0	8
12:30	4	0	0	0	4
12:45	5	0	0	0	5
13:00	5	0	0	0	5
13:15	0	0	0	0	0
13:30	5	0	0	0	5
13:45	1	0	0	0	1
14:00	6	0	0	0	6
14:15	3	0	0	0	3
14:30	9	0	0	0	9
14:45	7	0	0	0	7
15:00	2	0	0	0	2
15:15	5	0	0	0	5
15:30	5	0	0	0	5
15:45	8	0	0	0	8
16:00	8	0	0	0	8
16:15	5	0	0	0	5
16:30	1	0	0	0	1
16:45	7	0	0	0	7
17:00	10	0	0	0	10
17:15	5	0	0	0	5
17:30	24	0	0	0	24
17:45	11	0	0	0	11
18:00	53	0	0	0	53
18:15	24	0	0	0	24
18:30	20	0	0	0	20
18:45	8	0	0	0	8
19:00	5	0	0	0	5
19:15	5	0	0	0	5
19:30	2	0	0	0	2
19:45	2	0	0	0	2
20:00	4	0	0	0	4
20:15	3	0	0	0	3
20:30	2	0	0	0	2
20:45	3	0	0	0	3
21:00	1	0	0	0	1
21:15	0	0	0	0	0
21:30	1	0	0	0	1
21:45	1	0	0	0	1
22:00	2	0	0	0	2
22:15	16	0	0	0	16

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 MIDDLE DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	5	0	0	0	5
22:45	7	0	0	0	7
23:00	3	0	0	0	3
23:15	13	0	0	0	13
23:30	4	0	0	0	4
23:45	3	0	0	0	3
	710	3	0	0	713

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	8	1	0	0	9
	5	0	0	0	5
	30	0	0	0	30
	11	0	0	0	11
	10	0	0	0	10
	9	0	0	0	9
	674	6	0	0	680

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 EAST DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	1	0	0	0	1
4:45	0	0	0	0	0
5:00	2	0	0	0	2
5:15	1	0	0	0	1
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	3	0	0	0	3
6:30	7	0	0	0	7
6:45	7	0	0	0	7
7:00	8	0	0	0	8
7:15	13	0	0	0	13
7:30	3	0	0	0	3
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	1	0	0	0	1
4:15	3	0	0	0	3
4:30	10	0	0	0	10
4:45	7	0	0	0	7
5:00	26	0	0	0	26
5:15	10	0	0	0	10
5:30	0	0	0	0	0
5:45	1	0	0	0	1
6:00	3	0	0	0	3
6:15	0	0	0	0	0
6:30	2	0	0	0	2
6:45	4	0	0	0	4
7:00	9	0	0	0	9
7:15	8	0	0	0	8
7:30	1	0	0	0	1
7:45	0	1	0	0	1
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	1	0	0	0	1
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 EAST DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	2	0	0	0	2
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	1	0	0	0	1
16:15	0	0	0	0	0
16:30	1	0	0	0	1
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	5	0	0	0	5
17:30	1	0	0	0	1
17:45	13	0	0	0	13
18:00	7	0	0	1	8
18:15	13	0	0	0	13
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	1	0	1
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	2	0	0	0	2
15:15	1	0	0	0	1
15:30	2	0	0	0	2
15:45	11	0	0	0	11
16:00	4	0	0	0	4
16:15	1	0	0	0	1
16:30	1	0	0	0	1
16:45	2	0	0	0	2
17:00	1	0	0	0	1
17:15	2	0	0	0	2
17:30	22	0	0	0	22
17:45	9	0	0	0	9
18:00	35	0	0	6	41
18:15	15	0	0	0	15
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	1	0	1
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 EAST DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	88	0	1	1	90

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	194	1	1	6	202

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 TOTAL DRIVEWAYS
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	1	0	0	1
0:15	1	0	0	1	2
0:30	0	0	0	1	1
0:45	0	0	0	1	1
1:00	1	0	1	1	3
1:15	2	0	1	0	3
1:30	1	0	0	0	1
1:45	0	0	0	0	0
2:00	0	0	0	3	3
2:15	1	0	0	0	1
2:30	0	0	0	0	0
2:45	2	0	0	2	4
3:00	2	0	0	0	2
3:15	1	0	0	0	1
3:30	0	0	0	1	1
3:45	1	0	0	0	1
4:00	1	0	0	0	1
4:15	2	0	1	1	4
4:30	7	0	0	1	8
4:45	6	0	0	2	8
5:00	15	0	0	1	16
5:15	5	0	0	1	6
5:30	14	0	0	1	15
5:45	15	0	0	0	15
6:00	10	0	0	1	11
6:15	38	0	0	0	38
6:30	28	0	0	1	29
6:45	72	6	0	0	78
7:00	65	0	1	0	66
7:15	100	0	1	0	101
7:30	44	0	0	3	47
7:45	5	0	1	1	7
8:00	3	1	0	1	5
8:15	11	0	0	1	12
8:30	4	0	0	2	6
8:45	5	0	0	0	5
9:00	4	0	0	2	6
9:15	3	0	0	0	3
9:30	2	0	0	0	2
9:45	4	1	1	1	7
10:00	1	0	0	0	1
10:15	3	0	0	0	3
10:30	0	0	0	3	3
10:45	5	0	1	0	6
11:00	5	0	0	2	7

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	2	0	1	0	3
	2	0	0	2	4
	1	0	0	0	1
	2	0	0	0	2
	0	1	2	0	3
	1	0	0	1	2
	4	0	0	0	4
	2	0	0	1	3
	1	0	0	0	1
	0	0	3	1	4
	16	0	0	1	17
	6	0	0	0	6
	7	0	1	1	9
	1	0	0	0	1
	2	0	0	0	2
	1	0	0	0	1
	3	0	0	0	3
	8	0	0	1	9
	35	0	0	0	35
	25	0	0	2	27
	94	0	0	3	97
	26	0	1	1	28
	12	1	0	1	14
	6	0	0	0	6
	10	0	0	0	10
	0	0	0	0	0
	16	0	0	0	16
	12	0	0	0	12
	19	0	0	1	20
	16	0	1	0	17
	3	0	0	0	3
	1	1	1	0	3
	0	0	0	2	2
	0	0	2	1	3
	0	2	0	1	3
	6	0	1	0	7
	2	0	0	1	3
	4	0	0	0	4
	1	0	1	0	2
	3	1	0	0	4
	2	0	0	0	2
	2	0	0	0	2
	4	0	0	0	4
	3	0	2	0	5
	4	0	1	1	6

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 TOTAL DRIVEWAYS
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	6	1	0	0	7
11:30	3	0	0	1	4
11:45	7	0	1	1	9
12:00	5	1	0	0	6
12:15	14	0	0	0	14
12:30	1	0	3	0	4
12:45	5	0	0	0	5
13:00	0	0	1	0	1
13:15	2	0	2	0	4
13:30	4	0	0	0	4
13:45	2	1	0	2	5
14:00	6	0	1	1	8
14:15	2	1	1	2	6
14:30	4	1	1	1	7
14:45	4	0	0	0	4
15:00	1	0	0	0	1
15:15	1	1	1	1	4
15:30	4	0	0	0	4
15:45	1	0	1	1	3
16:00	5	0	0	1	6
16:15	3	0	1	0	4
16:30	3	0	2	0	5
16:45	9	0	0	3	12
17:00	9	0	0	0	9
17:15	33	0	2	0	35
17:30	47	0	1	1	49
17:45	62	0	0	0	62
18:00	77	0	0	3	80
18:15	113	0	1	0	114
18:30	16	0	1	1	18
18:45	8	0	0	0	8
19:00	3	1	0	0	4
19:15	1	0	0	0	1
19:30	1	0	0	0	1
19:45	0	0	0	0	0
20:00	2	1	1	0	4
20:15	1	0	0	2	3
20:30	2	0	0	0	2
20:45	3	0	0	0	3
21:00	0	1	1	0	2
21:15	1	0	0	1	2
21:30	3	0	0	0	3
21:45	2	0	0	0	2
22:00	2	0	0	0	2
22:15	2	0	0	0	2

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	35	1	0	1	37
11:30	13	1	0	1	15
11:45	6	0	0	2	8
12:00	29	1	1	0	31
12:15	9	0	0	1	10
12:30	4	0	0	0	4
12:45	5	0	1	1	7
13:00	6	0	0	0	6
13:15	0	0	1	0	1
13:30	5	0	0	1	6
13:45	1	0	0	0	1
14:00	6	0	1	0	7
14:15	3	2	0	0	5
14:30	9	1	1	0	11
14:45	7	0	1	1	9
15:00	5	0	0	0	5
15:15	7	0	0	4	11
15:30	10	0	1	2	13
15:45	26	0	0	0	26
16:00	14	0	0	0	14
16:15	6	0	0	2	8
16:30	4	0	0	1	5
16:45	11	0	0	0	11
17:00	14	1	1	2	18
17:15	9	0	0	0	9
17:30	49	0	1	1	51
17:45	26	0	0	0	26
18:00	118	0	1	6	125
18:15	53	0	1	2	56
18:30	21	0	0	1	22
18:45	8	0	0	1	9
19:00	6	0	0	0	6
19:15	5	0	0	0	5
19:30	2	0	0	0	2
19:45	2	0	0	0	2
20:00	4	0	0	0	4
20:15	3	0	1	0	4
20:30	2	0	0	1	3
20:45	3	0	0	1	4
21:00	1	0	0	0	1
21:15	0	0	0	0	0
21:30	1	0	1	0	2
21:45	1	0	0	0	1
22:00	2	1	0	0	3
22:15	16	0	0	0	16

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 TOTAL DRIVEWAYS
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	5	0	0	1	6
22:45	7	0	0	0	7
23:00	3	0	0	0	3
23:15	13	0	0	1	14
23:30	4	0	0	0	4
23:45	3	0	0	0	3
	1004	18	30	59	1111

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	8	1	0	4	13
	5	0	1	2	8
	30	1	0	0	31
	11	0	0	1	12
	10	0	0	0	10
	9	0	0	0	9
	1005	16	31	61	1113

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 WEST DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	1	1
0:15	0	0	0	0	0
0:30	0	0	1	0	1
0:45	0	0	0	1	1
1:00	0	0	0	1	1
1:15	0	0	0	1	1
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	1	1
3:15	0	0	0	0	0
3:30	0	0	0	1	1
3:45	0	0	0	0	0
4:00	1	0	0	0	1
4:15	2	0	1	0	3
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	1	0	0	0	1
5:15	2	0	0	2	4
5:30	0	0	0	1	1
5:45	5	0	0	0	5
6:00	0	0	0	0	0
6:15	4	0	0	0	4
6:30	7	0	0	1	8
6:45	20	0	0	0	20
7:00	18	0	1	0	19
7:15	29	0	1	0	30
7:30	0	0	0	9	9
7:45	1	0	0	1	2
8:00	0	1	0	2	3
8:15	0	0	0	2	2
8:30	0	0	0	1	1
8:45	0	1	0	0	1
9:00	1	1	1	1	4
9:15	0	0	0	1	1
9:30	1	0	0	0	1
9:45	1	0	0	1	2
10:00	1	1	0	0	2
10:15	1	0	0	0	1
10:30	0	0	0	0	0
10:45	1	1	0	0	2
11:00	0	0	1	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	1	0	0	0	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	1	0	0	1
1:15	0	0	0	0	0
1:30	1	1	0	0	2
1:45	0	0	0	0	0
2:00	1	0	0	0	1
2:15	1	0	0	0	1
2:30	1	0	0	0	1
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	1	1	0	2	4
4:00	0	0	0	1	1
4:15	0	0	0	2	2
4:30	1	0	0	3	4
4:45	0	0	0	0	0
5:00	2	0	0	20	22
5:15	0	0	0	9	9
5:30	0	1	0	1	2
5:45	0	0	0	3	3
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	6	6
6:45	0	0	0	1	1
7:00	1	0	0	1	2
7:15	0	2	0	0	2
7:30	0	1	0	6	7
7:45	0	0	0	1	1
8:00	1	0	0	1	2
8:15	0	1	0	0	1
8:30	0	0	0	1	1
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	2	0	1	0	3
9:30	0	0	0	2	2
9:45	1	0	0	0	1
10:00	0	1	0	0	1
10:15	1	2	0	0	3
10:30	1	0	0	0	1
10:45	1	0	0	0	1
11:00	1	0	0	0	1

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 WEST DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	1	1	1	3
11:30	0	0	0	0	0
11:45	0	1	0	0	1
12:00	0	0	0	0	0
12:15	2	0	0	1	3
12:30	0	1	0	0	1
12:45	1	0	0	1	2
13:00	0	0	1	3	4
13:15	0	0	1	2	3
13:30	2	0	1	0	3
13:45	0	0	1	0	1
14:00	0	1	0	0	1
14:15	0	0	0	4	4
14:30	0	1	1	2	4
14:45	2	1	0	0	3
15:00	0	0	1	0	1
15:15	1	0	0	1	2
15:30	0	0	0	1	1
15:45	1	0	0	0	1
16:00	1	0	1	1	3
16:15	0	0	0	0	0
16:30	0	0	0	1	1
16:45	2	0	0	2	4
17:00	0	0	0	0	0
17:15	12	0	0	1	13
17:30	16	0	0	0	16
17:45	25	0	1	0	26
18:00	22	0	0	1	23
18:15	26	0	0	0	26
18:30	5	0	0	1	6
18:45	0	0	1	0	1
19:00	1	0	1	1	3
19:15	0	0	0	0	0
19:30	1	0	0	1	2
19:45	1	0	1	0	2
20:00	0	0	1	0	1
20:15	0	0	0	0	0
20:30	0	0	0	1	1
20:45	0	0	0	1	1
21:00	0	1	0	0	1
21:15	0	0	0	1	1
21:30	0	0	0	1	1
21:45	0	1	0	1	2
22:00	0	0	1	0	1
22:15	0	0	0	1	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	1	1	1	3
11:30	3	0	0	0	3
11:45	0	0	0	0	0
12:00	1	0	0	0	1
12:15	1	0	0	1	2
12:30	0	1	0	0	1
12:45	0	0	0	0	0
13:00	0	0	0	1	1
13:15	0	1	0	3	4
13:30	0	0	1	3	4
13:45	1	0	1	0	2
14:00	0	2	1	0	3
14:15	0	1	1	0	2
14:30	0	0	1	0	1
14:45	2	2	0	2	6
15:00	1	1	0	1	3
15:15	2	0	0	2	4
15:30	0	0	0	4	4
15:45	1	0	0	0	1
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	1	0	0	4	5
16:45	0	0	0	1	1
17:00	1	0	0	3	4
17:15	0	1	0	1	2
17:30	1	0	1	6	8
17:45	0	0	0	2	2
18:00	1	0	0	34	35
18:15	2	0	0	12	14
18:30	0	0	0	4	4
18:45	1	0	0	0	1
19:00	2	1	0	0	3
19:15	0	0	0	0	0
19:30	0	2	0	0	2
19:45	1	0	0	0	1
20:00	0	1	0	0	1
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	1	0	1
22:15	0	0	0	0	0

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 WEST DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	2	0	0	0	2
22:45	0	0	0	0	0
23:00	1	0	0	1	2
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	220	13	20	60	313

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	2	1	0	1	4
	0	0	0	4	4
	1	0	0	1	2
	0	0	0	1	1
	0	0	0	1	1
	0	0	0	0	0
	43	26	9	153	231

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 MIDDLE DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	1	0	0	0	1
0:15	1	0	0	0	1
0:30	0	1	0	0	1
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	1	0	0	0	1
2:15	3	0	0	0	3
2:30	2	0	0	0	2
2:45	4	0	0	0	4
3:00	1	0	0	0	1
3:15	0	0	0	0	0
3:30	1	0	0	0	1
3:45	1	0	0	0	1
4:00	1	0	0	0	1
4:15	3	0	0	0	3
4:30	0	0	0	0	0
4:45	9	0	0	0	9
5:00	9	0	0	0	9
5:15	4	0	0	0	4
5:30	7	0	0	0	7
5:45	8	0	0	0	8
6:00	9	0	0	0	9
6:15	21	0	0	0	21
6:30	33	0	0	0	33
6:45	52	0	0	0	52
7:00	38	0	0	0	38
7:15	47	0	0	0	47
7:30	18	0	0	0	18
7:45	7	0	0	0	7
8:00	5	1	0	0	6
8:15	4	0	0	0	4
8:30	7	0	0	0	7
8:45	5	0	0	0	5
9:00	3	0	0	0	3
9:15	3	0	0	0	3
9:30	6	0	0	0	6
9:45	1	0	0	0	1
10:00	1	0	0	0	1
10:15	1	0	0	0	1
10:30	2	0	0	0	2
10:45	0	0	0	0	0
11:00	4	0	0	0	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
1	0	0	0	0	1
3	0	0	0	0	3
0	0	0	0	0	0
2	0	0	0	0	2
5	0	0	0	0	5
1	1	0	0	0	2
1	0	0	0	0	1
0	0	0	0	0	0
8	0	0	0	0	8
29	0	0	0	0	29
20	0	0	0	0	20
3	0	0	0	0	3
8	0	0	0	0	8
3	0	0	0	0	3
7	0	0	0	0	7
11	0	0	0	0	11
5	0	0	0	0	5
6	0	0	0	0	6
9	0	0	0	0	9
13	0	0	0	0	13
26	0	0	0	0	26
10	0	0	0	0	10
2	0	0	0	0	2
3	0	0	0	0	3
5	0	0	0	0	5
2	0	0	0	0	2
9	0	0	0	0	9
9	0	0	0	0	9
8	0	0	0	0	8
4	0	0	0	0	4
8	0	0	0	0	8
2	0	0	0	0	2
1	0	0	0	0	1
4	0	0	0	0	4
6	0	0	0	0	6
1	0	0	0	0	1
4	0	0	0	0	4
1	1	0	0	0	2
6	0	0	0	0	6
2	0	0	0	0	2
0	0	0	0	0	0
2	0	0	0	0	2
0	0	0	0	0	0
0	0	0	0	0	0
4	0	0	0	0	4

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 MIDDLE DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	5	0	0	0	5
11:30	7	0	0	0	7
11:45	2	0	0	0	2
12:00	6	0	0	0	6
12:15	6	0	0	0	6
12:30	6	0	0	0	6
12:45	3	0	0	0	3
13:00	5	0	0	0	5
13:15	6	0	0	0	6
13:30	4	0	0	0	4
13:45	0	0	0	0	0
14:00	1	1	0	0	2
14:15	3	1	0	0	4
14:30	5	0	0	0	5
14:45	3	0	0	0	3
15:00	1	0	0	0	1
15:15	1	0	0	0	1
15:30	3	0	0	0	3
15:45	2	0	0	0	2
16:00	1	0	0	0	1
16:15	2	0	0	0	2
16:30	5	0	0	0	5
16:45	5	0	0	0	5
17:00	5	0	0	0	5
17:15	13	0	0	0	13
17:30	32	0	0	0	32
17:45	33	0	0	0	33
18:00	45	0	0	0	45
18:15	43	0	0	0	43
18:30	12	0	0	0	12
18:45	5	0	0	0	5
19:00	3	0	0	0	3
19:15	0	0	0	0	0
19:30	2	0	0	0	2
19:45	0	0	0	0	0
20:00	0	0	0	3	3
20:15	0	0	1	2	3
20:30	0	0	0	3	3
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	2	2
21:30	0	0	1	1	2
21:45	0	0	0	4	4
22:00	0	0	0	2	2
22:15	0	0	0	1	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	10	0	0	0	10
11:30	6	0	0	0	6
11:45	5	0	0	0	5
12:00	41	0	0	0	41
12:15	3	0	0	0	3
12:30	9	0	0	0	9
12:45	4	0	0	0	4
13:00	3	0	0	0	3
13:15	2	0	0	0	2
13:30	1	0	0	0	1
13:45	2	0	0	0	2
14:00	4	0	0	0	4
14:15	4	1	0	0	5
14:30	17	0	0	0	17
14:45	6	0	0	0	6
15:00	3	0	0	0	3
15:15	4	0	0	0	4
15:30	8	0	0	0	8
15:45	4	0	0	0	4
16:00	4	0	0	0	4
16:15	2	0	0	0	2
16:30	10	0	0	0	10
16:45	4	0	0	0	4
17:00	3	0	0	0	3
17:15	2	0	0	0	2
17:30	29	0	0	0	29
17:45	11	0	0	0	11
18:00	36	0	0	0	36
18:15	15	0	0	0	15
18:30	10	0	0	0	10
18:45	12	0	0	0	12
19:00	5	0	0	0	5
19:15	7	0	0	0	7
19:30	2	0	0	0	2
19:45	0	0	0	0	0
20:00	1	0	0	0	1
20:15	2	1	0	0	3
20:30	1	0	0	0	1
20:45	1	0	0	0	1
21:00	2	0	0	0	2
21:15	0	0	0	0	0
21:30	1	0	0	0	1
21:45	0	0	0	0	0
22:00	5	1	0	0	6
22:15	10	0	0	0	10

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 MIDDLE DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	10	10
22:45	0	0	0	2	2
23:00	0	0	0	3	3
23:15	0	0	0	9	9
23:30	0	0	1	4	5
23:45	0	0	0	3	3
	598	4	3	49	654

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	15	0	0	0	15
	7	0	0	0	7
	27	0	0	0	27
	9	0	0	0	9
	9	0	0	0	9
	3	0	0	0	3
	635	5	0	0	640

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 EAST DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	1	0	0	0	1
4:30	1	0	0	0	1
4:45	0	0	0	0	0
5:00	3	0	0	0	3
5:15	1	0	0	0	1
5:30	0	0	0	0	0
5:45	1	0	0	0	1
6:00	1	0	0	0	1
6:15	4	0	0	0	4
6:30	3	0	0	0	3
6:45	8	0	0	0	8
7:00	9	0	1	0	10
7:15	11	0	0	0	11
7:30	2	0	0	0	2
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	1	0	0	0	1
4:00	2	0	0	0	2
4:15	1	0	0	0	1
4:30	5	0	0	0	5
4:45	8	0	0	0	8
5:00	11	0	0	0	11
5:15	9	0	0	0	9
5:30	2	0	0	0	2
5:45	0	0	0	0	0
6:00	2	0	0	0	2
6:15	2	0	0	0	2
6:30	4	0	0	0	4
6:45	8	0	0	0	8
7:00	7	0	1	0	8
7:15	4	0	0	0	4
7:30	7	0	0	0	7
7:45	2	1	0	0	3
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 EAST DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	84	0	3	0	87

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	184	1	3	0	188

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 DRIVEWAY TOTALS
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	1	0	0	1	2
0:15	1	0	0	0	1
0:30	0	1	1	0	2
0:45	0	0	0	1	1
1:00	0	0	0	1	1
1:15	0	0	0	1	1
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	1	0	0	0	1
2:15	3	0	0	0	3
2:30	2	0	0	0	2
2:45	4	0	0	0	4
3:00	1	0	0	1	2
3:15	0	0	0	0	0
3:30	1	0	0	1	2
3:45	1	0	0	0	1
4:00	2	0	0	0	2
4:15	6	0	1	0	7
4:30	1	0	0	0	1
4:45	9	0	0	0	9
5:00	13	0	0	0	13
5:15	7	0	0	2	9
5:30	7	0	0	1	8
5:45	14	0	0	0	14
6:00	10	0	0	0	10
6:15	29	0	0	0	29
6:30	43	0	0	1	44
6:45	80	0	0	0	80
7:00	65	0	2	0	67
7:15	87	0	1	0	88
7:30	20	0	0	9	29
7:45	8	0	0	1	9
8:00	5	2	0	2	9
8:15	4	0	0	2	6
8:30	7	0	0	1	8
8:45	5	1	0	0	6
9:00	4	1	1	1	7
9:15	3	0	0	1	4
9:30	7	0	0	0	7
9:45	2	0	0	1	3
10:00	2	1	0	0	3
10:15	2	0	0	0	2
10:30	2	0	0	0	2
10:45	1	1	0	0	2
11:00	4	0	1	0	5

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	2	0	0	0	2
	3	0	0	0	3
	0	0	0	0	0
	2	0	0	0	2
	5	1	0	0	6
	1	1	0	0	2
	2	1	0	0	3
	0	0	0	0	0
	9	0	0	0	9
	30	0	0	0	30
	21	0	0	0	21
	3	0	0	0	3
	8	0	0	0	8
	3	0	0	0	3
	7	0	0	0	7
	13	1	0	2	16
	7	0	0	1	8
	7	0	0	2	9
	15	0	0	3	18
	21	0	0	0	21
	39	0	0	20	59
	19	0	0	9	28
	4	1	0	1	6
	3	0	0	3	6
	7	0	0	0	7
	4	0	0	0	4
	13	0	0	6	19
	17	0	0	1	18
	16	0	1	1	18
	8	2	0	0	10
	15	1	0	6	22
	4	1	0	1	6
	2	0	0	1	3
	4	1	0	0	5
	6	0	0	1	7
	1	0	0	0	1
	4	0	0	0	4
	3	1	1	0	5
	6	0	0	2	8
	3	0	0	0	3
	0	1	0	0	1
	3	2	0	0	5
	1	0	0	0	1
	1	0	0	0	1
	5	0	0	0	5

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 DRIVEWAY TOTALS
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	5	1	1	1	8
11:30	7	0	0	0	7
11:45	2	1	0	0	3
12:00	6	0	0	0	6
12:15	8	0	0	1	9
12:30	6	1	0	0	7
12:45	4	0	0	1	5
13:00	6	0	1	3	10
13:15	6	0	1	2	9
13:30	6	0	1	0	7
13:45	0	0	1	0	1
14:00	2	2	0	0	4
14:15	3	1	0	4	8
14:30	5	1	1	2	9
14:45	5	1	0	0	6
15:00	1	0	1	0	2
15:15	2	0	0	1	3
15:30	3	0	0	1	4
15:45	3	0	0	0	3
16:00	2	0	1	1	4
16:15	2	0	0	0	2
16:30	6	0	0	1	7
16:45	8	0	1	2	11
17:00	6	0	0	0	6
17:15	30	0	0	1	31
17:30	52	0	0	0	52
17:45	68	0	2	0	70
18:00	74	0	0	1	75
18:15	77	0	0	0	77
18:30	17	0	0	1	18
18:45	5	0	1	0	6
19:00	4	0	1	1	6
19:15	0	0	0	0	0
19:30	3	0	0	1	4
19:45	1	0	1	0	2
20:00	0	0	1	3	4
20:15	0	0	1	2	3
20:30	0	0	0	4	4
20:45	0	0	0	1	1
21:00	0	1	0	0	1
21:15	0	0	0	3	3
21:30	0	0	1	2	3
21:45	0	1	0	5	6
22:00	0	0	1	2	3
22:15	0	0	0	2	2

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	10	1	1	1	13
11:30	9	0	0	0	9
11:45	5	0	0	0	5
12:00	42	0	0	0	42
12:15	4	0	0	1	5
12:30	9	1	0	0	10
12:45	4	0	0	0	4
13:00	4	0	0	1	5
13:15	2	1	0	3	6
13:30	1	0	1	3	5
13:45	3	0	1	0	4
14:00	4	2	1	0	7
14:15	4	2	1	0	7
14:30	17	0	1	0	18
14:45	8	2	0	2	12
15:00	5	1	0	1	7
15:15	6	0	0	2	8
15:30	8	0	0	4	12
15:45	6	0	0	0	6
16:00	5	0	0	0	5
16:15	3	0	0	0	3
16:30	14	0	0	4	18
16:45	5	0	0	1	6
17:00	11	0	0	3	14
17:15	6	1	1	1	9
17:30	46	0	1	6	53
17:45	19	0	1	2	22
18:00	85	0	0	34	119
18:15	33	0	0	12	45
18:30	11	0	0	4	15
18:45	13	0	0	0	13
19:00	7	1	0	0	8
19:15	7	0	0	0	7
19:30	2	2	0	0	4
19:45	1	0	0	0	1
20:00	1	1	0	0	2
20:15	2	1	0	0	3
20:30	1	0	0	0	1
20:45	1	0	0	0	1
21:00	2	0	0	0	2
21:15	0	0	0	0	0
21:30	1	0	0	0	1
21:45	0	0	0	0	0
22:00	5	1	1	0	7
22:15	10	0	0	0	10

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 DRIVEWAY TOTALS
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	2	0	0	10	12
22:45	0	0	0	2	2
23:00	1	0	0	4	5
23:15	0	0	0	9	9
23:30	0	0	1	4	5
23:45	0	0	0	3	3
	902	17	26	109	1054

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	17	1	0	1	19
	7	0	0	4	11
	28	0	0	1	29
	9	0	0	1	10
	9	0	0	1	10
	3	0	0	0	3
	862	32	12	153	1059

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 WEST DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	1	1
0:30	0	0	0	0	0
0:45	0	0	0	1	1
1:00	0	0	1	0	1
1:15	0	0	1	2	3
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	1	0	1
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	1	1
3:30	0	0	0	1	1
3:45	0	0	0	1	1
4:00	0	0	0	1	1
4:15	1	0	0	0	1
4:30	0	0	0	1	1
4:45	1	0	0	0	1
5:00	2	0	0	0	2
5:15	3	0	0	0	3
5:30	1	0	0	2	3
5:45	4	0	0	0	4
6:00	3	0	0	0	3
6:15	5	0	0	1	6
6:30	7	1	1	0	9
6:45	20	0	0	1	21
7:00	19	0	0	0	19
7:15	27	0	0	0	27
7:30	6	0	1	0	7
7:45	3	0	0	0	3
8:00	1	0	0	1	2
8:15	1	0	0	0	1
8:30	0	1	0	1	2
8:45	0	0	1	0	1
9:00	0	1	1	0	2
9:15	1	0	0	0	1
9:30	0	0	0	0	0
9:45	0	0	1	1	2
10:00	0	0	1	1	2
10:15	0	0	0	1	1
10:30	1	1	1	0	3
10:45	1	0	0	1	2
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	1	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	1	0	1
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	1	0	1
2:00	0	0	0	1	1
2:15	0	0	1	1	2
2:30	0	0	0	0	0
2:45	0	0	1	0	1
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	10	0	1	1	12
4:15	1	0	1	0	2
4:30	6	0	0	1	7
4:45	8	0	0	0	8
5:00	20	0	0	2	22
5:15	5	0	0	0	5
5:30	3	0	0	0	3
5:45	3	0	0	0	3
6:00	1	0	0	0	1
6:15	1	0	0	0	1
6:30	4	0	0	0	4
6:45	1	0	0	0	1
7:00	1	0	1	1	3
7:15	1	0	0	0	1
7:30	2	0	1	0	3
7:45	2	0	0	1	3
8:00	0	0	0	1	1
8:15	1	0	0	0	1
8:30	0	0	0	1	1
8:45	0	0	1	0	1
9:00	0	0	1	0	1
9:15	0	1	0	0	1
9:30	1	0	1	0	2
9:45	0	0	0	0	0
10:00	0	0	1	0	1
10:15	1	0	1	1	3
10:30	0	2	0	0	2
10:45	1	0	0	0	1
11:00	0	1	0	1	2

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 WEST DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	1	0	0	1	2
11:45	1	0	0	0	1
12:00	1	0	0	0	1
12:15	1	0	0	1	2
12:30	0	0	0	1	1
12:45	0	0	0	1	1
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	1	1
13:45	1	0	1	0	2
14:00	2	0	0	1	3
14:15	0	0	0	4	4
14:30	0	0	0	1	1
14:45	2	0	1	0	3
15:00	0	1	1	1	3
15:15	0	0	0	0	0
15:30	1	0	1	0	2
15:45	2	0	0	0	2
16:00	1	0	0	0	1
16:15	0	1	0	1	2
16:30	0	0	1	1	2
16:45	1	0	1	3	5
17:00	2	0	0	0	2
17:15	6	0	0	1	7
17:30	18	0	0	0	18
17:45	18	0	0	1	19
18:00	25	0	0	0	25
18:15	28	0	0	1	29
18:30	5	0	0	0	5
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	1	0	0	1	2
19:30	0	0	0	2	2
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	1	1
20:30	0	0	0	1	1
20:45	0	0	0	1	1
21:00	0	0	2	1	3
21:15	0	0	0	1	1
21:30	0	0	0	1	1
21:45	0	1	1	0	2
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
1	0	0	0	0	1
0	0	0	0	1	1
1	0	0	0	1	2
0	0	0	0	2	2
2	0	0	0	1	3
1	0	0	0	0	1
0	0	0	2	0	2
0	0	0	0	0	0
0	0	0	0	0	0
1	0	1	0	0	2
0	0	0	0	1	1
1	0	0	0	0	1
0	0	1	0	0	1
0	0	1	1	0	2
5	0	1	1	1	7
1	0	0	0	4	5
2	0	0	0	2	4
2	0	1	0	0	3
3	1	0	0	1	5
6	0	0	0	0	6
3	1	1	0	0	5
1	1	1	0	0	3
1	0	0	0	0	1
1	0	0	0	2	3
4	0	0	0	0	4
1	0	0	0	0	1
37	0	0	0	0	37
13	0	0	0	2	15
1	0	1	1	2	4
0	0	0	0	0	0
1	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	1	0	0	1
0	0	0	0	0	0
0	0	1	0	0	1
0	0	1	0	0	1
0	0	0	0	1	1
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 WEST DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	1	0	1
23:00	1	0	0	0	1
23:15	0	0	0	0	0
23:30	0	0	1	1	2
23:45	0	0	0	0	0
	225	7	21	49	302

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	1	0	4	5
	0	0	0	2	2
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	3	3
	163	8	26	44	241

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 MIDDLE DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	2	0	0	0	2
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	2	0	0	0	2
2:15	1	0	0	0	1
2:30	0	0	0	0	0
2:45	1	0	0	0	1
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	2	0	0	0	2
4:00	1	0	0	0	1
4:15	3	0	0	0	3
4:30	5	0	0	0	5
4:45	4	0	0	0	4
5:00	7	0	0	0	7
5:15	8	1	0	0	9
5:30	7	0	0	0	7
5:45	9	0	0	0	9
6:00	9	0	0	0	9
6:15	22	0	0	0	22
6:30	27	0	0	0	27
6:45	40	0	0	0	40
7:00	36	0	0	0	36
7:15	47	0	0	0	47
7:30	11	0	0	0	11
7:45	6	0	0	0	6
8:00	6	1	0	0	7
8:15	6	0	0	0	6
8:30	6	0	0	0	6
8:45	8	0	0	0	8
9:00	4	0	0	0	4
9:15	9	0	0	0	9
9:30	2	0	0	0	2
9:45	4	1	0	0	5
10:00	0	0	0	0	0
10:15	2	0	0	0	2
10:30	0	0	0	0	0
10:45	2	0	0	0	2
11:00	3	0	0	0	3

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
7	1	0	0	8	
4	1	0	0	5	
1	0	0	0	1	
1	0	0	0	1	
3	0	0	0	3	
4	0	0	0	4	
5	0	0	0	5	
1	0	0	0	1	
3	0	0	0	3	
9	0	0	0	9	
13	0	0	0	13	
4	0	0	0	4	
6	0	0	0	6	
4	0	0	0	4	
0	0	0	0	0	
6	0	0	0	6	
5	0	0	0	5	
7	0	0	0	7	
29	0	0	0	29	
5	0	0	0	5	
40	0	0	0	40	
24	0	0	0	24	
2	0	0	0	2	
5	0	0	0	5	
1	0	0	0	1	
6	0	0	0	6	
6	0	0	0	6	
4	1	0	0	5	
6	0	0	0	6	
4	0	0	0	4	
9	0	0	0	9	
1	0	0	0	1	
2	0	0	0	2	
1	0	0	0	1	
2	0	0	0	2	
1	0	0	0	1	
5	0	0	0	5	
2	0	0	0	2	
2	0	0	0	2	
1	0	0	0	1	
1	0	0	0	1	
2	0	0	0	2	
3	0	0	0	3	
2	0	0	0	2	
2	2	0	0	4	

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 MIDDLE DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	3	0	0	0	3
11:30	8	0	0	0	8
11:45	5	0	0	0	5
12:00	7	0	0	0	7
12:15	19	0	0	0	19
12:30	6	0	0	0	6
12:45	2	0	0	0	2
13:00	4	0	0	0	4
13:15	1	0	0	0	1
13:30	4	0	0	0	4
13:45	5	0	0	0	5
14:00	2	0	0	0	2
14:15	1	0	0	0	1
14:30	4	0	0	0	4
14:45	2	0	0	0	2
15:00	1	0	0	0	1
15:15	0	0	0	0	0
15:30	1	0	0	0	1
15:45	4	0	0	0	4
16:00	2	0	0	0	2
16:15	1	0	0	0	1
16:30	2	0	0	0	2
16:45	6	0	0	0	6
17:00	7	0	0	0	7
17:15	21	0	0	0	21
17:30	38	0	0	0	38
17:45	42	0	0	0	42
18:00	52	0	0	0	52
18:15	56	0	0	0	56
18:30	10	0	0	0	10
18:45	4	0	0	0	4
19:00	2	0	0	0	2
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	1	0	0	0	1
20:00	3	0	0	0	3
20:15	2	1	0	0	3
20:30	3	0	0	0	3
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	3	0	0	0	3
21:30	0	0	0	0	0
21:45	4	0	0	0	4
22:00	2	0	0	0	2
22:15	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
8	0	0	0	0	8
6	0	0	0	0	6
1	0	0	0	0	1
26	0	0	0	0	26
7	0	0	0	0	7
10	0	0	0	0	10
3	0	0	0	0	3
5	0	0	0	0	5
3	0	0	0	0	3
6	0	0	0	0	6
1	0	0	0	0	1
6	0	0	0	0	6
1	0	0	0	0	1
13	0	0	0	0	13
1	0	0	0	0	1
1	0	0	0	0	1
4	0	0	0	0	4
5	0	0	0	0	5
4	0	0	0	0	4
6	0	0	0	0	6
8	0	0	0	0	8
8	0	0	0	0	8
0	0	0	0	0	0
9	0	0	0	0	9
3	0	0	0	0	3
26	0	0	0	0	26
12	0	0	0	0	12
38	0	0	0	0	38
23	0	0	0	0	23
20	0	0	0	0	20
2	0	0	0	0	2
6	1	0	0	0	7
8	0	0	0	0	8
4	0	0	0	0	4
1	0	0	0	0	1
1	0	0	0	0	1
2	1	0	0	0	3
1	0	0	0	0	1
1	0	0	0	0	1
2	0	0	0	0	2
0	0	0	0	0	0
1	0	0	0	0	1
0	0	0	0	0	0
6	1	0	0	0	7
10	0	0	0	0	10

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 MIDDLE DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	11	0	0	0	11
22:45	1	0	0	0	1
23:00	4	0	0	0	4
23:15	9	0	0	0	9
23:30	4	1	0	0	5
23:45	2	0	0	0	2
	674	5	0	0	679

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	13	0	0	0	13
	5	0	0	0	5
	26	0	0	0	26
	10	0	0	0	10
	9	0	0	0	9
	4	0	0	0	4
	627	8	0	0	635

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 EAST DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	1	0	0	0	1
4:00	0	0	0	0	0
4:15	0	1	0	0	1
4:30	0	1	0	0	1
4:45	3	0	0	0	3
5:00	0	0	0	0	0
5:15	2	0	0	0	2
5:30	0	0	0	0	0
5:45	2	0	0	0	2
6:00	0	0	0	0	0
6:15	1	1	0	0	2
6:30	3	0	0	0	3
6:45	4	0	0	0	4
7:00	8	0	0	0	8
7:15	13	0	0	0	13
7:30	7	0	0	0	7
7:45	1	0	0	0	1
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	6	0	0	0	6
4:15	1	1	0	0	2
4:30	0	1	0	0	1
4:45	8	0	0	0	8
5:00	13	0	0	0	13
5:15	15	0	0	0	15
5:30	2	0	0	0	2
5:45	3	0	0	0	3
6:00	1	0	0	0	1
6:15	0	0	0	0	0
6:30	1	1	0	0	2
6:45	1	0	0	0	1
7:00	3	0	0	0	3
7:15	4	0	0	0	4
7:30	5	0	0	0	5
7:45	2	0	0	0	2
8:00	2	0	0	0	2
8:15	1	0	0	0	1
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	1	1
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 EAST DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	77	3	0	0	80

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	197	3	0	1	201

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 DRIVEWAY TOTALS
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	2	0	0	0	2
0:15	0	0	0	1	1
0:30	0	0	0	0	0
0:45	0	0	0	1	1
1:00	0	0	1	0	1
1:15	0	0	1	2	3
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	2	0	1	0	3
2:15	1	0	0	0	1
2:30	0	0	0	0	0
2:45	1	0	0	0	1
3:00	0	0	0	0	0
3:15	0	0	0	1	1
3:30	0	0	0	1	1
3:45	3	0	0	1	4
4:00	1	0	0	1	2
4:15	4	1	0	0	5
4:30	5	1	0	1	7
4:45	8	0	0	0	8
5:00	9	0	0	0	9
5:15	13	1	0	0	14
5:30	8	0	0	2	10
5:45	15	0	0	0	15
6:00	12	0	0	0	12
6:15	28	1	0	1	30
6:30	37	1	1	0	39
6:45	64	0	0	1	65
7:00	63	0	0	0	63
7:15	87	0	0	0	87
7:30	24	0	1	0	25
7:45	10	0	0	0	10
8:00	7	1	0	1	9
8:15	7	0	0	0	7
8:30	6	1	0	1	8
8:45	8	0	1	0	9
9:00	4	1	1	0	6
9:15	10	0	0	0	10
9:30	2	0	0	0	2
9:45	4	1	1	1	7
10:00	0	0	1	1	2
10:15	2	0	0	1	3
10:30	1	1	1	0	3
10:45	3	0	0	1	4
11:00	3	0	0	0	3

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
7	1	0	1	9	
4	1	0	0	5	
1	0	0	0	1	
1	0	0	0	1	
3	0	1	0	4	
4	0	0	0	4	
5	0	0	0	5	
1	0	1	0	2	
3	0	0	1	4	
9	0	1	1	11	
13	0	0	0	13	
4	0	1	0	5	
6	0	0	0	6	
4	0	0	0	4	
0	0	0	0	0	
6	0	0	0	6	
21	0	1	1	23	
9	1	1	0	11	
35	1	0	1	37	
21	0	0	0	21	
73	0	0	2	75	
44	0	0	0	44	
7	0	0	0	7	
11	0	0	0	11	
3	0	0	0	3	
7	0	0	0	7	
11	1	0	0	12	
6	1	0	0	7	
10	0	1	1	12	
9	0	0	0	9	
16	0	1	0	17	
5	0	0	1	6	
4	0	0	1	5	
3	0	0	0	3	
2	0	0	1	3	
1	0	1	0	2	
5	0	1	0	6	
2	1	0	0	3	
3	0	1	0	4	
1	0	0	0	1	
1	0	1	0	2	
3	0	1	1	5	
3	2	0	1	6	
3	0	0	0	3	
2	3	0	1	6	

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 DRIVEWAY TOTALS
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	3	0	0	0	3
11:30	9	0	0	1	10
11:45	6	0	0	0	6
12:00	10	0	0	0	10
12:15	20	0	0	1	21
12:30	6	0	0	1	7
12:45	2	0	0	1	3
13:00	4	0	0	0	4
13:15	1	0	0	0	1
13:30	4	0	0	1	5
13:45	6	0	1	0	7
14:00	5	0	0	1	6
14:15	1	0	0	4	5
14:30	4	0	0	1	5
14:45	4	0	1	0	5
15:00	1	1	1	1	4
15:15	0	0	0	0	0
15:30	2	0	1	0	3
15:45	6	0	0	0	6
16:00	3	0	0	0	3
16:15	1	1	0	1	3
16:30	4	0	1	1	6
16:45	8	0	1	3	12
17:00	9	0	0	0	9
17:15	30	0	0	1	31
17:30	58	0	0	0	58
17:45	69	0	0	1	70
18:00	82	0	0	0	82
18:15	90	0	0	1	91
18:30	15	0	0	0	15
18:45	4	0	0	0	4
19:00	2	0	0	0	2
19:15	1	0	0	1	2
19:30	0	0	0	2	2
19:45	1	0	0	0	1
20:00	3	0	0	0	3
20:15	3	1	0	1	5
20:30	3	0	0	1	4
20:45	0	0	0	1	1
21:00	0	0	2	1	3
21:15	3	0	0	1	4
21:30	0	0	0	1	1
21:45	4	1	1	0	6
22:00	2	0	0	0	2
22:15	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
9	0	0	0	0	9
6	0	0	1	7	
2	0	0	1	3	
28	0	0	2	30	
9	0	0	1	10	
11	0	0	0	11	
3	0	2	0	5	
5	0	0	0	5	
3	0	0	0	3	
6	0	0	0	6	
3	0	1	0	4	
6	0	0	1	7	
2	0	0	0	2	
13	0	1	0	14	
1	0	1	1	3	
6	0	1	1	8	
6	0	0	4	10	
12	0	0	2	14	
7	0	1	0	8	
12	1	0	1	14	
18	0	0	0	18	
15	1	1	0	17	
1	1	1	0	3	
15	0	0	0	15	
8	0	0	2	10	
51	0	0	0	51	
30	0	0	0	30	
124	0	0	0	124	
47	0	0	2	49	
21	0	1	2	24	
2	0	0	0	2	
7	1	0	0	8	
8	0	0	0	8	
4	0	0	0	4	
1	0	0	0	1	
1	0	0	0	1	
2	1	0	0	3	
2	0	1	0	3	
1	0	0	0	1	
2	0	1	0	3	
0	0	1	0	1	
1	0	0	1	2	
0	0	0	0	0	
6	1	0	0	7	
10	0	0	0	10	

City of San Bernardino
 Driveway Counts
 555 E. Orange Show Road, San Bernardino, CA
 DRIVEWAY TOTALS
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	11	0	0	0	11
22:45	1	0	1	0	2
23:00	5	0	0	0	5
23:15	9	0	0	0	9
23:30	4	1	1	1	7
23:45	2	0	0	0	2
	976	15	21	49	1061

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	13	1	0	4	18
	5	0	0	2	7
	27	0	0	0	27
	10	0	0	0	10
	9	0	0	0	9
	4	0	0	3	7
	987	19	26	45	1077

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 1
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	1	0	0	0	1
0:15	2	0	0	0	2
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	1	0	0	1
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	1	0	0	0	1
2:00	1	0	0	0	1
2:15	1	0	0	0	1
2:30	0	0	0	0	0
2:45	4	0	0	0	4
3:00	2	0	0	0	2
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	3	0	0	0	3
4:00	2	1	0	0	3
4:15	4	0	0	0	4
4:30	5	0	0	0	5
4:45	13	0	0	0	13
5:00	23	0	0	0	23
5:15	38	0	0	0	38
5:30	103	0	0	0	103
5:45	106	0	0	0	106
6:00	22	0	0	0	22
6:15	18	0	0	0	18
6:30	44	0	0	0	44
6:45	47	0	0	0	47
7:00	28	0	0	0	28
7:15	29	0	0	0	29
7:30	13	0	0	0	13
7:45	9	0	0	0	9
8:00	3	0	0	0	3
8:15	9	0	0	0	9
8:30	6	0	0	0	6
8:45	12	0	0	0	12
9:00	4	0	0	0	4
9:15	2	0	0	0	2
9:30	4	0	0	0	4
9:45	1	0	0	0	1
10:00	5	0	0	0	5
10:15	0	0	0	0	0
10:30	2	0	0	0	2
10:45	2	0	0	0	2
11:00	5	0	0	0	5

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	2	0	0	0	2
	1	0	0	0	1
	3	0	0	0	3
	0	0	0	0	0
	2	0	0	0	2
	2	0	0	0	2
	0	0	0	0	0
	5	0	0	0	5
	1	0	0	0	1
	59	0	0	0	59
	29	0	0	0	29
	8	0	0	0	8
	7	0	0	0	7
	10	0	0	0	10
	3	0	0	0	3
	25	0	0	0	25
	2	0	0	0	2
	0	0	0	0	0
	0	0	0	0	0
	2	0	0	0	2
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	3	0	0	0	3
	2	0	0	0	2
	3	0	0	0	3
	0	0	0	0	0
	1	0	0	0	1
	6	0	0	0	6
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	2	0	0	0	2
	3	0	0	0	3
	3	0	0	0	3
	3	0	0	0	3

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 1
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	6	0	0	0	6
11:30	2	0	0	0	2
11:45	6	0	0	0	6
12:00	4	0	0	0	4
12:15	5	0	0	0	5
12:30	7	0	0	0	7
12:45	3	0	0	0	3
13:00	2	0	0	0	2
13:15	3	0	0	0	3
13:30	7	0	0	0	7
13:45	2	0	0	0	2
14:00	2	0	0	0	2
14:15	3	0	0	0	3
14:30	1	0	0	0	1
14:45	4	0	0	0	4
15:00	6	0	0	0	6
15:15	1	0	0	0	1
15:30	14	0	0	0	14
15:45	17	0	0	0	17
16:00	26	0	0	0	26
16:15	33	0	0	0	33
16:30	67	0	0	0	67
16:45	50	0	0	0	50
17:00	17	0	0	0	17
17:15	21	0	0	0	21
17:30	44	0	0	0	44
17:45	48	0	0	0	48
18:00	51	0	0	0	51
18:15	32	0	0	0	32
18:30	4	0	0	0	4
18:45	3	0	0	0	3
19:00	1	0	0	0	1
19:15	3	0	0	0	3
19:30	8	0	0	0	8
19:45	2	0	0	0	2
20:00	1	0	0	0	1
20:15	2	0	0	0	2
20:30	0	0	1	0	1
20:45	4	0	0	0	4
21:00	4	0	0	0	4
21:15	0	0	0	0	0
21:30	8	0	0	0	8
21:45	6	0	0	0	6
22:00	3	0	0	0	3
22:15	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	2	0	0	0	2
	4	0	0	0	4
	4	0	0	0	4
	1	0	0	0	1
	3	0	1	0	4
	3	0	0	0	3
	2	0	0	0	2
	2	0	0	0	2
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	6	0	0	0	6
	2	0	0	0	2
	3	0	0	0	3
	3	0	0	0	3
	2	0	0	0	2
	3	0	0	0	3
	5	0	0	0	5
	3	0	0	0	3
	29	0	0	0	29
	13	0	0	0	13
	8	0	0	0	8
	2	0	0	0	2
	9	0	0	0	9
	2	0	0	0	2
	8	0	0	0	8
	8	0	0	0	8
	3	0	0	0	3
	1	0	0	0	1
	0	0	0	0	0
	2	0	0	0	2
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	3	0	0	0	3
	3	0	0	0	3
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	4	0	0	0	4

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 1
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	2	0	0	0	2
22:45	5	0	0	0	5
23:00	5	0	0	0	5
23:15	0	0	0	0	0
23:30	3	0	0	0	3
23:45	0	0	0	0	0
	1123	2	1	0	1126

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	6	0	0	0	6
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	6	0	0	0	6
	2	0	0	0	2
	363	0	1	0	364

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 2
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	1	0	0	0	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	1	0	0	0	1
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	1	0	0	0	1
2:30	1	0	0	0	1
2:45	1	0	0	0	1
3:00	0	0	0	0	0
3:15	2	0	0	0	2
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	1	0	0	0	1
4:15	2	0	0	0	2
4:30	7	0	0	0	7
4:45	7	1	0	0	8
5:00	11	0	0	0	11
5:15	3	0	0	0	3
5:30	11	0	0	0	11
5:45	20	0	0	0	20
6:00	6	0	0	0	6
6:15	22	0	0	0	22
6:30	36	0	0	0	36
6:45	71	0	0	0	71
7:00	23	0	0	0	23
7:15	23	0	0	0	23
7:30	3	0	0	0	3
7:45	4	0	0	0	4
8:00	0	0	0	0	0
8:15	3	0	0	0	3
8:30	3	0	0	0	3
8:45	6	0	0	0	6
9:00	0	0	0	0	0
9:15	1	0	0	0	1
9:30	2	0	0	0	2
9:45	1	0	0	0	1
10:00	1	0	0	0	1
10:15	3	0	0	0	3
10:30	0	0	0	0	0
10:45	2	0	0	0	2
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	2	0	0	0	2
	3	0	0	0	3
	2	0	0	0	2
	0	0	0	0	0
	0	0	0	0	0
	3	0	0	0	3
	0	0	0	0	0
	3	0	0	0	3
	5	0	0	0	5
	3	0	0	0	3
	4	0	0	0	4
	1	0	0	0	1
	53	0	0	0	53
	26	0	0	0	26
	6	0	0	0	6
	12	0	0	0	12
	51	0	0	0	51
	11	0	0	0	11
	61	0	0	0	61
	19	0	0	0	19
	14	0	0	0	14
	5	0	0	0	5
	11	0	0	0	11
	7	0	0	0	7
	8	0	0	0	8
	13	0	0	0	13
	10	0	0	0	10
	10	0	0	0	10
	7	0	0	0	7
	2	0	0	0	2
	2	0	0	0	2
	3	0	0	0	3
	2	0	0	0	2
	3	0	0	0	3
	0	0	0	0	0
	2	0	0	0	2
	1	0	0	0	1
	1	0	0	0	1
	2	0	0	0	2
	2	0	0	0	2
	1	0	0	0	1
	4	0	0	0	4
	2	0	0	0	2

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 2
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	1	0	0	0	1
11:30	1	0	0	0	1
11:45	3	0	0	0	3
12:00	4	0	0	0	4
12:15	1	1	0	0	2
12:30	1	0	0	0	1
12:45	1	0	0	0	1
13:00	1	0	0	0	1
13:15	3	0	0	0	3
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	1	0	0	1
14:30	0	0	0	0	0
14:45	2	0	0	0	2
15:00	0	0	0	0	0
15:15	2	0	0	0	2
15:30	1	0	0	0	1
15:45	3	0	0	0	3
16:00	2	0	0	0	2
16:15	10	0	0	0	10
16:30	20	0	0	0	20
16:45	13	0	0	0	13
17:00	4	0	0	0	4
17:15	18	0	0	0	18
17:30	30	0	0	0	30
17:45	48	0	0	0	48
18:00	43	0	0	0	43
18:15	15	0	0	0	15
18:30	3	0	0	0	3
18:45	1	0	0	0	1
19:00	0	0	0	0	0
19:15	1	0	0	0	1
19:30	2	0	0	0	2
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	1	0	0	0	1
20:30	0	0	0	0	0
20:45	1	0	0	0	1
21:00	1	0	0	0	1
21:15	3	0	0	0	3
21:30	0	0	0	0	0
21:45	2	0	0	0	2
22:00	1	0	0	0	1
22:15	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
2	0	0	0	0	2
5	0	0	0	0	5
10	0	0	0	0	10
2	0	0	0	0	2
4	0	0	0	0	4
3	0	0	0	0	3
3	0	0	0	0	3
2	1	0	0	0	3
1	0	0	0	0	1
6	1	0	0	0	7
0	0	0	0	0	0
6	0	0	0	0	6
1	1	0	0	0	2
6	0	0	0	0	6
4	0	0	0	0	4
6	0	0	0	0	6
4	0	0	0	0	4
8	0	0	0	0	8
6	0	0	0	0	6
9	0	0	0	0	9
7	0	0	0	0	7
67	0	0	0	0	67
23	0	0	0	0	23
14	0	0	0	0	14
21	0	0	0	0	21
59	0	0	0	0	59
34	0	0	0	0	34
44	0	0	0	0	44
22	0	0	0	0	22
8	0	0	0	0	8
0	0	0	0	0	0
1	0	0	0	0	1
5	0	0	0	0	5
1	0	0	0	0	1
2	0	0	0	0	2
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	1
2	0	0	0	0	2
5	0	0	0	0	5
1	0	0	0	0	1
1	0	0	0	0	1
0	0	0	0	0	0
2	0	0	0	0	2
5	0	0	0	0	5

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 2
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	1	0	0	0	1
22:45	1	0	0	0	1
23:00	1	0	0	0	1
23:15	1	0	0	0	1
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	527	3	0	0	530

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	9	0	0	0	9
	4	0	0	0	4
	7	0	0	0	7
	4	0	0	0	4
	3	0	0	0	3
	2	0	0	0	2
	822	3	0	0	825

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 3
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	1	0	0	0	1
3:00	0	0	0	0	0
3:15	1	0	0	0	1
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	1	0	0	0	1
4:30	0	0	0	0	0
4:45	4	0	0	0	4
5:00	6	0	0	0	6
5:15	1	0	0	0	1
5:30	1	0	0	0	1
5:45	3	0	0	0	3
6:00	5	0	0	0	5
6:15	13	0	0	0	13
6:30	33	0	0	0	33
6:45	47	0	0	0	47
7:00	17	0	0	0	17
7:15	21	0	0	0	21
7:30	9	0	0	0	9
7:45	1	0	0	0	1
8:00	1	0	0	0	1
8:15	3	0	0	0	3
8:30	1	0	0	0	1
8:45	2	0	0	0	2
9:00	1	0	0	0	1
9:15	1	0	0	0	1
9:30	0	0	0	0	0
9:45	3	0	0	0	3
10:00	0	0	0	0	0
10:15	2	0	0	0	2
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	4	0	0	0	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	1	0	0	0	1
1:15	1	0	0	0	1
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	1	0	0	0	1
2:15	1	0	0	0	1
2:30	1	0	0	0	1
2:45	0	0	0	0	0
3:00	3	0	0	0	3
3:15	0	1	0	0	1
3:30	13	0	0	0	13
3:45	8	0	0	0	8
4:00	0	0	0	0	0
4:15	4	0	0	0	4
4:30	45	0	0	0	45
4:45	7	0	0	0	7
5:00	77	0	0	0	77
5:15	12	0	0	0	12
5:30	3	0	0	0	3
5:45	2	0	0	0	2
6:00	2	0	0	0	2
6:15	4	0	0	0	4
6:30	5	0	0	0	5
6:45	1	0	0	0	1
7:00	7	0	0	0	7
7:15	8	0	0	0	8
7:30	3	0	0	0	3
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	2	0	0	0	2
9:00	0	0	0	0	0
9:15	1	0	0	0	1
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	1	0	0	0	1
10:15	2	0	0	0	2
10:30	1	0	0	0	1
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 3
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	3	0	0	0	3
11:30	0	0	0	0	0
11:45	1	0	0	0	1
12:00	1	0	0	0	1
12:15	0	0	0	0	0
12:30	4	0	0	0	4
12:45	2	0	0	0	2
13:00	1	0	0	0	1
13:15	1	0	0	0	1
13:30	1	0	0	0	1
13:45	1	0	0	0	1
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	1	0	0	0	1
14:45	1	0	0	0	1
15:00	2	0	0	0	2
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	3	0	0	0	3
16:00	2	0	0	0	2
16:15	3	0	0	0	3
16:30	3	0	0	0	3
16:45	1	0	0	0	1
17:00	1	0	0	0	1
17:15	7	0	0	0	7
17:30	22	0	0	0	22
17:45	38	0	0	0	38
18:00	19	0	0	0	19
18:15	20	0	0	0	20
18:30	2	0	0	0	2
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	2	0	0	0	2
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	2	0	0	0	2
21:45	0	0	0	0	0
22:00	1	0	0	0	1
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	2	0	0	0	2
	5	0	0	0	5
	0	0	0	0	0
	5	0	0	0	5
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	1	0	0	0	1
	5	0	0	0	5
	1	0	0	0	1
	2	0	0	0	2
	1	0	0	0	1
	1	0	0	0	1
	3	1	0	0	4
	1	0	0	0	1
	2	0	0	0	2
	1	0	0	0	1
	1	0	0	0	1
	3	1	0	0	4
	1	0	0	0	1
	2	0	0	0	2
	2	0	0	0	2
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	37	0	0	0	37
	6	0	0	0	6
	2	0	0	0	2
	13	0	0	0	13
	47	0	0	0	47
	14	0	0	0	14
	46	0	0	0	46
	19	0	0	0	19
	8	0	0	0	8
	0	0	0	0	0
	2	0	0	0	2
	2	0	0	0	2
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	6	0	0	0	6
	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 3
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	2	0	0	0	2
23:00	1	0	0	0	1
23:15	0	0	0	0	0
23:30	2	0	0	0	2
23:45	0	0	0	0	0
	333	0	0	0	333

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	2	0	0	0	2
	1	0	0	0	1
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	461	2	0	0	463

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 4
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	1	0	0	0	1
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	2	0	0	0	2
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	1	0	0	0	1
4:30	1	0	0	0	1
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	3	0	0	0	3
5:30	1	0	0	0	1
5:45	1	0	0	0	1
6:00	3	0	0	0	3
6:15	7	0	0	0	7
6:30	20	0	0	0	20
6:45	41	0	0	0	41
7:00	48	0	0	0	48
7:15	98	0	0	0	98
7:30	23	0	0	0	23
7:45	7	0	0	0	7
8:00	2	0	0	0	2
8:15	4	0	0	0	4
8:30	2	0	0	0	2
8:45	2	0	0	0	2
9:00	2	0	0	0	2
9:15	0	0	0	0	0
9:30	1	0	0	0	1
9:45	1	0	0	0	1
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	3	0	0	0	3

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
1	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	1
0	0	0	0	0	0
1	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
3	1	0	0	0	4
1	0	0	0	0	1
3	0	0	0	0	3
0	0	0	0	0	0
9	0	0	0	0	9
9	0	0	0	0	9
7	0	0	0	0	7
9	0	0	0	0	9
47	0	0	0	0	47
13	0	0	0	0	13
81	0	0	0	0	81
26	0	0	0	0	26
10	0	0	0	0	10
2	0	0	0	0	2
4	0	0	0	0	4
6	0	0	0	0	6
7	0	0	0	0	7
6	0	0	0	0	6
11	0	0	0	0	11
17	0	0	0	0	17
5	0	0	0	0	5
5	0	0	0	0	5
2	0	0	0	0	2
2	0	0	0	0	2
2	0	0	0	0	2
2	0	0	0	0	2
4	0	0	0	0	4
1	0	0	0	0	1
0	0	0	0	0	0
4	0	0	0	0	4
0	0	0	0	0	0
1	0	0	0	0	1
1	0	0	0	0	1
2	0	0	0	0	2
1	0	0	0	0	1

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 4
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	1	0	0	0	1
11:45	3	0	0	0	3
12:00	2	0	0	0	2
12:15	1	0	0	0	1
12:30	5	0	0	0	5
12:45	3	0	0	0	3
13:00	2	0	0	0	2
13:15	1	0	0	0	1
13:30	1	0	0	0	1
13:45	0	0	0	0	0
14:00	1	0	0	0	1
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	1	0	0	0	1
15:30	0	0	0	0	0
15:45	2	0	0	0	2
16:00	1	0	0	0	1
16:15	1	0	0	0	1
16:30	3	0	0	0	3
16:45	3	0	0	0	3
17:00	3	0	0	0	3
17:15	7	0	0	0	7
17:30	14	0	0	0	14
17:45	23	0	0	0	23
18:00	14	0	0	0	14
18:15	18	0	0	0	18
18:30	2	0	0	0	2
18:45	1	0	0	0	1
19:00	1	0	0	0	1
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	2	0	0	0	2
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	1	0	0	0	1
21:45	1	0	0	0	1
22:00	1	0	0	0	1
22:15	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
4	0	1	0	0	5
7	0	0	0	0	7
8	0	0	0	0	8
2	0	0	0	0	2
7	1	0	0	0	8
11	0	0	0	0	11
7	0	0	0	0	7
5	0	0	0	0	5
2	0	0	0	0	2
6	0	0	0	0	6
0	0	0	0	0	0
2	0	0	0	0	2
1	0	0	0	0	1
3	0	0	0	0	3
3	0	0	0	0	3
6	0	0	0	0	6
4	0	0	0	0	4
12	0	0	0	0	12
6	1	0	0	0	7
9	0	0	0	0	9
7	0	0	0	0	7
23	0	0	0	0	23
15	0	0	0	0	15
16	0	0	0	0	16
19	0	0	0	0	19
78	0	0	0	0	78
29	0	0	0	0	29
113	0	0	0	0	113
59	0	0	0	0	59
25	0	0	0	0	25
16	0	0	0	0	16
9	0	0	0	0	9
4	0	0	0	0	4
3	0	0	0	0	3
3	0	0	0	0	3
1	0	0	0	0	1
2	0	0	0	0	2
3	0	0	0	0	3
4	0	0	0	0	4
1	0	0	0	0	1
1	0	0	0	0	1
2	0	0	0	0	2
2	1	0	0	0	3
4	0	0	0	0	4
0	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 4
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	1	0	0	0	1
23:15	1	0	0	0	1
23:30	2	0	0	0	2
23:45	1	0	0	0	1
	399	0	0	0	399

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	6	0	0	0	6
	1	0	0	0	1
	0	0	0	0	0
	6	0	0	0	6
	1	0	0	0	1
	2	0	0	0	2
	866	4	1	0	871

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 5
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	1	0	0	0	1
1:30	0	0	0	0	0
1:45	1	0	0	0	1
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	2	0	0	0	2
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	1	0	0	0	1
4:30	4	0	0	0	4
4:45	2	0	0	0	2
5:00	7	0	0	0	7
5:15	5	0	0	0	5
5:30	12	0	0	0	12
5:45	19	0	0	0	19
6:00	8	0	0	0	8
6:15	7	0	0	0	7
6:30	21	0	0	0	21
6:45	40	0	0	0	40
7:00	29	0	0	0	29
7:15	27	0	0	0	27
7:30	9	0	0	0	9
7:45	1	0	0	0	1
8:00	1	0	0	0	1
8:15	4	0	0	0	4
8:30	1	0	0	0	1
8:45	5	0	0	0	5
9:00	0	0	0	0	0
9:15	3	0	0	0	3
9:30	1	0	0	0	1
9:45	1	0	0	0	1
10:00	0	0	0	0	0
10:15	1	0	0	0	1
10:30	4	0	0	0	4
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	1	0	0	0	1
3:15	0	0	0	0	0
3:30	2	0	0	0	2
3:45	2	0	0	0	2
4:00	0	0	0	0	0
4:15	3	0	0	0	3
4:30	5	0	0	0	5
4:45	2	0	0	0	2
5:00	10	0	0	0	10
5:15	5	0	0	0	5
5:30	2	0	0	0	2
5:45	0	0	0	0	0
6:00	5	0	0	0	5
6:15	0	0	0	0	0
6:30	2	0	0	0	2
6:45	1	0	0	0	1
7:00	3	0	0	0	3
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	1	0	0	0	1
8:00	0	0	0	0	0
8:15	1	0	0	0	1
8:30	1	0	0	0	1
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	2	0	0	0	2
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 5
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	2	0	0	0	2
22:45	1	0	0	0	1
23:00	3	0	0	0	3
23:15	1	0	0	0	1
23:30	2	0	0	0	2
23:45	2	0	0	0	2
	489	2	0	0	491

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	136	0	0	0	136

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 6
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	1	0	0	0	1
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	3	0	0	0	3
5:45	2	0	0	0	2
6:00	1	0	0	0	1
6:15	2	0	0	0	2
6:30	6	0	0	0	6
6:45	5	0	0	0	5
7:00	20	0	0	0	20
7:15	46	0	0	0	46
7:30	8	0	0	0	8
7:45	3	0	0	0	3
8:00	3	0	0	0	3
8:15	0	0	0	0	0
8:30	1	0	0	0	1
8:45	2	0	0	0	2
9:00	1	0	0	0	1
9:15	1	0	0	0	1
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	1	0	0	0	1
10:45	1	0	0	0	1
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	1	0	0	0	1
1:00	1	0	0	0	1
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	1	0	0	0	1
2:30	1	0	0	0	1
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	3	0	0	0	3
3:45	1	0	0	0	1
4:00	1	0	0	0	1
4:15	2	0	0	0	2
4:30	12	0	0	0	12
4:45	5	0	0	0	5
5:00	24	0	0	0	24
5:15	28	0	0	0	28
5:30	4	0	0	0	4
5:45	1	0	0	0	1
6:00	1	0	0	0	1
6:15	1	0	0	0	1
6:30	3	0	0	0	3
6:45	1	0	0	0	1
7:00	4	0	0	0	4
7:15	2	0	0	0	2
7:30	2	0	0	0	2
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	1	0	0	0	1
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	1	0	0	0	1
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	2	0	0	0	2
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 6
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	1	0	0	0	1
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	3	0	0	0	3
12:45	1	0	0	0	1
13:00	0	0	0	0	0
13:15	1	0	0	0	1
13:30	0	0	0	0	0
13:45	1	0	0	0	1
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	1	0	0	0	1
14:45	1	0	0	0	1
15:00	1	0	0	0	1
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	1	0	0	0	1
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	3	0	0	0	3
16:45	1	0	0	0	1
17:00	0	0	0	0	0
17:15	3	0	0	0	3
17:30	4	0	0	0	4
17:45	15	0	0	0	15
18:00	11	0	0	0	11
18:15	14	0	0	0	14
18:30	1	0	0	0	1
18:45	0	0	0	0	0
19:00	1	0	0	0	1
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	1	0	0	0	1
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	1	0	0	0	1
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	1	0	0	0	1
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	1	0	0	0	1
12:15	6	0	0	0	6
12:30	2	0	0	0	2
12:45	1	0	0	0	1
13:00	1	0	0	0	1
13:15	0	0	0	0	0
13:30	1	0	0	0	1
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	2	0	0	0	2
14:30	2	0	0	0	2
14:45	2	0	0	0	2
15:00	3	0	0	0	3
15:15	2	0	0	0	2
15:30	2	0	0	0	2
15:45	3	0	0	0	3
16:00	4	0	0	0	4
16:15	7	0	0	0	7
16:30	11	0	0	0	11
16:45	3	0	0	0	3
17:00	9	0	0	0	9
17:15	9	0	0	0	9
17:30	19	0	0	0	19
17:45	14	0	0	0	14
18:00	79	0	0	0	79
18:15	21	0	0	0	21
18:30	2	0	0	0	2
18:45	1	0	0	0	1
19:00	2	0	0	0	2
19:15	0	0	0	0	0
19:30	2	0	0	0	2
19:45	0	0	0	0	0
20:00	1	0	0	0	1
20:15	0	0	0	0	0
20:30	1	0	0	0	1
20:45	3	0	0	0	3
21:00	0	0	0	0	0
21:15	1	0	0	0	1
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	1	0	0	0	1
22:15	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 6
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	1	0	0	0	1
23:45	0	0	0	0	0
	174	0	0	0	174

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	1	0	0	0	1
	1	0	0	0	1
	1	0	0	0	1
	3	0	0	0	3
	0	0	0	0	0
	1	0	0	0	1
	329	0	0	0	329

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 7
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 7
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 7
 9/19/2017
 Tuesday

ENTERING					
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	0	0	0	0	0

EXITING					
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 8
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	2	2
0:15	0	1	0	0	1
0:30	0	1	0	0	1
0:45	0	3	0	0	3
1:00	0	1	0	1	2
1:15	0	0	0	0	0
1:30	0	0	0	1	1
1:45	0	0	0	1	1
2:00	0	0	1	0	1
2:15	0	0	0	2	2
2:30	1	0	0	0	1
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	1	1
3:30	0	0	1	0	1
3:45	0	0	0	2	2
4:00	0	0	0	2	2
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	1	1
5:15	0	0	0	0	0
5:30	0	0	0	1	1
5:45	0	0	0	0	0
6:00	0	0	0	2	2
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	2	2
7:15	0	0	0	2	2
7:30	0	0	0	1	1
7:45	0	0	1	0	1
8:00	0	1	0	1	2
8:15	0	0	0	1	1
8:30	0	0	0	1	1
8:45	0	0	1	1	2
9:00	0	1	0	2	3
9:15	0	0	1	1	2
9:30	1	0	1	2	4
9:45	0	0	1	5	6
10:00	1	1	0	2	4
10:15	0	0	0	2	2
10:30	0	0	0	4	4
10:45	0	0	0	2	2
11:00	0	1	1	2	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	2	0	2
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	1	1
1:45	0	0	0	0	0
2:00	0	2	1	0	3
2:15	0	4	0	1	5
2:30	0	0	0	0	0
2:45	0	0	0	2	2
3:00	0	0	0	0	0
3:15	0	0	0	2	2
3:30	0	0	1	0	1
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	2	1	3
4:45	0	0	0	2	2
5:00	0	0	0	0	0
5:15	0	0	1	0	1
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	1	1
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	1	0	1
7:30	0	0	1	2	3
7:45	0	0	2	1	3
8:00	0	0	0	0	0
8:15	0	0	1	1	2
8:30	0	0	0	0	0
8:45	0	0	0	1	1
9:00	0	1	0	1	2
9:15	0	0	0	2	2
9:30	0	1	0	0	1
9:45	0	1	1	0	2
10:00	0	0	2	2	4
10:15	0	0	1	0	1
10:30	0	2	0	0	2
10:45	0	0	1	0	1
11:00	0	4	0	3	7

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 8
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	1	1	2
11:30	0	0	1	2	3
11:45	0	0	0	1	1
12:00	0	0	2	1	3
12:15	0	2	2	2	6
12:30	0	3	1	2	6
12:45	0	2	1	2	5
13:00	0	1	0	0	1
13:15	0	0	0	3	3
13:30	0	1	0	0	1
13:45	0	0	1	1	2
14:00	1	0	1	2	4
14:15	0	0	2	0	2
14:30	0	1	1	0	2
14:45	0	1	1	0	2
15:00	0	0	1	2	3
15:15	0	0	0	1	1
15:30	0	0	1	1	2
15:45	0	1	0	1	2
16:00	0	0	0	1	1
16:15	0	0	0	2	2
16:30	0	0	1	1	2
16:45	0	0	1	1	2
17:00	0	0	1	0	1
17:15	0	0	1	0	1
17:30	0	0	0	2	2
17:45	0	0	0	0	0
18:00	0	0	2	0	2
18:15	0	0	0	1	1
18:30	0	1	1	0	2
18:45	0	0	1	2	3
19:00	0	0	0	0	0
19:15	0	0	0	1	1
19:30	0	0	0	2	2
19:45	0	0	1	1	2
20:00	0	0	2	1	3
20:15	0	0	0	0	0
20:30	0	0	4	1	5
20:45	0	0	1	1	2
21:00	0	0	0	1	1
21:15	0	0	1	0	1
21:30	0	0	1	2	3
21:45	0	0	1	0	1
22:00	0	0	4	1	5
22:15	0	0	0	1	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	1	1	0	3	5
11:30	0	0	0	0	0
11:45	0	0	1	4	5
12:00	0	2	0	2	4
12:15	1	0	0	4	5
12:30	0	1	1	5	7
12:45	0	2	2	0	4
13:00	0	1	0	2	3
13:15	0	1	0	0	1
13:30	0	0	1	0	1
13:45	0	0	0	1	1
14:00	0	0	0	0	0
14:15	0	8	2	1	11
14:30	0	0	1	0	1
14:45	0	0	0	0	0
15:00	0	2	0	2	4
15:15	0	0	0	3	3
15:30	0	0	0	1	1
15:45	0	0	0	1	1
16:00	0	0	1	0	1
16:15	0	0	0	1	1
16:30	0	1	0	1	2
16:45	0	0	0	2	2
17:00	0	0	0	1	1
17:15	0	0	1	1	2
17:30	0	0	0	2	2
17:45	0	0	0	2	2
18:00	0	0	1	0	1
18:15	0	0	0	2	2
18:30	0	0	0	0	0
18:45	0	0	0	1	1
19:00	0	1	0	1	2
19:15	0	0	0	2	2
19:30	0	0	1	0	1
19:45	0	0	0	1	1
20:00	0	0	0	0	0
20:15	0	0	1	1	2
20:30	0	0	0	3	3
20:45	0	0	0	5	5
21:00	0	0	0	1	1
21:15	0	0	1	1	2
21:30	0	0	0	1	1
21:45	0	0	1	0	1
22:00	0	0	1	2	3
22:15	0	0	1	1	2

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 8
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	1	2	3
22:45	0	1	0	0	1
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	1	1
23:45	0	0	0	1	1
	4	24	48	95	171

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	1	0	1
	0	0	1	2	3
	0	0	0	4	4
	0	0	0	3	3
	0	0	1	0	1
	0	1	1	1	3
	2	36	38	94	170

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 9
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	1	0	0	0	1
3:45	1	0	0	0	1
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	2	0	0	0	2
5:00	1	0	0	0	1
5:15	4	0	0	0	4
5:30	4	0	0	0	4
5:45	33	0	0	0	33
6:00	2	0	0	0	2
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	1	0	0	0	1
7:00	1	0	0	0	1
7:15	0	0	0	0	0
7:30	2	0	0	0	2
7:45	1	0	0	0	1
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	1	0	0	0	1
0:45	0	0	0	0	0
1:00	0	0	1	0	1
1:15	0	0	0	0	0
1:30	0	0	2	0	2
1:45	0	0	0	0	0
2:00	0	0	1	0	1
2:15	0	0	1	0	1
2:30	0	0	3	0	3
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	2	0	0	0	2
3:30	25	0	0	0	25
3:45	13	0	0	0	13
4:00	8	0	0	0	8
4:15	4	0	0	0	4
4:30	0	0	0	0	0
4:45	3	0	0	0	3
5:00	2	0	0	0	2
5:15	4	0	0	0	4
5:30	2	0	0	0	2
5:45	0	0	0	0	0
6:00	2	0	0	0	2
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	1	0	0	0	1
7:00	0	0	0	0	0
7:15	2	0	0	0	2
7:30	4	0	0	0	4
7:45	0	0	0	0	0
8:00	1	0	0	0	1
8:15	1	0	0	0	1
8:30	0	0	0	0	0
8:45	1	0	0	0	1
9:00	0	0	0	0	0
9:15	2	0	0	0	2
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	1	0	0	0	1
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 9
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	3	0	0	0	3
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	1	0	0	0	1
16:15	9	0	0	0	9
16:30	16	0	0	0	16
16:45	8	0	0	0	8
17:00	4	0	0	0	4
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	2	0	0	0	2
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	3	0	0	0	3
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	3	0	0	0	3
	0	0	0	0	0
	3	0	0	0	3
	0	0	0	0	0
	2	0	0	0	2
	0	0	0	0	0
	2	0	0	0	2
	0	0	0	0	0
	2	0	0	0	2
	0	0	0	0	0
	2	0	0	0	2
	6	0	0	0	6
	41	0	0	0	41
	9	0	0	0	9
	8	0	0	0	8
	0	0	0	0	0
	2	0	0	0	2
	4	0	0	0	4
	2	0	0	0	2
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	2	0	0	0	2
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	3	0	0	0	3
	3	0	0	0	3
	1	0	0	0	1
	3	0	0	0	3
	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 9
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	96	0	0	0	96

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	2	0	0	0	2
	184	0	8	0	192

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 10
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	2	0	0	0	2
4:30	0	0	0	0	0
4:45	1	0	0	0	1
5:00	2	0	0	0	2
5:15	23	0	0	0	23
5:30	42	0	0	0	42
5:45	27	0	0	0	27
6:00	3	0	0	0	3
6:15	3	0	0	0	3
6:30	2	0	0	0	2
6:45	4	0	0	0	4
7:00	5	0	0	0	5
7:15	5	0	0	0	5
7:30	7	0	0	0	7
7:45	2	1	0	0	3
8:00	4	0	0	0	4
8:15	2	0	0	0	2
8:30	1	0	0	0	1
8:45	2	0	0	0	2
9:00	3	0	0	0	3
9:15	0	0	0	0	0
9:30	2	0	0	0	2
9:45	0	0	0	0	0
10:00	1	0	0	0	1
10:15	0	0	0	0	0
10:30	2	0	0	0	2
10:45	3	0	0	0	3
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	1	0	0	0	1
2:15	2	0	0	0	2
2:30	1	0	0	0	1
2:45	2	0	0	0	2
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	42	0	0	0	42
3:45	11	0	0	0	11
4:00	3	0	0	0	3
4:15	2	0	0	0	2
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	7	0	0	0	7
5:15	3	0	0	0	3
5:30	1	0	0	0	1
5:45	1	0	0	0	1
6:00	2	0	0	0	2
6:15	1	0	0	0	1
6:30	1	0	0	0	1
6:45	1	0	0	0	1
7:00	2	0	0	0	2
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	1	1	0	0	2
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	1	0	0	0	1
9:15	1	0	0	0	1
9:30	0	0	0	0	0
9:45	0	1	0	0	1
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	1	0	0	0	1
10:45	2	0	0	0	2
11:00	1	0	0	0	1

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 10
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	2	0	0	0	2
11:45	0	0	0	0	0
12:00	1	0	0	0	1
12:15	0	1	0	0	1
12:30	1	0	0	0	1
12:45	1	0	0	0	1
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	1	0	0	0	1
14:30	1	0	0	0	1
14:45	0	0	0	0	0
15:00	1	0	0	0	1
15:15	1	0	0	0	1
15:30	2	0	0	0	2
15:45	5	0	0	0	5
16:00	12	1	0	0	13
16:15	18	0	0	0	18
16:30	30	0	0	0	30
16:45	30	0	0	0	30
17:00	7	0	0	0	7
17:15	0	0	0	0	0
17:30	2	0	0	0	2
17:45	5	0	0	0	5
18:00	3	0	0	0	3
18:15	7	0	0	0	7
18:30	1	0	0	0	1
18:45	1	0	0	0	1
19:00	0	0	0	0	0
19:15	1	0	0	0	1
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	1	0	0	0	1
21:15	2	0	0	0	2
21:30	9	0	0	0	9
21:45	5	0	0	0	5
22:00	3	0	0	0	3
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	1	0	0	0	1
12:15	1	0	0	0	1
12:30	2	0	0	0	2
12:45	1	0	0	0	1
13:00	0	0	0	0	0
13:15	2	0	0	0	2
13:30	1	0	0	0	1
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	1	0	0	0	1
14:30	2	0	0	0	2
14:45	1	0	0	0	1
15:00	4	0	0	0	4
15:15	2	0	0	0	2
15:30	3	0	0	0	3
15:45	2	0	0	0	2
16:00	0	0	0	0	0
16:15	1	0	0	0	1
16:30	63	0	0	0	63
16:45	17	0	0	0	17
17:00	7	0	0	0	7
17:15	1	0	0	0	1
17:30	6	0	0	0	6
17:45	3	0	0	0	3
18:00	2	0	0	0	2
18:15	8	0	0	0	8
18:30	3	0	0	0	3
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	2	0	0	0	2
21:30	2	0	0	0	2
21:45	1	0	0	0	1
22:00	2	0	0	0	2
22:15	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 10
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	301	3	0	0	304

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	3	0	0	0	3
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	2	0	0	0	2
	237	2	0	0	239

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 TOTAL DRIVEWAYS
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	2	0	0	2	4
0:15	2	1	0	0	3
0:30	0	1	0	0	1
0:45	0	3	0	0	3
1:00	0	2	0	1	3
1:15	1	0	0	0	1
1:30	1	0	0	1	2
1:45	2	0	0	1	3
2:00	1	0	1	0	2
2:15	2	0	0	2	4
2:30	2	0	0	0	2
2:45	7	0	0	0	7
3:00	2	0	0	0	2
3:15	3	0	0	1	4
3:30	5	0	1	0	6
3:45	4	0	0	2	6
4:00	4	1	0	2	7
4:15	11	0	0	0	11
4:30	17	0	0	0	17
4:45	29	1	0	0	30
5:00	50	0	0	1	51
5:15	77	0	0	0	77
5:30	177	0	0	1	178
5:45	211	0	0	0	211
6:00	50	0	0	2	52
6:15	72	0	0	0	72
6:30	162	0	0	0	162
6:45	256	0	0	0	256
7:00	171	0	0	2	173
7:15	249	0	0	2	251
7:30	74	0	0	1	75
7:45	28	1	1	0	30
8:00	14	1	0	1	16
8:15	25	0	0	1	26
8:30	15	0	0	1	16
8:45	31	0	1	1	33
9:00	11	1	0	2	14
9:15	8	0	1	1	10
9:30	11	0	1	2	14
9:45	7	0	1	5	13
10:00	8	1	0	2	11
10:15	6	0	0	2	8
10:30	9	0	0	4	13
10:45	9	0	0	2	11
11:00	12	1	1	2	16

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	4	0	0	0	4
	3	0	0	0	3
	3	0	2	0	5
	2	0	0	0	2
	5	0	1	0	6
	2	0	0	0	2
	7	0	2	1	10
	0	0	0	0	0
	7	2	2	0	11
	9	4	1	1	15
	13	1	3	0	17
	6	0	0	2	8
	16	0	0	0	16
	4	1	0	2	7
	206	0	1	0	207
	99	0	0	0	99
	33	0	0	0	33
	43	0	0	0	43
	170	0	2	1	173
	44	0	0	2	46
	287	0	0	0	287
	99	0	1	0	100
	36	0	0	0	36
	11	0	0	0	11
	29	0	0	0	29
	20	0	0	1	21
	26	0	0	0	26
	25	0	0	0	25
	40	0	0	0	40
	41	0	1	0	42
	24	0	1	2	27
	9	1	2	1	13
	6	0	0	0	6
	14	0	1	1	16
	6	0	0	0	6
	9	0	0	1	10
	5	1	0	1	7
	8	0	0	2	10
	3	1	0	0	4
	5	2	1	0	8
	4	0	2	2	8
	9	0	1	0	10
	10	2	0	0	12
	11	0	1	0	12
	7	4	0	3	14

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 TOTAL DRIVEWAYS
 9/19/2017
 Tuesday

	ENTERING				TOTAL
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	
11:15	18	1	1	1	21
11:30	7	0	1	2	10
11:45	14	0	0	1	15
12:00	14	0	2	1	17
12:15	9	5	2	2	18
12:30	26	3	1	2	32
12:45	11	2	1	2	16
13:00	7	1	0	0	8
13:15	11	0	0	3	14
13:30	10	1	0	0	11
13:45	5	0	1	1	7
14:00	4	0	1	2	7
14:15	6	1	2	0	9
14:30	4	1	1	0	6
14:45	8	1	1	0	10
15:00	10	0	1	2	13
15:15	8	0	0	1	9
15:30	18	0	1	1	20
15:45	32	1	0	1	34
16:00	51	1	0	1	53
16:15	79	0	0	2	81
16:30	161	0	1	1	163
16:45	126	0	1	1	128
17:00	45	0	1	0	46
17:15	73	0	1	0	74
17:30	133	0	0	2	135
17:45	220	0	0	0	220
18:00	178	0	2	0	180
18:15	143	0	0	1	144
18:30	17	1	1	0	19
18:45	8	0	1	2	11
19:00	6	0	0	0	6
19:15	7	0	0	1	8
19:30	11	0	0	2	13
19:45	2	0	1	1	4
20:00	3	0	2	1	6
20:15	6	0	0	0	6
20:30	1	0	5	1	7
20:45	9	0	1	1	11
21:00	6	0	0	1	7
21:15	6	0	1	0	7
21:30	20	0	1	2	23
21:45	17	0	1	0	18
22:00	11	0	4	1	16
22:15	6	0	0	1	7

	EXITING				TOTAL
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	
11:15	10	1	1	3	15
11:30	18	0	0	0	18
11:45	36	0	1	4	41
12:00	9	2	0	2	13
12:15	32	1	1	4	38
12:30	23	1	1	5	30
12:45	15	2	2	0	19
13:00	12	2	0	2	16
13:15	6	1	0	0	7
13:30	20	1	1	0	22
13:45	1	0	0	1	2
14:00	15	0	0	0	15
14:15	6	9	2	1	18
14:30	23	0	1	0	24
14:45	16	1	0	0	17
15:00	26	2	0	2	30
15:15	17	0	0	3	20
15:30	32	0	0	1	33
15:45	22	1	0	1	24
16:00	31	0	1	0	32
16:15	31	0	0	1	32
16:30	278	1	0	1	280
16:45	93	0	0	2	95
17:00	67	0	0	1	68
17:15	65	0	1	1	67
17:30	229	0	0	2	231
17:45	108	0	0	2	110
18:00	311	0	1	0	312
18:15	144	0	0	2	146
18:30	52	0	0	0	52
18:45	19	0	0	1	20
19:00	16	1	0	1	18
19:15	13	0	0	2	15
19:30	7	0	1	0	8
19:45	7	0	0	1	8
20:00	3	0	0	0	3
20:15	3	0	1	1	5
20:30	7	0	0	3	10
20:45	9	0	0	5	14
21:00	10	0	0	1	11
21:15	11	0	1	1	13
21:30	10	0	0	1	11
21:45	5	1	1	0	7
22:00	18	0	1	2	21
22:15	9	0	1	1	11

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 TOTAL DRIVEWAYS
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	5	0	1	2	8
22:45	9	1	0	0	10
23:00	11	0	0	0	11
23:15	3	0	0	0	3
23:30	10	0	0	1	11
23:45	3	0	0	1	4
	3446	34	49	95	3624

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	29	0	1	0	30
22:45	8	0	1	2	11
23:00	9	0	0	4	13
23:15	18	0	0	3	21
23:30	10	0	1	0	11
23:45	11	1	1	1	14
	3400	47	48	94	3589

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 1
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	1	0	0	0	1
0:15	1	0	0	0	1
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	1	0	0	1
1:15	1	0	0	0	1
1:30	3	0	0	0	3
1:45	1	0	0	0	1
2:00	0	0	0	0	0
2:15	1	0	0	0	1
2:30	3	0	0	0	3
2:45	4	0	0	0	4
3:00	2	0	0	0	2
3:15	4	0	0	0	4
3:30	2	0	0	0	2
3:45	2	0	0	0	2
4:00	3	1	0	0	4
4:15	3	0	0	0	3
4:30	10	0	0	0	10
4:45	18	0	0	0	18
5:00	35	0	0	0	35
5:15	54	0	0	0	54
5:30	95	0	0	0	95
5:45	98	0	0	0	98
6:00	22	0	0	0	22
6:15	24	0	0	0	24
6:30	39	0	0	0	39
6:45	37	0	0	0	37
7:00	21	0	0	0	21
7:15	32	0	0	0	32
7:30	7	0	0	0	7
7:45	12	0	0	0	12
8:00	7	0	0	0	7
8:15	13	0	0	0	13
8:30	11	0	0	0	11
8:45	10	0	0	0	10
9:00	5	0	0	0	5
9:15	2	0	0	0	2
9:30	3	0	0	0	3
9:45	8	0	0	0	8
10:00	4	0	0	0	4
10:15	4	0	0	0	4
10:30	0	0	0	0	0
10:45	4	0	0	0	4
11:00	5	0	0	0	5

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	6	0	0	0	6
	1	0	0	0	1
	1	0	0	0	1
	4	0	0	0	4
	4	0	0	0	4
	0	0	0	0	0
	7	0	0	0	7
	6	0	0	0	6
	3	0	0	0	3
	6	0	0	0	6
	5	0	0	0	5
	2	0	0	0	2
	1	0	0	0	1
	7	0	0	0	7
	65	0	0	0	65
	30	0	0	0	30
	9	0	0	0	9
	11	0	0	0	11
	15	0	0	0	15
	7	0	0	0	7
	19	0	0	0	19
	5	0	0	0	5
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	1	0	0	0	1
	1	0	0	0	1
	1	0	0	0	1
	2	0	0	0	2
	2	0	0	0	2
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	3	0	0	0	3
	1	0	0	0	1
	1	0	0	0	1
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	2	0	0	0	2
	0	0	0	0	0
	2	0	0	0	2
	4	0	0	0	4
	1	0	0	0	1

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 1
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	5	0	0	0	5
11:30	1	0	0	0	1
11:45	2	0	0	0	2
12:00	4	0	0	0	4
12:15	5	0	0	0	5
12:30	6	0	0	0	6
12:45	4	0	0	0	4
13:00	0	0	0	0	0
13:15	2	0	0	0	2
13:30	2	0	0	0	2
13:45	1	0	0	0	1
14:00	4	0	0	0	4
14:15	4	0	0	0	4
14:30	4	0	0	0	4
14:45	5	0	0	0	5
15:00	2	0	0	0	2
15:15	4	0	0	0	4
15:30	11	0	0	0	11
15:45	19	0	0	0	19
16:00	17	0	0	0	17
16:15	55	0	0	0	55
16:30	69	0	0	0	69
16:45	53	0	0	0	53
17:00	30	0	0	0	30
17:15	43	0	0	0	43
17:30	42	0	0	0	42
17:45	39	0	0	0	39
18:00	55	0	0	0	55
18:15	39	0	0	0	39
18:30	9	0	0	0	9
18:45	7	0	0	0	7
19:00	0	0	0	0	0
19:15	8	1	0	0	9
19:30	6	0	0	0	6
19:45	1	0	0	0	1
20:00	4	0	0	0	4
20:15	0	0	0	0	0
20:30	1	0	0	0	1
20:45	4	0	0	0	4
21:00	2	0	0	0	2
21:15	5	1	0	0	6
21:30	7	0	0	0	7
21:45	7	0	0	0	7
22:00	1	0	0	0	1
22:15	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
1	0	0	0	0	1
6	0	0	0	0	6
0	0	0	0	0	0
2	0	0	0	0	2
1	0	0	0	0	1
6	0	0	0	0	6
8	0	0	0	0	8
9	0	0	0	0	9
2	0	0	0	0	2
4	1	0	0	0	5
2	0	0	0	0	2
0	0	0	0	0	0
4	0	0	0	0	4
7	0	0	0	0	7
3	0	0	0	0	3
5	0	0	0	0	5
2	0	0	0	0	2
1	0	0	0	0	1
5	0	0	0	0	5
5	0	0	0	0	5
4	0	0	0	0	4
23	0	0	0	0	23
10	0	0	0	0	10
5	0	0	0	0	5
9	0	0	0	0	9
11	0	0	0	0	11
5	0	0	0	0	5
7	0	0	0	0	7
10	0	0	0	0	10
3	0	0	0	0	3
2	0	0	0	0	2
1	0	0	0	0	1
1	0	0	0	0	1
3	0	0	0	0	3
0	0	0	0	0	0
1	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	1
2	0	0	0	0	2
7	0	0	0	0	7
2	0	0	0	0	2
4	0	0	0	0	4
2	0	0	0	0	2
4	0	0	0	0	4

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 1
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	5	0	0	0	5
22:45	7	0	0	0	7
23:00	6	0	0	0	6
23:15	2	0	0	0	2
23:30	2	0	0	0	2
23:45	1	0	0	0	1
	1224	4	0	0	1228

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	3	0	0	0	3
	2	0	0	0	2
	2	0	0	0	2
	3	0	0	0	3
	2	0	0	0	2
	3	0	0	0	3
	445	1	0	0	446

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 2
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	1	0	0	0	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	1	0	0	0	1
2:00	1	0	0	0	1
2:15	3	0	0	0	3
2:30	2	0	0	0	2
2:45	0	0	0	0	0
3:00	2	0	0	0	2
3:15	0	0	0	0	0
3:30	2	0	0	0	2
3:45	0	0	0	0	0
4:00	2	0	0	0	2
4:15	4	0	0	0	4
4:30	4	0	0	0	4
4:45	13	0	0	0	13
5:00	8	0	0	0	8
5:15	7	0	0	0	7
5:30	15	0	0	0	15
5:45	26	0	0	0	26
6:00	11	0	0	0	11
6:15	14	0	0	0	14
6:30	40	1	0	0	41
6:45	35	0	0	0	35
7:00	24	0	0	0	24
7:15	21	0	0	0	21
7:30	2	0	0	0	2
7:45	2	0	0	0	2
8:00	2	0	0	0	2
8:15	4	0	0	0	4
8:30	3	0	0	0	3
8:45	3	0	0	0	3
9:00	2	0	0	0	2
9:15	1	0	0	0	1
9:30	2	0	0	0	2
9:45	1	0	0	0	1
10:00	1	0	0	0	1
10:15	2	0	0	0	2
10:30	2	0	0	0	2
10:45	0	0	0	0	0
11:00	6	0	0	0	6

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	3	0	0	0	3
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	1	0	0	0	1
	5	0	0	0	5
	4	0	0	0	4
	5	0	0	0	5
	9	0	0	0	9
	6	0	0	0	6
	6	0	0	0	6
	3	0	0	0	3
	5	0	0	0	5
	42	0	0	0	42
	24	0	0	0	24
	10	0	0	0	10
	8	0	0	0	8
	44	0	0	0	44
	12	0	0	0	12
	62	0	0	0	62
	17	0	0	0	17
	4	0	0	0	4
	4	0	0	0	4
	2	0	0	0	2
	6	0	0	0	6
	7	0	0	0	7
	12	0	0	0	12
	12	0	0	0	12
	17	0	0	0	17
	5	0	0	0	5
	3	0	0	0	3
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	2	0	0	0	2
	3	0	0	0	3
	0	0	0	0	0
	0	0	0	0	0
	3	0	0	0	3
	0	0	0	0	0
	3	0	0	0	3
	7	0	0	0	7
	5	0	0	0	5
	2	0	0	0	2

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 2
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	1	0	0	0	1
11:30	2	0	0	0	2
11:45	1	0	0	0	1
12:00	4	0	0	0	4
12:15	2	0	0	0	2
12:30	1	0	0	0	1
12:45	1	2	0	0	3
13:00	1	0	0	0	1
13:15	2	0	0	0	2
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	2	0	0	0	2
14:30	1	0	0	0	1
14:45	2	0	0	0	2
15:00	0	0	0	0	0
15:15	2	0	0	0	2
15:30	1	0	0	0	1
15:45	4	0	0	0	4
16:00	7	0	0	0	7
16:15	9	0	0	0	9
16:30	31	0	0	0	31
16:45	16	0	0	0	16
17:00	4	0	0	0	4
17:15	19	0	0	0	19
17:30	37	0	0	0	37
17:45	25	0	0	0	25
18:00	29	0	0	0	29
18:15	24	0	0	0	24
18:30	2	0	0	0	2
18:45	1	0	0	0	1
19:00	2	0	0	0	2
19:15	1	0	0	0	1
19:30	1	0	0	0	1
19:45	0	0	0	0	0
20:00	2	0	0	0	2
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	3	0	0	0	3
21:45	4	0	0	0	4
22:00	1	0	0	0	1
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	4	0	0	0	4
	3	0	0	0	3
	5	0	0	0	5
	4	0	0	0	4
	1	0	0	0	1
	3	0	0	0	3
	12	0	0	0	12
	8	0	0	0	8
	2	0	0	0	2
	11	0	0	0	11
	3	0	0	0	3
	6	0	0	0	6
	5	0	0	0	5
	7	0	0	0	7
	6	0	0	0	6
	2	0	0	0	2
	7	0	0	0	7
	4	0	0	0	4
	6	0	0	0	6
	4	0	0	0	4
	8	0	0	0	8
	76	0	0	0	76
	24	0	0	0	24
	25	0	0	0	25
	18	0	0	0	18
	54	0	0	0	54
	19	0	0	0	19
	61	0	0	0	61
	24	0	0	0	24
	6	0	0	0	6
	4	0	0	0	4
	7	0	0	0	7
	2	0	0	0	2
	3	0	0	0	3
	3	0	0	0	3
	2	0	0	0	2
	2	0	0	0	2
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	5	0	0	0	5
	5	0	0	0	5
	3	0	0	0	3
	5	0	0	0	5
	1	0	0	0	1

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 2
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	2	0	0	0	2
22:45	4	0	0	0	4
23:00	2	0	0	0	2
23:15	2	0	0	0	2
23:30	1	0	0	0	1
23:45	0	0	0	0	0
	525	3	0	0	528

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	8	0	0	0	8
	2	0	0	0	2
	7	0	0	0	7
	8	0	0	0	8
	8	0	0	0	8
	8	0	0	0	8
	869	0	0	0	869

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 3
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	1	0	0	0	1
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	1	0	0	0	1
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	4	0	0	0	4
4:45	4	0	0	0	4
5:00	2	0	0	0	2
5:15	2	0	0	0	2
5:30	2	0	0	0	2
5:45	4	0	0	0	4
6:00	8	0	0	0	8
6:15	13	0	0	0	13
6:30	34	0	0	0	34
6:45	38	0	0	0	38
7:00	24	0	0	0	24
7:15	21	0	0	0	21
7:30	5	0	0	0	5
7:45	0	0	0	0	0
8:00	1	0	0	0	1
8:15	2	0	0	0	2
8:30	5	0	0	0	5
8:45	1	0	0	0	1
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	1	0	0	0	1
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
1	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	1
2	0	0	0	0	2
0	0	0	0	0	0
2	0	0	0	0	2
0	0	0	0	0	0
0	0	0	0	0	0
2	0	0	0	0	2
7	0	0	0	0	7
0	0	0	0	0	0
4	0	0	0	0	4
2	1	0	0	0	3
12	0	0	0	0	12
10	0	0	0	0	10
2	0	0	0	0	2
1	0	0	0	0	1
42	0	0	0	0	42
16	0	0	0	0	16
72	0	0	0	0	72
11	0	0	0	0	11
7	0	0	0	0	7
1	0	0	0	0	1
2	0	0	0	0	2
7	1	0	0	0	8
3	0	0	0	0	3
4	0	0	0	0	4
2	0	0	0	0	2
6	0	0	0	0	6
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	1
4	0	0	0	0	4
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	1
0	0	0	0	0	0
1	0	0	0	0	1
0	0	0	0	0	0
2	0	0	0	0	2

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 3
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	2	0	0	0	2
11:45	0	0	0	0	0
12:00	2	0	0	0	2
12:15	1	0	0	0	1
12:30	1	0	0	0	1
12:45	0	0	0	0	0
13:00	3	0	0	0	3
13:15	1	0	0	0	1
13:30	1	0	0	0	1
13:45	1	0	0	0	1
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	1	0	0	0	1
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	2	0	0	0	2
15:45	0	0	0	0	0
16:00	2	0	0	0	2
16:15	1	0	0	0	1
16:30	2	0	0	0	2
16:45	8	0	0	0	8
17:00	2	0	0	0	2
17:15	8	0	0	0	8
17:30	20	0	0	0	20
17:45	21	0	0	0	21
18:00	25	0	0	0	25
18:15	15	0	0	0	15
18:30	4	0	0	0	4
18:45	1	0	0	0	1
19:00	4	0	0	0	4
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	1	0	0	0	1
21:15	0	0	0	0	0
21:30	2	0	0	0	2
21:45	4	0	0	0	4
22:00	0	0	0	0	0
22:15	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	4	0	0	0	4
	4	0	0	0	4
	0	0	0	0	0
	0	0	0	0	0
	2	0	0	0	2
	3	0	0	0	3
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	3	0	0	0	3
	0	0	0	0	0
	3	0	0	0	3
	3	0	0	0	3
	0	0	0	0	0
	6	0	0	0	6
	3	0	0	0	3
	4	0	0	0	4
	2	0	0	0	2
	34	0	0	0	34
	10	0	0	0	10
	2	0	0	0	2
	3	0	0	0	3
	32	0	0	0	32
	8	0	0	0	8
	31	0	0	0	31
	12	0	0	0	12
	2	0	0	0	2
	6	0	0	0	6
	2	0	0	0	2
	4	0	0	0	4
	2	0	0	0	2
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	3	0	0	0	3
	0	0	0	0	0
	1	0	0	0	1
	1	0	0	0	1
	1	0	0	0	1

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 3
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	3	0	0	0	3
23:00	2	0	0	0	2
23:15	0	0	0	0	0
23:30	2	0	0	0	2
23:45	2	0	0	0	2
	319	0	0	0	319

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	2	0	0	0	2
	2	0	0	0	2
	0	0	0	0	0
	6	0	0	0	6
	1	0	0	0	1
	0	0	0	0	0
	435	2	0	0	437

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 4
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	1	0	0	0	1
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	1	0	0	0	1
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	1	0	0	0	1
4:45	1	0	0	0	1
5:00	1	0	0	0	1
5:15	0	0	0	0	0
5:30	2	0	0	0	2
5:45	0	0	0	0	0
6:00	5	1	0	0	6
6:15	3	0	0	0	3
6:30	11	0	0	0	11
6:45	37	0	0	0	37
7:00	57	0	0	0	57
7:15	71	0	0	0	71
7:30	32	0	0	0	32
7:45	10	0	0	0	10
8:00	4	0	0	0	4
8:15	8	0	0	0	8
8:30	2	0	0	0	2
8:45	5	0	0	0	5
9:00	3	0	0	0	3
9:15	1	0	0	0	1
9:30	0	0	0	0	0
9:45	2	0	0	0	2
10:00	0	0	0	0	0
10:15	1	0	0	0	1
10:30	2	0	0	0	2
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
1	0	0	0	0	1
1	0	0	0	0	1
0	0	0	0	0	0
3	0	0	0	0	3
2	0	0	0	0	2
1	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
8	0	0	0	0	8
6	0	0	0	0	6
2	0	0	0	0	2
3	0	0	0	0	3
4	0	0	0	0	4
8	0	0	0	0	8
11	0	0	0	0	11
7	0	0	0	0	7
8	0	0	0	0	8
38	0	0	0	0	38
12	0	0	0	0	12
63	0	0	0	0	63
27	0	0	0	0	27
2	0	0	0	0	2
3	1	0	0	0	4
1	0	0	0	0	1
2	0	0	0	0	2
4	0	0	0	0	4
6	0	0	0	0	6
7	0	0	1	0	8
6	0	0	0	0	6
4	0	0	0	0	4
0	0	0	0	0	0
2	0	0	0	0	2
1	0	0	0	0	1
3	0	0	0	0	3
2	0	0	0	0	2
0	0	0	0	0	0
1	0	0	0	0	1
2	0	0	0	0	2
3	0	0	0	0	3
1	0	0	0	0	1
3	0	0	0	0	3
1	0	0	0	0	1
4	0	0	0	0	4
2	0	0	0	0	2

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 4
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	1	0	0	0	1
11:30	1	0	0	0	1
11:45	1	0	0	0	1
12:00	0	0	0	0	0
12:15	2	0	0	0	2
12:30	1	0	0	0	1
12:45	1	0	0	0	1
13:00	2	0	0	0	2
13:15	2	0	0	0	2
13:30	0	0	0	0	0
13:45	1	0	0	0	1
14:00	1	0	0	0	1
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	1	0	0	0	1
15:00	0	0	0	0	0
15:15	1	0	0	0	1
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	2	0	0	0	2
16:15	2	0	0	0	2
16:30	2	0	0	0	2
16:45	1	0	0	0	1
17:00	4	0	0	0	4
17:15	3	0	0	0	3
17:30	9	0	0	0	9
17:45	19	0	0	0	19
18:00	11	0	0	0	11
18:15	18	0	0	0	18
18:30	4	0	0	0	4
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	1	0	0	0	1
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	3	0	0	0	3
	12	1	0	0	13
	6	0	0	0	6
	6	0	0	0	6
	4	0	0	0	4
	6	0	0	0	6
	3	0	0	0	3
	10	0	0	0	10
	6	0	0	0	6
	3	0	0	0	3
	1	0	0	0	1
	2	0	0	0	2
	2	0	0	0	2
	2	0	0	0	2
	2	0	0	0	2
	4	0	0	0	4
	3	0	0	0	3
	4	0	0	0	4
	1	0	0	0	1
	9	0	0	0	9
	3	0	0	0	3
	16	0	0	0	16
	25	0	0	0	25
	16	0	0	0	16
	19	0	0	0	19
	105	0	0	0	105
	49	0	0	0	49
	124	0	0	0	124
	43	0	0	0	43
	22	0	0	0	22
	5	0	0	0	5
	3	0	0	0	3
	2	0	0	0	2
	5	0	0	0	5
	2	0	0	0	2
	3	0	0	0	3
	1	0	0	0	1
	4	0	0	0	4
	1	0	0	0	1
	0	1	0	0	1
	3	0	0	0	3
	3	0	0	0	3
	4	0	0	0	4
	0	0	0	0	0
	1	1	0	0	2

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 4
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	2	0	0	0	2
23:00	2	0	0	0	2
23:15	2	0	0	0	2
23:30	1	0	0	0	1
23:45	1	0	0	0	1
	360	1	0	0	361

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	15	0	0	0	15
	5	0	0	0	5
	2	0	0	0	2
	5	0	0	0	5
	5	0	0	0	5
	9	0	0	0	9
	854	4	0	1	859

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 5
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	1	0	0	0	1
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	1	0	0	0	1
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	1	0	0	0	1
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	1	0	0	0	1
4:00	0	0	0	0	0
4:15	2	0	0	0	2
4:30	4	0	0	0	4
4:45	2	0	0	0	2
5:00	8	0	0	0	8
5:15	9	0	0	0	9
5:30	8	0	0	0	8
5:45	28	1	0	0	29
6:00	9	0	0	0	9
6:15	10	0	0	0	10
6:30	25	0	0	0	25
6:45	39	0	0	0	39
7:00	19	0	0	1	20
7:15	16	0	0	0	16
7:30	5	0	0	0	5
7:45	6	0	0	0	6
8:00	1	0	0	0	1
8:15	2	0	0	0	2
8:30	1	0	0	0	1
8:45	5	0	0	0	5
9:00	0	0	0	0	0
9:15	3	0	0	0	3
9:30	0	0	0	0	0
9:45	1	0	0	0	1
10:00	0	0	0	0	0
10:15	1	0	0	0	1
10:30	1	0	0	0	1
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	1	0	0	0	1
2:00	0	0	0	0	0
2:15	2	0	0	0	2
2:30	2	0	0	0	2
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	6	0	0	0	6
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	2	0	0	0	2
4:45	0	0	0	0	0
5:00	10	0	0	0	10
5:15	3	0	0	0	3
5:30	3	0	0	0	3
5:45	0	0	0	0	0
6:00	3	0	0	0	3
6:15	2	0	0	0	2
6:30	1	0	0	0	1
6:45	1	0	0	0	1
7:00	2	0	0	0	2
7:15	2	0	0	0	2
7:30	1	0	0	0	1
7:45	1	0	0	0	1
8:00	0	0	0	0	0
8:15	2	0	0	0	2
8:30	1	0	0	0	1
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 5
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	4	0	1	0	5
11:30	1	0	0	0	1
11:45	0	0	0	0	0
12:00	2	0	0	0	2
12:15	2	0	0	0	2
12:30	1	0	0	0	1
12:45	2	0	0	0	2
13:00	2	0	0	0	2
13:15	1	0	0	0	1
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	1	0	0	0	1
14:30	1	0	0	0	1
14:45	2	0	0	0	2
15:00	2	0	0	0	2
15:15	1	0	0	0	1
15:30	2	0	0	0	2
15:45	2	0	0	0	2
16:00	6	0	0	0	6
16:15	9	0	0	0	9
16:30	28	0	0	0	28
16:45	19	0	0	0	19
17:00	14	0	0	0	14
17:15	9	0	0	0	9
17:30	27	0	0	0	27
17:45	28	0	0	0	28
18:00	28	0	0	0	28
18:15	34	0	0	0	34
18:30	7	0	0	0	7
18:45	4	0	0	0	4
19:00	3	0	0	0	3
19:15	0	0	0	0	0
19:30	2	0	0	0	2
19:45	0	0	0	0	0
20:00	2	0	0	0	2
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	1	0	0	0	1
21:00	1	0	0	0	1
21:15	0	0	0	0	0
21:30	4	0	0	0	4
21:45	2	0	0	0	2
22:00	2	0	0	0	2
22:15	5	0	0	0	5

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	6	0	0	0	6
	2	0	0	0	2
	1	0	0	0	1
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	2	0	0	0	2
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	3	0	0	0	3
	1	0	0	0	1
	2	0	0	0	2
	0	0	0	0	0
	5	0	0	0	5
	7	0	0	0	7
	2	0	0	0	2
	0	0	0	0	0
	18	0	0	0	18
	13	0	0	0	13
	12	0	0	0	12
	6	0	0	0	6
	3	0	0	0	3
	0	0	0	0	0
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	2	0	0	0	2
	1	0	0	0	1
	1	0	0	0	1

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 5
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	1	0	0	0	1
22:45	2	0	0	0	2
23:00	0	0	0	0	0
23:15	4	0	0	0	4
23:30	1	0	0	0	1
23:45	1	0	0	0	1
	479	1	1	1	482

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	3	0	0	0	3
	1	0	0	0	1
	146	0	0	0	146

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 6
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	1	0	0	0	1
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	1	0	0	0	1
5:45	1	0	0	0	1
6:00	0	0	0	0	0
6:15	1	0	0	0	1
6:30	1	0	0	0	1
6:45	8	0	0	0	8
7:00	22	0	0	0	22
7:15	38	0	0	0	38
7:30	12	0	0	0	12
7:45	4	0	0	0	4
8:00	5	0	0	0	5
8:15	3	0	0	0	3
8:30	1	0	0	0	1
8:45	2	0	0	0	2
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	1	0	0	0	1
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	1	0	0	0	1
1:00	1	0	0	0	1
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	3	0	0	0	3
2:30	2	0	0	0	2
2:45	1	0	0	0	1
3:00	0	0	0	0	0
3:15	1	0	0	0	1
3:30	2	0	0	0	2
3:45	2	0	0	0	2
4:00	0	0	0	0	0
4:15	3	0	0	0	3
4:30	11	0	0	0	11
4:45	5	0	0	0	5
5:00	25	0	0	0	25
5:15	18	0	0	0	18
5:30	1	0	0	0	1
5:45	0	0	0	0	0
6:00	1	0	0	0	1
6:15	1	0	0	0	1
6:30	3	0	0	0	3
6:45	3	0	0	0	3
7:00	2	0	0	0	2
7:15	1	0	0	0	1
7:30	2	0	0	0	2
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	3	0	0	0	3
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	1	0	0	0	1
10:15	2	0	0	0	2
10:30	1	0	0	0	1
10:45	1	0	0	0	1
11:00	1	0	0	0	1

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 6
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	1	0	0	0	1
11:45	0	0	0	0	0
12:00	1	0	0	0	1
12:15	4	0	0	0	4
12:30	1	0	0	0	1
12:45	0	0	0	0	0
13:00	2	0	0	0	2
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	1	0	0	0	1
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	1	0	0	0	1
15:45	2	0	0	0	2
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	3	0	0	0	3
16:45	1	0	0	0	1
17:00	0	0	0	0	0
17:15	3	0	0	0	3
17:30	5	0	0	0	5
17:45	9	0	0	0	9
18:00	7	0	0	0	7
18:15	12	0	0	0	12
18:30	2	0	0	0	2
18:45	2	0	0	0	2
19:00	2	0	0	0	2
19:15	1	0	0	0	1
19:30	0	0	0	0	0
19:45	1	0	0	0	1
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	2	0	0	0	2
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	3	0	0	0	3
	1	0	0	0	1
	2	0	0	0	2
	2	0	0	0	2
	1	0	0	0	1
	1	0	0	0	1
	2	0	0	0	2
	0	0	0	0	0
	2	0	0	0	2
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	4	0	0	0	4
	2	0	0	0	2
	2	0	0	0	2
	4	0	0	0	4
	1	0	0	0	1
	2	0	0	0	2
	4	0	0	0	4
	2	0	0	0	2
	12	0	0	0	12
	5	0	0	0	5
	3	0	0	0	3
	7	0	0	0	7
	22	0	0	0	22
	12	0	0	0	12
	65	0	0	0	65
	33	0	0	0	33
	5	0	0	0	5
	1	0	0	0	1
	5	0	0	0	5
	3	0	0	0	3
	2	0	0	0	2
	0	0	0	0	0
	2	0	0	0	2
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	2	0	0	0	2
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	2	0	0	0	2

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 6
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	1	0	0	0	1
23:30	2	0	0	0	2
23:45	0	0	0	0	0
	169	0	0	0	169

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	6	0	0	0	6
	5	0	0	0	5
	2	0	0	0	2
	331	0	0	0	331

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 7
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 8
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	5	0	0	5
0:45	0	1	1	0	2
1:00	0	0	0	1	1
1:15	0	0	0	1	1
1:30	0	1	0	2	3
1:45	0	0	0	1	1
2:00	0	0	0	1	1
2:15	0	0	0	1	1
2:30	0	0	1	0	1
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	1	1
4:15	0	0	1	0	1
4:30	0	0	0	0	0
4:45	0	0	1	0	1
5:00	0	0	0	1	1
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	1	1
6:45	0	0	0	1	1
7:00	1	0	1	3	5
7:15	0	0	0	0	0
7:30	0	0	1	1	2
7:45	0	0	0	0	0
8:00	0	0	1	2	3
8:15	0	0	1	0	1
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	1	0	1
9:15	0	0	0	3	3
9:30	0	0	0	2	2
9:45	0	1	1	2	4
10:00	0	0	0	1	1
10:15	1	0	3	1	5
10:30	0	0	0	1	1
10:45	0	0	1	2	3
11:00	0	2	4	2	8

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	1	0	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	1	0	1
1:15	0	0	0	0	0
1:30	0	0	0	1	1
1:45	0	0	1	0	1
2:00	0	3	0	0	3
2:15	0	2	1	0	3
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	1	1
3:15	0	0	0	2	2
3:30	0	0	1	0	1
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	1	0	1
4:30	0	0	0	2	2
4:45	0	0	0	1	1
5:00	0	0	0	0	0
5:15	0	0	1	1	2
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	1	0	1
7:15	0	1	2	0	3
7:30	0	0	0	0	0
7:45	0	0	2	1	3
8:00	0	0	0	1	1
8:15	0	0	1	1	2
8:30	0	0	1	0	1
8:45	0	0	0	1	1
9:00	1	0	0	0	1
9:15	0	0	0	1	1
9:30	0	0	0	1	1
9:45	0	0	1	0	1
10:00	0	0	0	1	1
10:15	0	1	1	1	3
10:30	1	0	0	1	2
10:45	0	0	1	1	2
11:00	0	1	1	2	4

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 8
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	0	1	3	4
11:45	1	1	1	2	5
12:00	1	0	3	1	5
12:15	0	0	0	0	0
12:30	0	0	0	4	4
12:45	0	4	0	1	5
13:00	0	3	2	2	7
13:15	0	0	1	0	1
13:30	0	3	0	1	4
13:45	0	0	0	1	1
14:00	1	0	0	1	2
14:15	0	0	1	1	2
14:30	1	0	0	0	1
14:45	0	1	0	1	2
15:00	0	0	0	2	2
15:15	0	0	0	0	0
15:30	0	0	1	1	2
15:45	0	0	1	1	2
16:00	0	0	0	0	0
16:15	0	0	1	0	1
16:30	0	0	0	2	2
16:45	0	0	1	2	3
17:00	0	1	0	1	2
17:15	0	0	1	0	1
17:30	0	0	0	2	2
17:45	0	0	2	1	3
18:00	0	0	1	0	1
18:15	0	0	0	2	2
18:30	0	0	0	1	1
18:45	0	0	0	1	1
19:00	0	0	0	2	2
19:15	0	0	0	0	0
19:30	0	0	0	1	1
19:45	0	0	0	0	0
20:00	0	0	1	1	2
20:15	0	0	0	1	1
20:30	0	0	0	1	1
20:45	1	0	0	0	1
21:00	0	0	0	1	1
21:15	0	0	0	3	3
21:30	0	0	1	1	2
21:45	0	0	0	0	0
22:00	0	0	1	1	2
22:15	0	0	3	1	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	2	3	5
	0	1	0	1	2
	0	0	0	3	3
	0	1	1	1	3
	1	2	0	7	10
	0	0	1	1	2
	0	0	1	1	2
	0	0	2	0	2
	0	0	1	1	2
	0	1	0	1	2
	1	3	0	0	4
	0	4	0	0	4
	0	0	0	1	1
	1	0	0	0	1
	0	0	1	1	2
	0	2	0	3	5
	0	1	0	2	3
	0	0	1	0	1
	0	0	0	0	0
	0	0	0	1	1
	0	0	0	1	1
	0	0	0	1	1
	1	0	1	1	3
	0	0	1	2	3
	0	0	0	0	0
	0	0	0	4	4
	0	0	0	1	1
	0	0	1	1	2
	0	0	2	0	2
	0	0	0	0	0
	0	0	0	0	0
	0	0	1	0	1
	0	0	0	0	0
	0	0	0	1	1
	0	0	0	0	0
	0	0	1	0	1
	0	0	0	6	6
	0	0	0	1	1
	0	0	0	1	1
	0	0	1	0	1
	0	0	0	0	0
	0	0	1	1	2
	0	0	1	1	2

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 8
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	2	0	2
22:45	0	1	0	1	2
23:00	0	1	0	0	1
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	7	25	43	79	154

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	1	1
	0	0	2	0	2
	0	0	1	4	5
	0	0	0	1	1
	0	0	0	2	2
	0	0	0	0	0
	6	23	43	77	149

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 9
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	1	0	0	0	1
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	1	0	0	0	1
4:45	0	0	0	0	0
5:00	2	0	0	0	2
5:15	7	0	0	0	7
5:30	8	0	0	0	8
5:45	47	0	0	0	47
6:00	2	0	0	0	2
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	2	0	0	0	2
7:00	0	0	0	0	0
7:15	1	0	0	0	1
7:30	1	0	0	0	1
7:45	1	0	0	0	1
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	1	0	0	0	1
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	1	0	0	0	1
0:30	0	0	0	0	0
0:45	2	0	0	0	2
1:00	2	0	0	0	2
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	1	0	0	0	1
2:30	1	0	0	0	1
2:45	1	0	0	0	1
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	30	0	0	0	30
3:45	10	0	0	0	10
4:00	3	0	0	0	3
4:15	5	0	0	0	5
4:30	2	0	0	0	2
4:45	0	0	0	0	0
5:00	1	0	0	0	1
5:15	2	0	0	0	2
5:30	1	0	0	0	1
5:45	1	0	0	0	1
6:00	4	0	0	0	4
6:15	1	0	0	0	1
6:30	0	0	0	0	0
6:45	1	0	0	0	1
7:00	1	0	0	0	1
7:15	0	0	0	0	0
7:30	1	0	0	0	1
7:45	1	0	0	0	1
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	1	0	0	0	1
10:30	2	0	0	0	2
10:45	1	0	0	0	1
11:00	1	0	0	0	1

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 9
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	1	0	0	0	1
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	1	0	0	0	1
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	2	0	0	0	2
16:15	14	0	0	0	14
16:30	12	0	0	0	12
16:45	16	0	0	0	16
17:00	1	0	0	0	1
17:15	2	0	0	0	2
17:30	1	0	0	0	1
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	1	0	0	0	1
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
1	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	1
0	0	0	0	0	0
1	0	0	1	0	2
2	0	0	0	0	2
1	0	0	0	0	1
0	0	0	0	0	0
1	0	0	0	0	1
0	0	0	0	0	0
2	0	0	0	0	2
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
2	0	0	0	0	2
0	0	0	0	0	0
1	0	0	0	0	1
3	0	0	0	0	3
44	0	0	0	0	44
22	0	0	0	0	22
6	0	0	0	0	6
2	0	0	0	0	2
3	0	0	0	0	3
1	0	0	0	0	1
3	0	0	0	0	3
0	0	0	0	0	0
1	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	1
5	0	0	0	0	5
0	0	0	0	0	0
2	0	0	0	0	2
0	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 9
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	1	0	0	0	1
23:45	0	0	0	0	0
	128	0	0	0	128

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	2	0	0	0	2
	2	0	0	0	2
	188	0	0	1	189

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 10
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	2	0	0	0	2
3:45	1	0	0	0	1
4:00	1	0	0	0	1
4:15	1	0	0	0	1
4:30	3	0	0	0	3
4:45	3	0	0	0	3
5:00	7	0	0	0	7
5:15	46	0	0	0	46
5:30	52	0	0	0	52
5:45	33	0	0	0	33
6:00	5	0	0	0	5
6:15	1	0	0	0	1
6:30	2	0	0	0	2
6:45	5	0	0	0	5
7:00	5	0	0	0	5
7:15	4	0	0	0	4
7:30	4	0	0	0	4
7:45	1	0	0	0	1
8:00	1	0	0	0	1
8:15	0	0	0	0	0
8:30	1	0	0	0	1
8:45	2	0	0	0	2
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	1	0	0	0	1
9:45	2	0	0	0	2
10:00	0	0	0	0	0
10:15	1	0	0	0	1
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	2	0	0	0	2

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	2	0	0	0	2
1:45	0	0	0	0	0
2:00	2	0	0	0	2
2:15	0	0	0	0	0
2:30	2	0	0	0	2
2:45	0	0	0	0	0
3:00	1	0	0	0	1
3:15	2	0	0	0	2
3:30	35	0	0	0	35
3:45	17	0	0	0	17
4:00	3	0	0	0	3
4:15	4	0	0	0	4
4:30	1	0	0	0	1
4:45	2	0	0	0	2
5:00	5	0	0	0	5
5:15	4	0	0	0	4
5:30	0	0	0	0	0
5:45	1	0	0	0	1
6:00	2	0	0	0	2
6:15	0	0	0	0	0
6:30	3	0	0	0	3
6:45	0	0	0	0	0
7:00	3	0	0	0	3
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	1	0	0	0	1
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	1	0	0	0	1
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	1	0	0	0	1
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 10
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	1	0	0	0	1
11:30	2	0	0	0	2
11:45	1	0	0	0	1
12:00	0	0	0	0	0
12:15	1	0	0	0	1
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	1	0	0	0	1
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	1	0	0	0	1
15:30	3	0	0	0	3
15:45	10	0	0	0	10
16:00	7	0	0	0	7
16:15	15	0	0	0	15
16:30	29	0	0	0	29
16:45	36	0	0	0	36
17:00	12	0	0	0	12
17:15	5	0	0	0	5
17:30	1	0	0	0	1
17:45	5	0	0	0	5
18:00	8	0	0	0	8
18:15	3	0	0	0	3
18:30	1	0	0	0	1
18:45	2	0	0	0	2
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	1	0	0	0	1
21:00	1	0	0	0	1
21:15	3	0	0	0	3
21:30	2	0	0	0	2
21:45	2	0	0	0	2
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	3	0	0	0	3
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	6	0	0	0	6
	2	0	0	0	2
	2	0	0	0	2
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	3	0	0	0	3
	10	0	0	0	10
	7	0	0	0	7
	15	0	0	0	15
	29	0	0	0	29
	36	0	0	0	36
	12	0	0	0	12
	5	0	0	0	5
	1	0	0	0	1
	5	0	0	0	5
	8	0	0	0	8
	3	0	0	0	3
	1	0	0	0	1
	2	0	0	0	2
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	5	0	0	0	5
	2	0	0	0	2
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 10
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	1	0	0	0	1
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	341	0	0	0	341

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	1	0	0	0	1
	3	0	0	0	3
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	264	0	0	0	264

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 TOTAL DRIVEWAYS
 9/20/2017
 Wednesday

	ENTERING				TOTAL
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	
0:00	2	0	0	0	2
0:15	1	0	0	0	1
0:30	2	5	0	0	7
0:45	0	1	1	0	2
1:00	0	1	0	1	2
1:15	1	0	0	1	2
1:30	3	1	0	2	6
1:45	3	0	0	1	4
2:00	1	0	0	1	2
2:15	5	0	0	1	6
2:30	7	0	1	0	8
2:45	4	0	0	0	4
3:00	4	0	0	0	4
3:15	4	0	0	0	4
3:30	7	0	0	0	7
3:45	6	0	0	0	6
4:00	6	1	0	1	8
4:15	10	0	1	0	11
4:30	27	0	0	0	27
4:45	41	0	1	0	42
5:00	63	0	0	1	64
5:15	125	0	0	0	125
5:30	183	0	0	0	183
5:45	237	1	0	0	238
6:00	62	1	0	0	63
6:15	66	0	0	0	66
6:30	152	1	0	1	154
6:45	201	0	0	1	202
7:00	173	0	1	4	178
7:15	204	0	0	0	204
7:30	68	0	1	1	70
7:45	36	0	0	0	36
8:00	21	0	1	2	24
8:15	32	0	1	0	33
8:30	24	0	0	0	24
8:45	28	0	0	0	28
9:00	10	0	1	0	11
9:15	7	0	0	3	10
9:30	7	0	0	2	9
9:45	15	1	1	2	19
10:00	5	0	0	1	6
10:15	11	0	3	1	15
10:30	5	0	0	1	6
10:45	7	0	1	2	10
11:00	15	2	4	2	23

	EXITING				TOTAL
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	
11	0	1	0	12	
4	0	0	0	4	
2	0	0	0	2	
11	0	0	0	11	
12	0	1	0	13	
2	0	0	0	2	
16	0	0	1	17	
11	0	1	0	12	
10	3	0	0	13	
31	2	1	0	34	
31	0	0	0	31	
12	0	0	0	12	
12	0	0	1	13	
21	1	0	2	24	
194	0	1	0	195	
110	0	0	0	110	
34	0	0	0	34	
40	0	1	0	41	
155	0	0	2	157	
54	0	0	1	55	
257	0	0	0	257	
87	0	1	1	89	
18	0	0	0	18	
10	1	0	0	11	
16	0	0	0	16	
20	1	0	0	21	
22	0	0	0	22	
28	0	0	0	28	
31	0	1	1	33	
34	1	2	0	37	
14	0	0	0	14	
5	0	2	1	8	
4	0	0	1	5	
8	0	1	1	10	
10	0	1	0	11	
5	0	0	1	6	
6	0	0	0	6	
2	0	0	1	3	
3	0	0	1	4	
7	0	1	0	8	
4	0	0	1	5	
11	1	1	1	14	
14	0	0	1	15	
16	0	1	1	18	
9	1	1	2	13	

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 TOTAL DRIVEWAYS
 9/20/2017
 Wednesday

	ENTERING				TOTAL
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	
11:15	12	0	1	0	13
11:30	10	0	1	3	14
11:45	6	1	1	2	10
12:00	14	0	3	1	18
12:15	17	0	0	0	17
12:30	12	0	0	4	16
12:45	8	6	0	1	15
13:00	10	3	2	2	17
13:15	8	0	1	0	9
13:30	4	3	0	1	8
13:45	3	0	0	1	4
14:00	6	0	0	1	7
14:15	7	0	1	1	9
14:30	10	0	0	0	10
14:45	10	1	0	1	12
15:00	4	0	0	2	6
15:15	9	0	0	0	9
15:30	20	0	1	1	22
15:45	37	0	1	1	39
16:00	43	0	0	0	43
16:15	105	0	1	0	106
16:30	176	0	0	2	178
16:45	150	0	1	2	153
17:00	67	1	0	1	69
17:15	92	0	1	0	93
17:30	142	0	0	2	144
17:45	146	0	2	1	149
18:00	163	0	1	0	164
18:15	145	0	0	2	147
18:30	29	0	0	1	30
18:45	17	0	0	1	18
19:00	11	0	0	2	13
19:15	11	1	0	0	12
19:30	9	0	0	1	10
19:45	3	0	0	0	3
20:00	8	0	1	1	10
20:15	0	0	0	1	1
20:30	1	0	0	1	2
20:45	7	0	0	0	7
21:00	5	0	0	1	6
21:15	10	1	0	3	14
21:30	18	0	1	1	20
21:45	19	0	0	0	19
22:00	4	0	1	1	6
22:15	8	0	3	1	12

	EXITING				TOTAL
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	
9	0	2	3	14	
31	2	0	1	34	
22	0	0	3	25	
16	1	1	1	19	
12	2	0	7	21	
25	0	1	1	27	
31	0	1	2	34	
34	0	2	0	36	
11	0	1	1	13	
22	1	1	0	24	
8	1	0	1	10	
13	3	0	0	16	
14	4	0	0	18	
23	0	0	1	24	
17	0	0	0	17	
17	0	1	1	19	
17	2	0	3	22	
24	1	0	2	27	
28	0	1	0	29	
36	0	0	0	36	
37	0	0	1	38	
239	0	0	1	240	
139	0	0	1	140	
72	0	1	1	74	
63	0	1	2	66	
246	0	0	0	246	
112	0	0	4	116	
311	0	0	1	312	
131	0	1	1	133	
43	0	2	0	45	
20	0	0	0	20	
19	0	0	0	19	
13	0	1	0	14	
15	0	0	0	15	
6	0	0	1	7	
12	0	0	0	12	
4	0	1	0	5	
6	0	1	0	7	
4	0	0	6	10	
3	1	0	1	5	
26	0	0	1	27	
18	0	1	0	19	
15	0	0	0	15	
11	0	1	1	13	
11	1	1	1	14	

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 TOTAL DRIVEWAYS
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	9	0	2	0	11
22:45	18	1	0	1	20
23:00	12	1	0	0	13
23:15	11	0	0	0	11
23:30	10	0	0	0	10
23:45	5	0	0	0	5
	3552	34	44	80	3710

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	30	0	0	1	31
	15	0	2	0	17
	12	0	1	4	17
	29	0	0	1	30
	27	0	0	2	29
	25	0	0	0	25
	3538	30	43	79	3690

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 1
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	2	0	0	0	2
0:30	1	0	0	0	1
0:45	2	0	0	0	2
1:00	0	0	0	0	0
1:15	1	0	0	0	1
1:30	1	0	0	0	1
1:45	2	0	0	0	2
2:00	1	1	0	0	2
2:15	1	0	0	0	1
2:30	1	0	0	0	1
2:45	1	0	0	0	1
3:00	3	0	0	0	3
3:15	0	0	0	0	0
3:30	3	0	0	0	3
3:45	2	0	0	0	2
4:00	2	1	0	0	3
4:15	7	0	0	0	7
4:30	4	0	0	0	4
4:45	11	0	0	0	11
5:00	25	0	0	0	25
5:15	42	0	0	0	42
5:30	95	0	0	0	95
5:45	95	0	0	0	95
6:00	25	0	0	0	25
6:15	23	0	0	0	23
6:30	33	0	0	0	33
6:45	46	0	0	0	46
7:00	27	0	0	0	27
7:15	26	0	0	0	26
7:30	7	0	0	0	7
7:45	4	0	0	0	4
8:00	9	0	0	0	9
8:15	11	1	0	0	12
8:30	7	0	0	0	7
8:45	6	0	0	0	6
9:00	4	0	0	0	4
9:15	1	0	0	0	1
9:30	1	0	0	0	1
9:45	7	0	0	0	7
10:00	0	1	0	0	1
10:15	2	0	0	0	2
10:30	5	0	0	0	5
10:45	7	0	0	0	7
11:00	5	0	0	0	5

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
1	0	0	0	0	1
3	0	0	0	0	3
2	0	0	0	0	2
1	0	0	0	0	1
1	0	0	0	0	1
5	0	0	0	0	5
3	0	0	0	0	3
1	0	0	0	0	1
3	0	0	0	0	3
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	1
6	0	0	0	0	6
2	0	0	0	0	2
68	0	0	0	0	68
30	0	0	0	0	30
14	0	0	0	0	14
13	0	0	0	0	13
16	0	0	0	0	16
6	0	0	0	0	6
18	0	0	0	0	18
4	0	0	0	0	4
1	0	0	0	0	1
0	0	0	0	0	0
6	0	0	0	0	6
2	0	0	0	0	2
1	0	0	0	0	1
2	0	0	0	0	2
0	0	0	0	0	0
2	0	0	0	0	2
1	0	0	0	0	1
0	0	0	0	0	0
1	0	0	0	0	1
0	0	0	0	0	0
5	0	0	0	0	5
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
2	0	0	0	0	2
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	1
7	0	0	0	0	7
0	0	0	0	0	0
1	0	0	0	0	1

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 1
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	6	0	0	0	6
11:30	3	0	0	0	3
11:45	6	0	0	0	6
12:00	4	0	0	0	4
12:15	3	0	0	0	3
12:30	4	0	0	0	4
12:45	6	1	0	0	7
13:00	1	0	0	0	1
13:15	4	0	0	0	4
13:30	3	0	0	0	3
13:45	1	0	0	0	1
14:00	2	0	0	0	2
14:15	0	0	0	0	0
14:30	1	0	0	0	1
14:45	6	0	0	0	6
15:00	6	0	0	0	6
15:15	7	0	0	0	7
15:30	12	0	0	0	12
15:45	3	0	0	0	3
16:00	3	0	0	0	3
16:15	0	0	0	0	0
16:30	74	0	0	0	74
16:45	44	0	0	0	44
17:00	24	0	0	0	24
17:15	33	0	0	0	33
17:30	45	0	0	0	45
17:45	41	0	0	0	41
18:00	57	0	0	0	57
18:15	36	0	0	0	36
18:30	5	0	0	0	5
18:45	4	0	0	0	4
19:00	1	0	0	0	1
19:15	1	0	0	0	1
19:30	1	0	0	0	1
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	1	0	0	0	1
20:30	0	0	0	0	0
20:45	1	0	0	0	1
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	1	0	0	0	1
21:45	1	0	0	0	1
22:00	0	0	0	0	0
22:15	4	0	0	0	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	4	0	0	0	4
	7	0	0	0	7
	1	0	0	0	1
	2	0	0	0	2
	0	0	0	0	0
	5	0	0	0	5
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	3	1	0	0	4
	2	0	0	0	2
	4	0	0	0	4
	1	1	0	0	2
	7	0	0	0	7
	1	0	0	0	1
	5	0	0	0	5
	4	0	0	0	4
	10	0	0	0	10
	3	0	0	0	3
	3	0	0	0	3
	0	0	0	0	0
	39	0	0	0	39
	13	0	0	0	13
	9	0	0	0	9
	5	0	0	0	5
	11	0	0	0	11
	5	0	0	0	5
	3	0	0	0	3
	3	0	0	0	3
	5	0	0	0	5
	1	0	0	0	1
	1	0	0	0	1
	2	0	0	0	2
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	4	0	0	0	4
	8	0	0	0	8

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 1
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	1	0	0	0	1
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	1	0	0	0	1
23:30	2	0	0	0	2
23:45	1	0	0	0	1
	1018	5	0	0	1023

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	2	0	0	0	2
	0	0	0	0	0
	411	2	0	0	413

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 2
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	1	0	0	0	1
0:30	1	0	0	0	1
0:45	0	0	0	0	0
1:00	1	0	0	0	1
1:15	0	0	0	0	0
1:30	1	0	0	0	1
1:45	1	0	0	0	1
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	1	0	0	0	1
3:00	1	0	0	0	1
3:15	1	0	0	0	1
3:30	3	0	0	0	3
3:45	2	0	0	0	2
4:00	4	0	0	0	4
4:15	1	0	0	0	1
4:30	2	0	0	0	2
4:45	10	0	0	0	10
5:00	9	1	0	0	10
5:15	5	0	0	0	5
5:30	10	0	0	0	10
5:45	24	0	0	0	24
6:00	12	0	0	0	12
6:15	13	0	0	0	13
6:30	58	0	0	0	58
6:45	39	0	0	0	39
7:00	19	0	0	0	19
7:15	14	0	0	0	14
7:30	4	0	0	0	4
7:45	1	0	0	0	1
8:00	0	0	0	0	0
8:15	5	0	0	0	5
8:30	2	0	0	0	2
8:45	2	0	0	0	2
9:00	1	0	0	0	1
9:15	0	0	0	0	0
9:30	1	0	0	0	1
9:45	1	0	0	0	1
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	1	0	0	0	1
10:45	0	0	0	0	0
11:00	2	0	0	0	2

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
7	0	0	0	7	
5	0	0	0	5	
5	0	0	0	5	
0	0	0	0	0	
3	0	0	0	3	
3	0	0	0	3	
6	0	0	0	6	
2	0	0	0	2	
5	1	0	0	6	
5	0	0	0	5	
10	0	0	0	10	
3	0	0	0	3	
7	0	0	0	7	
2	0	0	0	2	
51	0	0	0	51	
25	0	0	0	25	
11	0	0	0	11	
9	0	0	0	9	
42	0	0	0	42	
13	0	0	0	13	
67	0	0	0	67	
15	0	0	0	15	
13	0	0	0	13	
4	0	0	0	4	
8	0	0	0	8	
4	0	0	0	4	
7	0	0	0	7	
11	0	0	0	11	
16	0	0	0	16	
20	0	0	0	20	
7	0	0	0	7	
1	0	0	0	1	
3	0	0	0	3	
0	0	0	0	0	
0	0	0	0	0	
1	0	0	0	1	
1	0	0	0	1	
1	0	0	0	1	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
2	0	0	0	2	
4	0	0	0	4	

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 2
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	2	0	0	0	2
11:30	2	0	0	0	2
11:45	2	0	0	0	2
12:00	2	0	0	0	2
12:15	3	0	0	0	3
12:30	3	1	0	0	4
12:45	1	0	0	0	1
13:00	4	1	0	0	5
13:15	1	0	0	0	1
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	4	0	0	0	4
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	1	0	0	0	1
15:00	0	0	0	0	0
15:15	2	0	0	0	2
15:30	5	0	0	0	5
15:45	11	0	0	0	11
16:00	31	0	0	0	31
16:15	62	0	0	0	62
16:30	24	0	0	0	24
16:45	16	0	0	0	16
17:00	3	0	0	0	3
17:15	17	0	0	0	17
17:30	29	0	0	0	29
17:45	36	0	0	0	36
18:00	36	0	0	0	36
18:15	28	0	0	0	28
18:30	6	0	0	0	6
18:45	0	1	0	0	1
19:00	3	0	0	0	3
19:15	4	0	0	0	4
19:30	0	0	0	0	0
19:45	1	0	0	0	1
20:00	5	0	0	0	5
20:15	2	0	0	0	2
20:30	2	0	0	0	2
20:45	0	0	0	0	0
21:00	3	0	0	0	3
21:15	4	0	0	0	4
21:30	10	0	0	0	10
21:45	17	0	0	0	17
22:00	4	0	0	0	4
22:15	4	0	0	0	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
2	0	0	0	0	2
3	0	0	0	0	3
2	0	0	0	0	2
2	1	0	0	0	3
6	0	0	0	0	6
2	0	0	0	0	2
2	1	0	0	0	3
3	0	0	0	0	3
0	0	0	0	0	0
5	0	0	0	0	5
4	1	0	0	0	5
2	0	0	0	0	2
4	0	0	0	0	4
3	0	0	0	0	3
2	0	0	0	0	2
5	0	0	0	0	5
9	0	0	0	0	9
11	0	0	0	0	11
8	0	0	0	0	8
12	0	0	0	0	12
10	0	0	0	0	10
85	0	0	0	0	85
31	0	0	0	0	31
11	0	0	0	0	11
19	0	0	0	0	19
56	0	0	0	0	56
30	0	0	0	0	30
60	0	0	0	0	60
29	0	0	0	0	29
10	0	0	0	0	10
11	0	0	0	0	11
3	0	0	0	0	3
2	0	0	0	0	2
0	0	0	0	0	0
0	0	0	0	0	0
3	0	0	0	0	3
1	0	0	0	0	1
1	0	0	0	0	1
0	0	0	0	0	0
2	0	0	0	0	2
7	0	0	0	0	7
8	0	0	0	0	8
5	0	0	0	0	5
8	0	0	0	0	8
2	0	0	0	0	2

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 2
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	1	0	0	0	1
22:45	9	1	0	0	10
23:00	1	0	0	0	1
23:15	4	0	0	0	4
23:30	5	0	0	0	5
23:45	8	0	0	0	8
	671	5	0	0	676

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	6	0	0	0	6
	6	0	0	0	6
	4	0	0	0	4
	11	0	0	0	11
	5	0	0	0	5
	5	0	0	0	5
	917	4	0	0	921

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 3
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	1	0	0	0	1
0:15	0	0	0	0	0
0:30	1	0	0	0	1
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	2	0	0	0	2
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	1	0	0	0	1
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	3	0	0	0	3
4:45	5	0	0	0	5
5:00	3	0	0	0	3
5:15	2	0	0	0	2
5:30	0	0	0	0	0
5:45	2	0	0	0	2
6:00	6	0	0	0	6
6:15	9	0	0	0	9
6:30	25	0	0	0	25
6:45	43	0	0	0	43
7:00	19	0	0	0	19
7:15	12	0	0	0	12
7:30	4	0	0	0	4
7:45	3	0	0	0	3
8:00	2	0	0	0	2
8:15	3	0	0	0	3
8:30	2	0	0	0	2
8:45	3	0	0	0	3
9:00	1	0	0	0	1
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	1	0	0	0	1
10:00	1	0	0	0	1
10:15	0	0	0	0	0
10:30	1	0	0	0	1
10:45	0	0	0	0	0
11:00	2	0	0	0	2

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	2	0	0	0	2
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	4	0	0	0	4
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	1	0	0	0	1
2:30	1	0	0	0	1
2:45	1	0	0	0	1
3:00	4	0	0	0	4
3:15	1	0	0	0	1
3:30	17	0	0	0	17
3:45	13	0	0	0	13
4:00	3	0	0	0	3
4:15	1	0	0	0	1
4:30	26	0	0	0	26
4:45	6	0	0	0	6
5:00	38	0	0	0	38
5:15	14	0	0	0	14
5:30	5	0	0	0	5
5:45	2	0	0	0	2
6:00	3	0	0	0	3
6:15	0	0	0	0	0
6:30	4	0	0	0	4
6:45	4	0	0	0	4
7:00	3	0	0	0	3
7:15	2	0	0	0	2
7:30	3	0	0	0	3
7:45	0	0	0	0	0
8:00	1	0	0	0	1
8:15	1	0	0	0	1
8:30	0	0	0	0	0
8:45	2	0	0	0	2
9:00	0	0	0	0	0
9:15	1	0	0	0	1
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	1	0	0	0	1
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	2	0	0	0	2
11:00	1	0	0	0	1

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 3
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	1	0	0	0	1
12:00	2	0	0	0	2
12:15	1	0	0	0	1
12:30	1	0	0	0	1
12:45	3	0	0	0	3
13:00	4	0	0	0	4
13:15	2	0	0	0	2
13:30	1	0	0	0	1
13:45	0	0	0	0	0
14:00	1	0	0	0	1
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	1	0	0	0	1
15:15	1	0	0	0	1
15:30	1	0	0	0	1
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	7	0	0	0	7
16:45	4	0	0	0	4
17:00	7	0	0	0	7
17:15	12	0	0	0	12
17:30	17	0	0	0	17
17:45	13	0	0	0	13
18:00	16	0	0	0	16
18:15	21	0	0	0	21
18:30	1	0	0	0	1
18:45	1	0	0	0	1
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	1	0	0	0	1
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	1	0	0	0	1
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	2	0	0	0	2
	1	0	0	0	1
	0	0	0	0	0
	5	0	0	0	5
	0	0	0	0	0
	2	0	0	0	2
	0	0	0	0	0
	2	0	0	0	2
	1	0	0	0	1
	0	0	0	0	0
	5	0	0	0	5
	7	0	0	0	7
	2	0	0	0	2
	1	0	0	0	1
	0	0	0	0	0
	28	0	0	0	28
	7	0	0	0	7
	5	0	0	0	5
	8	0	0	0	8
	55	0	0	0	55
	16	0	0	0	16
	30	0	0	0	30
	16	0	0	0	16
	3	0	0	0	3
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 3
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	1	0	0	0	1
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	277	0	0	0	277

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	2	0	0	0	2
	1	0	0	0	1
	0	0	0	0	0
	370	0	0	0	370

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 4
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	1	0	0	0	1
0:30	0	0	0	0	0
0:45	1	0	0	0	1
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	2	0	0	0	2
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	1	0	0	0	1
5:45	0	0	0	0	0
6:00	3	0	0	0	3
6:15	9	0	0	0	9
6:30	16	0	0	0	16
6:45	45	0	0	0	45
7:00	59	0	0	0	59
7:15	103	0	0	0	103
7:30	28	0	0	0	28
7:45	7	0	0	0	7
8:00	7	0	0	0	7
8:15	5	0	0	0	5
8:30	4	0	0	0	4
8:45	4	0	0	0	4
9:00	2	0	0	0	2
9:15	0	0	0	0	0
9:30	1	0	0	0	1
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	5	0	0	0	5
0:15	1	0	0	0	1
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	1	0	0	0	1
1:15	1	0	0	0	1
1:30	3	0	0	0	3
1:45	0	0	0	0	0
2:00	5	0	0	0	5
2:15	5	1	0	0	6
2:30	6	0	0	0	6
2:45	1	0	0	0	1
3:00	2	0	0	0	2
3:15	1	0	0	0	1
3:30	9	0	0	0	9
3:45	9	0	0	0	9
4:00	1	0	0	0	1
4:15	4	0	0	0	4
4:30	57	0	0	0	57
4:45	10	0	0	0	10
5:00	59	0	0	0	59
5:15	30	0	0	0	30
5:30	8	0	0	0	8
5:45	3	0	0	0	3
6:00	0	0	0	0	0
6:15	3	0	0	0	3
6:30	1	0	0	0	1
6:45	11	0	0	0	11
7:00	5	0	0	0	5
7:15	8	0	0	0	8
7:30	6	0	0	0	6
7:45	2	0	0	0	2
8:00	1	0	0	0	1
8:15	1	0	0	0	1
8:30	0	0	0	0	0
8:45	2	0	0	0	2
9:00	1	0	0	0	1
9:15	2	0	0	0	2
9:30	1	0	0	0	1
9:45	2	0	0	0	2
10:00	1	0	0	0	1
10:15	1	0	0	0	1
10:30	3	0	0	0	3
10:45	1	0	0	0	1
11:00	2	0	0	0	2

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 4
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	1	0	0	0	1
11:30	0	0	0	0	0
11:45	2	0	0	0	2
12:00	2	0	0	0	2
12:15	0	0	0	0	0
12:30	5	0	0	0	5
12:45	1	0	0	0	1
13:00	0	0	0	0	0
13:15	1	0	0	0	1
13:30	1	0	0	0	1
13:45	1	0	0	0	1
14:00	1	0	0	0	1
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	2	0	0	0	2
15:15	1	0	0	0	1
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	3	0	0	0	3
16:15	1	0	0	0	1
16:30	2	0	0	0	2
16:45	1	0	0	0	1
17:00	8	0	0	0	8
17:15	4	0	0	0	4
17:30	11	0	0	0	11
17:45	13	0	0	0	13
18:00	9	0	0	0	9
18:15	15	0	0	0	15
18:30	2	0	0	0	2
18:45	1	0	0	0	1
19:00	0	0	0	0	0
19:15	1	0	0	0	1
19:30	0	0	0	0	0
19:45	2	0	0	0	2
20:00	1	0	0	0	1
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	1	0	0	0	1
21:15	2	0	0	0	2
21:30	0	0	0	0	0
21:45	2	0	0	0	2
22:00	1	0	0	0	1
22:15	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	3	0	0	0	3
	3	0	0	0	3
	5	0	0	0	5
	4	0	0	0	4
	14	0	0	0	14
	4	0	0	0	4
	6	0	0	0	6
	2	0	0	0	2
	3	0	0	0	3
	3	0	0	0	3
	4	0	0	0	4
	2	0	0	0	2
	2	0	0	0	2
	3	0	0	0	3
	2	0	0	0	2
	11	0	0	0	11
	15	0	0	0	15
	8	0	0	0	8
	14	0	0	0	14
	8	0	0	0	8
	5	0	0	0	5
	18	1	0	0	19
	21	0	0	0	21
	16	0	0	0	16
	14	0	0	0	14
	100	0	0	0	100
	31	0	0	0	31
	110	0	0	0	110
	38	0	0	0	38
	15	0	0	0	15
	3	0	0	0	3
	7	0	0	0	7
	3	0	0	0	3
	2	0	0	0	2
	1	0	0	0	1
	2	0	0	0	2
	1	0	0	0	1
	2	0	0	0	2
	1	0	0	0	1
	5	0	0	0	5
	1	0	0	0	1
	4	0	0	0	4
	1	0	0	0	1
	5	0	0	0	5
	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 4
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	2	0	0	0	2
22:45	6	0	0	0	6
23:00	1	0	0	0	1
23:15	2	0	0	0	2
23:30	2	0	0	0	2
23:45	1	0	0	0	1
	412	0	0	0	412

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	5	0	0	0	5
	8	0	0	0	8
	10	0	0	0	10
	19	0	0	0	19
	6	0	0	0	6
	9	0	0	0	9
	854	2	0	0	856

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 5
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	1	0	0	0	1
2:30	1	0	0	0	1
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	1	0	0	0	1
4:00	0	0	0	0	0
4:15	3	0	0	0	3
4:30	2	0	0	0	2
4:45	1	0	0	0	1
5:00	4	0	0	0	4
5:15	6	0	0	0	6
5:30	10	0	0	0	10
5:45	25	0	0	0	25
6:00	9	0	0	0	9
6:15	9	0	0	0	9
6:30	21	0	0	0	21
6:45	53	0	0	0	53
7:00	12	0	0	0	12
7:15	20	0	0	0	20
7:30	4	0	0	0	4
7:45	5	0	0	0	5
8:00	1	0	0	0	1
8:15	0	0	0	0	0
8:30	1	0	0	0	1
8:45	1	0	0	0	1
9:00	0	0	0	0	0
9:15	1	0	0	0	1
9:30	0	0	0	0	0
9:45	1	0	0	0	1
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	2	0	0	0	2
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	1	0	0	0	1
1:45	1	0	0	0	1
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	1	0	0	0	1
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	1	0	0	0	1
3:30	0	0	0	0	0
3:45	1	0	0	0	1
4:00	1	0	0	0	1
4:15	0	0	0	0	0
4:30	2	0	0	0	2
4:45	0	0	0	0	0
5:00	5	0	0	0	5
5:15	3	0	0	0	3
5:30	0	0	0	0	0
5:45	1	0	0	0	1
6:00	0	0	0	0	0
6:15	2	0	0	0	2
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	1	0	0	0	1
7:15	1	0	0	0	1
7:30	0	0	0	0	0
7:45	1	0	0	0	1
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	2	0	0	0	2
8:45	0	0	0	0	0
9:00	2	0	0	0	2
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	1	0	0	0	1
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 5
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	2	0	0	0	2
11:30	0	0	0	0	0
11:45	1	0	0	0	1
12:00	3	0	0	0	3
12:15	2	0	0	0	2
12:30	4	0	0	0	4
12:45	1	0	0	0	1
13:00	3	0	0	0	3
13:15	3	0	0	0	3
13:30	0	0	0	0	0
13:45	1	0	0	0	1
14:00	0	0	0	0	0
14:15	1	0	0	0	1
14:30	1	0	0	0	1
14:45	0	0	0	0	0
15:00	3	0	0	0	3
15:15	2	0	0	0	2
15:30	2	0	0	0	2
15:45	1	0	0	0	1
16:00	7	0	0	0	7
16:15	6	0	0	0	6
16:30	17	0	0	0	17
16:45	21	0	0	0	21
17:00	5	0	0	0	5
17:15	21	0	0	0	21
17:30	24	0	0	0	24
17:45	26	0	0	0	26
18:00	30	0	0	0	30
18:15	26	0	0	0	26
18:30	3	0	0	0	3
18:45	2	0	0	0	2
19:00	1	0	0	0	1
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	2	0	0	0	2
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	2	0	0	0	2
	0	0	0	0	0
	2	0	0	0	2
	2	0	0	0	2
	2	0	0	0	2
	3	0	0	0	3
	0	0	0	0	0
	5	0	0	0	5
	11	0	0	0	11
	4	0	0	0	4
	2	0	0	0	2
	13	0	0	0	13
	6	0	0	0	6
	15	0	0	0	15
	8	0	0	0	8
	6	0	0	0	6
	2	0	0	0	2
	3	0	0	0	3
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 5
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	411	0	0	0	411

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	118	0	0	0	118

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 6
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	1	0	0	0	1
0:30	1	0	0	0	1
0:45	0	0	0	0	0
1:00	1	0	0	0	1
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	1	0	0	0	1
5:45	3	0	0	0	3
6:00	3	0	0	0	3
6:15	0	0	0	0	0
6:30	6	0	0	0	6
6:45	13	0	0	0	13
7:00	17	0	0	0	17
7:15	46	0	0	0	46
7:30	8	0	0	0	8
7:45	2	0	0	0	2
8:00	3	0	0	0	3
8:15	2	0	0	0	2
8:30	2	0	0	0	2
8:45	1	0	0	0	1
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	1	0	0	0	1
10:15	0	0	0	0	0
10:30	3	0	0	0	3
10:45	1	0	0	0	1
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	2	0	0	0	2
	1	0	0	0	1
	3	0	0	0	3
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	3	0	0	0	3
	0	0	0	0	0
	1	0	0	0	1
	2	0	0	0	2
	2	0	0	0	2
	0	0	0	0	0
	0	0	0	0	0
	7	0	0	0	7
	3	0	0	0	3
	22	0	0	0	22
	14	0	0	0	14
	5	0	0	0	5
	1	0	0	0	1
	3	0	0	0	3
	0	0	0	0	0
	1	0	0	0	1
	1	0	0	0	1
	2	0	0	0	2
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 6
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	1	0	0	0	1
12:15	2	0	0	0	2
12:30	0	0	0	0	0
12:45	1	0	0	0	1
13:00	0	0	0	0	0
13:15	1	0	0	0	1
13:30	0	0	0	0	0
13:45	1	0	0	0	1
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	1	0	0	0	1
15:45	0	0	0	0	0
16:00	1	0	0	0	1
16:15	1	0	0	0	1
16:30	3	0	0	0	3
16:45	1	0	0	0	1
17:00	0	0	0	0	0
17:15	2	0	0	0	2
17:30	4	0	0	0	4
17:45	7	0	0	0	7
18:00	5	0	0	0	5
18:15	7	0	0	0	7
18:30	0	0	0	0	0
18:45	3	0	0	0	3
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	1	0	0	0	1
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
1	0	0	0	0	1
5	0	0	0	0	5
2	0	0	0	0	2
2	0	0	0	0	2
1	0	0	0	0	1
4	0	0	0	0	4
2	0	0	0	0	2
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	1
1	0	0	0	0	1
1	0	0	0	0	1
0	0	0	0	0	0
2	0	0	0	0	2
0	0	0	0	0	0
2	0	0	0	0	2
7	0	0	0	0	7
5	0	0	0	0	5
6	0	0	0	0	6
8	0	0	0	0	8
3	0	0	0	0	3
12	0	0	0	0	12
5	0	0	0	0	5
7	0	0	0	0	7
10	0	0	0	0	10
24	0	0	0	0	24
15	0	0	0	0	15
51	0	0	0	0	51
18	0	0	0	0	18
9	0	0	0	0	9
5	0	0	0	0	5
0	0	0	0	0	0
1	0	0	0	0	1
2	0	0	0	0	2
0	0	0	0	0	0
3	0	0	0	0	3
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
2	0	0	0	0	2
0	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 6
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	157	0	0	0	157

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	5	0	0	0	5
	0	0	0	0	0
	1	0	0	0	1
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	307	0	0	0	307

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 7
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 8
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	1	1
0:15	0	0	0	0	0
0:30	0	1	0	3	4
0:45	0	5	0	0	5
1:00	0	0	1	2	3
1:15	0	0	0	1	1
1:30	0	0	0	0	0
1:45	0	0	0	1	1
2:00	0	0	3	0	3
2:15	0	0	1	1	2
2:30	0	0	0	1	1
2:45	0	0	0	0	0
3:00	0	0	0	1	1
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	2	2
4:00	0	0	0	0	0
4:15	0	0	0	1	1
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	1	1
5:30	0	0	1	1	2
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	1	1	2
7:15	0	0	0	0	0
7:30	0	0	0	1	1
7:45	0	0	0	3	3
8:00	0	0	1	0	1
8:15	2	0	2	1	5
8:30	0	0	1	0	1
8:45	1	0	1	0	2
9:00	1	0	0	1	2
9:15	0	0	0	1	1
9:30	0	0	0	0	0
9:45	0	0	0	1	1
10:00	0	0	0	6	6
10:15	0	1	1	5	7
10:30	1	0	2	2	5
10:45	0	2	0	1	3
11:00	0	1	1	2	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	1	0	1
0:30	0	0	1	0	1
0:45	1	0	1	0	2
1:00	0	0	1	1	2
1:15	0	0	0	0	0
1:30	0	0	1	0	1
1:45	0	0	0	0	0
2:00	0	0	1	0	1
2:15	0	6	1	0	7
2:30	0	0	2	2	4
2:45	0	0	0	0	0
3:00	0	0	1	1	2
3:15	0	0	0	2	2
3:30	0	0	0	1	1
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	1	0	0	0	1
4:30	0	0	0	0	0
4:45	0	0	1	3	4
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	1	1
6:00	0	0	1	0	1
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	1	1	2
7:30	0	0	0	0	0
7:45	0	0	0	1	1
8:00	0	0	1	2	3
8:15	0	0	0	1	1
8:30	0	0	0	2	2
8:45	1	0	0	0	1
9:00	1	0	0	1	2
9:15	0	0	0	1	1
9:30	1	0	0	0	1
9:45	0	0	0	1	1
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	1	0	2	0	3
10:45	2	0	0	3	5
11:00	0	3	1	3	7

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 8
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	1	3	4
11:30	1	1	0	1	3
11:45	0	0	2	3	5
12:00	0	0	2	0	2
12:15	0	1	0	1	2
12:30	0	0	0	0	0
12:45	0	4	1	1	6
13:00	0	1	0	1	2
13:15	0	0	0	0	0
13:30	1	0	0	1	2
13:45	0	0	2	0	2
14:00	1	0	0	3	4
14:15	0	1	0	2	3
14:30	0	0	1	0	1
14:45	0	0	1	1	2
15:00	0	0	1	1	2
15:15	0	0	0	2	2
15:30	0	0	1	3	4
15:45	0	0	0	2	2
16:00	0	0	1	1	2
16:15	0	0	0	0	0
16:30	0	0	1	1	2
16:45	0	0	0	3	3
17:00	0	0	0	2	2
17:15	0	0	0	0	0
17:30	0	0	1	0	1
17:45	0	0	0	1	1
18:00	0	0	0	0	0
18:15	0	0	0	1	1
18:30	0	0	0	1	1
18:45	0	0	1	3	4
19:00	0	0	1	0	1
19:15	0	0	1	1	2
19:30	0	0	0	2	2
19:45	0	0	2	0	2
20:00	0	0	0	1	1
20:15	0	0	1	0	1
20:30	0	0	0	2	2
20:45	0	0	1	2	3
21:00	0	0	2	0	2
21:15	0	0	1	1	2
21:30	0	0	0	0	0
21:45	0	0	0	2	2
22:00	0	0	3	0	3
22:15	0	0	1	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	1	1	3	5
	0	0	1	1	2
	0	1	1	5	7
	0	1	3	1	5
	0	1	1	4	6
	0	0	1	3	4
	0	0	2	0	2
	0	0	0	2	2
	0	0	0	1	1
	0	0	0	2	2
	1	0	0	0	1
	0	6	0	1	7
	1	0	0	0	1
	0	0	2	2	4
	0	0	0	0	0
	0	1	0	2	3
	0	1	0	3	4
	1	0	1	0	2
	0	0	1	1	2
	0	0	1	2	3
	0	0	2	1	3
	0	0	0	3	3
	0	0	0	1	1
	0	0	0	0	0
	0	0	0	1	1
	0	0	0	2	2
	0	0	1	1	2
	0	0	1	3	4
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	2	2
	0	0	0	0	0
	0	0	2	0	2
	0	0	0	2	2
	0	0	3	1	4
	0	0	0	2	2
	0	0	0	0	0
	0	0	1	2	3
	0	0	0	2	2
	0	0	0	2	2
	0	0	1	0	1
	0	0	0	0	0
	0	0	0	1	1
	0	0	1	1	2
	0	0	0	1	1

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 8
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	1	0	2	3
23:00	0	0	1	0	1
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	1	1
	8	19	46	93	166

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	1	1
	0	0	0	3	3
	0	0	0	5	5
	0	0	0	1	1
	0	0	0	1	1
	0	0	0	0	0
	11	21	44	99	175

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 9
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	1	0	0	0	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	1	0	0	0	1
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	3	0	0	0	3
5:00	2	0	0	0	2
5:15	19	0	0	0	19
5:30	16	0	0	0	16
5:45	3	0	0	0	3
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	1	0	0	0	1
7:00	3	0	0	0	3
7:15	1	0	0	0	1
7:30	3	0	0	0	3
7:45	2	0	0	0	2
8:00	1	0	0	0	1
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	1	0	0	0	1
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	1	0	0	0	1
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	1	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	1	0	0	0	1
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	2	0	0	0	2
1:15	2	0	0	0	2
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	1	0	0	0	1
2:45	0	0	0	0	0
3:00	5	0	0	0	5
3:15	22	0	0	0	22
3:30	8	0	0	0	8
3:45	4	0	0	0	4
4:00	3	0	0	0	3
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	1	0	0	0	1
5:00	1	0	0	0	1
5:15	1	0	0	0	1
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	1	0	0	0	1
7:00	1	0	0	0	1
7:15	2	0	0	0	2
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	1	0	0	0	1
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	1	0	0	0	1
9:15	0	0	0	0	0
9:30	0	1	0	0	1
9:45	1	0	0	0	1
10:00	0	0	0	0	0
10:15	2	0	0	0	2
10:30	2	0	0	0	2
10:45	0	0	0	0	0
11:00	1	0	0	0	1

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 9
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	1	0	0	0	1
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	1	0	0	0	1
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	3	0	0	0	3
16:15	9	0	0	0	9
16:30	4	0	0	0	4
16:45	1	0	0	0	1
17:00	1	0	0	0	1
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
1	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
3	0	0	0	0	3
1	0	0	0	0	1
3	0	0	0	0	3
0	0	0	0	0	0
4	0	0	0	0	4
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
7	0	0	0	0	7
27	0	0	0	0	27
8	0	0	0	0	8
2	0	0	0	0	2
2	0	0	0	0	2
1	0	0	0	0	1
2	0	0	0	0	2
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	1
1	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
3	0	0	0	0	3
0	0	0	0	0	0
0	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 9
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	78	1	0	0	79

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	133	1	0	0	134

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 10
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	1	0	0	0	1
1:30	1	0	0	0	1
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	1	0	0	0	1
3:15	0	0	0	0	0
3:30	2	0	0	0	2
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	1	0	0	0	1
4:30	1	0	0	0	1
4:45	3	0	0	0	3
5:00	4	0	0	0	4
5:15	31	0	0	0	31
5:30	41	0	0	0	41
5:45	31	0	0	0	31
6:00	5	0	0	0	5
6:15	1	0	0	0	1
6:30	2	0	0	0	2
6:45	6	0	0	0	6
7:00	2	0	0	0	2
7:15	0	0	0	0	0
7:30	5	0	0	0	5
7:45	2	0	0	0	2
8:00	4	0	0	0	4
8:15	0	0	0	0	0
8:30	3	0	0	0	3
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	2	0	0	0	2
9:30	1	0	0	0	1
9:45	0	0	0	0	0
10:00	1	0	0	0	1
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	4	0	0	0	4
11:00	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
1	0	0	0	0	1
2	0	0	0	0	2
0	0	0	0	0	0
1	0	0	0	0	1
4	0	0	0	0	4
1	0	0	0	0	1
6	0	0	0	0	6
3	0	0	0	0	3
1	0	0	0	0	1
3	0	0	0	0	3
1	0	0	0	0	1
4	0	0	0	0	4
29	0	0	0	0	29
10	0	0	0	0	10
2	0	0	0	0	2
0	0	0	0	0	0
1	0	0	0	0	1
3	0	0	0	0	3
7	0	0	0	0	7
3	0	0	0	0	3
0	0	0	0	0	0
2	0	0	0	0	2
1	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	1
2	0	0	0	0	2
0	0	0	0	0	0
2	0	0	0	0	2
2	0	0	0	0	2
1	0	0	0	0	1
1	0	0	0	0	1
1	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	1
3	0	0	0	0	3
2	0	0	0	0	2

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 10
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	1	0	0	0	1
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	1	0	0	0	1
13:30	1	0	0	0	1
13:45	1	0	0	0	1
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	1	0	0	0	1
15:30	0	0	0	0	0
15:45	1	0	0	0	1
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	31	0	0	0	31
16:45	26	0	0	0	26
17:00	4	0	0	0	4
17:15	1	0	0	0	1
17:30	0	0	0	0	0
17:45	1	0	0	0	1
18:00	2	0	0	0	2
18:15	3	0	0	0	3
18:30	1	0	0	0	1
18:45	1	0	0	0	1
19:00	1	0	0	0	1
19:15	0	0	0	0	0
19:30	2	0	0	0	2
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	3	0	0	0	3
	1	0	0	0	1
	3	0	0	0	3
	0	0	0	0	0
	2	0	0	0	2
	4	0	0	0	4
	2	0	0	0	2
	1	0	0	0	1
	1	0	0	0	1
	2	0	0	0	2
	1	0	0	0	1
	0	0	0	0	0
	60	0	0	0	60
	20	0	0	0	20
	4	0	0	0	4
	4	0	0	0	4
	7	0	0	0	7
	1	0	0	0	1
	5	0	0	0	5
	1	0	0	0	1
	2	0	0	0	2
	0	0	0	0	0
	0	0	0	0	0
	2	0	0	0	2
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	1	0	0	0	1

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 DRIVEWAY 10
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	235	0	0	0	235

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	2	0	0	0	2
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	241	0	0	0	241

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 TOTAL DRIVEWAYS
 9/21/2017
 Thursday

	ENTERING				TOTAL
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	
0:00	2	0	0	1	3
0:15	5	0	0	0	5
0:30	4	1	0	3	8
0:45	3	5	0	0	8
1:00	2	0	1	2	5
1:15	2	0	0	1	3
1:30	3	0	0	0	3
1:45	3	0	0	1	4
2:00	1	1	3	0	5
2:15	2	0	1	1	4
2:30	2	0	0	1	3
2:45	4	0	0	0	4
3:00	5	0	0	1	6
3:15	2	0	0	0	2
3:30	8	0	0	0	8
3:45	6	0	0	2	8
4:00	6	1	0	0	7
4:15	12	0	0	1	13
4:30	14	0	0	0	14
4:45	33	0	0	0	33
5:00	47	1	0	0	48
5:15	105	0	0	1	106
5:30	174	0	1	1	176
5:45	183	0	0	0	183
6:00	63	0	0	0	63
6:15	64	0	0	0	64
6:30	161	0	0	0	161
6:45	246	0	0	0	246
7:00	158	0	1	1	160
7:15	222	0	0	0	222
7:30	63	0	0	1	64
7:45	26	0	0	3	29
8:00	27	0	1	0	28
8:15	28	1	2	1	32
8:30	21	0	1	0	22
8:45	19	0	1	0	20
9:00	9	0	0	1	10
9:15	4	0	0	1	5
9:30	4	0	0	0	4
9:45	11	0	0	1	12
10:00	3	1	0	6	10
10:15	2	1	1	5	9
10:30	11	0	2	2	15
10:45	12	2	0	1	15
11:00	11	2	1	2	16

	EXITING				TOTAL
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	
0:00	16	0	0	0	16
0:15	15	0	1	0	16
0:30	10	0	1	0	11
0:45	5	0	1	0	6
1:00	15	0	1	1	17
1:15	12	0	0	0	12
1:30	20	0	1	0	21
1:45	7	0	0	0	7
2:00	15	1	1	0	17
2:15	13	7	1	0	21
2:30	25	0	2	2	29
2:45	7	0	0	0	7
3:00	26	0	1	1	28
3:15	35	0	0	2	37
3:30	184	0	0	1	185
3:45	92	0	0	0	92
4:00	35	0	0	0	35
4:15	28	0	0	0	28
4:30	151	0	0	0	151
4:45	42	0	1	3	46
5:00	217	0	0	0	217
5:15	84	0	0	0	84
5:30	32	0	0	0	32
5:45	13	0	0	1	14
6:00	21	0	1	0	22
6:15	11	0	0	0	11
6:30	14	0	0	0	14
6:45	30	0	0	0	30
7:00	29	0	0	0	29
7:15	38	0	1	1	40
7:30	18	0	0	0	18
7:45	6	0	0	1	7
8:00	8	0	1	2	11
8:15	4	0	0	1	5
8:30	8	0	0	2	10
8:45	7	0	0	0	7
9:00	6	0	0	1	7
9:15	4	0	0	1	5
9:30	4	1	0	0	5
9:45	4	0	0	1	5
10:00	4	0	0	0	4
10:15	4	0	0	0	4
10:30	15	0	2	0	17
10:45	12	0	0	3	15
11:00	11	3	1	3	18

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 TOTAL DRIVEWAYS
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	11	0	1	3	15
11:30	6	1	0	1	8
11:45	13	0	2	3	18
12:00	14	0	2	0	16
12:15	11	1	0	1	13
12:30	18	1	0	0	19
12:45	13	5	1	1	20
13:00	12	2	0	1	15
13:15	14	0	0	0	14
13:30	7	0	0	1	8
13:45	5	0	2	0	7
14:00	9	0	0	3	12
14:15	1	1	0	2	4
14:30	2	0	1	0	3
14:45	7	0	1	1	9
15:00	12	0	1	1	14
15:15	14	0	0	2	16
15:30	21	0	1	3	25
15:45	16	0	0	2	18
16:00	48	0	1	1	50
16:15	79	0	0	0	79
16:30	162	0	1	1	164
16:45	114	0	0	3	117
17:00	52	0	0	2	54
17:15	90	0	0	0	90
17:30	130	0	1	0	131
17:45	137	0	0	1	138
18:00	155	0	0	0	155
18:15	136	0	0	1	137
18:30	18	0	0	1	19
18:45	12	1	1	3	17
19:00	6	0	1	0	7
19:15	6	0	1	1	8
19:30	3	0	0	2	5
19:45	3	0	2	0	5
20:00	7	0	0	1	8
20:15	3	0	1	0	4
20:30	2	0	0	2	4
20:45	1	0	1	2	4
21:00	4	0	2	0	6
21:15	7	0	1	1	9
21:30	11	0	0	0	11
21:45	20	0	0	2	22
22:00	5	0	3	0	8
22:15	9	0	1	0	10

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	11	1	1	3	16
11:30	19	0	1	1	21
11:45	12	1	1	5	19
12:00	12	2	3	1	18
12:15	21	1	1	4	27
12:30	18	0	1	3	22
12:45	13	1	2	0	16
13:00	7	0	0	2	9
13:15	7	0	0	1	8
13:30	21	1	0	2	24
13:45	16	1	0	0	17
14:00	14	6	0	1	21
14:15	12	1	0	0	13
14:30	21	0	2	2	25
14:45	10	0	0	0	10
15:00	26	1	0	2	29
15:15	41	1	0	3	45
15:30	45	0	1	0	46
15:45	37	0	1	1	39
16:00	43	0	1	2	46
16:15	45	0	2	1	48
16:30	255	1	0	3	259
16:45	110	0	0	1	111
17:00	58	0	0	0	58
17:15	63	0	0	1	64
17:30	268	0	0	2	270
17:45	104	0	1	1	106
18:00	274	0	1	3	278
18:15	114	0	0	0	114
18:30	51	0	0	0	51
18:45	22	0	0	2	24
19:00	14	0	0	0	14
19:15	10	0	2	0	12
19:30	6	0	0	2	8
19:45	2	0	3	1	6
20:00	9	0	0	2	11
20:15	2	0	0	0	2
20:30	3	0	1	2	6
20:45	3	0	0	2	5
21:00	7	0	0	2	9
21:15	8	0	1	0	9
21:30	13	0	0	0	13
21:45	10	0	0	1	11
22:00	21	0	1	1	23
22:15	12	0	0	1	13

City of Moreno Valley
 Driveway Counts
 24208 San Michele Rd, Moreno Valley, CA - ONT6
 TOTAL DRIVEWAYS
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	4	0	0	0	4
22:45	15	2	0	2	19
23:00	2	0	1	0	3
23:15	8	0	0	0	8
23:30	9	0	0	0	9
23:45	10	0	0	1	11
	3267	30	46	93	3436

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	19	0	0	1	20
	15	0	0	3	18
	15	0	0	5	20
	36	0	0	1	37
	16	0	0	1	17
	14	0	0	0	14
	3362	30	44	99	3535

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 1
 9/19/2017
 Tuesday

*******DRIVEWAY IS UNDER CONSTRUCTION*******

ENTERING					
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30					0
22:45					0
23:00					0
23:15					0
23:30					0
23:45					0
	0	0	0	0	0

EXITING					
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
					0
					0
					0
					0
					0
					0
	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 2
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	1	0	1
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	1	0	0	0	1
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	1	0	0	0	1
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	1	0	1
9:45	0	0	1	2	3
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	3	3
0:15	0	0	0	1	1
0:30	0	0	0	2	2
0:45	0	0	0	2	2
1:00	0	0	0	3	3
1:15	0	0	0	1	1
1:30	0	0	0	2	2
1:45	0	0	0	3	3
2:00	0	0	0	3	3
2:15	0	0	0	1	1
2:30	0	0	0	2	2
2:45	0	0	0	4	4
3:00	0	0	0	0	0
3:15	0	0	0	3	3
3:30	0	0	0	0	0
3:45	0	0	0	1	1
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	1	0	0	0	1
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	1	0	0	0	1
5:45	0	0	0	0	0
6:00	0	0	1	1	2
6:15	0	0	0	0	0
6:30	0	0	0	1	1
6:45	0	0	1	2	3
7:00	0	0	1	1	2
7:15	0	0	0	2	2
7:30	0	0	1	1	2
7:45	0	0	1	3	4
8:00	0	0	0	1	1
8:15	0	0	1	2	3
8:30	0	0	0	4	4
8:45	0	0	0	1	1
9:00	0	0	0	4	4
9:15	0	0	0	3	3
9:30	0	0	0	1	1
9:45	1	0	1	0	2
10:00	0	0	1	2	3
10:15	0	0	1	1	2
10:30	0	0	0	3	3
10:45	0	0	0	2	2
11:00	0	0	0	1	1

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 2
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	1	1
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	1	0	1
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	1	1
15:30	0	0	1	0	1
15:45	0	0	1	0	1
16:00	0	0	0	1	1
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	1	1
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	1	1
	0	0	1	0	1
	1	0	0	1	2
	0	0	0	1	1
	0	0	0	0	0
	0	0	0	2	2
	0	0	2	0	2
	0	0	0	3	3
	0	0	0	3	3
	0	0	0	1	1
	0	0	0	2	2
	0	0	0	1	1
	0	0	0	4	4
	0	0	0	1	1
	1	0	0	2	3
	0	0	1	2	3
	0	0	0	0	0
	0	0	1	1	2
	0	0	1	1	2
	0	0	1	3	4
	0	0	0	0	0
	0	0	0	0	0
	0	0	1	0	1
	0	0	1	1	2
	0	0	1	1	2
	0	0	0	2	2
	0	0	0	2	2
	0	0	0	2	2
	0	0	0	1	1
	0	0	0	3	3
	0	0	0	3	3
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	3	3
	0	0	0	1	1
	0	0	1	2	3
	0	0	0	1	1
	0	0	0	0	0
	0	0	0	1	1
	0	0	0	2	2
	0	0	0	2	2
	0	0	0	3	3

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 2
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	2	0	6	6	14

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	1	1
	0	0	0	2	2
	0	0	0	0	0
	5	0	20	132	157

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 3
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	1	1
0:15	0	0	2	1	3
0:30	0	0	1	1	2
0:45	0	0	0	1	1
1:00	0	0	0	2	2
1:15	0	0	0	1	1
1:30	0	0	0	1	1
1:45	0	0	0	1	1
2:00	0	0	0	1	1
2:15	0	0	2	1	3
2:30	0	0	1	1	2
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	1	1
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	1	1
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	1	1
6:15	0	0	1	2	3
6:30	0	0	0	3	3
6:45	0	0	0	3	3
7:00	0	0	0	3	3
7:15	0	0	2	2	4
7:30	0	0	0	3	3
7:45	0	0	0	3	3
8:00	0	0	0	3	3
8:15	0	0	0	0	0
8:30	0	0	0	1	1
8:45	0	0	0	1	1
9:00	1	0	1	1	3
9:15	0	0	0	2	2
9:30	0	0	0	2	2
9:45	0	0	0	3	3
10:00	0	0	0	2	2
10:15	0	0	0	2	2
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	1	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	1	0	1
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 3
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	1	1
23:00	0	0	0	1	1
23:15	0	0	0	1	1
23:30	0	0	0	3	3
23:45	0	0	0	2	2
	1	1	14	119	135

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	1	1	0	2

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 4
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	1	0	0	0	1
0:45	1	0	0	0	1
1:00	1	0	0	0	1
1:15	0	0	0	0	0
1:30	1	0	0	0	1
1:45	1	0	0	0	1
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	4	0	0	0	4
2:45	5	0	0	0	5
3:00	2	0	0	0	2
3:15	0	0	0	0	0
3:30	3	0	0	0	3
3:45	3	0	0	0	3
4:00	2	0	0	0	2
4:15	6	0	0	0	6
4:30	12	0	0	0	12
4:45	22	0	0	0	22
5:00	46	0	0	0	46
5:15	43	0	0	0	43
5:30	22	0	0	0	22
5:45	10	1	0	0	11
6:00	8	0	0	0	8
6:15	3	0	0	0	3
6:30	5	0	0	0	5
6:45	1	0	0	0	1
7:00	6	0	0	0	6
7:15	6	0	0	0	6
7:30	5	0	0	0	5
7:45	3	1	0	0	4
8:00	4	0	0	0	4
8:15	0	0	0	0	0
8:30	8	1	0	0	9
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	1	0	0	0	1
9:30	2	0	0	0	2
9:45	1	0	0	0	1
10:00	2	0	0	0	2
10:15	3	0	0	0	3
10:30	5	0	0	0	5
10:45	1	0	0	0	1
11:00	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	1	0	0	0	1
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 4
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	1	0	0	0	1
22:45	1	0	0	0	1
23:00	0	0	0	0	0
23:15	1	0	0	0	1
23:30	0	0	0	0	0
23:45	1	0	0	0	1
	505	8	0	0	513

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	3	0	0	0	3

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 5
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
1	0	0	0	0	1
1	0	0	0	0	1
1	0	0	0	0	1
0	1	0	0	0	1
2	0	0	0	0	2
2	0	0	0	0	2
6	0	0	0	0	6
2	0	0	0	0	2
1	0	0	0	0	1
1	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
2	0	0	0	0	2
12	0	0	0	0	12
86	0	0	0	0	86
19	0	0	0	0	19
10	0	0	0	0	10
11	0	0	0	0	11
2	0	0	0	0	2
1	0	0	0	0	1
1	0	0	0	0	1
0	0	0	0	0	0
16	0	0	0	0	16
6	0	0	0	0	6
12	0	0	0	0	12
5	0	0	0	0	5
0	0	0	0	0	0
6	0	0	0	0	6
1	0	0	0	0	1
4	0	0	0	0	4
6	0	0	0	0	6
4	0	0	0	0	4
3	0	0	0	0	3
2	0	0	0	0	2
5	0	0	0	0	5
1	0	0	0	0	1
1	0	0	0	0	1
1	0	0	0	0	1
1	1	0	0	0	2
4	0	0	0	0	4
3	1	0	0	0	4
0	0	0	0	0	0
3	0	0	0	0	3
2	0	0	0	0	2
1	0	0	0	0	1

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 5
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	1	0	0	0	1
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	1	0	0	0	1
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	4	0	0	0	4
	4	0	0	0	4
	1	0	0	0	1
	1	0	0	0	1
	1	1	0	0	2
	5	1	0	0	6
	2	0	0	0	2
	2	1	0	0	3
	1	0	0	0	1
	8	0	0	0	8
	4	0	0	0	4
	5	0	0	0	5
	1	0	0	0	1
	6	0	0	0	6
	1	0	0	0	1
	2	0	0	0	2
	0	0	0	0	0
	10	1	0	0	11
	1	0	0	0	1
	3	0	0	0	3
	14	0	0	0	14
	70	0	0	0	70
	31	0	0	0	31
	12	0	0	0	12
	6	0	0	0	6
	0	0	0	0	0
	2	0	0	0	2
	0	0	0	0	0
	4	0	0	0	4
	2	0	0	0	2
	1	0	0	0	1
	1	0	0	0	1
	2	0	0	0	2
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	0	1	0	0	1
	1	0	0	0	1
	1	0	0	0	1
	2	0	0	0	2
	6	0	0	0	6
	9	0	0	0	9
	4	0	0	0	4
	10	0	0	0	10
	2	0	0	0	2

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 5
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	2	0	0	0	2

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	5	0	0	0	5
	2	0	0	0	2
	2	0	0	0	2
	1	0	0	0	1
	2	0	0	0	2
	3	0	0	0	3
	507	8	0	0	515

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 6
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	1	0	1
2:45	0	0	0	0	0
3:00	0	0	1	0	1
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	1	0	1
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	1	0	1	0	2
6:00	0	0	1	0	1
6:15	0	0	0	0	0
6:30	0	0	1	0	1
6:45	0	0	1	0	1
7:00	1	0	0	0	1
7:15	0	0	0	0	0
7:30	0	0	1	2	3
7:45	0	0	0	2	2
8:00	0	0	0	1	1
8:15	0	0	0	0	0
8:30	1	0	1	0	2
8:45	0	0	0	0	0
9:00	0	0	0	1	1
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	1	1
10:00	0	1	1	0	2
10:15	0	0	1	0	1
10:30	0	0	0	1	1
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	1	0	1	2
0:30	2	2	1	1	6
0:45	0	0	0	1	1
1:00	0	0	0	2	2
1:15	0	0	0	3	3
1:30	0	0	0	1	1
1:45	0	0	0	2	2
2:00	0	0	0	5	5
2:15	0	0	0	3	3
2:30	0	0	0	0	0
2:45	0	0	0	1	1
3:00	0	0	0	4	4
3:15	0	0	0	2	2
3:30	0	0	0	2	2
3:45	0	0	0	1	1
4:00	0	0	0	1	1
4:15	0	0	0	0	0
4:30	0	0	0	1	1
4:45	0	0	0	0	0
5:00	0	0	1	0	1
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	1	0	1
6:15	0	0	0	1	1
6:30	0	0	4	1	5
6:45	0	0	0	1	1
7:00	0	1	0	3	4
7:15	0	0	1	1	2
7:30	0	0	0	1	1
7:45	0	0	0	6	6
8:00	0	0	0	0	0
8:15	0	0	1	4	5
8:30	1	1	1	2	5
8:45	0	0	0	1	1
9:00	0	0	0	3	3
9:15	0	0	0	4	4
9:30	0	0	0	2	2
9:45	0	0	0	1	1
10:00	0	0	0	0	0
10:15	0	0	0	6	6
10:30	0	0	0	3	3
10:45	0	0	0	5	5
11:00	1	2	0	1	4

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 6
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	0	1	0	1
11:45	1	0	1	0	2
12:00	0	0	1	0	1
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	1	0	2	0	3
13:00	0	0	0	0	0
13:15	1	0	2	0	3
13:30	1	0	1	0	2
13:45	0	0	0	0	0
14:00	0	0	1	1	2
14:15	0	0	0	1	1
14:30	0	0	0	0	0
14:45	1	0	1	1	3
15:00	1	0	1	0	2
15:15	1	0	0	0	1
15:30	2	0	0	0	2
15:45	0	0	1	0	1
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	2	0	2
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	1	0	1	0	2
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	1	0	0	0	1
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	2	2
	0	1	1	3	5
	0	0	1	1	2
	0	0	1	3	4
	0	0	1	2	3
	0	0	1	2	3
	1	0	0	1	2
	0	1	0	2	3
	0	0	1	2	3
	1	0	0	3	4
	0	1	0	2	3
	1	1	1	1	4
	0	0	1	2	3
	0	0	1	2	3
	0	1	2	4	7
	0	1	0	2	3
	0	1	1	5	7
	0	1	2	2	5
	0	1	1	4	6
	0	0	1	2	3
	0	2	0	3	5
	0	0	0	2	2
	0	0	0	0	0
	1	0	0	1	2
	0	0	1	0	1
	0	0	0	1	1
	1	0	0	1	2
	0	0	0	1	1
	0	0	0	3	3
	0	1	0	4	5
	0	0	1	2	3
	0	1	0	2	3
	0	0	0	5	5
	0	0	0	1	1
	0	1	1	1	3
	0	0	1	1	2
	0	0	0	0	0
	0	1	0	1	2
	0	0	0	6	6
	1	0	0	2	3
	0	0	0	1	1
	0	0	0	0	0
	0	0	0	1	1
	0	0	0	0	0
	0	1	0	1	2

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 6
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	1	0	1
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	14	1	27	11	53

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	1	1
	0	0	0	1	1
	0	1	0	3	4
	0	1	0	2	3
	0	0	0	1	1
	0	0	0	1	1
	10	25	30	173	238

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 7
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 7
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 8
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	1	1
0:30	0	0	2	3	5
0:45	0	0	0	2	2
1:00	0	0	0	1	1
1:15	0	0	0	5	5
1:30	0	0	0	0	0
1:45	0	0	0	3	3
2:00	0	0	0	3	3
2:15	0	0	0	1	1
2:30	0	0	0	0	0
2:45	1	0	0	0	1
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	1	0	0	1	2
4:45	0	0	0	1	1
5:00	1	0	0	0	1
5:15	1	0	0	2	3
5:30	1	0	0	1	2
5:45	0	0	0	2	2
6:00	0	0	0	5	5
6:15	0	0	0	0	0
6:30	0	0	0	2	2
6:45	1	0	0	4	5
7:00	0	0	0	4	4
7:15	0	0	0	2	2
7:30	2	0	0	2	4
7:45	2	1	0	3	6
8:00	0	0	0	0	0
8:15	1	0	0	5	6
8:30	0	0	0	3	3
8:45	0	0	0	3	3
9:00	0	0	0	3	3
9:15	0	0	0	3	3
9:30	0	1	0	3	4
9:45	0	0	0	1	1
10:00	0	0	0	4	4
10:15	0	0	0	2	2
10:30	0	0	0	3	3
10:45	0	0	0	2	2
11:00	0	1	0	3	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	1	0	0	1	2
0:30	2	0	0	0	2
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	1	0	0	0	1
3:00	0	0	0	1	1
3:15	0	0	0	0	0
3:30	1	0	0	0	1
3:45	1	0	0	0	1
4:00	1	0	0	0	1
4:15	2	0	0	0	2
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	1	1
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	1	1
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 8
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	1	1
11:30	0	0	0	3	3
11:45	0	0	0	1	1
12:00	1	0	0	5	6
12:15	0	0	0	0	0
12:30	0	1	0	3	4
12:45	1	2	0	5	8
13:00	0	0	0	0	0
13:15	0	0	0	3	3
13:30	0	0	0	3	3
13:45	0	1	0	1	2
14:00	0	0	0	1	1
14:15	0	1	0	1	2
14:30	0	0	0	1	1
14:45	1	0	1	3	5
15:00	0	0	0	1	1
15:15	1	1	1	4	7
15:30	2	0	0	2	4
15:45	0	0	0	1	1
16:00	1	0	0	1	2
16:15	2	0	0	3	5
16:30	2	0	0	0	2
16:45	1	0	0	0	1
17:00	0	0	0	0	0
17:15	0	1	0	5	6
17:30	1	0	0	1	2
17:45	0	1	0	1	2
18:00	0	0	0	1	1
18:15	0	0	0	0	0
18:30	0	0	0	3	3
18:45	0	1	0	4	5
19:00	0	0	0	2	2
19:15	0	1	0	4	5
19:30	0	0	0	3	3
19:45	0	0	0	1	1
20:00	0	0	0	1	1
20:15	1	0	0	1	2
20:30	0	0	0	2	2
20:45	0	0	0	0	0
21:00	1	1	0	2	4
21:15	0	0	0	3	3
21:30	0	0	0	3	3
21:45	0	0	1	1	2
22:00	0	0	0	2	2
22:15	0	1	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	1	0	0	0	1
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	1	0	0	0	1
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	1	0	0	0	1
16:15	0	0	0	0	0
16:30	3	0	0	0	3
16:45	7	0	0	0	7
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	1	1
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	2	0	0	0	2
20:45	0	0	0	0	0
21:00	1	0	0	0	1
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	1	0	1
22:00	0	0	0	0	0
22:15	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 8
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	1	1
22:45	0	0	0	0	0
23:00	0	0	0	2	2
23:15	0	0	0	4	4
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	26	15	5	173	219

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	26	0	1	5	32

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 TOTAL DRIVEWAYS
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	1	1
0:15	0	0	2	2	4
0:30	1	0	3	4	8
0:45	1	0	1	3	5
1:00	1	0	0	3	4
1:15	0	0	0	6	6
1:30	1	0	0	1	2
1:45	1	0	0	4	5
2:00	0	0	0	4	4
2:15	0	0	2	2	4
2:30	4	0	2	1	7
2:45	6	0	0	0	6
3:00	2	0	1	0	3
3:15	0	0	0	1	1
3:30	3	0	0	0	3
3:45	3	0	0	0	3
4:00	2	0	0	1	3
4:15	6	0	0	0	6
4:30	14	0	0	1	15
4:45	22	0	1	1	24
5:00	47	0	0	0	47
5:15	45	0	0	2	47
5:30	23	0	0	1	24
5:45	11	1	1	2	15
6:00	8	0	1	6	15
6:15	3	0	1	2	6
6:30	5	0	1	5	11
6:45	2	0	1	7	10
7:00	7	0	0	7	14
7:15	6	0	2	4	12
7:30	7	0	1	7	15
7:45	5	2	0	8	15
8:00	4	0	0	4	8
8:15	1	0	0	5	6
8:30	9	1	1	4	15
8:45	0	0	0	4	4
9:00	1	0	1	5	7
9:15	1	0	0	5	6
9:30	2	1	1	5	9
9:45	1	0	1	7	9
10:00	2	1	1	6	10
10:15	3	0	1	4	8
10:30	5	0	0	4	9
10:45	1	0	0	2	3
11:00	1	1	0	4	6

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	1	0	0	3	4
0:15	2	1	0	3	6
0:30	5	2	1	3	11
0:45	0	1	0	3	4
1:00	2	0	0	5	7
1:15	2	0	0	4	6
1:30	6	0	0	3	9
1:45	2	0	0	5	7
2:00	1	0	0	8	9
2:15	1	0	1	4	6
2:30	0	0	0	2	2
2:45	1	0	0	5	6
3:00	2	0	0	5	7
3:15	12	0	0	5	17
3:30	87	0	0	2	89
3:45	20	0	0	2	22
4:00	11	0	0	1	12
4:15	13	0	0	0	13
4:30	3	0	0	1	4
4:45	1	0	0	0	1
5:00	1	0	1	1	3
5:15	0	0	0	0	0
5:30	17	0	0	0	17
5:45	6	0	0	0	6
6:00	12	0	2	1	15
6:15	5	0	0	1	6
6:30	0	0	4	2	6
6:45	6	0	1	4	11
7:00	1	1	1	4	7
7:15	5	0	1	3	9
7:30	6	0	1	2	9
7:45	4	0	1	9	14
8:00	3	0	0	1	4
8:15	2	0	2	6	10
8:30	6	1	1	6	14
8:45	1	0	0	2	3
9:00	1	0	0	7	8
9:15	1	0	0	7	8
9:30	1	1	0	3	5
9:45	5	0	1	1	7
10:00	3	1	1	2	7
10:15	0	0	1	7	8
10:30	3	0	0	6	9
10:45	2	0	0	7	9
11:00	2	2	0	2	6

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 TOTAL DRIVEWAYS
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	2	1	0	3	6
11:30	1	0	2	4	7
11:45	6	0	1	2	9
12:00	2	0	1	7	10
12:15	3	0	0	2	5
12:30	1	1	0	5	7
12:45	2	2	2	7	13
13:00	1	1	0	1	3
13:15	4	0	2	5	11
13:30	6	0	2	4	12
13:45	3	1	0	3	7
14:00	3	0	1	3	7
14:15	1	1	0	3	5
14:30	8	1	1	2	12
14:45	9	0	2	5	16
15:00	1	0	1	2	4
15:15	6	1	1	7	15
15:30	4	1	1	3	9
15:45	11	0	2	2	15
16:00	8	0	0	2	10
16:15	2	0	0	3	5
16:30	73	0	2	0	75
16:45	48	0	0	0	48
17:00	9	0	0	1	10
17:15	3	1	0	6	10
17:30	2	0	0	3	5
17:45	3	1	1	2	7
18:00	0	0	0	4	4
18:15	2	0	0	1	3
18:30	2	1	0	6	9
18:45	1	1	0	6	8
19:00	0	0	0	4	4
19:15	1	1	0	4	6
19:30	1	0	0	5	6
19:45	0	0	0	3	3
20:00	3	0	0	3	6
20:15	3	0	0	3	6
20:30	4	0	0	4	8
20:45	2	0	0	0	2
21:00	8	1	0	4	13
21:15	6	0	0	5	11
21:30	14	0	1	3	18
21:45	4	0	2	2	8
22:00	4	0	0	4	8
22:15	2	2	0	1	5

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	4	0	0	3	7
	4	1	2	3	10
	3	0	1	2	6
	1	0	1	4	6
	2	1	1	2	6
	5	1	1	4	11
	3	0	2	1	6
	2	2	0	5	9
	2	0	1	5	8
	9	0	0	4	13
	4	1	0	4	9
	6	1	1	2	10
	2	0	1	3	6
	6	1	1	6	14
	1	1	2	5	9
	3	1	0	4	8
	0	1	2	7	10
	10	2	2	2	16
	1	1	2	5	9
	4	0	2	3	9
	14	2	0	3	19
	73	0	1	5	79
	38	0	0	0	38
	13	0	0	1	14
	6	0	2	0	8
	0	0	1	2	3
	3	0	1	2	6
	0	0	0	3	3
	4	0	0	5	9
	2	1	0	6	9
	1	0	1	4	6
	1	1	0	4	6
	2	0	0	8	10
	1	0	0	4	5
	0	1	1	1	3
	1	0	1	1	3
	0	1	0	3	4
	3	1	0	2	6
	1	0	1	8	10
	4	0	0	3	7
	6	0	0	1	7
	9	0	0	1	10
	4	0	1	3	8
	10	0	0	2	12
	2	1	0	4	7

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 TOTAL DRIVEWAYS
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	1	0	0	1	2
22:45	1	0	0	1	2
23:00	0	0	1	3	4
23:15	1	0	0	5	6
23:30	0	0	0	3	3
23:45	1	0	0	2	3
	550	25	52	309	936

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	5	0	0	1	6
	2	0	0	1	3
	2	1	0	3	6
	1	1	0	3	5
	2	0	0	3	5
	4	0	0	1	5
	551	34	52	310	947

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 1
 9/20/2017
 Wednesday

*****DRIVEWAY IS UNDER CONSTRUCTION*****

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00					0					0
0:15					0					0
0:30					0					0
0:45					0					0
1:00					0					0
1:15					0					0
1:30					0					0
1:45					0					0
2:00					0					0
2:15					0					0
2:30					0					0
2:45					0					0
3:00					0					0
3:15					0					0
3:30					0					0
3:45					0					0
4:00					0					0
4:15					0					0
4:30					0					0
4:45					0					0
5:00					0					0
5:15					0					0
5:30					0					0
5:45					0					0
6:00					0					0
6:15					0					0
6:30					0					0
6:45					0					0
7:00					0					0
7:15					0					0
7:30					0					0
7:45					0					0
8:00					0					0
8:15					0					0
8:30					0					0
8:45					0					0
9:00					0					0
9:15					0					0
9:30					0					0
9:45					0					0
10:00					0					0
10:15					0					0
10:30					0					0
10:45					0					0
11:00					0					0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 1
 9/20/2017
 Wednesday

*******DRIVEWAY IS UNDER CONSTRUCTION*******

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30					0
22:45					0
23:00					0
23:15					0
23:30					0
23:45					0
	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
					0
					0
					0
					0
					0
					0
	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 2
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	1	1
0:15	0	0	0	0	0
0:30	0	0	1	1	2
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	1	0	0	1
3:00	0	0	0	0	0
3:15	0	0	1	0	1
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	1	0	0	0	1
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	3	0	0	0	3
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	1	0	0	1
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	1	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	1	1
0:15	0	0	0	4	4
0:30	1	0	0	1	2
0:45	0	0	1	2	3
1:00	0	0	0	2	2
1:15	0	0	0	2	2
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	3	3
2:15	0	0	0	0	0
2:30	0	0	0	2	2
2:45	0	0	0	1	1
3:00	0	0	0	1	1
3:15	0	0	0	2	2
3:30	0	0	0	2	2
3:45	0	0	0	3	3
4:00	0	1	0	2	3
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	1	1
6:45	0	0	0	3	3
7:00	0	0	0	4	4
7:15	0	0	0	2	2
7:30	0	0	0	3	3
7:45	0	0	0	3	3
8:00	0	0	0	3	3
8:15	0	0	0	1	1
8:30	0	0	1	4	5
8:45	0	0	0	3	3
9:00	0	0	1	1	2
9:15	0	0	1	1	2
9:30	1	0	0	1	2
9:45	0	0	0	1	1
10:00	0	0	0	4	4
10:15	0	0	0	1	1
10:30	0	0	1	3	4
10:45	0	0	2	2	4
11:00	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 2
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	1	0	0	1
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	1	1
14:00	0	0	1	0	1
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	1	0	0	1
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	1	0	0	0	1
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	1	0	1
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	1	0	1
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	1	0	1
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	1	0	0	1	2
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	1	1
	0	0	1	1	2
	0	0	2	2	4
	0	0	0	1	1
	0	0	0	2	2
	0	0	0	3	3
	0	0	0	2	2
	0	0	0	2	2
	0	0	0	2	2
	0	0	0	0	0
	0	0	0	2	2
	0	0	1	2	3
	0	0	0	1	1
	0	0	0	0	0
	0	1	1	2	4
	0	0	1	0	1
	0	0	0	1	1
	0	1	0	2	3
	0	0	0	1	1
	1	0	0	3	4
	1	0	0	5	6
	0	0	1	1	2
	0	0	0	1	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	1	2	3
	0	0	0	0	0
	0	0	1	1	2
	0	0	0	2	2
	0	0	1	2	3
	0	0	0	1	1
	0	0	0	1	1
	0	0	2	0	2
	0	0	0	4	4
	0	0	0	0	0
	0	0	1	0	1
	0	0	0	1	1
	0	0	0	0	0
	0	0	1	0	1

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 2
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	6	4	6	5	21

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	1	1
	0	0	0	3	3
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	3	3
	0	0	0	0	0
	4	3	22	132	161

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 3
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	3	3
0:15	0	0	0	1	1
0:30	0	0	0	1	1
0:45	0	0	0	2	2
1:00	0	0	0	1	1
1:15	0	0	0	1	1
1:30	0	0	0	3	3
1:45	0	0	0	1	1
2:00	0	0	0	1	1
2:15	0	0	0	2	2
2:30	0	0	0	2	2
2:45	0	0	0	1	1
3:00	0	0	0	4	4
3:15	0	0	0	2	2
3:30	0	0	0	2	2
3:45	0	0	0	1	1
4:00	0	0	0	1	1
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	2	2
6:15	0	0	1	2	3
6:30	0	0	1	4	5
6:45	0	0	0	4	4
7:00	0	0	0	4	4
7:15	0	0	0	3	3
7:30	0	0	0	4	4
7:45	0	0	0	2	2
8:00	0	0	0	6	6
8:15	0	0	1	3	4
8:30	1	0	0	1	2
8:45	0	0	0	2	2
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	1	1	2
9:45	0	0	0	4	4
10:00	0	0	1	1	2
10:15	0	0	0	1	1
10:30	0	0	0	2	2
10:45	0	0	0	3	3
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 3
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	1	1
11:30	0	0	1	4	5
11:45	0	0	0	2	2
12:00	0	0	1	1	2
12:15	0	0	0	2	2
12:30	0	0	0	2	2
12:45	0	0	0	1	1
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	2	2
13:45	0	0	0	2	2
14:00	0	0	1	1	2
14:15	0	0	0	1	1
14:30	0	0	0	1	1
14:45	0	0	0	1	1
15:00	0	0	1	3	4
15:15	0	0	1	1	2
15:30	0	0	0	2	2
15:45	0	0	0	2	2
16:00	0	0	0	2	2
16:15	0	0	0	1	1
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	1	1	2
17:15	0	0	0	0	0
17:30	0	0	1	2	3
17:45	0	0	0	2	2
18:00	0	0	0	2	2
18:15	0	0	0	2	2
18:30	0	0	1	2	3
18:45	0	0	0	3	3
19:00	0	0	0	2	2
19:15	0	0	0	0	0
19:30	0	0	0	2	2
19:45	0	0	1	1	2
20:00	0	0	0	2	2
20:15	0	0	0	1	1
20:30	0	0	0	1	1
20:45	1	0	0	2	3
21:00	0	0	0	2	2
21:15	0	0	0	0	0
21:30	0	0	0	1	1
21:45	0	0	0	2	2
22:00	0	0	0	3	3
22:15	0	0	0	3	3

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 3
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	1	1
23:00	0	0	0	0	0
23:15	0	0	0	1	1
23:30	0	0	1	2	3
23:45	0	0	0	0	0
	2	0	15	150	167

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 4
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	2	0	0	0	2
2:45	7	0	0	0	7
3:00	0	0	0	0	0
3:15	1	0	0	0	1
3:30	3	0	0	0	3
3:45	3	0	0	0	3
4:00	6	0	0	0	6
4:15	6	0	0	0	6
4:30	20	0	0	0	20
4:45	34	0	0	0	34
5:00	62	0	0	0	62
5:15	41	0	0	0	41
5:30	16	0	0	0	16
5:45	4	1	0	0	5
6:00	10	0	0	0	10
6:15	4	0	0	0	4
6:30	4	0	0	0	4
6:45	3	0	0	0	3
7:00	2	0	0	0	2
7:15	1	0	0	0	1
7:30	2	0	0	0	2
7:45	1	0	0	0	1
8:00	0	0	0	0	0
8:15	3	0	0	0	3
8:30	0	1	0	0	1
8:45	1	0	0	0	1
9:00	1	0	0	0	1
9:15	1	0	0	0	1
9:30	1	1	0	0	2
9:45	2	0	0	0	2
10:00	2	1	0	0	3
10:15	5	0	0	0	5
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 4
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	2	1	0	0	3
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	1	0	0	0	1
	540	10	0	0	550

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 5
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	1	0	0	0	1
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	3	0	0	0	3
	1	0	0	0	1
	1	0	0	0	1
	2	0	0	0	2
	2	0	0	0	2
	2	0	0	0	2
	6	0	0	0	6
	1	0	0	0	1
	4	0	0	0	4
	3	0	0	0	3
	2	0	0	0	2
	5	0	0	0	5
	2	0	0	0	2
	5	0	0	0	5
	74	0	0	0	74
	26	0	0	0	26
	9	0	0	0	9
	6	0	0	0	6
	0	0	0	0	0
	1	0	0	0	1
	1	0	0	0	1
	27	0	0	0	27
	10	0	0	0	10
	3	0	0	0	3
	11	0	0	0	11
	1	0	0	0	1
	2	0	0	0	2
	3	0	0	0	3
	1	0	0	0	1
	3	0	0	0	3
	2	0	0	0	2
	1	0	0	0	1
	0	0	0	0	0
	2	0	0	0	2
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	1	1	0	0	2
	2	0	0	0	2
	2	0	0	0	2
	1	1	0	0	2
	4	1	0	0	5
	1	0	0	0	1
	2	0	0	0	2
	5	0	0	0	5

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 5
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	2	0	0	0	2
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	4	0	0	0	4
	0	0	0	0	0
	0	0	0	0	0
	3	0	0	0	3
	5	1	0	0	6
	6	0	0	0	6
	1	1	0	0	2
	2	0	0	0	2
	11	0	0	0	11
	5	0	0	0	5
	5	0	0	0	5
	4	0	0	0	4
	6	0	0	0	6
	1	0	0	0	1
	7	1	0	0	8
	1	0	0	0	1
	4	0	0	0	4
	1	0	0	0	1
	6	0	0	0	6
	13	0	0	0	13
	49	0	0	0	49
	58	0	0	0	58
	27	0	0	0	27
	7	0	0	0	7
	1	0	0	0	1
	2	0	0	0	2
	3	0	0	0	3
	2	0	0	0	2
	1	0	0	0	1
	7	0	0	0	7
	1	0	0	0	1
	3	0	0	0	3
	3	0	0	0	3
	2	0	0	0	2
	1	0	0	0	1
	0	0	0	0	0
	2	0	0	0	2
	3	0	0	0	3
	0	0	0	0	0
	5	0	0	0	5
	10	0	0	0	10
	6	0	0	0	6
	7	0	0	0	7
	2	0	0	0	2

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 5
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	3	0	0	0	3

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	3	0	0	0	3
	0	1	0	0	1
	2	0	0	0	2
	1	0	0	0	1
	1	0	0	0	1
	1	0	0	0	1
	537	7	0	0	544

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 6
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	1	1
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	1	1
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	1	1	2
5:00	0	0	0	0	0
5:15	0	0	0	1	1
5:30	1	1	1	0	3
5:45	0	0	1	0	1
6:00	1	0	0	0	1
6:15	0	0	1	0	1
6:30	0	0	1	1	2
6:45	0	0	0	1	1
7:00	0	0	0	1	1
7:15	0	0	0	1	1
7:30	0	0	0	0	0
7:45	0	0	1	0	1
8:00	0	0	2	0	2
8:15	0	0	0	0	0
8:30	0	0	1	0	1
8:45	0	0	0	1	1
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	1	1
10:00	0	0	1	1	2
10:15	1	0	0	0	1
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	2	0	2

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	3	3
0:15	0	0	0	5	5
0:30	0	0	0	3	3
0:45	0	0	0	0	0
1:00	0	0	0	1	1
1:15	0	0	0	1	1
1:30	0	0	1	2	3
1:45	0	0	0	2	2
2:00	0	0	0	1	1
2:15	0	0	0	1	1
2:30	0	0	0	1	1
2:45	0	0	0	5	5
3:00	0	0	1	4	5
3:15	0	0	0	1	1
3:30	0	0	0	3	3
3:45	0	0	0	1	1
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	1	1
5:15	0	0	0	0	0
5:30	0	0	1	0	1
5:45	0	0	0	2	2
6:00	0	0	1	2	3
6:15	0	0	0	5	5
6:30	0	0	0	1	1
6:45	0	0	2	1	3
7:00	0	1	1	4	6
7:15	1	0	0	2	3
7:30	0	1	1	5	7
7:45	0	0	0	6	6
8:00	0	1	3	1	5
8:15	0	0	1	1	2
8:30	0	1	1	2	4
8:45	0	0	0	0	0
9:00	0	1	2	3	6
9:15	0	2	0	1	3
9:30	1	1	0	1	3
9:45	0	0	2	2	4
10:00	0	2	1	1	4
10:15	1	1	0	2	4
10:30	0	1	0	3	4
10:45	0	1	0	4	5
11:00	1	0	0	2	3

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 6
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	1	1	0	2
11:45	1	0	1	0	2
12:00	0	0	1	0	1
12:15	0	0	0	0	0
12:30	1	0	1	1	3
12:45	1	0	0	0	1
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	1	0	1
14:00	1	0	1	1	3
14:15	0	0	1	1	2
14:30	0	0	0	0	0
14:45	0	0	1	0	1
15:00	0	0	0	0	0
15:15	0	0	0	1	1
15:30	0	0	0	0	0
15:45	0	0	1	0	1
16:00	0	0	0	0	0
16:15	0	0	0	1	1
16:30	1	0	1	1	3
16:45	1	0	0	0	1
17:00	0	0	0	0	0
17:15	0	0	1	1	2
17:30	0	0	0	1	1
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	1	0	1
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	1	1
19:45	0	0	1	0	1
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	1	0	1
20:45	0	0	0	0	0
21:00	0	0	1	0	1
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	1	0	1
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	1	0	0	1
	0	0	0	2	2
	0	3	1	3	7
	0	2	1	4	7
	0	1	0	2	3
	0	0	1	3	4
	0	0	1	3	4
	3	1	0	1	5
	1	0	0	2	3
	0	1	1	2	4
	0	1	2	4	7
	0	1	0	4	5
	0	0	0	1	1
	1	2	0	4	7
	0	1	0	1	2
	0	0	0	2	2
	0	0	0	3	3
	0	1	1	4	6
	0	0	2	5	7
	0	2	1	3	6
	0	1	0	3	4
	0	0	0	0	0
	0	0	0	1	1
	0	0	0	0	0
	0	0	0	1	1
	0	2	1	0	3
	0	2	0	3	5
	0	0	1	3	4
	0	0	0	1	1
	0	0	0	4	4
	2	0	0	2	4
	0	0	1	4	5
	0	0	0	0	0
	0	1	1	3	5
	0	0	0	0	0
	0	1	0	2	3
	0	0	0	2	2
	0	0	0	5	5
	0	0	0	3	3
	0	1	0	1	2
	0	0	1	2	3
	0	0	0	1	1
	0	0	0	2	2
	0	1	0	2	3

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 6
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	1	0	1
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	9	2	29	20	60

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	1	1
	0	1	2	0	3
	0	0	0	2	2
	0	1	0	3	4
	0	0	0	2	2
	0	0	0	1	1
	11	41	36	194	282

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 7
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	1	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	1	1
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 8
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	3	3
0:15	0	0	0	3	3
0:30	0	0	0	1	1
0:45	0	0	0	1	1
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	1	2	3
1:45	0	0	0	1	1
2:00	0	0	0	1	1
2:15	0	0	0	2	2
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	3	0	0	0	3
5:15	1	0	0	0	1
5:30	1	0	0	0	1
5:45	0	0	0	8	8
6:00	0	0	0	1	1
6:15	0	1	0	2	3
6:30	0	0	0	5	5
6:45	0	0	0	1	1
7:00	0	0	0	3	3
7:15	0	0	0	1	1
7:30	0	0	0	4	4
7:45	2	0	0	4	6
8:00	0	0	0	4	4
8:15	1	0	0	2	3
8:30	0	0	0	0	0
8:45	0	0	0	5	5
9:00	0	0	1	4	5
9:15	0	0	1	3	4
9:30	0	0	0	2	2
9:45	0	1	0	4	5
10:00	0	0	0	2	2
10:15	0	1	0	1	2
10:30	0	0	0	4	4
10:45	0	0	0	1	1
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	1	0	1
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	3	0	0	0	3
3:30	2	0	0	0	2
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 8
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	1	1
22:45	0	0	0	2	2
23:00	0	0	0	2	2
23:15	0	0	0	2	2
23:30	0	0	0	2	2
23:45	0	0	0	1	1
	18	13	6	165	202

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	16	0	1	2	19

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 TOTAL DRIVEWAYS
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	8	8
0:15	0	0	0	4	4
0:30	0	0	1	4	5
0:45	0	0	0	3	3
1:00	0	0	0	1	1
1:15	0	0	0	1	1
1:30	0	0	1	5	6
1:45	0	0	0	2	2
2:00	0	0	0	2	2
2:15	0	0	0	4	4
2:30	2	0	0	2	4
2:45	7	1	0	1	9
3:00	0	0	0	5	5
3:15	1	0	1	2	4
3:30	3	0	0	2	5
3:45	3	0	0	1	4
4:00	6	0	0	1	7
4:15	6	0	0	0	6
4:30	21	0	0	0	21
4:45	34	0	1	1	36
5:00	65	0	0	0	65
5:15	42	0	0	1	43
5:30	21	1	1	0	23
5:45	4	1	1	8	14
6:00	11	0	0	3	14
6:15	4	1	2	4	11
6:30	4	0	2	10	16
6:45	3	0	0	6	9
7:00	3	0	0	8	11
7:15	1	0	0	5	6
7:30	2	0	0	8	10
7:45	3	0	1	6	10
8:00	0	0	2	10	12
8:15	4	0	1	5	10
8:30	1	1	1	1	4
8:45	1	0	0	8	9
9:00	1	0	1	4	6
9:15	1	0	1	3	5
9:30	1	1	1	3	6
9:45	2	1	0	9	12
10:00	2	2	2	4	10
10:15	6	1	0	2	9
10:30	0	0	0	6	6
10:45	1	0	0	4	5
11:00	1	0	2	1	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	3	0	0	4	7
0:15	1	0	0	10	11
0:30	2	0	0	4	6
0:45	2	0	1	2	5
1:00	2	0	0	3	5
1:15	2	0	1	3	6
1:30	6	0	1	2	9
1:45	1	0	0	2	3
2:00	4	0	0	4	8
2:15	3	0	0	1	4
2:30	2	0	0	3	5
2:45	5	0	0	6	11
3:00	2	0	1	5	8
3:15	8	0	0	3	11
3:30	76	0	0	5	81
3:45	26	0	0	4	30
4:00	9	1	0	2	12
4:15	6	0	0	0	6
4:30	0	0	0	0	0
4:45	1	0	0	0	1
5:00	1	0	0	1	2
5:15	27	0	0	0	27
5:30	10	0	1	0	11
5:45	3	0	0	2	5
6:00	11	0	1	2	14
6:15	1	0	0	5	6
6:30	2	0	0	2	4
6:45	3	0	2	4	9
7:00	1	1	1	8	11
7:15	4	0	0	4	8
7:30	2	1	1	8	12
7:45	1	0	0	9	10
8:00	0	1	3	4	8
8:15	2	0	1	2	5
8:30	1	1	2	6	10
8:45	1	0	0	3	4
9:00	0	1	3	4	8
9:15	1	3	1	2	7
9:30	4	1	0	2	7
9:45	2	0	2	3	7
10:00	1	3	1	5	10
10:15	5	2	0	3	10
10:30	1	1	1	6	9
10:45	2	1	2	6	11
11:00	6	0	0	2	8

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 TOTAL DRIVEWAYS
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	1	1	0	2	4
11:30	2	2	2	7	13
11:45	4	0	1	4	9
12:00	0	1	2	4	7
12:15	4	0	0	3	7
12:30	7	0	1	5	13
12:45	3	0	0	3	6
13:00	3	1	0	3	7
13:15	1	1	1	2	5
13:30	2	0	0	4	6
13:45	7	0	1	5	13
14:00	4	1	3	4	12
14:15	5	0	1	3	9
14:30	2	1	0	3	6
14:45	8	2	1	1	12
15:00	4	0	1	7	12
15:15	10	0	1	3	14
15:30	10	1	0	4	15
15:45	10	0	1	6	17
16:00	16	0	1	2	19
16:15	3	1	0	4	8
16:30	69	0	1	1	71
16:45	57	0	0	1	58
17:00	16	1	1	1	19
17:15	3	0	1	2	6
17:30	2	0	2	5	9
17:45	3	0	0	5	8
18:00	2	1	0	4	7
18:15	2	0	0	5	7
18:30	4	0	1	4	9
18:45	3	1	1	8	13
19:00	2	1	0	3	6
19:15	1	0	1	2	4
19:30	5	0	0	7	12
19:45	0	1	2	3	6
20:00	1	0	1	2	4
20:15	0	0	0	2	2
20:30	1	0	1	2	4
20:45	5	0	1	2	8
21:00	4	0	1	2	7
21:15	3	0	0	2	5
21:30	13	0	0	3	16
21:45	5	0	0	5	10
22:00	1	0	1	6	8
22:15	0	1	0	3	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	1	0	1	2
	4	0	1	3	8
	0	3	3	5	11
	0	2	1	5	8
	3	1	0	4	8
	5	1	1	6	13
	6	0	1	5	12
	4	2	0	3	9
	3	0	0	4	7
	11	1	1	2	15
	5	1	2	6	14
	5	1	1	6	13
	4	0	0	2	6
	7	2	0	4	13
	1	2	1	3	7
	7	1	1	2	11
	1	0	0	4	5
	4	2	1	6	13
	1	0	2	6	9
	8	2	1	6	17
	14	1	0	8	23
	53	0	1	1	55
	59	0	0	2	61
	29	0	0	2	31
	7	0	0	0	7
	1	0	0	1	2
	2	2	2	2	8
	3	2	0	3	8
	2	0	2	4	8
	1	0	0	3	4
	7	0	0	4	11
	3	0	0	3	6
	3	0	1	5	9
	4	0	1	1	6
	2	1	1	5	9
	1	0	1	2	4
	0	1	0	3	4
	3	0	0	3	6
	3	0	2	5	10
	0	0	0	7	7
	5	1	0	1	7
	10	0	2	2	14
	6	0	0	3	9
	7	0	0	2	9
	2	1	1	2	6

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 TOTAL DRIVEWAYS
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	2	1	0	1	4
22:45	0	0	1	3	4
23:00	0	0	0	2	2
23:15	0	0	0	3	3
23:30	0	0	1	4	5
23:45	1	0	0	1	2
	578	29	56	341	1004

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	3	0	0	2	5
	0	2	2	3	7
	3	0	0	2	5
	2	1	0	3	6
	1	0	0	5	6
	1	0	0	1	2
	569	51	59	329	1008

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 1
 9/21/2017
 Thursday

*******DRIVEWAY IS UNDER CONSTRUCTION*******

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30					0
22:45					0
23:00					0
23:15					0
23:30					0
23:45					0
	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
					0
					0
					0
					0
					0
					0
	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 2
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	1	0	1
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	1	0	1	0	2
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	1	1
6:30	0	0	0	0	0
6:45	1	0	0	0	1
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	1	0	0	0	1
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	1	1
8:45	0	0	0	0	0
9:00	0	0	1	0	1
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	1	1
10:00	0	0	0	1	1
10:15	0	0	1	1	2
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	5	5
0:15	0	0	0	0	0
0:30	0	0	0	1	1
0:45	0	0	0	1	1
1:00	0	0	0	3	3
1:15	0	0	0	2	2
1:30	0	0	0	1	1
1:45	0	0	0	0	0
2:00	0	0	0	2	2
2:15	0	0	0	4	4
2:30	0	0	0	1	1
2:45	0	0	0	1	1
3:00	0	0	0	2	2
3:15	0	0	0	2	2
3:30	0	0	0	4	4
3:45	0	0	0	2	2
4:00	0	0	0	3	3
4:15	0	0	0	2	2
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	1	0	1
5:15	1	0	0	0	1
5:30	1	0	0	0	1
5:45	0	0	0	0	0
6:00	0	0	1	0	1
6:15	0	0	1	0	1
6:30	0	0	1	0	1
6:45	1	0	1	0	2
7:00	0	0	0	2	2
7:15	0	0	0	1	1
7:30	0	0	0	1	1
7:45	0	0	0	2	2
8:00	0	0	0	4	4
8:15	0	0	0	1	1
8:30	0	0	1	2	3
8:45	0	0	1	0	1
9:00	0	0	0	1	1
9:15	0	0	0	2	2
9:30	0	0	0	3	3
9:45	0	0	0	2	2
10:00	0	0	1	1	2
10:15	0	0	3	2	5
10:30	0	0	0	1	1
10:45	0	0	0	2	2
11:00	0	1	0	4	5

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 2
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	1	1
12:15	0	0	0	1	1
12:30	0	0	1	0	1
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	1	0	0	0	1
15:45	0	0	0	1	1
16:00	0	0	0	1	1
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	1	1
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	1	1
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	1	0	1
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	1	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	2	2
	0	0	0	1	1
	0	0	1	2	3
	0	0	0	2	2
	0	0	1	1	2
	0	0	0	1	1
	0	0	1	2	3
	0	0	0	3	3
	0	0	1	2	3
	0	0	0	3	3
	1	0	1	2	4
	0	0	0	2	2
	0	0	0	1	1
	0	0	0	1	1
	0	0	0	1	1
	0	0	1	2	3
	0	0	2	1	3
	0	0	0	3	3
	0	0	0	0	0
	0	0	0	1	1
	0	0	3	1	4
	0	0	0	0	0
	0	0	1	0	1
	0	0	0	1	1
	0	0	0	1	1
	0	0	1	3	4
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	3	3
	0	0	1	2	3
	0	0	0	2	2
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	1	1
	0	0	0	3	3
	0	0	0	1	1
	0	0	0	1	1
	0	0	0	2	2
	0	0	0	3	3
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	5	5
	0	0	1	1	2
	0	0	2	1	3

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 2
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	1	0	1
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	2	0	2
	4	0	10	11	25

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	3	3
	0	0	1	3	4
	0	0	0	0	0
	0	0	0	2	2
	0	0	1	1	2
	0	0	2	2	4
	4	1	32	145	182

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 3
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	2	2
0:15	0	0	0	2	2
0:30	0	0	1	1	2
0:45	0	0	1	2	3
1:00	0	0	0	1	1
1:15	0	0	0	1	1
1:30	0	0	0	2	2
1:45	0	0	0	1	1
2:00	0	0	0	2	2
2:15	0	0	1	2	3
2:30	0	0	0	2	2
2:45	0	0	0	2	2
3:00	0	0	0	3	3
3:15	0	0	0	3	3
3:30	0	0	0	1	1
3:45	0	0	1	0	1
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	1	1
6:15	0	0	1	2	3
6:30	0	0	0	2	2
6:45	0	0	0	4	4
7:00	0	0	0	0	0
7:15	0	0	0	2	2
7:30	0	0	0	0	0
7:45	0	0	0	2	2
8:00	0	0	0	1	1
8:15	0	0	1	1	2
8:30	0	0	1	2	3
8:45	0	0	0	1	1
9:00	0	0	0	1	1
9:15	0	1	0	1	2
9:30	0	0	0	3	3
9:45	0	0	0	1	1
10:00	0	0	1	2	3
10:15	0	0	0	2	2
10:30	0	0	0	1	1
10:45	0	0	0	2	2
11:00	0	0	0	3	3

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 3
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	1	1
22:45	0	0	0	3	3
23:00	0	0	0	1	1
23:15	0	0	1	1	2
23:30	0	0	1	0	1
23:45	0	0	0	2	2
	0	1	24	137	162

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	1	0	1

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 4
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	1	0	0	0	1
0:30	3	0	0	0	3
0:45	0	0	0	0	0
1:00	2	0	0	0	2
1:15	0	0	0	0	0
1:30	1	0	0	0	1
1:45	0	0	0	0	0
2:00	1	0	0	0	1
2:15	0	0	0	0	0
2:30	1	0	0	0	1
2:45	4	0	0	0	4
3:00	0	0	0	0	0
3:15	2	0	0	0	2
3:30	0	0	0	0	0
3:45	1	0	0	0	1
4:00	0	0	0	0	0
4:15	1	0	0	0	1
4:30	0	0	0	0	0
4:45	5	0	0	0	5
5:00	3	0	0	0	3
5:15	2	0	0	0	2
5:30	4	0	0	0	4
5:45	4	0	0	0	4
6:00	4	0	0	0	4
6:15	3	0	0	0	3
6:30	18	0	0	0	18
6:45	35	0	0	0	35
7:00	47	0	0	0	47
7:15	29	0	0	0	29
7:30	17	0	0	0	17
7:45	4	1	0	0	5
8:00	8	0	0	0	8
8:15	5	0	0	0	5
8:30	1	0	0	0	1
8:45	2	0	0	0	2
9:00	2	0	0	0	2
9:15	1	0	0	0	1
9:30	7	1	0	0	8
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	1	0	0	0	1
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 4
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	2	0	0	0	2
22:45	1	0	0	0	1
23:00	0	0	0	0	0
23:15	1	0	0	0	1
23:30	0	0	0	0	0
23:45	3	0	0	0	3
	438	6	0	0	444

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 5
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	3	0	0	0	3
	2	0	0	0	2
	1	0	0	0	1
	1	0	0	0	1
	4	0	0	0	4
	4	0	0	0	4
	12	0	0	0	12
	8	1	0	0	9
	0	0	0	0	0
	0	0	0	0	0
	2	0	0	0	2
	5	0	0	0	5
	5	0	0	0	5
	10	0	0	0	10
	60	0	0	0	60
	32	0	0	0	32
	7	0	0	0	7
	9	0	0	0	9
	5	0	0	0	5
	3	0	0	0	3
	0	0	0	0	0
	2	0	0	0	2
	10	0	0	0	10
	2	0	0	0	2
	10	0	0	0	10
	3	0	0	0	3
	2	0	0	0	2
	6	0	0	0	6
	0	0	0	0	0
	1	0	0	0	1
	5	0	0	0	5
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	1	1	0	0	2
	1	0	0	0	1
	1	0	0	0	1
	1	1	0	0	2
	0	0	0	0	0
	2	0	0	0	2
	2	1	0	0	3
	4	0	0	0	4

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 5
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	3	0	0	0	3
	3	0	0	0	3
	2	0	0	0	2
	3	0	0	0	3
	2	1	0	0	3
	1	1	0	0	2
	4	0	0	0	4
	0	0	0	0	0
	11	0	0	0	11
	5	0	0	0	5
	4	0	0	0	4
	2	0	0	0	2
	2	0	0	0	2
	1	0	0	0	1
	2	0	0	0	2
	3	1	0	0	4
	5	0	0	0	5
	4	0	0	0	4
	6	0	0	0	6
	13	0	0	0	13
	74	0	0	0	74
	21	0	0	0	21
	13	0	0	0	13
	6	0	0	0	6
	2	0	0	0	2
	4	0	0	0	4
	1	0	0	0	1
	3	0	0	0	3
	0	0	0	0	0
	0	0	0	0	0
	3	0	0	0	3
	2	0	0	0	2
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	2	0	0	0	2
	2	0	0	0	2
	4	0	0	0	4
	6	0	0	0	6
	4	0	0	0	4
	11	0	0	0	11
	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 5
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	2	0	0	0	2
	0	1	0	0	1
	2	0	0	0	2
	3	0	0	0	3
	2	0	0	0	2
	0	0	0	0	0
	471	8	0	0	479

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 6
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	1	0	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	1	0	1
2:00	0	0	0	1	1
2:15	0	0	1	0	1
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	1	0	1
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	1	0	1
5:00	0	0	1	0	1
5:15	0	0	0	0	0
5:30	2	0	0	1	3
5:45	0	0	0	0	0
6:00	0	0	2	0	2
6:15	0	0	0	0	0
6:30	0	0	1	1	2
6:45	0	0	0	0	0
7:00	0	0	1	0	1
7:15	0	0	2	0	2
7:30	0	1	1	0	2
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	1	1
8:30	0	1	0	1	2
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	1	0	1
9:45	0	0	0	0	0
10:00	0	0	1	0	1
10:15	0	0	2	0	2
10:30	0	0	0	0	0
10:45	0	1	0	0	1
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	2	2
0:30	0	0	0	3	3
0:45	0	0	0	3	3
1:00	0	0	0	0	0
1:15	0	0	1	1	2
1:30	0	1	0	0	1
1:45	0	0	0	1	1
2:00	0	1	0	3	4
2:15	0	0	1	3	4
2:30	0	0	0	1	1
2:45	0	0	1	4	5
3:00	0	0	0	2	2
3:15	0	0	1	4	5
3:30	0	0	0	2	2
3:45	0	0	1	2	3
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	1	0	1
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	1	1
6:15	2	0	1	1	4
6:30	0	1	1	2	4
6:45	0	0	2	2	4
7:00	0	0	1	1	2
7:15	0	0	2	3	5
7:30	0	0	3	1	4
7:45	0	1	3	0	4
8:00	0	0	3	3	6
8:15	0	0	3	1	4
8:30	0	1	0	4	5
8:45	0	0	0	0	0
9:00	0	3	1	2	6
9:15	0	2	0	2	4
9:30	0	0	2	3	5
9:45	0	0	2	0	2
10:00	0	1	0	3	4
10:15	0	0	1	1	2
10:30	0	1	0	3	4
10:45	0	0	0	1	1
11:00	0	0	1	2	3

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 6
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	1	0	0	1
11:30	0	0	0	0	0
11:45	0	0	0	1	1
12:00	0	0	0	0	0
12:15	0	0	1	0	1
12:30	1	0	0	0	1
12:45	0	0	1	0	1
13:00	0	0	0	0	0
13:15	0	0	0	1	1
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	1	0	1
14:15	1	0	0	0	1
14:30	1	1	0	0	2
14:45	0	0	1	0	1
15:00	0	0	0	2	2
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	1	0	1
16:45	0	0	0	1	1
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	1	1
17:45	1	0	1	0	2
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	1	0	1
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	1	0	1
20:30	0	0	0	0	0
20:45	0	0	1	1	2
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	1	0	1
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	1	1
	0	1	0	1	2
	0	4	1	2	7
	0	3	1	4	8
	0	0	0	0	0
	0	0	1	2	3
	0	0	1	3	4
	0	0	0	1	1
	0	0	0	2	2
	0	1	1	3	5
	0	0	2	1	3
	0	0	1	5	6
	0	0	1	1	2
	1	1	0	1	3
	0	0	1	1	2
	0	1	0	2	3
	0	0	1	6	7
	0	0	0	6	6
	0	1	0	1	2
	0	3	1	2	6
	0	0	0	2	2
	0	0	1	1	2
	0	1	0	0	1
	0	0	0	0	0
	1	0	0	1	2
	0	0	1	1	2
	0	0	2	1	3
	0	2	0	2	4
	1	0	1	0	2
	0	0	0	0	0
	0	0	0	1	1
	0	0	1	3	4
	0	0	0	2	2
	0	0	0	1	1
	0	0	1	2	3
	0	0	0	1	1
	0	1	0	5	6
	0	0	0	1	1
	0	2	0	1	3
	0	0	0	1	1
	0	0	1	1	2
	0	0	0	2	2
	0	0	0	0	0
	0	0	1	0	1
	0	0	0	1	1

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 6
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	1	0	1
22:45	0	0	0	0	0
23:00	0	0	1	1	2
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	6	5	29	13	53

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	1	4	5
	0	0	0	1	1
	0	0	0	1	1
	0	0	0	1	1
	0	1	0	1	2
	5	34	54	150	243

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 7
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 7
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	0	0	0	0	0
11:45	0	0	0	0	0
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	0	0	0	0	0
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 8
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	2	2
0:15	0	2	0	2	4
0:30	0	0	0	2	2
0:45	0	0	1	4	5
1:00	0	0	0	1	1
1:15	0	0	0	1	1
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	1	2	3
2:15	0	0	0	2	2
2:30	0	0	0	1	1
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	1	0	0	0	1
3:45	0	0	0	1	1
4:00	0	0	0	0	0
4:15	1	0	0	0	1
4:30	1	0	0	0	1
4:45	1	0	0	0	1
5:00	3	0	0	1	4
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	1	0	0	4	5
6:00	0	0	0	2	2
6:15	0	0	0	5	5
6:30	0	0	0	7	7
6:45	0	0	0	4	4
7:00	1	1	0	6	8
7:15	0	0	0	3	3
7:30	0	2	0	5	7
7:45	2	0	0	3	5
8:00	0	0	1	3	4
8:15	0	1	0	2	3
8:30	0	0	0	2	2
8:45	1	0	0	2	3
9:00	0	0	0	6	6
9:15	3	0	0	5	8
9:30	0	0	0	3	3
9:45	0	0	0	2	2
10:00	0	1	0	2	3
10:15	0	0	0	1	1
10:30	0	0	0	1	1
10:45	0	0	0	1	1
11:00	0	1	0	2	3

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	1	0	1
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	1	0	1
3:00	3	0	0	0	3
3:15	0	0	0	0	0
3:30	3	0	0	0	3
3:45	4	0	0	0	4
4:00	0	0	0	0	0
4:15	2	0	0	0	2
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	0	0
7:30	0	1	0	0	1
7:45	0	0	0	0	0
8:00	0	0	1	0	1
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	1	0	0	0	1
9:15	2	0	0	0	2
9:30	0	0	0	1	1
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 DRIVEWAY 8
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	2	2
22:45	0	2	0	4	6
23:00	0	0	0	2	2
23:15	0	0	0	1	1
23:30	0	0	0	2	2
23:45	0	0	0	3	3
	21	15	9	182	227

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	24	2	4	2	32

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 TOTAL DRIVEWAYS
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	1	4	5
0:15	1	2	0	4	7
0:30	3	0	1	3	7
0:45	0	0	2	6	8
1:00	2	0	0	2	4
1:15	0	0	0	2	2
1:30	1	0	0	2	3
1:45	0	0	1	1	2
2:00	1	0	1	5	7
2:15	0	0	2	4	6
2:30	1	0	0	3	4
2:45	4	0	1	2	7
3:00	0	0	0	3	3
3:15	2	0	0	3	5
3:30	1	0	0	1	2
3:45	1	0	2	1	4
4:00	0	0	0	0	0
4:15	2	0	0	0	2
4:30	1	0	0	0	1
4:45	6	0	1	0	7
5:00	7	0	2	1	10
5:15	2	0	0	0	2
5:30	6	0	0	1	7
5:45	5	0	0	4	9
6:00	4	0	2	3	9
6:15	3	0	1	8	12
6:30	18	0	1	10	29
6:45	36	0	0	8	44
7:00	48	1	1	6	56
7:15	29	0	2	5	36
7:30	17	3	1	5	26
7:45	7	1	0	5	13
8:00	8	0	1	4	13
8:15	5	1	1	4	11
8:30	1	1	1	6	9
8:45	3	0	0	3	6
9:00	2	0	1	7	10
9:15	4	1	0	6	11
9:30	7	1	1	6	15
9:45	0	0	0	4	4
10:00	0	1	2	5	8
10:15	1	0	3	4	8
10:30	0	0	0	2	2
10:45	0	1	0	3	4
11:00	0	1	0	5	6

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	3	0	0	5	8
0:15	2	0	0	2	4
0:30	1	0	0	4	5
0:45	1	0	0	4	5
1:00	4	0	1	3	8
1:15	4	0	1	3	8
1:30	12	1	0	1	14
1:45	8	1	0	1	10
2:00	0	1	0	5	6
2:15	0	0	1	7	8
2:30	2	0	0	2	4
2:45	5	0	2	5	12
3:00	8	0	0	4	12
3:15	10	0	1	6	17
3:30	63	0	0	6	69
3:45	36	0	1	4	41
4:00	7	0	0	3	10
4:15	11	0	0	2	13
4:30	5	0	0	0	5
4:45	3	0	0	0	3
5:00	0	0	1	0	1
5:15	3	0	1	0	4
5:30	11	0	0	0	11
5:45	2	0	0	0	2
6:00	10	0	1	1	12
6:15	5	0	2	1	8
6:30	2	1	2	2	7
6:45	7	0	3	2	12
7:00	0	0	1	3	4
7:15	1	0	2	4	7
7:30	5	1	3	2	11
7:45	0	1	3	2	6
8:00	1	0	4	7	12
8:15	0	0	3	2	5
8:30	0	1	1	6	8
8:45	0	0	1	0	1
9:00	1	3	1	3	8
9:15	3	3	0	4	10
9:30	1	0	2	7	10
9:45	1	0	2	2	5
10:00	1	2	1	4	8
10:15	0	0	4	3	7
10:30	2	1	0	4	7
10:45	2	1	0	3	6
11:00	4	1	1	6	12

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 TOTAL DRIVEWAYS
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	1	1	0	7	9
11:30	2	1	0	4	7
11:45	0	0	0	5	5
12:00	1	0	2	5	8
12:15	2	0	1	5	8
12:30	4	1	1	3	9
12:45	1	0	2	7	10
13:00	3	0	1	3	7
13:15	0	0	0	6	6
13:30	1	0	0	4	5
13:45	1	0	1	6	8
14:00	2	2	2	4	10
14:15	3	0	0	3	6
14:30	4	1	0	3	8
14:45	1	1	1	3	6
15:00	0	1	1	5	7
15:15	5	1	0	5	11
15:30	7	0	0	3	10
15:45	4	0	2	3	9
16:00	4	0	1	4	9
16:15	2	0	1	2	5
16:30	1	0	2	0	3
16:45	4	0	2	2	8
17:00	5	0	0	1	6
17:15	3	1	0	4	8
17:30	8	0	0	7	15
17:45	8	0	1	3	12
18:00	11	0	0	1	12
18:15	1	0	0	2	3
18:30	62	0	0	4	66
18:45	47	0	0	1	48
19:00	3	0	0	5	8
19:15	2	0	0	5	7
19:30	1	0	1	3	5
19:45	0	0	0	2	2
20:00	2	0	1	1	4
20:15	4	0	2	5	11
20:30	4	0	0	4	8
20:45	2	1	1	6	10
21:00	2	0	2	1	5
21:15	3	0	1	2	6
21:30	1	0	1	3	5
21:45	1	0	0	2	3
22:00	0	0	2	3	5
22:15	0	0	1	2	3

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	3	3
	3	1	0	2	6
	3	4	2	4	13
	2	3	1	6	12
	3	0	1	1	5
	2	1	1	3	7
	1	1	2	5	9
	4	0	0	4	8
	0	0	1	4	5
	11	1	1	6	19
	5	0	2	4	11
	5	0	2	7	14
	2	0	1	3	6
	3	2	0	2	7
	1	0	1	2	4
	2	1	0	3	6
	3	1	2	8	14
	5	0	2	7	14
	4	1	0	4	9
	8	3	2	2	15
	16	0	0	3	19
	76	0	4	2	82
	23	1	0	0	24
	13	0	1	0	14
	7	0	0	2	9
	2	0	1	2	5
	4	0	3	4	11
	1	2	0	2	5
	4	0	1	0	5
	0	0	0	3	3
	0	0	1	3	4
	3	0	1	5	9
	2	0	0	2	4
	1	0	0	1	2
	0	0	1	3	4
	0	0	0	4	4
	0	1	0	6	7
	0	0	0	2	2
	2	2	0	4	8
	2	0	1	4	7
	4	0	1	1	6
	6	0	0	2	8
	4	0	0	5	9
	11	0	2	1	14
	0	0	2	2	4

City of Moreno Valley
 Driveway Counts
 24300 Nandina Ave, Moreno Valley, CA - ONT8
 TOTAL DRIVEWAYS
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	2	0	1	3	6
22:45	1	2	1	7	11
23:00	0	0	1	4	5
23:15	1	0	1	2	4
23:30	0	0	1	2	3
23:45	3	0	2	5	10
	469	27	72	343	911

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	2	0	0	3	5
	0	1	2	7	10
	2	0	0	1	3
	3	0	0	3	6
	2	0	1	2	5
	0	1	2	3	6
	504	45	91	297	937

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 NORTH DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	1	0	0	0	1
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	9	0	0	0	9
4:45	3	0	0	0	3
5:00	5	0	0	0	5
5:15	6	0	0	0	6
5:30	11	0	0	0	11
5:45	15	2	0	0	17
6:00	6	1	0	0	7
6:15	15	0	0	0	15
6:30	40	1	0	1	42
6:45	29	1	0	0	30
7:00	24	1	0	0	25
7:15	38	0	0	0	38
7:30	8	0	0	0	8
7:45	4	0	0	0	4
8:00	1	0	0	0	1
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	1	0	0	0	1
9:15	4	0	0	0	4
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	2	0	0	2
10:30	1	0	0	0	1
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	27	0	0	0	27
4:45	7	0	0	0	7
5:00	20	0	0	0	20
5:15	4	0	0	0	4
5:30	2	0	0	0	2
5:45	1	1	0	0	2
6:00	2	0	0	0	2
6:15	1	1	0	0	2
6:30	3	0	0	0	3
6:45	4	0	0	0	4
7:00	8	1	0	0	9
7:15	7	0	0	0	7
7:30	1	0	0	0	1
7:45	0	0	0	0	0
8:00	1	0	0	0	1
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	2	0	0	0	2
9:00	2	0	0	0	2
9:15	0	0	0	0	0
9:30	2	0	0	0	2
9:45	1	0	0	0	1
10:00	0	2	0	0	2
10:15	0	0	0	0	0
10:30	1	0	0	0	1
10:45	0	4	0	0	4
11:00	0	0	0	0	0

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 NORTH DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	1	0	0	0	1
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	344	8	0	1	353

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	247	9	0	0	256

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 MIDDLE DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	1	0	0	0	1
0:15	0	0	0	0	0
0:30	2	0	0	0	2
0:45	0	0	0	0	0
1:00	2	0	0	0	2
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	2	0	0	0	2
2:45	0	0	0	0	0
3:00	4	0	0	0	4
3:15	1	0	0	0	1
3:30	3	0	0	0	3
3:45	2	0	0	0	2
4:00	6	0	0	0	6
4:15	2	0	0	0	2
4:30	3	0	0	0	3
4:45	2	0	0	0	2
5:00	5	0	0	0	5
5:15	4	0	0	0	4
5:30	10	0	0	0	10
5:45	21	0	0	0	21
6:00	67	0	0	0	67
6:15	26	0	0	0	26
6:30	31	0	0	0	31
6:45	7	0	0	0	7
7:00	8	0	0	0	8
7:15	5	0	0	0	5
7:30	10	0	0	0	10
7:45	1	0	0	0	1
8:00	6	0	0	0	6
8:15	3	0	0	0	3
8:30	4	0	0	0	4
8:45	11	0	0	0	11
9:00	8	0	0	0	8
9:15	2	0	0	0	2
9:30	1	0	0	0	1
9:45	5	0	0	0	5
10:00	6	0	0	0	6
10:15	4	0	0	0	4
10:30	7	0	0	0	7
10:45	11	0	0	0	11
11:00	5	0	0	0	5

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
1	0	0	0	0	1
10	0	0	0	0	10
7	0	0	0	0	7
3	0	0	0	0	3
1	0	0	0	0	1
3	0	0	0	0	3
4	0	0	0	0	4
2	0	0	0	0	2
2	0	0	0	0	2
8	0	0	0	0	8
4	0	0	0	0	4
4	0	0	0	0	4
1	0	0	0	0	1
2	0	0	0	0	2
3	0	0	0	0	3
47	0	0	0	0	47
7	0	0	0	0	7
66	0	0	0	0	66
19	0	0	0	0	19
9	0	0	0	0	9
5	0	0	0	0	5
7	0	0	0	0	7
6	0	0	0	0	6
7	0	0	0	0	7
11	0	0	0	0	11
11	0	0	0	0	11
9	0	0	0	0	9
2	0	0	0	0	2
1	0	0	0	0	1
2	0	0	0	0	2
1	0	0	0	0	1
0	0	0	0	0	0
1	0	0	0	0	1
1	0	0	0	0	1
6	0	0	0	0	6
2	0	0	0	0	2
8	0	0	0	0	8
5	0	0	0	0	5
2	0	0	0	0	2
4	0	0	0	0	4
2	0	0	0	0	2
2	0	0	0	0	2
3	0	0	0	0	3
7	0	0	0	0	7
3	0	0	0	0	3

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 MIDDLE DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	2	0	0	0	2
11:30	3	0	0	0	3
11:45	15	0	0	0	15
12:00	9	0	0	0	9
12:15	3	0	0	0	3
12:30	3	0	0	0	3
12:45	3	0	0	0	3
13:00	8	0	0	0	8
13:15	3	0	0	0	3
13:30	1	0	0	0	1
13:45	1	0	0	0	1
14:00	6	0	0	0	6
14:15	6	0	0	0	6
14:30	1	0	0	0	1
14:45	6	0	0	0	6
15:00	6	0	0	0	6
15:15	2	0	0	0	2
15:30	2	0	0	0	2
15:45	2	0	0	0	2
16:00	2	0	0	0	2
16:15	5	0	0	0	5
16:30	5	0	0	0	5
16:45	6	0	0	0	6
17:00	5	0	0	0	5
17:15	14	0	0	0	14
17:30	30	0	0	0	30
17:45	64	0	0	0	64
18:00	36	0	0	0	36
18:15	39	0	0	0	39
18:30	8	0	0	0	8
18:45	3	0	0	0	3
19:00	1	0	0	0	1
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	7	0	0	0	7
20:00	1	0	0	0	1
20:15	1	0	0	0	1
20:30	3	0	0	0	3
20:45	3	0	0	0	3
21:00	2	0	0	0	2
21:15	0	0	0	0	0
21:30	1	0	0	0	1
21:45	3	0	0	0	3
22:00	2	0	0	0	2
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
5	0	0	0	0	5
19	0	0	0	0	19
7	0	0	0	0	7
2	0	0	0	0	2
4	0	0	0	0	4
6	0	0	0	0	6
5	0	0	0	0	5
3	0	0	0	0	3
4	0	0	0	0	4
5	0	0	0	0	5
1	0	0	0	0	1
8	0	0	0	0	8
11	0	0	0	0	11
0	0	0	0	0	0
9	0	0	0	0	9
7	0	0	0	0	7
6	0	0	0	0	6
8	0	0	0	0	8
7	0	0	0	0	7
4	0	0	0	0	4
11	0	0	0	0	11
11	0	0	0	0	11
7	0	0	0	0	7
3	0	0	0	0	3
4	0	0	0	0	4
45	0	0	0	0	45
32	0	0	0	0	32
44	0	0	0	0	44
33	0	0	0	0	33
14	0	0	0	0	14
6	0	0	0	0	6
13	0	0	0	0	13
17	0	0	0	0	17
9	0	0	0	0	9
6	0	0	0	0	6
3	0	0	0	0	3
6	0	0	0	0	6
1	0	0	0	0	1
3	0	0	0	0	3
2	0	0	0	0	2
1	0	0	0	0	1
2	0	0	0	0	2
0	0	0	0	0	0
3	0	0	0	0	3
2	0	0	0	0	2

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 MIDDLE DRIVEWAY
 9/19/2017
 Tuesday

ENTERING					
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	1	0	0	0	1
22:45	7	0	0	0	7
23:00	9	0	0	0	9
23:15	2	0	0	0	2
23:30	13	0	0	0	13
23:45	7	0	0	0	7
	660	0	0	0	660

EXITING					
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	3	0	0	0	3
	14	0	0	0	14
	6	0	0	0	6
	15	0	0	0	15
	4	0	0	0	4
	5	0	0	0	5
	757	0	0	0	757

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 SOUTH DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	1	0	1
1:00	0	0	0	0	0
1:15	0	0	1	0	1
1:30	0	0	2	0	2
1:45	0	0	0	0	0
2:00	0	0	0	1	1
2:15	0	0	0	1	1
2:30	0	0	1	1	2
2:45	0	0	0	1	1
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	1	1	2
3:45	0	0	0	1	1
4:00	0	0	0	0	0
4:15	1	0	0	0	1
4:30	0	0	0	3	3
4:45	0	0	0	0	0
5:00	1	0	0	0	1
5:15	2	0	0	1	3
5:30	1	0	0	1	2
5:45	0	0	0	1	1
6:00	0	0	1	1	2
6:15	2	0	0	1	3
6:30	6	0	0	1	7
6:45	11	0	0	0	11
7:00	4	0	0	0	4
7:15	14	0	1	0	15
7:30	4	0	0	0	4
7:45	1	0	0	0	1
8:00	0	0	0	0	0
8:15	0	0	0	1	1
8:30	0	1	0	1	2
8:45	1	0	0	0	1
9:00	0	2	0	0	2
9:15	1	0	0	0	1
9:30	0	0	0	0	0
9:45	0	1	0	0	1
10:00	0	0	0	0	0
10:15	0	1	0	0	1
10:30	1	0	0	1	2
10:45	1	1	1	0	3
11:00	2	0	0	0	2

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	1	0	1
1:00	0	0	0	0	0
1:15	0	0	1	0	1
1:30	0	0	0	0	0
1:45	0	0	1	0	1
2:00	0	0	1	0	1
2:15	0	0	0	0	0
2:30	0	0	0	1	1
2:45	0	0	2	1	3
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	2	1	3
3:45	0	0	0	1	1
4:00	0	0	1	0	1
4:15	0	0	0	1	1
4:30	9	0	0	0	9
4:45	3	0	0	0	3
5:00	16	0	1	2	19
5:15	2	0	0	1	3
5:30	2	0	0	0	2
5:45	0	0	1	0	1
6:00	0	0	1	0	1
6:15	0	0	2	0	2
6:30	1	0	0	0	1
6:45	2	0	0	1	3
7:00	3	0	1	1	5
7:15	4	0	0	0	4
7:30	0	0	1	0	1
7:45	1	0	0	0	1
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	1	0	1
8:45	1	1	0	0	2
9:00	0	0	0	0	0
9:15	0	2	1	0	3
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	2	1	0	0	3
10:15	0	0	0	0	0
10:30	0	1	0	1	2
10:45	1	1	0	0	2
11:00	1	0	0	1	2

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 SOUTH DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	1	1
11:30	1	0	3	0	4
11:45	1	0	0	2	3
12:00	0	0	1	1	2
12:15	1	0	0	0	1
12:30	0	0	1	0	1
12:45	0	0	2	0	2
13:00	1	0	0	0	1
13:15	0	0	2	0	2
13:30	1	1	0	0	2
13:45	1	0	2	0	3
14:00	0	0	1	1	2
14:15	0	0	0	0	0
14:30	0	0	0	2	2
14:45	1	0	0	1	2
15:00	1	1	0	2	4
15:15	0	0	0	2	2
15:30	1	0	1	2	4
15:45	0	0	1	2	3
16:00	0	0	0	0	0
16:15	0	0	1	0	1
16:30	0	0	0	1	1
16:45	1	0	1	1	3
17:00	0	0	0	0	0
17:15	1	0	0	0	1
17:30	7	0	0	0	7
17:45	8	1	0	0	9
18:00	9	0	0	0	9
18:15	7	0	1	0	8
18:30	4	0	0	2	6
18:45	0	0	1	1	2
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	1	0	1
19:45	0	0	0	0	0
20:00	0	0	0	3	3
20:15	1	0	0	0	1
20:30	0	0	0	1	1
20:45	0	0	1	1	2
21:00	0	0	1	0	1
21:15	0	0	1	0	1
21:30	0	0	0	1	1
21:45	0	0	0	2	2
22:00	0	0	0	0	0
22:15	0	0	0	1	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
1	1	0	0	0	1
1	1	0	0	0	1
0	0	0	0	0	0
1	1	0	1	4	6
0	0	0	0	2	2
1	1	0	0	0	1
0	0	0	0	1	1
0	0	0	0	2	2
1	1	0	0	0	1
1	1	0	0	1	2
0	0	1	0	0	1
1	1	0	0	3	4
0	0	0	0	1	1
0	0	0	0	2	2
0	0	1	0	1	1
0	0	0	0	0	0
1	1	0	0	0	1
0	0	0	0	1	1
0	0	0	0	1	1
1	1	1	2	2	6
1	1	0	1	5	7
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	1	1
1	1	0	0	2	3
15	15	0	0	0	15
3	3	0	0	1	4
20	20	1	0	0	21
7	7	0	0	2	9
4	4	0	0	0	4
1	1	0	1	0	2
0	0	0	0	0	0
0	0	0	0	1	1
0	0	0	1	0	1
0	0	0	1	1	2
0	0	0	1	1	2
0	0	0	0	0	0
1	1	0	0	0	1
0	0	0	0	2	2
0	0	0	0	0	0
0	0	0	0	1	1
0	0	0	0	1	1
0	0	0	0	0	0
0	0	0	1	0	1
0	0	0	0	0	0

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 SOUTH DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	1	0	0	0	1
23:45	1	0	0	0	1
	102	9	31	48	190

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	1	1	2
	0	0	0	1	1
	0	0	0	1	1
	0	0	0	5	5
	1	0	0	0	1
	0	0	0	0	0
	111	9	29	58	207

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 TOTAL DRIVEWAYS
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	1	0	0	0	1
0:15	0	0	0	0	0
0:30	2	0	0	0	2
0:45	0	0	1	0	1
1:00	2	0	0	0	2
1:15	0	0	1	0	1
1:30	0	0	2	0	2
1:45	0	0	0	0	0
2:00	0	0	0	1	1
2:15	0	0	0	1	1
2:30	2	0	1	1	4
2:45	0	0	0	1	1
3:00	4	0	0	0	4
3:15	1	0	0	0	1
3:30	3	0	1	1	5
3:45	3	0	0	1	4
4:00	6	0	0	0	6
4:15	3	0	0	0	3
4:30	12	0	0	3	15
4:45	5	0	0	0	5
5:00	11	0	0	0	11
5:15	12	0	0	1	13
5:30	22	0	0	1	23
5:45	36	2	0	1	39
6:00	73	1	1	1	76
6:15	43	0	0	1	44
6:30	77	1	0	2	80
6:45	47	1	0	0	48
7:00	36	1	0	0	37
7:15	57	0	1	0	58
7:30	22	0	0	0	22
7:45	6	0	0	0	6
8:00	7	0	0	0	7
8:15	3	0	0	1	4
8:30	4	1	0	1	6
8:45	12	0	0	0	12
9:00	9	2	0	0	11
9:15	7	0	0	0	7
9:30	1	0	0	0	1
9:45	5	1	0	0	6
10:00	6	0	0	0	6
10:15	4	3	0	0	7
10:30	9	0	0	1	10
10:45	12	1	1	0	14
11:00	7	0	0	0	7

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
1	0	0	0	0	1
10	0	0	0	0	10
7	0	0	0	0	7
3	0	1	0	0	4
1	0	0	0	0	1
3	0	1	0	0	4
4	0	0	0	0	4
2	0	1	0	0	3
2	0	1	0	0	3
8	0	0	0	0	8
4	0	0	1	0	5
4	0	2	1	0	7
1	0	0	0	0	1
2	0	0	0	0	2
3	0	2	1	0	6
47	0	0	1	0	48
7	0	1	0	0	8
66	0	0	1	0	67
55	0	0	0	0	55
19	0	0	0	0	19
41	0	1	2	0	44
13	0	0	1	0	14
10	0	0	0	0	10
8	1	1	0	0	10
13	0	1	0	0	14
12	1	2	0	0	15
13	0	0	0	0	13
8	0	0	1	0	9
12	1	1	1	0	15
13	0	0	0	0	13
2	0	1	0	0	3
1	0	0	0	0	1
2	0	0	0	0	2
1	0	0	0	0	1
6	0	1	0	0	7
5	1	0	0	0	6
10	0	0	0	0	10
5	2	1	0	0	8
4	0	0	0	0	4
5	0	0	0	0	5
4	3	0	0	0	7
2	0	0	0	0	2
4	1	0	1	0	6
8	5	0	0	0	13
4	0	0	1	0	5

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 TOTAL DRIVEWAYS
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	3	0	0	1	4
11:30	6	0	3	0	9
11:45	18	0	0	2	20
12:00	14	0	1	1	16
12:15	5	0	0	0	5
12:30	5	0	1	0	6
12:45	3	0	2	0	5
13:00	10	0	0	0	10
13:15	4	0	2	0	6
13:30	2	1	0	0	3
13:45	4	0	2	0	6
14:00	6	0	1	1	8
14:15	7	0	0	0	7
14:30	2	0	0	2	4
14:45	7	0	0	1	8
15:00	7	1	0	2	10
15:15	3	0	0	2	5
15:30	4	0	1	2	7
15:45	3	0	1	2	6
16:00	2	0	0	0	2
16:15	6	0	1	0	7
16:30	5	0	0	1	6
16:45	7	0	1	1	9
17:00	7	0	0	0	7
17:15	15	0	0	0	15
17:30	43	0	0	0	43
17:45	89	1	0	0	90
18:00	73	0	0	0	73
18:15	67	0	1	0	68
18:30	35	0	0	2	37
18:45	5	0	1	1	7
19:00	1	0	0	0	1
19:15	0	0	0	0	0
19:30	0	0	1	0	1
19:45	7	0	0	0	7
20:00	1	0	0	3	4
20:15	2	0	0	0	2
20:30	3	0	0	1	4
20:45	3	0	1	1	5
21:00	2	0	1	0	3
21:15	0	0	1	0	1
21:30	1	0	0	1	2
21:45	3	0	0	2	5
22:00	2	0	0	0	2
22:15	0	0	0	1	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
8	0	0	0	0	8
21	0	0	0	0	21
7	0	0	0	0	7
17	0	1	4	22	
5	0	0	2	7	
8	0	0	0	8	
6	0	0	1	7	
9	0	0	2	11	
10	0	0	0	10	
6	0	0	1	7	
4	1	0	0	5	
9	0	0	3	12	
27	0	0	1	28	
2	0	0	2	4	
16	0	1	0	17	
7	0	0	0	7	
7	0	0	0	7	
9	0	0	1	10	
7	0	0	1	8	
9	1	2	2	14	
13	0	1	5	19	
11	0	0	0	11	
10	0	0	0	10	
5	0	0	1	6	
5	0	0	2	7	
62	0	0	0	62	
59	0	0	1	60	
71	1	0	0	72	
65	0	0	2	67	
35	0	0	0	35	
11	0	1	0	12	
15	0	0	0	15	
17	0	0	1	18	
9	0	1	0	10	
6	0	1	1	8	
3	0	1	1	5	
6	0	0	0	6	
2	0	0	0	2	
3	0	0	2	5	
2	0	0	0	2	
1	0	0	1	2	
2	0	0	1	3	
0	0	0	0	0	
3	0	1	0	4	
2	0	0	0	2	

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 TOTAL DRIVEWAYS
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	1	0	0	0	1
22:45	7	0	0	0	7
23:00	9	0	0	0	9
23:15	3	0	0	0	3
23:30	14	0	0	0	14
23:45	8	0	0	0	8
	1106	17	31	49	1203

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	3	0	1	1	5
	14	0	0	1	15
	6	0	0	1	7
	15	0	0	5	20
	5	0	0	0	5
	5	0	0	0	5
	1115	18	29	58	1220

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 NORTH DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	1	0	0	0	1
4:00	3	0	0	0	3
4:15	1	0	0	0	1
4:30	2	0	0	0	2
4:45	4	1	0	0	5
5:00	0	2	0	0	2
5:15	6	0	0	0	6
5:30	14	0	0	0	14
5:45	16	0	0	0	16
6:00	9	0	0	0	9
6:15	16	0	0	0	16
6:30	23	0	0	1	24
6:45	36	0	0	0	36
7:00	25	0	0	0	25
7:15	42	0	0	0	42
7:30	13	1	0	0	14
7:45	1	0	0	0	1
8:00	0	0	0	0	0
8:15	4	0	0	0	4
8:30	2	1	0	0	3
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	1	0	0	0	1
9:30	3	1	0	0	4
9:45	2	1	0	0	3
10:00	4	0	0	0	4
10:15	2	0	0	0	2
10:30	1	0	0	0	1
10:45	0	0	0	0	0
11:00	2	0	0	0	2

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	20	0	0	0	20
4:45	5	0	0	0	5
5:00	13	0	0	0	13
5:15	13	0	0	0	13
5:30	5	0	0	0	5
5:45	2	0	0	0	2
6:00	0	0	0	0	0
6:15	2	1	0	0	3
6:30	3	0	0	1	4
6:45	5	0	0	0	5
7:00	4	1	0	0	5
7:15	1	0	0	0	1
7:30	3	0	0	0	3
7:45	1	0	0	0	1
8:00	0	0	0	0	0
8:15	2	0	0	0	2
8:30	0	1	0	0	1
8:45	0	0	0	0	0
9:00	3	0	0	0	3
9:15	3	0	0	0	3
9:30	0	1	0	0	1
9:45	1	0	0	0	1
10:00	4	0	0	0	4
10:15	1	0	0	0	1
10:30	0	0	0	0	0
10:45	3	0	0	0	3
11:00	2	0	0	0	2

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 NORTH DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	2	1	0	0	3
11:30	1	0	0	0	1
11:45	5	0	0	0	5
12:00	4	0	0	0	4
12:15	2	0	0	0	2
12:30	2	0	0	0	2
12:45	1	0	0	0	1
13:00	2	0	0	0	2
13:15	1	0	0	0	1
13:30	0	1	0	0	1
13:45	1	0	0	0	1
14:00	0	0	0	0	0
14:15	1	0	0	0	1
14:30	4	0	0	0	4
14:45	2	0	0	0	2
15:00	1	0	0	0	1
15:15	1	0	0	0	1
15:30	1	0	0	0	1
15:45	0	0	0	0	0
16:00	1	0	0	0	1
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	11	0	0	0	11
17:30	23	0	0	0	23
17:45	26	0	0	0	26
18:00	31	0	0	0	31
18:15	17	0	0	0	17
18:30	5	0	0	0	5
18:45	2	0	0	0	2
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	3	2	0	0	5
11:30	1	0	0	0	1
11:45	1	0	0	0	1
12:00	5	0	0	0	5
12:15	2	0	0	0	2
12:30	4	0	0	0	4
12:45	0	0	0	0	0
13:00	2	0	0	0	2
13:15	1	0	0	0	1
13:30	0	0	0	0	0
13:45	1	0	0	0	1
14:00	23	0	0	0	23
14:15	6	0	0	0	6
14:30	7	0	0	0	7
14:45	5	0	0	0	5
15:00	3	0	0	0	3
15:15	3	0	0	0	3
15:30	1	0	0	0	1
15:45	2	0	0	0	2
16:00	6	0	0	0	6
16:15	1	0	0	0	1
16:30	1	0	0	0	1
16:45	0	0	0	0	0
17:00	1	0	0	0	1
17:15	3	0	0	0	3
17:30	18	0	0	0	18
17:45	18	0	0	0	18
18:00	19	0	0	0	19
18:15	16	0	0	0	16
18:30	6	0	0	0	6
18:45	2	0	0	0	2
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 NORTH DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	380	9	0	1	390

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	257	6	0	1	264

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 MIDDLE DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	1	0	0	0	1
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	1	0	0	1
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	1	0	0	0	1
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	2	0	0	0	2
3:45	4	0	0	0	4
4:00	0	0	0	0	0
4:15	4	0	0	0	4
4:30	5	0	0	0	5
4:45	4	1	0	0	5
5:00	5	0	0	0	5
5:15	1	0	0	0	1
5:30	3	0	0	0	3
5:45	8	0	0	0	8
6:00	12	0	0	0	12
6:15	13	0	0	0	13
6:30	38	0	0	0	38
6:45	53	0	0	0	53
7:00	41	1	0	0	42
7:15	43	0	0	0	43
7:30	8	0	0	0	8
7:45	6	0	0	0	6
8:00	6	0	0	0	6
8:15	7	0	0	0	7
8:30	6	0	0	0	6
8:45	4	0	0	0	4
9:00	7	0	0	0	7
9:15	1	0	0	0	1
9:30	1	1	0	0	2
9:45	2	0	0	0	2
10:00	3	0	0	0	3
10:15	1	1	0	0	2
10:30	2	0	0	0	2
10:45	0	0	0	0	0
11:00	5	0	0	0	5

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	4	0	0	0	4
1:00	5	0	0	0	5
1:15	1	0	0	0	1
1:30	6	0	0	0	6
1:45	1	0	0	0	1
2:00	2	0	0	0	2
2:15	0	0	0	0	0
2:30	2	0	0	0	2
2:45	2	0	0	0	2
3:00	9	1	0	0	10
3:15	2	0	0	0	2
3:30	1	0	0	0	1
3:45	5	0	0	0	5
4:00	3	0	0	0	3
4:15	2	0	0	0	2
4:30	43	0	0	0	43
4:45	9	0	0	0	9
5:00	57	0	0	0	57
5:15	19	0	0	0	19
5:30	10	0	0	0	10
5:45	7	0	0	0	7
6:00	4	0	0	0	4
6:15	3	0	0	0	3
6:30	4	0	0	0	4
6:45	5	0	0	0	5
7:00	7	0	0	0	7
7:15	15	0	0	0	15
7:30	4	0	0	0	4
7:45	1	0	0	0	1
8:00	2	0	0	0	2
8:15	0	0	0	0	0
8:30	1	0	0	0	1
8:45	1	0	0	0	1
9:00	1	0	0	0	1
9:15	3	0	0	0	3
9:30	0	0	0	0	0
9:45	2	0	0	0	2
10:00	0	0	0	0	0
10:15	3	0	0	0	3
10:30	3	1	0	0	4
10:45	0	0	0	0	0
11:00	6	0	0	0	6

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 MIDDLE DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	2	0	0	0	2
11:30	5	1	0	0	6
11:45	8	0	0	0	8
12:00	4	0	0	0	4
12:15	4	0	0	0	4
12:30	9	0	0	0	9
12:45	10	0	0	0	10
13:00	2	0	0	0	2
13:15	2	0	0	0	2
13:30	3	0	0	0	3
13:45	6	0	0	0	6
14:00	0	0	0	0	0
14:15	2	0	0	0	2
14:30	2	0	0	0	2
14:45	3	0	0	0	3
15:00	3	0	0	0	3
15:15	3	0	0	0	3
15:30	1	0	0	0	1
15:45	3	0	0	0	3
16:00	2	1	0	0	3
16:15	4	0	0	0	4
16:30	3	0	0	0	3
16:45	5	0	0	0	5
17:00	11	0	0	0	11
17:15	20	0	0	0	20
17:30	61	0	0	0	61
17:45	57	0	0	0	57
18:00	36	0	0	0	36
18:15	32	0	0	0	32
18:30	8	0	0	0	8
18:45	7	0	0	0	7
19:00	0	0	0	0	0
19:15	1	0	0	0	1
19:30	3	0	0	0	3
19:45	4	0	0	0	4
20:00	2	0	0	0	2
20:15	3	0	0	0	3
20:30	0	0	0	0	0
20:45	1	0	0	0	1
21:00	2	0	0	0	2
21:15	0	0	0	0	0
21:30	1	0	0	0	1
21:45	4	0	0	0	4
22:00	1	0	0	0	1
22:15	2	0	0	0	2

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
2	0	0	0	0	2
23	1	0	0	0	24
5	0	0	0	0	5
13	0	0	0	0	13
17	0	0	0	0	17
5	0	0	0	0	5
8	0	0	0	0	8
6	1	0	0	0	7
4	1	0	0	0	5
4	0	0	0	0	4
1	0	0	0	0	1
9	0	0	0	0	9
5	0	0	0	0	5
11	0	0	0	0	11
2	0	0	0	0	2
6	0	0	0	0	6
5	0	0	0	0	5
19	0	0	0	0	19
4	0	0	0	0	4
10	0	0	0	0	10
6	0	0	0	0	6
9	0	0	0	0	9
6	0	0	0	0	6
9	1	0	0	0	10
6	0	0	0	0	6
56	0	0	0	0	56
17	0	0	0	0	17
68	0	0	0	0	68
24	0	0	0	0	24
15	0	0	0	0	15
15	0	0	0	0	15
6	0	0	0	0	6
9	0	0	0	0	9
3	0	0	0	0	3
4	0	0	0	0	4
4	0	0	0	0	4
7	0	0	0	0	7
4	0	0	0	0	4
1	0	0	0	0	1
1	0	0	0	0	1
0	0	0	0	0	0
1	0	0	0	0	1
2	1	0	0	0	3
6	0	0	0	0	6
2	0	0	0	0	2

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 MIDDLE DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	1	1	0	0	2
22:45	7	0	0	0	7
23:00	7	0	0	0	7
23:15	6	0	0	0	6
23:30	14	0	0	0	14
23:45	4	0	0	0	4
	678	8	0	0	686

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	2	0	0	0	2
	18	1	0	0	19
	9	0	0	0	9
	25	0	0	0	25
	6	0	0	0	6
	4	0	0	0	4
	759	8	0	0	767

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 SOUTH DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	1	1
0:45	0	0	0	0	0
1:00	0	0	0	2	2
1:15	0	0	0	0	0
1:30	0	0	0	1	1
1:45	0	0	0	0	0
2:00	0	0	0	1	1
2:15	0	0	1	0	1
2:30	0	0	0	1	1
2:45	0	0	0	2	2
3:00	0	0	0	2	2
3:15	0	0	0	1	1
3:30	0	0	0	1	1
3:45	0	0	0	0	0
4:00	1	0	0	0	1
4:15	0	0	0	2	2
4:30	1	0	0	0	1
4:45	0	0	0	1	1
5:00	0	0	0	0	0
5:15	0	0	0	1	1
5:30	1	0	0	2	3
5:45	1	1	0	1	3
6:00	0	0	0	0	0
6:15	1	0	0	0	1
6:30	6	0	0	1	7
6:45	11	0	0	0	11
7:00	9	1	1	0	11
7:15	12	0	0	1	13
7:30	5	0	0	1	6
7:45	1	0	0	0	1
8:00	0	0	0	0	0
8:15	0	0	1	0	1
8:30	1	0	0	0	1
8:45	1	0	0	1	2
9:00	0	0	0	0	0
9:15	0	1	1	2	4
9:30	0	0	0	3	3
9:45	1	0	0	0	1
10:00	0	0	0	0	0
10:15	1	1	0	0	2
10:30	1	1	0	1	3
10:45	0	0	0	1	1
11:00	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	1	0	0	0	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	1	0	1
1:15	0	0	0	0	0
1:30	0	0	1	1	2
1:45	0	0	1	0	1
2:00	0	0	1	0	1
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	1	0	1
3:00	0	0	0	0	0
3:15	0	0	3	0	3
3:30	0	0	1	0	1
3:45	0	0	1	0	1
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	8	0	1	0	9
4:45	5	0	0	1	6
5:00	8	0	0	0	8
5:15	7	0	0	1	8
5:30	0	0	0	0	0
5:45	0	0	1	0	1
6:00	0	1	1	1	3
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	1	0	0	2	3
7:15	0	0	0	0	0
7:30	3	0	1	0	4
7:45	1	0	0	0	1
8:00	1	0	1	1	3
8:15	0	0	0	0	0
8:30	1	0	0	0	1
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	2	0	1	2	5
9:30	0	0	0	1	1
9:45	0	0	0	1	1
10:00	0	0	0	0	0
10:15	0	0	0	1	1
10:30	1	1	0	1	3
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 SOUTH DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	1	1	2
11:30	1	1	1	1	4
11:45	0	0	0	2	2
12:00	0	0	0	0	0
12:15	1	0	0	0	1
12:30	0	0	0	0	0
12:45	0	0	2	0	2
13:00	0	0	0	0	0
13:15	1	0	1	0	2
13:30	0	0	1	1	2
13:45	0	0	1	0	1
14:00	1	0	2	1	4
14:15	0	0	1	2	3
14:30	1	1	0	3	5
14:45	1	0	0	2	3
15:00	0	0	0	2	2
15:15	1	0	1	2	4
15:30	1	0	0	1	2
15:45	0	0	1	2	3
16:00	1	0	1	0	2
16:15	0	0	0	1	1
16:30	0	0	0	1	1
16:45	1	0	0	0	1
17:00	0	0	1	0	1
17:15	3	0	0	0	3
17:30	4	0	1	0	5
17:45	14	0	0	0	14
18:00	8	0	1	0	9
18:15	10	0	0	0	10
18:30	1	0	0	0	1
18:45	0	0	0	1	1
19:00	0	0	0	1	1
19:15	0	0	0	0	0
19:30	0	0	2	0	2
19:45	0	0	1	0	1
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	1	0	1	2	4
20:45	0	0	1	0	1
21:00	0	0	0	0	0
21:15	0	0	0	1	1
21:30	0	0	1	2	3
21:45	0	0	2	2	4
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	1	0	0	1	2
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	1	2
	1	0	1	3	5
	1	0	0	1	2
	0	0	0	0	0
	0	0	0	1	1
	0	0	0	1	1
	0	0	0	0	0
	1	0	0	0	1
	1	0	4	2	7
	0	1	0	2	3
	1	0	0	0	1
	1	0	0	1	2
	1	0	1	3	5
	0	0	0	0	0
	0	0	0	2	2
	2	1	1	3	7
	1	0	0	2	3
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	3	3
	11	0	0	1	12
	7	0	0	0	7
	32	0	0	0	32
	8	0	0	3	11
	3	0	0	0	3
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	1	0	1
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	1	2
	0	0	0	2	2
	0	0	0	1	1
	0	0	0	0	0
	0	0	0	1	1
	0	0	0	1	1
	0	0	3	0	3
	0	0	0	0	0

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 SOUTH DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	1	1
23:15	1	0	1	0	2
23:30	0	0	0	0	0
23:45	0	0	2	0	2
	107	7	31	62	207

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	3	3
	0	0	0	2	2
	0	0	0	2	2
	0	0	0	2	2
	0	0	0	0	0
	116	4	27	59	206

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 TOTAL DRIVEWAYS
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	1	1
0:45	1	0	0	0	1
1:00	0	0	0	2	2
1:15	0	0	0	0	0
1:30	0	0	0	1	1
1:45	0	1	0	0	1
2:00	0	0	0	1	1
2:15	0	0	1	0	1
2:30	0	0	0	1	1
2:45	1	0	0	2	3
3:00	0	0	0	2	2
3:15	0	0	0	1	1
3:30	2	0	0	1	3
3:45	5	0	0	0	5
4:00	4	0	0	0	4
4:15	5	0	0	2	7
4:30	8	0	0	0	8
4:45	8	2	0	1	11
5:00	5	2	0	0	7
5:15	7	0	0	1	8
5:30	18	0	0	2	20
5:45	25	1	0	1	27
6:00	21	0	0	0	21
6:15	30	0	0	0	30
6:30	67	0	0	2	69
6:45	100	0	0	0	100
7:00	75	2	1	0	78
7:15	97	0	0	1	98
7:30	26	1	0	1	28
7:45	8	0	0	0	8
8:00	6	0	0	0	6
8:15	11	0	1	0	12
8:30	9	1	0	0	10
8:45	5	0	0	1	6
9:00	7	0	0	0	7
9:15	2	1	1	2	6
9:30	4	2	0	3	9
9:45	5	1	0	0	6
10:00	7	0	0	0	7
10:15	4	2	0	0	6
10:30	4	1	0	1	6
10:45	0	0	0	1	1
11:00	8	0	0	0	8

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
1	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
4	0	0	0	0	4
5	0	1	0	0	6
1	0	0	0	0	1
6	0	1	1	0	8
1	0	1	0	0	2
2	0	1	0	0	3
0	0	0	0	0	0
2	0	0	0	0	2
2	0	1	0	0	3
9	1	0	0	0	10
2	0	3	0	0	5
1	0	1	0	0	2
5	0	1	0	0	6
3	0	0	0	0	3
2	0	0	0	0	2
71	0	1	0	0	72
19	0	0	1	0	20
78	0	0	0	0	78
39	0	0	1	0	40
15	0	0	0	0	15
9	0	1	0	0	10
4	1	1	1	0	7
5	1	0	0	0	6
7	0	0	1	0	8
10	0	0	0	0	10
12	1	0	2	0	15
16	0	0	0	0	16
10	0	1	0	0	11
3	0	0	0	0	3
3	0	1	1	0	5
2	0	0	0	0	2
2	1	0	0	0	3
1	0	0	0	0	1
4	0	0	0	0	4
8	0	1	2	0	11
0	1	0	1	0	2
3	0	0	1	0	4
4	0	0	0	0	4
4	0	0	1	0	5
4	2	0	1	0	7
3	0	0	0	0	3
8	0	0	0	0	8

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 TOTAL DRIVEWAYS
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	4	1	1	1	7
11:30	7	2	1	1	11
11:45	13	0	0	2	15
12:00	8	0	0	0	8
12:15	7	0	0	0	7
12:30	11	0	0	0	11
12:45	11	0	2	0	13
13:00	4	0	0	0	4
13:15	4	0	1	0	5
13:30	3	1	1	1	6
13:45	7	0	1	0	8
14:00	1	0	2	1	4
14:15	3	0	1	2	6
14:30	7	1	0	3	11
14:45	6	0	0	2	8
15:00	4	0	0	2	6
15:15	5	0	1	2	8
15:30	3	0	0	1	4
15:45	3	0	1	2	6
16:00	4	1	1	0	6
16:15	4	0	0	1	5
16:30	3	0	0	1	4
16:45	6	0	0	0	6
17:00	11	0	1	0	12
17:15	34	0	0	0	34
17:30	88	0	1	0	89
17:45	97	0	0	0	97
18:00	75	0	1	0	76
18:15	59	0	0	0	59
18:30	14	0	0	0	14
18:45	9	0	0	1	10
19:00	0	0	0	1	1
19:15	1	0	0	0	1
19:30	3	0	2	0	5
19:45	4	0	1	0	5
20:00	2	0	0	0	2
20:15	3	0	0	0	3
20:30	1	0	1	2	4
20:45	1	0	1	0	2
21:00	2	0	0	0	2
21:15	0	0	0	1	1
21:30	1	0	1	2	4
21:45	4	0	2	2	8
22:00	1	0	0	0	1
22:15	2	0	0	0	2

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
6	2	0	1	9	
25	1	0	0	26	
6	0	0	0	6	
19	0	0	1	20	
20	0	1	3	24	
10	0	0	1	11	
8	0	0	0	8	
8	1	0	1	10	
5	1	0	1	7	
4	0	0	1	5	
2	0	0	0	2	
33	0	0	0	33	
12	0	4	2	18	
18	1	0	2	21	
8	0	0	0	8	
10	0	0	1	11	
9	0	1	3	13	
20	0	0	0	20	
6	0	0	2	8	
18	1	1	3	23	
8	0	0	2	10	
10	0	0	0	10	
7	0	0	0	7	
10	1	0	0	11	
9	0	0	3	12	
85	0	0	1	86	
42	0	0	0	42	
119	0	0	0	119	
48	0	0	3	51	
24	0	0	0	24	
18	0	0	0	18	
6	0	0	0	6	
9	0	0	0	9	
3	0	0	0	3	
4	0	1	0	5	
4	0	0	0	4	
7	0	0	0	7	
5	0	0	1	6	
1	0	0	2	3	
1	0	0	1	2	
0	0	0	0	0	
1	0	0	1	2	
2	1	0	1	4	
6	0	3	0	9	
2	0	0	0	2	

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 TOTAL DRIVEWAYS
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	1	1	0	0	2
22:45	7	0	0	0	7
23:00	7	0	0	1	8
23:15	7	0	1	0	8
23:30	14	0	0	0	14
23:45	4	0	2	0	6
	1165	24	31	63	1283

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	2	0	0	0	2
	18	1	0	3	22
	9	0	0	2	11
	25	0	0	2	27
	6	0	0	2	8
	4	0	0	0	4
	1132	18	27	60	1237

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 NORTH DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	1	0	0	0	1
4:00	2	0	0	0	2
4:15	3	0	0	0	3
4:30	1	0	0	0	1
4:45	3	0	0	0	3
5:00	3	0	0	0	3
5:15	5	0	0	0	5
5:30	17	0	0	0	17
5:45	14	0	0	0	14
6:00	7	0	0	0	7
6:15	8	0	0	0	8
6:30	34	0	0	0	34
6:45	39	0	0	0	39
7:00	17	0	0	0	17
7:15	6	0	0	0	6
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	1	0	0	0	1
8:15	1	0	0	0	1
8:30	2	0	0	0	2
8:45	2	1	0	0	3
9:00	0	0	0	0	0
9:15	1	0	0	0	1
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	1	0	0	0	1
10:15	1	1	0	0	2
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	2	0	0	0	2
4:15	1	0	0	0	1
4:30	27	0	0	0	27
4:45	5	0	0	0	5
5:00	26	0	0	0	26
5:15	10	0	0	0	10
5:30	2	0	0	0	2
5:45	4	0	0	0	4
6:00	4	0	0	0	4
6:15	1	0	0	0	1
6:30	1	0	0	0	1
6:45	3	0	0	0	3
7:00	6	0	0	0	6
7:15	5	0	0	0	5
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	1	0	0	0	1
8:15	1	0	0	0	1
8:30	2	0	0	0	2
8:45	1	0	0	0	1
9:00	3	0	0	0	3
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	1	0	0	1
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	3	0	0	0	3

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 NORTH DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	299	2	0	0	301

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	264	2	0	0	266

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 MIDDLE DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	1	0	0	0	1
0:15	0	0	0	0	0
0:30	2	1	0	0	3
0:45	0	0	0	0	0
1:00	1	0	0	0	1
1:15	1	0	0	0	1
1:30	1	0	0	0	1
1:45	1	0	0	0	1
2:00	1	0	0	0	1
2:15	1	0	0	0	1
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	2	0	0	0	2
4:00	1	0	0	0	1
4:15	3	0	0	0	3
4:30	10	0	0	0	10
4:45	6	0	0	0	6
5:00	1	0	0	0	1
5:15	4	0	0	0	4
5:30	2	0	0	0	2
5:45	13	0	0	0	13
6:00	8	0	0	0	8
6:15	9	0	0	0	9
6:30	33	0	0	0	33
6:45	59	0	0	0	59
7:00	45	0	0	0	45
7:15	85	0	0	0	85
7:30	31	0	0	0	31
7:45	10	0	0	0	10
8:00	7	0	0	0	7
8:15	10	0	0	0	10
8:30	7	0	0	0	7
8:45	5	0	0	0	5
9:00	3	0	0	0	3
9:15	2	0	0	0	2
9:30	3	1	0	0	4
9:45	4	0	0	0	4
10:00	1	0	0	0	1
10:15	3	0	0	0	3
10:30	2	1	0	0	3
10:45	1	0	0	0	1
11:00	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	12	0	0	0	12
0:15	1	0	0	0	1
0:30	2	0	0	0	2
0:45	2	0	0	0	2
1:00	1	1	0	0	2
1:15	3	0	0	0	3
1:30	1	0	0	0	1
1:45	0	0	0	0	0
2:00	10	0	0	0	10
2:15	1	0	0	0	1
2:30	8	0	0	0	8
2:45	2	0	0	0	2
3:00	3	0	0	0	3
3:15	11	0	0	0	11
3:30	1	0	0	0	1
3:45	0	0	0	0	0
4:00	4	0	0	0	4
4:15	1	0	0	0	1
4:30	51	0	0	0	51
4:45	16	0	0	0	16
5:00	69	0	0	0	69
5:15	19	0	0	0	19
5:30	5	0	0	0	5
5:45	6	0	0	0	6
6:00	3	0	0	0	3
6:15	1	0	0	0	1
6:30	9	0	0	0	9
6:45	14	0	0	0	14
7:00	10	0	0	0	10
7:15	13	0	0	0	13
7:30	4	0	0	0	4
7:45	2	0	0	0	2
8:00	1	0	0	0	1
8:15	0	0	0	0	0
8:30	1	0	0	0	1
8:45	2	0	0	0	2
9:00	1	0	0	0	1
9:15	2	0	0	0	2
9:30	1	0	0	0	1
9:45	3	0	0	0	3
10:00	1	0	0	0	1
10:15	3	0	0	0	3
10:30	1	1	0	0	2
10:45	1	0	0	0	1
11:00	0	0	0	0	0

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 MIDDLE DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	5	0	0	0	5
11:30	3	1	0	0	4
11:45	8	0	0	0	8
12:00	5	0	0	0	5
12:15	5	1	0	0	6
12:30	16	0	0	0	16
12:45	5	0	0	0	5
13:00	0	0	0	0	0
13:15	4	0	0	0	4
13:30	2	0	0	0	2
13:45	7	0	0	0	7
14:00	2	0	0	0	2
14:15	2	0	0	0	2
14:30	3	0	0	0	3
14:45	0	0	0	0	0
15:00	2	0	0	0	2
15:15	1	0	0	0	1
15:30	2	0	0	0	2
15:45	1	0	0	0	1
16:00	5	0	0	0	5
16:15	3	0	0	0	3
16:30	5	0	0	0	5
16:45	6	0	0	0	6
17:00	22	0	0	0	22
17:15	15	0	0	0	15
17:30	61	0	0	0	61
17:45	53	0	0	0	53
18:00	34	0	0	0	34
18:15	24	0	0	0	24
18:30	9	0	0	0	9
18:45	3	0	0	0	3
19:00	0	0	0	0	0
19:15	2	0	0	0	2
19:30	4	0	0	0	4
19:45	0	0	0	0	0
20:00	1	0	0	0	1
20:15	4	0	0	0	4
20:30	1	0	0	0	1
20:45	3	0	0	0	3
21:00	1	0	0	0	1
21:15	1	0	0	0	1
21:30	6	0	0	0	6
21:45	4	0	0	0	4
22:00	2	0	0	0	2
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	3	0	0	0	3
	20	0	0	0	20
	15	0	0	0	15
	7	0	0	0	7
	23	2	0	0	25
	4	0	0	0	4
	8	0	0	0	8
	5	0	0	0	5
	1	0	0	0	1
	0	0	0	0	0
	1	1	0	0	2
	3	0	0	0	3
	2	0	0	0	2
	8	0	0	0	8
	5	0	0	0	5
	7	0	0	0	7
	3	0	0	0	3
	13	0	0	0	13
	7	0	0	0	7
	7	0	0	0	7
	7	0	0	0	7
	9	0	0	0	9
	2	0	0	0	2
	7	0	0	0	7
	0	0	0	0	0
	57	0	0	0	57
	25	0	0	0	25
	68	0	0	0	68
	32	0	0	0	32
	19	0	0	0	19
	11	0	0	0	11
	5	0	0	0	5
	4	0	0	0	4
	3	0	0	0	3
	0	0	0	0	0
	1	0	0	0	1
	4	0	0	0	4
	3	0	0	0	3
	2	0	0	0	2
	4	0	0	0	4
	0	0	0	0	0
	4	0	0	0	4
	0	0	0	0	0
	2	0	0	0	2
	0	0	0	0	0

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 MIDDLE DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	2	1	0	0	3
22:45	3	0	0	0	3
23:00	7	0	0	0	7
23:15	2	0	0	0	2
23:30	6	0	0	0	6
23:45	4	0	0	0	4
	746	6	0	0	752

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	3	0	0	0	3
	21	0	0	0	21
	15	0	0	0	15
	12	0	0	0	12
	9	0	0	0	9
	2	0	0	0	2
	775	5	0	0	780

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 SOUTH DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	1	1
1:00	0	0	1	0	1
1:15	1	0	1	0	2
1:30	0	0	2	0	2
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	1	1
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	2	2
3:30	0	0	0	1	1
3:45	0	0	1	0	1
4:00	1	0	0	0	1
4:15	0	0	0	1	1
4:30	0	0	0	3	3
4:45	0	0	0	0	0
5:00	1	0	0	0	1
5:15	1	0	0	1	2
5:30	0	0	0	0	0
5:45	1	0	0	1	2
6:00	0	0	0	0	0
6:15	2	0	0	0	2
6:30	3	0	0	0	3
6:45	11	0	0	0	11
7:00	4	0	0	0	4
7:15	1	1	0	0	2
7:30	0	0	0	1	1
7:45	1	0	0	0	1
8:00	0	0	0	0	0
8:15	0	1	0	1	2
8:30	1	0	0	0	1
8:45	0	0	1	1	2
9:00	0	1	0	0	1
9:15	0	1	0	0	1
9:30	0	1	0	0	1
9:45	1	0	0	1	2
10:00	1	0	1	2	4
10:15	0	0	0	1	1
10:30	0	2	0	0	2
10:45	0	0	1	0	1
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	1	0	0	0	1
0:15	0	0	0	1	1
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	1	1
1:15	0	0	0	1	1
1:30	0	0	0	0	0
1:45	1	0	0	3	4
2:00	0	0	0	1	1
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	1	0	1
3:00	0	0	0	0	0
3:15	0	0	0	1	1
3:30	0	0	1	0	1
3:45	0	0	1	0	1
4:00	0	0	1	0	1
4:15	0	0	0	1	1
4:30	8	0	0	0	8
4:45	0	0	0	0	0
5:00	20	0	1	2	23
5:15	1	0	0	1	2
5:30	1	0	0	0	1
5:45	2	0	0	0	2
6:00	0	0	0	1	1
6:15	1	1	0	0	2
6:30	1	0	0	0	1
6:45	3	0	1	0	4
7:00	1	0	0	0	1
7:15	0	0	0	0	0
7:30	0	1	0	0	1
7:45	0	0	0	0	0
8:00	1	0	0	0	1
8:15	0	0	0	0	0
8:30	1	0	1	0	2
8:45	0	0	0	0	0
9:00	0	1	0	1	2
9:15	0	1	1	0	2
9:30	0	0	0	0	0
9:45	0	1	0	1	2
10:00	0	0	1	0	1
10:15	1	0	0	1	2
10:30	0	0	1	1	2
10:45	0	2	1	0	3
11:00	0	0	0	0	0

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 SOUTH DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	1	0	1
11:30	0	0	0	1	1
11:45	1	0	0	2	3
12:00	0	0	0	0	0
12:15	2	0	0	2	4
12:30	2	0	0	0	2
12:45	0	0	1	0	1
13:00	0	0	0	0	0
13:15	0	0	1	1	2
13:30	1	0	0	0	1
13:45	0	0	0	2	2
14:00	1	0	0	0	1
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	2	2
15:15	0	1	0	5	6
15:30	1	0	1	1	3
15:45	1	0	1	0	2
16:00	1	0	2	0	3
16:15	0	1	0	1	2
16:30	0	0	0	0	0
16:45	0	0	0	2	2
17:00	0	0	0	1	1
17:15	1	0	0	0	1
17:30	6	0	0	0	6
17:45	18	0	0	0	18
18:00	6	0	1	0	7
18:15	6	0	0	0	6
18:30	1	0	0	1	2
18:45	0	0	0	1	1
19:00	0	0	1	2	3
19:15	0	0	0	1	1
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	1	0	0	0	1
20:30	0	0	0	0	0
20:45	1	0	0	1	2
21:00	0	0	0	0	0
21:15	0	0	1	1	2
21:30	0	0	1	0	1
21:45	0	0	1	0	1
22:00	0	0	0	2	2
22:15	0	0	0	2	2

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	1	1
	1	0	0	0	1
	0	0	1	0	1
	0	0	0	1	1
	2	0	0	0	2
	2	0	1	1	4
	0	0	1	0	1
	0	0	0	0	0
	0	0	0	1	1
	0	0	0	0	0
	0	0	1	1	2
	1	0	0	0	1
	0	0	0	2	2
	0	0	0	0	0
	0	1	0	1	2
	1	0	0	0	1
	0	0	0	1	1
	0	0	0	0	0
	1	1	1	2	5
	0	0	0	3	3
	0	0	0	1	1
	0	0	0	1	1
	1	0	0	0	1
	1	0	0	1	2
	14	0	1	1	16
	6	0	0	0	6
	35	0	0	2	37
	9	0	0	1	10
	1	0	0	0	1
	0	0	0	1	1
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	1	1
	0	0	1	1	2
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	1	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	1	0	1
	1	0	0	0	1
	0	0	0	0	0

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 SOUTH DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	80	9	20	49	158

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	3	1	4
	0	0	0	3	3
	0	0	0	0	0
	0	0	0	2	2
	0	0	0	1	1
	0	0	0	0	0
	121	9	22	50	202

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 TOTAL DRIVEWAYS
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	1	0	0	0	1
0:15	0	0	0	0	0
0:30	2	1	0	0	3
0:45	0	0	0	1	1
1:00	1	0	1	0	2
1:15	2	0	1	0	3
1:30	1	0	2	0	3
1:45	1	0	0	0	1
2:00	1	0	0	0	1
2:15	1	0	0	1	2
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	2	2
3:30	0	0	0	1	1
3:45	3	0	1	0	4
4:00	4	0	0	0	4
4:15	6	0	0	1	7
4:30	11	0	0	3	14
4:45	9	0	0	0	9
5:00	5	0	0	0	5
5:15	10	0	0	1	11
5:30	19	0	0	0	19
5:45	28	0	0	1	29
6:00	15	0	0	0	15
6:15	19	0	0	0	19
6:30	70	0	0	0	70
6:45	109	0	0	0	109
7:00	66	0	0	0	66
7:15	92	1	0	0	93
7:30	31	0	0	1	32
7:45	11	0	0	0	11
8:00	8	0	0	0	8
8:15	11	1	0	1	13
8:30	10	0	0	0	10
8:45	7	1	1	1	10
9:00	3	1	0	0	4
9:15	3	1	0	0	4
9:30	3	2	0	0	5
9:45	5	0	0	1	6
10:00	3	0	1	2	6
10:15	4	1	0	1	6
10:30	2	3	0	0	5
10:45	2	0	1	0	3
11:00	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	13	0	0	0	13
0:15	1	0	0	1	2
0:30	2	0	0	0	2
0:45	2	0	0	0	2
1:00	1	1	0	1	3
1:15	3	0	0	1	4
1:30	1	0	0	0	1
1:45	1	0	0	3	4
2:00	10	0	0	1	11
2:15	1	0	0	0	1
2:30	8	0	0	0	8
2:45	2	0	1	0	3
3:00	3	0	0	0	3
3:15	11	0	0	1	12
3:30	1	0	1	0	2
3:45	0	0	1	0	1
4:00	6	0	1	0	7
4:15	2	0	0	1	3
4:30	86	0	0	0	86
4:45	21	0	0	0	21
5:00	115	0	1	2	118
5:15	30	0	0	1	31
5:30	8	0	0	0	8
5:45	12	0	0	0	12
6:00	7	0	0	1	8
6:15	3	1	0	0	4
6:30	11	0	0	0	11
6:45	20	0	1	0	21
7:00	17	0	0	0	17
7:15	18	0	0	0	18
7:30	4	1	0	0	5
7:45	2	0	0	0	2
8:00	3	0	0	0	3
8:15	1	0	0	0	1
8:30	4	0	1	0	5
8:45	3	0	0	0	3
9:00	4	1	0	1	6
9:15	2	1	1	0	4
9:30	1	0	0	0	1
9:45	3	1	0	1	5
10:00	1	0	1	0	2
10:15	4	1	0	1	6
10:30	1	1	1	1	4
10:45	1	2	1	0	4
11:00	3	0	0	0	3

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 TOTAL DRIVEWAYS
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	6	0	1	0	7
11:30	5	1	0	1	7
11:45	9	0	0	2	11
12:00	6	0	0	0	6
12:15	8	1	0	2	11
12:30	19	0	0	0	19
12:45	5	0	1	0	6
13:00	0	0	0	0	0
13:15	5	0	1	1	7
13:30	3	0	0	0	3
13:45	7	0	0	2	9
14:00	5	0	0	0	5
14:15	2	0	0	0	2
14:30	7	0	0	0	7
14:45	3	0	0	0	3
15:00	3	0	0	2	5
15:15	2	1	0	5	8
15:30	3	0	1	1	5
15:45	2	0	1	0	3
16:00	6	0	2	0	8
16:15	3	1	0	1	5
16:30	5	0	0	0	5
16:45	6	0	0	2	8
17:00	22	0	0	1	23
17:15	29	0	0	0	29
17:30	86	0	0	0	86
17:45	106	0	0	0	106
18:00	63	0	1	0	64
18:15	47	0	0	0	47
18:30	13	0	0	1	14
18:45	3	0	0	1	4
19:00	0	0	1	2	3
19:15	2	0	0	1	3
19:30	4	0	0	0	4
19:45	0	0	0	0	0
20:00	1	0	0	0	1
20:15	5	0	0	0	5
20:30	2	0	0	0	2
20:45	4	0	0	1	5
21:00	1	0	0	0	1
21:15	1	0	1	1	3
21:30	6	0	1	0	7
21:45	4	0	1	0	5
22:00	2	0	0	2	4
22:15	0	0	0	2	2

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
5	0	0	1	6	
22	0	0	0	22	
16	0	1	0	17	
7	0	0	1	8	
26	2	0	0	28	
8	0	1	1	10	
10	0	1	0	11	
5	0	0	0	5	
3	0	0	1	4	
0	1	0	0	1	
1	1	0	0	2	
27	0	1	1	29	
11	0	0	0	11	
15	0	0	2	17	
8	0	0	0	8	
8	1	0	1	10	
5	0	0	0	5	
14	0	0	1	15	
7	0	0	0	7	
8	1	1	2	12	
10	0	0	3	13	
9	0	0	1	10	
2	0	0	1	3	
10	0	0	0	10	
4	0	0	1	5	
98	0	1	1	100	
44	0	0	0	44	
135	0	0	2	137	
56	0	0	1	57	
24	0	0	0	24	
11	0	0	1	12	
6	0	0	0	6	
4	0	0	0	4	
3	0	0	1	4	
0	0	1	1	2	
1	0	0	0	1	
5	0	0	0	5	
4	0	0	0	4	
2	0	0	1	3	
4	0	0	0	4	
0	0	0	0	0	
4	0	0	1	5	
0	0	1	0	1	
3	0	0	0	3	
0	0	0	0	0	

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 TOTAL DRIVEWAYS
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	2	1	0	0	3
22:45	3	0	0	0	3
23:00	7	0	0	0	7
23:15	2	0	0	0	2
23:30	6	0	0	0	6
23:45	4	0	0	0	4
	1125	17	20	49	1211

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	3	0	3	1	7
	21	0	0	3	24
	15	0	0	0	15
	12	0	0	2	14
	9	0	0	1	10
	2	0	0	0	2
	1160	16	22	50	1248

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 NORTH DRIVEWAY
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	1	0	0	0	1
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	2	0	0	0	2
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	2	0	0	0	2
4:15	2	0	0	0	2
4:30	5	0	0	0	5
4:45	8	0	0	0	8
5:00	6	1	0	0	7
5:15	7	0	0	0	7
5:30	4	0	0	0	4
5:45	3	0	0	0	3
6:00	4	0	0	0	4
6:15	7	0	0	1	8
6:30	19	0	0	0	19
6:45	34	0	0	0	34
7:00	13	0	0	0	13
7:15	30	0	0	0	30
7:30	4	0	0	0	4
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	1	0	0	0	1
9:45	1	0	0	0	1
10:00	0	0	0	0	0
10:15	1	0	0	0	1
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	1	0	0	0	1
0:15	1	0	0	0	1
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	1	0	0	0	1
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	17	0	0	0	17
4:45	8	0	0	0	8
5:00	17	0	0	0	17
5:15	4	0	0	0	4
5:30	4	0	0	0	4
5:45	3	0	0	0	3
6:00	1	0	0	0	1
6:15	0	0	0	0	0
6:30	2	0	0	1	3
6:45	11	0	0	0	11
7:00	5	0	0	0	5
7:15	2	0	0	0	2
7:30	1	0	0	0	1
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	2	0	0	0	2
10:00	0	0	0	0	0
10:15	1	0	0	0	1
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 NORTH DRIVEWAY
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	1	0	0	0	1
23:30	1	0	0	0	1
23:45	1	0	0	1	2
	248	1	0	3	252

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	160	0	0	2	162

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 MIDDLE DRIVEWAY
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	2	0	0	0	2
0:15	3	0	0	0	3
0:30	1	0	0	0	1
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	3	0	0	0	3
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	2	0	0	0	2
4:00	1	0	0	0	1
4:15	3	0	0	0	3
4:30	2	0	0	0	2
4:45	4	0	0	0	4
5:00	12	0	0	0	12
5:15	0	0	0	0	0
5:30	3	0	0	0	3
5:45	7	0	0	0	7
6:00	6	0	0	0	6
6:15	11	0	0	0	11
6:30	29	0	0	0	29
6:45	45	0	0	0	45
7:00	28	0	0	0	28
7:15	46	0	0	0	46
7:30	3	0	0	0	3
7:45	2	0	0	0	2
8:00	1	0	0	0	1
8:15	1	0	0	0	1
8:30	3	0	0	0	3
8:45	4	0	0	0	4
9:00	3	0	0	0	3
9:15	4	0	0	0	4
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	1	0	0	0	1
10:30	2	0	0	0	2
10:45	1	0	0	0	1
11:00	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	4	0	0	0	4
	5	0	0	0	5
	1	0	0	0	1
	2	0	0	0	2
	2	0	0	0	2
	2	0	0	0	2
	0	0	0	0	0
	1	0	0	0	1
	3	0	0	0	3
	0	0	0	0	0
	5	0	0	0	5
	1	0	0	0	1
	13	0	0	0	13
	4	0	0	0	4
	0	0	0	0	0
	0	0	0	0	0
	2	0	0	0	2
	3	0	0	0	3
	45	0	0	0	45
	24	0	0	0	24
	58	0	0	0	58
	13	0	0	0	13
	14	0	0	0	14
	3	0	0	0	3
	7	0	0	0	7
	0	0	0	0	0
	4	0	0	0	4
	11	0	0	0	11
	7	0	0	0	7
	4	0	0	0	4
	3	0	0	0	3
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	1	0	0	0	1
	2	0	0	0	2
	2	0	0	0	2
	1	0	0	0	1
	2	0	0	0	2
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	4	0	0	0	4
	2	0	0	0	2

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 MIDDLE DRIVEWAY
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	3	0	0	0	3
11:30	2	0	0	0	2
11:45	9	0	0	0	9
12:00	3	0	0	0	3
12:15	6	0	0	0	6
12:30	7	0	0	0	7
12:45	7	0	0	0	7
13:00	2	0	0	0	2
13:15	1	0	0	0	1
13:30	2	0	0	0	2
13:45	6	0	0	0	6
14:00	1	0	0	0	1
14:15	1	0	0	0	1
14:30	2	0	0	0	2
14:45	1	0	0	0	1
15:00	3	0	0	0	3
15:15	1	0	0	0	1
15:30	2	0	0	0	2
15:45	1	0	0	0	1
16:00	0	0	0	0	0
16:15	2	0	0	0	2
16:30	3	0	0	0	3
16:45	9	0	0	0	9
17:00	11	0	0	0	11
17:15	21	0	0	0	21
17:30	51	0	0	0	51
17:45	35	0	0	0	35
18:00	47	0	0	0	47
18:15	16	0	0	0	16
18:30	6	0	0	0	6
18:45	1	0	0	0	1
19:00	5	0	0	0	5
19:15	2	0	0	0	2
19:30	2	0	0	0	2
19:45	3	0	0	0	3
20:00	0	0	0	0	0
20:15	2	0	0	0	2
20:30	0	0	0	0	0
20:45	1	0	0	0	1
21:00	1	0	0	0	1
21:15	0	0	0	0	0
21:30	1	0	0	0	1
21:45	3	0	0	0	3
22:00	2	0	0	0	2
22:15	3	0	0	0	3

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
1	0	0	0	0	1
10	0	0	0	0	10
3	0	0	0	0	3
4	0	0	0	0	4
16	0	0	0	0	16
5	0	0	0	0	5
4	0	0	0	0	4
4	0	0	0	0	4
3	0	0	0	0	3
3	0	0	0	0	3
1	0	0	0	0	1
10	0	0	0	0	10
1	0	0	0	0	1
7	0	0	0	0	7
2	0	0	0	0	2
4	0	0	0	0	4
3	0	0	0	0	3
18	0	0	0	0	18
6	0	0	0	0	6
15	0	0	0	0	15
6	0	0	0	0	6
15	0	0	0	0	15
1	0	0	0	0	1
6	0	0	0	0	6
13	0	0	0	0	13
55	0	0	0	0	55
22	0	0	0	0	22
46	0	0	0	0	46
27	0	0	0	0	27
5	0	0	0	0	5
11	0	0	0	0	11
8	0	0	0	0	8
4	0	0	0	0	4
0	0	0	0	0	0
1	0	0	0	0	1
0	0	0	0	0	0
2	0	0	0	0	2
0	0	0	0	0	0
2	0	0	0	0	2
2	0	0	0	0	2
0	0	0	0	0	0
0	0	0	0	0	0
5	0	0	0	0	5
1	0	0	0	0	1

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 MIDDLE DRIVEWAY
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	3	0	0	0	3
22:45	4	0	0	0	4
23:00	5	0	0	0	5
23:15	7	0	0	0	7
23:30	7	0	0	0	7
23:45	4	0	0	0	4
	551	0	0	0	551

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	2	0	0	0	2
	17	0	0	0	17
	1	0	0	0	1
	16	0	0	0	16
	4	0	0	0	4
	6	0	0	0	6
	657	0	0	0	657

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 SOUTH DRIVEWAY
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	1	0	0	1
0:15	0	0	0	1	1
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	1	0	1
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	2	0	2
2:00	0	0	0	1	1
2:15	0	0	0	0	0
2:30	0	0	2	0	2
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	2	0	0	0	2
4:30	3	0	1	0	4
4:45	0	0	0	0	0
5:00	0	0	0	1	1
5:15	0	0	0	0	0
5:30	0	0	0	1	1
5:45	1	0	1	0	2
6:00	0	0	0	0	0
6:15	2	0	0	0	2
6:30	3	0	0	0	3
6:45	12	0	0	0	12
7:00	8	0	0	0	8
7:15	9	0	0	0	9
7:30	10	0	1	0	11
7:45	1	0	0	0	1
8:00	0	0	0	1	1
8:15	0	0	1	0	1
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	1	0	0	1
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	1	0	0	1
10:45	0	1	0	0	1
11:00	0	1	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	1	0	0	1
0:15	0	0	0	0	0
0:30	0	0	1	1	2
0:45	0	0	0	0	0
1:00	0	0	1	0	1
1:15	0	0	0	0	0
1:30	0	0	0	1	1
1:45	0	0	0	0	0
2:00	0	0	0	1	1
2:15	0	0	0	0	0
2:30	0	0	1	0	1
2:45	0	0	1	0	1
3:00	0	0	0	0	0
3:15	0	0	0	2	2
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	5	0	0	0	5
4:45	3	0	0	0	3
5:00	13	0	0	0	13
5:15	5	0	0	2	7
5:30	3	0	0	0	3
5:45	1	0	0	0	1
6:00	0	0	0	0	0
6:15	0	0	1	0	1
6:30	0	0	0	0	0
6:45	1	0	0	0	1
7:00	1	0	0	1	2
7:15	1	0	0	0	1
7:30	4	0	0	0	4
7:45	0	0	1	0	1
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	2	2
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	1	0	0	1
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	1	0	0	0	1
10:45	0	0	0	0	0
11:00	0	2	0	0	2

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 SOUTH DRIVEWAY
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	2	0	0	2
11:30	0	1	0	0	1
11:45	0	0	0	0	0
12:00	0	0	0	0	0
12:15	0	0	0	0	0
12:30	0	0	0	0	0
12:45	0	1	0	0	1
13:00	0	1	0	0	1
13:15	0	1	0	0	1
13:30	1	0	0	0	1
13:45	0	1	0	0	1
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	1	1	0	2	4
14:45	0	0	1	2	3
15:00	0	1	1	0	2
15:15	0	1	0	0	1
15:30	0	2	0	0	2
15:45	0	1	0	0	1
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	1	1	0	0	2
17:30	5	0	0	0	5
17:45	11	0	0	0	11
18:00	8	0	0	0	8
18:15	7	0	0	0	7
18:30	2	0	0	0	2
18:45	0	1	0	0	1
19:00	0	1	0	0	1
19:15	0	2	0	0	2
19:30	0	1	0	0	1
19:45	0	1	0	0	1
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	2	0	0	2
20:45	0	2	0	0	2
21:00	0	2	0	0	2
21:15	0	1	0	0	1
21:30	0	1	0	0	1
21:45	0	0	0	0	0
22:00	0	2	0	0	2
22:15	0	1	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	1	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	1	0	0	1
	0	2	0	0	2
	0	0	0	0	0
	0	0	0	0	0
	0	2	0	0	2
	1	0	0	0	1
	0	1	0	0	1
	0	1	0	0	1
	0	0	0	0	0
	0	1	0	0	1
	0	0	0	0	0
	0	3	1	1	5
	1	0	0	0	1
	0	0	0	0	0
	0	2	0	0	2
	0	3	0	0	3
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	4	1	0	0	5
	6	1	0	0	7
	20	0	0	0	20
	13	1	0	0	14
	2	2	0	0	4
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	1	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	1	0	0	1
	0	0	0	0	0
	0	1	0	0	1
	0	2	0	0	2
	0	2	0	0	2
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 SOUTH DRIVEWAY
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	1	0	0	1
22:45	0	0	0	0	0
23:00	1	0	0	0	1
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	88	37	11	9	145

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	1	0	0	1
	0	2	0	0	2
	0	1	0	0	1
	0	3	0	0	3
	0	0	0	0	0
	86	40	7	11	144

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 TOTAL DRIVEWAYS
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	2	1	0	0	3
0:15	3	0	0	1	4
0:30	2	0	0	0	2
0:45	0	0	0	0	0
1:00	0	0	1	0	1
1:15	5	0	0	0	5
1:30	0	0	0	0	0
1:45	0	0	2	0	2
2:00	0	0	0	1	1
2:15	0	0	0	0	0
2:30	0	0	2	0	2
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	2	0	0	0	2
4:00	3	0	0	0	3
4:15	7	0	0	0	7
4:30	10	0	1	0	11
4:45	12	0	0	0	12
5:00	18	1	0	1	20
5:15	7	0	0	0	7
5:30	7	0	0	1	8
5:45	11	0	1	0	12
6:00	10	0	0	0	10
6:15	20	0	0	1	21
6:30	51	0	0	0	51
6:45	91	0	0	0	91
7:00	49	0	0	0	49
7:15	85	0	0	0	85
7:30	17	0	1	0	18
7:45	3	0	0	0	3
8:00	1	0	0	1	2
8:15	1	0	1	0	2
8:30	3	0	0	0	3
8:45	4	0	0	0	4
9:00	3	0	0	0	3
9:15	4	1	0	0	5
9:30	1	0	0	0	1
9:45	1	0	0	0	1
10:00	0	0	0	0	0
10:15	2	0	0	0	2
10:30	2	1	0	0	3
10:45	1	1	0	0	2
11:00	1	1	0	0	2

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	5	1	0	0	6
0:15	6	0	0	0	6
0:30	1	0	1	1	3
0:45	2	0	0	0	2
1:00	2	0	1	0	3
1:15	3	0	0	0	3
1:30	0	0	0	1	1
1:45	1	0	0	0	1
2:00	3	0	0	1	4
2:15	0	0	0	0	0
2:30	5	0	1	0	6
2:45	1	0	1	0	2
3:00	13	0	0	0	13
3:15	4	0	0	2	6
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	2	0	0	0	2
4:15	3	0	0	0	3
4:30	67	0	0	0	67
4:45	35	0	0	0	35
5:00	88	0	0	0	88
5:15	22	0	0	2	24
5:30	21	0	0	0	21
5:45	7	0	0	0	7
6:00	8	0	0	0	8
6:15	0	0	1	0	1
6:30	6	0	0	1	7
6:45	23	0	0	0	23
7:00	13	0	0	1	14
7:15	7	0	0	0	7
7:30	8	0	0	0	8
7:45	0	0	1	0	1
8:00	0	0	0	0	0
8:15	1	0	0	0	1
8:30	1	0	0	2	3
8:45	2	0	0	0	2
9:00	2	0	0	0	2
9:15	1	1	0	0	2
9:30	2	0	0	0	2
9:45	3	0	0	0	3
10:00	1	0	0	0	1
10:15	1	0	0	0	1
10:30	2	0	0	0	2
10:45	4	0	0	0	4
11:00	2	2	0	0	4

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 TOTAL DRIVEWAYS
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	4	2	0	0	6
11:30	3	1	0	0	4
11:45	10	0	0	1	11
12:00	3	0	0	0	3
12:15	6	0	0	0	6
12:30	7	0	0	0	7
12:45	7	1	0	0	8
13:00	2	1	0	0	3
13:15	1	1	0	0	2
13:30	3	0	0	0	3
13:45	6	1	0	0	7
14:00	1	0	0	0	1
14:15	1	0	0	0	1
14:30	3	1	0	2	6
14:45	1	0	1	2	4
15:00	3	1	1	0	5
15:15	1	1	0	0	2
15:30	2	2	0	0	4
15:45	1	1	0	0	2
16:00	0	0	0	0	0
16:15	8	0	0	0	8
16:30	12	0	0	0	12
16:45	40	0	0	0	40
17:00	37	0	0	0	37
17:15	32	1	0	0	33
17:30	62	0	0	0	62
17:45	46	0	0	0	46
18:00	55	0	0	0	55
18:15	23	0	0	0	23
18:30	8	0	0	0	8
18:45	1	1	0	0	2
19:00	5	1	0	0	6
19:15	2	2	0	0	4
19:30	2	1	0	0	3
19:45	3	1	0	0	4
20:00	0	0	0	0	0
20:15	2	0	0	0	2
20:30	0	2	0	0	2
20:45	1	2	0	0	3
21:00	1	2	0	0	3
21:15	0	1	0	0	1
21:30	1	1	0	0	2
21:45	3	0	0	0	3
22:00	2	2	0	0	4
22:15	3	1	0	0	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
2	1	0	0	0	3
11	0	0	0	0	11
3	0	0	0	0	3
4	0	0	0	0	4
17	1	0	1	1	19
5	2	0	0	0	7
4	0	0	0	0	4
4	0	0	0	0	4
4	2	0	0	0	6
4	0	0	0	0	4
4	1	0	0	0	5
10	1	0	0	0	11
1	0	0	0	0	1
8	1	0	0	0	9
4	0	0	0	0	4
5	3	1	1	1	10
4	0	0	0	0	4
18	0	0	0	0	18
6	0	0	0	0	6
16	2	0	0	0	18
6	3	0	0	0	9
15	0	0	0	0	15
3	0	0	0	0	3
6	0	0	0	0	6
24	0	0	0	0	24
78	1	0	0	0	79
33	1	0	0	0	34
89	0	0	0	0	89
46	1	0	0	0	47
9	2	0	0	0	11
11	0	0	0	0	11
8	0	0	0	0	8
4	0	0	0	0	4
0	0	0	0	0	0
1	1	0	0	0	2
0	0	0	0	0	0
2	0	0	0	0	2
0	0	0	0	0	0
2	1	0	0	0	3
2	0	0	0	0	2
0	1	0	0	0	1
0	2	0	0	0	2
0	2	0	0	0	2
5	0	0	0	0	5
1	0	0	0	0	1

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 TOTAL DRIVEWAYS
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	3	1	0	0	4
22:45	4	0	0	0	4
23:00	6	0	0	0	6
23:15	8	0	0	0	8
23:30	8	0	0	0	8
23:45	5	0	0	1	6
	887	38	11	12	948

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	2	0	0	0	2
	17	1	0	0	18
	1	2	0	0	3
	16	1	0	0	17
	4	3	0	0	7
	6	0	0	0	6
	903	40	7	13	963

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 NORTH DRIVEWAY
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	2	0	0	0	2
4:30	3	0	0	0	3
4:45	5	0	0	0	5
5:00	1	0	0	0	1
5:15	0	0	0	0	0
5:30	1	0	0	0	1
5:45	3	0	0	0	3
6:00	4	0	0	0	4
6:15	8	0	0	0	8
6:30	23	0	0	0	23
6:45	44	0	0	0	44
7:00	15	0	0	0	15
7:15	33	0	0	0	33
7:30	2	0	0	0	2
7:45	1	0	0	0	1
8:00	1	0	0	0	1
8:15	0	0	0	0	0
8:30	1	0	0	0	1
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	14	0	0	0	14
4:45	5	0	0	0	5
5:00	9	0	0	0	9
5:15	5	0	0	0	5
5:30	1	0	0	0	1
5:45	3	0	0	0	3
6:00	3	0	0	0	3
6:15	5	0	0	0	5
6:30	9	0	0	0	9
6:45	4	0	0	0	4
7:00	2	0	0	0	2
7:15	2	0	0	0	2
7:30	2	0	0	0	2
7:45	1	0	0	0	1
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	1	0	0	0	1
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	1	0	0	0	1
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 NORTH DRIVEWAY
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	247	0	0	0	247

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	153	0	0	0	153

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 MIDDLE DRIVEWAY
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	1	0	0	1
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	1	0	0	0	1
1:30	1	0	0	0	1
1:45	0	0	0	0	0
2:00	1	0	0	0	1
2:15	0	0	0	0	0
2:30	1	0	0	0	1
2:45	1	0	0	0	1
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	1	0	0	0	1
3:45	2	0	0	0	2
4:00	1	0	0	0	1
4:15	1	0	0	0	1
4:30	2	0	0	0	2
4:45	7	0	0	0	7
5:00	7	0	0	0	7
5:15	1	0	0	0	1
5:30	2	0	0	0	2
5:45	2	0	0	0	2
6:00	5	0	0	0	5
6:15	9	0	0	0	9
6:30	22	0	0	0	22
6:45	42	1	0	0	43
7:00	21	0	0	0	21
7:15	25	0	0	0	25
7:30	3	0	0	0	3
7:45	3	0	0	0	3
8:00	2	0	0	0	2
8:15	3	0	0	0	3
8:30	4	0	0	0	4
8:45	2	0	0	0	2
9:00	2	0	0	0	2
9:15	3	0	0	0	3
9:30	1	0	0	0	1
9:45	1	0	0	0	1
10:00	1	1	0	0	2
10:15	1	0	0	0	1
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	4	0	0	0	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	2	0	0	0	2
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	2	0	0	0	2
1:00	2	0	0	0	2
1:15	17	0	0	0	17
1:30	5	0	0	0	5
1:45	1	0	0	0	1
2:00	6	0	0	0	6
2:15	1	1	0	0	2
2:30	6	0	0	0	6
2:45	8	0	0	0	8
3:00	8	0	0	0	8
3:15	8	0	0	0	8
3:30	5	0	0	0	5
3:45	4	0	0	0	4
4:00	2	0	0	0	2
4:15	1	0	0	0	1
4:30	40	0	0	0	40
4:45	21	0	0	0	21
5:00	49	0	0	0	49
5:15	13	0	0	0	13
5:30	3	0	0	0	3
5:45	3	0	0	0	3
6:00	2	0	0	0	2
6:15	0	0	0	0	0
6:30	2	0	0	0	2
6:45	11	1	0	0	12
7:00	3	0	0	0	3
7:15	8	0	0	0	8
7:30	5	0	0	0	5
7:45	0	0	0	0	0
8:00	3	0	0	0	3
8:15	0	1	0	0	1
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	1	0	0	0	1
9:15	0	0	0	0	0
9:30	1	0	0	0	1
9:45	0	0	0	0	0
10:00	1	0	0	0	1
10:15	1	0	0	0	1
10:30	2	0	0	0	2
10:45	2	0	0	0	2
11:00	1	0	0	0	1

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 MIDDLE DRIVEWAY
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	2	0	0	0	2
11:30	5	0	0	0	5
11:45	9	0	0	0	9
12:00	7	0	0	0	7
12:15	3	0	0	0	3
12:30	10	0	0	0	10
12:45	15	0	0	0	15
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	2	0	0	0	2
13:45	1	0	0	0	1
14:00	3	0	0	0	3
14:15	0	0	0	0	0
14:30	1	0	0	0	1
14:45	3	0	0	0	3
15:00	1	0	0	0	1
15:15	3	0	0	0	3
15:30	2	0	0	0	2
15:45	0	0	0	0	0
16:00	1	0	0	0	1
16:15	1	0	0	0	1
16:30	5	0	0	0	5
16:45	10	0	0	0	10
17:00	18	0	0	0	18
17:15	34	0	0	0	34
17:30	47	0	0	0	47
17:45	49	0	0	0	49
18:00	32	0	0	0	32
18:15	30	0	0	0	30
18:30	5	0	0	0	5
18:45	1	0	0	0	1
19:00	2	0	0	0	2
19:15	4	0	0	0	4
19:30	0	0	0	0	0
19:45	2	0	0	0	2
20:00	1	0	0	0	1
20:15	1	0	0	0	1
20:30	1	0	0	0	1
20:45	3	0	0	0	3
21:00	1	0	0	0	1
21:15	1	0	0	0	1
21:30	0	0	0	0	0
21:45	1	0	0	0	1
22:00	1	0	0	0	1
22:15	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	3	0	0	0	3
	16	0	0	0	16
	3	0	0	0	3
	4	1	0	0	5
	14	0	0	0	14
	7	0	0	0	7
	4	0	0	0	4
	3	0	0	0	3
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	5	0	0	0	5
	5	0	0	0	5
	5	0	0	0	5
	3	0	0	0	3
	1	0	0	0	1
	4	0	0	0	4
	19	0	0	0	19
	3	0	0	0	3
	8	0	0	0	8
	2	0	0	0	2
	7	0	0	0	7
	1	0	0	0	1
	9	0	0	0	9
	4	0	0	0	4
	49	0	0	0	49
	24	0	0	0	24
	56	0	0	0	56
	20	0	0	0	20
	11	0	0	0	11
	6	0	0	0	6
	6	0	0	0	6
	4	0	0	0	4
	2	0	0	0	2
	0	0	0	0	0
	0	0	0	0	0
	4	0	0	0	4
	0	0	0	0	0
	2	0	0	0	2
	3	0	0	0	3
	1	0	0	0	1
	1	0	0	0	1
	1	0	0	0	1
	1	0	0	0	1
	2	0	0	0	2

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 MIDDLE DRIVEWAY
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	2	0	0	0	2
22:45	0	0	0	0	0
23:00	9	0	0	0	9
23:15	2	0	0	0	2
23:30	13	0	0	0	13
23:45	4	0	0	0	4
	534	3	0	0	537

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	4	0	0	0	4
	13	0	0	0	13
	2	0	0	0	2
	15	0	0	0	15
	3	0	0	0	3
	3	0	0	0	3
	615	4	0	0	619

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 SOUTH DRIVEWAY
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	1	0	1
0:15	0	0	0	0	0
0:30	0	0	0	1	1
0:45	0	0	0	0	0
1:00	0	0	0	1	1
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	2	2
2:00	0	0	0	1	1
2:15	0	0	0	3	3
2:30	0	0	0	5	5
2:45	0	0	0	1	1
3:00	0	0	1	0	1
3:15	0	0	2	1	3
3:30	0	0	0	1	1
3:45	0	0	0	0	0
4:00	0	0	1	0	1
4:15	1	0	0	0	1
4:30	2	0	0	0	2
4:45	0	0	0	0	0
5:00	1	0	0	0	1
5:15	0	0	0	1	1
5:30	0	0	0	1	1
5:45	0	0	0	0	0
6:00	1	0	0	0	1
6:15	1	0	0	1	2
6:30	1	0	1	0	2
6:45	10	0	0	0	10
7:00	6	0	0	0	6
7:15	6	0	0	0	6
7:30	2	0	0	0	2
7:45	1	0	0	0	1
8:00	0	0	0	1	1
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	1	0	1
10:00	1	0	0	1	2
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	1	1
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	2	2
1:45	0	0	2	0	2
2:00	0	0	1	0	1
2:15	0	0	1	0	1
2:30	0	0	0	0	0
2:45	0	0	1	3	4
3:00	0	0	1	3	4
3:15	0	0	0	6	6
3:30	0	0	0	4	4
3:45	0	0	1	0	1
4:00	0	0	0	0	0
4:15	0	0	0	1	1
4:30	11	0	0	0	11
4:45	5	0	0	0	5
5:00	4	0	0	0	4
5:15	2	0	0	0	2
5:30	0	0	0	1	1
5:45	0	0	1	0	1
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	1	0	0	0	1
6:45	0	0	0	0	0
7:00	1	0	2	0	3
7:15	1	0	0	0	1
7:30	1	0	1	0	2
7:45	1	0	0	0	1
8:00	0	0	0	1	1
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	1	0	1
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	1	0	1
10:00	0	0	0	0	0
10:15	1	0	0	0	1
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	0	0	0	0	0

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 SOUTH DRIVEWAY
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	1	0	0	0	1
11:30	0	0	0	0	0
11:45	0	0	1	0	1
12:00	0	0	2	0	2
12:15	0	0	1	0	1
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	1	1
13:30	0	0	0	2	2
13:45	0	0	0	0	0
14:00	0	0	0	1	1
14:15	0	0	0	1	1
14:30	0	0	3	0	3
14:45	0	0	1	2	3
15:00	0	0	0	2	2
15:15	0	0	1	0	1
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	1	0	0	1
16:15	0	0	2	0	2
16:30	1	0	0	0	1
16:45	0	0	0	1	1
17:00	0	0	1	0	1
17:15	3	0	0	0	3
17:30	10	0	0	0	10
17:45	12	0	0	0	12
18:00	4	0	0	1	5
18:15	5	0	1	0	6
18:30	2	0	0	0	2
18:45	1	0	0	1	2
19:00	1	0	0	1	2
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	1	1
20:00	0	0	0	1	1
20:15	1	0	0	0	1
20:30	0	0	0	1	1
20:45	0	0	0	1	1
21:00	0	0	0	0	0
21:15	0	0	1	1	2
21:30	0	0	1	0	1
21:45	0	0	1	1	2
22:00	0	0	1	0	1
22:15	0	0	0	1	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	1	1
	1	0	0	0	1
	18	0	0	0	18
	4	0	1	3	8
	1	0	0	0	1
	1	0	0	1	2
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	1	1
	1	0	1	0	2
	0	0	0	2	2
	0	0	0	0	0
	0	0	0	0	0
	0	0	1	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	2	3
	0	0	1	2	3
	0	0	0	4	4
	1	0	0	3	4
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	1	0	0	1
	0	0	1	0	1
	0	0	0	1	1
	0	0	0	0	0
	0	0	0	1	1
	0	0	0	0	0
	0	0	0	1	1
	0	0	2	2	4
	0	0	0	0	0
	0	0	0	1	1
	0	0	0	0	0
	0	0	0	0	0
	0	1	0	2	3

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 SOUTH DRIVEWAY
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	1	0	0	1	2
22:45	0	0	0	0	0
23:00	0	0	3	1	4
23:15	1	0	1	0	2
23:30	0	0	0	1	1
23:45	0	0	1	0	1
	76	1	29	44	150

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	1	1	2
	0	0	0	1	1
	13	0	0	0	13
	3	0	0	0	3
	73	2	24	54	153

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 TOTAL DRIVEWAYS
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	1	0	1
0:15	0	0	0	0	0
0:30	0	1	0	1	2
0:45	0	0	0	0	0
1:00	0	0	0	1	1
1:15	1	0	0	0	1
1:30	1	0	0	0	1
1:45	0	0	0	2	2
2:00	1	0	0	1	2
2:15	0	0	0	3	3
2:30	1	0	0	5	6
2:45	1	0	0	1	2
3:00	0	0	1	0	1
3:15	0	0	2	1	3
3:30	1	0	0	1	2
3:45	2	0	0	0	2
4:00	1	0	1	0	2
4:15	4	0	0	0	4
4:30	7	0	0	0	7
4:45	12	0	0	0	12
5:00	9	0	0	0	9
5:15	1	0	0	1	2
5:30	3	0	0	1	4
5:45	5	0	0	0	5
6:00	10	0	0	0	10
6:15	18	0	0	1	19
6:30	46	0	1	0	47
6:45	96	1	0	0	97
7:00	42	0	0	0	42
7:15	64	0	0	0	64
7:30	7	0	0	0	7
7:45	5	0	0	0	5
8:00	3	0	0	1	4
8:15	3	0	0	0	3
8:30	5	0	0	0	5
8:45	2	0	0	0	2
9:00	2	0	0	0	2
9:15	3	0	0	0	3
9:30	1	0	0	0	1
9:45	1	0	1	0	2
10:00	2	1	0	1	4
10:15	1	0	0	0	1
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	4	0	0	0	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	2	0	0	0	2
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	2	0	0	1	3
1:00	2	0	0	0	2
1:15	17	0	0	0	17
1:30	5	0	0	2	7
1:45	1	0	2	0	3
2:00	6	0	1	0	7
2:15	1	1	1	0	3
2:30	6	0	0	0	6
2:45	8	0	1	3	12
3:00	8	0	1	3	12
3:15	8	0	0	6	14
3:30	5	0	0	4	9
3:45	4	0	1	0	5
4:00	2	0	0	0	2
4:15	1	0	0	1	2
4:30	65	0	0	0	65
4:45	31	0	0	0	31
5:00	62	0	0	0	62
5:15	20	0	0	0	20
5:30	4	0	0	1	5
5:45	6	0	1	0	7
6:00	5	0	0	0	5
6:15	5	0	0	0	5
6:30	12	0	0	0	12
6:45	15	1	0	0	16
7:00	6	0	2	0	8
7:15	11	0	0	0	11
7:30	8	0	1	0	9
7:45	2	0	0	0	2
8:00	3	0	0	1	4
8:15	0	1	0	0	1
8:30	1	0	0	0	1
8:45	0	0	0	0	0
9:00	1	0	1	0	2
9:15	1	0	0	0	1
9:30	1	0	0	0	1
9:45	0	0	1	0	1
10:00	1	0	0	0	1
10:15	2	0	0	0	2
10:30	2	0	0	0	2
10:45	2	0	0	0	2
11:00	1	0	0	0	1

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 TOTAL DRIVEWAYS
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	3	0	0	0	3
11:30	5	0	0	0	5
11:45	10	0	1	0	11
12:00	7	0	2	0	9
12:15	3	0	1	0	4
12:30	10	0	0	0	10
12:45	15	0	0	0	15
13:00	0	0	0	0	0
13:15	0	0	0	1	1
13:30	2	0	0	2	4
13:45	1	0	0	0	1
14:00	3	0	0	1	4
14:15	0	0	0	1	1
14:30	1	0	3	0	4
14:45	3	0	1	2	6
15:00	1	0	0	2	3
15:15	3	0	1	0	4
15:30	2	0	0	0	2
15:45	0	0	0	0	0
16:00	1	1	0	0	2
16:15	1	0	2	0	3
16:30	6	0	0	0	6
16:45	10	0	0	1	11
17:00	18	0	1	0	19
17:15	44	0	0	0	44
17:30	78	0	0	0	78
17:45	101	0	0	0	101
18:00	49	0	0	1	50
18:15	49	0	1	0	50
18:30	10	0	0	0	10
18:45	2	0	0	1	3
19:00	3	0	0	1	4
19:15	4	0	0	0	4
19:30	0	0	0	0	0
19:45	2	0	0	1	3
20:00	1	0	0	1	2
20:15	2	0	0	0	2
20:30	1	0	0	1	2
20:45	4	0	0	1	5
21:00	1	0	0	0	1
21:15	1	0	1	1	3
21:30	0	0	1	0	1
21:45	1	0	1	1	3
22:00	1	0	1	0	2
22:15	1	0	0	1	2

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
3	0	0	1	4	
17	0	0	0	17	
22	0	0	0	22	
8	1	1	3	13	
15	0	0	0	15	
8	0	0	1	9	
5	0	0	0	5	
3	0	0	0	3	
1	0	0	0	1	
0	0	0	0	0	
1	0	0	1	2	
6	0	1	0	7	
5	0	0	2	7	
5	0	0	0	5	
3	0	0	0	3	
1	0	1	0	2	
4	0	0	0	4	
19	0	0	0	19	
3	0	0	0	3	
8	0	0	0	8	
2	0	0	0	2	
8	0	0	2	10	
1	0	1	2	4	
9	0	0	4	13	
6	0	0	3	9	
75	0	0	0	75	
32	0	0	0	32	
83	0	0	0	83	
35	1	0	0	36	
16	0	1	0	17	
8	0	0	1	9	
6	0	0	0	6	
4	0	1	2	7	
2	0	0	0	2	
0	0	0	0	0	
0	0	1	1	2	
4	0	1	0	5	
0	0	0	1	1	
3	0	0	0	3	
3	0	0	1	4	
1	0	2	2	5	
1	0	0	0	1	
1	0	0	1	2	
1	0	0	0	1	
2	1	0	2	5	

City of Eastvale
 Driveway Counts
 5250 Goodman Road, Eastvale, CA
 TOTAL DRIVEWAYS
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	3	0	0	1	4
22:45	0	0	0	0	0
23:00	9	0	3	1	13
23:15	3	0	1	0	4
23:30	13	0	0	1	14
23:45	4	0	1	0	5
	857	4	29	44	934

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	4	0	0	0	4
	13	0	0	0	13
	2	0	1	1	4
	15	0	0	1	16
	16	0	0	0	16
	6	0	0	0	6
	841	6	24	54	925

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 WEST DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	1	1
0:15	0	0	0	1	1
0:30	0	2	0	3	5
0:45	1	0	0	1	2
1:00	0	2	2	2	6
1:15	0	0	0	0	0
1:30	0	0	0	2	2
1:45	0	0	0	1	1
2:00	0	0	0	1	1
2:15	0	1	1	1	3
2:30	0	0	1	2	3
2:45	0	1	0	2	3
3:00	0	0	0	0	0
3:15	0	0	0	2	2
3:30	0	0	0	1	1
3:45	0	0	0	2	2
4:00	0	0	0	0	0
4:15	3	0	1	0	4
4:30	0	0	0	0	0
4:45	1	0	0	2	3
5:00	1	0	0	0	1
5:15	2	0	0	0	2
5:30	0	0	0	1	1
5:45	1	0	0	1	2
6:00	0	0	0	1	1
6:15	0	0	0	0	0
6:30	0	0	1	2	3
6:45	0	0	0	4	4
7:00	0	0	0	1	1
7:15	1	0	0	4	5
7:30	0	0	1	1	2
7:45	0	0	1	1	2
8:00	0	0	1	2	3
8:15	5	0	0	3	8
8:30	6	0	1	1	8
8:45	5	1	0	0	6
9:00	1	1	0	1	3
9:15	3	2	1	2	8
9:30	7	0	4	2	13
9:45	5	1	2	2	10
10:00	1	1	2	3	7
10:15	5	0	0	2	7
10:30	4	3	0	5	12
10:45	4	0	3	6	13
11:00	0	1	2	2	5

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	1	0	1
0:15	2	0	2	0	4
0:30	0	0	0	1	1
0:45	0	0	0	0	0
1:00	0	0	2	2	4
1:15	0	0	0	1	1
1:30	0	0	0	0	0
1:45	0	0	1	0	1
2:00	0	0	1	0	1
2:15	0	4	1	2	7
2:30	2	0	0	2	4
2:45	1	0	1	1	3
3:00	0	0	0	1	1
3:15	0	0	0	2	2
3:30	1	0	1	1	3
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	1	0	0	2	3
4:30	1	0	1	0	2
4:45	2	0	0	0	2
5:00	3	0	0	1	4
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	1	0	0	0	1
6:00	0	0	0	0	0
6:15	0	0	0	1	1
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	1	0	1
7:15	0	0	1	3	4
7:30	0	0	1	0	1
7:45	0	0	0	4	4
8:00	0	0	0	1	1
8:15	1	0	0	1	2
8:30	4	0	0	2	6
8:45	2	1	2	3	8
9:00	0	0	1	2	3
9:15	2	0	1	2	5
9:30	4	1	1	1	7
9:45	1	3	0	0	4
10:00	4	1	1	1	7
10:15	0	5	0	2	7
10:30	1	1	1	2	5
10:45	1	1	3	3	8
11:00	2	2	1	2	7

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 WEST DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	2	2
11:30	0	0	0	4	4
11:45	0	1	1	4	6
12:00	1	0	0	2	3
12:15	1	1	0	1	3
12:30	0	2	0	3	5
12:45	2	3	0	2	7
13:00	2	1	1	3	7
13:15	3	2	1	0	6
13:30	1	2	1	2	6
13:45	3	0	1	1	5
14:00	5	0	0	2	7
14:15	7	2	1	3	13
14:30	2	0	1	1	4
14:45	0	2	2	2	6
15:00	1	1	0	5	7
15:15	7	0	1	2	10
15:30	2	0	1	1	4
15:45	0	0	0	1	1
16:00	0	0	0	0	0
16:15	0	1	0	3	4
16:30	1	0	0	0	1
16:45	2	0	1	2	5
17:00	0	0	2	0	2
17:15	1	0	1	3	5
17:30	1	0	0	2	3
17:45	0	0	0	1	1
18:00	0	0	0	1	1
18:15	0	0	0	3	3
18:30	0	1	1	1	3
18:45	0	0	2	0	2
19:00	1	0	0	2	3
19:15	0	0	0	2	2
19:30	0	0	0	2	2
19:45	0	0	2	1	3
20:00	0	0	1	0	1
20:15	0	0	0	0	0
20:30	0	1	1	3	5
20:45	1	0	1	2	4
21:00	1	1	0	2	4
21:15	4	1	1	1	7
21:30	0	0	0	0	0
21:45	0	0	1	0	1
22:00	2	0	1	1	4
22:15	0	0	0	1	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	1	1	6	8
	0	0	0	5	5
	0	1	0	3	4
	0	1	0	1	2
	0	1	0	5	6
	1	1	1	6	9
	1	0	0	2	3
	2	0	0	4	6
	0	0	1	2	3
	0	1	0	1	2
	3	0	1	3	7
	2	1	1	4	8
	4	4	2	3	13
	2	2	0	1	5
	0	2	0	1	3
	1	1	0	1	3
	3	0	0	2	5
	3	0	0	1	4
	2	1	0	3	6
	2	1	3	1	7
	0	0	0	0	0
	1	0	0	2	3
	3	1	1	0	5
	1	0	0	2	3
	0	0	0	3	3
	1	0	0	4	5
	0	0	0	2	2
	0	0	1	3	4
	0	0	0	0	0
	0	0	0	2	2
	0	0	1	1	2
	1	0	0	2	3
	0	0	0	0	0
	0	1	0	5	6
	0	0	1	1	2
	0	0	2	0	2
	1	0	0	0	1
	0	0	0	1	1
	0	1	0	2	3
	1	0	0	1	2
	0	0	1	2	3
	1	1	1	3	6
	0	0	0	0	0
	1	0	0	0	1
	1	0	1	1	3

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 WEST DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	0	0	2	2	4
23:00	0	0	0	0	0
23:15	0	0	1	1	2
23:30	0	0	0	3	3
23:45	0	0	0	2	2
	107	38	53	153	351

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	1	0	4	5
	1	1	1	1	4
	0	0	0	2	2
	1	0	1	7	9
	0	0	2	3	5
	0	0	1	0	1
	76	43	49	155	323

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE WEST DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	4	0	0	0	4
4:30	2	0	0	0	2
4:45	5	0	0	0	5
5:00	15	0	0	0	15
5:15	9	0	0	0	9
5:30	8	0	0	0	8
5:45	22	0	0	0	22
6:00	10	0	0	0	10
6:15	10	0	0	0	10
6:30	24	0	0	0	24
6:45	65	0	0	0	65
7:00	54	2	0	0	56
7:15	59	0	0	0	59
7:30	19	0	0	0	19
7:45	4	0	0	0	4
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	6	0	0	0	6

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	3	0	0	0	3
1:00	0	0	0	0	0
1:15	1	0	0	0	1
1:30	2	0	0	0	2
1:45	1	0	0	0	1
2:00	3	0	0	0	3
2:15	2	0	0	0	2
2:30	2	0	0	0	2
2:45	0	0	0	0	0
3:00	2	0	0	0	2
3:15	1	0	0	0	1
3:30	1	0	0	0	1
3:45	1	0	0	0	1
4:00	0	0	0	0	0
4:15	5	0	0	0	5
4:30	25	0	0	0	25
4:45	7	0	0	0	7
5:00	39	0	0	0	39
5:15	14	0	0	0	14
5:30	3	0	0	0	3
5:45	4	0	0	0	4
6:00	1	0	0	0	1
6:15	3	0	0	0	3
6:30	4	0	0	0	4
6:45	4	0	0	0	4
7:00	4	0	0	0	4
7:15	2	0	0	0	2
7:30	1	0	0	0	1
7:45	0	1	0	0	1
8:00	0	0	0	0	0
8:15	0	0	1	0	1
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	1	0	0	0	1
9:30	0	0	4	0	4
9:45	3	0	1	0	4
10:00	1	0	0	0	1
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	5	1	0	0	6
11:00	1	0	0	0	1

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE WEST DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	1	0	0	0	1
11:30	6	0	0	0	6
11:45	8	0	0	0	8
12:00	1	0	0	0	1
12:15	6	1	0	0	7
12:30	6	0	0	0	6
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	4	0	0	0	4
17:00	6	0	0	0	6
17:15	18	0	0	0	18
17:30	27	0	0	0	27
17:45	55	0	0	0	55
18:00	33	0	0	0	33
18:15	46	0	0	0	46
18:30	12	0	0	0	12
18:45	5	0	0	0	5
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	2	0	0	0	2
22:15	4	0	0	0	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	11	1	0	0	12
11:30	7	0	0	0	7
11:45	2	0	0	0	2
12:00	8	0	0	0	8
12:15	2	0	0	0	2
12:30	3	0	0	0	3
12:45	0	0	0	0	0
13:00	3	0	0	0	3
13:15	0	0	0	0	0
13:30	1	0	0	0	1
13:45	3	0	0	0	3
14:00	2	0	0	0	2
14:15	0	0	0	0	0
14:30	10	0	0	0	10
14:45	5	0	0	0	5
15:00	5	0	0	0	5
15:15	2	0	0	0	2
15:30	7	0	0	0	7
15:45	4	0	0	0	4
16:00	3	0	0	0	3
16:15	3	0	0	0	3
16:30	12	0	0	0	12
16:45	3	0	0	0	3
17:00	2	0	0	0	2
17:15	12	0	0	0	12
17:30	37	0	0	0	37
17:45	11	0	0	0	11
18:00	61	0	0	0	61
18:15	27	0	0	0	27
18:30	19	0	0	0	19
18:45	4	0	0	0	4
19:00	3	0	0	0	3
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	2	0	0	0	2
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	3	0	0	0	3
21:15	1	0	1	0	2
21:30	1	0	0	0	1
21:45	0	0	0	0	0
22:00	1	0	0	0	1
22:15	7	0	0	0	7

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE WEST DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	3	0	0	0	3
22:45	3	0	0	0	3
23:00	1	0	0	0	1
23:15	2	0	0	0	2
23:30	7	0	0	0	7
23:45	0	0	0	0	0
	572	3	0	0	575

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	2	0	0	0	2
	0	0	0	0	0
	2	0	0	0	2
	5	0	0	0	5
	2	0	0	0	2
	2	0	0	0	2
	446	3	7	0	456

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE EAST DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	3	0	0	0	3
4:30	9	0	0	0	9
4:45	12	0	0	0	12
5:00	13	0	0	0	13
5:15	10	1	0	0	11
5:30	19	0	0	0	19
5:45	29	0	0	0	29
6:00	20	0	0	0	20
6:15	25	0	0	0	25
6:30	60	0	0	0	60
6:45	137	0	0	0	137
7:00	85	0	0	0	85
7:15	116	0	0	0	116
7:30	23	0	0	0	23
7:45	4	0	0	0	4
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	2	0	0	0	2
11:00	2	0	0	0	2

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	5	0	0	0	5
0:15	1	0	0	0	1
0:30	2	0	0	0	2
0:45	2	0	0	0	2
1:00	2	0	0	0	2
1:15	3	0	0	0	3
1:30	3	0	0	0	3
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	3	0	0	0	3
2:30	4	0	0	0	4
2:45	0	0	0	0	0
3:00	2	0	0	0	2
3:15	0	0	0	0	0
3:30	6	0	0	0	6
3:45	0	0	0	0	0
4:00	5	0	0	0	5
4:15	19	0	0	0	19
4:30	89	0	0	0	89
4:45	18	0	0	0	18
5:00	102	0	0	0	102
5:15	25	2	0	0	27
5:30	8	0	0	0	8
5:45	14	0	0	0	14
6:00	8	0	0	0	8
6:15	7	1	0	0	8
6:30	17	2	0	0	19
6:45	17	0	0	0	17
7:00	16	0	0	0	16
7:15	18	0	0	0	18
7:30	5	0	0	0	5
7:45	5	0	0	0	5
8:00	1	0	0	0	1
8:15	1	0	0	0	1
8:30	0	0	0	0	0
8:45	1	0	0	0	1
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	2	0	0	0	2
9:45	1	0	0	0	1
10:00	2	0	0	0	2
10:15	1	0	0	0	1
10:30	2	0	0	0	2
10:45	21	0	0	0	21
11:00	9	0	0	0	9

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE EAST DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	9	0	0	0	9
11:30	9	0	0	0	9
11:45	6	0	0	0	6
12:00	10	0	0	0	10
12:15	12	0	0	0	12
12:30	2	0	0	0	2
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	1	0	0	0	1
14:15	2	0	0	0	2
14:30	1	0	0	0	1
14:45	0	0	0	0	0
15:00	1	0	0	0	1
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	2	0	0	0	2
16:45	6	0	0	0	6
17:00	10	0	0	0	10
17:15	45	0	0	0	45
17:30	69	0	0	0	69
17:45	132	0	0	0	132
18:00	79	0	0	0	79
18:15	91	0	0	0	91
18:30	17	1	0	0	18
18:45	5	0	0	0	5
19:00	0	1	0	0	1
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	2	0	0	0	2
22:00	2	0	0	0	2
22:15	3	0	0	0	3

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	28	0	0	0	28
11:30	30	0	0	0	30
11:45	11	0	0	0	11
12:00	36	0	0	0	36
12:15	9	0	0	0	9
12:30	2	0	0	0	2
12:45	0	0	0	0	0
13:00	3	0	0	0	3
13:15	2	0	0	0	2
13:30	4	0	0	0	4
13:45	4	0	0	0	4
14:00	11	0	0	0	11
14:15	4	0	0	0	4
14:30	14	0	0	0	14
14:45	16	0	0	0	16
15:00	10	0	0	0	10
15:15	5	0	0	0	5
15:30	9	0	0	0	9
15:45	3	0	0	0	3
16:00	17	0	0	0	17
16:15	9	0	0	0	9
16:30	43	0	0	0	43
16:45	11	0	0	0	11
17:00	11	0	0	0	11
17:15	23	0	0	0	23
17:30	78	1	0	0	79
17:45	32	1	0	0	33
18:00	89	0	0	0	89
18:15	43	2	0	0	45
18:30	25	0	0	0	25
18:45	5	0	0	0	5
19:00	0	0	0	0	0
19:15	2	0	0	0	2
19:30	5	0	0	0	5
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	4	0	0	0	4
20:30	0	0	0	0	0
20:45	1	0	0	0	1
21:00	2	0	0	0	2
21:15	0	0	0	0	0
21:30	1	0	0	0	1
21:45	15	0	0	0	15
22:00	10	0	0	0	10
22:15	7	0	0	0	7

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE EAST DRIVEWAY
 9/19/2017
 Tuesday

ENTERING					
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	6	0	0	0	6
22:45	6	0	0	0	6
23:00	4	0	0	0	4
23:15	3	0	0	0	3
23:30	11	0	0	0	11
23:45	0	0	0	0	0
	1115	3	0	0	1118

EXITING					
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	5	0	0	0	5
	6	0	0	0	6
	3	0	0	0	3
	13	0	0	0	13
	6	0	0	0	6
	2	0	0	0	2
	1116	9	0	0	1125

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 EAST DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	4	0	0	0	4
0:15	4	0	0	0	4
0:30	0	0	0	0	0
0:45	2	0	0	0	2
1:00	3	0	0	0	3
1:15	1	0	0	0	1
1:30	2	1	0	0	3
1:45	2	1	0	0	3
2:00	1	0	0	0	1
2:15	1	0	0	0	1
2:30	2	0	0	0	2
2:45	4	0	0	0	4
3:00	4	1	0	0	5
3:15	3	0	0	0	3
3:30	4	0	0	0	4
3:45	2	1	0	0	3
4:00	1	0	0	0	1
4:15	1	0	0	0	1
4:30	2	0	0	0	2
4:45	1	0	0	0	1
5:00	1	0	0	0	1
5:15	3	0	0	0	3
5:30	1	0	0	0	1
5:45	5	0	0	0	5
6:00	4	0	0	0	4
6:15	8	0	0	0	8
6:30	37	0	0	0	37
6:45	79	0	0	0	79
7:00	22	0	0	0	22
7:15	9	0	0	0	9
7:30	7	0	0	0	7
7:45	4	0	0	0	4
8:00	8	0	0	0	8
8:15	18	0	0	0	18
8:30	19	0	0	0	19
8:45	22	0	0	0	22
9:00	5	0	0	0	5
9:15	10	0	0	0	10
9:30	13	0	1	0	14
9:45	12	1	0	0	13
10:00	18	1	0	0	19
10:15	12	1	0	0	13
10:30	19	0	0	0	19
10:45	13	0	0	0	13
11:00	3	1	0	0	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	5	0	0	0	5
0:15	5	1	0	0	6
0:30	7	0	0	0	7
0:45	2	1	0	0	3
1:00	7	0	0	0	7
1:15	3	0	0	0	3
1:30	6	0	0	0	6
1:45	6	0	0	0	6
2:00	3	0	0	0	3
2:15	8	1	0	0	9
2:30	25	1	0	0	26
2:45	45	1	0	0	46
3:00	18	3	0	0	21
3:15	2	3	0	0	5
3:30	27	3	0	0	30
3:45	12	2	0	0	14
4:00	18	1	0	0	19
4:15	2	0	0	0	2
4:30	13	0	0	0	13
4:45	11	0	0	0	11
5:00	13	0	0	0	13
5:15	7	0	0	0	7
5:30	5	0	0	0	5
5:45	3	0	0	0	3
6:00	4	0	0	0	4
6:15	4	0	0	0	4
6:30	5	0	0	0	5
6:45	8	0	0	0	8
7:00	9	0	0	0	9
7:15	7	0	0	0	7
7:30	10	0	0	0	10
7:45	7	0	0	0	7
8:00	3	0	0	0	3
8:15	3	1	0	0	4
8:30	3	1	0	0	4
8:45	7	0	0	0	7
9:00	5	0	0	0	5
9:15	3	0	0	0	3
9:30	9	0	0	0	9
9:45	2	1	0	0	3
10:00	17	0	0	0	17
10:15	7	0	1	0	8
10:30	8	0	1	0	9
10:45	13	0	0	0	13
11:00	19	0	1	0	20

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 EAST DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	20	0	0	0	20
11:30	5	0	0	0	5
11:45	15	0	0	0	15
12:00	28	0	0	0	28
12:15	51	0	0	0	51
12:30	18	0	0	0	18
12:45	24	1	0	0	25
13:00	16	0	0	0	16
13:15	11	0	0	0	11
13:30	13	1	0	0	14
13:45	15	0	0	0	15
14:00	14	0	0	0	14
14:15	14	1	0	0	15
14:30	9	0	0	0	9
14:45	11	0	0	0	11
15:00	15	0	0	0	15
15:15	11	0	0	0	11
15:30	3	0	0	0	3
15:45	10	0	0	0	10
16:00	3	0	1	0	4
16:15	20	0	0	0	20
16:30	20	0	0	0	20
16:45	30	0	1	0	31
17:00	5	0	0	0	5
17:15	5	0	0	0	5
17:30	29	0	0	0	29
17:45	52	0	0	0	52
18:00	15	0	0	0	15
18:15	13	0	0	0	13
18:30	0	0	0	0	0
18:45	2	0	0	0	2
19:00	2	0	0	0	2
19:15	1	0	0	0	1
19:30	3	0	0	0	3
19:45	2	0	0	0	2
20:00	3	0	0	0	3
20:15	6	0	0	0	6
20:30	5	0	0	0	5
20:45	8	0	0	0	8
21:00	7	0	0	0	7
21:15	10	1	0	0	11
21:30	3	0	0	0	3
21:45	1	0	0	0	1
22:00	2	0	0	0	2
22:15	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
77	0	0	0	0	77
25	0	2	0	0	27
12	0	0	0	0	12
16	0	0	0	0	16
17	0	0	0	0	17
8	0	0	0	0	8
9	0	0	0	0	9
12	0	0	0	0	12
5	0	0	0	0	5
7	0	0	0	0	7
8	0	0	0	0	8
13	0	0	0	0	13
4	0	1	0	0	5
32	0	0	0	0	32
10	0	0	0	0	10
17	0	0	0	0	17
9	0	0	0	0	9
9	0	0	0	0	9
12	0	0	0	0	12
15	0	0	0	0	15
16	0	0	0	0	16
105	0	0	0	0	105
28	0	0	0	0	28
12	0	0	0	0	12
5	0	0	0	0	5
32	0	0	0	0	32
16	0	0	0	0	16
37	0	0	0	0	37
10	0	0	0	0	10
5	0	0	0	0	5
5	0	0	0	0	5
2	0	0	0	0	2
0	0	0	0	0	0
6	0	0	0	0	6
0	0	0	0	0	0
1	0	0	0	0	1
2	1	0	0	0	3
7	0	0	0	0	7
3	0	0	0	0	3
3	0	0	0	0	3
3	0	0	0	0	3
1	0	0	0	0	1
0	0	0	0	0	0
2	0	0	0	0	2
2	2	0	1	0	5

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 EAST DRIVEWAY
 9/19/2017
 Tuesday

ENTERING					
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	6	0	0	0	6
22:45	16	0	0	0	16
23:00	22	0	0	0	22
23:15	46	0	0	0	46
23:30	14	0	0	0	14
23:45	2	0	0	0	2
	1053	12	3	0	1068

EXITING					
Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL	
1	2	0	0	3	
3	0	1	0	4	
55	0	0	0	55	
32	2	0	0	34	
9	0	0	0	9	
7	0	0	0	7	
1133	27	7	1	1168	

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 TOTAL DRIVEWAYS
 9/19/2017
 Tuesday

	ENTERING				TOTAL
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	
0:00	4	0	0	1	5
0:15	4	0	0	1	5
0:30	0	2	0	3	5
0:45	3	0	0	1	4
1:00	3	2	2	2	9
1:15	1	0	0	0	1
1:30	2	1	0	2	5
1:45	2	1	0	1	4
2:00	1	0	0	1	2
2:15	1	1	1	1	4
2:30	2	0	1	2	5
2:45	4	1	0	2	7
3:00	4	1	0	0	5
3:15	3	0	0	2	5
3:30	4	0	0	1	5
3:45	2	1	0	2	5
4:00	1	0	0	0	1
4:15	11	0	1	0	12
4:30	13	0	0	0	13
4:45	19	0	0	2	21
5:00	30	0	0	0	30
5:15	24	1	0	0	25
5:30	28	0	0	1	29
5:45	57	0	0	1	58
6:00	34	0	0	1	35
6:15	43	0	0	0	43
6:30	121	0	1	2	124
6:45	281	0	0	4	285
7:00	161	2	0	1	164
7:15	185	0	0	4	189
7:30	49	0	1	1	51
7:45	12	0	1	1	14
8:00	8	0	1	2	11
8:15	23	0	0	3	26
8:30	25	0	1	1	27
8:45	27	1	0	0	28
9:00	6	1	0	1	8
9:15	13	2	1	2	18
9:30	20	0	5	2	27
9:45	17	2	2	2	23
10:00	19	2	2	3	26
10:15	17	1	0	2	20
10:30	23	3	0	5	31
10:45	19	0	3	6	28
11:00	11	2	2	2	17

	EXITING				TOTAL
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	
0:00	10	0	1	0	11
0:15	8	1	2	0	11
0:30	9	0	0	1	10
0:45	7	1	0	0	8
1:00	9	0	2	2	13
1:15	7	0	0	1	8
1:30	11	0	0	0	11
1:45	7	0	1	0	8
2:00	6	0	1	0	7
2:15	13	5	1	2	21
2:30	33	1	0	2	36
2:45	46	1	1	1	49
3:00	22	3	0	1	26
3:15	3	3	0	2	8
3:30	35	3	1	1	40
3:45	13	2	0	0	15
4:00	23	1	0	0	24
4:15	27	0	0	2	29
4:30	128	0	1	0	129
4:45	38	0	0	0	38
5:00	157	0	0	1	158
5:15	46	2	0	0	48
5:30	16	0	0	0	16
5:45	22	0	0	0	22
6:00	13	0	0	0	13
6:15	14	1	0	1	16
6:30	26	2	0	0	28
6:45	29	0	0	0	29
7:00	29	0	1	0	30
7:15	27	0	1	3	31
7:30	16	0	1	0	17
7:45	12	1	0	4	17
8:00	4	0	0	1	5
8:15	5	1	1	1	8
8:30	7	1	0	2	10
8:45	10	1	2	3	16
9:00	5	0	1	2	8
9:15	6	0	1	2	9
9:30	15	1	5	1	22
9:45	7	4	1	0	12
10:00	24	1	1	1	27
10:15	8	5	1	2	16
10:30	11	1	2	2	16
10:45	40	2	3	3	48
11:00	31	2	2	2	37

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 TOTAL DRIVEWAYS
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	30	0	0	2	32
11:30	20	0	0	4	24
11:45	29	1	1	4	35
12:00	40	0	0	2	42
12:15	70	2	0	1	73
12:30	26	2	0	3	31
12:45	26	4	0	2	32
13:00	18	1	1	3	23
13:15	14	2	1	0	17
13:30	14	3	1	2	20
13:45	18	0	1	1	20
14:00	20	0	0	2	22
14:15	23	3	1	3	30
14:30	12	0	1	1	14
14:45	11	2	2	2	17
15:00	17	1	0	5	23
15:15	18	0	1	2	21
15:30	5	0	1	1	7
15:45	10	0	0	1	11
16:00	3	0	1	0	4
16:15	20	1	0	3	24
16:30	23	0	0	0	23
16:45	42	0	2	2	46
17:00	21	0	2	0	23
17:15	69	0	1	3	73
17:30	126	0	0	2	128
17:45	239	0	0	1	240
18:00	127	0	0	1	128
18:15	150	0	0	3	153
18:30	29	2	1	1	33
18:45	12	0	2	0	14
19:00	3	1	0	2	6
19:15	1	0	0	2	3
19:30	3	0	0	2	5
19:45	2	0	2	1	5
20:00	3	0	1	0	4
20:15	6	0	0	0	6
20:30	5	1	1	3	10
20:45	9	0	1	2	12
21:00	8	1	0	2	11
21:15	14	2	1	1	18
21:30	3	0	0	0	3
21:45	3	0	1	0	4
22:00	8	0	1	1	10
22:15	8	0	0	1	9

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	116	2	1	6	125
11:30	62	0	2	5	69
11:45	25	1	0	3	29
12:00	60	1	0	1	62
12:15	28	1	0	5	34
12:30	14	1	1	6	22
12:45	10	0	0	2	12
13:00	20	0	0	4	24
13:15	7	0	1	2	10
13:30	12	1	0	1	14
13:45	18	0	1	3	22
14:00	28	1	1	4	34
14:15	12	4	3	3	22
14:30	58	2	0	1	61
14:45	31	2	0	1	34
15:00	33	1	0	1	35
15:15	19	0	0	2	21
15:30	28	0	0	1	29
15:45	21	1	0	3	25
16:00	37	1	3	1	42
16:15	28	0	0	0	28
16:30	161	0	0	2	163
16:45	45	1	1	0	47
17:00	26	0	0	2	28
17:15	40	0	0	3	43
17:30	148	1	0	4	153
17:45	59	1	0	2	62
18:00	187	0	1	3	191
18:15	80	2	0	0	82
18:30	49	0	0	2	51
18:45	14	0	1	1	16
19:00	6	0	0	2	8
19:15	2	0	0	0	2
19:30	11	1	0	5	17
19:45	2	0	1	1	4
20:00	1	0	2	0	3
20:15	7	1	0	0	8
20:30	7	0	0	1	8
20:45	4	1	0	2	7
21:00	9	0	0	1	10
21:15	4	0	2	2	8
21:30	4	1	1	3	9
21:45	15	0	0	0	15
22:00	14	0	0	0	14
22:15	17	2	1	2	22

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 TOTAL DRIVEWAYS
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	15	0	0	0	15
22:45	25	0	2	2	29
23:00	27	0	0	0	27
23:15	51	0	1	1	53
23:30	32	0	0	3	35
23:45	2	0	0	2	4
	2847	56	56	153	3112

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	8	3	0	4	15
	10	1	2	1	14
	60	0	0	2	62
	51	2	1	7	61
	17	0	2	3	22
	11	0	1	0	12
	2771	82	63	156	3072

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 WEST DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	1	1
0:15	0	1	1	2	4
0:30	0	1	0	2	3
0:45	0	2	1	0	3
1:00	0	0	0	0	0
1:15	0	0	0	2	2
1:30	0	0	0	1	1
1:45	0	0	0	0	0
2:00	0	0	0	3	3
2:15	0	0	0	1	1
2:30	0	0	1	1	2
2:45	0	0	0	2	2
3:00	0	0	0	1	1
3:15	0	1	0	2	3
3:30	1	0	0	1	2
3:45	0	0	1	0	1
4:00	0	0	1	1	2
4:15	1	0	0	0	1
4:30	0	0	0	0	0
4:45	1	0	0	1	2
5:00	3	0	1	2	6
5:15	0	0	0	0	0
5:30	0	0	0	1	1
5:45	0	0	1	0	1
6:00	0	0	1	3	4
6:15	0	0	1	1	2
6:30	0	0	0	2	2
6:45	0	1	0	3	4
7:00	0	0	0	4	4
7:15	0	0	1	3	4
7:30	0	0	1	2	3
7:45	2	1	6	10	19
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	2	2	1	1	6
9:00	2	1	2	3	8
9:15	3	0	4	5	12
9:30	0	0	0	0	0
9:45	0	0	3	2	5
10:00	3	1	1	5	10
10:15	1	0	0	2	3
10:30	0	2	0	2	4
10:45	2	0	0	3	5
11:00	1	0	0	1	2

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	3	1	4
0:30	0	0	1	0	1
0:45	0	0	1	0	1
1:00	0	0	0	1	1
1:15	0	0	0	0	0
1:30	1	0	0	0	1
1:45	0	0	0	1	1
2:00	0	1	1	1	3
2:15	1	3	0	2	6
2:30	1	0	1	1	3
2:45	2	0	0	1	3
3:00	1	0	1	0	2
3:15	0	0	0	1	1
3:30	2	0	0	0	2
3:45	2	0	2	0	4
4:00	0	0	0	0	0
4:15	2	0	1	1	4
4:30	0	0	1	0	1
4:45	2	0	0	1	3
5:00	2	0	0	0	2
5:15	1	0	1	0	2
5:30	0	0	0	1	1
5:45	0	0	0	1	1
6:00	0	0	2	2	4
6:15	0	0	1	0	1
6:30	0	0	0	0	0
6:45	0	1	0	2	3
7:00	0	0	2	0	2
7:15	0	0	0	0	0
7:30	0	0	1	1	2
7:45	0	0	5	6	11
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	1	1	0	1	3
9:00	2	0	2	3	7
9:15	0	0	2	2	4
9:30	3	0	1	1	5
9:45	0	0	1	0	1
10:00	3	1	2	4	10
10:15	0	1	1	0	2
10:30	1	0	0	4	5
10:45	0	2	0	3	5
11:00	0	0	2	4	6

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 WEST DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	1	2	5	8
11:30	0	1	2	2	5
11:45	1	0	0	4	5
12:00	0	1	0	3	4
12:15	1	0	3	4	8
12:30	0	3	1	1	5
12:45	0	3	4	0	7
13:00	1	0	1	3	5
13:15	2	1	1	3	7
13:30	4	1	4	0	9
13:45	0	0	0	2	2
14:00	0	1	3	2	6
14:15	0	0	0	2	2
14:30	0	2	0	4	6
14:45	3	1	1	2	7
15:00	1	0	0	4	5
15:15	3	0	1	3	7
15:30	1	0	0	4	5
15:45	0	0	1	2	3
16:00	1	0	0	1	2
16:15	0	1	2	1	4
16:30	1	0	0	0	1
16:45	2	0	0	3	5
17:00	0	0	0	1	1
17:15	1	0	1	0	2
17:30	0	0	1	1	2
17:45	1	0	1	0	2
18:00	0	0	0	1	1
18:15	0	0	0	1	1
18:30	0	0	0	1	1
18:45	0	0	0	6	6
19:00	0	0	1	1	2
19:15	0	0	1	1	2
19:30	0	0	1	1	2
19:45	0	0	1	5	6
20:00	0	0	0	0	0
20:15	0	0	2	1	3
20:30	1	1	0	1	3
20:45	0	0	0	0	0
21:00	2	1	1	0	4
21:15	2	0	1	2	5
21:30	1	0	2	0	3
21:45	1	0	0	1	2
22:00	0	1	1	1	3
22:15	0	0	1	1	2

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	1	1	1	4	7
11:30	0	0	0	1	1
11:45	1	0	0	3	4
12:00	1	0	2	3	6
12:15	0	0	1	6	7
12:30	1	3	0	1	5
12:45	0	1	0	5	6
13:00	1	0	3	4	8
13:15	2	0	1	3	6
13:30	0	1	1	4	6
13:45	3	1	2	1	7
14:00	0	0	1	3	4
14:15	0	5	1	5	11
14:30	0	2	1	4	7
14:45	2	0	1	2	5
15:00	5	1	1	3	10
15:15	3	0	1	3	7
15:30	1	1	2	0	4
15:45	1	3	0	3	7
16:00	1	0	3	2	6
16:15	1	1	1	0	3
16:30	0	0	1	0	1
16:45	3	0	0	2	5
17:00	1	0	0	2	3
17:15	0	0	0	3	3
17:30	1	0	0	2	3
17:45	1	0	1	2	4
18:00	1	0	0	1	2
18:15	0	0	1	3	4
18:30	0	0	0	5	5
18:45	0	0	0	2	2
19:00	0	0	2	1	3
19:15	0	0	1	1	2
19:30	0	1	1	1	3
19:45	0	0	1	0	1
20:00	0	0	0	0	0
20:15	0	0	1	0	1
20:30	0	0	0	0	0
20:45	0	0	0	3	3
21:00	0	0	0	2	2
21:15	0	0	0	0	0
21:30	0	1	0	4	5
21:45	0	0	0	1	1
22:00	0	0	1	1	2
22:15	0	0	0	0	0

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 WEST DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	1	1	2
22:45	0	0	1	0	1
23:00	0	0	0	1	1
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	3	3
	52	32	71	162	317

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	1	1	4	6
	0	0	0	3	3
	2	0	0	3	5
	2	0	0	7	9
	0	0	0	2	2
	2	0	1	1	4
	64	33	70	162	329

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE WEST DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	4	0	1	0	5
4:30	6	0	0	0	6
4:45	2	0	0	0	2
5:00	6	0	0	0	6
5:15	4	0	0	0	4
5:30	13	0	0	0	13
5:45	22	0	0	0	22
6:00	12	0	0	0	12
6:15	4	0	0	0	4
6:30	26	0	0	0	26
6:45	51	0	0	0	51
7:00	84	0	0	0	84
7:15	46	0	0	0	46
7:30	39	0	0	0	39
7:45	5	0	0	0	5
8:00	4	0	0	0	4
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	4	0	0	0	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	1	0	0	0	1
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	2	0	0	0	2
2:00	4	0	0	0	4
2:15	6	0	0	0	6
2:30	0	0	0	0	0
2:45	1	0	0	0	1
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	2	0	0	0	2
4:15	1	0	0	0	1
4:30	15	0	0	0	15
4:45	15	0	0	0	15
5:00	35	0	0	0	35
5:15	19	0	0	0	19
5:30	9	0	0	0	9
5:45	4	0	0	0	4
6:00	3	0	0	0	3
6:15	3	0	0	0	3
6:30	5	0	0	0	5
6:45	7	0	0	0	7
7:00	7	0	0	0	7
7:15	4	0	0	0	4
7:30	4	0	0	0	4
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	1	0	1
8:30	0	0	1	0	1
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	1	0	1
9:30	0	0	3	0	3
9:45	0	0	0	0	0
10:00	1	0	1	0	2
10:15	1	0	0	0	1
10:30	0	0	0	0	0
10:45	2	0	0	0	2
11:00	2	1	0	0	3

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE WEST DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	1	0	0	0	1
11:30	3	0	0	0	3
11:45	7	0	0	0	7
12:00	2	0	0	0	2
12:15	5	0	0	0	5
12:30	6	0	0	0	6
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	4	0	0	0	4
17:00	9	0	0	0	9
17:15	19	0	0	0	19
17:30	33	0	0	0	33
17:45	65	0	0	0	65
18:00	34	0	0	0	34
18:15	42	0	0	0	42
18:30	11	0	0	0	11
18:45	0	0	1	0	1
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	12	0	0	0	12
11:30	10	0	0	0	10
11:45	9	0	0	0	9
12:00	7	0	0	0	7
12:15	3	0	0	0	3
12:30	4	0	0	0	4
12:45	0	0	0	0	0
13:00	1	0	0	0	1
13:15	1	0	0	0	1
13:30	1	0	0	0	1
13:45	3	0	0	0	3
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	3	0	0	0	3
14:45	3	0	0	0	3
15:00	11	0	0	0	11
15:15	3	0	0	0	3
15:30	6	0	0	0	6
15:45	2	0	0	0	2
16:00	0	0	0	0	0
16:15	0	0	1	0	1
16:30	7	0	0	0	7
16:45	2	0	0	0	2
17:00	3	0	0	0	3
17:15	14	0	1	0	15
17:30	32	0	0	0	32
17:45	25	0	0	0	25
18:00	53	0	0	0	53
18:15	21	0	0	0	21
18:30	12	0	0	0	12
18:45	5	0	0	0	5
19:00	1	0	1	0	2
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	1	1
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	1	0	0	1
21:30	0	0	0	1	1
21:45	0	0	0	1	1
22:00	0	0	0	0	0
22:15	0	0	0	0	0

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE WEST DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	4	4
22:45	0	0	0	1	1
23:00	0	0	0	2	2
23:15	0	0	0	4	4
23:30	0	0	0	6	6
23:45	0	0	0	2	2
	573	0	2	19	594

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	0	0	0	4	4
	0	0	0	4	4
	0	0	0	12	12
	0	0	0	1	1
	0	0	0	1	1
	407	2	10	25	444

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE EAST DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	1	0	0	0	1
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	2	0	0	0	2
4:15	4	0	0	0	4
4:30	8	0	0	0	8
4:45	16	0	0	0	16
5:00	11	0	0	0	11
5:15	8	0	0	0	8
5:30	14	0	0	0	14
5:45	23	0	0	0	23
6:00	28	0	0	0	28
6:15	19	0	0	0	19
6:30	52	1	0	0	53
6:45	112	0	0	0	112
7:00	140	0	0	0	140
7:15	87	0	0	0	87
7:30	58	0	0	0	58
7:45	6	0	0	0	6
8:00	3	0	0	0	3
8:15	1	0	0	0	1
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	1	0	0	0	1
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	4	0	0	0	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	5	0	0	0	5
0:15	0	0	0	0	0
0:30	1	0	0	0	1
0:45	6	0	0	0	6
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	2	0	0	0	2
1:45	0	0	0	0	0
2:00	11	0	0	0	11
2:15	10	0	0	0	10
2:30	8	0	0	0	8
2:45	3	0	0	0	3
3:00	1	0	0	0	1
3:15	0	0	0	0	0
3:30	3	0	0	0	3
3:45	7	0	0	0	7
4:00	5	0	0	0	5
4:15	2	0	0	0	2
4:30	90	0	0	0	90
4:45	41	0	0	0	41
5:00	84	0	0	0	84
5:15	51	2	0	0	53
5:30	19	0	0	0	19
5:45	14	0	0	0	14
6:00	13	0	0	0	13
6:15	5	0	0	0	5
6:30	19	2	0	0	21
6:45	16	0	0	0	16
7:00	26	0	0	0	26
7:15	16	0	0	0	16
7:30	10	0	0	0	10
7:45	6	0	0	0	6
8:00	1	0	0	0	1
8:15	4	0	0	0	4
8:30	1	0	0	0	1
8:45	1	0	0	0	1
9:00	0	0	0	0	0
9:15	2	0	0	0	2
9:30	1	0	0	0	1
9:45	4	0	0	0	4
10:00	1	0	0	0	1
10:15	2	0	0	0	2
10:30	2	0	0	0	2
10:45	7	0	0	0	7
11:00	12	0	0	0	12

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE EAST DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	6	0	0	0	6
11:30	6	0	0	0	6
11:45	4	0	0	0	4
12:00	16	0	0	0	16
12:15	16	0	0	0	16
12:30	6	0	0	0	6
12:45	1	0	0	0	1
13:00	0	0	0	0	0
13:15	1	0	0	0	1
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	1	0	0	0	1
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	30	0	0	0	30
17:15	41	0	0	0	41
17:30	87	0	0	0	87
17:45	137	0	0	0	137
18:00	99	0	0	0	99
18:15	97	0	0	0	97
18:30	32	0	0	0	32
18:45	10	0	0	0	10
19:00	3	0	0	0	3
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	4	0	0	0	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	46	0	0	0	46
11:30	33	0	0	0	33
11:45	18	0	0	0	18
12:00	23	0	0	0	23
12:15	16	0	0	0	16
12:30	14	0	0	0	14
12:45	9	0	0	0	9
13:00	4	0	0	0	4
13:15	4	0	0	0	4
13:30	4	0	0	0	4
13:45	7	1	0	0	8
14:00	7	0	0	0	7
14:15	3	0	0	0	3
14:30	15	0	0	0	15
14:45	15	0	0	0	15
15:00	7	0	0	0	7
15:15	3	0	0	0	3
15:30	6	0	0	0	6
15:45	3	0	0	0	3
16:00	11	0	0	0	11
16:15	8	0	0	0	8
16:30	39	0	0	0	39
16:45	13	0	0	0	13
17:00	16	0	0	0	16
17:15	14	0	0	0	14
17:30	61	0	0	0	61
17:45	43	0	0	0	43
18:00	77	0	0	0	77
18:15	49	0	0	0	49
18:30	20	1	0	0	21
18:45	13	0	0	0	13
19:00	10	0	0	0	10
19:15	3	0	0	0	3
19:30	2	0	0	0	2
19:45	1	0	0	0	1
20:00	0	0	0	0	0
20:15	2	0	0	0	2
20:30	1	0	0	0	1
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	1	0	0	0	1
21:30	1	0	0	0	1
21:45	5	0	0	0	5
22:00	8	0	0	0	8
22:15	21	0	0	0	21

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE EAST DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	5	0	0	0	5
22:45	9	0	0	0	9
23:00	4	0	0	0	4
23:15	8	0	0	0	8
23:30	10	0	0	0	10
23:45	3	0	0	0	3
	1235	1	0	0	1236

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	18	0	0	0	18
	20	0	0	0	20
	20	0	0	0	20
	24	0	0	0	24
	7	0	0	0	7
	6	0	0	0	6
	1263	6	0	0	1269

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 EAST DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	1	0	0	0	1
0:15	1	1	0	0	2
0:30	2	0	0	0	2
0:45	1	0	0	0	1
1:00	2	0	0	0	2
1:15	7	0	0	0	7
1:30	3	0	0	0	3
1:45	2	0	0	0	2
2:00	1	1	0	0	2
2:15	1	0	0	0	1
2:30	4	0	0	0	4
2:45	6	0	0	0	6
3:00	3	0	0	0	3
3:15	3	1	0	0	4
3:30	1	0	0	0	1
3:45	4	0	0	0	4
4:00	2	0	0	0	2
4:15	3	0	0	0	3
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	1	0	0	0	1
5:15	1	0	0	0	1
5:30	0	0	0	0	0
5:45	7	0	0	0	7
6:00	2	0	0	0	2
6:15	7	0	0	0	7
6:30	34	0	0	0	34
6:45	77	0	0	0	77
7:00	27	0	0	0	27
7:15	4	0	0	0	4
7:30	0	0	0	0	0
7:45	1	0	0	0	1
8:00	11	0	0	0	11
8:15	24	1	0	0	25
8:30	11	0	1	0	12
8:45	17	0	0	0	17
9:00	9	0	1	0	10
9:15	14	0	0	0	14
9:30	21	0	0	0	21
9:45	13	0	0	0	13
10:00	12	0	0	0	12
10:15	8	0	0	0	8
10:30	11	0	0	0	11
10:45	9	0	0	0	9
11:00	7	0	0	0	7

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	5	0	0	0	5
0:15	1	1	0	0	2
0:30	1	0	0	0	1
0:45	1	0	0	0	1
1:00	3	1	0	0	4
1:15	2	0	0	0	2
1:30	5	0	0	0	5
1:45	2	0	0	0	2
2:00	12	0	0	0	12
2:15	11	0	0	0	11
2:30	11	0	0	0	11
2:45	6	0	0	0	6
3:00	43	0	0	0	43
3:15	3	0	0	0	3
3:30	36	0	0	0	36
3:45	29	1	0	0	30
4:00	10	0	0	0	10
4:15	4	0	0	0	4
4:30	6	0	0	0	6
4:45	7	0	1	0	8
5:00	16	0	0	0	16
5:15	4	0	0	0	4
5:30	9	0	0	0	9
5:45	4	0	0	0	4
6:00	3	0	0	0	3
6:15	4	0	0	0	4
6:30	5	0	0	0	5
6:45	7	0	0	0	7
7:00	9	0	0	0	9
7:15	7	0	0	0	7
7:30	6	0	0	0	6
7:45	1	0	0	0	1
8:00	3	0	0	0	3
8:15	3	1	0	0	4
8:30	6	0	0	0	6
8:45	1	0	0	0	1
9:00	2	0	0	0	2
9:15	1	0	0	0	1
9:30	3	2	0	0	5
9:45	6	0	0	0	6
10:00	13	0	0	0	13
10:15	7	0	0	0	7
10:30	7	0	1	0	8
10:45	45	0	0	0	45
11:00	68	1	0	0	69

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 EAST DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	5	0	0	0	5
11:30	10	0	0	0	10
11:45	8	0	0	0	8
12:00	30	0	0	0	30
12:15	35	0	0	0	35
12:30	8	0	0	0	8
12:45	10	0	0	0	10
13:00	13	0	0	0	13
13:15	32	0	0	0	32
13:30	9	0	0	0	9
13:45	8	0	0	0	8
14:00	11	0	0	0	11
14:15	11	0	0	0	11
14:30	11	0	1	0	12
14:45	12	0	0	0	12
15:00	12	0	0	0	12
15:15	18	0	0	0	18
15:30	15	1	1	0	17
15:45	11	0	0	0	11
16:00	15	0	1	0	16
16:15	26	0	1	0	27
16:30	37	0	0	0	37
16:45	37	0	0	0	37
17:00	6	0	0	0	6
17:15	16	0	0	0	16
17:30	39	0	0	0	39
17:45	57	0	0	0	57
18:00	24	0	0	0	24
18:15	7	0	0	0	7
18:30	1	0	0	0	1
18:45	0	0	0	0	0
19:00	3	0	0	0	3
19:15	4	0	0	0	4
19:30	0	0	0	0	0
19:45	5	0	0	0	5
20:00	9	0	0	0	9
20:15	2	0	0	0	2
20:30	6	0	0	0	6
20:45	9	0	0	0	9
21:00	13	0	0	0	13
21:15	11	0	0	0	11
21:30	14	0	0	0	14
21:45	12	0	0	0	12
22:00	0	0	0	0	0
22:15	2	0	0	0	2

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	14	0	0	0	14
11:30	12	0	0	0	12
11:45	7	0	1	0	8
12:00	15	0	0	0	15
12:15	24	1	0	0	25
12:30	3	0	0	0	3
12:45	7	0	0	0	7
13:00	3	0	0	0	3
13:15	5	0	0	0	5
13:30	3	1	0	0	4
13:45	5	0	0	0	5
14:00	5	0	0	0	5
14:15	13	1	0	0	14
14:30	51	0	0	0	51
14:45	15	0	0	0	15
15:00	27	0	0	0	27
15:15	5	0	0	0	5
15:30	31	0	0	0	31
15:45	9	1	0	0	10
16:00	6	0	0	0	6
16:15	8	0	0	0	8
16:30	42	0	0	0	42
16:45	13	0	0	0	13
17:00	7	0	0	0	7
17:15	8	0	0	0	8
17:30	91	0	0	0	91
17:45	38	0	0	0	38
18:00	48	0	0	0	48
18:15	7	0	0	0	7
18:30	11	0	0	0	11
18:45	6	0	0	0	6
19:00	10	0	0	0	10
19:15	6	0	0	0	6
19:30	0	0	0	0	0
19:45	5	0	0	0	5
20:00	4	0	0	0	4
20:15	2	0	0	0	2
20:30	5	0	0	0	5
20:45	3	0	0	0	3
21:00	4	0	0	0	4
21:15	5	0	0	0	5
21:30	3	0	0	0	3
21:45	7	0	0	0	7
22:00	13	0	0	0	13
22:15	7	0	0	0	7

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 EAST DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	5	0	0	0	5
22:45	20	0	0	0	20
23:00	25	0	0	0	25
23:15	36	0	0	0	36
23:30	7	1	0	0	8
23:45	0	0	0	0	0
	1092	6	6	0	1104

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	8	0	0	0	8
	13	0	0	0	13
	75	0	0	0	75
	27	0	0	0	27
	11	0	0	0	11
	1	0	0	0	1
	1186	11	3	0	1200

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 TOTAL DRIVEWAYS
 9/20/2017
 Wednesday

	ENTERING				TOTAL
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	
0:00	1	0	0	1	2
0:15	1	2	1	2	6
0:30	2	1	0	2	5
0:45	1	2	1	0	4
1:00	2	0	0	0	2
1:15	7	0	0	2	9
1:30	3	0	0	1	4
1:45	2	0	0	0	2
2:00	1	1	0	3	5
2:15	2	0	0	1	3
2:30	4	0	1	1	6
2:45	6	0	0	2	8
3:00	3	0	0	1	4
3:15	3	2	0	2	7
3:30	2	0	0	1	3
3:45	4	0	1	0	5
4:00	4	0	1	1	6
4:15	12	0	1	0	13
4:30	14	0	0	0	14
4:45	19	0	0	1	20
5:00	21	0	1	2	24
5:15	13	0	0	0	13
5:30	27	0	0	1	28
5:45	52	0	1	0	53
6:00	42	0	1	3	46
6:15	30	0	1	1	32
6:30	112	1	0	2	115
6:45	240	1	0	3	244
7:00	251	0	0	4	255
7:15	137	0	1	3	141
7:30	97	0	1	2	100
7:45	14	1	6	10	31
8:00	18	0	0	0	18
8:15	25	1	0	0	26
8:30	11	0	1	0	12
8:45	19	2	1	1	23
9:00	11	1	3	3	18
9:15	17	0	4	5	26
9:30	21	0	0	0	21
9:45	13	0	3	2	18
10:00	16	1	1	5	23
10:15	9	0	0	2	11
10:30	11	2	0	2	15
10:45	12	0	0	3	15
11:00	16	0	0	1	17

	EXITING				TOTAL
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	
0:00	10	0	0	0	10
0:15	1	1	3	1	6
0:30	3	0	1	0	4
0:45	7	0	1	0	8
1:00	3	1	0	1	5
1:15	2	0	0	0	2
1:30	8	0	0	0	8
1:45	4	0	0	1	5
2:00	27	1	1	1	30
2:15	28	3	0	2	33
2:30	20	0	1	1	22
2:45	12	0	0	1	13
3:00	45	0	1	0	46
3:15	3	0	0	1	4
3:30	41	0	0	0	41
3:45	38	1	2	0	41
4:00	17	0	0	0	17
4:15	9	0	1	1	11
4:30	111	0	1	0	112
4:45	65	0	1	1	67
5:00	137	0	0	0	137
5:15	75	2	1	0	78
5:30	37	0	0	1	38
5:45	22	0	0	1	23
6:00	19	0	2	2	23
6:15	12	0	1	0	13
6:30	29	2	0	0	31
6:45	30	1	0	2	33
7:00	42	0	2	0	44
7:15	27	0	0	0	27
7:30	20	0	1	1	22
7:45	7	0	5	6	18
8:00	4	0	0	0	4
8:15	7	1	1	0	9
8:30	7	0	1	0	8
8:45	3	1	0	1	5
9:00	4	0	2	3	9
9:15	3	0	3	2	8
9:30	7	2	4	1	14
9:45	10	0	1	0	11
10:00	18	1	3	4	26
10:15	10	1	1	0	12
10:30	10	0	1	4	15
10:45	54	2	0	3	59
11:00	82	2	2	4	90

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 TOTAL DRIVEWAYS
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	12	1	2	5	20
11:30	19	1	2	2	24
11:45	20	0	0	4	24
12:00	48	1	0	3	52
12:15	57	0	3	4	64
12:30	20	3	1	1	25
12:45	11	3	4	0	18
13:00	14	0	1	3	18
13:15	35	1	1	3	40
13:30	13	1	4	0	18
13:45	8	0	0	2	10
14:00	11	1	3	2	17
14:15	11	0	0	2	13
14:30	12	2	1	4	19
14:45	15	1	1	2	19
15:00	13	0	0	4	17
15:15	21	0	1	3	25
15:30	16	1	1	4	22
15:45	11	0	1	2	14
16:00	16	0	1	1	18
16:15	26	1	3	1	31
16:30	38	0	0	0	38
16:45	43	0	0	3	46
17:00	45	0	0	1	46
17:15	77	0	1	0	78
17:30	159	0	1	1	161
17:45	260	0	1	0	261
18:00	157	0	0	1	158
18:15	146	0	0	1	147
18:30	44	0	0	1	45
18:45	10	0	1	6	17
19:00	6	0	1	1	8
19:15	4	0	1	1	6
19:30	0	0	1	1	2
19:45	5	0	1	5	11
20:00	9	0	0	0	9
20:15	2	0	2	1	5
20:30	7	1	0	1	9
20:45	9	0	0	0	9
21:00	15	1	1	0	17
21:15	13	0	1	2	16
21:30	15	0	2	0	17
21:45	13	0	0	1	14
22:00	0	1	1	1	3
22:15	6	0	1	1	8

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
73	1	1	4	79	
55	0	0	1	56	
35	0	1	3	39	
46	0	2	3	51	
43	1	1	6	51	
22	3	0	1	26	
16	1	0	5	22	
9	0	3	4	16	
12	0	1	3	16	
8	2	1	4	15	
18	2	2	1	23	
12	0	1	3	16	
16	6	1	5	28	
69	2	1	4	76	
35	0	1	2	38	
50	1	1	3	55	
14	0	1	3	18	
44	1	2	0	47	
15	4	0	3	22	
18	0	3	2	23	
17	1	2	0	20	
88	0	1	0	89	
31	0	0	2	33	
27	0	0	2	29	
36	0	1	3	40	
185	0	0	2	187	
107	0	1	2	110	
179	0	0	1	180	
77	0	1	3	81	
43	1	0	5	49	
24	0	0	2	26	
21	0	3	1	25	
9	0	1	1	11	
2	1	1	1	5	
6	0	1	0	7	
4	0	0	0	4	
4	0	1	0	5	
6	0	0	1	7	
3	0	0	3	6	
4	0	0	2	6	
6	1	0	0	7	
4	1	0	5	10	
12	0	0	2	14	
21	0	1	1	23	
28	0	0	0	28	

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 TOTAL DRIVEWAYS
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	10	0	1	5	16
22:45	29	0	1	1	31
23:00	29	0	0	3	32
23:15	44	0	0	4	48
23:30	17	1	0	6	24
23:45	3	0	0	5	8
	2952	39	79	181	3251

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	26	1	1	4	32
	33	0	0	7	40
	97	0	0	7	104
	53	0	0	19	72
	18	0	0	3	21
	9	0	1	2	12
	2920	52	83	187	3242

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 WEST DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	1	0	0	0	1
0:15	0	0	0	2	2
0:30	0	0	0	2	2
0:45	1	5	0	7	13
1:00	0	1	3	0	4
1:15	0	2	0	2	4
1:30	1	0	0	1	2
1:45	0	0	0	0	0
2:00	0	0	1	1	2
2:15	1	0	1	1	3
2:30	0	1	0	1	2
2:45	0	0	0	1	1
3:00	1	0	0	1	2
3:15	0	1	0	1	2
3:30	0	0	0	2	2
3:45	0	0	0	1	1
4:00	0	0	0	1	1
4:15	1	0	0	0	1
4:30	1	0	0	1	2
4:45	2	0	0	0	2
5:00	1	0	0	0	1
5:15	0	0	0	4	4
5:30	1	0	0	0	1
5:45	0	0	0	0	0
6:00	0	0	0	3	3
6:15	0	0	0	1	1
6:30	0	1	0	4	5
6:45	0	0	0	0	0
7:00	1	0	0	3	4
7:15	0	0	0	2	2
7:30	0	0	0	2	2
7:45	0	0	1	1	2
8:00	2	1	0	2	5
8:15	2	0	1	4	7
8:30	2	0	0	1	3
8:45	3	0	1	1	5
9:00	5	1	2	4	12
9:15	1	0	0	0	1
9:30	5	1	2	4	12
9:45	7	0	2	3	12
10:00	1	1	2	5	9
10:15	4	2	0	3	9
10:30	9	3	3	2	17
10:45	0	0	0	0	0
11:00	0	0	1	1	2

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	1	0	1
0:15	0	0	1	1	2
0:30	0	0	0	1	1
0:45	0	0	0	1	1
1:00	1	0	0	0	1
1:15	2	1	3	1	7
1:30	1	0	1	0	2
1:45	0	0	0	0	0
2:00	1	0	1	0	2
2:15	1	4	0	5	10
2:30	0	0	0	1	1
2:45	2	0	0	1	3
3:00	1	0	0	0	1
3:15	2	0	0	1	3
3:30	0	0	0	2	2
3:45	0	0	0	1	1
4:00	0	0	1	1	2
4:15	4	2	0	0	6
4:30	0	0	1	0	1
4:45	2	0	1	1	4
5:00	1	0	0	0	1
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	1	0	0	0	1
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	1	0	1	3	5
6:45	0	0	0	0	0
7:00	2	1	0	1	4
7:15	0	0	1	4	5
7:30	0	0	2	5	7
7:45	0	0	1	0	1
8:00	1	0	0	1	2
8:15	1	0	0	1	2
8:30	2	0	0	2	4
8:45	5	1	0	1	7
9:00	4	0	0	5	9
9:15	0	1	0	1	2
9:30	5	0	1	1	7
9:45	7	0	1	1	9
10:00	2	1	2	3	8
10:15	1	0	2	2	5
10:30	7	6	1	5	19
10:45	0	0	0	0	0
11:00	1	1	0	3	5

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 WEST DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	1	0	1	2	4
11:30	0	1	1	1	3
11:45	1	2	0	4	7
12:00	0	0	3	1	4
12:15	0	0	0	6	6
12:30	1	1	0	0	2
12:45	0	4	1	1	6
13:00	1	1	1	0	3
13:15	3	2	1	1	7
13:30	1	0	1	5	7
13:45	1	1	3	2	7
14:00	1	1	1	1	4
14:15	0	0	0	0	0
14:30	4	2	2	2	10
14:45	0	2	1	4	7
15:00	6	1	0	3	10
15:15	1	0	0	0	1
15:30	1	0	0	0	1
15:45	0	0	1	1	2
16:00	0	0	1	1	2
16:15	0	0	1	2	3
16:30	2	0	0	0	2
16:45	3	0	0	3	6
17:00	0	0	0	3	3
17:15	0	0	0	5	5
17:30	0	0	0	1	1
17:45	1	0	0	4	5
18:00	0	0	0	2	2
18:15	0	0	1	0	1
18:30	0	0	2	0	2
18:45	1	0	1	0	2
19:00	0	0	0	3	3
19:15	1	0	1	3	5
19:30	0	0	2	0	2
19:45	0	0	1	1	2
20:00	0	0	0	1	1
20:15	0	1	0	1	2
20:30	0	0	2	3	5
20:45	0	0	1	2	3
21:00	4	1	1	3	9
21:15	5	0	1	2	8
21:30	3	0	0	2	5
21:45	2	0	2	0	4
22:00	0	0	1	1	2
22:15	0	0	1	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	4	4
	1	0	0	1	2
	1	1	2	2	6
	1	2	0	2	5
	0	0	2	4	6
	0	0	1	4	5
	1	1	1	1	4
	1	0	0	2	3
	1	1	1	1	4
	1	0	1	3	5
	1	0	1	0	2
	1	1	4	3	9
	1	7	4	4	16
	4	1	0	0	5
	0	1	1	1	3
	6	3	2	4	15
	0	0	0	0	0
	2	1	0	2	5
	1	0	0	3	4
	0	0	1	0	1
	3	0	2	0	5
	0	0	0	1	1
	4	0	0	5	9
	1	0	0	0	1
	0	0	1	5	6
	0	0	0	3	3
	0	0	0	0	0
	0	0	0	2	2
	0	1	0	4	5
	0	0	0	1	1
	0	0	0	1	1
	1	0	1	2	4
	0	0	0	3	3
	0	0	0	2	2
	0	0	0	0	0
	0	0	0	2	2
	0	0	1	2	3
	0	0	1	2	3
	0	0	2	3	5
	1	0	0	0	1
	1	1	2	3	7
	0	0	0	0	0
	0	0	1	1	2
	0	0	0	3	3
	0	1	0	2	3

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 WEST DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	1	0	1
22:45	0	0	0	0	0
23:00	0	0	0	1	1
23:15	1	0	0	0	1
23:30	0	0	0	0	0
23:45	0	0	0	0	0
	98	40	57	153	348

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	3	3
	2	0	0	1	3
	0	2	0	3	5
	0	0	0	3	3
	0	0	0	0	0
	1	0	0	0	1
	95	42	54	154	345

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE WEST DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	8	1	0	0	9
4:30	2	0	0	0	2
4:45	4	0	0	0	4
5:00	7	0	0	0	7
5:15	4	0	0	0	4
5:30	16	0	0	0	16
5:45	26	0	0	0	26
6:00	5	0	0	0	5
6:15	6	0	0	0	6
6:30	39	0	0	0	39
6:45	70	0	0	0	70
7:00	57	0	0	0	57
7:15	59	0	0	0	59
7:30	19	0	0	0	19
7:45	7	0	0	0	7
8:00	1	0	0	0	1
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	4	0	0	0	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	1	0	0	0	1
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	1	0	0	0	1
1:45	1	0	0	0	1
2:00	4	0	0	0	4
2:15	6	0	0	0	6
2:30	1	0	0	0	1
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	3	0	0	0	3
4:15	2	0	0	0	2
4:30	17	0	0	0	17
4:45	14	0	0	0	14
5:00	38	0	0	0	38
5:15	14	0	0	0	14
5:30	10	0	0	0	10
5:45	1	0	0	0	1
6:00	5	0	0	0	5
6:15	5	0	0	0	5
6:30	2	0	0	0	2
6:45	7	0	0	0	7
7:00	7	0	0	0	7
7:15	5	0	0	0	5
7:30	2	0	0	0	2
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	0	1	0	1
8:30	0	0	1	0	1
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	2	0	2
9:30	0	0	2	0	2
9:45	0	0	1	0	1
10:00	2	0	0	0	2
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	3	0	0	0	3
11:00	4	0	0	0	4

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE WEST DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	3	0	0	0	3
11:30	3	0	0	0	3
11:45	6	0	0	0	6
12:00	0	0	0	0	0
12:15	4	0	0	0	4
12:30	6	0	0	0	6
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	4	0	0	0	4
17:00	9	0	0	0	9
17:15	20	0	0	0	20
17:30	36	0	0	0	36
17:45	65	0	0	0	65
18:00	34	0	0	0	34
18:15	43	0	0	0	43
18:30	12	0	0	0	12
18:45	0	0	1	0	1
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	14	0	0	0	14
11:30	8	0	0	0	8
11:45	8	0	0	0	8
12:00	6	0	0	0	6
12:15	5	0	0	0	5
12:30	2	0	0	0	2
12:45	1	0	0	0	1
13:00	1	0	0	0	1
13:15	0	0	0	0	0
13:30	1	0	0	0	1
13:45	3	0	0	0	3
14:00	0	0	0	0	0
14:15	1	0	0	0	1
14:30	5	0	0	0	5
14:45	2	0	0	0	2
15:00	10	0	0	0	10
15:15	3	0	0	0	3
15:30	8	0	0	0	8
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	1	0	1
16:30	7	0	0	0	7
16:45	2	0	0	0	2
17:00	3	0	0	0	3
17:15	14	0	1	0	15
17:30	31	0	0	0	31
17:45	25	0	0	0	25
18:00	53	0	0	0	53
18:15	21	0	0	0	21
18:30	12	0	0	0	12
18:45	5	0	0	0	5
19:00	1	0	1	0	2
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	1	0	0	0	1
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	1	0	1
21:30	1	0	0	0	1
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	1	0	0	0	1

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE WEST DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	6	0	0	0	6
22:45	1	0	0	0	1
23:00	2	0	0	0	2
23:15	4	0	0	0	4
23:30	6	0	0	0	6
23:45	2	0	0	0	2
	600	1	1	0	602

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	1	0	0	0	1
	5	0	0	0	5
	5	0	0	0	5
	13	0	0	0	13
	2	0	0	0	2
	1	0	0	0	1
	437	0	11	0	448

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE EAST DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	1	0	0	0	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	1	0	0	0	1
2:30	0	0	0	0	0
2:45	1	0	0	0	1
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	1	0	0	0	1
4:15	6	0	0	0	6
4:30	6	0	0	0	6
4:45	19	0	0	0	19
5:00	8	0	0	0	8
5:15	12	0	0	0	12
5:30	7	0	0	0	7
5:45	25	0	0	0	25
6:00	18	1	0	0	19
6:15	13	1	0	0	14
6:30	55	0	0	0	55
6:45	117	1	0	0	118
7:00	70	0	0	0	70
7:15	103	0	0	0	103
7:30	26	0	0	0	26
7:45	17	0	0	0	17
8:00	3	0	0	0	3
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	4	0	0	0	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	3	0	0	0	3
0:15	1	0	0	0	1
0:30	2	0	0	0	2
0:45	1	1	0	0	2
1:00	3	0	0	0	3
1:15	0	0	0	0	0
1:30	14	0	0	0	14
1:45	3	0	0	0	3
2:00	3	0	0	0	3
2:15	16	0	0	0	16
2:30	11	0	0	0	11
2:45	9	0	0	0	9
3:00	5	0	0	0	5
3:15	0	0	0	0	0
3:30	6	0	0	0	6
3:45	5	0	0	0	5
4:00	5	0	0	0	5
4:15	15	0	0	0	15
4:30	85	0	0	0	85
4:45	27	0	0	0	27
5:00	75	1	0	0	76
5:15	37	1	0	0	38
5:30	13	0	0	0	13
5:45	11	0	0	0	11
6:00	5	0	0	0	5
6:15	6	1	0	0	7
6:30	15	1	0	0	16
6:45	10	1	0	0	11
7:00	18	0	0	0	18
7:15	7	0	0	0	7
7:30	7	0	0	0	7
7:45	4	0	0	0	4
8:00	8	0	0	0	8
8:15	1	0	0	0	1
8:30	1	0	0	0	1
8:45	0	0	0	0	0
9:00	1	0	0	0	1
9:15	0	0	0	0	0
9:30	2	0	0	0	2
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	3	0	0	0	3
10:30	3	0	0	0	3
10:45	16	0	0	0	16
11:00	7	0	0	0	7

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE EAST DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	4	1	0	0	5
11:30	2	0	0	0	2
11:45	9	0	0	0	9
12:00	10	0	0	0	10
12:15	9	0	0	0	9
12:30	1	0	0	0	1
12:45	0	0	0	0	0
13:00	2	0	0	0	2
13:15	0	0	0	0	0
13:30	1	0	0	0	1
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	1	0	0	0	1
15:00	0	0	0	0	0
15:15	1	0	0	0	1
15:30	1	0	0	0	1
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	1	0	0	0	1
16:45	2	0	0	0	2
17:00	24	0	0	0	24
17:15	54	0	0	0	54
17:30	70	0	0	0	70
17:45	102	0	0	0	102
18:00	78	0	0	0	78
18:15	81	0	0	0	81
18:30	12	0	0	0	12
18:45	1	0	0	0	1
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	2	0	0	0	2
22:15	5	0	0	0	5

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	13	0	0	0	13
11:30	16	0	0	0	16
11:45	8	1	0	0	9
12:00	18	0	0	0	18
12:15	9	0	0	0	9
12:30	12	0	0	0	12
12:45	6	1	0	0	7
13:00	11	0	0	0	11
13:15	3	0	0	0	3
13:30	11	0	0	0	11
13:45	4	0	0	0	4
14:00	5	0	0	0	5
14:15	3	0	0	0	3
14:30	7	0	0	0	7
14:45	8	0	0	0	8
15:00	5	0	0	0	5
15:15	4	0	0	0	4
15:30	18	0	0	0	18
15:45	6	0	0	0	6
16:00	11	0	0	0	11
16:15	13	0	0	0	13
16:30	32	0	0	0	32
16:45	14	0	0	0	14
17:00	17	0	0	0	17
17:15	42	1	0	0	43
17:30	54	1	0	0	55
17:45	50	0	0	0	50
18:00	71	0	0	0	71
18:15	16	1	0	0	17
18:30	10	1	0	0	11
18:45	2	0	0	0	2
19:00	2	0	0	0	2
19:15	1	0	0	0	1
19:30	2	0	0	0	2
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	1	0	0	0	1
20:45	1	0	0	0	1
21:00	2	0	0	0	2
21:15	0	0	0	0	0
21:30	5	0	0	0	5
21:45	8	0	0	0	8
22:00	13	0	0	0	13
22:15	7	0	0	0	7

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE EAST DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	2	0	0	0	2
22:45	3	0	0	0	3
23:00	2	0	0	0	2
23:15	2	0	0	0	2
23:30	10	0	0	0	10
23:45	0	0	0	0	0
	1006	4	0	0	1010

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	10	0	0	0	10
	12	0	0	0	12
	19	0	0	0	19
	14	0	0	0	14
	5	0	0	0	5
	5	0	0	0	5
	1070	12	0	0	1082

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 EAST DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	6	0	0	0	6
0:15	4	0	0	0	4
0:30	1	0	0	0	1
0:45	2	0	0	0	2
1:00	1	0	0	0	1
1:15	2	0	0	0	2
1:30	2	0	0	0	2
1:45	1	0	0	0	1
2:00	2	0	0	0	2
2:15	1	0	0	0	1
2:30	5	0	0	0	5
2:45	3	0	0	0	3
3:00	4	0	0	0	4
3:15	7	0	0	0	7
3:30	2	0	0	0	2
3:45	0	0	0	0	0
4:00	1	0	0	0	1
4:15	3	0	0	0	3
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	1	0	0	0	1
5:15	2	0	0	0	2
5:30	2	0	0	0	2
5:45	10	0	0	0	10
6:00	1	0	0	0	1
6:15	2	0	0	0	2
6:30	22	0	0	0	22
6:45	55	0	0	0	55
7:00	21	0	0	0	21
7:15	3	0	0	0	3
7:30	3	1	0	0	4
7:45	2	0	0	0	2
8:00	19	0	0	0	19
8:15	21	0	0	0	21
8:30	24	0	0	0	24
8:45	18	0	0	0	18
9:00	16	0	0	0	16
9:15	21	0	0	0	21
9:30	18	0	0	0	18
9:45	29	0	0	0	29
10:00	8	0	0	0	8
10:15	12	0	0	0	12
10:30	16	1	0	0	17
10:45	14	0	0	0	14
11:00	2	0	0	0	2

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
7	0	0	0	7	
11	0	0	0	11	
10	0	0	0	10	
3	0	0	0	3	
9	0	0	0	9	
16	0	0	0	16	
31	0	0	0	31	
18	0	0	0	18	
7	2	0	0	9	
20	0	0	0	20	
18	1	0	0	19	
13	0	0	0	13	
31	1	0	0	32	
25	0	0	0	25	
19	0	0	0	19	
12	0	0	0	12	
8	0	0	0	8	
2	0	0	0	2	
9	0	0	0	9	
7	0	0	0	7	
15	0	0	0	15	
7	0	0	0	7	
9	0	0	0	9	
3	0	0	0	3	
4	0	0	0	4	
2	0	0	0	2	
8	0	0	0	8	
8	0	0	0	8	
7	0	0	0	7	
7	0	0	0	7	
1	0	0	0	1	
3	0	0	0	3	
6	0	0	0	6	
1	0	0	0	1	
3	0	0	0	3	
5	0	0	0	5	
3	0	0	0	3	
1	0	0	0	1	
3	1	0	0	4	
5	0	0	0	5	
15	0	0	0	15	
5	0	0	0	5	
4	0	0	0	4	
10	0	0	0	10	
9	0	0	0	9	

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 EAST DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	3	0	0	0	3
11:30	5	0	0	0	5
11:45	5	0	0	0	5
12:00	26	0	0	0	26
12:15	50	0	0	0	50
12:30	20	0	0	0	20
12:45	13	0	0	0	13
13:00	18	0	0	0	18
13:15	22	1	0	0	23
13:30	15	0	0	0	15
13:45	25	0	0	0	25
14:00	14	0	0	0	14
14:15	8	0	0	0	8
14:30	8	0	0	0	8
14:45	9	0	1	0	10
15:00	12	0	1	0	13
15:15	10	1	0	0	11
15:30	8	0	0	0	8
15:45	8	0	0	0	8
16:00	9	0	0	0	9
16:15	18	0	0	0	18
16:30	24	0	0	0	24
16:45	25	0	0	0	25
17:00	9	0	0	0	9
17:15	16	0	0	0	16
17:30	29	0	0	0	29
17:45	55	0	0	0	55
18:00	19	0	0	0	19
18:15	6	0	0	0	6
18:30	1	0	0	0	1
18:45	1	0	0	0	1
19:00	3	0	0	0	3
19:15	10	0	1	0	11
19:30	6	0	0	0	6
19:45	8	0	0	0	8
20:00	3	0	0	0	3
20:15	2	0	0	0	2
20:30	8	0	0	0	8
20:45	10	0	0	0	10
21:00	11	0	0	0	11
21:15	28	0	0	0	28
21:30	9	0	0	0	9
21:45	6	1	0	0	7
22:00	6	0	0	0	6
22:15	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
8	0	0	0	0	8
61	1	0	1	63	
20	0	0	0	20	
28	0	0	0	28	
13	0	0	0	13	
12	0	0	0	12	
14	0	0	0	14	
16	0	0	0	16	
13	0	0	0	13	
7	0	0	0	7	
5	0	0	0	5	
16	0	0	0	16	
13	0	0	0	13	
23	0	0	0	23	
3	0	0	0	3	
10	0	0	0	10	
12	0	0	0	12	
14	0	0	0	14	
18	0	0	0	18	
5	0	0	0	5	
4	0	0	0	4	
23	0	0	0	23	
16	0	0	0	16	
10	0	0	0	10	
10	0	0	0	10	
37	0	0	0	37	
46	0	0	0	46	
38	0	0	0	38	
13	0	0	0	13	
6	0	0	0	6	
6	0	0	0	6	
8	0	0	0	8	
7	0	0	0	7	
5	0	0	0	5	
7	0	0	0	7	
3	0	0	0	3	
4	0	0	0	4	
5	0	0	0	5	
4	0	0	0	4	
9	0	0	0	9	
5	0	0	0	5	
5	0	0	0	5	
6	0	0	0	6	
13	0	0	0	13	
6	0	0	0	6	

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 EAST DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	8	0	0	0	8
22:45	12	0	0	0	12
23:00	22	0	0	0	22
23:15	57	1	0	0	58
23:30	15	0	0	0	15
23:45	1	0	0	0	1
	1106	6	3	0	1115

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	5	0	0	0	5
	1	1	0	0	2
	81	0	0	0	81
	33	0	0	0	33
	15	0	0	0	15
	4	0	0	0	4
	1166	7	0	1	1174

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 TOTAL DRIVEWAYS
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	8	0	0	0	8
0:15	4	0	0	2	6
0:30	1	0	0	2	3
0:45	3	5	0	7	15
1:00	1	1	3	0	5
1:15	2	2	0	2	6
1:30	3	0	0	1	4
1:45	1	0	0	0	1
2:00	2	0	1	1	4
2:15	3	0	1	1	5
2:30	5	1	0	1	7
2:45	4	0	0	1	5
3:00	5	0	0	1	6
3:15	7	1	0	1	9
3:30	2	0	0	2	4
3:45	0	0	0	1	1
4:00	2	0	0	1	3
4:15	18	1	0	0	19
4:30	9	0	0	1	10
4:45	25	0	0	0	25
5:00	17	0	0	0	17
5:15	18	0	0	4	22
5:30	26	0	0	0	26
5:45	61	0	0	0	61
6:00	24	1	0	3	28
6:15	21	1	0	1	23
6:30	116	1	0	4	121
6:45	242	1	0	0	243
7:00	149	0	0	3	152
7:15	165	0	0	2	167
7:30	48	1	0	2	51
7:45	26	0	1	1	28
8:00	25	1	0	2	28
8:15	23	0	1	4	28
8:30	26	0	0	1	27
8:45	21	0	1	1	23
9:00	21	1	2	4	28
9:15	22	0	0	0	22
9:30	23	1	2	4	30
9:45	36	0	2	3	41
10:00	9	1	2	5	17
10:15	16	2	0	3	21
10:30	25	4	3	2	34
10:45	15	0	0	0	15
11:00	10	0	1	1	12

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	10	0	1	0	11
0:15	12	0	1	1	14
0:30	13	0	0	1	14
0:45	4	1	0	1	6
1:00	13	0	0	0	13
1:15	18	1	3	1	23
1:30	47	0	1	0	48
1:45	22	0	0	0	22
2:00	15	2	1	0	18
2:15	43	4	0	5	52
2:30	30	1	0	1	32
2:45	24	0	0	1	25
3:00	37	1	0	0	38
3:15	27	0	0	1	28
3:30	25	0	0	2	27
3:45	17	0	0	1	18
4:00	16	0	1	1	18
4:15	23	2	0	0	25
4:30	111	0	1	0	112
4:45	50	0	1	1	52
5:00	129	1	0	0	130
5:15	58	1	0	0	59
5:30	32	0	0	0	32
5:45	16	0	0	0	16
6:00	14	0	0	0	14
6:15	13	1	0	0	14
6:30	26	1	1	3	31
6:45	25	1	0	0	26
7:00	34	1	0	1	36
7:15	19	0	1	4	24
7:30	10	0	2	5	17
7:45	7	0	1	0	8
8:00	15	0	0	1	16
8:15	3	0	1	1	5
8:30	6	0	1	2	9
8:45	10	1	0	1	12
9:00	8	0	0	5	13
9:15	1	1	2	1	5
9:30	10	1	3	1	15
9:45	12	0	2	1	15
10:00	19	1	2	3	25
10:15	9	0	2	2	13
10:30	14	6	1	5	26
10:45	29	0	0	0	29
11:00	21	1	0	3	25

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 TOTAL DRIVEWAYS
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	11	1	1	2	15
11:30	10	1	1	1	13
11:45	21	2	0	4	27
12:00	36	0	3	1	40
12:15	63	0	0	6	69
12:30	28	1	0	0	29
12:45	13	4	1	1	19
13:00	21	1	1	0	23
13:15	25	3	1	1	30
13:30	17	0	1	5	23
13:45	26	1	3	2	32
14:00	15	1	1	1	18
14:15	8	0	0	0	8
14:30	12	2	2	2	18
14:45	10	2	2	4	18
15:00	18	1	1	3	23
15:15	12	1	0	0	13
15:30	10	0	0	0	10
15:45	8	0	1	1	10
16:00	9	0	1	1	11
16:15	18	0	1	2	21
16:30	27	0	0	0	27
16:45	34	0	0	3	37
17:00	42	0	0	3	45
17:15	90	0	0	5	95
17:30	135	0	0	1	136
17:45	223	0	0	4	227
18:00	131	0	0	2	133
18:15	130	0	1	0	131
18:30	25	0	2	0	27
18:45	3	0	2	0	5
19:00	3	0	0	3	6
19:15	11	0	2	3	16
19:30	6	0	2	0	8
19:45	8	0	1	1	10
20:00	3	0	0	1	4
20:15	2	1	0	1	4
20:30	8	0	2	3	13
20:45	10	0	1	2	13
21:00	15	1	1	3	20
21:15	33	0	1	2	36
21:30	12	0	0	2	14
21:45	8	1	2	0	11
22:00	8	0	1	1	10
22:15	6	0	1	0	7

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	35	0	0	4	39
11:30	86	1	0	2	89
11:45	37	2	2	2	43
12:00	53	2	0	2	57
12:15	27	0	2	4	33
12:30	26	0	1	4	31
12:45	22	2	1	1	26
13:00	29	0	0	2	31
13:15	17	1	1	1	20
13:30	20	0	1	3	24
13:45	13	0	1	0	14
14:00	22	1	4	3	30
14:15	18	7	4	4	33
14:30	39	1	0	0	40
14:45	13	1	1	1	16
15:00	31	3	2	4	40
15:15	19	0	0	0	19
15:30	42	1	0	2	45
15:45	25	0	0	3	28
16:00	16	0	1	0	17
16:15	20	0	3	0	23
16:30	62	0	0	1	63
16:45	36	0	0	5	41
17:00	31	0	0	0	31
17:15	66	1	2	5	74
17:30	122	1	0	3	126
17:45	121	0	0	0	121
18:00	162	0	0	2	164
18:15	50	2	0	4	56
18:30	28	1	0	1	30
18:45	13	0	0	1	14
19:00	12	0	2	2	16
19:15	8	0	0	3	11
19:30	7	0	0	2	9
19:45	7	0	0	0	7
20:00	3	0	0	2	5
20:15	4	0	1	2	7
20:30	7	0	1	2	10
20:45	5	0	2	3	10
21:00	12	0	0	0	12
21:15	6	1	3	3	13
21:30	11	0	0	0	11
21:45	14	0	1	1	16
22:00	26	0	0	3	29
22:15	14	1	0	2	17

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 TOTAL DRIVEWAYS
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	16	0	1	0	17
22:45	16	0	0	0	16
23:00	26	0	0	1	27
23:15	64	1	0	0	65
23:30	31	0	0	0	31
23:45	3	0	0	0	3
	2810	51	61	153	3075

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	16	0	0	3	19
	20	1	0	1	22
	105	2	0	3	110
	60	0	0	3	63
	22	0	0	0	22
	11	0	0	0	11
	2768	61	65	155	3049

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 WEST DRIVEWAY
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	1	1
0:15	0	0	1	0	1
0:30	0	1	0	1	2
0:45	0	0	1	1	2
1:00	0	1	0	1	2
1:15	0	1	0	1	2
1:30	1	0	0	1	2
1:45	0	0	0	4	4
2:00	2	1	2	2	7
2:15	0	0	1	3	4
2:30	0	0	1	0	1
2:45	0	0	1	2	3
3:00	0	0	0	3	3
3:15	0	1	0	1	2
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	1	0	0	0	1
4:15	0	0	0	1	1
4:30	0	0	0	1	1
4:45	2	0	0	0	2
5:00	0	0	0	1	1
5:15	0	0	0	1	1
5:30	0	0	0	0	0
5:45	0	0	0	1	1
6:00	0	0	0	1	1
6:15	0	0	2	0	2
6:30	0	0	0	1	1
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	0	3	3
7:30	0	0	0	3	3
7:45	0	0	0	0	0
8:00	0	2	1	2	5
8:15	0	1	0	1	2
8:30	1	0	0	2	3
8:45	2	0	0	0	2
9:00	2	0	1	0	3
9:15	1	0	2	0	3
9:30	0	1	0	2	3
9:45	1	1	3	0	5
10:00	0	1	1	4	6
10:15	1	0	0	3	4
10:30	1	0	1	1	3
10:45	0	0	0	0	0
11:00	0	2	0	2	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	1	1	2
0:15	0	0	2	0	2
0:30	0	0	0	0	0
0:45	1	0	0	0	1
1:00	0	0	0	0	0
1:15	0	0	0	3	3
1:30	2	0	0	0	2
1:45	1	0	0	0	1
2:00	0	3	1	0	4
2:15	1	1	1	2	5
2:30	0	0	1	2	3
2:45	2	0	1	0	3
3:00	0	0	1	1	2
3:15	1	0	0	1	2
3:30	0	1	2	3	6
3:45	1	0	0	0	1
4:00	1	0	0	2	3
4:15	1	0	0	0	1
4:30	1	0	0	1	2
4:45	0	0	0	0	0
5:00	1	0	0	2	3
5:15	0	0	0	1	1
5:30	0	0	0	0	0
5:45	0	0	0	0	0
6:00	0	0	0	0	0
6:15	0	0	1	1	2
6:30	0	0	0	1	1
6:45	1	0	0	0	1
7:00	0	0	0	1	1
7:15	1	0	0	3	4
7:30	0	0	0	1	1
7:45	0	0	0	0	0
8:00	0	0	1	1	2
8:15	0	0	1	0	1
8:30	1	0	0	0	1
8:45	1	1	0	3	5
9:00	0	0	0	0	0
9:15	0	1	1	0	2
9:30	1	1	1	0	3
9:45	0	0	0	1	1
10:00	0	2	1	1	4
10:15	0	0	1	3	4
10:30	2	2	0	6	10
10:45	0	0	0	0	0
11:00	3	0	0	2	5

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 WEST DRIVEWAY
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	1	1	2
11:30	0	0	4	0	4
11:45	1	0	1	2	4
12:00	0	0	0	1	1
12:15	0	2	0	0	2
12:30	0	3	0	0	3
12:45	1	0	0	0	1
13:00	0	1	1	1	3
13:15	0	1	0	1	2
13:30	0	1	1	0	2
13:45	0	0	0	1	1
14:00	0	0	1	1	2
14:15	1	1	1	2	5
14:30	0	0	0	1	1
14:45	0	0	0	4	4
15:00	0	1	0	1	2
15:15	0	0	0	0	0
15:30	0	0	1	5	6
15:45	0	0	0	0	0
16:00	0	0	1	2	3
16:15	2	0	3	2	7
16:30	0	0	0	0	0
16:45	1	0	0	2	3
17:00	0	0	0	1	1
17:15	1	0	0	0	1
17:30	0	0	1	1	2
17:45	2	0	1	1	4
18:00	0	0	0	0	0
18:15	0	0	0	0	0
18:30	0	0	1	0	1
18:45	0	0	1	0	1
19:00	0	0	0	0	0
19:15	0	0	0	3	3
19:30	0	0	0	1	1
19:45	0	0	3	0	3
20:00	0	0	2	1	3
20:15	0	1	0	0	1
20:30	0	0	0	1	1
20:45	0	0	0	0	0
21:00	1	0	0	1	2
21:15	5	0	3	0	8
21:30	1	0	3	0	4
21:45	1	0	1	0	2
22:00	1	0	0	1	2
22:15	0	0	0	1	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	1	1
11:30	0	1	0	2	3
11:45	1	1	1	0	3
12:00	0	0	1	4	5
12:15	0	0	0	4	4
12:30	0	0	0	3	3
12:45	1	0	0	1	2
13:00	0	1	0	0	1
13:15	0	0	0	1	1
13:30	0	0	0	1	1
13:45	0	1	0	1	2
14:00	1	0	1	3	5
14:15	2	5	1	3	11
14:30	1	0	1	0	2
14:45	1	0	3	2	6
15:00	1	0	3	0	4
15:15	1	0	0	0	1
15:30	0	1	1	4	6
15:45	0	0	0	0	0
16:00	0	0	2	0	2
16:15	1	0	2	2	5
16:30	0	0	0	0	0
16:45	0	0	0	2	2
17:00	3	0	0	0	3
17:15	1	0	1	3	5
17:30	0	0	0	0	0
17:45	1	0	0	0	1
18:00	0	0	0	1	1
18:15	0	0	1	1	2
18:30	0	0	2	1	3
18:45	0	0	1	0	1
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	1	0	1
20:00	0	0	3	1	4
20:15	0	0	0	0	0
20:30	0	0	0	2	2
20:45	0	0	0	2	2
21:00	0	0	0	1	1
21:15	0	0	0	2	2
21:30	0	0	0	1	1
21:45	0	0	2	0	2
22:00	2	0	0	3	5
22:15	0	0	0	1	1

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 WEST DRIVEWAY
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	1	0	1
22:45	0	0	0	0	0
23:00	0	0	0	1	1
23:15	0	0	0	1	1
23:30	0	0	1	0	1
23:45	0	0	0	3	3
	33	24	51	95	203

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	1	0	0	1	2
	3	0	0	5	8
	2	0	0	1	3
	0	0	1	1	2
	0	0	0	0	0
	46	22	45	104	217

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE WEST DRIVEWAY
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	1	0	0	0	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	1	0	0	0	1
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	1	0	0	0	1
4:15	2	0	0	0	2
4:30	1	1	0	0	2
4:45	9	0	0	0	9
5:00	7	0	0	0	7
5:15	5	0	0	0	5
5:30	14	0	0	0	14
5:45	33	0	0	0	33
6:00	5	0	0	0	5
6:15	11	0	0	0	11
6:30	13	0	0	0	13
6:45	34	0	0	0	34
7:00	22	1	0	0	23
7:15	36	0	0	0	36
7:30	5	0	0	0	5
7:45	1	0	0	0	1
8:00	1	0	0	0	1
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	5	0	0	0	5

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	3	0	0	0	3
0:15	0	0	0	0	0
0:30	3	0	0	0	3
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	1	0	0	0	1
1:30	0	0	0	0	0
1:45	1	0	0	0	1
2:00	0	0	0	0	0
2:15	5	0	0	0	5
2:30	1	0	0	0	1
2:45	1	0	0	0	1
3:00	0	0	0	0	0
3:15	1	0	0	0	1
3:30	1	0	0	0	1
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	3	0	0	0	3
4:30	8	0	0	0	8
4:45	8	0	0	0	8
5:00	29	0	0	0	29
5:15	8	0	0	0	8
5:30	4	0	0	0	4
5:45	4	0	0	0	4
6:00	1	0	0	0	1
6:15	1	0	0	0	1
6:30	1	0	0	0	1
6:45	8	0	0	0	8
7:00	2	0	0	0	2
7:15	5	0	0	0	5
7:30	1	0	0	0	1
7:45	1	0	0	0	1
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	1	0	0	0	1
8:45	0	0	1	0	1
9:00	0	0	1	0	1
9:15	0	0	1	0	1
9:30	0	0	0	0	0
9:45	0	0	1	0	1
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	3	0	0	0	3
11:00	0	0	0	0	0

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE WEST DRIVEWAY
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	3	0	0	0	3
11:30	4	0	0	0	4
11:45	5	0	0	0	5
12:00	2	0	0	0	2
12:15	10	0	0	0	10
12:30	2	0	0	0	2
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	7	0	0	0	7
17:15	9	0	0	0	9
17:30	19	0	0	0	19
17:45	27	0	0	0	27
18:00	22	0	0	0	22
18:15	25	0	0	0	25
18:30	11	0	1	0	12
18:45	3	0	0	0	3
19:00	1	0	0	0	1
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	2	0	0	0	2
22:15	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	2	0	0	0	2
	2	1	0	0	3
	0	0	0	0	0
	8	0	0	0	8
	1	0	0	0	1
	2	0	0	0	2
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	3	0	0	0	3
	2	0	0	0	2
	6	0	0	0	6
	2	0	0	0	2
	6	0	0	0	6
	1	0	0	0	1
	3	0	0	0	3
	3	0	0	0	3
	4	0	0	0	4
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	10	0	0	0	10
	7	0	0	0	7
	5	0	0	0	5
	1	0	0	0	1
	10	0	0	0	10
	7	0	1	0	8
	36	0	0	0	36
	9	0	0	0	9
	6	0	0	0	6
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	2	0	0	0	2
	0	0	2	0	2
	0	0	1	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE WEST DRIVEWAY
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	2	0	0	0	2
22:45	1	0	0	0	1
23:00	2	0	0	0	2
23:15	4	0	0	0	4
23:30	3	0	0	0	3
23:45	0	0	0	0	0
	372	2	1	0	375

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	4	0	0	0	4
	4	0	0	0	4
	7	0	0	0	7
	10	0	0	0	10
	1	0	0	0	1
	275	1	8	0	284

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE EAST DRIVEWAY
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	1	0	0	0	1
0:30	0	0	0	0	0
0:45	2	0	0	0	2
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	1	0	0	0	1
4:15	5	0	0	0	5
4:30	6	0	0	0	6
4:45	10	0	0	0	10
5:00	5	0	0	0	5
5:15	8	0	0	0	8
5:30	12	0	0	0	12
5:45	28	0	0	0	28
6:00	12	0	0	0	12
6:15	16	0	0	0	16
6:30	39	0	0	0	39
6:45	77	0	0	0	77
7:00	65	0	0	0	65
7:15	72	0	0	0	72
7:30	15	0	0	0	15
7:45	3	0	0	0	3
8:00	1	0	0	0	1
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	1	0	0	0	1
11:00	5	0	0	0	5

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	6	0	0	0	6
0:15	4	0	0	0	4
0:30	16	0	0	0	16
0:45	4	0	0	0	4
1:00	2	0	0	0	2
1:15	0	0	0	0	0
1:30	2	0	0	0	2
1:45	1	0	0	0	1
2:00	11	0	0	0	11
2:15	7	0	0	0	7
2:30	5	0	0	0	5
2:45	3	0	0	0	3
3:00	2	0	0	0	2
3:15	0	0	0	0	0
3:30	3	0	0	0	3
3:45	3	0	0	0	3
4:00	6	0	0	0	6
4:15	10	0	0	0	10
4:30	56	0	0	0	56
4:45	28	0	0	0	28
5:00	83	0	0	0	83
5:15	25	0	0	0	25
5:30	12	0	0	0	12
5:45	19	0	0	0	19
6:00	8	0	0	0	8
6:15	1	0	0	0	1
6:30	6	0	0	0	6
6:45	16	0	0	0	16
7:00	13	0	0	0	13
7:15	16	0	0	0	16
7:30	4	0	0	0	4
7:45	2	0	0	0	2
8:00	1	0	0	0	1
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	1	0	0	0	1
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	2	0	0	0	2
10:15	1	0	0	0	1
10:30	0	0	0	0	0
10:45	26	0	0	0	26
11:00	8	0	0	0	8

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE EAST DRIVEWAY
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	3	0	0	0	3
11:30	3	0	0	0	3
11:45	3	0	0	0	3
12:00	11	0	0	0	11
12:15	13	0	0	0	13
12:30	2	0	0	0	2
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	1	0	0	0	1
16:30	1	0	0	0	1
16:45	2	0	0	0	2
17:00	8	0	0	0	8
17:15	28	0	0	0	28
17:30	68	0	0	0	68
17:45	79	0	0	0	79
18:00	55	0	0	0	55
18:15	64	0	0	0	64
18:30	6	0	0	0	6
18:45	2	0	0	0	2
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	1	0	0	0	1
22:15	1	0	0	0	1

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
7	0	0	0	0	7
8	0	0	0	0	8
5	0	0	0	0	5
25	0	0	0	0	25
4	0	0	0	0	4
7	0	0	0	0	7
1	0	0	0	0	1
1	0	0	0	0	1
3	0	0	0	0	3
12	0	0	0	0	12
4	0	0	0	0	4
20	0	0	0	0	20
7	0	0	0	0	7
12	0	0	0	0	12
8	0	0	0	0	8
8	0	0	0	0	8
5	0	0	0	0	5
11	0	0	0	0	11
2	0	0	0	0	2
13	0	0	0	0	13
3	0	0	0	0	3
31	0	0	0	0	31
11	0	0	0	0	11
10	0	0	0	0	10
7	0	0	0	0	7
41	0	0	0	0	41
21	0	0	0	0	21
61	0	0	0	0	61
37	0	0	0	0	37
12	0	0	0	0	12
2	0	0	0	0	2
1	0	0	0	0	1
0	0	0	0	0	0
1	0	0	0	0	1
1	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
2	0	0	0	0	2
1	0	0	0	0	1
3	0	0	0	0	3
1	0	0	0	0	1
0	0	0	0	0	0
4	0	0	0	0	4
9	0	0	0	0	9
7	0	0	0	0	7

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE EAST DRIVEWAY
 9/23/2017
 Saturday

ENTERING					
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	2	0	0	0	2
22:45	8	0	0	0	8
23:00	1	0	0	0	1
23:15	5	0	0	0	5
23:30	9	0	0	0	9
23:45	3	0	0	0	3
	763	0	0	0	763

EXITING					
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	5	0	0	0	5
	12	0	0	0	12
	17	0	0	0	17
	25	0	0	0	25
	10	0	0	0	10
	4	0	0	0	4
	915	0	0	0	915

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 EAST DRIVEWAY
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	2	0	0	0	2
0:15	3	1	0	0	4
0:30	1	0	0	0	1
0:45	1	0	0	0	1
1:00	2	0	0	0	2
1:15	3	0	0	0	3
1:30	1	0	0	0	1
1:45	0	1	0	0	1
2:00	1	0	0	0	1
2:15	3	0	0	0	3
2:30	1	0	0	0	1
2:45	1	0	0	0	1
3:00	2	0	0	0	2
3:15	0	0	0	0	0
3:30	1	0	0	0	1
3:45	1	0	0	0	1
4:00	0	0	0	0	0
4:15	1	0	0	0	1
4:30	0	0	0	0	0
4:45	0	0	0	0	0
5:00	1	0	0	0	1
5:15	2	0	0	0	2
5:30	3	0	0	0	3
5:45	5	0	0	0	5
6:00	4	0	0	0	4
6:15	7	0	0	0	7
6:30	20	0	0	0	20
6:45	50	0	0	0	50
7:00	8	0	0	0	8
7:15	3	0	0	0	3
7:30	0	0	0	0	0
7:45	0	0	0	0	0
8:00	6	0	0	0	6
8:15	4	0	0	0	4
8:30	6	0	0	0	6
8:45	5	0	0	0	5
9:00	5	0	0	0	5
9:15	5	0	0	0	5
9:30	4	0	0	0	4
9:45	9	0	0	0	9
10:00	0	0	0	0	0
10:15	5	0	0	0	5
10:30	1	0	0	0	1
10:45	11	0	0	0	11
11:00	4	0	0	0	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	5	1	0	0	6
0:15	3	0	0	0	3
0:30	7	0	0	0	7
0:45	1	0	0	0	1
1:00	1	0	0	0	1
1:15	2	0	0	0	2
1:30	1	0	0	0	1
1:45	1	0	0	0	1
2:00	8	0	0	0	8
2:15	15	0	0	0	15
2:30	4	0	0	0	4
2:45	4	0	0	0	4
3:00	23	0	0	0	23
3:15	11	2	0	0	13
3:30	29	1	0	0	30
3:45	23	0	0	0	23
4:00	5	0	0	0	5
4:15	6	0	0	0	6
4:30	5	0	0	0	5
4:45	5	0	0	0	5
5:00	9	0	0	0	9
5:15	1	0	0	0	1
5:30	4	0	0	0	4
5:45	4	0	0	0	4
6:00	4	0	0	0	4
6:15	1	0	0	0	1
6:30	2	0	0	0	2
6:45	8	0	0	0	8
7:00	4	0	0	0	4
7:15	6	0	0	0	6
7:30	3	0	0	0	3
7:45	1	0	0	0	1
8:00	1	0	0	0	1
8:15	2	0	0	0	2
8:30	3	0	0	0	3
8:45	4	0	0	0	4
9:00	1	0	0	0	1
9:15	3	1	0	0	4
9:30	1	0	0	0	1
9:45	3	0	0	0	3
10:00	0	0	0	0	0
10:15	1	0	0	0	1
10:30	1	0	0	0	1
10:45	3	0	0	0	3
11:00	46	0	0	0	46

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 EAST DRIVEWAY
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	4	0	0	0	4
11:30	3	0	0	0	3
11:45	11	0	0	0	11
12:00	20	0	0	0	20
12:15	31	0	0	0	31
12:30	3	0	0	0	3
12:45	6	0	0	0	6
13:00	7	0	0	0	7
13:15	5	0	0	0	5
13:30	7	0	0	0	7
13:45	4	0	0	0	4
14:00	1	0	0	0	1
14:15	3	0	0	0	3
14:30	4	0	1	0	5
14:45	7	0	2	0	9
15:00	7	0	1	0	8
15:15	2	0	0	0	2
15:30	3	0	0	0	3
15:45	3	0	0	0	3
16:00	14	0	0	0	14
16:15	12	0	0	0	12
16:30	38	0	0	0	38
16:45	31	2	0	0	33
17:00	7	0	0	0	7
17:15	17	0	0	0	17
17:30	19	0	0	0	19
17:45	38	0	0	0	38
18:00	12	0	0	0	12
18:15	7	0	0	0	7
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	4	0	0	0	4
19:15	2	0	0	0	2
19:30	3	0	0	0	3
19:45	2	0	1	0	3
20:00	3	0	0	0	3
20:15	1	0	0	0	1
20:30	2	0	0	0	2
20:45	2	0	0	0	2
21:00	9	0	0	0	9
21:15	29	0	0	0	29
21:30	11	0	0	0	11
21:45	9	0	0	0	9
22:00	2	0	0	0	2
22:15	6	0	0	0	6

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	11	0	0	0	11
11:30	7	0	0	0	7
11:45	11	0	0	0	11
12:00	15	0	0	0	15
12:15	14	0	0	0	14
12:30	7	0	0	0	7
12:45	2	0	0	0	2
13:00	7	0	0	0	7
13:15	5	0	0	0	5
13:30	7	0	0	0	7
13:45	3	0	0	0	3
14:00	7	0	0	0	7
14:15	3	0	0	0	3
14:30	5	0	0	0	5
14:45	5	0	0	0	5
15:00	7	0	0	0	7
15:15	5	0	0	0	5
15:30	2	0	0	0	2
15:45	1	0	0	0	1
16:00	5	0	0	0	5
16:15	7	0	0	0	7
16:30	12	0	0	0	12
16:45	3	0	0	0	3
17:00	3	0	0	0	3
17:15	42	0	0	0	42
17:30	18	0	0	0	18
17:45	21	0	0	0	21
18:00	13	0	0	0	13
18:15	5	0	0	0	5
18:30	3	0	0	0	3
18:45	2	0	0	0	2
19:00	1	0	0	0	1
19:15	1	0	0	0	1
19:30	3	0	0	0	3
19:45	3	0	1	0	4
20:00	5	0	0	0	5
20:15	4	0	0	0	4
20:30	1	0	0	0	1
20:45	1	0	0	0	1
21:00	2	0	0	0	2
21:15	5	0	0	0	5
21:30	6	0	0	0	6
21:45	5	0	0	0	5
22:00	9	1	0	0	10
22:15	3	1	0	0	4

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 EAST DRIVEWAY
 9/23/2017
 Saturday

ENTERING					
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	0	0
22:45	9	0	0	0	9
23:00	3	0	0	0	3
23:15	16	1	0	0	17
23:30	12	0	0	0	12
23:45	2	0	0	0	2
	645	5	5	0	655

EXITING					
Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL	
4	1	0	0	5	
3	0	0	0	3	
29	0	0	0	29	
11	1	0	0	12	
5	0	0	0	5	
3	0	0	0	3	
	637	9	1	0	647

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 TOTAL DRIVEWAYS
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	3	0	0	1	4
0:15	4	1	1	0	6
0:30	1	1	0	1	3
0:45	4	0	1	1	6
1:00	2	1	0	1	4
1:15	3	1	0	1	5
1:30	2	0	0	1	3
1:45	0	1	0	4	5
2:00	3	1	2	2	8
2:15	3	0	1	3	7
2:30	1	0	1	0	2
2:45	1	0	1	2	4
3:00	2	0	0	3	5
3:15	0	1	0	1	2
3:30	1	0	0	0	1
3:45	1	0	0	0	1
4:00	3	0	0	0	3
4:15	8	0	0	1	9
4:30	7	1	0	1	9
4:45	21	0	0	0	21
5:00	13	0	0	1	14
5:15	15	0	0	1	16
5:30	29	0	0	0	29
5:45	66	0	0	1	67
6:00	21	0	0	1	22
6:15	34	0	2	0	36
6:30	72	0	0	1	73
6:45	161	0	0	0	161
7:00	95	1	0	0	96
7:15	111	0	0	3	114
7:30	20	0	0	3	23
7:45	4	0	0	0	4
8:00	8	2	1	2	13
8:15	4	1	0	1	6
8:30	7	0	0	2	9
8:45	7	0	0	0	7
9:00	7	0	1	0	8
9:15	6	0	2	0	8
9:30	4	1	0	2	7
9:45	10	1	3	0	14
10:00	0	1	1	4	6
10:15	6	0	0	3	9
10:30	2	0	1	1	4
10:45	12	0	0	0	12
11:00	14	2	0	2	18

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	14	1	1	1	17
0:15	7	0	2	0	9
0:30	26	0	0	0	26
0:45	6	0	0	0	6
1:00	3	0	0	0	3
1:15	3	0	0	3	6
1:30	5	0	0	0	5
1:45	4	0	0	0	4
2:00	19	3	1	0	23
2:15	28	1	1	2	32
2:30	10	0	1	2	13
2:45	10	0	1	0	11
3:00	25	0	1	1	27
3:15	13	2	0	1	16
3:30	33	2	2	3	40
3:45	27	0	0	0	27
4:00	12	0	0	2	14
4:15	20	0	0	0	20
4:30	70	0	0	1	71
4:45	41	0	0	0	41
5:00	122	0	0	2	124
5:15	34	0	0	1	35
5:30	20	0	0	0	20
5:45	27	0	0	0	27
6:00	13	0	0	0	13
6:15	3	0	1	1	5
6:30	9	0	0	1	10
6:45	33	0	0	0	33
7:00	19	0	0	1	20
7:15	28	0	0	3	31
7:30	8	0	0	1	9
7:45	4	0	0	0	4
8:00	2	0	1	1	4
8:15	2	0	1	0	3
8:30	5	0	0	0	5
8:45	5	1	1	3	10
9:00	1	0	1	0	2
9:15	4	2	2	0	8
9:30	2	1	1	0	4
9:45	3	0	1	1	5
10:00	2	2	1	1	6
10:15	2	0	1	3	6
10:30	3	2	0	6	11
10:45	32	0	0	0	32
11:00	57	0	0	2	59

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 TOTAL DRIVEWAYS
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	10	0	1	1	12
11:30	10	0	4	0	14
11:45	20	0	1	2	23
12:00	33	0	0	1	34
12:15	54	2	0	0	56
12:30	7	3	0	0	10
12:45	7	0	0	0	7
13:00	7	1	1	1	10
13:15	5	1	0	1	7
13:30	7	1	1	0	9
13:45	4	0	0	1	5
14:00	1	0	1	1	3
14:15	4	1	1	2	8
14:30	4	0	1	1	6
14:45	7	0	2	4	13
15:00	7	1	1	1	10
15:15	2	0	0	0	2
15:30	3	0	1	5	9
15:45	3	0	0	0	3
16:00	14	0	1	2	17
16:15	15	0	3	2	20
16:30	39	0	0	0	39
16:45	34	2	0	2	38
17:00	22	0	0	1	23
17:15	55	0	0	0	55
17:30	106	0	1	1	108
17:45	146	0	1	1	148
18:00	89	0	0	0	89
18:15	96	0	0	0	96
18:30	17	0	2	0	19
18:45	5	0	1	0	6
19:00	5	0	0	0	5
19:15	2	0	0	3	5
19:30	3	0	0	1	4
19:45	2	0	4	0	6
20:00	3	0	2	1	6
20:15	1	1	0	0	2
20:30	2	0	0	1	3
20:45	2	0	0	0	2
21:00	10	0	0	1	11
21:15	34	0	3	0	37
21:30	12	0	3	0	15
21:45	10	0	1	0	11
22:00	6	0	0	1	7
22:15	8	0	0	1	9

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	20	0	0	1	21
11:30	17	2	0	2	21
11:45	17	1	1	0	19
12:00	48	0	1	4	53
12:15	19	0	0	4	23
12:30	16	0	0	3	19
12:45	4	0	0	1	5
13:00	9	1	0	0	10
13:15	8	0	0	1	9
13:30	22	0	0	1	23
13:45	9	1	0	1	11
14:00	34	0	1	3	38
14:15	14	5	1	3	23
14:30	24	0	1	0	25
14:45	15	0	3	2	20
15:00	19	0	3	0	22
15:15	14	0	0	0	14
15:30	17	1	1	4	23
15:45	3	0	0	0	3
16:00	19	0	2	0	21
16:15	11	0	2	2	15
16:30	53	0	0	0	53
16:45	21	0	0	2	23
17:00	21	0	0	0	21
17:15	51	0	1	3	55
17:30	69	0	0	0	69
17:45	50	0	1	0	51
18:00	110	0	0	1	111
18:15	51	0	1	1	53
18:30	21	0	2	1	24
18:45	5	0	1	0	6
19:00	3	0	0	0	3
19:15	1	0	0	0	1
19:30	4	0	0	0	4
19:45	4	0	2	0	6
20:00	5	0	3	1	9
20:15	5	0	0	0	5
20:30	3	0	0	2	5
20:45	3	0	0	2	5
21:00	7	0	0	1	8
21:15	6	0	2	2	10
21:30	6	0	1	1	8
21:45	9	0	2	0	11
22:00	20	1	0	3	24
22:15	10	1	0	1	12

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 TOTAL DRIVEWAYS
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	4	0	1	0	5
22:45	18	0	0	0	18
23:00	6	0	0	1	7
23:15	25	1	0	1	27
23:30	24	0	1	0	25
23:45	5	0	0	3	8
	1813	31	57	95	1996

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	9	1	0	0	10
	20	0	0	1	21
	53	0	0	5	58
	45	1	0	1	47
	25	0	1	1	27
	8	0	0	0	8
	1873	32	54	104	2063

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 WEST DRIVEWAY
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	1	2	3
0:15	0	0	0	0	0
0:30	0	2	1	2	5
0:45	0	1	1	1	3
1:00	0	1	1	2	4
1:15	0	0	1	2	3
1:30	0	0	1	0	1
1:45	0	0	1	1	2
2:00	0	0	1	4	5
2:15	0	0	2	5	7
2:30	0	0	0	1	1
2:45	0	0	2	1	3
3:00	0	0	0	0	0
3:15	1	0	0	1	2
3:30	0	0	0	1	1
3:45	0	0	0	2	2
4:00	0	0	0	1	1
4:15	0	0	0	0	0
4:30	1	0	0	0	1
4:45	1	0	1	1	3
5:00	0	0	0	1	1
5:15	1	0	0	0	1
5:30	0	0	1	0	1
5:45	0	0	0	2	2
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	0	0	1	0	1
6:45	0	0	1	2	3
7:00	0	0	0	0	0
7:15	0	0	1	0	1
7:30	0	1	0	5	6
7:45	0	0	0	0	0
8:00	0	0	0	2	2
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	1	1	2
9:00	1	0	0	2	3
9:15	0	0	3	1	4
9:30	1	0	0	2	3
9:45	0	0	2	2	4
10:00	5	0	1	2	8
10:15	0	0	0	1	1
10:30	0	0	0	1	1
10:45	0	0	2	2	4
11:00	0	0	1	3	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	1	0	1
0:15	0	0	1	0	1
0:30	0	0	1	0	1
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	1	0	1
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	3	4	1	2	10
2:30	0	0	1	2	3
2:45	2	0	0	0	2
3:00	0	0	0	0	0
3:15	2	0	0	2	4
3:30	0	0	0	2	2
3:45	0	0	0	1	1
4:00	0	0	1	0	1
4:15	0	0	0	2	2
4:30	0	0	1	1	2
4:45	1	0	1	0	2
5:00	0	0	0	1	1
5:15	1	0	1	2	4
5:30	0	0	0	0	0
5:45	2	0	0	1	3
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	1	0	1	0	2
6:45	0	0	0	0	0
7:00	0	0	1	0	1
7:15	0	0	0	0	0
7:30	0	0	2	2	4
7:45	0	0	0	0	0
8:00	0	0	1	0	1
8:15	0	1	3	1	5
8:30	0	0	1	0	1
8:45	0	0	1	0	1
9:00	0	0	0	1	1
9:15	0	0	0	1	1
9:30	0	0	0	1	1
9:45	1	0	2	0	3
10:00	1	1	1	3	6
10:15	0	0	0	1	1
10:30	0	0	1	0	1
10:45	3	0	0	5	8
11:00	0	0	1	3	4

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 WEST DRIVEWAY
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	2	0	2
11:30	0	0	0	0	0
11:45	0	0	1	3	4
12:00	0	0	0	2	2
12:15	1	0	0	0	1
12:30	1	0	0	1	2
12:45	0	3	0	0	3
13:00	2	2	0	1	5
13:15	0	0	0	1	1
13:30	0	0	0	1	1
13:45	1	0	0	0	1
14:00	0	1	1	3	5
14:15	0	0	0	1	1
14:30	0	0	0	1	1
14:45	0	0	0	0	0
15:00	0	0	0	1	1
15:15	0	0	0	1	1
15:30	0	0	1	0	1
15:45	0	0	2	0	2
16:00	1	0	1	3	5
16:15	1	0	0	3	4
16:30	1	0	1	2	4
16:45	0	0	0	1	1
17:00	0	0	2	2	4
17:15	0	0	0	0	0
17:30	0	0	0	2	2
17:45	0	0	0	1	1
18:00	0	0	0	2	2
18:15	0	0	1	1	2
18:30	0	0	1	0	1
18:45	0	1	1	1	3
19:00	0	0	0	0	0
19:15	0	0	1	0	1
19:30	0	0	0	2	2
19:45	0	0	0	2	2
20:00	0	0	0	2	2
20:15	0	0	0	0	0
20:30	0	0	0	1	1
20:45	1	0	0	1	2
21:00	0	0	1	1	2
21:15	3	1	2	0	6
21:30	1	1	1	2	5
21:45	4	0	0	0	4
22:00	0	0	1	1	2
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	1	1
	0	0	0	1	1
	0	0	0	0	0
	1	0	0	5	6
	1	0	0	4	5
	0	0	0	2	2
	0	0	0	1	1
	1	0	0	1	2
	1	0	0	0	1
	0	0	0	1	1
	0	0	0	0	0
	0	5	1	2	8
	1	0	0	2	3
	0	0	1	1	2
	0	0	0	1	1
	0	0	0	1	1
	0	0	0	0	0
	0	0	1	0	1
	0	0	0	3	3
	1	0	0	0	1
	0	0	1	0	1
	2	0	0	1	3
	2	0	0	0	2
	0	0	2	2	4
	0	0	0	3	3
	0	0	1	0	1
	4	0	0	0	4
	2	0	1	1	4
	0	0	0	2	2
	1	0	1	2	4
	1	0	0	1	2
	0	0	0	0	0
	0	0	2	0	2
	0	0	1	0	1
	0	0	0	1	1
	0	0	0	0	0
	0	0	0	1	1
	0	0	0	1	1
	0	0	0	2	2
	2	0	1	0	3
	1	0	0	3	4
	3	1	0	1	5
	0	0	0	2	2
	0	2	1	1	4

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 WEST DRIVEWAY
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	0	0	0	1	1
22:45	0	0	1	0	1
23:00	0	0	0	2	2
23:15	0	0	0	1	1
23:30	0	0	0	3	3
23:45	0	0	0	0	0
	28	14	48	109	199

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	3	0	0	4	7
	0	0	0	4	4
	0	0	0	0	0
	0	0	1	0	1
	0	0	0	0	0
	45	14	40	93	192

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE WEST DRIVEWAY
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	1	0	0	0	1
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	1	0	0	0	1
4:30	0	0	0	0	0
4:45	5	0	0	0	5
5:00	3	0	0	0	3
5:15	2	0	0	0	2
5:30	11	0	0	0	11
5:45	15	0	0	0	15
6:00	14	0	0	0	14
6:15	1	0	0	0	1
6:30	15	0	0	0	15
6:45	42	0	0	0	42
7:00	26	1	0	0	27
7:15	39	0	0	0	39
7:30	11	0	0	0	11
7:45	2	0	0	0	2
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	7	0	0	0	7

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	1	0	0	0	1
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	2	0	0	0	2
	4	0	0	0	4
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	3	0	0	0	3
	0	0	0	0	0
	1	0	0	0	1
	1	0	0	0	1
	14	0	0	0	14
	3	0	0	0	3
	32	0	0	0	32
	4	0	0	0	4
	3	0	0	0	3
	2	0	0	0	2
	4	0	0	0	4
	1	0	0	0	1
	4	0	0	0	4
	10	0	0	0	10
	4	0	0	0	4
	6	0	0	0	6
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	0	0	1	0	1
	1	0	1	0	2
	0	0	1	0	1
	1	0	0	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	3	0	0	0	3
	1	0	0	0	1

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE WEST DRIVEWAY
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	2	0	0	0	2
11:30	5	0	0	0	5
11:45	1	0	0	0	1
12:00	3	0	0	0	3
12:15	5	0	0	0	5
12:30	0	0	0	0	0
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	0	0	0	0	0
16:45	0	0	0	0	0
17:00	0	0	0	0	0
17:15	11	0	0	0	11
17:30	10	0	0	0	10
17:45	34	0	0	0	34
18:00	20	0	0	0	20
18:15	35	0	0	0	35
18:30	20	0	0	0	20
18:45	5	0	0	0	5
19:00	1	0	0	0	1
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	1	0	0	0	1
22:15	0	0	0	0	0

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
2	1	0	0	0	3
3	0	0	0	0	3
2	0	0	0	0	2
5	0	0	0	0	5
1	0	0	0	0	1
1	0	0	0	0	1
1	0	0	0	0	1
2	0	0	0	0	2
0	0	0	0	0	0
1	0	0	0	0	1
1	0	0	0	0	1
0	0	0	0	0	0
3	0	0	0	0	3
1	0	0	0	0	1
1	0	0	0	0	1
0	0	0	0	0	0
1	0	0	0	0	1
1	0	0	0	0	1
4	0	0	0	0	4
1	0	0	0	0	1
8	0	0	0	0	8
1	0	0	0	0	1
1	0	0	0	0	1
3	0	0	0	0	3
25	0	0	0	0	25
4	0	0	0	0	4
35	0	0	0	0	35
27	0	0	0	0	27
4	0	0	0	0	4
1	0	0	0	0	1
0	0	0	0	0	0
1	0	0	0	0	1
1	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	1	0	0	1
0	0	1	0	0	1
0	0	0	0	0	0
1	0	0	0	0	1
2	0	0	0	0	2

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE WEST DRIVEWAY
 9/24/2017
 Sunday

ENTERING					
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	1	0	0	0	1
22:45	3	0	0	0	3
23:00	1	0	0	0	1
23:15	2	0	0	0	2
23:30	6	0	0	0	6
23:45	6	0	0	0	6
	367	1	0	0	368

EXITING					
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	0	0	0	0	0
	4	0	0	0	4
	6	0	0	0	6
	7	0	0	0	7
	1	0	0	0	1
	2	0	0	0	2
	278	1	5	0	284

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE EAST DRIVEWAY
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	1	0	0	0	1
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	2	0	0	0	2
4:30	13	0	0	0	13
4:45	11	0	0	0	11
5:00	7	0	0	0	7
5:15	10	0	0	0	10
5:30	6	0	0	0	6
5:45	21	0	0	0	21
6:00	7	0	0	0	7
6:15	20	0	0	0	20
6:30	108	0	0	0	108
6:45	78	0	0	0	78
7:00	43	0	0	0	43
7:15	79	0	0	0	79
7:30	7	0	0	0	7
7:45	3	0	0	0	3
8:00	0	0	0	0	0
8:15	0	0	0	0	0
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	0	0
9:45	0	0	0	0	0
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	0	0
11:00	2	0	0	0	2

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	3	0	0	0	3
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	2	0	0	0	2
	0	0	0	0	0
	2	0	0	0	2
	4	0	0	0	4
	23	0	0	0	23
	2	0	0	0	2
	2	0	0	0	2
	3	0	0	0	3
	1	0	0	0	1
	2	0	0	0	2
	5	0	0	0	5
	1	0	0	0	1
	4	0	0	0	4
	59	0	0	0	59
	23	0	0	0	23
	76	0	0	0	76
	26	0	0	0	26
	6	0	0	0	6
	4	0	0	0	4
	5	0	0	0	5
	5	0	0	0	5
	25	0	0	0	25
	17	0	0	0	17
	7	0	0	0	7
	14	0	0	0	14
	7	0	0	0	7
	4	0	0	0	4
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	2	0	0	0	2
	1	0	0	0	1
	1	0	0	0	1
	24	0	0	0	24
	11	0	0	0	11

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE EAST DRIVEWAY
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	2	0	0	0	2
11:30	2	0	0	0	2
11:45	5	0	0	0	5
12:00	10	0	0	0	10
12:15	11	0	0	0	11
12:30	1	0	0	0	1
12:45	0	0	0	0	0
13:00	0	0	0	0	0
13:15	0	0	0	0	0
13:30	0	0	0	0	0
13:45	0	0	0	0	0
14:00	0	0	0	0	0
14:15	0	0	0	0	0
14:30	0	0	0	0	0
14:45	0	0	0	0	0
15:00	0	0	0	0	0
15:15	0	0	0	0	0
15:30	0	0	0	0	0
15:45	0	0	0	0	0
16:00	0	0	0	0	0
16:15	0	0	0	0	0
16:30	1	0	0	0	1
16:45	1	0	0	0	1
17:00	19	0	0	0	19
17:15	36	0	0	0	36
17:30	60	0	0	0	60
17:45	74	0	0	0	74
18:00	70	0	0	0	70
18:15	74	0	0	0	74
18:30	11	0	0	0	11
18:45	0	0	0	0	0
19:00	0	0	0	0	0
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	3	0	0	0	3
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	5	0	0	0	5
22:15	4	0	0	0	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
5	0	0	0	0	5
19	0	0	0	0	19
9	0	0	0	0	9
26	0	0	0	0	26
6	0	0	0	0	6
7	0	0	0	0	7
1	0	0	0	0	1
1	0	0	0	0	1
0	0	0	0	0	0
3	0	0	0	0	3
5	0	0	0	0	5
3	0	0	0	0	3
2	0	0	0	0	2
7	0	0	0	0	7
6	0	0	0	0	6
1	0	0	0	0	1
1	0	0	0	0	1
2	0	0	0	0	2
4	0	0	0	0	4
6	0	0	0	0	6
8	0	0	0	0	8
24	0	0	0	0	24
6	0	0	0	0	6
3	0	0	0	0	3
7	0	0	0	0	7
52	0	0	0	0	52
23	0	0	0	0	23
76	0	0	0	0	76
35	0	0	0	0	35
13	0	0	0	0	13
5	0	0	0	0	5
1	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	1
1	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	1
3	0	0	0	0	3
1	0	0	0	0	1
0	0	0	0	0	0
11	0	0	0	0	11
13	0	0	0	0	13
6	0	0	0	0	6

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 MIDDLE EAST DRIVEWAY
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	2	0	0	0	2
22:45	7	0	0	0	7
23:00	3	0	0	0	3
23:15	9	0	0	0	9
23:30	10	0	0	0	10
23:45	4	0	0	0	4
	842	0	0	0	842

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	13	0	0	0	13
	12	0	0	0	12
	22	0	0	0	22
	27	0	0	0	27
	7	0	0	0	7
	8	0	0	0	8
	870	0	0	0	870

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 EAST DRIVEWAY
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	3	0	0	0	3
0:15	2	0	0	0	2
0:30	2	0	0	0	2
0:45	1	0	0	0	1
1:00	5	1	0	0	6
1:15	5	1	0	0	6
1:30	4	0	0	0	4
1:45	0	0	0	0	0
2:00	3	0	0	0	3
2:15	3	0	0	0	3
2:30	8	0	0	0	8
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	3	0	0	0	3
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	1	0	0	0	1
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	3	0	0	0	3
5:00	2	0	0	0	2
5:15	1	0	0	0	1
5:30	1	0	0	0	1
5:45	7	0	0	0	7
6:00	2	0	0	0	2
6:15	3	0	0	0	3
6:30	21	1	0	0	22
6:45	57	0	0	0	57
7:00	22	0	0	0	22
7:15	6	0	0	0	6
7:30	1	0	0	0	1
7:45	3	0	0	0	3
8:00	11	0	0	0	11
8:15	7	0	0	0	7
8:30	3	0	0	0	3
8:45	9	0	0	0	9
9:00	3	0	0	0	3
9:15	2	1	0	0	3
9:30	6	0	0	0	6
9:45	0	0	0	0	0
10:00	3	0	0	0	3
10:15	7	0	0	0	7
10:30	8	0	0	0	8
10:45	13	0	0	0	13
11:00	5	0	0	0	5

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	4	0	0	0	4
	1	0	0	0	1
	4	0	1	0	5
	0	0	0	0	0
	6	0	0	0	6
	0	0	0	0	0
	3	0	0	0	3
	1	0	0	0	1
	7	0	0	0	7
	28	0	0	0	28
	13	0	0	0	13
	0	0	0	0	0
	0	0	0	0	0
	2	0	0	0	2
	9	1	0	0	10
	64	0	0	0	64
	15	1	0	0	16
	6	0	0	0	6
	11	0	0	0	11
	4	0	0	0	4
	16	0	0	0	16
	9	0	0	0	9
	6	0	0	0	6
	2	0	0	0	2
	4	0	0	0	4
	0	0	0	0	0
	3	1	0	0	4
	5	0	0	0	5
	10	0	0	0	10
	7	0	0	0	7
	2	0	0	0	2
	1	0	0	0	1
	3	0	0	0	3
	3	0	0	0	3
	3	0	0	0	3
	2	0	0	0	2
	3	1	0	0	4
	0	0	0	0	0
	2	0	0	0	2
	0	0	0	0	0
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	0	0
	8	0	0	0	8
	6	0	0	0	6

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 EAST DRIVEWAY
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	0	0	0	0	0
11:30	6	0	0	0	6
11:45	3	0	0	0	3
12:00	35	0	0	0	35
12:15	36	0	0	0	36
12:30	22	0	0	0	22
12:45	8	0	0	0	8
13:00	7	0	0	0	7
13:15	5	0	0	0	5
13:30	13	0	0	0	13
13:45	3	0	0	0	3
14:00	4	0	0	0	4
14:15	1	0	1	0	2
14:30	5	0	0	0	5
14:45	3	0	0	0	3
15:00	4	0	0	0	4
15:15	3	0	0	0	3
15:30	7	0	0	0	7
15:45	6	0	0	0	6
16:00	15	0	0	0	15
16:15	14	0	0	0	14
16:30	44	0	0	0	44
16:45	36	0	0	0	36
17:00	5	0	0	0	5
17:15	15	0	0	0	15
17:30	36	0	0	0	36
17:45	57	0	0	0	57
18:00	10	0	0	0	10
18:15	7	0	0	0	7
18:30	0	0	0	0	0
18:45	1	0	0	0	1
19:00	2	0	0	0	2
19:15	5	0	0	0	5
19:30	3	0	0	0	3
19:45	3	0	0	0	3
20:00	1	0	0	0	1
20:15	7	0	0	0	7
20:30	2	0	0	0	2
20:45	5	0	0	0	5
21:00	13	0	0	0	13
21:15	29	0	0	0	29
21:30	16	0	0	0	16
21:45	7	1	0	0	8
22:00	1	0	0	0	1
22:15	4	0	0	0	4

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
1	0	0	0	0	1
7	0	0	0	0	7
4	0	0	0	0	4
78	0	0	0	0	78
0	0	0	0	0	0
11	0	0	0	0	11
5	0	0	0	0	5
2	0	0	0	0	2
3	0	0	0	0	3
10	0	0	0	0	10
4	0	0	0	0	4
9	0	0	0	0	9
2	0	0	0	0	2
3	0	0	0	0	3
4	0	0	0	0	4
6	0	0	0	0	6
6	0	0	0	0	6
4	0	0	0	0	4
8	0	0	0	0	8
9	0	0	0	0	9
5	0	0	0	0	5
8	0	0	0	0	8
68	0	0	0	0	68
47	0	0	0	0	47
9	0	0	0	0	9
26	0	0	0	0	26
12	0	0	0	0	12
32	0	0	0	0	32
13	0	0	0	0	13
5	0	0	0	0	5
2	0	0	0	0	2
2	0	0	0	0	2
5	0	0	0	0	5
3	0	0	0	0	3
2	0	0	0	0	2
2	0	0	0	0	2
1	0	0	0	0	1
2	0	0	0	0	2
0	0	0	0	0	0
3	0	0	0	0	3
2	0	0	0	0	2
5	0	0	0	0	5
6	0	0	0	0	6
11	0	0	0	0	11
3	1	0	0	0	4

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 EAST DRIVEWAY
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	5	0	0	0	5
22:45	10	0	0	0	10
23:00	23	0	0	0	23
23:15	34	0	0	0	34
23:30	7	2	0	0	9
23:45	1	1	0	0	2
	835	8	1	0	844

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	7	1	0	0	8
	5	0	0	0	5
	76	1	0	0	77
	25	0	0	0	25
	9	0	0	0	9
	8	0	0	0	8
	855	7	1	0	863

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 TOTAL DRIVEWAYS
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	3	0	1	2	6
0:15	2	0	0	0	2
0:30	2	2	1	2	7
0:45	1	1	1	1	4
1:00	5	2	1	2	10
1:15	5	1	1	2	9
1:30	4	0	1	0	5
1:45	0	0	1	1	2
2:00	3	0	1	4	8
2:15	3	0	2	5	10
2:30	8	0	0	1	9
2:45	0	0	2	1	3
3:00	2	0	0	0	2
3:15	4	0	0	1	5
3:30	0	0	0	1	1
3:45	0	0	0	2	2
4:00	1	0	0	1	2
4:15	3	0	0	0	3
4:30	14	0	0	0	14
4:45	20	0	1	1	22
5:00	12	0	0	1	13
5:15	14	0	0	0	14
5:30	18	0	1	0	19
5:45	43	0	0	2	45
6:00	23	0	0	0	23
6:15	24	0	0	0	24
6:30	144	1	1	0	146
6:45	177	0	1	2	180
7:00	91	1	0	0	92
7:15	124	0	1	0	125
7:30	19	1	0	5	25
7:45	8	0	0	0	8
8:00	11	0	0	2	13
8:15	7	0	0	0	7
8:30	3	0	0	0	3
8:45	9	0	1	1	11
9:00	4	0	0	2	6
9:15	2	1	3	1	7
9:30	7	0	0	2	9
9:45	0	0	2	2	4
10:00	8	0	1	2	11
10:15	7	0	0	1	8
10:30	8	0	0	1	9
10:45	13	0	2	2	17
11:00	14	0	1	3	18

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	8	0	1	0	9
0:15	3	0	1	0	4
0:30	6	0	2	0	8
0:45	0	0	0	0	0
1:00	7	0	0	0	7
1:15	2	0	1	0	3
1:30	4	0	0	0	4
1:45	3	0	0	0	3
2:00	11	0	0	0	11
2:15	56	4	1	2	63
2:30	19	0	1	2	22
2:45	5	0	0	0	5
3:00	3	0	0	0	3
3:15	6	0	0	2	8
3:30	14	1	0	2	17
3:45	69	0	0	1	70
4:00	17	1	1	0	19
4:15	11	0	0	2	13
4:30	84	0	1	1	86
4:45	31	0	1	0	32
5:00	124	0	0	1	125
5:15	40	0	1	2	43
5:30	15	0	0	0	15
5:45	10	0	0	1	11
6:00	13	0	0	0	13
6:15	6	0	0	0	6
6:30	33	1	1	0	35
6:45	32	0	0	0	32
7:00	21	0	1	0	22
7:15	27	0	0	0	27
7:30	9	0	2	2	13
7:45	6	0	0	0	6
8:00	3	0	1	0	4
8:15	4	1	3	1	9
8:30	3	0	1	0	4
8:45	3	0	2	0	5
9:00	5	1	1	1	8
9:15	0	0	1	1	2
9:30	4	0	0	1	5
9:45	1	0	2	0	3
10:00	4	1	1	3	9
10:15	2	0	0	1	3
10:30	1	0	1	0	2
10:45	38	0	0	5	43
11:00	18	0	1	3	22

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 TOTAL DRIVEWAYS
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	4	0	2	0	6
11:30	13	0	0	0	13
11:45	9	0	1	3	13
12:00	48	0	0	2	50
12:15	53	0	0	0	53
12:30	24	0	0	1	25
12:45	8	3	0	0	11
13:00	9	2	0	1	12
13:15	5	0	0	1	6
13:30	13	0	0	1	14
13:45	4	0	0	0	4
14:00	4	1	1	3	9
14:15	1	0	1	1	3
14:30	5	0	0	1	6
14:45	3	0	0	0	3
15:00	4	0	0	1	5
15:15	3	0	0	1	4
15:30	7	0	1	0	8
15:45	6	0	2	0	8
16:00	16	0	1	3	20
16:15	15	0	0	3	18
16:30	46	0	1	2	49
16:45	37	0	0	1	38
17:00	24	0	2	2	28
17:15	62	0	0	0	62
17:30	106	0	0	2	108
17:45	165	0	0	1	166
18:00	100	0	0	2	102
18:15	116	0	1	1	118
18:30	31	0	1	0	32
18:45	6	1	1	1	9
19:00	3	0	0	0	3
19:15	5	0	1	0	6
19:30	3	0	0	2	5
19:45	3	0	0	2	5
20:00	1	0	0	2	3
20:15	7	0	0	0	7
20:30	2	0	0	1	3
20:45	6	0	0	1	7
21:00	16	0	1	1	18
21:15	32	1	2	0	35
21:30	17	1	1	2	21
21:45	11	1	0	0	12
22:00	7	0	1	1	9
22:15	8	0	0	0	8

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
8	1	0	1	10	
29	0	0	1	30	
15	0	0	0	15	
110	0	0	5	115	
8	0	0	4	12	
19	0	0	2	21	
7	0	0	1	8	
6	0	0	1	7	
4	0	0	1	5	
15	0	0	0	15	
10	0	0	1	11	
12	0	0	0	12	
4	5	1	2	12	
14	0	0	2	16	
11	0	1	1	13	
8	0	0	1	9	
7	0	0	1	8	
7	0	0	0	7	
13	0	1	0	14	
19	0	0	3	22	
15	0	0	0	15	
40	0	1	0	41	
77	0	0	1	78	
53	0	0	0	53	
19	0	2	2	23	
103	0	0	3	106	
39	0	1	0	40	
147	0	0	0	147	
77	0	1	1	79	
22	0	0	2	24	
9	0	1	2	12	
4	0	0	1	5	
6	0	0	0	6	
4	0	2	0	6	
3	0	1	0	4	
3	0	0	1	4	
2	0	0	0	2	
2	0	0	1	3	
1	0	0	1	2	
6	0	0	2	8	
5	0	2	0	7	
6	0	1	3	10	
20	1	0	1	22	
25	0	0	2	27	
11	3	1	1	16	

City of San Bernardino
 Driveway Counts
 1910 E. Central Avenue, San Bernardino, CA
 TOTAL DRIVEWAYS
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	8	0	0	1	9
22:45	20	0	1	0	21
23:00	27	0	0	2	29
23:15	45	0	0	1	46
23:30	23	2	0	3	28
23:45	11	1	0	0	12
	2072	23	49	109	2253

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	20	1	0	0	21
	24	0	0	4	28
	104	1	0	4	109
	59	0	0	0	59
	17	0	1	0	18
	18	0	0	0	18
	2048	22	46	93	2209

City of San Bernardino
 Driveway Counts
 2020 E. Central Avenue, San Bernardino, CA
 MAIN DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	5	4	2	2	13
0:15	0	1	1	0	2
0:30	1	1	3	2	7
0:45	0	5	1	1	7
1:00	1	3	4	3	11
1:15	4	6	0	4	14
1:30	0	14	0	3	17
1:45	3	20	1	1	25
2:00	5	22	1	0	28
2:15	1	15	2	0	18
2:30	3	15	2	0	20
2:45	3	3	1	0	7
3:00	3	3	2	1	9
3:15	1	1	0	2	4
3:30	1	1	0	2	4
3:45	2	0	0	1	3
4:00	2	0	1	0	3
4:15	2	1	2	1	6
4:30	1	1	0	2	4
4:45	1	1	1	0	3
5:00	1	1	1	1	4
5:15	1	0	0	3	4
5:30	4	0	0	5	9
5:45	16	0	0	2	18
6:00	10	0	1	0	11
6:15	15	0	0	1	16
6:30	49	0	0	0	49
6:45	74	0	0	2	76
7:00	27	1	0	2	30
7:15	7	0	1	1	9
7:30	4	1	3	1	9
7:45	6	0	0	1	7
8:00	8	0	0	1	9
8:15	5	2	2	1	10
8:30	6	0	0	1	7
8:45	6	2	1	3	12
9:00	7	0	2	0	9
9:15	2	1	0	1	4
9:30	12	1	1	1	15
9:45	17	1	0	2	20
10:00	4	0	1	2	7
10:15	3	1	0	0	4
10:30	4	0	0	2	6
10:45	9	0	3	2	14
11:00	8	1	3	1	13

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	2	0	2	1	5
	3	5	0	1	9
	2	9	1	4	16
	2	5	0	4	11
	3	1	1	2	7
	2	4	1	2	9
	2	2	2	0	6
	1	1	1	1	4
	5	0	2	8	15
	8	1	1	1	11
	22	9	2	3	36
	37	9	1	5	52
	18	19	0	3	40
	10	21	0	0	31
	14	21	2	1	38
	8	18	2	2	30
	11	7	0	0	18
	0	1	1	0	2
	17	0	0	0	17
	6	2	0	1	9
	6	1	2	1	10
	2	0	2	2	6
	0	0	1	2	3
	6	1	1	1	9
	4	1	1	1	7
	4	0	1	1	6
	6	0	0	0	6
	11	0	0	2	13
	5	0	0	0	5
	2	0	2	0	4
	22	0	1	1	24
	4	0	1	4	9
	1	1	0	1	3
	2	0	1	1	4
	3	0	0	0	3
	1	2	2	2	7
	9	0	4	1	14
	2	0	0	1	3
	3	0	2	0	5
	5	1	0	1	7
	13	0	0	0	13
	4	1	1	2	8
	2	1	0	1	4
	11	0	3	0	14
	15	1	2	1	19

City of San Bernardino
 Driveway Counts
 2020 E. Central Avenue, San Bernardino, CA
 MAIN DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	10	0	0	1	11
11:30	11	0	0	3	14
11:45	25	1	0	2	28
12:00	41	0	0	3	44
12:15	67	0	0	3	70
12:30	12	1	2	2	17
12:45	16	1	0	2	19
13:00	7	0	0	1	8
13:15	7	0	0	4	11
13:30	6	0	0	2	8
13:45	9	0	4	0	13
14:00	7	0	1	0	8
14:15	11	0	1	1	13
14:30	4	0	0	2	6
14:45	5	1	0	2	8
15:00	3	1	1	1	6
15:15	6	1	0	3	10
15:30	0	0	0	3	3
15:45	2	0	1	3	6
16:00	2	0	1	0	3
16:15	5	1	2	1	9
16:30	9	0	1	0	10
16:45	16	0	1	0	17
17:00	15	0	1	1	17
17:15	23	0	0	3	26
17:30	61	0	1	2	64
17:45	83	1	0	1	85
18:00	16	0	0	2	18
18:15	5	0	0	2	7
18:30	0	0	1	4	5
18:45	4	0	0	2	6
19:00	2	0	1	0	3
19:15	2	0	1	2	5
19:30	1	0	2	0	3
19:45	2	0	1	0	3
20:00	3	0	2	1	6
20:15	1	1	3	1	6
20:30	2	2	1	1	6
20:45	5	0	2	4	11
21:00	2	3	1	2	8
21:15	1	8	1	4	14
21:30	2	7	0	0	9
21:45	3	2	2	0	7
22:00	9	3	1	2	15
22:15	6	1	2	1	10

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
64	1	0	1	66	
40	0	0	3	43	
16	0	0	0	16	
9	0	1	0	10	
22	2	0	0	24	
7	2	0	2	11	
4	1	2	4	11	
15	0	1	1	17	
9	0	1	1	11	
5	0	0	1	6	
4	1	1	4	10	
8	0	0	3	11	
7	0	2	2	11	
15	0	0	0	15	
13	0	0	1	14	
15	0	2	2	19	
17	0	0	0	17	
3	1	1	2	7	
11	1	1	5	18	
11	0	0	1	12	
13	0	1	3	17	
83	0	2	3	88	
42	0	0	1	43	
20	1	0	0	21	
9	0	0	1	10	
28	0	1	1	30	
25	1	2	0	28	
26	0	1	0	27	
24	0	0	0	24	
4	0	0	4	8	
7	0	0	1	8	
2	0	4	0	6	
3	0	0	0	3	
4	0	1	2	7	
0	0	0	2	2	
1	0	3	2	6	
5	0	0	3	8	
4	0	0	1	5	
4	0	1	1	6	
3	0	0	0	3	
3	1	0	2	6	
1	0	0	3	4	
1	0	1	0	2	
5	1	0	2	8	
14	7	1	2	24	

City of San Bernardino
 Driveway Counts
 2020 E. Central Avenue, San Bernardino, CA
 MAIN DRIVEWAY
 9/19/2017
 Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	10	1	0	2	13
22:45	37	6	3	0	46
23:00	58	6	0	1	65
23:15	54	8	2	1	65
23:30	5	7	2	0	14
23:45	0	3	2	0	5
	1037	195	90	139	1461

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	2	3	0	7	12
	1	4	3	2	10
	111	5	0	3	119
	37	1	1	2	41
	13	1	0	3	17
	1	0	1	2	4
	1107	179	81	151	1518

City of San Bernardino
 Driveway Counts
 2020 E. Central Avenue, San Bernardino, CA
 MAIN DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	1	2	2	1	6
0:15	1	2	1	1	5
0:30	1	1	0	0	2
0:45	6	1	3	4	14
1:00	2	4	6	1	13
1:15	3	6	0	0	9
1:30	0	11	0	2	13
1:45	0	15	0	2	17
2:00	3	23	0	3	29
2:15	3	13	0	1	17
2:30	3	21	1	0	25
2:45	2	7	0	0	9
3:00	3	2	1	3	9
3:15	7	1	0	1	9
3:30	5	1	0	1	7
3:45	8	0	0	1	9
4:00	1	0	0	0	1
4:15	2	0	0	2	4
4:30	0	1	0	2	3
4:45	2	1	1	1	5
5:00	4	0	1	0	5
5:15	1	0	0	3	4
5:30	6	0	1	0	7
5:45	22	1	0	1	24
6:00	8	0	0	1	9
6:15	12	1	0	0	13
6:30	43	0	0	2	45
6:45	76	0	0	0	76
7:00	30	0	0	0	30
7:15	6	0	0	0	6
7:30	4	0	2	0	6
7:45	5	0	0	2	7
8:00	5	0	2	2	9
8:15	6	1	0	0	7
8:30	13	1	0	0	14
8:45	0	0	0	1	1
9:00	6	1	0	2	9
9:15	1	0	1	3	5
9:30	6	1	0	3	10
9:45	5	0	0	1	6
10:00	8	1	0	3	12
10:15	3	0	2	0	5
10:30	2	0	2	2	6
10:45	9	0	2	2	13
11:00	9	0	0	2	11

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	8	0	1	2	11
0:15	1	5	0	0	6
0:30	3	11	1	2	17
0:45	2	7	0	2	11
1:00	0	3	0	2	5
1:15	1	1	0	2	4
1:30	9	1	0	1	11
1:45	2	0	0	0	2
2:00	13	1	1	1	16
2:15	11	0	0	9	20
2:30	10	1	1	0	12
2:45	19	1	0	0	20
3:00	26	22	1	7	56
3:15	15	10	1	3	29
3:30	63	32	0	1	96
3:45	26	24	4	1	55
4:00	18	16	0	0	34
4:15	5	8	1	0	14
4:30	21	2	1	1	25
4:45	7	1	1	1	10
5:00	15	0	3	3	21
5:15	5	1	1	0	7
5:30	5	0	2	0	7
5:45	3	0	1	0	4
6:00	5	0	0	2	7
6:15	5	0	4	1	10
6:30	9	0	0	0	9
6:45	11	0	0	1	12
7:00	14	0	0	0	14
7:15	2	0	0	0	2
7:30	0	0	0	1	1
7:45	3	0	1	0	4
8:00	1	0	0	0	1
8:15	6	0	2	0	8
8:30	5	2	1	0	8
8:45	1	1	0	1	3
9:00	7	0	1	0	8
9:15	2	0	1	0	3
9:30	0	1	1	0	2
9:45	8	0	2	2	12
10:00	12	1	0	1	14
10:15	7	1	3	2	13
10:30	1	0	0	2	3
10:45	40	0	1	1	42
11:00	22	1	0	1	24

City of San Bernardino
 Driveway Counts
 2020 E. Central Avenue, San Bernardino, CA
 MAIN DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	12	0	1	1	14
11:30	6	0	0	3	9
11:45	11	0	1	2	14
12:00	44	0	1	2	47
12:15	76	1	1	1	79
12:30	14	0	3	3	20
12:45	8	0	2	2	12
13:00	5	1	4	2	12
13:15	11	2	0	1	14
13:30	5	0	0	4	9
13:45	11	0	2	2	15
14:00	3	0	1	1	5
14:15	5	1	0	1	7
14:30	7	1	0	3	11
14:45	5	0	2	2	9
15:00	8	2	3	0	13
15:15	8	0	0	1	9
15:30	3	0	1	1	5
15:45	2	0	1	2	5
16:00	4	0	2	0	6
16:15	2	0	1	2	5
16:30	11	0	0	0	11
16:45	10	0	0	3	13
17:00	9	0	2	1	12
17:15	23	0	0	0	23
17:30	55	1	1	1	58
17:45	85	1	1	1	88
18:00	29	0	0	3	32
18:15	5	0	0	0	5
18:30	1	0	1	2	4
18:45	1	0	0	2	3
19:00	0	0	0	0	0
19:15	6	0	2	1	9
19:30	4	1	1	2	8
19:45	5	0	2	1	8
20:00	5	0	0	1	6
20:15	3	1	0	2	6
20:30	3	0	1	1	5
20:45	3	3	1	4	11
21:00	3	4	3	4	14
21:15	6	6	3	3	18
21:30	3	9	0	0	12
21:45	5	2	0	2	9
22:00	7	3	3	2	15
22:15	10	1	0	0	11

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	24	1	1	2	28
11:30	13	0	1	1	15
11:45	8	0	0	1	9
12:00	12	1	0	0	13
12:15	17	0	2	0	19
12:30	15	0	2	2	19
12:45	5	0	3	4	12
13:00	8	0	2	3	13
13:15	10	0	3	1	14
13:30	6	1	1	4	12
13:45	4	0	1	0	5
14:00	7	0	1	1	9
14:15	7	0	0	0	7
14:30	34	1	4	2	41
14:45	17	2	2	1	22
15:00	14	0	1	3	18
15:15	7	1	0	5	13
15:30	18	0	0	2	20
15:45	4	1	1	0	6
16:00	8	0	1	3	12
16:15	5	0	0	4	9
16:30	11	1	0	0	12
16:45	10	0	2	2	14
17:00	19	0	0	1	20
17:15	9	0	1	0	10
17:30	43	0	3	1	47
17:45	27	1	0	0	28
18:00	25	0	1	1	27
18:15	16	1	1	1	19
18:30	6	0	2	3	11
18:45	6	0	0	1	7
19:00	8	0	0	0	8
19:15	2	0	2	0	4
19:30	1	1	0	2	4
19:45	6	2	0	2	10
20:00	4	0	1	3	8
20:15	5	0	2	0	7
20:30	7	0	0	2	9
20:45	4	1	0	1	6
21:00	0	0	1	2	3
21:15	1	0	4	0	5
21:30	12	0	0	1	13
21:45	3	0	0	1	4
22:00	16	3	0	2	21
22:15	10	6	0	5	21

City of San Bernardino
 Driveway Counts
 2020 E. Central Avenue, San Bernardino, CA
 MAIN DRIVEWAY
 9/20/2017
 Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	20	1	1	1	23
22:45	24	4	1	1	30
23:00	61	8	1	0	70
23:15	51	5	1	0	57
23:30	14	11	2	2	29
23:45	6	2	1	0	9
	1061	190	82	132	1465

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	14	10	0	6	30
	16	5	0	1	22
	69	2	2	3	76
	20	1	0	0	21
	16	0	0	1	17
	3	1	0	1	5
	1081	197	85	135	1498

City of San Bernardino
 Driveway Counts
 2020 E. Central Avenue, San Bernardino, CA
 MAIN DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	2	0	1	1	4
0:15	4	2	0	3	9
0:30	2	0	0	5	7
0:45	3	2	4	3	12
1:00	4	7	1	1	13
1:15	5	6	0	3	14
1:30	5	11	1	2	19
1:45	5	22	2	2	31
2:00	3	18	0	3	24
2:15	4	21	0	0	25
2:30	3	16	0	0	19
2:45	0	5	0	2	7
3:00	7	1	1	2	11
3:15	2	0	1	3	6
3:30	2	1	0	1	4
3:45	1	0	0	3	4
4:00	2	0	1	0	3
4:15	3	0	0	2	5
4:30	1	0	2	3	6
4:45	0	0	0	1	1
5:00	2	0	1	2	5
5:15	6	0	0	2	8
5:30	6	0	0	6	12
5:45	8	1	2	3	14
6:00	10	0	0	1	11
6:15	9	0	0	0	9
6:30	22	0	1	1	24
6:45	63	0	0	5	68
7:00	23	0	2	1	26
7:15	8	0	1	1	10
7:30	3	0	0	0	3
7:45	3	1	1	3	8
8:00	4	0	0	2	6
8:15	2	0	0	2	4
8:30	9	0	1	1	11
8:45	7	1	0	3	11
9:00	8	2	1	1	12
9:15	5	1	0	2	8
9:30	10	2	0	0	12
9:45	13	0	0	3	16
10:00	1	0	0	0	1
10:15	4	1	1	3	9
10:30	5	0	1	1	7
10:45	4	0	0	1	5
11:00	6	1	1	3	11

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	7	2	2	3	14
0:15	5	5	0	1	11
0:30	3	7	1	4	15
0:45	1	4	0	3	8
1:00	4	9	3	1	17
1:15	6	6	0	1	13
1:30	24	1	0	2	27
1:45	12	1	0	2	15
2:00	10	0	1	6	17
2:15	11	0	3	1	15
2:30	10	10	0	3	23
2:45	6	17	0	5	28
3:00	18	30	0	0	48
3:15	21	28	1	0	50
3:30	17	22	2	2	43
3:45	15	5	0	2	22
4:00	12	1	3	1	17
4:15	3	0	0	0	3
4:30	9	0	1	0	10
4:45	4	2	1	2	9
5:00	11	0	3	0	14
5:15	1	0	0	3	4
5:30	10	0	1	3	14
5:45	0	0	2	1	3
6:00	3	0	2	1	6
6:15	3	0	0	1	4
6:30	6	0	0	1	7
6:45	15	0	0	0	15
7:00	9	0	1	1	11
7:15	3	0	2	2	7
7:30	1	0	0	1	2
7:45	0	0	0	0	0
8:00	2	1	0	0	3
8:15	1	0	1	1	3
8:30	3	0	0	2	5
8:45	2	1	3	1	7
9:00	1	0	0	2	3
9:15	6	1	3	1	11
9:30	3	1	1	3	8
9:45	8	0	1	0	9
10:00	17	1	0	0	18
10:15	3	2	2	0	7
10:30	13	2	0	1	16
10:45	14	0	1	4	19
11:00	18	0	0	0	18

City of San Bernardino
 Driveway Counts
 2020 E. Central Avenue, San Bernardino, CA
 MAIN DRIVEWAY
 9/21/2017
 Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	5	0	0	1	6
11:30	16	1	0	4	21
11:45	22	0	1	1	24
12:00	51	0	3	3	57
12:15	63	1	1	2	67
12:30	8	0	1	2	11
12:45	6	0	0	3	9
13:00	6	1	0	2	9
13:15	9	0	0	2	11
13:30	10	0	0	2	12
13:45	6	0	1	1	8
14:00	8	0	2	1	11
14:15	3	0	1	2	6
14:30	2	0	0	2	4
14:45	2	1	1	2	6
15:00	5	0	1	0	6
15:15	0	1	2	1	4
15:30	3	0	0	2	5
15:45	2	0	0	2	4
16:00	2	1	0	3	6
16:15	2	0	1	3	6
16:30	5	1	2	1	9
16:45	10	0	0	3	13
17:00	7	0	2	1	10
17:15	16	1	2	1	20
17:30	56	0	0	3	59
17:45	83	1	0	5	89
18:00	15	0	0	1	16
18:15	5	0	1	2	8
18:30	4	0	0	4	8
18:45	2	0	1	2	5
19:00	0	0	0	2	2
19:15	0	0	0	2	2
19:30	2	0	0	3	5
19:45	3	0	0	5	8
20:00	2	0	0	0	2
20:15	1	0	0	2	3
20:30	2	1	3	2	8
20:45	3	2	3	3	11
21:00	3	4	1	3	11
21:15	1	6	1	6	14
21:30	6	8	1	1	16
21:45	4	3	0	3	10
22:00	5	1	2	0	8
22:15	7	1	1	2	11

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
5	0	1	1	7	
73	0	2	2	77	
21	1	0	1	23	
33	0	2	1	36	
20	0	1	1	22	
6	1	3	1	11	
8	0	1	0	9	
8	0	0	1	9	
14	1	0	1	16	
5	0	1	3	9	
3	2	0	3	8	
7	1	1	0	9	
10	0	0	4	14	
7	0	0	2	9	
6	0	2	4	12	
1	0	1	0	2	
4	1	2	1	8	
8	0	1	0	9	
6	0	0	3	9	
8	0	0	0	8	
3	0	2	2	7	
8	2	1	1	12	
10	0	0	0	10	
9	0	0	4	13	
17	0	0	2	19	
42	1	0	4	47	
44	1	1	2	48	
28	0	1	2	31	
12	0	1	3	16	
12	0	2	0	14	
5	0	1	3	9	
4	0	1	5	10	
0	0	3	1	4	
5	0	1	0	6	
3	0	1	1	5	
1	0	0	5	6	
1	0	1	1	3	
0	0	0	2	2	
3	0	0	1	4	
0	0	1	0	1	
1	0	2	4	7	
5	0	0	4	9	
15	0	0	5	20	
17	3	1	2	23	
6	5	0	6	17	

City of San Bernardino
 Driveway Counts
 2020 E. Central Avenue, San Bernardino, CA
 MAIN DRIVEWAY
 9/21/2017
 Thursday

ENTERING					
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	9	7	0	0	16
22:45	33	7	0	3	43
23:00	62	6	1	1	70
23:15	64	8	2	1	75
23:30	9	6	0	3	18
23:45	6	2	0	1	9
	955	193	65	194	1407

EXITING					
Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL	
1	6	0	3	10	
28	6	0	6	40	
59	3	0	2	64	
16	6	1	0	23	
9	0	0	1	10	
8	0	0	0	8	
	976	199	80	169	1424

City of San Bernardino
 Driveway Counts
 2020 E. Central Avenue, San Bernardino, CA
 MAIN DRIVEWAY
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	0	1	2	1	4
0:15	1	1	2	2	6
0:30	0	0	1	0	1
0:45	2	4	4	1	11
1:00	2	3	2	3	10
1:15	4	4	0	2	10
1:30	2	13	0	5	20
1:45	4	19	0	0	23
2:00	3	21	2	1	27
2:15	3	21	0	0	24
2:30	1	19	2	1	23
2:45	1	7	0	1	9
3:00	1	2	0	1	4
3:15	3	0	0	2	5
3:30	2	3	2	2	9
3:45	3	0	0	3	6
4:00	3	1	0	2	6
4:15	1	0	0	1	2
4:30	1	0	0	3	4
4:45	2	0	0	0	2
5:00	1	0	0	1	2
5:15	2	0	0	2	4
5:30	7	0	1	1	9
5:45	13	0	0	1	14
6:00	7	0	0	1	8
6:15	9	0	0	1	10
6:30	36	0	0	0	36
6:45	62	0	1	0	63
7:00	12	1	1	1	15
7:15	4	0	0	3	7
7:30	0	0	0	0	0
7:45	3	1	0	1	5
8:00	3	0	0	3	6
8:15	4	0	0	0	4
8:30	1	0	1	1	3
8:45	4	1	0	1	6
9:00	0	0	1	3	4
9:15	0	0	1	3	4
9:30	0	0	0	1	1
9:45	3	0	3	2	8
10:00	3	0	0	1	4
10:15	1	0	0	1	2
10:30	2	0	0	3	5
10:45	6	0	0	2	8
11:00	4	0	1	0	5

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
1	7	0	1	9	
3	6	0	0	9	
1	9	0	1	11	
1	5	0	2	8	
2	2	1	1	6	
5	2	0	3	10	
3	1	0	1	5	
3	1	2	1	7	
7	0	1	2	10	
5	1	1	5	12	
11	1	1	1	14	
1	2	1	3	7	
33	19	0	9	61	
25	26	2	1	54	
25	26	1	2	54	
15	24	1	1	41	
13	4	3	1	21	
8	8	1	2	19	
13	0	1	0	14	
2	0	1	0	3	
12	0	1	1	14	
4	0	1	0	5	
8	0	3	0	11	
6	0	1	0	7	
6	0	0	0	6	
7	0	1	0	8	
10	0	2	0	12	
8	0	1	0	9	
4	0	0	0	4	
4	0	0	1	5	
3	0	1	0	4	
2	0	0	0	2	
0	0	1	1	2	
4	0	0	1	5	
4	0	0	2	6	
2	0	1	2	5	
1	0	2	0	3	
1	0	1	0	2	
2	0	0	2	4	
3	0	1	3	7	
1	0	2	1	4	
0	0	0	0	0	
4	1	3	2	10	
3	0	1	0	4	
32	0	2	2	36	

City of San Bernardino
 Driveway Counts
 2020 E. Central Avenue, San Bernardino, CA
 MAIN DRIVEWAY
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	4	0	0	3	7
11:30	5	0	1	1	7
11:45	15	0	1	1	17
12:00	55	0	2	2	59
12:15	59	0	0	0	59
12:30	10	0	0	2	12
12:45	7	0	0	2	9
13:00	1	0	0	1	2
13:15	4	0	1	1	6
13:30	2	0	0	0	2
13:45	3	1	2	0	6
14:00	2	0	0	1	3
14:15	1	0	0	2	3
14:30	3	1	0	0	4
14:45	2	0	0	0	2
15:00	2	1	2	4	9
15:15	0	0	1	2	3
15:30	2	0	1	2	5
15:45	1	0	1	2	4
16:00	2	0	0	0	2
16:15	6	0	0	2	8
16:30	9	0	4	1	14
16:45	13	0	0	0	13
17:00	13	0	0	1	14
17:15	29	0	1	1	31
17:30	55	0	1	1	57
17:45	62	0	2	0	64
18:00	6	0	0	3	9
18:15	4	0	0	1	5
18:30	0	0	0	2	2
18:45	3	1	3	1	8
19:00	1	0	2	1	4
19:15	1	0	0	0	1
19:30	4	0	0	1	5
19:45	5	0	4	0	9
20:00	2	0	2	0	4
20:15	1	1	0	1	3
20:30	3	2	0	1	6
20:45	2	3	1	2	8
21:00	1	4	4	2	11
21:15	2	9	3	0	14
21:30	4	6	4	1	15
21:45	1	5	2	0	8
22:00	8	0	0	2	10
22:15	3	2	2	1	8

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	20	0	0	1	21
11:30	2	0	0	0	2
11:45	10	0	0	2	12
12:00	15	0	2	2	19
12:15	27	0	1	1	29
12:30	10	0	0	2	12
12:45	7	0	1	0	8
13:00	5	0	0	0	5
13:15	9	0	0	2	11
13:30	5	0	1	2	8
13:45	4	0	0	2	6
14:00	8	0	0	4	12
14:15	2	0	1	0	3
14:30	4	0	1	0	5
14:45	4	0	0	2	6
15:00	2	0	0	0	2
15:15	2	0	1	1	4
15:30	3	0	2	2	7
15:45	2	0	0	1	3
16:00	7	0	2	3	12
16:15	1	0	1	0	2
16:30	13	0	1	2	16
16:45	6	0	0	1	7
17:00	5	0	1	3	9
17:15	58	0	1	0	59
17:30	35	0	1	1	37
17:45	20	0	0	1	21
18:00	18	0	0	0	18
18:15	8	0	2	1	11
18:30	2	0	0	1	3
18:45	1	0	1	1	3
19:00	1	0	2	2	5
19:15	5	0	0	1	6
19:30	1	0	0	3	4
19:45	7	0	7	0	14
20:00	7	0	0	2	9
20:15	7	0	0	1	8
20:30	2	2	0	1	5
20:45	2	0	0	1	3
21:00	5	0	2	1	8
21:15	3	0	1	0	4
21:30	3	0	2	0	5
21:45	9	0	0	2	11
22:00	16	5	1	4	26
22:15	3	5	0	4	12

City of San Bernardino
 Driveway Counts
 2020 E. Central Avenue, San Bernardino, CA
 MAIN DRIVEWAY
 9/23/2017
 Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	6	1	4	0	11
22:45	20	2	0	1	23
23:00	35	10	0	2	47
23:15	51	8	2	1	62
23:30	6	1	1	1	9
23:45	4	2	2	1	9
	766	182	83	121	1152

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	8	9	0	2	19
	7	5	1	1	14
	32	1	0	2	35
	27	3	0	4	34
	12	1	0	0	13
	6	0	0	3	9
	786	176	78	127	1167

City of San Bernardino
 Driveway Counts
 2020 E. Central Avenue, San Bernardino, CA
 MAIN DRIVEWAY
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	3	3	1	0	7
0:15	3	2	1	4	10
0:30	3	2	1	3	9
0:45	1	2	4	1	8
1:00	2	5	3	4	14
1:15	2	7	1	2	12
1:30	3	12	0	2	17
1:45	2	20	0	0	22
2:00	6	14	1	0	21
2:15	2	7	3	1	13
2:30	2	11	0	1	14
2:45	0	4	1	0	5
3:00	0	4	0	0	4
3:15	2	0	0	3	5
3:30	3	0	0	4	7
3:45	4	1	2	3	10
4:00	2	0	0	1	3
4:15	2	0	0	1	3
4:30	1	0	1	1	3
4:45	2	0	1	2	5
5:00	2	0	0	0	2
5:15	2	0	0	3	5
5:30	4	0	0	2	6
5:45	11	0	0	0	11
6:00	6	0	0	1	7
6:15	10	1	1	3	15
6:30	31	1	0	3	35
6:45	72	0	0	1	73
7:00	16	1	0	3	20
7:15	3	0	0	1	4
7:30	2	0	0	0	2
7:45	3	0	0	2	5
8:00	0	0	1	0	1
8:15	1	0	1	1	3
8:30	2	0	1	0	3
8:45	0	0	0	2	2
9:00	1	1	0	2	4
9:15	1	0	0	1	2
9:30	0	0	1	2	3
9:45	5	0	1	2	8
10:00	2	0	0	2	4
10:15	0	0	0	0	0
10:30	4	0	0	1	5
10:45	1	0	0	0	1
11:00	3	0	0	2	5

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
0:00	3	0	1	1	5
0:15	3	1	1	2	7
0:30	5	6	1	3	15
0:45	1	4	0	2	7
1:00	2	8	0	4	14
1:15	0	5	0	1	6
1:30	2	1	1	3	7
1:45	3	1	0	0	4
2:00	7	2	0	0	9
2:15	24	0	0	4	28
2:30	8	1	2	7	18
2:45	0	1	0	0	1
3:00	0	2	1	0	3
3:15	2	19	1	4	26
3:30	17	15	3	8	43
3:45	56	17	0	2	75
4:00	16	22	1	1	40
4:15	8	5	1	0	14
4:30	18	6	2	0	26
4:45	8	1	0	0	9
5:00	13	2	1	1	17
5:15	13	2	1	0	16
5:30	5	0	1	2	8
5:45	4	0	3	0	7
6:00	9	0	1	0	10
6:15	6	0	1	1	8
6:30	6	0	1	0	7
6:45	15	1	3	2	21
7:00	10	0	1	0	11
7:15	1	1	1	1	4
7:30	1	0	1	1	3
7:45	1	0	1	1	3
8:00	4	0	0	1	5
8:15	1	0	3	1	5
8:30	1	0	1	0	2
8:45	1	0	1	0	2
9:00	3	1	0	0	4
9:15	1	1	0	2	4
9:30	2	0	0	3	5
9:45	3	0	1	0	4
10:00	1	0	1	2	4
10:15	2	0	0	2	4
10:30	0	1	1	0	2
10:45	4	0	1	1	6
11:00	11	0	1	0	12

City of San Bernardino
 Driveway Counts
 2020 E. Central Avenue, San Bernardino, CA
 MAIN DRIVEWAY
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
11:15	2	0	2	0	4
11:30	5	0	1	1	7
11:45	20	0	0	1	21
12:00	31	0	0	3	34
12:15	79	0	1	3	83
12:30	13	0	0	0	13
12:45	4	0	0	0	4
13:00	2	0	0	0	2
13:15	0	0	2	4	6
13:30	0	0	1	1	2
13:45	8	0	0	0	8
14:00	0	0	0	1	1
14:15	1	0	0	2	3
14:30	0	0	1	1	2
14:45	1	0	1	1	3
15:00	2	0	0	1	3
15:15	1	0	0	3	4
15:30	2	0	1	5	8
15:45	2	0	3	0	5
16:00	1	0	1	0	2
16:15	6	0	0	1	7
16:30	3	0	2	2	7
16:45	8	0	4	1	13
17:00	21	0	0	0	21
17:15	36	0	0	1	37
17:30	55	0	0	0	55
17:45	86	0	0	1	87
18:00	14	0	0	1	15
18:15	3	0	2	1	6
18:30	1	0	2	2	5
18:45	1	0	1	0	2
19:00	2	1	0	2	5
19:15	4	0	2	0	6
19:30	1	0	2	0	3
19:45	3	1	1	0	5
20:00	3	0	3	1	7
20:15	3	0	0	0	3
20:30	1	1	2	0	4
20:45	3	2	1	0	6
21:00	2	4	1	1	8
21:15	1	8	1	4	14
21:30	1	4	1	3	9
21:45	5	4	1	0	10
22:00	5	3	2	2	12
22:15	8	2	1	1	12

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
2	0	2	0	4	
7	0	0	1	8	
3	0	1	2	6	
65	0	0	1	66	
13	0	0	1	14	
14	2	1	1	18	
3	0	1	1	5	
4	0	0	1	5	
4	0	0	0	4	
8	0	2	0	10	
6	0	2	4	12	
3	0	0	2	5	
1	0	0	0	1	
0	0	1	1	2	
1	0	0	1	2	
0	0	0	1	1	
1	0	0	2	3	
14	0	2	1	17	
0	0	3	1	4	
8	0	0	2	10	
1	0	0	3	4	
11	0	0	0	11	
61	0	0	1	62	
47	0	1	2	50	
24	0	0	2	26	
18	0	0	0	18	
31	0	0	2	33	
20	0	1	0	21	
9	0	1	1	11	
0	0	2	1	3	
1	0	2	2	5	
3	0	1	1	5	
7	1	0	1	9	
0	0	1	2	3	
1	0	0	2	3	
1	0	0	2	3	
0	0	0	1	1	
1	0	0	1	2	
0	0	0	2	2	
3	0	0	1	4	
0	0	0	1	1	
5	0	0	0	5	
5	0	0	0	5	
17	1	0	3	21	
1	3	1	2	7	

City of San Bernardino
 Driveway Counts
 2020 E. Central Avenue, San Bernardino, CA
 MAIN DRIVEWAY
 9/24/2017
 Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
22:30	11	1	0	3	15
22:45	34	9	0	1	44
23:00	52	11	2	1	66
23:15	49	6	2	1	58
23:30	7	8	3	1	19
23:45	1	2	0	1	4
	831	165	76	126	1198

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	TOTAL
	5	7	0	5	17
	7	5	0	7	19
	91	7	0	2	100
	22	0	0	2	24
	3	0	0	0	3
	1	0	0	0	1
	854	152	66	135	1207



City: Rialto
 Location: Amazon Facility
 Date: 5/15/2018 (Tuesday)
 Count Type: 24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	0	0	0	1	1
0:30	5	0	0	1	6
0:45	19	0	0	2	21
1:00	8	0	0	0	8
1:15	5	0	1	1	7
1:30	3	0	0	0	3
1:45	1	0	0	2	3
2:00	0	0	0	1	1
2:15	1	0	0	2	3
2:30	1	0	0	0	1
2:45	1	0	0	3	4
3:00	0	0	0	2	2
3:15	1	0	0	5	6
3:30	0	0	0	2	2
3:45	0	0	0	2	2
4:00	0	1	0	1	2
4:15	1	0	0	0	1
4:30	1	0	0	1	2
4:45	6	0	0	0	6
5:00	0	2	0	2	4
5:15	1	0	0	1	2
5:30	15	0	0	2	17
5:45	32	0	0	0	32
6:00	26	0	0	3	29
6:15	73	0	0	3	76
6:30	159	0	0	1	160
6:45	214	0	1	4	219
7:00	54	0	0	1	55
7:15	8	0	0	2	10
7:30	11	0	1	2	14
7:45	9	0	0	3	12
8:00	6	2	0	3	11
8:15	6	0	0	5	11
8:30	1	0	0	3	4
8:45	2	1	1	3	7
9:00	9	0	0	2	11
9:15	2	0	0	4	6
9:30	0	0	0	2	2
9:45	2	0	0	3	5
10:00	4	1	1	5	11
10:15	2	0	2	5	9
10:30	6	0	1	1	8
10:45	12	0	0	2	14
11:00	6	0	0	1	7
11:15	14	0	1	2	17
11:30	13	1	0	3	17
11:45	9	0	0	5	14

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	2	0	0	3	5
0:30	3	0	0	1	4
0:45	1	0	0	1	2
1:00	188	0	0	0	188
1:15	82	0	0	2	84
1:30	12	0	0	0	12
1:45	27	0	1	1	29
2:00	20	0	0	1	21
2:15	5	0	0	2	7
2:30	7	0	0	2	9
2:45	4	0	0	0	4
3:00	3	0	0	2	5
3:15	2	0	0	1	3
3:30	0	0	0	1	1
3:45	1	0	0	0	1
4:00	0	1	0	1	2
4:15	0	0	0	0	0
4:30	1	0	0	1	2
4:45	0	0	0	1	1
5:00	0	2	0	3	5
5:15	0	0	0	0	0
5:30	4	0	0	1	5
5:45	5	0	0	0	5
6:00	9	0	0	1	10
6:15	5	1	0	0	6
6:30	11	0	0	1	12
6:45	28	0	0	0	28
7:00	8	0	0	0	8
7:15	3	0	0	0	3
7:30	3	0	0	3	6
7:45	4	0	0	3	7
8:00	3	0	0	2	5
8:15	0	0	0	1	1
8:30	0	0	0	2	2
8:45	1	1	0	1	3
9:00	0	1	0	2	3
9:15	3	0	0	8	11
9:30	0	0	0	2	2
9:45	2	0	0	3	5
10:00	17	2	0	4	23
10:15	0	1	1	1	3
10:30	2	0	0	4	6
10:45	5	1	1	2	9
11:00	35	0	0	2	37
11:15	13	0	0	3	16
11:30	17	1	0	7	25
11:45	26	0	0	5	31



City: Rialto
 Location: Amazon Facility
 Date: 5/15/2018 (Tuesday)
 Count Type: 24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	20	0	0	2	22
12:15	3	0	0	1	4
12:30	5	1	0	0	6
12:45	5	0	0	3	8
13:00	7	1	0	0	8
13:15	6	0	1	2	9
13:30	4	1	0	1	6
13:45	9	1	0	0	10
14:00	6	1	0	1	8
14:15	1	2	0	3	6
14:30	5	2	0	2	9
14:45	8	0	1	0	9
15:00	4	0	0	0	4
15:15	26	0	1	1	28
15:30	61	0	0	0	61
15:45	67	0	0	1	68
16:00	139	0	0	2	141
16:15	160	0	0	4	164
16:30	31	0	0	2	33
16:45	5	0	0	2	7
17:00	5	0	0	3	8
17:15	4	0	0	3	7
17:30	2	0	0	2	4
17:45	5	0	0	3	8
18:00	5	0	0	2	7
18:15	5	0	0	1	6
18:30	0	0	0	1	1
18:45	2	0	0	5	7
19:00	0	0	0	3	3
19:15	0	0	1	3	4
19:30	1	0	2	4	7
19:45	5	0	0	3	8
20:00	3	0	1	2	6
20:15	8	0	0	1	9
20:30	5	0	0	4	9
20:45	28	0	0	4	32
21:00	4	0	0	1	5
21:15	9	0	0	2	11
21:30	12	0	0	2	14
21:45	4	0	0	1	5
22:00	3	0	0	1	4
22:15	3	0	1	1	5
22:30	1	0	0	1	2
22:45	0	0	0	2	2
23:00	2	1	0	1	4
23:15	3	0	0	2	5
23:30	2	0	1	1	4
23:45	2	0	0	4	6
TOTAL	1445	18	18	189	1670

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	19	0	1	1	21
12:15	9	1	0	5	15
12:30	2	0	0	5	7
12:45	1	1	0	2	4
13:00	6	0	0	5	11
13:15	4	2	0	2	8
13:30	11	0	0	4	15
13:45	3	0	0	1	4
14:00	17	0	2	4	23
14:15	6	0	0	2	8
14:30	40	1	0	4	45
14:45	28	1	0	3	32
15:00	7	0	0	0	7
15:15	23	1	1	1	26
15:30	232	0	0	2	234
15:45	93	0	0	3	96
16:00	27	1	1	0	29
16:15	38	0	0	1	39
16:30	23	0	0	0	23
16:45	6	0	0	1	7
17:00	10	0	0	1	11
17:15	6	1	0	0	7
17:30	11	0	1	1	13
17:45	7	0	1	1	9
18:00	6	0	0	1	7
18:15	8	0	1	2	11
18:30	1	0	1	2	4
18:45	1	0	0	4	5
19:00	6	0	0	1	7
19:15	1	1	0	2	4
19:30	6	0	0	4	10
19:45	2	0	1	1	4
20:00	5	3	0	3	11
20:15	2	0	0	0	2
20:30	33	0	1	2	36
20:45	5	0	0	3	8
21:00	4	1	2	0	7
21:15	20	0	1	3	24
21:30	5	0	0	3	8
21:45	6	0	0	2	8
22:00	7	0	1	6	14
22:15	4	0	0	1	5
22:30	15	0	0	1	16
22:45	0	0	0	1	1
23:00	4	0	0	2	6
23:15	8	0	0	0	8
23:30	8	0	0	1	9
23:45	4	1	0	3	8
TOTAL	1353	26	18	178	1575



City: Rialto
 Location: Amazon Facility
 Date: 5/16/2018 (Wednesday)
 Count Type: 24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	2	0	0	2	4
0:30	1	1	0	0	2
0:45	8	0	0	1	9
1:00	14	0	0	0	14
1:15	11	0	0	1	12
1:30	4	0	0	2	6
1:45	2	0	0	2	4
2:00	1	0	0	3	4
2:15	0	0	1	0	1
2:30	1	0	0	0	1
2:45	2	0	0	0	2
3:00	1	0	0	0	1
3:15	1	0	0	2	3
3:30	2	0	0	1	3
3:45	0	0	0	0	0
4:00	1	0	0	0	1
4:15	2	0	0	0	2
4:30	1	0	0	2	3
4:45	4	0	1	2	7
5:00	1	0	0	1	2
5:15	2	0	0	1	3
5:30	11	0	0	0	11
5:45	33	0	0	4	37
6:00	27	0	0	1	28
6:15	39	0	0	1	40
6:30	102	0	0	3	105
6:45	139	0	0	4	143
7:00	14	2	3	7	26
7:15	49	0	0	4	53
7:30	10	0	0	3	13
7:45	9	0	0	4	13
8:00	12	0	1	3	16
8:15	4	0	0	5	9
8:30	56	0	0	1	57
8:45	106	1	0	3	110
9:00	54	0	0	4	58
9:15	12	1	0	0	13
9:30	2	2	0	3	7
9:45	2	1	0	3	6
10:00	1	1	0	1	3
10:15	7	3	2	5	17
10:30	4	1	1	1	7
10:45	4	0	2	2	8
11:00	10	3	1	1	15
11:15	10	2	1	2	15
11:30	20	1	1	1	23
11:45	13	1	0	2	16

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	10	0	1	5	16
0:15	3	0	0	4	7
0:30	4	0	1	1	6
0:45	2	0	0	2	4
1:00	210	0	0	1	211
1:15	89	0	0	0	89
1:30	37	0	0	1	38
1:45	31	0	0	0	31
2:00	17	0	0	2	19
2:15	12	0	2	2	16
2:30	7	0	1	2	10
2:45	3	0	0	0	3
3:00	2	0	0	0	2
3:15	5	0	0	0	5
3:30	0	0	0	0	0
3:45	0	0	0	2	2
4:00	1	0	0	0	1
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	2	0	0	2	4
5:00	1	0	0	1	2
5:15	0	1	0	2	3
5:30	2	0	0	2	4
5:45	4	0	0	0	4
6:00	9	0	0	0	9
6:15	3	0	0	4	7
6:30	13	0	0	0	13
6:45	22	0	0	1	23
7:00	18	0	0	0	18
7:15	3	0	0	2	5
7:30	2	1	0	5	8
7:45	1	0	0	4	5
8:00	2	0	0	0	2
8:15	1	0	0	3	4
8:30	2	0	0	7	9
8:45	8	0	0	2	10
9:00	6	0	0	3	9
9:15	3	0	1	3	7
9:30	1	1	0	2	4
9:45	1	1	0	2	4
10:00	18	1	0	2	21
10:15	0	0	0	6	6
10:30	2	2	0	3	7
10:45	5	1	1	3	10
11:00	30	1	0	2	33
11:15	15	1	1	3	20
11:30	16	1	1	2	20
11:45	35	2	1	0	38



City: Rialto
 Location: Amazon Facility
 Date: 5/16/2018 (Wednesday)
 Count Type: 24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	14	0	0	3	17
12:15	19	1	0	1	21
12:30	13	1	0	1	15
12:45	32	0	2	3	37
13:00	23	1	0	1	25
13:15	5	0	0	3	8
13:30	9	0	0	4	13
13:45	7	0	1	0	8
14:00	5	0	0	1	6
14:15	7	0	3	2	12
14:30	8	0	1	2	11
14:45	8	1	0	1	10
15:00	6	0	1	4	11
15:15	11	1	0	5	17
15:30	47	0	0	2	49
15:45	47	0	0	2	49
16:00	100	0	0	4	104
16:15	103	0	0	3	106
16:30	31	0	0	2	33
16:45	8	0	0	6	14
17:00	57	0	0	1	58
17:15	22	1	0	3	26
17:30	31	0	0	6	37
17:45	4	0	0	3	7
18:00	4	0	1	1	6
18:15	65	0	0	1	66
18:30	12	0	0	3	15
18:45	3	0	1	7	11
19:00	1	1	0	4	6
19:15	0	0	0	5	5
19:30	1	0	0	3	4
19:45	4	0	0	2	6
20:00	1	0	0	1	2
20:15	10	0	0	3	13
20:30	7	0	0	3	10
20:45	22	0	0	2	24
21:00	8	0	1	3	12
21:15	8	0	0	3	11
21:30	10	0	2	1	13
21:45	6	0	0	1	7
22:00	4	0	0	0	4
22:15	4	1	0	0	5
22:30	3	0	0	0	3
22:45	0	0	1	1	2
23:00	1	0	1	1	3
23:15	1	0	0	1	2
23:30	2	0	0	1	3
23:45	3	0	0	1	4
TOTAL	1609	28	29	199	1865

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	16	0	0	1	17
12:15	23	1	0	0	24
12:30	18	3	0	3	24
12:45	47	3	0	2	52
13:00	8	0	0	9	17
13:15	7	0	1	2	10
13:30	17	0	1	3	21
13:45	9	0	0	2	11
14:00	9	1	0	3	13
14:15	7	0	0	0	7
14:30	42	0	0	2	44
14:45	10	0	0	5	15
15:00	7	2	0	6	15
15:15	5	0	1	1	7
15:30	161	0	0	4	165
15:45	51	1	0	0	52
16:00	27	0	0	3	30
16:15	29	0	0	0	29
16:30	45	0	0	0	45
16:45	14	0	0	1	15
17:00	77	0	0	2	79
17:15	38	0	1	3	42
17:30	28	0	1	2	31
17:45	4	0	2	0	6
18:00	5	1	0	5	11
18:15	20	1	1	1	23
18:30	16	0	0	4	20
18:45	2	0	0	1	3
19:00	8	0	1	2	11
19:15	4	0	0	1	5
19:30	3	1	0	4	8
19:45	7	0	0	2	9
20:00	3	0	0	1	4
20:15	6	0	1	3	10
20:30	31	0	0	4	35
20:45	4	0	0	2	6
21:00	4	0	2	1	7
21:15	17	0	0	3	20
21:30	4	0	1	4	9
21:45	8	0	0	4	12
22:00	7	0	0	3	10
22:15	4	0	0	1	5
22:30	9	0	0	3	12
22:45	6	0	1	2	9
23:00	6	0	0	1	7
23:15	7	0	0	2	9
23:30	5	0	0	0	5
23:45	1	0	0	3	4
TOTAL	1544	27	24	199	1794



City: Rialto
 Location: Amazon Facility
 Date: 5/17/2018 (Thursday)
 Count Type: 24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	3	0	0	0	3
0:15	2	0	0	2	4
0:30	1	0	0	1	2
0:45	9	0	0	1	10
1:00	26	0	0	1	27
1:15	13	0	1	2	16
1:30	3	0	0	1	4
1:45	3	0	0	1	4
2:00	1	0	0	0	1
2:15	0	0	0	0	0
2:30	0	0	0	1	1
2:45	0	0	0	1	1
3:00	0	0	0	1	1
3:15	0	0	0	0	0
3:30	1	0	0	0	1
3:45	2	0	0	1	3
4:00	1	0	0	0	1
4:15	1	0	0	0	1
4:30	1	0	0	2	3
4:45	4	0	0	1	5
5:00	0	0	0	4	4
5:15	2	0	0	0	2
5:30	11	0	0	2	13
5:45	31	0	0	2	33
6:00	22	0	0	1	23
6:15	41	0	0	2	43
6:30	139	0	1	4	144
6:45	224	0	1	3	228
7:00	97	1	0	2	100
7:15	13	1	0	3	17
7:30	13	0	0	0	13
7:45	15	0	1	2	18
8:00	8	0	0	3	11
8:15	4	1	0	5	10
8:30	7	0	0	4	11
8:45	0	0	2	3	5
9:00	4	0	1	1	6
9:15	4	0	1	0	5
9:30	5	1	0	8	14
9:45	6	1	0	5	12
10:00	1	0	0	4	5
10:15	7	1	2	2	12
10:30	8	0	3	2	13
10:45	14	1	1	2	18
11:00	10	0	0	1	11
11:15	20	0	1	5	26
11:30	11	0	1	5	17
11:45	9	0	0	4	13

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	7	0	0	1	8
0:15	7	0	0	1	8
0:30	4	0	0	4	8
0:45	5	0	0	1	6
1:00	146	0	0	1	147
1:15	139	0	0	3	142
1:30	33	0	1	2	36
1:45	28	1	0	1	30
2:00	11	0	0	0	11
2:15	7	0	0	1	8
2:30	6	0	0	0	6
2:45	4	0	0	1	5
3:00	1	0	1	0	2
3:15	2	0	0	0	2
3:30	0	0	0	0	0
3:45	3	0	0	0	3
4:00	2	0	0	1	3
4:15	4	0	0	0	4
4:30	1	0	0	2	3
4:45	3	0	0	1	4
5:00	0	0	0	1	1
5:15	1	0	0	0	1
5:30	2	0	1	4	7
5:45	7	0	1	1	9
6:00	8	0	1	0	9
6:15	4	0	0	0	4
6:30	15	0	0	0	15
6:45	19	0	0	2	21
7:00	21	0	0	1	22
7:15	4	0	0	0	4
7:30	1	0	0	4	5
7:45	3	1	0	1	5
8:00	2	0	0	2	4
8:15	2	0	0	3	5
8:30	0	0	0	2	2
8:45	3	1	0	4	8
9:00	1	0	1	2	4
9:15	2	1	0	2	5
9:30	7	1	0	1	9
9:45	4	0	0	5	9
10:00	12	0	1	2	15
10:15	4	0	1	2	7
10:30	0	0	3	1	4
10:45	4	0	2	8	14
11:00	35	1	0	6	42
11:15	13	1	0	3	17
11:30	10	0	0	4	14
11:45	37	0	0	2	39



City: Rialto
 Location: Amazon Facility
 Date: 5/17/2018 (Thursday)
 Count Type: 24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	19	1	1	4	25
12:15	10	1	0	2	13
12:30	19	1	0	1	21
12:45	25	0	0	5	30
13:00	8	1	1	1	11
13:15	5	0	1	2	8
13:30	10	0	0	2	12
13:45	8	0	0	3	11
14:00	4	2	0	2	8
14:15	3	0	0	3	6
14:30	4	0	2	0	6
14:45	5	1	0	1	7
15:00	10	0	0	1	11
15:15	22	0	1	0	23
15:30	34	0	0	0	34
15:45	53	1	0	2	56
16:00	75	1	0	5	81
16:15	121	0	0	2	123
16:30	31	0	2	1	34
16:45	16	0	0	1	17
17:00	46	0	0	2	48
17:15	26	0	0	2	28
17:30	22	0	0	4	26
17:45	12	0	1	1	14
18:00	21	0	0	0	21
18:15	24	0	0	5	29
18:30	9	0	0	6	15
18:45	1	0	2	2	5
19:00	1	0	1	0	2
19:15	2	0	0	4	6
19:30	2	0	0	3	5
19:45	0	0	0	2	2
20:00	2	0	0	1	3
20:15	5	0	1	1	7
20:30	10	0	0	3	13
20:45	27	0	0	2	29
21:00	8	1	1	1	11
21:15	8	0	1	1	10
21:30	11	0	0	2	13
21:45	5	0	0	0	5
22:00	2	0	0	0	2
22:15	3	0	0	1	4
22:30	2	0	0	0	2
22:45	1	1	0	0	2
23:00	1	0	0	2	3
23:15	2	0	0	2	4
23:30	3	0	0	1	4
23:45	2	0	0	1	3
TOTAL	1537	18	31	182	1768

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	19	0	0	4	23
12:15	14	1	0	3	18
12:30	8	0	0	0	8
12:45	11	0	1	5	17
13:00	2	2	0	3	7
13:15	0	0	0	5	5
13:30	11	1	2	4	18
13:45	15	0	0	3	18
14:00	5	0	0	1	6
14:15	6	0	2	1	9
14:30	60	0	0	2	62
14:45	34	0	0	1	35
15:00	14	1	0	1	16
15:15	6	2	0	2	10
15:30	128	0	0	3	131
15:45	55	0	0	1	56
16:00	23	1	0	1	25
16:15	51	0	0	0	51
16:30	73	0	2	0	75
16:45	49	0	0	1	50
17:00	26	0	0	2	28
17:15	18	2	0	1	21
17:30	5	0	1	1	7
17:45	10	0	0	2	12
18:00	14	0	0	2	16
18:15	14	0	1	3	18
18:30	25	0	0	2	27
18:45	2	0	0	2	4
19:00	2	0	0	0	2
19:15	4	0	2	3	9
19:30	4	0	1	6	11
19:45	2	0	0	2	4
20:00	5	1	1	5	12
20:15	3	0	0	4	7
20:30	37	0	0	1	38
20:45	13	0	1	1	15
21:00	12	0	1	0	13
21:15	18	1	0	3	22
21:30	7	0	1	2	10
21:45	5	0	0	3	8
22:00	6	0	0	2	8
22:15	4	0	0	3	7
22:30	11	0	0	1	12
22:45	8	0	0	2	10
23:00	5	0	0	2	7
23:15	6	0	0	2	8
23:30	5	0	0	1	6
23:45	3	0	0	2	5
TOTAL	1492	19	29	184	1724



City: Rialto
 Location: Amazon Facility
 Date: 5/12/2018 (Saturday)
 Count Type: 24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	3	0	0	1	4
0:30	4	0	0	0	4
0:45	11	1	1	1	14
1:00	10	0	0	0	10
1:15	3	0	0	0	3
1:30	3	0	0	0	3
1:45	0	1	0	1	2
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	1	1
3:00	0	0	0	1	1
3:15	1	0	0	0	1
3:30	0	0	0	0	0
3:45	1	0	0	0	1
4:00	0	0	1	0	1
4:15	1	0	0	1	2
4:30	1	0	0	0	1
4:45	0	0	0	0	0
5:00	1	0	0	1	2
5:15	0	0	0	0	0
5:30	9	0	0	0	9
5:45	11	0	1	1	13
6:00	8	0	0	0	8
6:15	3	0	0	0	3
6:30	171	0	0	1	172
6:45	117	1	0	2	120
7:00	17	0	1	2	20
7:15	5	0	0	0	5
7:30	10	0	0	3	13
7:45	2	0	0	2	4
8:00	8	1	0	1	10
8:15	2	0	0	2	4
8:30	1	0	0	1	2
8:45	2	0	1	1	4
9:00	3	1	0	3	7
9:15	15	0	0	0	15
9:30	12	0	1	4	17
9:45	13	1	2	3	19
10:00	2	0	0	1	3
10:15	5	0	1	2	8
10:30	3	1	0	5	9
10:45	9	0	1	4	14
11:00	4	1	0	1	6
11:15	4	0	0	0	4
11:30	10	3	1	2	16
11:45	26	0	0	2	28

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	2	1	0	1	4
0:15	2	0	0	4	6
0:30	1	0	0	4	5
0:45	2	0	1	0	3
1:00	160	1	0	2	163
1:15	48	0	0	2	50
1:30	35	0	0	1	36
1:45	14	1	0	1	16
2:00	13	0	0	1	14
2:15	12	0	0	1	13
2:30	2	0	0	0	2
2:45	2	0	0	0	2
3:00	3	0	0	0	3
3:15	4	0	0	1	5
3:30	0	0	0	1	1
3:45	1	0	0	0	1
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	1	1	2
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	1	0	1
5:30	2	0	0	0	2
5:45	1	0	0	0	1
6:00	3	0	1	0	4
6:15	3	1	0	1	5
6:30	35	0	0	0	35
6:45	31	0	1	0	32
7:00	3	0	0	0	3
7:15	2	0	0	0	2
7:30	0	0	0	1	1
7:45	2	0	0	0	2
8:00	7	0	0	2	9
8:15	2	0	2	1	5
8:30	1	0	1	2	4
8:45	1	0	0	2	3
9:00	3	0	1	2	6
9:15	30	0	0	0	30
9:30	26	0	1	2	29
9:45	22	2	0	0	24
10:00	7	0	1	0	8
10:15	3	2	1	4	10
10:30	4	0	1	1	6
10:45	9	0	0	3	12
11:00	8	1	0	3	12
11:15	6	0	2	5	13
11:30	7	0	0	5	12
11:45	64	2	0	0	66



City: Rialto
 Location: Amazon Facility
 Date: 5/12/2018 (Saturday)
 Count Type: 24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	59	1	0	2	62
12:15	99	0	1	2	102
12:30	16	0	0	1	17
12:45	9	1	0	1	11
13:00	6	0	0	2	8
13:15	5	1	0	1	7
13:30	4	1	0	0	5
13:45	3	0	0	0	3
14:00	3	0	0	0	3
14:15	1	1	0	1	3
14:30	0	0	0	1	1
14:45	11	0	0	0	11
15:00	32	0	0	1	33
15:15	18	0	0	0	18
15:30	24	0	0	0	24
15:45	33	0	1	1	35
16:00	51	0	0	0	51
16:15	50	0	0	1	51
16:30	8	0	1	1	10
16:45	2	0	0	1	3
17:00	0	0	1	0	1
17:15	0	0	0	1	1
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	1	0	1
18:30	0	0	0	1	1
18:45	0	0	0	0	0
19:00	0	0	0	4	4
19:15	0	0	0	0	0
19:30	0	0	0	2	2
19:45	0	0	0	0	0
20:00	0	0	0	2	2
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	1	1
21:00	0	0	0	0	0
21:15	1	0	0	0	1
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	1	1
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	1	1
23:30	0	0	0	0	0
23:45	0	0	0	1	1
TOTAL	947	16	16	80	1059

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	94	0	2	3	99
12:15	30	1	0	1	32
12:30	18	1	0	1	20
12:45	10	1	0	1	12
13:00	3	0	0	0	3
13:15	3	0	0	2	5
13:30	5	1	1	2	9
13:45	6	0	0	2	8
14:00	6	0	0	1	7
14:15	2	0	0	0	2
14:30	2	2	0	1	5
14:45	8	0	0	0	8
15:00	19	0	1	1	21
15:15	40	0	0	0	40
15:30	92	0	0	1	93
15:45	39	0	0	0	39
16:00	10	0	0	1	11
16:15	7	0	0	1	8
16:30	5	0	1	0	6
16:45	2	0	0	1	3
17:00	0	0	2	0	2
17:15	0	0	0	0	0
17:30	0	0	0	1	1
17:45	0	0	0	1	1
18:00	0	1	0	0	1
18:15	0	0	1	0	1
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	1	1
19:15	0	0	0	0	0
19:30	0	0	1	1	2
19:45	0	0	0	2	2
20:00	0	0	0	0	0
20:15	0	0	0	1	1
20:30	1	0	0	2	3
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	2	2
21:30	1	0	0	0	1
21:45	0	0	0	1	1
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	1	1
22:45	1	0	0	0	1
23:00	0	0	0	0	0
23:15	0	0	0	1	1
23:30	0	0	0	0	0
23:45	0	0	0	1	1
TOTAL	987	18	24	88	1117



City: Rialto
 Location: Amazon Facility
 Date: 5/13/2018 (Sunday)
 Count Type: 24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	19	0	0	0	19
0:15	34	0	0	0	34
0:30	43	0	0	0	43
0:45	67	0	0	0	67
1:00	56	0	0	0	56
1:15	9	1	0	0	10
1:30	2	0	0	0	2
1:45	2	0	0	0	2
2:00	1	0	0	0	1
2:15	1	0	0	0	1
2:30	3	0	0	0	3
2:45	3	0	0	0	3
3:00	2	0	0	0	2
3:15	1	0	1	0	2
3:30	2	0	0	0	2
3:45	3	0	0	0	3
4:00	3	0	0	3	6
4:15	0	0	0	0	0
4:30	4	0	0	0	4
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	1	0	0	0	1
5:30	0	0	0	0	0
5:45	0	0	0	1	1
6:00	0	0	0	0	0
6:15	4	0	0	0	4
6:30	48	1	0	0	49
6:45	69	0	0	0	69
7:00	11	0	0	1	12
7:15	7	0	0	1	8
7:30	8	0	0	0	8
7:45	7	0	0	0	7
8:00	3	0	1	1	5
8:15	2	0	0	1	3
8:30	1	0	0	5	6
8:45	0	0	0	1	1
9:00	14	0	0	1	15
9:15	10	0	0	0	10
9:30	5	0	0	1	6
9:45	6	0	0	0	6
10:00	10	0	1	0	11
10:15	5	0	0	2	7
10:30	6	1	0	3	10
10:45	11	0	0	1	12
11:00	30	0	0	1	31
11:15	64	0	2	0	66
11:30	96	0	0	3	99
11:45	8	1	0	2	11

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	6	0	0	1	7
0:30	12	0	0	0	12
0:45	21	1	0	0	22
1:00	101	0	0	1	102
1:15	29	0	0	0	29
1:30	2	0	0	0	2
1:45	0	0	0	1	1
2:00	0	0	0	0	0
2:15	2	0	0	0	2
2:30	1	0	0	0	1
2:45	0	0	0	0	0
3:00	0	1	0	0	1
3:15	1	0	0	0	1
3:30	0	0	0	1	1
3:45	2	0	0	0	2
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	2	2
4:45	2	0	0	1	3
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	1	0	0	0	1
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	9	0	0	0	9
6:45	3	0	0	0	3
7:00	4	0	0	0	4
7:15	23	0	0	0	23
7:30	3	0	0	1	4
7:45	2	0	0	0	2
8:00	5	0	0	0	5
8:15	15	0	0	1	16
8:30	3	0	0	1	4
8:45	0	0	1	0	1
9:00	11	2	0	2	15
9:15	5	2	0	1	8
9:30	1	0	1	1	3
9:45	9	0	0	0	9
10:00	13	0	0	0	13
10:15	12	0	0	2	14
10:30	24	0	0	2	26
10:45	0	0	0	1	1
11:00	111	0	0	2	113
11:15	35	1	0	1	37
11:30	33	0	1	2	36
11:45	12	0	0	1	13



City: Rialto
 Location: Amazon Facility
 Date: 5/13/2018 (Sunday)
 Count Type: 24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	3	0	1	2	6
12:15	1	0	0	0	1
12:30	1	0	0	1	2
12:45	1	0	0	0	1
13:00	0	0	0	0	0
13:15	1	0	1	0	2
13:30	0	0	0	1	1
13:45	0	0	0	2	2
14:00	0	1	1	1	3
14:15	1	0	0	0	1
14:30	3	0	0	2	5
14:45	5	0	0	0	5
15:00	13	0	0	1	14
15:15	17	0	0	0	17
15:30	17	0	0	1	18
15:45	19	0	0	0	19
16:00	54	0	0	1	55
16:15	60	0	0	1	61
16:30	17	0	0	0	17
16:45	4	0	0	0	4
17:00	2	1	0	2	5
17:15	2	0	0	1	3
17:30	4	0	0	1	5
17:45	3	0	0	0	3
18:00	3	1	0	1	5
18:15	4	1	1	1	7
18:30	3	0	0	0	3
18:45	0	0	1	1	2
19:00	2	1	1	0	4
19:15	1	0	0	0	1
19:30	1	0	0	1	2
19:45	0	0	0	1	1
20:00	0	0	0	0	0
20:15	8	0	0	1	9
20:30	7	0	0	0	7
20:45	11	0	0	0	11
21:00	12	0	0	0	12
21:15	5	0	0	2	7
21:30	10	0	0	0	10
21:45	8	0	0	0	8
22:00	3	0	0	0	3
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	1	0	0	0	1
23:30	1	0	0	1	2
23:45	2	0	0	1	3
TOTAL	991	9	11	55	1066

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	5	0	3	1	9
12:15	3	0	0	3	6
12:30	2	0	0	2	4
12:45	1	0	0	1	2
13:00	1	0	0	1	2
13:15	1	0	1	0	2
13:30	0	0	0	0	0
13:45	1	0	0	0	1
14:00	2	0	0	1	3
14:15	2	0	0	1	3
14:30	0	0	0	2	2
14:45	1	0	1	0	2
15:00	6	0	0	1	7
15:15	4	0	0	1	5
15:30	80	0	0	0	80
15:45	50	0	0	1	51
16:00	31	0	0	0	31
16:15	18	0	0	2	20
16:30	9	0	0	0	9
16:45	5	0	0	1	6
17:00	9	1	0	0	10
17:15	12	0	0	0	12
17:30	13	0	0	1	14
17:45	1	0	1	0	2
18:00	4	0	0	0	4
18:15	2	0	1	2	5
18:30	4	0	0	0	4
18:45	2	0	1	1	4
19:00	4	0	0	0	4
19:15	3	0	1	0	4
19:30	2	0	1	1	4
19:45	1	0	0	0	1
20:00	1	1	0	0	2
20:15	1	0	0	0	1
20:30	21	0	0	0	21
20:45	5	0	0	0	5
21:00	9	0	0	0	9
21:15	33	0	0	0	33
21:30	15	0	0	0	15
21:45	4	0	0	0	4
22:00	6	0	0	0	6
22:15	6	0	0	0	6
22:30	4	0	0	0	4
22:45	4	0	0	0	4
23:00	0	0	0	0	0
23:15	2	0	0	0	2
23:30	1	0	0	1	2
23:45	1	0	0	0	1
	906	9	13	49	977

APPENDIX C: VOLUME DEVELOPMENT WORKSHEETS

Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour					PM Peak Hour					Total PCE Volume	
	Pass. Veh.	Trucks			PCE	Pass. Veh.	Trucks			PCE		
		2 Axle	3 Axle	4 Axle			2 Axle	3 Axle	4 Axle			
1 . Kitching Street/Iris Avenue												
NBL	147	2	0	0	3	150	54	0	0	0	0	54
NBT	168	2	0	0	3	171	109	0	0	0	0	109
NBR	133	2	0	0	3	136	78	1	0	0	2	80
SBL	40	0	0	0	0	40	50	0	0	0	0	50
SBT	173	1	0	0	2	175	142	1	2	0	6	148
SBR	160	0	0	0	0	160	93	1	0	0	2	95
EBL	60	0	0	0	0	60	100	1	0	0	2	102
EBT	630	16	7	4	50	680	709	12	0	2	24	733
EBR	97	0	0	0	0	97	128	3	0	0	5	133
WBL	125	1	0	1	5	130	119	0	0	0	0	119
WBT	662	12	16	2	56	718	644	14	4	0	29	673
WBR	57	1	0	0	2	59	67	0	0	0	0	67
North Leg												
Approach	373	1	0	0	2	375	285	2	2	0	8	293
Departure	285	3	0	0	5	290	276	1	0	0	2	278
Total	658	4	0	0	7	665	561	3	2	0	10	571
South Leg												
Approach	448	6	0	0	9	457	241	1	0	0	2	243
Departure	395	2	0	1	7	402	389	4	2	0	11	400
Total	843	8	0	1	16	859	630	5	2	0	13	643
East Leg												
Approach	844	14	16	3	63	907	830	14	4	0	29	859
Departure	803	18	7	4	53	856	837	13	0	2	26	863
Total	1,647	32	23	7	116	1,763	1,667	27	4	2	55	1,722
West Leg												
Approach	787	16	7	4	50	837	937	16	0	2	31	968
Departure	969	14	16	2	59	1,028	791	15	4	0	31	822
Total	1,756	30	23	6	109	1,865	1,728	31	4	2	62	1,790
Total Approaches												
Approach	2,452	37	23	7	124	2,576	2,293	33	6	2	70	2,363
Departure	2,452	37	23	7	124	2,576	2,293	33	6	2	70	2,363
Total	4,904	74	46	14	248	5,152	4,586	66	12	4	140	4,726

**Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
2 . Lasselle Street/Alessandro Boulevard												
NBL	218	3	0	0	5	223	161	0	0	0	0	161
NBT	313	10	0	0	15	328	361	3	0	0	5	366
NBR	144	2	0	0	3	147	99	3	0	0	5	104
SBL	20	0	0	0	0	20	14	0	0	0	0	14
SBT	298	4	0	0	6	304	352	3	2	0	9	361
SBR	64	0	0	0	0	64	27	1	0	0	2	29
EBL	28	0	0	0	0	28	63	0	0	0	0	63
EBT	205	6	1	0	11	216	382	5	0	1	11	393
EBR	128	6	0	0	9	137	204	0	0	0	0	204
WBL	104	1	0	0	2	106	91	2	0	0	3	94
WBT	465	8	1	0	14	479	262	3	0	0	5	267
WBR	17	0	0	0	0	17	19	1	0	0	2	21
North Leg												
Approach	382	4	0	0	6	388	393	4	2	0	11	404
Departure	358	10	0	0	15	373	443	4	0	0	7	450
Total	740	14	0	0	21	761	836	8	2	0	18	854
South Leg												
Approach	675	15	0	0	23	698	621	6	0	0	10	631
Departure	530	11	0	0	17	547	647	5	2	0	12	659
Total	1,205	26	0	0	40	1,245	1,268	11	2	0	22	1,290
East Leg												
Approach	586	9	1	0	16	602	372	6	0	0	10	382
Departure	369	8	1	0	14	383	495	8	0	1	16	511
Total	955	17	2	0	30	985	867	14	0	1	26	893
West Leg												
Approach	361	12	1	0	20	381	649	5	0	1	11	660
Departure	747	11	1	0	19	766	450	4	0	0	7	457
Total	1,108	23	2	0	39	1,147	1,099	9	0	1	18	1,117
Total Approaches												
Approach	2,004	40	2	0	65	2,069	2,035	21	2	1	42	2,077
Departure	2,004	40	2	0	65	2,069	2,035	21	2	1	42	2,077
Total	4,008	80	4	0	130	4,138	4,070	42	4	2	84	4,154

**Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
3 . Lasselle Street/Iris Avenue												
NBL	355	6	0	0	9	364	209	5	0	0	8	217
NBT	557	12	0	0	18	575	532	4	0	0	6	538
NBR	460	7	0	1	14	474	390	2	0	0	3	393
SBL	104	3	7	0	19	123	177	1	0	0	2	179
SBT	447	6	0	0	9	456	654	7	1	0	13	667
SBR	82	1	0	0	2	84	73	0	0	1	3	76
EBL	105	1	0	0	2	107	137	0	0	0	0	137
EBT	491	13	6	3	41	532	371	3	0	2	11	382
EBR	322	4	0	0	6	328	304	6	0	0	9	313
WBL	535	7	0	0	11	546	608	3	1	0	7	615
WBT	519	7	16	2	49	568	603	8	4	0	20	623
WBR	65	1	0	0	2	67	77	1	0	0	2	79
North Leg												
Approach	633	10	7	0	30	663	904	8	1	1	18	922
Departure	727	14	0	0	22	749	746	5	0	0	8	754
Total	1,360	24	7	0	52	1,412	1,650	13	1	1	26	1,676
South Leg												
Approach	1,372	25	0	1	41	1,413	1,131	11	0	0	17	1,148
Departure	1,304	17	0	0	26	1,330	1,566	16	2	0	29	1,595
Total	2,676	42	0	1	67	2,743	2,697	27	2	0	46	2,743
East Leg												
Approach	1,119	15	16	2	62	1,181	1,288	12	5	0	29	1,317
Departure	1,055	23	13	4	74	1,129	938	6	0	2	16	954
Total	2,174	38	29	6	136	2,310	2,226	18	5	2	45	2,271
West Leg												
Approach	918	18	6	3	49	967	812	9	0	2	20	832
Departure	956	14	16	2	60	1,016	885	13	4	1	31	916
Total	1,874	32	22	5	109	1,983	1,697	22	4	3	51	1,748
Total Approaches												
Approach	4,042	68	29	6	182	4,224	4,135	40	6	3	84	4,219
Departure	4,042	68	29	6	182	4,224	4,135	40	6	3	84	4,219
Total	8,084	136	58	12	364	8,448	8,270	80	12	6	168	8,438

Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
4 . Nason Street/Eucalyptus Avenue												
NBL	79	1	0	0	2	81	44	2	0	0	3	47
NBT	608	8	0	1	15	623	775	2	0	0	3	778
NBR	131	1	1	0	4	135	203	2	0	0	3	206
SBL	15	0	0	0	0	15	22	0	0	0	0	22
SBT	1,051	14	0	0	21	1,072	773	1	2	0	6	779
SBR	92	1	0	0	2	94	81	0	0	0	0	81
EBL	204	2	0	0	3	207	40	0	0	0	0	40
EBT	187	0	0	0	0	187	159	0	0	0	0	159
EBR	192	2	0	0	3	195	51	1	0	0	2	53
WBL	127	3	1	1	10	137	157	1	0	0	2	159
WBT	137	1	0	0	2	139	171	0	0	0	0	171
WBR	25	0	0	0	0	25	9	0	0	0	0	9
North Leg												
Approach	1,158	15	0	0	23	1,181	876	1	2	0	6	882
Departure	837	10	0	1	18	855	824	2	0	0	3	827
Total	1,995	25	0	1	41	2,036	1,700	3	2	0	9	1,709
South Leg												
Approach	818	10	1	1	21	839	1,022	6	0	0	9	1,031
Departure	1,370	19	1	1	34	1,404	981	3	2	0	10	991
Total	2,188	29	2	2	55	2,243	2,003	9	2	0	19	2,022
East Leg												
Approach	289	4	1	1	12	301	337	1	0	0	2	339
Departure	333	1	1	0	4	337	384	2	0	0	3	387
Total	622	5	2	1	16	638	721	3	0	0	5	726
West Leg												
Approach	583	4	0	0	6	589	250	1	0	0	2	252
Departure	308	3	0	0	6	314	296	2	0	0	3	299
Total	891	7	0	0	12	903	546	3	0	0	5	551
Total Approaches												
Approach	2,848	33	2	2	62	2,910	2,485	9	2	0	19	2,504
Departure	2,848	33	2	2	62	2,910	2,485	9	2	0	19	2,504
Total	5,696	66	4	4	124	5,820	4,970	18	4	0	38	5,008

Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
5 . Nason Street/Alessandro Boulevard												
NBL	69	5	0	0	8	77	59	2	0	0	3	62
NBT	447	8	1	1	17	464	630	6	0	0	9	639
NBR	23	1	0	0	2	25	69	1	0	0	2	71
SBL	59	1	0	0	2	61	56	1	0	0	2	58
SBT	702	14	0	1	24	726	632	4	2	0	10	642
SBR	86	0	1	0	2	88	65	1	0	0	2	67
EBL	72	1	1	0	4	76	94	1	0	0	2	96
EBT	169	7	0	0	11	180	270	5	0	1	11	281
EBR	75	1	1	0	4	79	58	1	0	0	2	60
WBL	109	1	0	0	2	111	20	1	0	0	2	22
WBT	348	7	0	0	11	359	195	3	0	0	5	200
WBR	146	1	0	0	2	148	53	0	0	0	0	53
North Leg												
Approach	847	15	1	1	28	875	753	6	2	0	14	767
Departure	665	10	2	1	23	688	777	7	0	0	11	788
Total	1,512	25	3	2	51	1,563	1,530	13	2	0	25	1,555
South Leg												
Approach	539	14	1	1	27	566	758	9	0	0	14	772
Departure	886	16	1	1	30	916	710	6	2	0	14	724
Total	1,425	30	2	2	57	1,482	1,468	15	2	0	28	1,496
East Leg												
Approach	603	9	0	0	15	618	268	4	0	0	7	275
Departure	251	9	0	0	15	266	395	7	0	1	15	410
Total	854	18	0	0	30	884	663	11	0	1	22	685
West Leg												
Approach	316	9	2	0	19	335	422	7	0	1	15	437
Departure	503	12	1	0	21	524	319	6	0	0	10	329
Total	819	21	3	0	40	859	741	13	0	1	25	766
Total Approaches												
Approach	2,305	47	4	2	89	2,394	2,201	26	2	1	50	2,251
Departure	2,305	47	4	2	89	2,394	2,201	26	2	1	50	2,251
Total	4,610	94	8	4	178	4,788	4,402	52	4	2	100	4,502

Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
6 . Nason Street/Iris Avenue												
NBL	9	1	0	0	2	11	14	1	0	0	2	16
NBT	39	0	0	0	0	39	27	0	0	0	0	27
NBR	7	0	0	0	0	7	12	0	0	0	0	12
SBL	143	2	0	0	3	146	112	1	0	0	2	114
SBT	18	0	0	0	0	18	53	0	0	0	0	53
SBR	268	3	0	2	11	279	399	2	3	0	9	408
EBL	292	4	1	0	8	300	225	2	0	0	3	228
EBT	754	18	0	1	30	784	541	9	0	2	20	561
EBR	12	1	0	0	2	14	15	0	0	0	0	15
WBL	15	0	0	0	0	15	20	0	0	0	0	20
WBT	561	9	0	1	17	578	734	7	2	0	15	749
WBR	120	3	0	0	5	125	152	2	0	0	3	155
North Leg												
Approach	429	5	0	2	14	443	564	3	3	0	11	575
Departure	451	7	1	0	13	464	404	4	0	0	6	410
Total	880	12	1	2	27	907	968	7	3	0	17	985
South Leg												
Approach	55	1	0	0	2	57	53	1	0	0	2	55
Departure	45	1	0	0	2	47	88	0	0	0	0	88
Total	100	2	0	0	4	104	141	1	0	0	2	143
East Leg												
Approach	696	12	0	1	22	718	906	9	2	0	18	924
Departure	904	20	0	1	33	937	665	10	0	2	22	687
Total	1,600	32	0	2	55	1,655	1,571	19	2	2	40	1,611
West Leg												
Approach	1,058	23	1	1	40	1,098	781	11	0	2	23	804
Departure	838	13	0	3	30	868	1,147	10	5	0	26	1,173
Total	1,896	36	1	4	70	1,966	1,928	21	5	2	49	1,977
Total Approaches												
Approach	2,238	41	1	4	78	2,316	2,304	24	5	2	54	2,358
Departure	2,238	41	1	4	78	2,316	2,304	24	5	2	54	2,358
Total	4,476	82	2	8	156	4,632	4,608	48	10	4	108	4,716

Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour					PM Peak Hour					Total PCE Volume	
	Pass. Veh.	Trucks			PCE	Pass. Veh.	Trucks			PCE		
		2 Axle	3 Axle	4 Axle			2 Axle	3 Axle	4 Axle			
7 . Fir Avenue/Eucalyptus Avenue												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	1	0	2	2	0	0	0	0	0	0
SBL	119	2	0	0	3	122	158	0	0	0	0	158
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	45	0	0	0	0	45	39	0	0	0	0	39
EBL	56	1	0	0	2	58	33	0	0	0	0	33
EBT	261	2	1	0	5	266	340	2	0	0	3	343
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	3	0	0	0	0	3	3	0	0	0	0	3
WBT	168	5	3	0	14	182	323	1	0	0	2	325
WBR	92	2	1	0	5	97	175	2	1	0	5	180
North Leg												
Approach	164	2	0	0	3	167	197	0	0	0	0	197
Departure	148	3	1	0	7	155	208	2	1	0	5	213
Total	312	5	1	0	10	322	405	2	1	0	5	410
South Leg												
Approach	0	0	1	0	2	2	0	0	0	0	0	0
Departure	3	0	0	0	0	3	3	0	0	0	0	3
Total	3	0	1	0	2	5	3	0	0	0	0	3
East Leg												
Approach	263	7	4	0	19	282	501	3	1	0	7	508
Departure	380	4	2	0	10	390	498	2	0	0	3	501
Total	643	11	6	0	29	672	999	5	1	0	10	1,009
West Leg												
Approach	317	3	1	0	7	324	373	2	0	0	3	376
Departure	213	5	3	0	14	227	362	1	0	0	2	364
Total	530	8	4	0	21	551	735	3	0	0	5	740
Total Approaches												
Approach	744	12	6	0	31	775	1,071	5	1	0	10	1,081
Departure	744	12	6	0	31	775	1,071	5	1	0	10	1,081
Total	1,488	24	12	0	62	1,550	2,142	10	2	0	20	2,162

**Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
8 . Oliver Street/Iris Avenue												
NBL	55	3	0	0	5	60	43	1	0	0	2	45
NBT	51	0	0	0	0	51	7	0	0	0	0	7
NBR	29	0	0	0	0	29	33	0	0	0	0	33
SBL	11	1	0	0	2	13	0	0	0	0	0	0
SBT	33	1	0	0	2	35	13	0	0	0	0	13
SBR	195	0	0	1	3	198	43	1	0	0	2	45
EBL	224	5	0	0	8	232	50	0	0	0	0	50
EBT	467	12	0	2	24	491	485	8	0	2	18	503
EBR	25	0	0	0	0	25	44	0	0	0	0	44
WBL	27	2	0	0	3	30	50	0	0	0	0	50
WBT	397	5	0	1	11	408	596	7	1	0	13	609
WBR	11	1	0	0	2	13	2	0	0	0	0	2
North Leg												
Approach	239	2	0	1	7	246	56	1	0	0	2	58
Departure	286	6	0	0	10	296	59	0	0	0	0	59
Total	525	8	0	1	17	542	115	1	0	0	2	117
South Leg												
Approach	135	3	0	0	5	140	83	1	0	0	2	85
Departure	85	3	0	0	5	90	107	0	0	0	0	107
Total	220	6	0	0	10	230	190	1	0	0	2	192
East Leg												
Approach	435	8	0	1	16	451	648	7	1	0	13	661
Departure	507	13	0	2	26	533	518	8	0	2	18	536
Total	942	21	0	3	42	984	1,166	15	1	2	31	1,197
West Leg												
Approach	716	17	0	2	32	748	579	8	0	2	18	597
Departure	647	8	0	2	19	666	682	9	1	0	17	699
Total	1,363	25	0	4	51	1,414	1,261	17	1	2	35	1,296
Total Approaches												
Approach	1,525	30	0	4	60	1,585	1,366	17	1	2	35	1,401
Departure	1,525	30	0	4	60	1,585	1,366	17	1	2	35	1,401
Total	3,050	60	0	8	120	3,170	2,732	34	2	4	70	2,802

**Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
9 . Moreno Beach Dr/SR-60 Westbound Ramps												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	202	4	0	0	6	208	236	3	0	0	5	241
NBR	331	5	1	3	19	350	404	5	2	5	27	431
SBL	79	1	0	0	2	81	36	0	0	0	0	36
SBT	209	3	0	0	5	214	235	2	0	0	3	238
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	79	2	1	0	5	84	83	2	2	1	10	93
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	4	0	0	0	0	4	8	0	0	0	0	8
North Leg												
Approach	288	4	0	0	7	295	271	2	0	0	3	274
Departure	206	4	0	0	6	212	244	3	0	0	5	249
Total	494	8	0	0	13	507	515	5	0	0	8	523
South Leg												
Approach	533	9	1	3	25	558	640	8	2	5	32	672
Departure	288	5	1	0	10	298	318	4	2	1	13	331
Total	821	14	2	3	35	856	958	12	4	6	45	1,003
East Leg												
Approach	83	2	1	0	5	88	91	2	2	1	10	101
Departure	410	6	1	3	21	431	440	5	2	5	27	467
Total	493	8	2	3	26	519	531	7	4	6	37	568
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	904	15	2	3	37	941	1,002	12	4	6	45	1,047
Departure	904	15	2	3	37	941	1,002	12	4	6	45	1,047
Total	1,808	30	4	6	74	1,882	2,004	24	8	12	90	2,094

**Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour					Total PCE Volume	
	Pass. Veh.	Trucks			PCE	Pass. Veh.	Trucks			PCE		
		2 Axle	3 Axle	4 Axle			2 Axle	3 Axle	4 Axle			
10 . Moreno Beach Dr/SR-60 Eastbound Ramps												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	461	13	1	3	31	492	593	8	2	5	31	624
NBR	101	7	0	3	20	121	159	4	0	1	9	168
SBL	11	1	0	0	2	13	8	0	0	0	0	8
SBT	280	5	1	0	10	290	306	5	2	1	15	321
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	42	0	0	0	0	42	63	1	0	0	2	65
EBT	0	1	0	0	2	2	0	1	0	0	2	2
EBR	358	10	0	9	42	400	503	5	1	4	22	525
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	291	6	1	0	12	303	314	5	2	1	15	329
Departure	503	13	1	3	31	534	656	9	2	5	33	689
Total	794	19	2	3	43	837	970	14	4	6	48	1,018
South Leg												
Approach	562	20	1	6	51	613	752	12	2	6	40	792
Departure	638	15	1	9	52	690	809	10	3	5	37	846
Total	1,200	35	2	15	103	1,303	1,561	22	5	11	77	1,638
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	112	9	0	3	24	136	167	5	0	1	11	178
Total	112	9	0	3	24	136	167	5	0	1	11	178
West Leg												
Approach	400	11	0	9	44	444	566	7	1	4	26	592
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	400	11	0	9	44	444	566	7	1	4	26	592
Total Approaches												
Approach	1,253	37	2	15	107	1,360	1,632	24	5	11	81	1,713
Departure	1,253	37	2	15	107	1,360	1,632	24	5	11	81	1,713
Total	2,506	74	4	30	214	2,720	3,264	48	10	22	162	3,426

**Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
11 . Moreno Beach Dr/Eucalyptus Avenue												
NBL	91	2	0	0	3	94	112	1	0	0	2	114
NBT	373	9	0	2	20	393	310	3	0	1	8	318
NBR	17	0	0	0	0	17	5	0	0	0	0	5
SBL	113	1	0	7	23	136	41	2	1	3	14	55
SBT	373	13	1	1	25	398	527	6	0	1	12	539
SBR	146	1	0	1	5	151	227	3	1	1	10	237
EBL	159	9	1	2	22	181	317	5	1	0	10	327
EBT	61	2	0	0	3	64	36	0	0	1	3	39
EBR	73	4	0	0	6	79	132	2	0	0	3	135
WBL	18	1	0	0	2	20	33	0	0	0	0	33
WBT	33	0	0	0	0	33	55	1	0	0	2	57
WBR	23	3	1	2	13	36	98	4	1	5	23	121
North Leg												
Approach	632	15	1	9	53	685	795	11	2	5	36	831
Departure	555	21	2	6	55	610	725	12	2	6	41	766
Total	1,187	36	3	15	108	1,295	1,520	23	4	11	77	1,597
South Leg												
Approach	481	11	0	2	23	504	427	4	0	1	10	437
Departure	464	18	1	1	33	497	692	8	0	1	15	707
Total	945	29	1	3	56	1,001	1,119	12	0	2	25	1,144
East Leg												
Approach	74	4	1	2	15	89	186	5	1	5	25	211
Departure	191	3	0	7	26	217	82	2	1	4	17	99
Total	265	7	1	9	41	306	268	7	2	9	42	310
West Leg												
Approach	293	15	1	2	31	324	485	7	1	1	16	501
Departure	270	3	0	1	8	278	394	5	1	1	14	408
Total	563	18	1	3	39	602	879	12	2	2	30	909
Total Approaches												
Approach	1,480	45	3	15	122	1,602	1,893	27	4	12	87	1,980
Departure	1,480	45	3	15	122	1,602	1,893	27	4	12	87	1,980
Total	2,960	90	6	30	244	3,204	3,786	54	8	24	174	3,960

Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
12 . Auto Mall Dr/Eucalyptus Avenue												
NBL	26	0	0	0	0	26	52	3	0	0	5	57
NBT	2	0	0	0	0	2	5	0	0	0	0	5
NBR	11	0	0	0	0	11	6	0	0	0	0	6
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	1	0	0	0	0	1	5	0	0	0	0	5
SBR	4	0	0	0	0	4	16	0	0	0	0	16
EBL	10	0	0	0	0	10	12	0	0	0	0	12
EBT	62	1	0	5	17	79	45	2	3	4	21	66
EBR	39	0	0	0	0	39	21	4	0	0	6	27
WBL	11	0	0	0	0	11	12	0	0	0	0	12
WBT	57	2	0	4	15	72	77	4	3	2	18	95
WBR	2	0	0	0	0	2	1	0	0	0	0	1
North Leg												
Approach	5	0	0	0	0	5	21	0	0	0	0	21
Departure	14	0	0	0	0	14	18	0	0	0	0	18
Total	19	0	0	0	0	19	39	0	0	0	0	39
South Leg												
Approach	39	0	0	0	0	39	63	3	0	0	5	68
Departure	51	0	0	0	0	51	38	4	0	0	6	44
Total	90	0	0	0	0	90	101	7	0	0	11	112
East Leg												
Approach	70	2	0	4	15	85	90	4	3	2	18	108
Departure	73	1	0	5	17	90	51	2	3	4	21	72
Total	143	3	0	9	32	175	141	6	6	6	39	180
West Leg												
Approach	111	1	0	5	17	128	78	6	3	4	27	105
Departure	87	2	0	4	15	102	145	7	3	2	23	168
Total	198	3	0	9	32	230	223	13	6	6	50	273
Total Approaches												
Approach	225	3	0	9	32	257	252	13	6	6	50	302
Departure	225	3	0	9	32	257	252	13	6	6	50	302
Total	450	6	0	18	64	514	504	26	12	12	100	604

**Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
13 . Moreno Beach Dr/Alessandro Boulevard												
NBL	107	4	0	0	6	113	53	2	0	0	3	56
NBT	490	3	0	2	11	501	448	1	0	1	5	453
NBR	23	2	0	0	3	26	33	0	0	0	0	33
SBL	7	2	0	0	3	10	18	0	0	0	0	18
SBT	372	5	0	2	14	386	607	0	0	0	0	607
SBR	65	1	0	0	2	67	49	0	1	0	2	51
EBL	64	0	0	0	0	64	78	0	0	1	3	81
EBT	102	2	0	0	3	105	176	1	0	1	5	181
EBR	62	4	0	0	6	68	70	1	0	0	2	72
WBL	41	0	0	0	0	41	42	1	0	0	2	44
WBT	242	4	0	0	6	248	98	0	1	0	2	100
WBR	9	1	0	0	2	11	23	0	0	0	0	23
North Leg												
Approach	444	8	0	2	19	463	674	0	1	0	2	676
Departure	563	4	0	2	13	576	549	1	0	2	8	557
Total	1,007	12	0	4	32	1,039	1,223	1	1	2	10	1,233
South Leg												
Approach	620	9	0	2	20	640	534	3	0	1	8	542
Departure	475	9	0	2	20	495	719	2	0	0	4	723
Total	1,095	18	0	4	40	1,135	1,253	5	0	1	12	1,265
East Leg												
Approach	292	5	0	0	8	300	163	1	1	0	4	167
Departure	132	6	0	0	9	141	227	1	0	1	5	232
Total	424	11	0	0	17	441	390	2	1	1	9	399
West Leg												
Approach	228	6	0	0	9	237	324	2	0	2	10	334
Departure	414	9	0	0	14	428	200	2	2	0	7	207
Total	642	15	0	0	23	665	524	4	2	2	17	541
Total Approaches												
Approach	1,584	28	0	4	56	1,640	1,695	6	2	3	24	1,719
Departure	1,584	28	0	4	56	1,640	1,695	6	2	3	24	1,719
Total	3,168	56	0	8	112	3,280	3,390	12	4	6	48	3,438

**Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
14 . Moreno Beach Boulevard/Cactus Avenue												
NBL	110	3	0	0	5	115	113	0	0	0	0	113
NBT	554	5	0	0	8	562	364	4	0	1	9	373
NBR	52	0	1	0	2	54	25	1	0	0	2	27
SBL	18	0	0	0	0	18	46	0	0	0	0	46
SBT	329	7	0	1	14	343	486	1	0	0	2	488
SBR	84	1	0	1	5	89	95	0	0	0	0	95
EBL	66	3	0	0	5	71	96	0	0	0	0	96
EBT	83	1	0	0	2	85	193	0	0	0	0	193
EBR	84	1	1	0	4	88	125	0	0	0	0	125
WBL	27	1	0	0	2	29	15	1	1	0	4	19
WBT	148	1	0	0	2	150	111	1	0	0	2	113
WBR	25	1	0	1	5	30	23	0	0	0	0	23
North Leg												
Approach	431	8	0	2	19	450	627	1	0	0	2	629
Departure	645	9	0	1	18	663	483	4	0	1	9	492
Total	1,076	17	0	3	37	1,113	1,110	5	0	1	11	1,121
South Leg												
Approach	716	8	1	0	15	731	502	5	0	1	11	513
Departure	440	9	1	1	20	460	626	2	1	0	6	632
Total	1,156	17	2	1	35	1,191	1,128	7	1	1	17	1,145
East Leg												
Approach	200	3	0	1	9	209	149	2	1	0	6	155
Departure	153	1	1	0	4	157	264	1	0	0	2	266
Total	353	4	1	1	13	366	413	3	1	0	8	421
West Leg												
Approach	233	5	1	0	11	244	414	0	0	0	0	414
Departure	342	5	0	1	12	354	319	1	0	0	2	321
Total	575	10	1	1	23	598	733	1	0	0	2	735
Total Approaches												
Approach	1,580	24	2	3	54	1,634	1,692	8	1	1	19	1,711
Departure	1,580	24	2	3	54	1,634	1,692	8	1	1	19	1,711
Total	3,160	48	4	6	108	3,268	3,384	16	2	2	38	3,422

Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
15 . Moreno Beach Dr/John F Kennedy Dr												
NBL	10	0	0	0	0	10	10	2	0	0	3	13
NBT	336	6	1	0	11	347	329	3	0	1	8	337
NBR	201	7	0	2	17	218	185	3	0	1	8	193
SBL	141	5	0	0	8	149	116	3	0	0	5	121
SBT	288	6	0	1	12	300	400	2	1	0	5	405
SBR	105	0	0	0	0	105	85	0	0	0	0	85
EBL	84	1	0	0	2	86	47	0	0	0	0	47
EBT	30	1	0	1	5	35	6	1	0	0	2	8
EBR	2	0	0	0	0	2	10	0	0	0	0	10
WBL	217	1	0	1	5	222	277	5	1	0	10	287
WBT	46	1	0	2	8	54	24	0	0	0	0	24
WBR	272	5	0	0	8	280	66	0	0	0	0	66
North Leg												
Approach	534	11	0	1	20	554	601	5	1	0	10	611
Departure	692	12	1	0	21	713	442	3	0	1	8	450
Total	1,226	23	1	1	41	1,267	1,043	8	1	1	18	1,061
South Leg												
Approach	547	13	1	2	28	575	524	8	0	2	19	543
Departure	507	7	0	2	17	524	687	7	2	0	15	702
Total	1,054	20	1	4	45	1,099	1,211	15	2	2	34	1,245
East Leg												
Approach	535	7	0	3	21	556	367	5	1	0	10	377
Departure	372	13	0	3	30	402	307	7	0	1	15	322
Total	907	20	0	6	51	958	674	12	1	1	25	699
West Leg												
Approach	116	2	0	1	7	123	63	1	0	0	2	65
Departure	161	1	0	2	8	169	119	2	0	0	3	122
Total	277	3	0	3	15	292	182	3	0	0	5	187
Total Approaches												
Approach	1,732	33	1	7	76	1,808	1,555	19	2	2	41	1,596
Departure	1,732	33	1	7	76	1,808	1,555	19	2	2	41	1,596
Total	3,464	66	2	14	152	3,616	3,110	38	4	4	82	3,192

**Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour					Total PCE Volume	
	Pass. Veh.	Trucks			PCE	Pass. Veh.	Trucks			PCE		
		2 Axle	3 Axle	4 Axle			2 Axle	3 Axle	4 Axle			
16 . Alessandro Road/San Timoteo Canyon Road												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	547	4	1	9	35	582	175	8	1	3	23	198
NBR	170	5	0	0	8	178	209	2	0	0	3	212
SBL	14	0	1	0	2	16	25	0	0	0	0	25
SBT	146	3	1	3	16	162	409	6	2	1	16	425
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	191	0	0	0	0	191	172	2	0	0	3	175
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	49	0	0	0	0	49	14	0	0	0	0	14
North Leg												
Approach	160	3	2	3	18	178	434	6	2	1	16	450
Departure	596	4	1	9	35	631	189	8	1	3	23	212
Total	756	7	3	12	53	809	623	14	3	4	39	662
South Leg												
Approach	717	9	1	9	43	760	384	10	1	3	26	410
Departure	337	3	1	3	16	353	581	8	2	1	19	600
Total	1,054	12	2	12	59	1,113	965	18	3	4	45	1,010
East Leg												
Approach	240	0	0	0	0	240	186	2	0	0	3	189
Departure	184	5	1	0	10	194	234	2	0	0	3	237
Total	424	5	1	0	10	434	420	4	0	0	6	426
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	1,117	12	3	12	61	1,178	1,004	18	3	4	45	1,049
Departure	1,117	12	3	12	61	1,178	1,004	18	3	4	45	1,049
Total	2,234	24	6	24	122	2,356	2,008	36	6	8	90	2,098

Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
17 . Live Oak Canyon Road/San Timoteo Canyon Road												
NBL	1	0	0	0	0	1	1	0	0	0	0	1
NBT	565	7	3	7	38	603	362	8	1	3	23	385
NBR	67	4	0	3	15	82	278	6	1	0	11	289
SBL	9	0	0	0	0	9	24	2	0	0	3	27
SBT	343	1	0	3	11	354	539	4	1	1	11	550
SBR	3	0	0	0	0	3	3	0	0	0	0	3
EBL	8	0	0	0	0	8	2	0	0	0	0	2
EBT	1	0	0	0	0	1	2	0	0	0	0	2
EBR	1	0	0	0	0	1	3	0	0	0	0	3
WBL	220	6	0	5	24	244	225	8	1	0	14	239
WBT	1	0	0	0	0	1	5	0	0	0	0	5
WBR	135	3	0	2	11	146	11	1	0	0	2	13
North Leg												
Approach	355	1	0	3	11	366	566	6	1	1	14	580
Departure	708	10	3	9	49	757	375	9	1	3	25	400
Total	1,063	11	3	12	60	1,123	941	15	2	4	39	980
South Leg												
Approach	633	11	3	10	53	686	641	14	2	3	34	675
Departure	564	7	0	8	35	599	767	12	2	1	25	792
Total	1,197	18	3	18	88	1,285	1,408	26	4	4	59	1,467
East Leg												
Approach	356	9	0	7	35	391	241	9	1	0	16	257
Departure	77	4	0	3	15	92	304	8	1	0	14	318
Total	433	13	0	10	50	483	545	17	2	0	30	575
West Leg												
Approach	10	0	0	0	0	10	7	0	0	0	0	7
Departure	5	0	0	0	0	5	9	0	0	0	0	9
Total	15	0	0	0	0	15	16	0	0	0	0	16
Total Approaches												
Approach	1,354	21	3	20	99	1,453	1,455	29	4	4	64	1,519
Departure	1,354	21	3	20	99	1,453	1,455	29	4	4	64	1,519
Total	2,708	42	6	40	198	2,906	2,910	58	8	8	128	3,038

Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour					Total PCE Volume	PM Peak Hour					Total PCE Volume
	Pass. Veh.	Trucks			PCE		Pass. Veh.	Trucks			PCE	
		2 Axle	3 Axle	4 Axle				2 Axle	3 Axle	4 Axle		
18 . Redlands Boulevard/San Timoteo Canyon Road												
NBL	532	4	0	7	27	559	618	5	2	0	12	630
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	16	1	2	1	9	25	87	1	0	0	2	89
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	15	0	0	6	18	33	46	0	0	0	0	46
EBR	534	3	0	2	11	545	657	12	0	1	21	678
WBL	122	0	0	2	6	128	235	3	1	0	7	242
WBT	92	0	1	7	23	115	27	1	1	0	4	31
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	548	5	2	8	36	584	705	6	2	0	14	719
Departure	656	3	0	4	17	673	892	15	1	1	28	920
Total	1,204	8	2	12	53	1,257	1,597	21	3	1	42	1,639
East Leg												
Approach	214	0	1	9	29	243	262	4	2	0	11	273
Departure	31	1	2	7	27	58	133	1	0	0	2	135
Total	245	1	3	16	56	301	395	5	2	0	13	408
West Leg												
Approach	549	3	0	8	29	578	703	12	0	1	21	724
Departure	624	4	1	14	50	674	645	6	3	0	16	661
Total	1,173	7	1	22	79	1,252	1,348	18	3	1	37	1,385
Total Approaches												
Approach	1,311	8	3	25	94	1,405	1,670	22	4	1	46	1,716
Departure	1,311	8	3	25	94	1,405	1,670	22	4	1	46	1,716
Total	2,622	16	6	50	188	2,810	3,340	44	8	2	92	3,432

Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
19 . Driveway 1/Eucalyptus Avenue												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	1	0	0	2	2	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	1	0	0	2	2	0	0	0	0	0	0
EBT	27	1	0	2	8	35	35	0	1	1	5	40
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	48	2	0	1	6	54	49	2	1	1	8	57
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	1	0	0	2	2	0	0	0	0	0	0
Departure	0	1	0	0	2	2	0	0	0	0	0	0
Total	0	2	0	0	4	4	0	0	0	0	0	0
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	48	2	0	1	6	54	49	2	1	1	8	57
Departure	27	2	0	2	10	37	35	0	1	1	5	40
Total	75	4	0	3	16	91	84	2	2	2	13	97
West Leg												
Approach	27	2	0	2	10	37	35	0	1	1	5	40
Departure	48	2	0	1	6	54	49	2	1	1	8	57
Total	75	4	0	3	16	91	84	2	2	2	13	97
Total Approaches												
Approach	75	5	0	3	18	93	84	2	2	2	13	97
Departure	75	5	0	3	18	93	84	2	2	2	13	97
Total	150	10	0	6	36	186	168	4	4	4	26	194

Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour					Total PCE Volume	PM Peak Hour					Total PCE Volume
	Pass. Veh.	Trucks			PCE		Pass. Veh.	Trucks			PCE	
		2 Axle	3 Axle	4 Axle				2 Axle	3 Axle	4 Axle		
20 . Driveway 2-Essen Ln/Encilia Avenue												
NBL	1	0	0	0	0	1	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	5	0	0	0	0	5	3	0	0	0	0	3
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	1	0	0	0	0	1	0	0	0	0	0	0
EBR	2	0	0	0	0	2	0	0	0	0	0	0
WBL	4	0	0	0	0	4	9	1	0	0	2	11
WBT	2	0	0	0	0	2	1	0	0	0	0	1
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	6	0	0	0	0	6	3	0	0	0	0	3
Departure	6	0	0	0	0	6	9	1	0	0	2	11
Total	12	0	0	0	0	12	12	1	0	0	2	14
East Leg												
Approach	6	0	0	0	0	6	10	1	0	0	2	12
Departure	6	0	0	0	0	6	3	0	0	0	0	3
Total	12	0	0	0	0	12	13	1	0	0	2	15
West Leg												
Approach	3	0	0	0	0	3	0	0	0	0	0	0
Departure	3	0	0	0	0	3	1	0	0	0	0	1
Total	6	0	0	0	0	6	1	0	0	0	0	1
Total Approaches												
Approach	15	0	0	0	0	15	13	1	0	0	2	15
Departure	15	0	0	0	0	15	13	1	0	0	2	15
Total	30	0	0	0	0	30	26	2	0	0	4	30

Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour					Total PCE Volume	PM Peak Hour					Total PCE Volume
	Pass. Veh.	Trucks			PCE		Pass. Veh.	Trucks			PCE	
		2 Axle	3 Axle	4 Axle				2 Axle	3 Axle	4 Axle		
22 . Driveway 4-Shubert Street/Encilia Avenue												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	5	0	0	0	0	5	2	0	0	0	0	2
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	19	1	0	0	2	21	6	0	0	0	0	6
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	1	0	0	0	0	1	3	0	0	0	0	3
WBT	5	0	0	0	0	5	15	2	0	0	3	18
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	5	0	0	0	0	5	2	0	0	0	0	2
Departure	1	0	0	0	0	1	3	0	0	0	0	3
Total	6	0	0	0	0	6	5	0	0	0	0	5
East Leg												
Approach	6	0	0	0	0	6	18	2	0	0	3	21
Departure	24	1	0	0	2	26	8	0	0	0	0	8
Total	30	1	0	0	2	32	26	2	0	0	3	29
West Leg												
Approach	19	1	0	0	2	21	6	0	0	0	0	6
Departure	5	0	0	0	0	5	15	2	0	0	3	18
Total	24	1	0	0	2	26	21	2	0	0	3	24
Total Approaches												
Approach	30	1	0	0	2	32	26	2	0	0	3	29
Departure	30	1	0	0	2	32	26	2	0	0	3	29
Total	60	2	0	0	4	64	52	4	0	0	6	58

**Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
24 . Redlands Boulevard/Ironwood Avenue												
NBL	24	1	0	0	2	26	12	0	0	0	0	12
NBT	385	4	1	6	26	411	659	11	1	4	31	690
NBR	6	0	0	0	0	6	3	0	0	0	0	3
SBL	3	0	0	0	0	3	3	2	0	0	3	6
SBT	658	4	0	4	18	676	746	7	2	5	30	776
SBR	106	1	0	1	5	111	183	2	0	0	3	186
EBL	75	2	1	0	5	80	114	1	0	0	2	116
EBT	11	1	0	0	2	13	7	0	0	0	0	7
EBR	17	0	0	1	3	20	22	1	0	0	2	24
WBL	1	1	1	0	4	5	7	1	0	0	2	9
WBT	6	0	0	0	0	6	14	0	0	0	0	14
WBR	3	1	0	0	2	5	7	0	0	0	0	7
North Leg												
Approach	767	5	0	5	23	790	932	11	2	5	36	968
Departure	463	7	2	6	33	496	780	12	1	4	33	813
Total	1,230	12	2	11	56	1,286	1,712	23	3	9	69	1,781
South Leg												
Approach	415	5	1	6	28	443	674	11	1	4	31	705
Departure	676	5	1	5	25	701	775	9	2	5	34	809
Total	1,091	10	2	11	53	1,144	1,449	20	3	9	65	1,514
East Leg												
Approach	10	2	1	0	6	16	28	1	0	0	2	30
Departure	20	1	0	0	2	22	13	2	0	0	3	16
Total	30	3	1	0	8	38	41	3	0	0	5	46
West Leg												
Approach	103	3	1	1	10	113	143	2	0	0	4	147
Departure	136	2	0	1	7	143	209	2	0	0	3	212
Total	239	5	1	2	17	256	352	4	0	0	7	359
Total Approaches												
Approach	1,295	15	3	12	67	1,362	1,777	25	3	9	73	1,850
Departure	1,295	15	3	12	67	1,362	1,777	25	3	9	73	1,850
Total	2,590	30	6	24	134	2,724	3,554	50	6	18	146	3,700

**Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour					Total PCE Volume	
	Pass. Veh.	Trucks			PCE	Pass. Veh.	Trucks			PCE		
		2 Axle	3 Axle	4 Axle			2 Axle	3 Axle	4 Axle			
25 . Redlands Boulevard/SR-60 Westbound Ramps												
NBL	2	0	0	1	3	5	3	0	0	0	0	3
NBT	371	6	0	5	24	395	650	14	1	3	32	682
NBR	131	5	0	5	23	154	92	2	0	1	6	98
SBL	345	3	0	2	11	356	359	9	0	2	20	379
SBT	312	6	1	2	17	329	411	7	2	1	18	429
SBR	2	0	0	0	0	2	0	0	0	0	0	0
EBL	2	0	0	0	0	2	0	0	0	0	0	0
EBT	1	0	0	0	0	1	1	1	0	1	5	6
EBR	3	0	0	0	0	3	1	0	0	0	0	1
WBL	36	1	0	0	2	38	21	1	0	0	2	23
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	26	1	0	1	5	31	20	0	0	0	0	20
North Leg												
Approach	659	9	1	4	28	687	770	16	2	3	38	808
Departure	399	7	0	6	29	428	670	14	1	3	32	702
Total	1,058	16	1	10	57	1,115	1,440	30	3	6	70	1,510
South Leg												
Approach	504	11	0	11	50	554	745	16	1	4	38	783
Departure	351	7	1	2	19	370	433	8	2	1	20	453
Total	855	18	1	13	69	924	1,178	24	3	5	58	1,236
East Leg												
Approach	62	2	0	1	7	69	41	1	0	0	2	43
Departure	477	8	0	7	34	511	452	12	0	4	31	483
Total	539	10	0	8	41	580	493	13	0	4	33	526
West Leg												
Approach	6	0	0	0	0	6	2	1	0	1	5	7
Departure	4	0	0	1	3	7	3	0	0	0	0	3
Total	10	0	0	1	3	13	5	1	0	1	5	10
Total Approaches												
Approach	1,231	22	1	16	85	1,316	1,558	34	3	8	83	1,641
Departure	1,231	22	1	16	85	1,316	1,558	34	3	8	83	1,641
Total	2,462	44	2	32	170	2,632	3,116	68	6	16	166	3,282

**Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
26 . Redlands Boulevard/SR-60 Eastbound Ramps												
NBL	58	2	1	2	11	69	67	0	0	1	3	70
NBT	393	6	1	8	35	428	372	4	0	1	9	381
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	329	5	1	0	10	339	386	5	2	0	12	398
SBR	28	0	0	2	6	34	32	0	0	1	3	35
EBL	120	1	0	3	11	131	391	6	1	1	14	405
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	58	1	0	7	23	81	127	2	0	2	9	136
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	357	5	1	2	16	373	418	5	2	1	15	433
Departure	513	7	1	11	46	559	763	10	1	2	23	786
Total	870	12	2	13	62	932	1,181	15	3	3	38	1,219
South Leg												
Approach	451	8	2	10	46	497	439	4	0	2	12	451
Departure	387	6	1	7	33	420	513	7	2	2	21	534
Total	838	14	3	17	79	917	952	11	2	4	33	985
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	178	2	0	10	34	212	518	8	1	3	23	541
Departure	86	2	1	4	17	103	99	0	0	2	6	105
Total	264	4	1	14	51	315	617	8	1	5	29	646
Total Approaches												
Approach	986	15	3	22	96	1,082	1,375	17	3	6	50	1,425
Departure	986	15	3	22	96	1,082	1,375	17	3	6	50	1,425
Total	1,972	30	6	44	192	2,164	2,750	34	6	12	100	2,850

**Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour					Total PCE Volume	
	Pass. Veh.	Trucks			PCE	Pass. Veh.	Trucks			PCE		
		2 Axle	3 Axle	4 Axle			2 Axle	3 Axle	4 Axle			
27 . Redlands Boulevard/Eucalyptus Avenue												
NBL	13	0	0	0	0	13	13	0	0	0	0	13
NBT	427	7	1	1	16	443	394	4	0	0	6	400
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	332	6	0	1	12	344	482	8	2	2	22	504
SBR	50	0	1	6	20	70	35	2	0	1	6	41
EBL	13	1	1	9	31	44	29	0	0	2	6	35
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	10	1	0	0	2	12	18	1	1	0	4	22
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	16	0	0	0	0	16	25	0	0	0	0	25
North Leg												
Approach	382	6	1	7	32	414	517	10	2	3	28	545
Departure	456	8	2	10	47	503	448	4	0	2	12	460
Total	838	14	3	17	79	917	965	14	2	5	40	1,005
South Leg												
Approach	440	7	1	1	16	456	407	4	0	0	6	413
Departure	342	7	0	1	14	356	500	9	3	2	26	526
Total	782	14	1	2	30	812	907	13	3	2	32	939
East Leg												
Approach	16	0	0	0	0	16	25	0	0	0	0	25
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	0	0	0	0	16	25	0	0	0	0	25
West Leg												
Approach	23	2	1	9	33	56	47	1	1	2	10	57
Departure	63	0	1	6	20	83	48	2	0	1	6	54
Total	86	2	2	15	53	139	95	3	1	3	16	111
Total Approaches												
Approach	861	15	3	17	81	942	996	15	3	5	44	1,040
Departure	861	15	3	17	81	942	996	15	3	5	44	1,040
Total	1,722	30	6	34	162	1,884	1,992	30	6	10	88	2,080

**Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour					Total PCE Volume	
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle			4 Axle
30 . Redlands Boulevard/Encilia Avenue												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	420	5	1	1	13	433	396	5	0	0	8	404
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	332	8	0	1	15	347	486	7	3	1	20	506
SBR	5	0	0	0	0	5	14	2	0	0	3	17
EBL	19	2	0	0	3	22	8	0	0	0	0	8
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	2	0	0	0	0	2	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	337	8	0	1	15	352	500	9	3	1	23	523
Departure	439	7	1	1	16	455	404	5	0	0	8	412
Total	776	15	1	2	31	807	904	14	3	1	31	935
South Leg												
Approach	420	5	1	1	13	433	396	5	0	0	8	404
Departure	334	8	0	1	15	349	486	7	3	1	20	506
Total	754	13	1	2	28	782	882	12	3	1	28	910
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	21	2	0	0	3	24	8	0	0	0	0	8
Departure	5	0	0	0	0	5	14	2	0	0	3	17
Total	26	2	0	0	3	29	22	2	0	0	3	25
Total Approaches												
Approach	778	15	1	2	31	809	904	14	3	1	31	935
Departure	778	15	1	2	31	809	904	14	3	1	31	935
Total	1,556	30	2	4	62	1,618	1,808	28	6	2	62	1,870

**Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
31 . Redlands Boulevard/Cottonwood Avenue												
NBL	22	0	0	0	0	22	13	2	1	0	5	18
NBT	360	5	1	1	13	373	354	4	0	0	6	360
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	318	5	0	1	11	329	424	3	3	1	14	438
SBR	28	0	0	0	0	28	33	0	0	0	0	33
EBL	29	0	0	0	0	29	16	0	0	0	0	16
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	36	3	0	0	5	41	16	0	1	0	2	18
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	346	5	0	1	11	357	457	3	3	1	14	471
Departure	389	5	1	1	13	402	370	4	0	0	6	376
Total	735	10	1	2	24	759	827	7	3	1	20	847
South Leg												
Approach	382	5	1	1	13	395	367	6	1	0	11	378
Departure	354	8	0	1	16	370	440	3	4	1	16	456
Total	736	13	1	2	29	765	807	9	5	1	27	834
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	65	3	0	0	5	70	32	0	1	0	2	34
Departure	50	0	0	0	0	50	46	2	1	0	5	51
Total	115	3	0	0	5	120	78	2	2	0	7	85
Total Approaches												
Approach	793	13	1	2	29	822	856	9	5	1	27	883
Departure	793	13	1	2	29	822	856	9	5	1	27	883
Total	1,586	26	2	4	58	1,644	1,712	18	10	2	54	1,766

**Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
32 . Redlands Boulevard/Alessandro Boulevard												
NBL	19	0	0	0	0	19	17	0	0	0	0	17
NBT	295	3	0	1	8	303	280	1	0	0	2	282
NBR	62	0	0	0	0	62	72	0	0	0	0	72
SBL	11	1	0	1	5	16	28	2	0	0	3	31
SBT	298	3	0	1	8	306	330	3	0	0	5	335
SBR	82	1	0	0	2	84	69	1	1	0	4	73
EBL	59	0	0	0	0	59	80	2	1	0	5	85
EBT	43	1	0	0	2	45	146	0	0	0	0	146
EBR	23	0	0	0	0	23	20	0	0	0	0	20
WBL	71	1	0	0	2	73	52	0	0	0	0	52
WBT	145	2	0	0	3	148	71	2	0	0	3	74
WBR	15	0	0	0	0	15	17	1	0	0	2	19
North Leg												
Approach	391	5	0	2	15	406	427	6	1	0	12	439
Departure	369	3	0	1	8	377	377	4	1	0	9	386
Total	760	8	0	3	23	783	804	10	2	0	21	825
South Leg												
Approach	376	3	0	1	8	384	369	1	0	0	2	371
Departure	392	4	0	1	10	402	402	3	0	0	5	407
Total	768	7	0	2	18	786	771	4	0	0	7	778
East Leg												
Approach	231	3	0	0	5	236	140	3	0	0	5	145
Departure	116	2	0	1	7	123	246	2	0	0	3	249
Total	347	5	0	1	12	359	386	5	0	0	8	394
West Leg												
Approach	125	1	0	0	2	127	246	2	1	0	5	251
Departure	246	3	0	0	5	251	157	3	1	0	7	164
Total	371	4	0	0	7	378	403	5	2	0	12	415
Total Approaches												
Approach	1,123	12	0	3	30	1,153	1,182	12	2	0	24	1,206
Departure	1,123	12	0	3	30	1,153	1,182	12	2	0	24	1,206
Total	2,246	24	0	6	60	2,306	2,364	24	4	0	48	2,412

Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
33 . Redlands Blvd-John F Kennedy Dr/Cactus Avenue												
NBL	18	0	0	0	0	18	8	1	0	0	2	10
NBT	241	8	0	2	18	259	198	3	0	0	5	203
NBR	1	0	0	0	0	1	2	0	0	0	0	2
SBL	6	0	0	0	0	6	15	0	0	0	0	15
SBT	276	4	0	0	6	282	309	3	1	0	7	316
SBR	122	2	0	0	3	125	97	0	1	0	2	99
EBL	107	1	1	0	4	111	169	1	0	0	2	171
EBT	7	0	0	0	0	7	11	0	0	0	0	11
EBR	67	0	0	0	0	67	31	0	0	0	0	31
WBL	1	0	0	0	0	1	2	0	0	0	0	2
WBT	9	0	0	0	0	9	7	0	0	0	0	7
WBR	15	0	0	0	0	15	5	0	0	0	0	5
North Leg												
Approach	404	6	0	0	9	413	421	3	2	0	9	430
Departure	363	9	1	2	22	385	372	4	0	0	7	379
Total	767	15	1	2	31	798	793	7	2	0	16	809
South Leg												
Approach	260	8	0	2	18	278	208	4	0	0	7	215
Departure	344	4	0	0	6	350	342	3	1	0	7	349
Total	604	12	0	2	24	628	550	7	1	0	14	564
East Leg												
Approach	25	0	0	0	0	25	14	0	0	0	0	14
Departure	14	0	0	0	0	14	28	0	0	0	0	28
Total	39	0	0	0	0	39	42	0	0	0	0	42
West Leg												
Approach	181	1	1	0	4	185	211	1	0	0	2	213
Departure	149	2	0	0	3	152	112	1	1	0	4	116
Total	330	3	1	0	7	337	323	2	1	0	6	329
Total Approaches												
Approach	870	15	1	2	31	901	854	8	2	0	18	872
Departure	870	15	1	2	31	901	854	8	2	0	18	872
Total	1,740	30	2	4	62	1,802	1,708	16	4	0	36	1,744

Table C-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
34 . WLC Parkway/Eucalyptus Avenue												
NBL	50	0	0	0	0	50	9	1	0	1	5	14
NBT	20	5	0	0	8	28	28	1	0	0	2	30
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	13	2	0	0	3	16	22	0	0	0	0	22
SBR	95	2	1	6	23	118	16	1	0	3	11	27
EBL	13	2	0	5	18	31	50	1	1	4	16	66
EBT	1	0	0	0	0	1	1	0	0	0	0	1
EBR	22	0	0	0	0	22	23	2	0	0	3	26
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	108	4	1	6	26	134	38	1	0	3	11	49
Departure	33	7	0	5	26	59	78	2	1	4	18	96
Total	141	11	1	11	52	193	116	3	1	7	29	145
South Leg												
Approach	70	5	0	0	8	78	37	2	0	1	7	44
Departure	35	2	0	0	3	38	45	2	0	0	3	48
Total	105	7	0	0	11	116	82	4	0	1	10	92
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1	0	0	0	0	1	1	0	0	0	0	1
Total	1	0	0	0	0	1	1	0	0	0	0	1
West Leg												
Approach	36	2	0	5	18	54	74	3	1	4	19	93
Departure	145	2	1	6	23	168	25	2	0	4	16	41
Total	181	4	1	11	41	222	99	5	1	8	35	134
Total Approaches												
Approach	214	11	1	11	52	266	149	6	1	8	37	186
Departure	214	11	1	11	52	266	149	6	1	8	37	186
Total	428	22	2	22	104	532	298	12	2	16	74	372

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
1 . Kitching Street/Iris Avenue								
NBL	147	2	149	1.34%	54	0	54	0.00%
NBT	168	2	170	1.18%	109	0	109	0.00%
NBR	133	2	135	1.48%	78	1	79	1.27%
SBL	40	0	40	0.00%	50	0	50	0.00%
SBT	173	1	174	0.57%	142	3	145	2.07%
SBR	160	0	160	0.00%	93	1	94	1.06%
EBL	60	0	60	0.00%	100	1	101	0.99%
EBT	630	27	657	4.11%	709	14	723	1.94%
EBR	97	0	97	0.00%	128	3	131	2.29%
WBL	125	2	127	1.57%	119	0	119	0.00%
WBT	662	30	692	4.34%	644	18	662	2.72%
WBR	57	1	58	1.72%	67	0	67	0.00%
North Leg								
Approach	373	1	374	0.3%	285	4	289	1.4%
Departure	285	3	288	1.0%	276	1	277	0.4%
Total	658	4	662	0.6%	561	5	566	0.9%
South Leg								
Approach	448	6	454	1.3%	241	1	242	0.4%
Departure	395	3	398	0.8%	389	6	395	1.5%
Total	843	9	852	1.1%	630	7	637	1.1%
East Leg								
Approach	844	33	877	3.8%	830	18	848	2.1%
Departure	803	29	832	3.5%	837	15	852	1.8%
Total	1,647	62	1,709	3.6%	1,667	33	1,700	1.9%
West Leg								
Approach	787	27	814	3.3%	937	18	955	1.9%
Departure	969	32	1,001	3.2%	791	19	810	2.3%
Total	1,756	59	1,815	3.3%	1,728	37	1,765	2.1%
Total Approaches								
Approach	2,452	67	2,519		2,293	41	2,334	
Departure	2,452	67	2,519		2,293	41	2,334	
Total	4,904	134	5,038	2.7%	4,586	82	4,668	1.8%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
2 . Lasselle Street/Alessandro Boulevard								
NBL	218	3	221	1.36%	161	0	161	0.00%
NBT	313	10	323	3.10%	361	3	364	0.82%
NBR	144	2	146	1.37%	99	3	102	2.94%
SBL	20	0	20	0.00%	14	0	14	0.00%
SBT	298	4	302	1.32%	352	5	357	1.40%
SBR	64	0	64	0.00%	27	1	28	3.57%
EBL	28	0	28	0.00%	63	0	63	0.00%
EBT	205	7	212	3.30%	382	6	388	1.55%
EBR	128	6	134	4.48%	204	0	204	0.00%
WBL	104	1	105	0.95%	91	2	93	2.15%
WBT	465	9	474	1.90%	262	3	265	1.13%
WBR	17	0	17	0.00%	19	1	20	5.00%
North Leg								
Approach	382	4	386	1.0%	393	6	399	1.5%
Departure	358	10	368	2.7%	443	4	447	0.9%
Total	740	14	754	1.9%	836	10	846	1.2%
South Leg								
Approach	675	15	690	2.2%	621	6	627	1.0%
Departure	530	11	541	2.0%	647	7	654	1.1%
Total	1,205	26	1,231	2.1%	1,268	13	1,281	1.0%
East Leg								
Approach	586	10	596	1.7%	372	6	378	1.6%
Departure	369	9	378	2.4%	495	9	504	1.8%
Total	955	19	974	2.0%	867	15	882	1.7%
West Leg								
Approach	361	13	374	3.5%	649	6	655	0.9%
Departure	747	12	759	1.6%	450	4	454	0.9%
Total	1,108	25	1,133	2.2%	1,099	10	1,109	0.9%
Total Approaches								
Approach	2,004	42	2,046		2,035	24	2,059	
Departure	2,004	42	2,046		2,035	24	2,059	
Total	4,008	84	4,092	2.1%	4,070	48	4,118	1.2%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
3 . Lasselle Street/Iris Avenue								
NBL	355	6	361	1.66%	209	5	214	2.34%
NBT	557	12	569	2.11%	532	4	536	0.75%
NBR	460	8	468	1.71%	390	2	392	0.51%
SBL	104	10	114	8.77%	177	1	178	0.56%
SBT	447	6	453	1.32%	654	8	662	1.21%
SBR	82	1	83	1.20%	73	1	74	1.35%
EBL	105	1	106	0.94%	137	0	137	0.00%
EBT	491	22	513	4.29%	371	5	376	1.33%
EBR	322	4	326	1.23%	304	6	310	1.94%
WBL	535	7	542	1.29%	608	4	612	0.65%
WBT	519	25	544	4.60%	603	12	615	1.95%
WBR	65	1	66	1.52%	77	1	78	1.28%
North Leg								
Approach	633	17	650	2.6%	904	10	914	1.1%
Departure	727	14	741	1.9%	746	5	751	0.7%
Total	1,360	31	1,391	2.2%	1,650	15	1,665	0.9%
South Leg								
Approach	1,372	26	1,398	1.9%	1,131	11	1,142	1.0%
Departure	1,304	17	1,321	1.3%	1,566	18	1,584	1.1%
Total	2,676	43	2,719	1.6%	2,697	29	2,726	1.1%
East Leg								
Approach	1,119	33	1,152	2.9%	1,288	17	1,305	1.3%
Departure	1,055	40	1,095	3.7%	938	8	946	0.8%
Total	2,174	73	2,247	3.2%	2,226	25	2,251	1.1%
West Leg								
Approach	918	27	945	2.9%	812	11	823	1.3%
Departure	956	32	988	3.2%	885	18	903	2.0%
Total	1,874	59	1,933	3.1%	1,697	29	1,726	1.7%
Total Approaches								
Approach	4,042	103	4,145		4,135	49	4,184	
Departure	4,042	103	4,145		4,135	49	4,184	
Total	8,084	206	8,290	2.5%	8,270	98	8,368	1.2%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
4 . Nason Street/Eucalyptus Avenue								
NBL	79	1	80	1.25%	44	2	46	4.35%
NBT	608	9	617	1.46%	775	2	777	0.26%
NBR	131	2	133	1.50%	203	2	205	0.98%
SBL	15	0	15	0.00%	22	0	22	0.00%
SBT	1,051	14	1,065	1.31%	773	3	776	0.39%
SBR	92	1	93	1.08%	81	0	81	0.00%
EBL	204	2	206	0.97%	40	0	40	0.00%
EBT	187	0	187	0.00%	159	0	159	0.00%
EBR	192	2	194	1.03%	51	1	52	1.92%
WBL	127	5	132	3.79%	157	1	158	0.63%
WBT	137	1	138	0.72%	171	0	171	0.00%
WBR	25	0	25	0.00%	9	0	9	0.00%
North Leg								
Approach	1,158	15	1,173	1.3%	876	3	879	0.3%
Departure	837	11	848	1.3%	824	2	826	0.2%
Total	1,995	26	2,021	1.3%	1,700	5	1,705	0.3%
South Leg								
Approach	818	12	830	1.4%	1,022	6	1,028	0.6%
Departure	1,370	21	1,391	1.5%	981	5	986	0.5%
Total	2,188	33	2,221	1.5%	2,003	11	2,014	0.5%
East Leg								
Approach	289	6	295	2.0%	337	1	338	0.3%
Departure	333	2	335	0.6%	384	2	386	0.5%
Total	622	8	630	1.3%	721	3	724	0.4%
West Leg								
Approach	583	4	587	0.7%	250	1	251	0.4%
Departure	308	3	311	1.0%	296	2	298	0.7%
Total	891	7	898	0.8%	546	3	549	0.5%
Total Approaches								
Approach	2,848	37	2,885		2,485	11	2,496	
Departure	2,848	37	2,885		2,485	11	2,496	
Total	5,696	74	5,770	1.3%	4,970	22	4,992	0.4%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
5 . Nason Street/Alessandro Boulevard								
NBL	69	5	74	6.76%	59	2	61	3.28%
NBT	447	10	457	2.19%	630	6	636	0.94%
NBR	23	1	24	4.17%	69	1	70	1.43%
SBL	59	1	60	1.67%	56	1	57	1.75%
SBT	702	15	717	2.09%	632	6	638	0.94%
SBR	86	1	87	1.15%	65	1	66	1.52%
EBL	72	2	74	2.70%	94	1	95	1.05%
EBT	169	7	176	3.98%	270	6	276	2.17%
EBR	75	2	77	2.60%	58	1	59	1.69%
WBL	109	1	110	0.91%	20	1	21	4.76%
WBT	348	7	355	1.97%	195	3	198	1.52%
WBR	146	1	147	0.68%	53	0	53	0.00%
North Leg								
Approach	847	17	864	2.0%	753	8	761	1.1%
Departure	665	13	678	1.9%	777	7	784	0.9%
Total	1,512	30	1,542	1.9%	1,530	15	1,545	1.0%
South Leg								
Approach	539	16	555	2.9%	758	9	767	1.2%
Departure	886	18	904	2.0%	710	8	718	1.1%
Total	1,425	34	1,459	2.3%	1,468	17	1,485	1.1%
East Leg								
Approach	603	9	612	1.5%	268	4	272	1.5%
Departure	251	9	260	3.5%	395	8	403	2.0%
Total	854	18	872	2.1%	663	12	675	1.8%
West Leg								
Approach	316	11	327	3.4%	422	8	430	1.9%
Departure	503	13	516	2.5%	319	6	325	1.8%
Total	819	24	843	2.8%	741	14	755	1.9%
Total Approaches								
Approach	2,305	53	2,358		2,201	29	2,230	
Departure	2,305	53	2,358		2,201	29	2,230	
Total	4,610	106	4,716	2.2%	4,402	58	4,460	1.3%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
6 . Nason Street/Iris Avenue								
NBL	9	1	10	10.00%	14	1	15	6.67%
NBT	39	0	39	0.00%	27	0	27	0.00%
NBR	7	0	7	0.00%	12	0	12	0.00%
SBL	143	2	145	1.38%	112	1	113	0.88%
SBT	18	0	18	0.00%	53	0	53	0.00%
SBR	268	5	273	1.83%	399	5	404	1.24%
EBL	292	5	297	1.68%	225	2	227	0.88%
EBT	754	19	773	2.46%	541	11	552	1.99%
EBR	12	1	13	7.69%	15	0	15	0.00%
WBL	15	0	15	0.00%	20	0	20	0.00%
WBT	561	10	571	1.75%	734	9	743	1.21%
WBR	120	3	123	2.44%	152	2	154	1.30%
North Leg								
Approach	429	7	436	1.6%	564	6	570	1.1%
Departure	451	8	459	1.7%	404	4	408	1.0%
Total	880	15	895	1.7%	968	10	978	1.0%
South Leg								
Approach	55	1	56	1.8%	53	1	54	1.9%
Departure	45	1	46	2.2%	88	0	88	0.0%
Total	100	2	102	2.0%	141	1	142	0.7%
East Leg								
Approach	696	13	709	1.8%	906	11	917	1.2%
Departure	904	21	925	2.3%	665	12	677	1.8%
Total	1,600	34	1,634	2.1%	1,571	23	1,594	1.4%
West Leg								
Approach	1,058	25	1,083	2.3%	781	13	794	1.6%
Departure	838	16	854	1.9%	1,147	15	1,162	1.3%
Total	1,896	41	1,937	2.1%	1,928	28	1,956	1.4%
Total Approaches								
Approach	2,238	46	2,284		2,304	31	2,335	
Departure	2,238	46	2,284		2,304	31	2,335	
Total	4,476	92	4,568	2.0%	4,608	62	4,670	1.3%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
7 . Fir Avenue/Eucalyptus Avenue								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	0	0	0	0.00%	0	0	0	0.00%
NBR	0	1	1	100.00%	0	0	0	0.00%
SBL	119	2	121	1.65%	158	0	158	0.00%
SBT	0	0	0	0.00%	0	0	0	0.00%
SBR	45	0	45	0.00%	39	0	39	0.00%
EBL	56	1	57	1.75%	33	0	33	0.00%
EBT	261	3	264	1.14%	340	2	342	0.58%
EBR	0	0	0	0.00%	0	0	0	0.00%
WBL	3	0	3	0.00%	3	0	3	0.00%
WBT	168	8	176	4.55%	323	1	324	0.31%
WBR	92	3	95	3.16%	175	3	178	1.69%
North Leg								
Approach	164	2	166	1.2%	197	0	197	0.0%
Departure	148	4	152	2.6%	208	3	211	1.4%
Total	312	6	318	1.9%	405	3	408	0.7%
South Leg								
Approach	0	1	1	100.0%	0	0	0	0.0%
Departure	3	0	3	0.0%	3	0	3	0.0%
Total	3	1	4	25.0%	3	0	3	0.0%
East Leg								
Approach	263	11	274	4.0%	501	4	505	0.8%
Departure	380	6	386	1.6%	498	2	500	0.4%
Total	643	17	660	2.6%	999	6	1,005	0.6%
West Leg								
Approach	317	4	321	1.2%	373	2	375	0.5%
Departure	213	8	221	3.6%	362	1	363	0.3%
Total	530	12	542	2.2%	735	3	738	0.4%
Total Approaches								
Approach	744	18	762		1,071	6	1,077	
Departure	744	18	762		1,071	6	1,077	
Total	1,488	36	1,524	2.4%	2,142	12	2,154	0.6%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
8 . Oliver Street/Iris Avenue								
NBL	55	3	58	5.17%	43	1	44	2.27%
NBT	51	0	51	0.00%	7	0	7	0.00%
NBR	29	0	29	0.00%	33	0	33	0.00%
SBL	11	1	12	8.33%	0	0	0	0.00%
SBT	33	1	34	2.94%	13	0	13	0.00%
SBR	195	1	196	0.51%	43	1	44	2.27%
EBL	224	5	229	2.18%	50	0	50	0.00%
EBT	467	14	481	2.91%	485	10	495	2.02%
EBR	25	0	25	0.00%	44	0	44	0.00%
WBL	27	2	29	6.90%	50	0	50	0.00%
WBT	397	6	403	1.49%	596	8	604	1.32%
WBR	11	1	12	8.33%	2	0	2	0.00%
North Leg								
Approach	239	3	242	1.2%	56	1	57	1.8%
Departure	286	6	292	2.1%	59	0	59	0.0%
Total	525	9	534	1.7%	115	1	116	0.9%
South Leg								
Approach	135	3	138	2.2%	83	1	84	1.2%
Departure	85	3	88	3.4%	107	0	107	0.0%
Total	220	6	226	2.7%	190	1	191	0.5%
East Leg								
Approach	435	9	444	2.0%	648	8	656	1.2%
Departure	507	15	522	2.9%	518	10	528	1.9%
Total	942	24	966	2.5%	1,166	18	1,184	1.5%
West Leg								
Approach	716	19	735	2.6%	579	10	589	1.7%
Departure	647	10	657	1.5%	682	10	692	1.4%
Total	1,363	29	1,392	2.1%	1,261	20	1,281	1.6%
Total Approaches								
Approach	1,525	34	1,559		1,366	20	1,386	
Departure	1,525	34	1,559		1,366	20	1,386	
Total	3,050	68	3,118	2.2%	2,732	40	2,772	1.4%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
9 . Moreno Beach Dr/SR-60 Westbound Ramps								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	202	4	206	1.94%	236	3	239	1.26%
NBR	331	9	340	2.65%	404	12	416	2.88%
SBL	79	1	80	1.25%	36	0	36	0.00%
SBT	209	3	212	1.42%	235	2	237	0.84%
SBR	0	0	0	0.00%	0	0	0	0.00%
EBL	0	0	0	0.00%	0	0	0	0.00%
EBT	0	0	0	0.00%	0	0	0	0.00%
EBR	0	0	0	0.00%	0	0	0	0.00%
WBL	79	3	82	3.66%	83	5	88	5.68%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	4	0	4	0.00%	8	0	8	0.00%
North Leg								
Approach	288	4	292	1.4%	271	2	273	0.7%
Departure	206	4	210	1.9%	244	3	247	1.2%
Total	494	8	502	1.6%	515	5	520	1.0%
South Leg								
Approach	533	13	546	2.4%	640	15	655	2.3%
Departure	288	6	294	2.0%	318	7	325	2.2%
Total	821	19	840	2.3%	958	22	980	2.2%
East Leg								
Approach	83	3	86	3.5%	91	5	96	5.2%
Departure	410	10	420	2.4%	440	12	452	2.7%
Total	493	13	506	2.6%	531	17	548	3.1%
West Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
Total Approaches								
Approach	904	20	924		1,002	22	1,024	
Departure	904	20	924		1,002	22	1,024	
Total	1,808	40	1,848	2.2%	2,004	44	2,048	2.1%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
10 . Moreno Beach Dr/SR-60 Eastbound Ramps								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	461	17	478	3.56%	593	15	608	2.47%
NBR	101	10	111	9.01%	159	5	164	3.05%
SBL	11	1	12	8.33%	8	0	8	0.00%
SBT	280	6	286	2.10%	306	8	314	2.55%
SBR	0	0	0	0.00%	0	0	0	0.00%
EBL	42	0	42	0.00%	63	1	64	1.56%
EBT	0	1	1	100.00%	0	1	1	100.00%
EBR	358	19	377	5.04%	503	10	513	1.95%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	0	0	0	0.00%	0	0	0	0.00%
North Leg								
Approach	291	7	298	2.3%	314	8	322	2.5%
Departure	503	17	520	3.3%	656	16	672	2.4%
Total	794	24	818	2.9%	970	24	994	2.4%
South Leg								
Approach	562	27	589	4.6%	752	20	772	2.6%
Departure	638	25	663	3.8%	809	18	827	2.2%
Total	1,200	52	1,252	4.2%	1,561	38	1,599	2.4%
East Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	112	12	124	9.7%	167	6	173	3.5%
Total	112	12	124	9.7%	167	6	173	3.5%
West Leg								
Approach	400	20	420	4.8%	566	12	578	2.1%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	400	20	420	4.8%	566	12	578	2.1%
Total Approaches								
Approach	1,253	54	1,307		1,632	40	1,672	
Departure	1,253	54	1,307		1,632	40	1,672	
Total	2,506	108	2,614	4.1%	3,264	80	3,344	2.4%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
11 . Moreno Beach Dr/Eucalyptus Avenue								
NBL	91	2	93	2.15%	112	1	113	0.88%
NBT	373	11	384	2.86%	310	4	314	1.27%
NBR	17	0	17	0.00%	5	0	5	0.00%
SBL	113	8	121	6.61%	41	6	47	12.77%
SBT	373	15	388	3.87%	527	7	534	1.31%
SBR	146	2	148	1.35%	227	5	232	2.16%
EBL	159	12	171	7.02%	317	6	323	1.86%
EBT	61	2	63	3.17%	36	1	37	2.70%
EBR	73	4	77	5.19%	132	2	134	1.49%
WBL	18	1	19	5.26%	33	0	33	0.00%
WBT	33	0	33	0.00%	55	1	56	1.79%
WBR	23	6	29	20.69%	98	10	108	9.26%
North Leg								
Approach	632	25	657	3.8%	795	18	813	2.2%
Departure	555	29	584	5.0%	725	20	745	2.7%
Total	1,187	54	1,241	4.4%	1,520	38	1,558	2.4%
South Leg								
Approach	481	13	494	2.6%	427	5	432	1.2%
Departure	464	20	484	4.1%	692	9	701	1.3%
Total	945	33	978	3.4%	1,119	14	1,133	1.2%
East Leg								
Approach	74	7	81	8.6%	186	11	197	5.6%
Departure	191	10	201	5.0%	82	7	89	7.9%
Total	265	17	282	6.0%	268	18	286	6.3%
West Leg								
Approach	293	18	311	5.8%	485	9	494	1.8%
Departure	270	4	274	1.5%	394	7	401	1.7%
Total	563	22	585	3.8%	879	16	895	1.8%
Total Approaches								
Approach	1,480	63	1,543		1,893	43	1,936	
Departure	1,480	63	1,543		1,893	43	1,936	
Total	2,960	126	3,086	4.1%	3,786	86	3,872	2.2%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
12 . Auto Mall Dr/Eucalyptus Avenue								
NBL	26	0	26	0.00%	52	3	55	5.45%
NBT	2	0	2	0.00%	5	0	5	0.00%
NBR	11	0	11	0.00%	6	0	6	0.00%
SBL	0	0	0	0.00%	0	0	0	0.00%
SBT	1	0	1	0.00%	5	0	5	0.00%
SBR	4	0	4	0.00%	16	0	16	0.00%
EBL	10	0	10	0.00%	12	0	12	0.00%
EBT	62	6	68	8.82%	45	9	54	16.67%
EBR	39	0	39	0.00%	21	4	25	16.00%
WBL	11	0	11	0.00%	12	0	12	0.00%
WBT	57	6	63	9.52%	77	9	86	10.47%
WBR	2	0	2	0.00%	1	0	1	0.00%
North Leg								
Approach	5	0	5	0.0%	21	0	21	0.0%
Departure	14	0	14	0.0%	18	0	18	0.0%
Total	19	0	19	0.0%	39	0	39	0.0%
South Leg								
Approach	39	0	39	0.0%	63	3	66	4.5%
Departure	51	0	51	0.0%	38	4	42	9.5%
Total	90	0	90	0.0%	101	7	108	6.5%
East Leg								
Approach	70	6	76	7.9%	90	9	99	9.1%
Departure	73	6	79	7.6%	51	9	60	15.0%
Total	143	12	155	7.7%	141	18	159	11.3%
West Leg								
Approach	111	6	117	5.1%	78	13	91	14.3%
Departure	87	6	93	6.5%	145	12	157	7.6%
Total	198	12	210	5.7%	223	25	248	10.1%
Total Approaches								
Approach	225	12	237		252	25	277	
Departure	225	12	237		252	25	277	
Total	450	24	474	5.1%	504	50	554	9.0%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
13 . Moreno Beach Dr/Alessandro Boulevard								
NBL	107	4	111	3.60%	53	2	55	3.64%
NBT	490	5	495	1.01%	448	2	450	0.44%
NBR	23	2	25	8.00%	33	0	33	0.00%
SBL	7	2	9	22.22%	18	0	18	0.00%
SBT	372	7	379	1.85%	607	0	607	0.00%
SBR	65	1	66	1.52%	49	1	50	2.00%
EBL	64	0	64	0.00%	78	1	79	1.27%
EBT	102	2	104	1.92%	176	2	178	1.12%
EBR	62	4	66	6.06%	70	1	71	1.41%
WBL	41	0	41	0.00%	42	1	43	2.33%
WBT	242	4	246	1.63%	98	1	99	1.01%
WBR	9	1	10	10.00%	23	0	23	0.00%
North Leg								
Approach	444	10	454	2.2%	674	1	675	0.1%
Departure	563	6	569	1.1%	549	3	552	0.5%
Total	1,007	16	1,023	1.6%	1,223	4	1,227	0.3%
South Leg								
Approach	620	11	631	1.7%	534	4	538	0.7%
Departure	475	11	486	2.3%	719	2	721	0.3%
Total	1,095	22	1,117	2.0%	1,253	6	1,259	0.5%
East Leg								
Approach	292	5	297	1.7%	163	2	165	1.2%
Departure	132	6	138	4.3%	227	2	229	0.9%
Total	424	11	435	2.5%	390	4	394	1.0%
West Leg								
Approach	228	6	234	2.6%	324	4	328	1.2%
Departure	414	9	423	2.1%	200	4	204	2.0%
Total	642	15	657	2.3%	524	8	532	1.5%
Total Approaches								
Approach	1,584	32	1,616		1,695	11	1,706	
Departure	1,584	32	1,616		1,695	11	1,706	
Total	3,168	64	3,232	2.0%	3,390	22	3,412	0.6%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
14 . Moreno Beach Boulevard/Cactus Avenue								
NBL	110	3	113	2.65%	113	0	113	0.00%
NBT	554	5	559	0.89%	364	5	369	1.36%
NBR	52	1	53	1.89%	25	1	26	3.85%
SBL	18	0	18	0.00%	46	0	46	0.00%
SBT	329	8	337	2.37%	486	1	487	0.21%
SBR	84	2	86	2.33%	95	0	95	0.00%
EBL	66	3	69	4.35%	96	0	96	0.00%
EBT	83	1	84	1.19%	193	0	193	0.00%
EBR	84	2	86	2.33%	125	0	125	0.00%
WBL	27	1	28	3.57%	15	2	17	11.76%
WBT	148	1	149	0.67%	111	1	112	0.89%
WBR	25	2	27	7.41%	23	0	23	0.00%
North Leg								
Approach	431	10	441	2.3%	627	1	628	0.2%
Departure	645	10	655	1.5%	483	5	488	1.0%
Total	1,076	20	1,096	1.8%	1,110	6	1,116	0.5%
South Leg								
Approach	716	9	725	1.2%	502	6	508	1.2%
Departure	440	11	451	2.4%	626	3	629	0.5%
Total	1,156	20	1,176	1.7%	1,128	9	1,137	0.8%
East Leg								
Approach	200	4	204	2.0%	149	3	152	2.0%
Departure	153	2	155	1.3%	264	1	265	0.4%
Total	353	6	359	1.7%	413	4	417	1.0%
West Leg								
Approach	233	6	239	2.5%	414	0	414	0.0%
Departure	342	6	348	1.7%	319	1	320	0.3%
Total	575	12	587	2.0%	733	1	734	0.1%
Total Approaches								
Approach	1,580	29	1,609		1,692	10	1,702	
Departure	1,580	29	1,609		1,692	10	1,702	
Total	3,160	58	3,218	1.8%	3,384	20	3,404	0.6%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
15 . Moreno Beach Dr/John F Kennedy Dr								
NBL	10	0	10	0.00%	10	2	12	16.67%
NBT	336	7	343	2.04%	329	4	333	1.20%
NBR	201	9	210	4.29%	185	4	189	2.12%
SBL	141	5	146	3.42%	116	3	119	2.52%
SBT	288	7	295	2.37%	400	3	403	0.74%
SBR	105	0	105	0.00%	85	0	85	0.00%
EBL	84	1	85	1.18%	47	0	47	0.00%
EBT	30	2	32	6.25%	6	1	7	14.29%
EBR	2	0	2	0.00%	10	0	10	0.00%
WBL	217	2	219	0.91%	277	6	283	2.12%
WBT	46	3	49	6.12%	24	0	24	0.00%
WBR	272	5	277	1.81%	66	0	66	0.00%
North Leg								
Approach	534	12	546	2.2%	601	6	607	1.0%
Departure	692	13	705	1.8%	442	4	446	0.9%
Total	1,226	25	1,251	2.0%	1,043	10	1,053	0.9%
South Leg								
Approach	547	16	563	2.8%	524	10	534	1.9%
Departure	507	9	516	1.7%	687	9	696	1.3%
Total	1,054	25	1,079	2.3%	1,211	19	1,230	1.5%
East Leg								
Approach	535	10	545	1.8%	367	6	373	1.6%
Departure	372	16	388	4.1%	307	8	315	2.5%
Total	907	26	933	2.8%	674	14	688	2.0%
West Leg								
Approach	116	3	119	2.5%	63	1	64	1.6%
Departure	161	3	164	1.8%	119	2	121	1.7%
Total	277	6	283	2.1%	182	3	185	1.6%
Total Approaches								
Approach	1,732	41	1,773		1,555	23	1,578	
Departure	1,732	41	1,773		1,555	23	1,578	
Total	3,464	82	3,546	2.3%	3,110	46	3,156	1.5%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
16 . Alessandro Road/San Timoteo Canyon Road								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	547	14	561	2.50%	175	12	187	6.42%
NBR	170	5	175	2.86%	209	2	211	0.95%
SBL	14	1	15	6.67%	25	0	25	0.00%
SBT	146	7	153	4.58%	409	9	418	2.15%
SBR	0	0	0	0.00%	0	0	0	0.00%
EBL	0	0	0	0.00%	0	0	0	0.00%
EBT	0	0	0	0.00%	0	0	0	0.00%
EBR	0	0	0	0.00%	0	0	0	0.00%
WBL	191	0	191	0.00%	172	2	174	1.15%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	49	0	49	0.00%	14	0	14	0.00%
North Leg								
Approach	160	8	168	4.8%	434	9	443	2.0%
Departure	596	14	610	2.3%	189	12	201	6.0%
Total	756	22	778	2.8%	623	21	644	3.3%
South Leg								
Approach	717	19	736	2.6%	384	14	398	3.5%
Departure	337	7	344	2.0%	581	11	592	1.9%
Total	1,054	26	1,080	2.4%	965	25	990	2.5%
East Leg								
Approach	240	0	240	0.0%	186	2	188	1.1%
Departure	184	6	190	3.2%	234	2	236	0.8%
Total	424	6	430	1.4%	420	4	424	0.9%
West Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
Total Approaches								
Approach	1,117	27	1,144		1,004	25	1,029	
Departure	1,117	27	1,144		1,004	25	1,029	
Total	2,234	54	2,288	2.4%	2,008	50	2,058	2.4%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
17 . Live Oak Canyon Road/San Timoteo Canyon Road								
NBL	1	0	1	0.00%	1	0	1	0.00%
NBT	565	17	582	2.92%	362	12	374	3.21%
NBR	67	7	74	9.46%	278	7	285	2.46%
SBL	9	0	9	0.00%	24	2	26	7.69%
SBT	343	4	347	1.15%	539	6	545	1.10%
SBR	3	0	3	0.00%	3	0	3	0.00%
EBL	8	0	8	0.00%	2	0	2	0.00%
EBT	1	0	1	0.00%	2	0	2	0.00%
EBR	1	0	1	0.00%	3	0	3	0.00%
WBL	220	11	231	4.76%	225	9	234	3.85%
WBT	1	0	1	0.00%	5	0	5	0.00%
WBR	135	5	140	3.57%	11	1	12	8.33%
North Leg								
Approach	355	4	359	1.1%	566	8	574	1.4%
Departure	708	22	730	3.0%	375	13	388	3.4%
Total	1,063	26	1,089	2.4%	941	21	962	2.2%
South Leg								
Approach	633	24	657	3.7%	641	19	660	2.9%
Departure	564	15	579	2.6%	767	15	782	1.9%
Total	1,197	39	1,236	3.2%	1,408	34	1,442	2.4%
East Leg								
Approach	356	16	372	4.3%	241	10	251	4.0%
Departure	77	7	84	8.3%	304	9	313	2.9%
Total	433	23	456	5.0%	545	19	564	3.4%
West Leg								
Approach	10	0	10	0.0%	7	0	7	0.0%
Departure	5	0	5	0.0%	9	0	9	0.0%
Total	15	0	15	0.0%	16	0	16	0.0%
Total Approaches								
Approach	1,354	44	1,398		1,455	37	1,492	
Departure	1,354	44	1,398		1,455	37	1,492	
Total	2,708	88	2,796	3.1%	2,910	74	2,984	2.5%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
18 . Redlands Boulevard/San Timoteo Canyon Road								
NBL	532	11	543	2.03%	618	7	625	1.12%
NBT	0	0	0	0.00%	0	0	0	0.00%
NBR	16	4	20	20.00%	87	1	88	1.14%
SBL	0	0	0	0.00%	0	0	0	0.00%
SBT	0	0	0	0.00%	0	0	0	0.00%
SBR	0	0	0	0.00%	0	0	0	0.00%
EBL	0	0	0	0.00%	0	0	0	0.00%
EBT	15	6	21	28.57%	46	0	46	0.00%
EBR	534	5	539	0.93%	657	13	670	1.94%
WBL	122	2	124	1.61%	235	4	239	1.67%
WBT	92	8	100	8.00%	27	2	29	6.90%
WBR	0	0	0	0.00%	0	0	0	0.00%
North Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
South Leg								
Approach	548	15	563	2.7%	705	8	713	1.1%
Departure	656	7	663	1.1%	892	17	909	1.9%
Total	1,204	22	1,226	1.8%	1,597	25	1,622	1.5%
East Leg								
Approach	214	10	224	4.5%	262	6	268	2.2%
Departure	31	10	41	24.4%	133	1	134	0.7%
Total	245	20	265	7.5%	395	7	402	1.7%
West Leg								
Approach	549	11	560	2.0%	703	13	716	1.8%
Departure	624	19	643	3.0%	645	9	654	1.4%
Total	1,173	30	1,203	2.5%	1,348	22	1,370	1.6%
Total Approaches								
Approach	1,311	36	1,347		1,670	27	1,697	
Departure	1,311	36	1,347		1,670	27	1,697	
Total	2,622	72	2,694	2.7%	3,340	54	3,394	1.6%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
19 . Driveway 1/Eucalyptus Avenue								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	0	0	0	0.00%	0	0	0	0.00%
NBR	0	0	0	0.00%	0	0	0	0.00%
SBL	0	1	1	100.00%	0	0	0	0.00%
SBT	0	0	0	0.00%	0	0	0	0.00%
SBR	0	0	0	0.00%	0	0	0	0.00%
EBL	0	1	1	100.00%	0	0	0	0.00%
EBT	27	3	30	10.00%	35	2	37	5.41%
EBR	0	0	0	0.00%	0	0	0	0.00%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	48	3	51	5.88%	49	4	53	7.55%
WBR	0	0	0	0.00%	0	0	0	0.00%
North Leg								
Approach	0	1	1	100.0%	0	0	0	0.0%
Departure	0	1	1	100.0%	0	0	0	0.0%
Total	0	2	2	100.0%	0	0	0	0.0%
South Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
East Leg								
Approach	48	3	51	5.9%	49	4	53	7.5%
Departure	27	4	31	12.9%	35	2	37	5.4%
Total	75	7	82	8.5%	84	6	90	6.7%
West Leg								
Approach	27	4	31	12.9%	35	2	37	5.4%
Departure	48	3	51	5.9%	49	4	53	7.5%
Total	75	7	82	8.5%	84	6	90	6.7%
Total Approaches								
Approach	75	8	83		84	6	90	
Departure	75	8	83		84	6	90	
Total	150	16	166	9.6%	168	12	180	6.7%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
20 . Driveway 2-Essen Ln/Encilia Avenue								
NBL	1	0	1	0.00%	0	0	0	0.00%
NBT	0	0	0	0.00%	0	0	0	0.00%
NBR	5	0	5	0.00%	3	0	3	0.00%
SBL	0	0	0	0.00%	0	0	0	0.00%
SBT	0	0	0	0.00%	0	0	0	0.00%
SBR	0	0	0	0.00%	0	0	0	0.00%
EBL	0	0	0	0.00%	0	0	0	0.00%
EBT	1	0	1	0.00%	0	0	0	0.00%
EBR	2	0	2	0.00%	0	0	0	0.00%
WBL	4	0	4	0.00%	9	1	10	10.00%
WBT	2	0	2	0.00%	1	0	1	0.00%
WBR	0	0	0	0.00%	0	0	0	0.00%
North Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
South Leg								
Approach	6	0	6	0.0%	3	0	3	0.0%
Departure	6	0	6	0.0%	9	1	10	10.0%
Total	12	0	12	0.0%	12	1	13	7.7%
East Leg								
Approach	6	0	6	0.0%	10	1	11	9.1%
Departure	6	0	6	0.0%	3	0	3	0.0%
Total	12	0	12	0.0%	13	1	14	7.1%
West Leg								
Approach	3	0	3	0.0%	0	0	0	0.0%
Departure	3	0	3	0.0%	1	0	1	0.0%
Total	6	0	6	0.0%	1	0	1	0.0%
Total Approaches								
Approach	15	0	15		13	1	14	
Departure	15	0	15		13	1	14	
Total	30	0	30	0.0%	26	2	28	7.1%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
22 . Driveway 4-Shubert Street/Encilia Avenue								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	0	0	0	0.00%	0	0	0	0.00%
NBR	5	0	5	0.00%	2	0	2	0.00%
SBL	0	0	0	0.00%	0	0	0	0.00%
SBT	0	0	0	0.00%	0	0	0	0.00%
SBR	0	0	0	0.00%	0	0	0	0.00%
EBL	0	0	0	0.00%	0	0	0	0.00%
EBT	19	1	20	5.00%	6	0	6	0.00%
EBR	0	0	0	0.00%	0	0	0	0.00%
WBL	1	0	1	0.00%	3	0	3	0.00%
WBT	5	0	5	0.00%	15	2	17	11.76%
WBR	0	0	0	0.00%	0	0	0	0.00%
North Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
South Leg								
Approach	5	0	5	0.0%	2	0	2	0.0%
Departure	1	0	1	0.0%	3	0	3	0.0%
Total	6	0	6	0.0%	5	0	5	0.0%
East Leg								
Approach	6	0	6	0.0%	18	2	20	10.0%
Departure	24	1	25	4.0%	8	0	8	0.0%
Total	30	1	31	3.2%	26	2	28	7.1%
West Leg								
Approach	19	1	20	5.0%	6	0	6	0.0%
Departure	5	0	5	0.0%	15	2	17	11.8%
Total	24	1	25	4.0%	21	2	23	8.7%
Total Approaches								
Approach	30	1	31		26	2	28	
Departure	30	1	31		26	2	28	
Total	60	2	62	3.2%	52	4	56	7.1%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
24 . Redlands Boulevard/Ironwood Avenue								
NBL	24	1	25	4.00%	12	0	12	0.00%
NBT	385	11	396	2.78%	659	16	675	2.37%
NBR	6	0	6	0.00%	3	0	3	0.00%
SBL	3	0	3	0.00%	3	2	5	40.00%
SBT	658	8	666	1.20%	746	14	760	1.84%
SBR	106	2	108	1.85%	183	2	185	1.08%
EBL	75	3	78	3.85%	114	1	115	0.87%
EBT	11	1	12	8.33%	7	0	7	0.00%
EBR	17	1	18	5.56%	22	1	23	4.35%
WBL	1	2	3	66.67%	7	1	8	12.50%
WBT	6	0	6	0.00%	14	0	14	0.00%
WBR	3	1	4	25.00%	7	0	7	0.00%
North Leg								
Approach	767	10	777	1.3%	932	18	950	1.9%
Departure	463	15	478	3.1%	780	17	797	2.1%
Total	1,230	25	1,255	2.0%	1,712	35	1,747	2.0%
South Leg								
Approach	415	12	427	2.8%	674	16	690	2.3%
Departure	676	11	687	1.6%	775	16	791	2.0%
Total	1,091	23	1,114	2.1%	1,449	32	1,481	2.2%
East Leg								
Approach	10	3	13	23.1%	28	1	29	3.4%
Departure	20	1	21	4.8%	13	2	15	13.3%
Total	30	4	34	11.8%	41	3	44	6.8%
West Leg								
Approach	103	5	108	4.6%	143	2	145	1.4%
Departure	136	3	139	2.2%	209	2	211	0.9%
Total	239	8	247	3.2%	352	4	356	1.1%
Total Approaches								
Approach	1,295	30	1,325		1,777	37	1,814	
Departure	1,295	30	1,325		1,777	37	1,814	
Total	2,590	60	2,650	2.3%	3,554	74	3,628	2.0%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
25 . Redlands Boulevard/SR-60 Westbound Ramps								
NBL	2	1	3	33.33%	3	0	3	0.00%
NBT	371	11	382	2.88%	650	18	668	2.69%
NBR	131	10	141	7.09%	92	3	95	3.16%
SBL	345	5	350	1.43%	359	11	370	2.97%
SBT	312	9	321	2.80%	411	10	421	2.38%
SBR	2	0	2	0.00%	0	0	0	0.00%
EBL	2	0	2	0.00%	0	0	0	0.00%
EBT	1	0	1	0.00%	1	2	3	66.67%
EBR	3	0	3	0.00%	1	0	1	0.00%
WBL	36	1	37	2.70%	21	1	22	4.55%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	26	2	28	7.14%	20	0	20	0.00%
North Leg								
Approach	659	14	673	2.1%	770	21	791	2.7%
Departure	399	13	412	3.2%	670	18	688	2.6%
Total	1,058	27	1,085	2.5%	1,440	39	1,479	2.6%
South Leg								
Approach	504	22	526	4.2%	745	21	766	2.7%
Departure	351	10	361	2.8%	433	11	444	2.5%
Total	855	32	887	3.6%	1,178	32	1,210	2.6%
East Leg								
Approach	62	3	65	4.6%	41	1	42	2.4%
Departure	477	15	492	3.0%	452	16	468	3.4%
Total	539	18	557	3.2%	493	17	510	3.3%
West Leg								
Approach	6	0	6	0.0%	2	2	4	50.0%
Departure	4	1	5	20.0%	3	0	3	0.0%
Total	10	1	11	9.1%	5	2	7	28.6%
Total Approaches								
Approach	1,231	39	1,270		1,558	45	1,603	
Departure	1,231	39	1,270		1,558	45	1,603	
Total	2,462	78	2,540	3.1%	3,116	90	3,206	2.8%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
26 . Redlands Boulevard/SR-60 Eastbound Ramps								
NBL	58	5	63	7.94%	67	1	68	1.47%
NBT	393	15	408	3.68%	372	5	377	1.33%
NBR	0	0	0	0.00%	0	0	0	0.00%
SBL	0	0	0	0.00%	0	0	0	0.00%
SBT	329	6	335	1.79%	386	7	393	1.78%
SBR	28	2	30	6.67%	32	1	33	3.03%
EBL	120	4	124	3.23%	391	8	399	2.01%
EBT	0	0	0	0.00%	0	0	0	0.00%
EBR	58	8	66	12.12%	127	4	131	3.05%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	0	0	0	0.00%	0	0	0	0.00%
North Leg								
Approach	357	8	365	2.2%	418	8	426	1.9%
Departure	513	19	532	3.6%	763	13	776	1.7%
Total	870	27	897	3.0%	1,181	21	1,202	1.7%
South Leg								
Approach	451	20	471	4.2%	439	6	445	1.3%
Departure	387	14	401	3.5%	513	11	524	2.1%
Total	838	34	872	3.9%	952	17	969	1.8%
East Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
West Leg								
Approach	178	12	190	6.3%	518	12	530	2.3%
Departure	86	7	93	7.5%	99	2	101	2.0%
Total	264	19	283	6.7%	617	14	631	2.2%
Total Approaches								
Approach	986	40	1,026		1,375	26	1,401	
Departure	986	40	1,026		1,375	26	1,401	
Total	1,972	80	2,052	3.9%	2,750	52	2,802	1.9%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
27 . Redlands Boulevard/Eucalyptus Avenue								
NBL	13	0	13	0.00%	13	0	13	0.00%
NBT	427	9	436	2.06%	394	4	398	1.01%
NBR	0	0	0	0.00%	0	0	0	0.00%
SBL	0	0	0	0.00%	0	0	0	0.00%
SBT	332	7	339	2.06%	482	12	494	2.43%
SBR	50	7	57	12.28%	35	3	38	7.89%
EBL	13	11	24	45.83%	29	2	31	6.45%
EBT	0	0	0	0.00%	0	0	0	0.00%
EBR	10	1	11	9.09%	18	2	20	10.00%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	16	0	16	0.00%	25	0	25	0.00%
North Leg								
Approach	382	14	396	3.5%	517	15	532	2.8%
Departure	456	20	476	4.2%	448	6	454	1.3%
Total	838	34	872	3.9%	965	21	986	2.1%
South Leg								
Approach	440	9	449	2.0%	407	4	411	1.0%
Departure	342	8	350	2.3%	500	14	514	2.7%
Total	782	17	799	2.1%	907	18	925	1.9%
East Leg								
Approach	16	0	16	0.0%	25	0	25	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	16	0	16	0.0%	25	0	25	0.0%
West Leg								
Approach	23	12	35	34.3%	47	4	51	7.8%
Departure	63	7	70	10.0%	48	3	51	5.9%
Total	86	19	105	18.1%	95	7	102	6.9%
Total Approaches								
Approach	861	35	896		996	23	1,019	
Departure	861	35	896		996	23	1,019	
Total	1,722	70	1,792	3.9%	1,992	46	2,038	2.3%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
30 . Redlands Boulevard/Encilia Avenue								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	420	7	427	1.64%	396	5	401	1.25%
NBR	0	0	0	0.00%	0	0	0	0.00%
SBL	0	0	0	0.00%	0	0	0	0.00%
SBT	332	9	341	2.64%	486	11	497	2.21%
SBR	5	0	5	0.00%	14	2	16	12.50%
EBL	19	2	21	9.52%	8	0	8	0.00%
EBT	0	0	0	0.00%	0	0	0	0.00%
EBR	2	0	2	0.00%	0	0	0	0.00%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	0	0	0	0.00%	0	0	0	0.00%
North Leg								
Approach	337	9	346	2.6%	500	13	513	2.5%
Departure	439	9	448	2.0%	404	5	409	1.2%
Total	776	18	794	2.3%	904	18	922	2.0%
South Leg								
Approach	420	7	427	1.6%	396	5	401	1.2%
Departure	334	9	343	2.6%	486	11	497	2.2%
Total	754	16	770	2.1%	882	16	898	1.8%
East Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
West Leg								
Approach	21	2	23	8.7%	8	0	8	0.0%
Departure	5	0	5	0.0%	14	2	16	12.5%
Total	26	2	28	7.1%	22	2	24	8.3%
Total Approaches								
Approach	778	18	796		904	18	922	
Departure	778	18	796		904	18	922	
Total	1,556	36	1,592	2.3%	1,808	36	1,844	2.0%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
31 . Redlands Boulevard/Cottonwood Avenue								
NBL	22	0	22	0.00%	13	3	16	18.75%
NBT	360	7	367	1.91%	354	4	358	1.12%
NBR	0	0	0	0.00%	0	0	0	0.00%
SBL	0	0	0	0.00%	0	0	0	0.00%
SBT	318	6	324	1.85%	424	7	431	1.62%
SBR	28	0	28	0.00%	33	0	33	0.00%
EBL	29	0	29	0.00%	16	0	16	0.00%
EBT	0	0	0	0.00%	0	0	0	0.00%
EBR	36	3	39	7.69%	16	1	17	5.88%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	0	0	0	0.00%	0	0	0	0.00%
North Leg								
Approach	346	6	352	1.7%	457	7	464	1.5%
Departure	389	7	396	1.8%	370	4	374	1.1%
Total	735	13	748	1.7%	827	11	838	1.3%
South Leg								
Approach	382	7	389	1.8%	367	7	374	1.9%
Departure	354	9	363	2.5%	440	8	448	1.8%
Total	736	16	752	2.1%	807	15	822	1.8%
East Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
West Leg								
Approach	65	3	68	4.4%	32	1	33	3.0%
Departure	50	0	50	0.0%	46	3	49	6.1%
Total	115	3	118	2.5%	78	4	82	4.9%
Total Approaches								
Approach	793	16	809		856	15	871	
Departure	793	16	809		856	15	871	
Total	1,586	32	1,618	2.0%	1,712	30	1,742	1.7%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
32 . Redlands Boulevard/Alessandro Boulevard								
NBL	19	0	19	0.00%	17	0	17	0.00%
NBT	295	4	299	1.34%	280	1	281	0.36%
NBR	62	0	62	0.00%	72	0	72	0.00%
SBL	11	2	13	15.38%	28	2	30	6.67%
SBT	298	4	302	1.32%	330	3	333	0.90%
SBR	82	1	83	1.20%	69	2	71	2.82%
EBL	59	0	59	0.00%	80	3	83	3.61%
EBT	43	1	44	2.27%	146	0	146	0.00%
EBR	23	0	23	0.00%	20	0	20	0.00%
WBL	71	1	72	1.39%	52	0	52	0.00%
WBT	145	2	147	1.36%	71	2	73	2.74%
WBR	15	0	15	0.00%	17	1	18	5.56%
North Leg								
Approach	391	7	398	1.8%	427	7	434	1.6%
Departure	369	4	373	1.1%	377	5	382	1.3%
Total	760	11	771	1.4%	804	12	816	1.5%
South Leg								
Approach	376	4	380	1.1%	369	1	370	0.3%
Departure	392	5	397	1.3%	402	3	405	0.7%
Total	768	9	777	1.2%	771	4	775	0.5%
East Leg								
Approach	231	3	234	1.3%	140	3	143	2.1%
Departure	116	3	119	2.5%	246	2	248	0.8%
Total	347	6	353	1.7%	386	5	391	1.3%
West Leg								
Approach	125	1	126	0.8%	246	3	249	1.2%
Departure	246	3	249	1.2%	157	4	161	2.5%
Total	371	4	375	1.1%	403	7	410	1.7%
Total Approaches								
Approach	1,123	15	1,138		1,182	14	1,196	
Departure	1,123	15	1,138		1,182	14	1,196	
Total	2,246	30	2,276	1.3%	2,364	28	2,392	1.2%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
33 . Redlands Blvd-John F Kennedy Dr/Cactus Avenue								
NBL	18	0	18	0.00%	8	1	9	11.11%
NBT	241	10	251	3.98%	198	3	201	1.49%
NBR	1	0	1	0.00%	2	0	2	0.00%
SBL	6	0	6	0.00%	15	0	15	0.00%
SBT	276	4	280	1.43%	309	4	313	1.28%
SBR	122	2	124	1.61%	97	1	98	1.02%
EBL	107	2	109	1.83%	169	1	170	0.59%
EBT	7	0	7	0.00%	11	0	11	0.00%
EBR	67	0	67	0.00%	31	0	31	0.00%
WBL	1	0	1	0.00%	2	0	2	0.00%
WBT	9	0	9	0.00%	7	0	7	0.00%
WBR	15	0	15	0.00%	5	0	5	0.00%
North Leg								
Approach	404	6	410	1.5%	421	5	426	1.2%
Departure	363	12	375	3.2%	372	4	376	1.1%
Total	767	18	785	2.3%	793	9	802	1.1%
South Leg								
Approach	260	10	270	3.7%	208	4	212	1.9%
Departure	344	4	348	1.1%	342	4	346	1.2%
Total	604	14	618	2.3%	550	8	558	1.4%
East Leg								
Approach	25	0	25	0.0%	14	0	14	0.0%
Departure	14	0	14	0.0%	28	0	28	0.0%
Total	39	0	39	0.0%	42	0	42	0.0%
West Leg								
Approach	181	2	183	1.1%	211	1	212	0.5%
Departure	149	2	151	1.3%	112	2	114	1.8%
Total	330	4	334	1.2%	323	3	326	0.9%
Total Approaches								
Approach	870	18	888		854	10	864	
Departure	870	18	888		854	10	864	
Total	1,740	36	1,776	2.0%	1,708	20	1,728	1.2%

Table C-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
34 . WLC Parkway/Eucalyptus Avenue								
NBL	50	0	50	0.00%	9	2	11	18.18%
NBT	20	5	25	20.00%	28	1	29	3.45%
NBR	0	0	0	0.00%	0	0	0	0.00%
SBL	0	0	0	0.00%	0	0	0	0.00%
SBT	13	2	15	13.33%	22	0	22	0.00%
SBR	95	9	104	8.65%	16	4	20	20.00%
EBL	13	7	20	35.00%	50	6	56	10.71%
EBT	1	0	1	0.00%	1	0	1	0.00%
EBR	22	0	22	0.00%	23	2	25	8.00%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	0	0	0	0.00%	0	0	0	0.00%
North Leg								
Approach	108	11	119	9.2%	38	4	42	9.5%
Departure	33	12	45	26.7%	78	7	85	8.2%
Total	141	23	164	14.0%	116	11	127	8.7%
South Leg								
Approach	70	5	75	6.7%	37	3	40	7.5%
Departure	35	2	37	5.4%	45	2	47	4.3%
Total	105	7	112	6.3%	82	5	87	5.7%
East Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	1	0	1	0.0%	1	0	1	0.0%
Total	1	0	1	0.0%	1	0	1	0.0%
West Leg								
Approach	36	7	43	16.3%	74	8	82	9.8%
Departure	145	9	154	5.8%	25	6	31	19.4%
Total	181	16	197	8.1%	99	14	113	12.4%
Total Approaches								
Approach	214	23	237		149	15	164	
Departure	214	23	237		149	15	164	
Total	428	46	474	9.7%	298	30	328	9.1%

**Table C-3: Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles**

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
9 Moreno Beach Dr/SR-60 Westbound Ramps						
NBL	0		0	0		0
NBT	208		208	241	6	247
NBR	350		350	431	11	442
SBL	81		81	36		36
SBT	214		214	238	-1	237
SBR	0		0	0		0
EBL	0		0	0		0
EBT	0		0	0		0
EBR	0		0	0		0
WBL	84		84	93	-1	92
WBT	0		0	0		0
WBR	4		4	8		8
North Leg						
Approach	295	0	295	274	-1	273
Departure	212	0	212	249	6	255
Total	507	0	507	523	5	528
South Leg						
Approach	558	0	558	672	17	689
Departure	298	0	298	331	-2	329
Total	856	0	856	1,003	15	1,018
East Leg						
Approach	88	0	88	101	-1	100
Departure	431	0	431	467	11	478
Total	519	0	519	568	10	578
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	941	0	941	1,047	15	1,062
Departure	941	0	941	1,047	15	1,062
Total	1,882	0	1,882	2,094	30	2,124

**Table C-3: Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles**

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
10 Moreno Beach Dr/SR-60 Eastbound Ramps						
NBL	0		0	0		0
NBT	492	22	514	624		624
NBR	121		121	168		168
SBL	13		13	8		8
SBT	290	-5	285	321		321
SBR	0		0	0		0
EBL	42	2	44	65		65
EBT	2		2	2		2
EBR	400		400	525		525
WBL	0		0	0		0
WBT	0		0	0		0
WBR	0		0	0		0
North Leg						
Approach	303	-5	298	329	0	329
Departure	534	24	558	689	0	689
Total	837	19	856	1,018	0	1,018
South Leg						
Approach	613	22	635	792	0	792
Departure	690	-5	685	846	0	846
Total	1,303	17	1,320	1,638	0	1,638
East Leg						
Approach	0	0	0	0	0	0
Departure	136	0	136	178	0	178
Total	136	0	136	178	0	178
West Leg						
Approach	444	2	446	592	0	592
Departure	0	0	0	0	0	0
Total	444	2	446	592	0	592
Total Approaches						
Approach	1,360	19	1,379	1,713	0	1,713
Departure	1,360	19	1,379	1,713	0	1,713
Total	2,720	38	2,758	3,426	0	3,426

**Table C-3: Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles**

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
10 Moreno Beach Dr/SR-60 Eastbound Ramps						
NBL	0		0	0		0
NBT	514		514	624		624
NBR	121		121	168		168
SBL	13		13	8		8
SBT	285		285	321		321
SBR	0		0	0		0
EBL	44		44	65		65
EBT	2		2	2		2
EBR	400		400	525		525
WBL	0		0	0		0
WBT	0		0	0		0
WBR	0		0	0		0
North Leg						
Approach	298	0	298	329	0	329
Departure	558	0	558	689	0	689
Total	856	0	856	1,018	0	1,018
South Leg						
Approach	635	0	635	792	0	792
Departure	685	0	685	846	0	846
Total	1,320	0	1,320	1,638	0	1,638
East Leg						
Approach	0	0	0	0	0	0
Departure	136	0	136	178	0	178
Total	136	0	136	178	0	178
West Leg						
Approach	446	0	446	592	0	592
Departure	0	0	0	0	0	0
Total	446	0	446	592	0	592
Total Approaches						
Approach	1,379	0	1,379	1,713	0	1,713
Departure	1,379	0	1,379	1,713	0	1,713
Total	2,758	0	2,758	3,426	0	3,426

**Table C-3: Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles**

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
11 Moreno Beach Dr/Eucalyptus Avenue						
NBL	94		94	114		114
NBT	393	16	409	318	11	329
NBR	17		17	5		5
SBL	136		136	55	1	56
SBT	398		398	539	10	549
SBR	151		151	237	4	241
EBL	181	7	188	327	11	338
EBT	64		64	39		39
EBR	79		79	135		135
WBL	20		20	33		33
WBT	33		33	57		57
WBR	36	1	37	121	4	125
North Leg						
Approach	685	0	685	831	15	846
Departure	610	24	634	766	26	792
Total	1,295	24	1,319	1,597	41	1,638
South Leg						
Approach	504	16	520	437	11	448
Departure	497	0	497	707	10	717
Total	1,001	16	1,017	1,144	21	1,165
East Leg						
Approach	89	1	90	211	4	215
Departure	217	0	217	99	1	100
Total	306	1	307	310	5	315
West Leg						
Approach	324	7	331	501	11	512
Departure	278	0	278	408	4	412
Total	602	7	609	909	15	924
Total Approaches						
Approach	1,602	24	1,626	1,980	41	2,021
Departure	1,602	24	1,626	1,980	41	2,021
Total	3,204	48	3,252	3,960	82	4,042

**Table C-3: Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles**

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
25 Redlands Boulevard/SR-60 Westbound Ramps						
NBL	5		5	3		3
NBT	395	4	399	682		682
NBR	154	1	155	98		98
SBL	356		356	379		379
SBT	329	3	332	429		429
SBR	2		2	0		0
EBL	2		2	0		0
EBT	1		1	6		6
EBR	3		3	1		1
WBL	38		38	23		23
WBT	0		0	0		0
WBR	31		31	20		20
North Leg						
Approach	687	3	690	808	0	808
Departure	428	4	432	702	0	702
Total	1,115	7	1,122	1,510	0	1,510
South Leg						
Approach	554	5	559	783	0	783
Departure	370	3	373	453	0	453
Total	924	8	932	1,236	0	1,236
East Leg						
Approach	69	0	69	43	0	43
Departure	511	1	512	483	0	483
Total	580	1	581	526	0	526
West Leg						
Approach	6	0	6	7	0	7
Departure	7	0	7	3	0	3
Total	13	0	13	10	0	10
Total Approaches						
Approach	1,316	8	1,324	1,641	0	1,641
Departure	1,316	8	1,324	1,641	0	1,641
Total	2,632	16	2,648	3,282	0	3,282

**Table C-3: Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles**

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
26 Redlands Boulevard/SR-60 Eastbound Ramps						
NBL	69		69	70		70
NBT	428		428	381	-1	380
NBR	0		0	0		0
SBL	0		0	0		0
SBT	339		339	398	18	416
SBR	34		34	35	2	37
EBL	131		131	405	-2	403
EBT	0		0	0		0
EBR	81		81	136		136
WBL	0		0	0		0
WBT	0		0	0		0
WBR	0		0	0		0
North Leg						
Approach	373	0	373	433	20	453
Departure	559	0	559	786	-3	783
Total	932	0	932	1,219	17	1,236
South Leg						
Approach	497	0	497	451	-1	450
Departure	420	0	420	534	18	552
Total	917	0	917	985	17	1,002
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	212	0	212	541	-2	539
Departure	103	0	103	105	2	107
Total	315	0	315	646	0	646
Total Approaches						
Approach	1,082	0	1,082	1,425	17	1,442
Departure	1,082	0	1,082	1,425	17	1,442
Total	2,164	0	2,164	2,850	34	2,884

**Table C-3: Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles**

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
26 Redlands Boulevard/SR-60 Eastbound Ramps						
NBL	69		69	70		70
NBT	428		428	380		380
NBR	0		0	0		0
SBL	0		0	0		0
SBT	339		339	416		416
SBR	34		34	37		37
EBL	131		131	403		403
EBT	0		0	0		0
EBR	81		81	136		136
WBL	0		0	0		0
WBT	0		0	0		0
WBR	0		0	0		0
North Leg						
Approach	373	0	373	453	0	453
Departure	559	0	559	783	0	783
Total	932	0	932	1,236	0	1,236
South Leg						
Approach	497	0	497	450	0	450
Departure	420	0	420	552	0	552
Total	917	0	917	1,002	0	1,002
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	212	0	212	539	0	539
Departure	103	0	103	107	0	107
Total	315	0	315	646	0	646
Total Approaches						
Approach	1,082	0	1,082	1,442	0	1,442
Departure	1,082	0	1,082	1,442	0	1,442
Total	2,164	0	2,164	2,884	0	2,884

**Table C-3: Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles**

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
27 Redlands Boulevard/Eucalyptus Avenue						
NBL	13		13	13		13
NBT	443	-5	438	400	-9	391
NBR	0		0	0		0
SBL	0		0	0		0
SBT	344	5	349	504	6	510
SBR	70	1	71	41	1	42
EBL	44	-1	43	35	-1	34
EBT	0		0	0		0
EBR	12		12	22		22
WBL	0		0	0		0
WBT	0		0	0		0
WBR	16		16	25	-1	24
North Leg						
Approach	414	6	420	545	7	552
Departure	503	-6	497	460	-11	449
Total	917	0	917	1,005	-4	1,001
South Leg						
Approach	456	-5	451	413	-9	404
Departure	356	5	361	526	6	532
Total	812	0	812	939	-3	936
East Leg						
Approach	16	0	16	25	-1	24
Departure	0	0	0	0	0	0
Total	16	0	16	25	-1	24
West Leg						
Approach	56	-1	55	57	-1	56
Departure	83	1	84	54	1	55
Total	139	0	139	111	0	111
Total Approaches						
Approach	942	0	942	1,040	-4	1,036
Departure	942	0	942	1,040	-4	1,036
Total	1,884	0	1,884	2,080	-8	2,072

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
1 . Kitching Street/Iris Avenue						
NBL	150	0	150	54	0	54
NBT	171	0	171	109	0	109
NBR	136	15	151	80	21	101
SBL	40	0	40	50	0	50
SBT	175	0	175	148	0	148
SBR	160	0	160	95	0	95
EBL	60	0	60	102	0	102
EBT	680	4	684	733	5	738
EBR	97	0	97	133	0	133
WBL	130	3	133	119	20	139
WBT	718	1	719	673	5	678
WBR	59	0	59	67	0	67
North Leg						
Approach	375	0	375	293	0	293
Departure	290	0	290	278	0	278
Total	665	0	665	571	0	571
South Leg						
Approach	457	15	472	243	21	264
Departure	402	3	405	400	20	420
Total	859	18	877	643	41	684
East Leg						
Approach	907	4	911	859	25	884
Departure	856	19	875	863	26	889
Total	1,763	23	1,786	1,722	51	1,773
West Leg						
Approach	837	4	841	968	5	973
Departure	1,028	1	1,029	822	5	827
Total	1,865	5	1,870	1,790	10	1,800
Total Approaches						
Approach	2,576	23	2,599	2,363	51	2,414
Departure	2,576	23	2,599	2,363	51	2,414
Total	5,152	46	5,198	4,726	102	4,828

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
2 . Lasselle Street/Alessandro Boulevard						
NBL	223	0	223	161	0	161
NBT	328	0	328	366	0	366
NBR	147	4	151	104	5	109
SBL	20	0	20	14	0	14
SBT	304	0	304	361	0	361
SBR	64	0	64	29	0	29
EBL	28	0	28	63	0	63
EBT	216	15	231	393	21	414
EBR	137	0	137	204	0	204
WBL	106	1	107	94	5	99
WBT	479	3	482	267	20	287
WBR	17	0	17	21	0	21
North Leg						
Approach	388	0	388	404	0	404
Departure	373	0	373	450	0	450
Total	761	0	761	854	0	854
South Leg						
Approach	698	4	702	631	5	636
Departure	547	1	548	659	5	664
Total	1,245	5	1,250	1,290	10	1,300
East Leg						
Approach	602	4	606	382	25	407
Departure	383	19	402	511	26	537
Total	985	23	1,008	893	51	944
West Leg						
Approach	381	15	396	660	21	681
Departure	766	3	769	457	20	477
Total	1,147	18	1,165	1,117	41	1,158
Total Approaches						
Approach	2,069	23	2,092	2,077	51	2,128
Departure	2,069	23	2,092	2,077	51	2,128
Total	4,138	46	4,184	4,154	102	4,256

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
3 . Lasselle Street/Iris Avenue						
NBL	364	0	364	217	0	217
NBT	575	0	575	538	0	538
NBR	474	15	489	393	21	414
SBL	123	0	123	179	0	179
SBT	456	0	456	667	0	667
SBR	84	0	84	76	0	76
EBL	107	0	107	137	0	137
EBT	532	19	551	382	27	409
EBR	328	0	328	313	0	313
WBL	546	3	549	615	20	635
WBT	568	4	572	623	25	648
WBR	67	0	67	79	0	79
North Leg						
Approach	663	0	663	922	0	922
Departure	749	0	749	754	0	754
Total	1,412	0	1,412	1,676	0	1,676
South Leg						
Approach	1,413	15	1,428	1,148	21	1,169
Departure	1,330	3	1,333	1,595	20	1,615
Total	2,743	18	2,761	2,743	41	2,784
East Leg						
Approach	1,181	7	1,188	1,317	45	1,362
Departure	1,129	34	1,163	954	48	1,002
Total	2,310	41	2,351	2,271	93	2,364
West Leg						
Approach	967	19	986	832	27	859
Departure	1,016	4	1,020	916	25	941
Total	1,983	23	2,006	1,748	52	1,800
Total Approaches						
Approach	4,224	41	4,265	4,219	93	4,312
Departure	4,224	41	4,265	4,219	93	4,312
Total	8,448	82	8,530	8,438	186	8,624

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
4 . Nason Street/Eucalyptus Avenue						
NBL	81	0	81	47	0	47
NBT	623	0	623	778	0	778
NBR	135	4	139	206	5	211
SBL	15	0	15	22	0	22
SBT	1,072	0	1,072	779	0	779
SBR	94	0	94	81	0	81
EBL	207	0	207	40	0	40
EBT	187	15	202	159	21	180
EBR	195	0	195	53	0	53
WBL	137	1	138	159	5	164
WBT	139	3	142	171	20	191
WBR	25	0	25	9	0	9
North Leg						
Approach	1,181	0	1,181	882	0	882
Departure	855	0	855	827	0	827
Total	2,036	0	2,036	1,709	0	1,709
South Leg						
Approach	839	4	843	1,031	5	1,036
Departure	1,404	1	1,405	991	5	996
Total	2,243	5	2,248	2,022	10	2,032
East Leg						
Approach	301	4	305	339	25	364
Departure	337	19	356	387	26	413
Total	638	23	661	726	51	777
West Leg						
Approach	589	15	604	252	21	273
Departure	314	3	317	299	20	319
Total	903	18	921	551	41	592
Total Approaches						
Approach	2,910	23	2,933	2,504	51	2,555
Departure	2,910	23	2,933	2,504	51	2,555
Total	5,820	46	5,866	5,008	102	5,110

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
5 . Nason Street/Alessandro Boulevard						
NBL	77	0	77	62	0	62
NBT	464	0	464	639	0	639
NBR	25	7	32	71	11	82
SBL	61	0	61	58	0	58
SBT	726	0	726	642	0	642
SBR	88	0	88	67	0	67
EBL	76	0	76	96	0	96
EBT	180	19	199	281	27	308
EBR	79	0	79	60	0	60
WBL	111	2	113	22	10	32
WBT	359	4	363	200	25	225
WBR	148	0	148	53	0	53
North Leg						
Approach	875	0	875	767	0	767
Departure	688	0	688	788	0	788
Total	1,563	0	1,563	1,555	0	1,555
South Leg						
Approach	566	7	573	772	11	783
Departure	916	2	918	724	10	734
Total	1,482	9	1,491	1,496	21	1,517
East Leg						
Approach	618	6	624	275	35	310
Departure	266	26	292	410	38	448
Total	884	32	916	685	73	758
West Leg						
Approach	335	19	354	437	27	464
Departure	524	4	528	329	25	354
Total	859	23	882	766	52	818
Total Approaches						
Approach	2,394	32	2,426	2,251	73	2,324
Departure	2,394	32	2,426	2,251	73	2,324
Total	4,788	64	4,852	4,502	146	4,648

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
6 . Nason Street/Iris Avenue						
NBL	11	0	11	16	0	16
NBT	39	0	39	27	0	27
NBR	7	0	7	12	0	12
SBL	146	0	146	114	0	114
SBT	18	0	18	53	0	53
SBR	279	0	279	408	0	408
EBL	300	0	300	228	0	228
EBT	784	34	818	561	48	609
EBR	14	0	14	15	0	15
WBL	15	0	15	20	0	20
WBT	578	7	585	749	45	794
WBR	125	0	125	155	0	155
North Leg						
Approach	443	0	443	575	0	575
Departure	464	0	464	410	0	410
Total	907	0	907	985	0	985
South Leg						
Approach	57	0	57	55	0	55
Departure	47	0	47	88	0	88
Total	104	0	104	143	0	143
East Leg						
Approach	718	7	725	924	45	969
Departure	937	34	971	687	48	735
Total	1,655	41	1,696	1,611	93	1,704
West Leg						
Approach	1,098	34	1,132	804	48	852
Departure	868	7	875	1,173	45	1,218
Total	1,966	41	2,007	1,977	93	2,070
Total Approaches						
Approach	2,316	41	2,357	2,358	93	2,451
Departure	2,316	41	2,357	2,358	93	2,451
Total	4,632	82	4,714	4,716	186	4,902

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
7 . Fir Avenue/Eucalyptus Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	2	0	2	0	0	0
SBL	122	0	122	158	0	158
SBT	0	0	0	0	0	0
SBR	45	0	45	39	0	39
EBL	58	0	58	33	0	33
EBT	266	19	285	343	27	370
EBR	0	0	0	0	0	0
WBL	3	0	3	3	0	3
WBT	182	4	186	325	25	350
WBR	97	0	97	180	0	180
North Leg						
Approach	167	0	167	197	0	197
Departure	155	0	155	213	0	213
Total	322	0	322	410	0	410
South Leg						
Approach	2	0	2	0	0	0
Departure	3	0	3	3	0	3
Total	5	0	5	3	0	3
East Leg						
Approach	282	4	286	508	25	533
Departure	390	19	409	501	27	528
Total	672	23	695	1,009	52	1,061
West Leg						
Approach	324	19	343	376	27	403
Departure	227	4	231	364	25	389
Total	551	23	574	740	52	792
Total Approaches						
Approach	775	23	798	1,081	52	1,133
Departure	775	23	798	1,081	52	1,133
Total	1,550	46	1,596	2,162	104	2,266

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
8 . Oliver Street/Iris Avenue						
NBL	60	0	60	45	0	45
NBT	51	0	51	7	0	7
NBR	29	0	29	33	0	33
SBL	13	0	13	0	0	0
SBT	35	0	35	13	0	13
SBR	198	0	198	45	0	45
EBL	232	0	232	50	0	50
EBT	491	34	525	503	48	551
EBR	25	0	25	44	0	44
WBL	30	0	30	50	0	50
WBT	408	7	415	609	45	654
WBR	13	0	13	2	0	2
North Leg						
Approach	246	0	246	58	0	58
Departure	296	0	296	59	0	59
Total	542	0	542	117	0	117
South Leg						
Approach	140	0	140	85	0	85
Departure	90	0	90	107	0	107
Total	230	0	230	192	0	192
East Leg						
Approach	451	7	458	661	45	706
Departure	533	34	567	536	48	584
Total	984	41	1,025	1,197	93	1,290
West Leg						
Approach	748	34	782	597	48	645
Departure	666	7	673	699	45	744
Total	1,414	41	1,455	1,296	93	1,389
Total Approaches						
Approach	1,585	41	1,626	1,401	93	1,494
Departure	1,585	41	1,626	1,401	93	1,494
Total	3,170	82	3,252	2,802	186	2,988

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
9 . Moreno Beach Dr/SR-60 Westbound Ramps						
NBL	0	0	0	0	0	0
NBT	208	2	210	247	15	262
NBR	350	38	388	442	150	592
SBL	81	0	81	36	0	36
SBT	214	11	225	237	16	253
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	84	0	84	92	0	92
WBT	0	0	0	0	0	0
WBR	4	0	4	8	0	8
North Leg						
Approach	295	11	306	273	16	289
Departure	212	2	214	255	15	270
Total	507	13	520	528	31	559
South Leg						
Approach	558	40	598	689	165	854
Departure	298	11	309	329	16	345
Total	856	51	907	1,018	181	1,199
East Leg						
Approach	88	0	88	100	0	100
Departure	431	38	469	478	150	628
Total	519	38	557	578	150	728
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	941	51	992	1,062	181	1,243
Departure	941	51	992	1,062	181	1,243
Total	1,882	102	1,984	2,124	362	2,486

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
10 . Moreno Beach Dr/SR-60 Eastbound Ramps						
NBL	0	0	0	0	0	0
NBT	514	40	554	624	165	789
NBR	121	0	121	168	0	168
SBL	13	0	13	8	0	8
SBT	285	11	296	321	16	337
SBR	0	0	0	0	0	0
EBL	44	0	44	65	0	65
EBT	2	0	2	2	0	2
EBR	400	113	513	525	153	678
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	298	11	309	329	16	345
Departure	558	40	598	689	165	854
Total	856	51	907	1,018	181	1,199
South Leg						
Approach	635	40	675	792	165	957
Departure	685	124	809	846	169	1,015
Total	1,320	164	1,484	1,638	334	1,972
East Leg						
Approach	0	0	0	0	0	0
Departure	136	0	136	178	0	178
Total	136	0	136	178	0	178
West Leg						
Approach	446	113	559	592	153	745
Departure	0	0	0	0	0	0
Total	446	113	559	592	153	745
Total Approaches						
Approach	1,379	164	1,543	1,713	334	2,047
Departure	1,379	164	1,543	1,713	334	2,047
Total	2,758	328	3,086	3,426	668	4,094

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
11 . Moreno Beach Dr/Eucalyptus Avenue						
NBL	94	0	94	114	0	114
NBT	409	0	409	329	0	329
NBR	17	11	28	5	16	21
SBL	136	124	260	56	169	225
SBT	398	0	398	549	0	549
SBR	151	0	151	241	0	241
EBL	188	0	188	338	0	338
EBT	64	19	83	39	27	66
EBR	79	0	79	135	0	135
WBL	20	2	22	33	15	48
WBT	33	4	37	57	25	82
WBR	37	40	77	125	165	290
North Leg						
Approach	685	124	809	846	169	1,015
Departure	634	40	674	792	165	957
Total	1,319	164	1,483	1,638	334	1,972
South Leg						
Approach	520	11	531	448	16	464
Departure	497	2	499	717	15	732
Total	1,017	13	1,030	1,165	31	1,196
East Leg						
Approach	90	46	136	215	205	420
Departure	217	154	371	100	212	312
Total	307	200	507	315	417	732
West Leg						
Approach	331	19	350	512	27	539
Departure	278	4	282	412	25	437
Total	609	23	632	924	52	976
Total Approaches						
Approach	1,626	200	1,826	2,021	417	2,438
Departure	1,626	200	1,826	2,021	417	2,438
Total	3,252	400	3,652	4,042	834	4,876

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
12 . Auto Mall Dr/Eucalyptus Avenue						
NBL	26	0	26	57	0	57
NBT	2	0	2	5	0	5
NBR	11	15	26	6	21	27
SBL	0	0	0	0	0	0
SBT	1	0	1	5	0	5
SBR	4	0	4	16	0	16
EBL	10	0	10	12	0	12
EBT	79	154	233	66	211	277
EBR	39	0	39	27	0	27
WBL	11	3	14	12	20	32
WBT	72	46	118	95	205	300
WBR	2	0	2	1	0	1
North Leg						
Approach	5	0	5	21	0	21
Departure	14	0	14	18	0	18
Total	19	0	19	39	0	39
South Leg						
Approach	39	15	54	68	21	89
Departure	51	3	54	44	20	64
Total	90	18	108	112	41	153
East Leg						
Approach	85	49	134	108	225	333
Departure	90	169	259	72	232	304
Total	175	218	393	180	457	637
West Leg						
Approach	128	154	282	105	211	316
Departure	102	46	148	168	205	373
Total	230	200	430	273	416	689
Total Approaches						
Approach	257	218	475	302	457	759
Departure	257	218	475	302	457	759
Total	514	436	950	604	914	1,518

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
13 . Moreno Beach Dr/Alessandro Boulevard						
NBL	113	0	113	56	0	56
NBT	501	0	501	453	0	453
NBR	26	26	52	33	37	70
SBL	10	0	10	18	0	18
SBT	386	0	386	607	0	607
SBR	67	0	67	51	0	51
EBL	64	0	64	81	0	81
EBT	105	34	139	181	48	229
EBR	68	0	68	72	0	72
WBL	41	6	47	44	35	79
WBT	248	7	255	100	45	145
WBR	11	0	11	23	0	23
North Leg						
Approach	463	0	463	676	0	676
Departure	576	0	576	557	0	557
Total	1,039	0	1,039	1,233	0	1,233
South Leg						
Approach	640	26	666	542	37	579
Departure	495	6	501	723	35	758
Total	1,135	32	1,167	1,265	72	1,337
East Leg						
Approach	300	13	313	167	80	247
Departure	141	60	201	232	85	317
Total	441	73	514	399	165	564
West Leg						
Approach	237	34	271	334	48	382
Departure	428	7	435	207	45	252
Total	665	41	706	541	93	634
Total Approaches						
Approach	1,640	73	1,713	1,719	165	1,884
Departure	1,640	73	1,713	1,719	165	1,884
Total	3,280	146	3,426	3,438	330	3,768

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
14 . Moreno Beach Boulevard/Cactus Avenue						
NBL	115	0	115	113	0	113
NBT	562	26	588	373	37	410
NBR	54	0	54	27	0	27
SBL	18	0	18	46	0	46
SBT	343	6	349	488	35	523
SBR	89	0	89	95	0	95
EBL	71	0	71	96	0	96
EBT	85	0	85	193	0	193
EBR	88	0	88	125	0	125
WBL	29	0	29	19	0	19
WBT	150	0	150	113	0	113
WBR	30	0	30	23	0	23
North Leg						
Approach	450	6	456	629	35	664
Departure	663	26	689	492	37	529
Total	1,113	32	1,145	1,121	72	1,193
South Leg						
Approach	731	26	757	513	37	550
Departure	460	6	466	632	35	667
Total	1,191	32	1,223	1,145	72	1,217
East Leg						
Approach	209	0	209	155	0	155
Departure	157	0	157	266	0	266
Total	366	0	366	421	0	421
West Leg						
Approach	244	0	244	414	0	414
Departure	354	0	354	321	0	321
Total	598	0	598	735	0	735
Total Approaches						
Approach	1,634	32	1,666	1,711	72	1,783
Departure	1,634	32	1,666	1,711	72	1,783
Total	3,268	64	3,332	3,422	144	3,566

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
15 . Moreno Beach Dr/John F Kennedy Dr						
NBL	10	0	10	13	0	13
NBT	347	26	373	337	37	374
NBR	218	15	233	193	21	214
SBL	149	0	149	121	0	121
SBT	300	6	306	405	35	440
SBR	105	0	105	85	0	85
EBL	86	0	86	47	0	47
EBT	35	0	35	8	0	8
EBR	2	0	2	10	0	10
WBL	222	3	225	287	20	307
WBT	54	0	54	24	0	24
WBR	280	0	280	66	0	66
North Leg						
Approach	554	6	560	611	35	646
Departure	713	26	739	450	37	487
Total	1,267	32	1,299	1,061	72	1,133
South Leg						
Approach	575	41	616	543	58	601
Departure	524	9	533	702	55	757
Total	1,099	50	1,149	1,245	113	1,358
East Leg						
Approach	556	3	559	377	20	397
Departure	402	15	417	322	21	343
Total	958	18	976	699	41	740
West Leg						
Approach	123	0	123	65	0	65
Departure	169	0	169	122	0	122
Total	292	0	292	187	0	187
Total Approaches						
Approach	1,808	50	1,858	1,596	113	1,709
Departure	1,808	50	1,858	1,596	113	1,709
Total	3,616	100	3,716	3,192	226	3,418

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
16 . Alessandro Road/San Timoteo Canyon Road						
NBL	0	0	0	0	0	0
NBT	582	3	585	198	20	218
NBR	178	2	180	212	15	227
SBL	16	0	16	25	0	25
SBT	162	15	177	425	21	446
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	191	11	202	175	16	191
WBT	0	0	0	0	0	0
WBR	49	0	49	14	0	14
North Leg						
Approach	178	15	193	450	21	471
Departure	631	3	634	212	20	232
Total	809	18	827	662	41	703
South Leg						
Approach	760	5	765	410	35	445
Departure	353	26	379	600	37	637
Total	1,113	31	1,144	1,010	72	1,082
East Leg						
Approach	240	11	251	189	16	205
Departure	194	2	196	237	15	252
Total	434	13	447	426	31	457
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	1,178	31	1,209	1,049	72	1,121
Departure	1,178	31	1,209	1,049	72	1,121
Total	2,356	62	2,418	2,098	144	2,242

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
17 . Live Oak Canyon Road/San Timoteo Canyon Road						
NBL	1	0	1	1	0	1
NBT	603	6	609	385	35	420
NBR	82	1	83	289	5	294
SBL	9	0	9	27	0	27
SBT	354	26	380	550	37	587
SBR	3	0	3	3	0	3
EBL	8	0	8	2	0	2
EBT	1	0	1	2	0	2
EBR	1	0	1	3	0	3
WBL	244	4	248	239	5	244
WBT	1	0	1	5	0	5
WBR	146	0	146	13	0	13
North Leg						
Approach	366	26	392	580	37	617
Departure	757	6	763	400	35	435
Total	1,123	32	1,155	980	72	1,052
South Leg						
Approach	686	7	693	675	40	715
Departure	599	30	629	792	42	834
Total	1,285	37	1,322	1,467	82	1,549
East Leg						
Approach	391	4	395	257	5	262
Departure	92	1	93	318	5	323
Total	483	5	488	575	10	585
West Leg						
Approach	10	0	10	7	0	7
Departure	5	0	5	9	0	9
Total	15	0	15	16	0	16
Total Approaches						
Approach	1,453	37	1,490	1,519	82	1,601
Departure	1,453	37	1,490	1,519	82	1,601
Total	2,906	74	2,980	3,038	164	3,202

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
18 . Redlands Boulevard/San Timoteo Canyon Road						
NBL	559	6	565	630	40	670
NBT	0	0	0	0	0	0
NBR	25	0	25	89	0	89
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	33	0	33	46	0	46
EBR	545	30	575	678	43	721
WBL	128	0	128	242	0	242
WBT	115	0	115	31	0	31
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	584	6	590	719	40	759
Departure	673	30	703	920	43	963
Total	1,257	36	1,293	1,639	83	1,722
East Leg						
Approach	243	0	243	273	0	273
Departure	58	0	58	135	0	135
Total	301	0	301	408	0	408
West Leg						
Approach	578	30	608	724	43	767
Departure	674	6	680	661	40	701
Total	1,252	36	1,288	1,385	83	1,468
Total Approaches						
Approach	1,405	36	1,441	1,716	83	1,799
Departure	1,405	36	1,441	1,716	83	1,799
Total	2,810	72	2,882	3,432	166	3,598

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
19 . Driveway 1/Eucalyptus Avenue						
NBL	0	31	31	0	110	110
NBT	0	0	0	0	0	0
NBR	0	33	33	0	97	97
SBL	2	0	2	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	2	0	2	0	0	0
EBT	35	86	121	40	123	163
EBR	0	83	83	0	110	110
WBL	0	64	64	0	85	85
WBT	54	18	72	57	114	171
WBR	0	0	0	0	0	0
North Leg						
Approach	2	0	2	0	0	0
Departure	2	0	2	0	0	0
Total	4	0	4	0	0	0
South Leg						
Approach	0	64	64	0	207	207
Departure	0	147	147	0	195	195
Total	0	211	211	0	402	402
East Leg						
Approach	54	82	136	57	199	256
Departure	37	119	156	40	220	260
Total	91	201	292	97	419	516
West Leg						
Approach	37	169	206	40	233	273
Departure	54	49	103	57	224	281
Total	91	218	309	97	457	554
Total Approaches						
Approach	93	315	408	97	639	736
Departure	93	315	408	97	639	736
Total	186	630	816	194	1,278	1,472

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
20 . Driveway 2-Essen Ln/Encilia Avenue						
NBL	1	0	1	0	0	0
NBT	0	0	0	0	0	0
NBR	5	0	5	3	0	3
SBL	0	8	8	0	50	50
SBT	0	0	0	0	0	0
SBR	0	1	1	0	5	5
EBL	0	4	4	0	5	5
EBT	1	0	1	0	0	0
EBR	2	0	2	0	0	0
WBL	4	0	4	11	0	11
WBT	2	0	2	1	0	1
WBR	0	37	37	0	53	53
North Leg						
Approach	0	9	9	0	55	55
Departure	0	41	41	0	58	58
Total	0	50	50	0	113	113
South Leg						
Approach	6	0	6	3	0	3
Departure	6	0	6	11	0	11
Total	12	0	12	14	0	14
East Leg						
Approach	6	37	43	12	53	65
Departure	6	8	14	3	50	53
Total	12	45	57	15	103	118
West Leg						
Approach	3	4	7	0	5	5
Departure	3	1	4	1	5	6
Total	6	5	11	1	10	11
Total Approaches						
Approach	15	50	65	15	113	128
Departure	15	50	65	15	113	128
Total	30	100	130	30	226	256

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
21 . Driveway 3/Encilia Avenue						
NBL	1	0	1	0	0	0
NBT	0	0	0	0	0	0
NBR	15	0	15	3	0	3
SBL	0	12	12	0	75	75
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	6	8	14	3	50	53
EBR	0	0	0	0	0	0
WBL	0	0	0	6	0	6
WBT	5	37	42	12	53	65
WBR	0	52	52	0	75	75
North Leg						
Approach	0	12	12	0	75	75
Departure	0	52	52	0	75	75
Total	0	64	64	0	150	150
South Leg						
Approach	16	0	16	3	0	3
Departure	0	0	0	6	0	6
Total	16	0	16	9	0	9
East Leg						
Approach	5	89	94	18	128	146
Departure	21	20	41	6	125	131
Total	26	109	135	24	253	277
West Leg						
Approach	6	8	14	3	50	53
Departure	6	37	43	12	53	65
Total	12	45	57	15	103	118
Total Approaches						
Approach	27	109	136	24	253	277
Departure	27	109	136	24	253	277
Total	54	218	272	48	506	554

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
22 . Driveway 4-Shubert Street/Encilia Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	5	0	5	2	0	2
SBL	0	16	16	0	99	99
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	21	20	41	6	124	130
EBR	0	0	0	0	0	0
WBL	1	0	1	3	0	3
WBT	5	90	95	18	128	146
WBR	0	75	75	0	107	107
North Leg						
Approach	0	16	16	0	99	99
Departure	0	75	75	0	107	107
Total	0	91	91	0	206	206
South Leg						
Approach	5	0	5	2	0	2
Departure	1	0	1	3	0	3
Total	6	0	6	5	0	5
East Leg						
Approach	6	165	171	21	235	256
Departure	26	36	62	8	223	231
Total	32	201	233	29	458	487
West Leg						
Approach	21	20	41	6	124	130
Departure	5	90	95	18	128	146
Total	26	110	136	24	252	276
Total Approaches						
Approach	32	201	233	29	458	487
Departure	32	201	233	29	458	487
Total	64	402	466	58	916	974

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
23 . Driveway 5/Eucalyptus Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	4	4	0	5	5
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	55	119	174	56	220	276
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	84	82	166	55	199	254
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	4	4	0	5	5
Departure	0	0	0	0	0	0
Total	0	4	4	0	5	5
East Leg						
Approach	84	82	166	55	199	254
Departure	55	123	178	56	225	281
Total	139	205	344	111	424	535
West Leg						
Approach	55	119	174	56	220	276
Departure	84	82	166	55	199	254
Total	139	201	340	111	419	530
Total Approaches						
Approach	139	205	344	111	424	535
Departure	139	205	344	111	424	535
Total	278	410	688	222	848	1,070

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
24 . Redlands Boulevard/Ironwood Avenue						
NBL	26	0	26	12	0	12
NBT	411	6	417	690	40	730
NBR	6	0	6	3	0	3
SBL	3	0	3	6	0	6
SBT	676	30	706	776	43	819
SBR	111	0	111	186	0	186
EBL	80	0	80	116	0	116
EBT	13	0	13	7	0	7
EBR	20	0	20	24	0	24
WBL	5	0	5	9	0	9
WBT	6	0	6	14	0	14
WBR	5	0	5	7	0	7
North Leg						
Approach	790	30	820	968	43	1,011
Departure	496	6	502	813	40	853
Total	1,286	36	1,322	1,781	83	1,864
South Leg						
Approach	443	6	449	705	40	745
Departure	701	30	731	809	43	852
Total	1,144	36	1,180	1,514	83	1,597
East Leg						
Approach	16	0	16	30	0	30
Departure	22	0	22	16	0	16
Total	38	0	38	46	0	46
West Leg						
Approach	113	0	113	147	0	147
Departure	143	0	143	212	0	212
Total	256	0	256	359	0	359
Total Approaches						
Approach	1,362	36	1,398	1,850	83	1,933
Departure	1,362	36	1,398	1,850	83	1,933
Total	2,724	72	2,796	3,700	166	3,866

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
25 . Redlands Boulevard/SR-60 Westbound Ramps						
NBL	5	0	5	3	0	3
NBT	399	6	405	682	40	722
NBR	155	31	186	98	82	180
SBL	356	0	356	379	0	379
SBT	332	30	362	429	43	472
SBR	2	0	2	0	0	0
EBL	2	0	2	0	0	0
EBT	1	0	1	6	0	6
EBR	3	0	3	1	0	1
WBL	38	34	72	23	46	69
WBT	0	0	0	0	0	0
WBR	31	0	31	20	0	20
North Leg						
Approach	690	30	720	808	43	851
Departure	432	6	438	702	40	742
Total	1,122	36	1,158	1,510	83	1,593
South Leg						
Approach	559	37	596	783	122	905
Departure	373	64	437	453	89	542
Total	932	101	1,033	1,236	211	1,447
East Leg						
Approach	69	34	103	43	46	89
Departure	512	31	543	483	82	565
Total	581	65	646	526	128	654
West Leg						
Approach	6	0	6	7	0	7
Departure	7	0	7	3	0	3
Total	13	0	13	10	0	10
Total Approaches						
Approach	1,324	101	1,425	1,641	211	1,852
Departure	1,324	101	1,425	1,641	211	1,852
Total	2,648	202	2,850	3,282	422	3,704

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
26 . Redlands Boulevard/SR-60 Eastbound Ramps						
NBL	69	10	79	70	45	115
NBT	428	37	465	380	121	501
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	339	64	403	416	88	504
SBR	34	0	34	37	0	37
EBL	131	0	131	403	0	403
EBT	0	0	0	0	0	0
EBR	81	61	142	136	76	212
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	373	64	437	453	88	541
Departure	559	37	596	783	121	904
Total	932	101	1,033	1,236	209	1,445
South Leg						
Approach	497	47	544	450	166	616
Departure	420	125	545	552	164	716
Total	917	172	1,089	1,002	330	1,332
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	212	61	273	539	76	615
Departure	103	10	113	107	45	152
Total	315	71	386	646	121	767
Total Approaches						
Approach	1,082	172	1,254	1,442	330	1,772
Departure	1,082	172	1,254	1,442	330	1,772
Total	2,164	344	2,508	2,884	660	3,544

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
27 . Redlands Boulevard/Eucalyptus Avenue						
NBL	13	25	38	13	125	138
NBT	438	13	451	391	84	475
NBR	0	2	2	0	15	15
SBL	0	0	0	0	0	0
SBT	349	75	424	510	101	611
SBR	71	49	120	42	63	105
EBL	43	34	77	34	82	116
EBT	0	2	2	0	10	10
EBR	12	88	100	22	133	155
WBL	0	11	11	0	16	16
WBT	0	7	7	0	11	11
WBR	16	0	16	24	0	24
North Leg						
Approach	420	124	544	552	164	716
Departure	497	47	544	449	166	615
Total	917	171	1,088	1,001	330	1,331
South Leg						
Approach	451	40	491	404	224	628
Departure	361	174	535	532	250	782
Total	812	214	1,026	936	474	1,410
East Leg						
Approach	16	18	34	24	27	51
Departure	0	4	4	0	25	25
Total	16	22	38	24	52	76
West Leg						
Approach	55	124	179	56	225	281
Departure	84	81	165	55	199	254
Total	139	205	344	111	424	535
Total Approaches						
Approach	942	306	1,248	1,036	640	1,676
Departure	942	306	1,248	1,036	640	1,676
Total	1,884	612	2,496	2,072	1,280	3,352

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
28 . Redlands Boulevard/Driveway 6						
NBL	0	0	0	0	0	0
NBT	451	41	492	404	225	629
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	361	126	487	532	180	712
SBR	0	48	48	0	69	69
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	9	9	0	55	55
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	361	174	535	532	249	781
Departure	451	41	492	404	225	629
Total	812	215	1,027	936	474	1,410
South Leg						
Approach	451	41	492	404	225	629
Departure	361	135	496	532	235	767
Total	812	176	988	936	460	1,396
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	0	9	9	0	55	55
Departure	0	48	48	0	69	69
Total	0	57	57	0	124	124
Total Approaches						
Approach	812	224	1,036	936	529	1,465
Departure	812	224	1,036	936	529	1,465
Total	1,624	448	2,072	1,872	1,058	2,930

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
29 . Redlands Boulevard/Driveway 7						
NBL	0	0	0	0	0	0
NBT	451	41	492	404	225	629
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	361	85	446	532	172	704
SBR	0	49	49	0	63	63
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	9	9	0	55	55
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	361	134	495	532	235	767
Departure	451	41	492	404	225	629
Total	812	175	987	936	460	1,396
South Leg						
Approach	451	41	492	404	225	629
Departure	361	94	455	532	227	759
Total	812	135	947	936	452	1,388
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	0	9	9	0	55	55
Departure	0	49	49	0	63	63
Total	0	58	58	0	118	118
Total Approaches						
Approach	812	184	996	936	515	1,451
Departure	812	184	996	936	515	1,451
Total	1,624	368	1,992	1,872	1,030	2,902

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
30 . Redlands Boulevard/Encilia Avenue						
NBL	0	90	90	0	128	128
NBT	433	7	440	404	11	415
NBR	0	0	0	0	0	0
SBL	0	5	5	0	30	30
SBT	347	14	361	506	89	595
SBR	5	75	80	17	107	124
EBL	22	29	51	8	184	192
EBT	0	0	0	0	0	0
EBR	2	6	8	0	40	40
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	352	94	446	523	226	749
Departure	455	36	491	412	195	607
Total	807	130	937	935	421	1,356
South Leg						
Approach	433	97	530	404	139	543
Departure	349	20	369	506	129	635
Total	782	117	899	910	268	1,178
East Leg						
Approach	0	0	0	0	0	0
Departure	0	5	5	0	30	30
Total	0	5	5	0	30	30
West Leg						
Approach	24	35	59	8	224	232
Departure	5	165	170	17	235	252
Total	29	200	229	25	459	484
Total Approaches						
Approach	809	226	1,035	935	589	1,524
Departure	809	226	1,035	935	589	1,524
Total	1,618	452	2,070	1,870	1,178	3,048

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
31 . Redlands Boulevard/Cottonwood Avenue						
NBL	22	0	22	18	0	18
NBT	373	90	463	360	128	488
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	329	19	348	438	119	557
SBR	28	0	28	33	0	33
EBL	29	0	29	16	0	16
EBT	0	0	0	0	0	0
EBR	41	0	41	18	0	18
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	357	19	376	471	119	590
Departure	402	90	492	376	128	504
Total	759	109	868	847	247	1,094
South Leg						
Approach	395	90	485	378	128	506
Departure	370	19	389	456	119	575
Total	765	109	874	834	247	1,081
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	70	0	70	34	0	34
Departure	50	0	50	51	0	51
Total	120	0	120	85	0	85
Total Approaches						
Approach	822	109	931	883	247	1,130
Departure	822	109	931	883	247	1,130
Total	1,644	218	1,862	1,766	494	2,260

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
32 . Redlands Boulevard/Alessandro Boulevard						
NBL	19	0	19	17	0	17
NBT	303	22	325	282	32	314
NBR	62	0	62	72	0	72
SBL	16	0	16	31	0	31
SBT	306	5	311	335	30	365
SBR	84	13	97	73	80	153
EBL	59	60	119	85	85	170
EBT	45	0	45	146	0	146
EBR	23	0	23	20	0	20
WBL	73	0	73	52	0	52
WBT	148	0	148	74	0	74
WBR	15	0	15	19	0	19
North Leg						
Approach	406	18	424	439	110	549
Departure	377	82	459	386	117	503
Total	783	100	883	825	227	1,052
South Leg						
Approach	384	22	406	371	32	403
Departure	402	5	407	407	30	437
Total	786	27	813	778	62	840
East Leg						
Approach	236	0	236	145	0	145
Departure	123	0	123	249	0	249
Total	359	0	359	394	0	394
West Leg						
Approach	127	60	187	251	85	336
Departure	251	13	264	164	80	244
Total	378	73	451	415	165	580
Total Approaches						
Approach	1,153	100	1,253	1,206	227	1,433
Departure	1,153	100	1,253	1,206	227	1,433
Total	2,306	200	2,506	2,412	454	2,866

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
33 . Redlands Blvd-John F Kennedy Dr/Cactus Avenue						
NBL	18	0	18	10	0	10
NBT	259	15	274	203	21	224
NBR	1	0	1	2	0	2
SBL	6	1	7	15	5	20
SBT	282	3	285	316	20	336
SBR	125	1	126	99	5	104
EBL	111	4	115	171	5	176
EBT	7	0	7	11	0	11
EBR	67	0	67	31	0	31
WBL	1	0	1	2	0	2
WBT	9	0	9	7	0	7
WBR	15	4	19	5	5	10
North Leg						
Approach	413	5	418	430	30	460
Departure	385	23	408	379	31	410
Total	798	28	826	809	61	870
South Leg						
Approach	278	15	293	215	21	236
Departure	350	3	353	349	20	369
Total	628	18	646	564	41	605
East Leg						
Approach	25	4	29	14	5	19
Departure	14	1	15	28	5	33
Total	39	5	44	42	10	52
West Leg						
Approach	185	4	189	213	5	218
Departure	152	1	153	116	5	121
Total	337	5	342	329	10	339
Total Approaches						
Approach	901	28	929	872	61	933
Departure	901	28	929	872	61	933
Total	1,802	56	1,858	1,744	122	1,866

Table C-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
34 . WLC Parkway/Eucalyptus Avenue						
NBL	50	15	65	14	21	35
NBT	28	0	28	30	0	30
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	16	0	16	22	0	22
SBR	118	4	122	27	5	32
EBL	31	1	32	66	5	71
EBT	1	0	1	1	0	1
EBR	22	3	25	26	20	46
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	134	4	138	49	5	54
Departure	59	1	60	96	5	101
Total	193	5	198	145	10	155
South Leg						
Approach	78	15	93	44	21	65
Departure	38	3	41	48	20	68
Total	116	18	134	92	41	133
East Leg						
Approach	0	0	0	0	0	0
Departure	1	0	1	1	0	1
Total	1	0	1	1	0	1
West Leg						
Approach	54	4	58	93	25	118
Departure	168	19	187	41	26	67
Total	222	23	245	134	51	185
Total Approaches						
Approach	266	23	289	186	51	237
Departure	266	23	289	186	51	237
Total	532	46	578	372	102	474

Table C-5: Cumulative Projects Trip Generation

Project Number	Project	Land Use	Quantity	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
					In	Out	Total	In	Out	Total	
1	Waste Management MVRT	Waste Resource Facility ¹ Total PCEs	500	TPD	8	16	24	28	15	43	430
2	San Michele Industrial Facility	Warehouse ² Passenger Cars Truck PCEs Total PCEs	241.22	TSF	25	8	33	10	27	37	334
					16	11	27	6	24	30	236
					41	19	60	16	51	67	570
3	Indian Street Commerce Center	Warehouse ² Passenger Cars Truck PCEs Total PCEs	436.35	TSF	51	18	69	23	46	69	580
					66	22	88	33	64	97	892
					117	40	157	56	110	166	1,472
4	Warehouse	Warehouse ² Passenger Cars Truck PCEs Total PCEs	736.47	TSF	77	23	100	30	82	112	1020
					54	19	73	22	60	82	717
					131	42	173	52	142	194	1,737
5	Truck Storage Yard	Storage Yard ⁴ Passenger Cars Trucks Total PCEs	4.89	Acres	3	0	3	1	2	3	18
					1	2	3	0	0	0	8
					4	2	6	1	2	3	26
6	Warehouse	Warehouse ⁴ Passenger Cars Trucks Total PCEs	340.18	TSF	36	11	47	14	38	52	471
					27	11	38	8	30	38	331
					63	22	85	22	68	90	802
7	Moreno Valley Industrial Center	Warehouse ⁴ Passenger Cars Truck PCEs Total PCEs	354.81	TSF	36	12	48	14	40	54	492
					27	11	38	10	33	43	348
					63	23	86	24	73	97	840
8	Warehouse	High-Cube Warehouse ⁵ Passenger Cars Truck PCEs Total PCEs	1109.38	TSF	42	13	55	19	50	69	962
					71	24	95	32	87	119	1,614
					113	37	150	51	137	188	2,576
9	Warehouse	High-Cube Warehouse ⁵ Passenger Cars Truck PCEs Total PCEs	696.70	TSF	27	8	35	12	32	44	604
					44	16	60	22	57	79	1,014
					71	24	95	34	89	123	1,618
10	Warehouse	High-Cube Warehouse ⁵ Passenger Cars Truck PCEs Total PCEs	400.13	TSF	15	5	20	7	18	25	347
					27	11	38	13	33	46	584
					42	16	58	20	51	71	931
11	First Nandina Logistics Center	High-Cube Warehouse ⁶ Passenger Cars Truck PCEs Total PCEs	1450.00	TSF	88	33	121	44	88	132	1851
					75	28	103	37	75	112	1,571
					163	61	224	81	163	244	3,422
12	Lumber Yard	Lumber Yard ⁷ Trip Generation Rates Trip Generation	67.00	TSF	0.52	1.05	1.57	1.26	0.80	2.06	18.05
					35	70	105	84	55	139	1,209
13	Warehouse	Warehouse ⁴ Passenger Cars Truck PCEs Total PCEs	170.00	TSF	17	6	23	7	19	26	236
					11	8	19	5	16	21	168
					28	14	42	12	35	47	404

Table C-5: Cumulative Projects Trip Generation

Project Number	Project	Land Use	Quantity	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
					In	Out	Total	In	Out	Total	
14	Moreno Valley Logistics Center	Warehouse ⁹ Total PCEs	1737.52	TSF	541	119	660	134	584	718	6975
15	Brodiaea Commerce Center	Warehouse ⁹ Passenger Cars Truck PCEs Total PCE Trips	-	-	14	7	21	7	14	21	273
16	Brodiaea Business Park	Warehouse ⁹ Passenger Cars Truck PCEs Total PCE Trip Generation	99.98	TSF	10	4	14	5	11	16	139
17	Prologis Centerpointe	Warehouse ⁹ Passenger Cars Truck PCEs Total PCE Trip Generation	601.81	TSF	23	7	30	11	27	38	522
18	Newcastle Frederick	Warehouse ⁹ Passenger Cars Truck PCEs Total PCE Trip Generation	203.71	TSF	21	7	28	8	23	31	283
19	PAMA Business Park	Warehouse ⁹ Passenger Cars Truck PCEs Total PCE Trip Generation	270.00	TSF	28	9	37	11	30	41	374
20	Heacock Commerce Center	Warehouse ⁹ Passenger Cars Truck PCEs Total PCE Trip Generation	256.86	TSF	17	10	27	8	22	30	244
21	March LifeCare Campus	Medical Office ¹⁰ Trip Generation Rates Trip Generation	190	TSF	2.17	0.61	2.78	0.97	2.49	3.46	34.8
	Retail	Retail Trip Generation Rates ¹¹ Trip Generation Pass-By Trips Total Net Trip Generation	210.0	TSF	0.58	0.36	0.94	1.83	1.98	3.81	37.75
	Research and Education	Research and Education ¹² Trip Generation Rates Trip Generation	200	TSF	0.32	0.11	0.42	0.07	0.42	0.49	11.26
	Hospital	Hospital ¹³ Trip Generation Rates Trip Generation	50	Beds	0.61	0.28	0.89	0.31	0.66	0.97	10.72
	Assisted Living	Assisted Living ¹⁴ Trip Generation Rates Trip Generation	660	Beds	0.12	0.07	0.19	0.10	0.16	0.26	2.6
22	Alessandro Apartments	Apartments Trip Generation Rates ¹⁵ Trip Generation	272	DU	-	-	-	-	-	-	-
20	PA06-0001	Single-Family Residential ¹⁶ Trip Generation Rates Trip Generation	26	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44
22	PA15-0039	Single-Family Residential ¹⁶ Trip Generation Rates Trip Generation	272	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44
21	PEN16-0162	Single-Family Residential ¹⁶ Trip Generation Rates Trip Generation	23	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44
23	PEN16-0147	Single-Family Residential ¹⁶ Trip Generation Rates Trip Generation	58	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44
24	PA05-0170	Single-Family Residential ¹⁶ Trip Generation Rates Trip Generation	31	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44
25	PEN16-0146	Single-Family Residential ¹⁶ Trip Generation Rates Trip Generation	11	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44
26	PA02-0062	Single-Family Residential ¹⁶ Trip Generation Rates Trip Generation	24	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44
27	PA02-0126	Single-Family Residential ¹⁶ Trip Generation Rates Trip Generation	47	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44

Table C-5: Cumulative Projects Trip Generation

Project Number	Project	Land Use	Quantity	Units	A.M. Peak Hour			P.M. Peak Hour			Daily						
					In	Out	Total	In	Out	Total							
30	PA03-0065	Single-Family Residential ¹⁶	87	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44						
31		Trip Generation Rates										16	48	64	54	32	86
		Trip Generation															
33	PA08-0059	Single-Family Residential ¹⁶	562	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44						
32		Trip Generation Rates										104	312	416	351	206	556
		Trip Generation															
32	PA04-0146	Single-Family Residential ¹⁶	275	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44						
33		Trip Generation Rates										51	153	204	172	101	272
		Trip Generation															
34	PA06-0054	Single-Family Residential ¹⁶	52	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44						
34		Trip Generation Rates										10	29	38	32	19	51
		Trip Generation															
35	PA05-0031	Single-Family Residential ¹⁶	80	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44						
35		Trip Generation Rates										15	44	59	50	29	79
		Trip Generation															
36	PA05-0031	Single-Family Residential ¹⁶	54	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44						
36		Trip Generation Rates										10	30	40	34	20	53
		Trip Generation															
37	PA03-0106	Single-Family Residential ¹⁶	56	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44						
37		Trip Generation Rates										10	31	41	35	21	55
		Trip Generation															
38	PA04-0163	Single-Family Residential ¹⁶	107	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44						
38		Trip Generation Rates										20	59	79	67	39	106
		Trip Generation															
39	PA04-0046	Single-Family Residential ¹⁶	63	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44						
39		Trip Generation Rates										12	35	47	39	23	62
		Trip Generation															
40	PA04-0041	Single-Family Residential ¹⁶	32	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44						
40		Trip Generation Rates										6	18	24	20	12	32
		Trip Generation															
41	PA03-0150	Single-Family Residential ¹⁶	96	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44						
41		Trip Generation Rates										18	53	71	60	35	95
		Trip Generation															
42	PA15-0010	Single-Family Residential ¹⁶	40	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44						
42		Trip Generation Rates										7	22	30	25	15	40
		Trip Generation															
43	PEN18-0080	Single-Family Residential ¹⁶	8	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44						
43		Trip Generation Rates										1	4	6	5	3	8
		Trip Generation															
44	PEN18-0154	Single-Family Residential ¹⁶	6	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44						
44		Trip Generation Rates										1	3	4	4	2	6
		Trip Generation															
45	PEN17-0173	Single-Family Residential ¹⁶	159	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44						
45		Trip Generation Rates										29	88	118	99	58	157
		Trip Generation															
47	PA15-0012	Single-Family Residential ¹⁶	25	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44						
46		Trip Generation Rates										5	14	19	16	9	25
		Trip Generation															
48	PEN18-0053	Single-Family Residential ¹⁶	45	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44						
47		Trip Generation Rates										8	25	33	28	16	45
		Trip Generation															
49	PEN16-0141	Single-Family Residential ¹⁶	235	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44						
48		Trip Generation Rates										43	130	174	147	86	233
		Trip Generation															
50	PEN16-0085	Single-Family Residential ¹⁶	34	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44						
49		Trip Generation Rates										6	19	25	21	12	34
		Trip Generation															
51	PA07-0040	Single-Family Residential ¹⁶	9	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44						
50		Trip Generation Rates										2	5	7	6	3	9
		Trip Generation															

Table C-5: Cumulative Projects Trip Generation

Project Number	Project	Land Use	Quantity	Units	A.M. Peak Hour			P.M. Peak Hour			Daily						
					In	Out	Total	In	Out	Total							
53	PEN16-0012	Single-Family Residential ¹⁶	140	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44						
51		Trip Generation Rates										26	78	104	87	51	139
		Trip Generation															
55	PEN16-0012	Single-Family Residential ¹⁶	221	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44						
52		Trip Generation Rates										41	123	164	138	81	219
		Trip Generation															
16	PA05-0193	Multi-Family Residential ¹⁷	39	DU	0.11	0.35	0.46	0.35	0.21	0.56	7.32						
53		Trip Generation Rates										4	14	18	14	8	22
		Trip Generation															
17	PA13-0062	Multi-Family Residential ¹⁷	58	DU	0.11	0.35	0.46	0.35	0.21	0.56	7.32						
54		Trip Generation Rates										6	21	27	20	12	32
		Trip Generation															
18	PA06-0052	Multi-Family Residential ¹⁷	49	DU	0.11	0.35	0.46	0.35	0.21	0.56	7.32						
55		Trip Generation Rates										5	17	23	17	10	27
		Trip Generation															
19	PEN17-0064	Multi-Family Residential ¹⁷	141	DU	0.09	0.27	0.36	0.27	0.17	0.44	7.32						
56		Trip Generation Rates										13	38	51	38	24	62
		Trip Generation															
20	PA15-0046	Multi-Family Residential ¹⁸	426	DU	0.11	0.35	0.46	0.35	0.21	0.56	5.44						
57		Trip Generation Rates										45	151	196	150	88	239
		Trip Generation															
21	PEN16-0123	Multi-Family Residential ¹⁸	220	DU	0.11	0.35	0.46	0.35	0.21	0.56	5.44						
58		Trip Generation Rates										23	78	101	78	46	123
		Trip Generation															
24	PEN16-0130	Multi-Family Residential ¹⁸	417	DU	0.11	0.35	0.46	0.35	0.21	0.56	5.44						
59		Trip Generation Rates										44	148	192	147	86	234
		Trip Generation															
25	PA08-0054	Multi-Family Residential ¹⁷	135	DU	0.09	0.27	0.36	0.27	0.17	0.44	7.32						
60		Trip Generation Rates										13	36	49	36	23	59
		Trip Generation															
26	PA04-0051	Multi-Family Residential ¹⁷	62	DU	0.09	0.27	0.36	0.27	0.17	0.44	7.32						
61		Trip Generation Rates										6	17	22	17	11	27
		Trip Generation															
27	PA11-0026	Multi-Family Residential ¹⁷	112	DU	0.09	0.27	0.36	0.27	0.17	0.44	7.32						
62		Trip Generation Rates										10	30	40	30	19	49
		Trip Generation															
4M	Moreno Valley Medical Plaza	Medical Office ¹⁹	217	TSF	2.17	0.61	2.78	0.97	2.49	3.46	34.80						
63		Trip Generation Rates										471	133	603	210	541	751
		Trip Generation															
8M	Fresenius Medical Care	Medical Office ¹⁹	12	TSF	2.17	0.61	2.78	0.97	2.49	3.46	34.80						
64		Trip Generation Rates										26	7	33	12	30	42
		Trip Generation															

Table C-5: Cumulative Projects Trip Generation

Project Number	Project	Land Use	Quantity	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
					In	Out	Total	In	Out	Total	
12M 65	Mainstreet Post-Acute Care	Medical Office ¹⁹	57	TSF	2.17	0.61	2.78	0.97	2.49	3.46	34.80
		Trip Generation Rates									
		Trip Generation									
9M 66	Integrated Care Communities	Nursing Home ¹⁸	99	Beds	0.12	0.05	0.17	0.07	0.15	0.22	3.06
		Trip Generation Rates									
		Trip Generation									
10M 67	Riverside University Health System Expansion	Medical Office ¹⁹	200	TSF	2.17	0.61	2.78	0.97	2.49	3.46	34.80
		Trip Generation Rates									
		Trip Generation									
11M 68	Kaiser Permanente Medical Center Phase I	D & T Expansion ²⁰	95	TSF	-	-	-	-	-	-	-
		Trip Generation Rates									
		Trip Generation									
69	Car Pro Kia	Automobile Dealership ²¹	42	TSF	1.37	0.50	1.87	0.93	1.39	2.32	27.84
		Trip Generation Rates									
		Trip Generation									
70	Walmart	Free-Standing Discount Superstore ²²	190	TSF	-	-	-	-	-	-	-
		Trip Generation Rates									
		Trip Generation									
71	World Logistics Center Phase I	Warehouse ²³	-	TSF	-	-	-	-	-	-	-
		Trip Generation Rates									
		Trip Generation									
72	Sketchers Expansion	Warehouse ²⁴	-	TSF	-	-	-	-	-	-	-
		Trip Generation Rates									
		Trip Generation									
73	Warehouse	Warehouse ²⁵	-	TSF	-	-	-	-	-	-	-
		Passenger Cars									
		Truck PCEs									
Total Trip Generation		Total PCE Trip Generation	0.00	TSF	35	35	70	46	36	82	1,061
			5,717	4,699	10,417	5,567	7,870	13,437	151,344		

Notes: DU = Dwelling Units, TSF = Thousand Square Feet, VFP = Vehicle Fueling Positions

¹ Trip generation based on existing counts conducted at Waste Management Facilities at 17700 Indian St, Moreno Valley.

² Trip generation based on rates for Land Use 150 - "Warehousing" from Institute of Transportation Engineers (ITE) *Trip Generation* (10th Edition). Recommended Truck Mix Percentages per City of Fontana Truck Trip Generation Study for Heavy Warehouse

³ Rates based on 2002

⁴ Trip generation from "Indian Street Commerce Center Traffic Impact Analysis" from Urban Crossroads (June, 2016).

⁵ Trip generation rates from "Palm and Kendall Trip Generation Analysis" from Translutions (October, 2017).

⁶ Rates based on Land Use 154 - "High Cube Transload & Short Term Storage Warehouse" from Institute of Transportation Engineers (ITE) *Trip Generation* (10th Ed.).

⁷ Trip generation from "First Nandina Logistics Center Traffic Impact Analysis" from Urban Crossroads/Translutions (June, 2014).

⁸ Trip generation based on rates for Land Use 812 - "Building Material and Lumber Store" from Institute of Transportation Engineers (ITE) *Trip Generation* (10th Edition).

⁹ Trip generation from "Moreno Valley Logistics Center Traffic Impact Analysis" from Urban Crossroads/Translutions (June, 2016).

¹⁰ Trip Generation from "Brodiaea Commerce Center Traffic Impact Analysis" from Urban Crossroads (January 2018)

¹¹ Rates based on Land Use 720 - "Medical-Dental Office Building" from Institute of Transportation Engineers (ITE) *Trip Generation* (10th Ed.).

¹² Rates based on Land Use 820 - "Shopping Center" from Institute of Transportation Engineers (ITE) *Trip Generation* (10th Ed.).

¹³ Rates based on Land Use 760 - "Research and Development Center" from Institute of Transportation Engineers (ITE) *Trip Generation* (10th Ed.).

¹⁴ Rates based on Land Use 610 - "Hospital" from Institute of Transportation Engineers (ITE) *Trip Generation* (10th Ed.).

¹⁵ Rates based on Land Use 254 - "Assisted Living" from Institute of Transportation Engineers (ITE) *Trip Generation* (10th Ed.).

¹⁶ Trip Generation from "Alessandro Apartments Traffic Impact Analysis" from Transpo Group (October 2016)

¹⁷ Rates based on Land Use 210 - "Single-Family Detached Housing" from Institute of Transportation Engineers (ITE) *Trip Generation* (10th Ed.).

¹⁸ Rates based on Land Use 220 - "Multifamily (Low-Rise)" from Institute of Transportation Engineers (ITE) *Trip Generation* (10th Ed.).

¹⁹ Rates based on Land Use 220 - "Multifamily (Mid-Rise)" from Institute of Transportation Engineers (ITE) *Trip Generation* (10th Ed.).

²⁰ Rates based on Land Use 620 - "Nursing Home" from Institute of Transportation Engineers (ITE) *Trip Generation* (10th Ed.).

²¹ Trip generation from "Kaiser Permanente Moreno Valley Medical Center Master Plan Traffic Impact Analysis" from LSA Associates (October, 2019).

²² Trip generation from "Trip Generation Analysis for Proposed Kia Dealership" from EPD Solutions (April, 2019).

²³ Trip generation from "Moreno Valley Walmart Traffic Impact Analysis (Revised)" from Urban Crossroads (September, 2013).

²⁴ Trip generation from "World Logistics Center Traffic Impact Analysis Report" from WSP (July, 2018).

²⁵ Trip generation from "Highland Fairview Corporate Park Parcels 2 and 3 Project Trip Generation Consistency Memorandum" from Kinley Horn (October, 2018).

²⁶ Trip generation from "Eucalyptus Industrial Park Traffic Study" from LSA Associates (April, 2012).

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
1 . Kitching Street/Iris Avenue														
NBL	150	16	166	17	183	0	183	54	6	60	22	82	0	82
NBT	171	18	189	31	220	0	220	109	11	120	22	142	0	142
NBR	136	14	150	88	238	15	253	80	8	88	37	125	21	146
SBL	40	4	44	21	65	0	65	50	5	55	34	89	0	89
SBT	175	18	193	12	205	0	205	148	15	163	43	206	0	206
SBR	160	17	177	32	209	0	209	95	10	105	23	128	0	128
EBL	60	6	66	13	79	0	79	102	11	113	34	147	0	147
EBT	680	71	751	95	846	4	850	733	76	809	145	954	5	959
EBR	97	10	107	8	115	0	115	133	14	147	21	168	0	168
WBL	130	14	144	29	173	3	176	119	12	131	66	197	20	217
WBT	718	75	793	129	922	1	923	673	70	743	102	845	5	850
WBR	59	6	65	24	89	0	89	67	7	74	34	108	0	108
North Leg														
Approach	375	39	414	65	479	0	479	293	30	323	100	423	0	423
Departure	290	30	320	68	388	0	388	278	29	307	90	397	0	397
Total	665	69	734	133	867	0	867	571	59	630	190	820	0	820
South Leg														
Approach	457	48	505	136	641	15	656	243	25	268	81	349	21	370
Departure	402	42	444	49	493	3	496	400	41	441	130	571	20	591
Total	859	90	949	185	1,134	18	1,152	643	66	709	211	920	41	961
East Leg														
Approach	907	95	1,002	182	1,184	4	1,188	859	89	948	202	1,150	25	1,175
Departure	856	89	945	204	1,149	19	1,168	863	89	952	216	1,168	26	1,194
Total	1,763	184	1,947	386	2,333	23	2,356	1,722	178	1,900	418	2,318	51	2,369
West Leg														
Approach	837	87	924	116	1,040	4	1,044	968	101	1,069	200	1,269	5	1,274
Departure	1,028	108	1,136	178	1,314	1	1,315	822	86	908	147	1,055	5	1,060
Total	1,865	195	2,060	294	2,354	5	2,359	1,790	187	1,977	347	2,324	10	2,334
Total Approaches														
Approach	2,576	269	2,845	499	3,344	23	3,367	2,363	245	2,608	583	3,191	51	3,242
Departure	2,576	269	2,845	499	3,344	23	3,367	2,363	245	2,608	583	3,191	51	3,242
Total	5,152	538	5,690	998	6,688	46	6,734	4,726	490	5,216	1,166	6,382	102	6,484

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
2 . Lasselle Street/Alessandro Boulevard														
NBL	223	23	246	16	262	0	262	161	17	178	18	196	0	196
NBT	328	34	362	24	386	0	386	366	38	404	32	436	0	436
NBR	147	15	162	21	183	4	187	104	11	115	34	149	5	154
SBL	20	2	22	31	53	0	53	14	1	15	20	35	0	35
SBT	304	32	336	46	382	0	382	361	38	399	30	429	0	429
SBR	64	7	71	15	86	0	86	29	3	32	22	54	0	54
EBL	28	3	31	13	44	0	44	63	7	70	19	89	0	89
EBT	216	22	238	176	414	15	429	393	41	434	244	678	21	699
EBR	137	14	151	16	167	0	167	204	21	225	23	248	0	248
WBL	106	11	117	22	139	1	140	94	10	104	21	125	5	130
WBT	479	50	529	225	754	3	757	267	28	295	242	537	20	557
WBR	17	2	19	13	32	0	32	21	2	23	30	53	0	53
North Leg														
Approach	388	41	429	92	521	0	521	404	42	446	72	518	0	518
Departure	373	39	412	50	462	0	462	450	47	497	81	578	0	578
Total	761	80	841	142	983	0	983	854	89	943	153	1,096	0	1,096
South Leg														
Approach	698	72	770	61	831	4	835	631	66	697	84	781	5	786
Departure	547	57	604	84	688	1	689	659	69	728	74	802	5	807
Total	1,245	129	1,374	145	1,519	5	1,524	1,290	135	1,425	158	1,583	10	1,593
East Leg														
Approach	602	63	665	260	925	4	929	382	40	422	293	715	25	740
Departure	383	39	422	228	650	19	669	511	53	564	298	862	26	888
Total	985	102	1,087	488	1,575	23	1,598	893	93	986	591	1,577	51	1,628
West Leg														
Approach	381	39	420	205	625	15	640	660	69	729	286	1,015	21	1,036
Departure	766	80	846	256	1,102	3	1,105	457	48	505	282	787	20	807
Total	1,147	119	1,266	461	1,727	18	1,745	1,117	117	1,234	568	1,802	41	1,843
Total Approaches														
Approach	2,069	215	2,284	618	2,902	23	2,925	2,077	217	2,294	735	3,029	51	3,080
Departure	2,069	215	2,284	618	2,902	23	2,925	2,077	217	2,294	735	3,029	51	3,080
Total	4,138	430	4,568	1,236	5,804	46	5,850	4,154	434	4,588	1,470	6,058	102	6,160

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
3 . Lasselle Street/Iris Avenue														
NBL	364	38	402	74	476	0	476	217	23	240	39	279	0	279
NBT	575	60	635	34	669	0	669	538	56	594	29	623	0	623
NBR	474	49	523	184	707	15	722	393	41	434	102	536	21	557
SBL	123	13	136	29	165	0	165	179	19	198	47	245	0	245
SBT	456	47	503	22	525	0	525	667	69	736	41	777	0	777
SBR	84	9	93	21	114	0	114	76	8	84	11	95	0	95
EBL	107	11	118	12	130	0	130	137	14	151	24	175	0	175
EBT	532	55	587	181	768	19	787	382	40	422	152	574	27	601
EBR	328	34	362	22	384	0	384	313	33	346	29	375	0	375
WBL	546	57	603	76	679	3	682	615	64	679	172	851	20	871
WBT	568	59	627	154	781	4	785	623	65	688	171	859	25	884
WBR	67	7	74	40	114	0	114	79	8	87	37	124	0	124
North Leg														
Approach	663	69	732	72	804	0	804	922	96	1,018	99	1,117	0	1,117
Departure	749	78	827	86	913	0	913	754	78	832	90	922	0	922
Total	1,412	147	1,559	158	1,717	0	1,717	1,676	174	1,850	189	2,039	0	2,039
South Leg														
Approach	1,413	147	1,560	292	1,852	15	1,867	1,148	120	1,268	170	1,438	21	1,459
Departure	1,330	138	1,468	120	1,588	3	1,591	1,595	166	1,761	242	2,003	20	2,023
Total	2,743	285	3,028	412	3,440	18	3,458	2,743	286	3,029	412	3,441	41	3,482
East Leg														
Approach	1,181	123	1,304	270	1,574	7	1,581	1,317	137	1,454	380	1,834	45	1,879
Departure	1,129	117	1,246	394	1,640	34	1,674	954	100	1,054	301	1,355	48	1,403
Total	2,310	240	2,550	664	3,214	41	3,255	2,271	237	2,508	681	3,189	93	3,282
West Leg														
Approach	967	100	1,067	215	1,282	19	1,301	832	87	919	205	1,124	27	1,151
Departure	1,016	106	1,122	249	1,371	4	1,375	916	96	1,012	221	1,233	25	1,258
Total	1,983	206	2,189	464	2,653	23	2,676	1,748	183	1,931	426	2,357	52	2,409
Total Approaches														
Approach	4,224	439	4,663	849	5,512	41	5,553	4,219	440	4,659	854	5,513	93	5,606
Departure	4,224	439	4,663	849	5,512	41	5,553	4,219	440	4,659	854	5,513	93	5,606
Total	8,448	878	9,326	1,698	11,024	82	11,106	8,438	880	9,318	1,708	11,026	186	11,212

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
4 . Nason Street/Eucalyptus Avenue														
NBL	81	8	89	16	105	0	105	47	5	52	36	88	0	88
NBT	623	65	688	71	759	0	759	778	81	859	155	1,014	0	1,014
NBR	135	14	149	38	187	4	191	206	21	227	32	259	5	264
SBL	15	2	17	0	17	0	17	22	2	24	0	24	0	24
SBT	1,072	112	1,184	118	1,302	0	1,302	779	81	860	92	952	0	952
SBR	94	10	104	6	110	0	110	81	8	89	22	111	0	111
EBL	207	22	229	19	248	0	248	40	4	44	13	57	0	57
EBT	187	19	206	10	216	15	231	159	17	176	20	196	21	217
EBR	195	20	215	20	235	0	235	53	6	59	23	82	0	82
WBL	137	14	151	19	170	1	171	159	17	176	44	220	5	225
WBT	139	14	153	17	170	3	173	171	18	189	15	204	20	224
WBR	25	3	28	0	28	0	28	9	1	10	0	10	0	10
North Leg														
Approach	1,181	124	1,305	124	1,429	0	1,429	882	91	973	114	1,087	0	1,087
Departure	855	90	945	90	1,035	0	1,035	827	86	913	168	1,081	0	1,081
Total	2,036	214	2,250	214	2,464	0	2,464	1,709	177	1,886	282	2,168	0	2,168
South Leg														
Approach	839	87	926	125	1,051	4	1,055	1,031	107	1,138	223	1,361	5	1,366
Departure	1,404	146	1,550	157	1,707	1	1,708	991	104	1,095	159	1,254	5	1,259
Total	2,243	233	2,476	282	2,758	5	2,763	2,022	211	2,233	382	2,615	10	2,625
East Leg														
Approach	301	31	332	36	368	4	372	339	36	375	59	434	25	459
Departure	337	35	372	48	420	19	439	387	40	427	52	479	26	505
Total	638	66	704	84	788	23	811	726	76	802	111	913	51	964
West Leg														
Approach	589	61	650	49	699	15	714	252	27	279	56	335	21	356
Departure	314	32	346	39	385	3	388	299	31	330	73	403	20	423
Total	903	93	996	88	1,084	18	1,102	551	58	609	129	738	41	779
Total Approaches														
Approach	2,910	303	3,213	334	3,547	23	3,570	2,504	261	2,765	452	3,217	51	3,268
Departure	2,910	303	3,213	334	3,547	23	3,570	2,504	261	2,765	452	3,217	51	3,268
Total	5,820	606	6,426	668	7,094	46	7,140	5,008	522	5,530	904	6,434	102	6,536

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
5 . Nason Street/Alessandro Boulevard														
NBL	77	8	85	46	131	0	131	62	6	68	164	232	0	232
NBT	464	48	512	71	583	0	583	639	67	706	261	967	0	967
NBR	25	3	28	79	107	7	114	71	7	78	281	359	11	370
SBL	61	6	67	34	101	0	101	58	6	64	115	179	0	179
SBT	726	76	802	224	1,026	0	1,026	642	67	709	109	818	0	818
SBR	88	9	97	5	102	0	102	67	7	74	15	89	0	89
EBL	76	8	84	11	95	0	95	96	10	106	22	128	0	128
EBT	180	19	199	64	263	19	282	281	29	310	127	437	27	464
EBR	79	8	87	146	233	0	233	60	6	66	66	132	0	132
WBL	111	12	123	246	369	2	371	22	2	24	119	143	10	153
WBT	359	37	396	113	509	4	513	200	21	221	95	316	25	341
WBR	148	15	163	99	262	0	262	53	6	59	89	148	0	148
North Leg														
Approach	875	91	966	263	1,229	0	1,229	767	80	847	239	1,086	0	1,086
Departure	688	71	759	181	940	0	940	788	83	871	372	1,243	0	1,243
Total	1,563	162	1,725	444	2,169	0	2,169	1,555	163	1,718	611	2,329	0	2,329
South Leg														
Approach	566	59	625	196	821	7	828	772	80	852	706	1,558	11	1,569
Departure	916	96	1,012	616	1,628	2	1,630	724	75	799	294	1,093	10	1,103
Total	1,482	155	1,637	812	2,449	9	2,458	1,496	155	1,651	1,000	2,651	21	2,672
East Leg														
Approach	618	64	682	458	1,140	6	1,146	275	29	304	303	607	35	642
Departure	266	28	294	177	471	26	497	410	42	452	523	975	38	1,013
Total	884	92	976	635	1,611	32	1,643	685	71	756	826	1,582	73	1,655
West Leg														
Approach	335	35	370	221	591	19	610	437	45	482	215	697	27	724
Departure	524	54	578	164	742	4	746	329	34	363	274	637	25	662
Total	859	89	948	385	1,333	23	1,356	766	79	845	489	1,334	52	1,386
Total Approaches														
Approach	2,394	249	2,643	1,138	3,781	32	3,813	2,251	234	2,485	1,463	3,948	73	4,021
Departure	2,394	249	2,643	1,138	3,781	32	3,813	2,251	234	2,485	1,463	3,948	73	4,021
Total	4,788	498	5,286	2,276	7,562	64	7,626	4,502	468	4,970	2,926	7,896	146	8,042

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
6 . Nason Street/Iris Avenue														
NBL	11	1	12	0	12	0	12	16	2	18	14	32	0	32
NBT	39	4	43	0	43	0	43	27	3	30	15	45	0	45
NBR	7	1	8	6	14	0	14	12	1	13	23	36	0	36
SBL	146	15	161	95	256	0	256	114	12	126	102	228	0	228
SBT	18	2	20	7	27	0	27	53	6	59	9	68	0	68
SBR	279	29	308	40	348	0	348	408	42	450	120	570	0	570
EBL	300	31	331	104	435	0	435	228	24	252	75	327	0	327
EBT	784	82	866	214	1,080	34	1,114	561	58	619	204	823	48	871
EBR	14	1	15	4	19	0	19	15	2	17	0	17	0	17
WBL	15	2	17	9	26	0	26	20	2	22	9	31	0	31
WBT	578	60	638	216	854	7	861	749	78	827	190	1,017	45	1,062
WBR	125	13	138	79	217	0	217	155	16	171	127	298	0	298
North Leg														
Approach	443	46	489	142	631	0	631	575	60	635	231	866	0	866
Departure	464	48	512	183	695	0	695	410	43	453	217	670	0	670
Total	907	94	1,001	325	1,326	0	1,326	985	103	1,088	448	1,536	0	1,536
South Leg														
Approach	57	6	63	6	69	0	69	55	6	61	52	113	0	113
Departure	47	5	52	20	72	0	72	88	10	98	18	116	0	116
Total	104	11	115	26	141	0	141	143	16	159	70	229	0	229
East Leg														
Approach	718	75	793	304	1,097	7	1,104	924	96	1,020	326	1,346	45	1,391
Departure	937	98	1,035	315	1,350	34	1,384	687	71	758	329	1,087	48	1,135
Total	1,655	173	1,828	619	2,447	41	2,488	1,611	167	1,778	655	2,433	93	2,526
West Leg														
Approach	1,098	114	1,212	322	1,534	34	1,568	804	84	888	279	1,167	48	1,215
Departure	868	90	958	256	1,214	7	1,221	1,173	122	1,295	324	1,619	45	1,664
Total	1,966	204	2,170	578	2,748	41	2,789	1,977	206	2,183	603	2,786	93	2,879
Total Approaches														
Approach	2,316	241	2,557	774	3,331	41	3,372	2,358	246	2,604	888	3,492	93	3,585
Departure	2,316	241	2,557	774	3,331	41	3,372	2,358	246	2,604	888	3,492	93	3,585
Total	4,632	482	5,114	1,548	6,662	82	6,744	4,716	492	5,208	1,776	6,984	186	7,170

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
7 . Fir Avenue/Eucalyptus Avenue														
NBL	0	0	0	8	8	0	8	0	0	0	5	5	0	5
NBT	0	0	0	31	31	0	31	0	0	0	20	20	0	20
NBR	2	0	2	8	10	0	10	0	0	0	5	5	0	5
SBL	122	13	135	24	159	0	159	158	16	174	79	253	0	253
SBT	0	0	0	10	10	0	10	0	0	0	34	34	0	34
SBR	45	5	50	0	50	0	50	39	4	43	2	45	0	45
EBL	58	6	64	1	65	0	65	33	3	36	1	37	0	37
EBT	266	28	294	43	337	19	356	343	36	379	42	421	27	448
EBR	0	0	0	3	3	0	3	0	0	0	9	9	0	9
WBL	3	0	3	3	6	0	6	3	0	3	9	12	0	12
WBT	182	19	201	27	228	4	232	325	34	359	53	412	25	437
WBR	97	10	107	71	178	0	178	180	19	199	46	245	0	245
North Leg														
Approach	167	18	185	34	219	0	219	197	20	217	115	332	0	332
Departure	155	16	171	103	274	0	274	213	22	235	67	302	0	302
Total	322	34	356	137	493	0	493	410	42	452	182	634	0	634
South Leg														
Approach	2	0	2	47	49	0	49	0	0	0	30	30	0	30
Departure	3	0	3	16	19	0	19	3	0	3	52	55	0	55
Total	5	0	5	63	68	0	68	3	0	3	82	85	0	85
East Leg														
Approach	282	29	311	101	412	4	416	508	53	561	108	669	25	694
Departure	390	41	431	75	506	19	525	501	52	553	126	679	27	706
Total	672	70	742	176	918	23	941	1,009	105	1,114	234	1,348	52	1,400
West Leg														
Approach	324	34	358	47	405	19	424	376	39	415	52	467	27	494
Departure	227	24	251	35	286	4	290	364	38	402	60	462	25	487
Total	551	58	609	82	691	23	714	740	77	817	112	929	52	981
Total Approaches														
Approach	775	81	856	229	1,085	23	1,108	1,081	112	1,193	305	1,498	52	1,550
Departure	775	81	856	229	1,085	23	1,108	1,081	112	1,193	305	1,498	52	1,550
Total	1,550	162	1,712	458	2,170	46	2,216	2,162	224	2,386	610	2,996	104	3,100

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
8 . Oliver Street/Iris Avenue														
NBL	60	6	66	29	95	0	95	45	5	50	16	66	0	66
NBT	51	5	56	9	65	0	65	7	1	8	6	14	0	14
NBR	29	3	32	4	36	0	36	33	3	36	7	43	0	43
SBL	13	1	14	10	24	0	24	0	0	0	35	35	0	35
SBT	35	4	39	6	45	0	45	13	1	14	9	23	0	23
SBR	198	21	219	21	240	0	240	45	5	50	65	115	0	115
EBL	232	24	256	53	309	0	309	50	5	55	31	86	0	86
EBT	491	51	542	195	737	34	771	503	52	555	311	866	48	914
EBR	25	3	28	8	36	0	36	44	5	49	24	73	0	73
WBL	30	3	33	2	35	0	35	50	5	55	8	63	0	63
WBT	408	42	450	314	764	7	771	609	63	672	199	871	45	916
WBR	13	1	14	25	39	0	39	2	0	2	13	15	0	15
North Leg														
Approach	246	26	272	37	309	0	309	58	6	64	109	173	0	173
Departure	296	30	326	87	413	0	413	59	6	65	50	115	0	115
Total	542	56	598	124	722	0	722	117	12	129	159	288	0	288
South Leg														
Approach	140	14	154	42	196	0	196	85	9	94	29	123	0	123
Departure	90	10	100	16	116	0	116	107	11	118	41	159	0	159
Total	230	24	254	58	312	0	312	192	20	212	70	282	0	282
East Leg														
Approach	451	46	497	341	838	7	845	661	68	729	220	949	45	994
Departure	533	55	588	209	797	34	831	536	55	591	353	944	48	992
Total	984	101	1,085	550	1,635	41	1,676	1,197	123	1,320	573	1,893	93	1,986
West Leg														
Approach	748	78	826	256	1,082	34	1,116	597	62	659	366	1,025	48	1,073
Departure	666	69	735	364	1,099	7	1,106	699	73	772	280	1,052	45	1,097
Total	1,414	147	1,561	620	2,181	41	2,222	1,296	135	1,431	646	2,077	93	2,170
Total Approaches														
Approach	1,585	164	1,749	676	2,425	41	2,466	1,401	145	1,546	724	2,270	93	2,363
Departure	1,585	164	1,749	676	2,425	41	2,466	1,401	145	1,546	724	2,270	93	2,363
Total	3,170	328	3,498	1,352	4,850	82	4,932	2,802	290	3,092	1,448	4,540	186	4,726

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
9 . Moreno Beach Dr/SR-60 Westbound Ramps														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	208	22	230	233	463	2	465	247	26	273	291	564	15	579
NBR	350	36	386	108	494	38	532	442	46	488	131	619	150	769
SBL	81	8	89	27	116	0	116	36	4	40	18	58	0	58
SBT	214	22	236	72	308	11	319	237	25	262	111	373	16	389
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	84	9	93	118	211	0	211	92	10	102	147	249	0	249
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	4	0	4	3	7	0	7	8	1	9	10	19	0	19
North Leg														
Approach	295	30	325	99	424	11	435	273	29	302	129	431	16	447
Departure	212	22	234	236	470	2	472	255	27	282	301	583	15	598
Total	507	52	559	335	894	13	907	528	56	584	430	1,014	31	1,045
South Leg														
Approach	558	58	616	341	957	40	997	689	72	761	422	1,183	165	1,348
Departure	298	31	329	190	519	11	530	329	35	364	258	622	16	638
Total	856	89	945	531	1,476	51	1,527	1,018	107	1,125	680	1,805	181	1,986
East Leg														
Approach	88	9	97	121	218	0	218	100	11	111	157	268	0	268
Departure	431	44	475	135	610	38	648	478	50	528	149	677	150	827
Total	519	53	572	256	828	38	866	578	61	639	306	945	150	1,095
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches														
Approach	941	97	1,038	561	1,599	51	1,650	1,062	112	1,174	708	1,882	181	2,063
Departure	941	97	1,038	561	1,599	51	1,650	1,062	112	1,174	708	1,882	181	2,063
Total	1,882	194	2,076	1,122	3,198	102	3,300	2,124	224	2,348	1,416	3,764	362	4,126

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
10 . Moreno Beach Dr/SR-60 Eastbound Ramps														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	514	53	567	142	709	40	749	624	65	689	162	851	165	1,016
NBR	121	13	134	122	256	0	256	168	17	185	117	302	0	302
SBL	13	1	14	64	78	0	78	8	1	9	77	86	0	86
SBT	285	30	315	145	460	11	471	321	33	354	180	534	16	550
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	44	5	49	197	246	0	246	65	7	72	261	333	0	333
EBT	2	0	2	9	11	0	11	2	0	2	6	8	0	8
EBR	400	42	442	99	541	113	654	525	55	580	130	710	153	863
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	298	31	329	209	538	11	549	329	34	363	257	620	16	636
Departure	558	58	616	339	955	40	995	689	72	761	423	1,184	165	1,349
Total	856	89	945	548	1,493	51	1,544	1,018	106	1,124	680	1,804	181	1,985
South Leg														
Approach	635	66	701	264	965	40	1,005	792	82	874	279	1,153	165	1,318
Departure	685	72	757	244	1,001	124	1,125	846	88	934	310	1,244	169	1,413
Total	1,320	138	1,458	508	1,966	164	2,130	1,638	170	1,808	589	2,397	334	2,731
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	136	14	150	195	345	0	345	178	18	196	200	396	0	396
Total	136	14	150	195	345	0	345	178	18	196	200	396	0	396
West Leg														
Approach	446	47	493	305	798	113	911	592	62	654	397	1,051	153	1,204
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	446	47	493	305	798	113	911	592	62	654	397	1,051	153	1,204
Total Approaches														
Approach	1,379	144	1,523	778	2,301	164	2,465	1,713	178	1,891	933	2,824	334	3,158
Departure	1,379	144	1,523	778	2,301	164	2,465	1,713	178	1,891	933	2,824	334	3,158
Total	2,758	288	3,046	1,556	4,602	328	4,930	3,426	356	3,782	1,866	5,648	668	6,316

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
11 . Moreno Beach Dr/Eucalyptus Avenue														
NBL	94	10	104	51	155	0	155	114	12	126	45	171	0	171
NBT	409	43	452	240	692	0	692	329	34	363	233	596	0	596
NBR	17	2	19	45	64	11	75	5	1	6	28	34	16	50
SBL	136	14	150	33	183	124	307	56	6	62	29	91	169	260
SBT	398	41	439	204	643	0	643	549	57	606	273	879	0	879
SBR	151	16	167	9	176	0	176	241	25	266	13	279	0	279
EBL	188	20	208	10	218	0	218	338	35	373	11	384	0	384
EBT	64	7	71	14	85	19	104	39	4	43	10	53	27	80
EBR	79	8	87	28	115	0	115	135	14	149	70	219	0	219
WBL	20	2	22	15	37	2	39	33	3	36	49	85	15	100
WBT	33	3	36	4	40	4	44	57	6	63	16	79	25	104
WBR	37	4	41	18	59	40	99	125	13	138	33	171	165	336
North Leg														
Approach	685	71	756	246	1,002	124	1,126	846	88	934	315	1,249	169	1,418
Departure	634	67	701	268	969	40	1,009	792	82	874	277	1,151	165	1,316
Total	1,319	138	1,457	514	1,971	164	2,135	1,638	170	1,808	592	2,400	334	2,734
South Leg														
Approach	520	55	575	336	911	11	922	448	47	495	306	801	16	817
Departure	497	51	548	247	795	2	797	717	74	791	392	1,183	15	1,198
Total	1,017	106	1,123	583	1,706	13	1,719	1,165	121	1,286	698	1,984	31	2,015
East Leg														
Approach	90	9	99	37	136	46	182	215	22	237	98	335	205	540
Departure	217	23	240	92	332	154	486	100	11	111	67	178	212	390
Total	307	32	339	129	468	200	668	315	33	348	165	513	417	930
West Leg														
Approach	331	35	366	52	418	19	437	512	53	565	91	656	27	683
Departure	278	29	307	64	371	4	375	412	43	455	74	529	25	554
Total	609	64	673	116	789	23	812	924	96	1,020	165	1,185	52	1,237
Total Approaches														
Approach	1,626	170	1,796	671	2,467	200	2,667	2,021	210	2,231	810	3,041	417	3,458
Departure	1,626	170	1,796	671	2,467	200	2,667	2,021	210	2,231	810	3,041	417	3,458
Total	3,252	340	3,592	1,342	4,934	400	5,334	4,042	420	4,462	1,620	6,082	834	6,916

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
12 . Auto Mall Dr/Eucalyptus Avenue														
NBL	26	3	29	6	35	0	35	57	6	63	17	80	0	80
NBT	2	0	2	0	2	0	2	5	1	6	0	6	0	6
NBR	11	1	12	3	15	15	30	6	1	7	1	8	21	29
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	1	0	1	0	1	0	1	5	1	6	0	6	0	6
SBR	4	0	4	0	4	0	4	16	2	18	0	18	0	18
EBL	10	1	11	0	11	0	11	12	1	13	0	13	0	13
EBT	79	8	87	11	98	154	252	66	7	73	13	86	211	297
EBR	39	4	43	17	60	0	60	27	3	30	12	42	0	42
WBL	11	1	12	1	13	3	16	12	1	13	3	16	20	36
WBT	72	7	79	11	90	46	136	95	10	105	12	117	205	322
WBR	2	0	2	0	2	0	2	1	0	1	0	1	0	1
North Leg														
Approach	5	0	5	0	5	0	5	21	3	24	0	24	0	24
Departure	14	1	15	0	15	0	15	18	2	20	0	20	0	20
Total	19	1	20	0	20	0	20	39	5	44	0	44	0	44
South Leg														
Approach	39	4	43	9	52	15	67	68	8	76	18	94	21	115
Departure	51	5	56	18	74	3	77	44	5	49	15	64	20	84
Total	90	9	99	27	126	18	144	112	13	125	33	158	41	199
East Leg														
Approach	85	8	93	12	105	49	154	108	11	119	15	134	225	359
Departure	90	9	99	14	113	169	282	72	8	80	14	94	232	326
Total	175	17	192	26	218	218	436	180	19	199	29	228	457	685
West Leg														
Approach	128	13	141	28	169	154	323	105	11	116	25	141	211	352
Departure	102	10	112	17	129	46	175	168	18	186	29	215	205	420
Total	230	23	253	45	298	200	498	273	29	302	54	356	416	772
Total Approaches														
Approach	257	25	282	49	331	218	549	302	33	335	58	393	457	850
Departure	257	25	282	49	331	218	549	302	33	335	58	393	457	850
Total	514	50	564	98	662	436	1,098	604	66	670	116	786	914	1,700

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
13 . Moreno Beach Dr/Alessandro Boulevard														
NBL	113	12	125	61	186	0	186	56	6	62	51	113	0	113
NBT	501	52	553	158	711	0	711	453	47	500	169	669	0	669
NBR	26	3	29	19	48	26	74	33	3	36	18	54	37	91
SBL	10	1	11	9	20	0	20	18	2	20	23	43	0	43
SBT	386	40	426	115	541	0	541	607	63	670	177	847	0	847
SBR	67	7	74	147	221	0	221	51	5	56	104	160	0	160
EBL	64	7	71	69	140	0	140	81	8	89	178	267	0	267
EBT	105	11	116	39	155	34	189	181	19	200	54	254	48	302
EBR	68	7	75	34	109	0	109	72	7	79	78	157	0	157
WBL	41	4	45	18	63	6	69	44	5	49	50	99	35	134
WBT	248	26	274	51	325	7	332	100	10	110	58	168	45	213
WBR	11	1	12	18	30	0	30	23	2	25	24	49	0	49
North Leg														
Approach	463	48	511	271	782	0	782	676	70	746	304	1,050	0	1,050
Departure	576	60	636	245	881	0	881	557	57	614	371	985	0	985
Total	1,039	108	1,147	516	1,663	0	1,663	1,233	127	1,360	675	2,035	0	2,035
South Leg														
Approach	640	67	707	238	945	26	971	542	56	598	238	836	37	873
Departure	495	51	546	167	713	6	719	723	75	798	305	1,103	35	1,138
Total	1,135	118	1,253	405	1,658	32	1,690	1,265	131	1,396	543	1,939	72	2,011
East Leg														
Approach	300	31	331	87	418	13	431	167	17	184	132	316	80	396
Departure	141	15	156	67	223	60	283	232	24	256	95	351	85	436
Total	441	46	487	154	641	73	714	399	41	440	227	667	165	832
West Leg														
Approach	237	25	262	142	404	34	438	334	34	368	310	678	48	726
Departure	428	45	473	259	732	7	739	207	21	228	213	441	45	486
Total	665	70	735	401	1,136	41	1,177	541	55	596	523	1,119	93	1,212
Total Approaches														
Approach	1,640	171	1,811	738	2,549	73	2,622	1,719	177	1,896	984	2,880	165	3,045
Departure	1,640	171	1,811	738	2,549	73	2,622	1,719	177	1,896	984	2,880	165	3,045
Total	3,280	342	3,622	1,476	5,098	146	5,244	3,438	354	3,792	1,968	5,760	330	6,090

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
14 . Moreno Beach Boulevard/Cactus Avenue														
NBL	115	12	127	60	187	0	187	113	12	125	35	160	0	160
NBT	562	58	620	144	764	26	790	373	39	412	177	589	37	626
NBR	54	6	60	26	86	0	86	27	3	30	39	69	0	69
SBL	18	2	20	27	47	0	47	46	5	51	61	112	0	112
SBT	343	36	379	131	510	6	516	488	51	539	217	756	35	791
SBR	89	9	98	1	99	0	99	95	10	105	3	108	0	108
EBL	71	7	78	5	83	0	83	96	10	106	7	113	0	113
EBT	85	9	94	34	128	0	128	193	20	213	70	283	0	283
EBR	88	9	97	22	119	0	119	125	13	138	77	215	0	215
WBL	29	3	32	34	66	0	66	19	2	21	25	46	0	46
WBT	150	16	166	59	225	0	225	113	12	125	66	191	0	191
WBR	30	3	33	64	97	0	97	23	2	25	43	68	0	68
North Leg														
Approach	450	47	497	159	656	6	662	629	66	695	281	976	35	1,011
Departure	663	68	731	213	944	26	970	492	51	543	227	770	37	807
Total	1,113	115	1,228	372	1,600	32	1,632	1,121	117	1,238	508	1,746	72	1,818
South Leg														
Approach	731	76	807	230	1,037	26	1,063	513	54	567	251	818	37	855
Departure	460	48	508	187	695	6	701	632	66	698	319	1,017	35	1,052
Total	1,191	124	1,315	417	1,732	32	1,764	1,145	120	1,265	570	1,835	72	1,907
East Leg														
Approach	209	22	231	157	388	0	388	155	16	171	134	305	0	305
Departure	157	17	174	87	261	0	261	266	28	294	170	464	0	464
Total	366	39	405	244	649	0	649	421	44	465	304	769	0	769
West Leg														
Approach	244	25	269	61	330	0	330	414	43	457	154	611	0	611
Departure	354	37	391	120	511	0	511	321	34	355	104	459	0	459
Total	598	62	660	181	841	0	841	735	77	812	258	1,070	0	1,070
Total Approaches														
Approach	1,634	170	1,804	607	2,411	32	2,443	1,711	179	1,890	820	2,710	72	2,782
Departure	1,634	170	1,804	607	2,411	32	2,443	1,711	179	1,890	820	2,710	72	2,782
Total	3,268	340	3,608	1,214	4,822	64	4,886	3,422	358	3,780	1,640	5,420	144	5,564

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
15 . Moreno Beach Dr/John F Kennedy Dr														
NBL	10	1	11	13	24	0	24	13	1	14	5	19	0	19
NBT	347	36	383	191	574	26	600	337	35	372	221	593	37	630
NBR	218	23	241	95	336	15	351	193	20	213	96	309	21	330
SBL	149	16	165	4	169	0	169	121	13	134	14	148	0	148
SBT	300	31	331	188	519	6	525	405	42	447	270	717	35	752
SBR	105	11	116	10	126	0	126	85	9	94	10	104	0	104
EBL	86	9	95	3	98	0	98	47	5	52	9	61	0	61
EBT	35	4	39	10	49	0	49	8	1	9	5	14	0	14
EBR	2	0	2	4	6	0	6	10	1	11	9	20	0	20
WBL	222	23	245	124	369	3	372	287	30	317	27	344	20	364
WBT	54	6	60	22	82	0	82	24	2	26	12	38	0	38
WBR	280	29	309	10	319	0	319	66	7	73	5	78	0	78
North Leg														
Approach	554	58	612	202	814	6	820	611	64	675	294	969	35	1,004
Departure	713	74	787	204	991	26	1,017	450	47	497	235	732	37	769
Total	1,267	132	1,399	406	1,805	32	1,837	1,061	111	1,172	529	1,701	72	1,773
South Leg														
Approach	575	60	635	299	934	41	975	543	56	599	322	921	58	979
Departure	524	54	578	316	894	9	903	702	73	775	306	1,081	55	1,136
Total	1,099	114	1,213	615	1,828	50	1,878	1,245	129	1,374	628	2,002	113	2,115
East Leg														
Approach	556	58	614	156	770	3	773	377	39	416	44	460	20	480
Departure	402	43	445	109	554	15	569	322	34	356	115	471	21	492
Total	958	101	1,059	265	1,324	18	1,342	699	73	772	159	931	41	972
West Leg														
Approach	123	13	136	17	153	0	153	65	7	72	23	95	0	95
Departure	169	18	187	45	232	0	232	122	12	134	27	161	0	161
Total	292	31	323	62	385	0	385	187	19	206	50	256	0	256
Total Approaches														
Approach	1,808	189	1,997	674	2,671	50	2,721	1,596	166	1,762	683	2,445	113	2,558
Departure	1,808	189	1,997	674	2,671	50	2,721	1,596	166	1,762	683	2,445	113	2,558
Total	3,616	378	3,994	1,348	5,342	100	5,442	3,192	332	3,524	1,366	4,890	226	5,116

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
16 . Alessandro Road/San Timoteo Canyon Road														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	582	61	643	30	673	3	676	198	21	219	43	262	20	282
NBR	178	19	197	6	203	2	205	212	22	234	9	243	15	258
SBL	16	2	18	6	24	0	24	25	3	28	0	28	0	28
SBT	162	17	179	32	211	15	226	425	44	469	17	486	21	507
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	191	20	211	17	228	11	239	175	18	193	2	195	16	211
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	49	5	54	0	54	0	54	14	1	15	6	21	0	21
North Leg														
Approach	178	19	197	38	235	15	250	450	47	497	17	514	21	535
Departure	631	66	697	30	727	3	730	212	22	234	49	283	20	303
Total	809	85	894	68	962	18	980	662	69	731	66	797	41	838
South Leg														
Approach	760	80	840	36	876	5	881	410	43	453	52	505	35	540
Departure	353	37	390	49	439	26	465	600	62	662	19	681	37	718
Total	1,113	117	1,230	85	1,315	31	1,346	1,010	105	1,115	71	1,186	72	1,258
East Leg														
Approach	240	25	265	17	282	11	293	189	19	208	8	216	16	232
Departure	194	21	215	12	227	2	229	237	25	262	9	271	15	286
Total	434	46	480	29	509	13	522	426	44	470	17	487	31	518
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches														
Approach	1,178	124	1,302	91	1,393	31	1,424	1,049	109	1,158	77	1,235	72	1,307
Departure	1,178	124	1,302	91	1,393	31	1,424	1,049	109	1,158	77	1,235	72	1,307
Total	2,356	248	2,604	182	2,786	62	2,848	2,098	218	2,316	154	2,470	144	2,614

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
17 . Live Oak Canyon Road/San Timoteo Canyon Road														
NBL	1	0	1	0	1	0	1	1	0	1	7	8	0	8
NBT	603	63	666	34	700	6	706	385	40	425	20	445	35	480
NBR	82	9	91	3	94	1	95	289	30	319	0	319	5	324
SBL	9	1	10	0	10	0	10	27	3	30	1	31	0	31
SBT	354	37	391	47	438	26	464	550	57	607	5	612	37	649
SBR	3	0	3	6	9	0	9	3	0	3	7	10	0	10
EBL	8	1	9	0	9	0	9	2	0	2	7	9	0	9
EBT	1	0	1	9	10	0	10	2	0	2	8	10	0	10
EBR	1	0	1	9	10	0	10	3	0	3	6	9	0	9
WBL	244	25	269	3	272	4	276	239	25	264	0	264	5	269
WBT	1	0	1	7	8	0	8	5	1	6	8	14	0	14
WBR	146	15	161	6	167	0	167	13	1	14	7	21	0	21
North Leg														
Approach	366	38	404	53	457	26	483	580	60	640	13	653	37	690
Departure	757	79	836	40	876	6	882	400	41	441	34	475	35	510
Total	1,123	117	1,240	93	1,333	32	1,365	980	101	1,081	47	1,128	72	1,200
South Leg														
Approach	686	72	758	37	795	7	802	675	70	745	27	772	40	812
Departure	599	62	661	59	720	30	750	792	82	874	11	885	42	927
Total	1,285	134	1,419	96	1,515	37	1,552	1,467	152	1,619	38	1,657	82	1,739
East Leg														
Approach	391	40	431	16	447	4	451	257	27	284	15	299	5	304
Departure	92	10	102	12	114	1	115	318	33	351	9	360	5	365
Total	483	50	533	28	561	5	566	575	60	635	24	659	10	669
West Leg														
Approach	10	1	11	18	29	0	29	7	0	7	21	28	0	28
Departure	5	0	5	13	18	0	18	9	1	10	22	32	0	32
Total	15	1	16	31	47	0	47	16	1	17	43	60	0	60
Total Approaches														
Approach	1,453	151	1,604	124	1,728	37	1,765	1,519	157	1,676	76	1,752	82	1,834
Departure	1,453	151	1,604	124	1,728	37	1,765	1,519	157	1,676	76	1,752	82	1,834
Total	2,906	302	3,208	248	3,456	74	3,530	3,038	314	3,352	152	3,504	164	3,668

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
18 . Redlands Boulevard/San Timoteo Canyon Road														
NBL	559	58	617	46	663	6	669	630	66	696	18	714	40	754
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	25	3	28	5	33	0	33	89	9	98	5	103	0	103
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	33	3	36	0	36	0	36	46	5	51	0	51	0	51
EBR	545	57	602	51	653	30	683	678	71	749	11	760	43	803
WBL	128	13	141	3	144	0	144	242	25	267	0	267	0	267
WBT	115	12	127	1	128	0	128	31	3	34	5	39	0	39
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	584	61	645	51	696	6	702	719	75	794	23	817	40	857
Departure	673	70	743	54	797	30	827	920	96	1,016	11	1,027	43	1,070
Total	1,257	131	1,388	105	1,493	36	1,529	1,639	171	1,810	34	1,844	83	1,927
East Leg														
Approach	243	25	268	4	272	0	272	273	28	301	5	306	0	306
Departure	58	6	64	5	69	0	69	135	14	149	5	154	0	154
Total	301	31	332	9	341	0	341	408	42	450	10	460	0	460
West Leg														
Approach	578	60	638	51	689	30	719	724	76	800	11	811	43	854
Departure	674	70	744	47	791	6	797	661	69	730	23	753	40	793
Total	1,252	130	1,382	98	1,480	36	1,516	1,385	145	1,530	34	1,564	83	1,647
Total Approaches														
Approach	1,405	146	1,551	106	1,657	36	1,693	1,716	179	1,895	39	1,934	83	2,017
Departure	1,405	146	1,551	106	1,657	36	1,693	1,716	179	1,895	39	1,934	83	2,017
Total	2,810	292	3,102	212	3,314	72	3,386	3,432	358	3,790	78	3,868	166	4,034

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
19 . Driveway 1/Eucalyptus Avenue														
NBL	0	0	0	0	0	31	31	0	0	0	0	0	110	110
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	33	33	0	0	0	0	0	97	97
SBL	2	0	2	0	2	0	2	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	2	0	2	0	2	0	2	0	0	0	0	0	0	0
EBT	35	4	39	15	54	86	140	40	4	44	15	59	123	182
EBR	0	0	0	0	0	83	83	0	0	0	0	0	110	110
WBL	0	0	0	0	0	64	64	0	0	0	0	0	85	85
WBT	54	6	60	16	76	18	94	57	6	63	21	84	114	198
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	2	0	2	0	2	0	2	0	0	0	0	0	0	0
Departure	2	0	2	0	2	0	2	0	0	0	0	0	0	0
Total	4	0	4	0	4	0	4	0	0	0	0	0	0	0
South Leg														
Approach	0	0	0	0	0	64	64	0	0	0	0	0	207	207
Departure	0	0	0	0	0	147	147	0	0	0	0	0	195	195
Total	0	0	0	0	0	211	211	0	0	0	0	0	402	402
East Leg														
Approach	54	6	60	16	76	82	158	57	6	63	21	84	199	283
Departure	37	4	41	15	56	119	175	40	4	44	15	59	220	279
Total	91	10	101	31	132	201	333	97	10	107	36	143	419	562
West Leg														
Approach	37	4	41	15	56	169	225	40	4	44	15	59	233	292
Departure	54	6	60	16	76	49	125	57	6	63	21	84	224	308
Total	91	10	101	31	132	218	350	97	10	107	36	143	457	600
Total Approaches														
Approach	93	10	103	31	134	315	449	97	10	107	36	143	639	782
Departure	93	10	103	31	134	315	449	97	10	107	36	143	639	782
Total	186	20	206	62	268	630	898	194	20	214	72	286	1,278	1,564

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
20 . Driveway 2-Essen Ln/Encilia Avenue														
NBL	1	0	1	0	1	0	1	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	5	1	6	0	6	0	6	3	0	3	0	3	0	3
SBL	0	0	0	0	0	8	8	0	0	0	0	0	50	50
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	1	1	0	0	0	0	0	5	5
EBL	0	0	0	0	0	4	4	0	0	0	0	0	5	5
EBT	1	0	1	0	1	0	1	0	0	0	0	0	0	0
EBR	2	0	2	0	2	0	2	0	0	0	0	0	0	0
WBL	4	0	4	0	4	0	4	11	1	12	0	12	0	12
WBT	2	0	2	0	2	0	2	1	0	1	0	1	0	1
WBR	0	0	0	0	0	37	37	0	0	0	0	0	53	53
North Leg														
Approach	0	0	0	0	0	9	9	0	0	0	0	0	55	55
Departure	0	0	0	0	0	41	41	0	0	0	0	0	58	58
Total	0	0	0	0	0	50	50	0	0	0	0	0	113	113
South Leg														
Approach	6	1	7	0	7	0	7	3	0	3	0	3	0	3
Departure	6	0	6	0	6	0	6	11	1	12	0	12	0	12
Total	12	1	13	0	13	0	13	14	1	15	0	15	0	15
East Leg														
Approach	6	0	6	0	6	37	43	12	1	13	0	13	53	66
Departure	6	1	7	0	7	8	15	3	0	3	0	3	50	53
Total	12	1	13	0	13	45	58	15	1	16	0	16	103	119
West Leg														
Approach	3	0	3	0	3	4	7	0	0	0	0	0	5	5
Departure	3	0	3	0	3	1	4	1	0	1	0	1	5	6
Total	6	0	6	0	6	5	11	1	0	1	0	1	10	11
Total Approaches														
Approach	15	1	16	0	16	50	66	15	1	16	0	16	113	129
Departure	15	1	16	0	16	50	66	15	1	16	0	16	113	129
Total	30	2	32	0	32	100	132	30	2	32	0	32	226	258

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
21 . Driveway 3/Encilia Avenue														
NBL	1	0	1	0	1	0	1	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	15	2	17	0	17	0	17	3	0	3	0	3	0	3
SBL	0	0	0	0	0	12	12	0	0	0	0	0	75	75
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	6	1	7	0	7	8	15	3	0	3	0	3	50	53
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	6	1	7	0	7	0	7
WBT	5	1	6	0	6	37	43	12	1	13	0	13	53	66
WBR	0	0	0	0	0	52	52	0	0	0	0	0	75	75
North Leg														
Approach	0	0	0	0	0	12	12	0	0	0	0	0	75	75
Departure	0	0	0	0	0	52	52	0	0	0	0	0	75	75
Total	0	0	0	0	0	64	64	0	0	0	0	0	150	150
South Leg														
Approach	16	2	18	0	18	0	18	3	0	3	0	3	0	3
Departure	0	0	0	0	0	0	0	6	1	7	0	7	0	7
Total	16	2	18	0	18	0	18	9	1	10	0	10	0	10
East Leg														
Approach	5	1	6	0	6	89	95	18	2	20	0	20	128	148
Departure	21	3	24	0	24	20	44	6	0	6	0	6	125	131
Total	26	4	30	0	30	109	139	24	2	26	0	26	253	279
West Leg														
Approach	6	1	7	0	7	8	15	3	0	3	0	3	50	53
Departure	6	1	7	0	7	37	44	12	1	13	0	13	53	66
Total	12	2	14	0	14	45	59	15	1	16	0	16	103	119
Total Approaches														
Approach	27	4	31	0	31	109	140	24	2	26	0	26	253	279
Departure	27	4	31	0	31	109	140	24	2	26	0	26	253	279
Total	54	8	62	0	62	218	280	48	4	52	0	52	506	558

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
22 . Driveway 4-Shubert Street/Encilia Avenue														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	5	1	6	0	6	0	6	2	0	2	0	2	0	2
SBL	0	0	0	0	0	16	16	0	0	0	0	0	99	99
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	21	2	23	0	23	20	43	6	1	7	0	7	124	131
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	1	0	1	0	1	0	1	3	0	3	0	3	0	3
WBT	5	1	6	0	6	90	96	18	2	20	0	20	128	148
WBR	0	0	0	0	0	75	75	0	0	0	0	0	107	107
North Leg														
Approach	0	0	0	0	0	16	16	0	0	0	0	0	99	99
Departure	0	0	0	0	0	75	75	0	0	0	0	0	107	107
Total	0	0	0	0	0	91	91	0	0	0	0	0	206	206
South Leg														
Approach	5	1	6	0	6	0	6	2	0	2	0	2	0	2
Departure	1	0	1	0	1	0	1	3	0	3	0	3	0	3
Total	6	1	7	0	7	0	7	5	0	5	0	5	0	5
East Leg														
Approach	6	1	7	0	7	165	172	21	2	23	0	23	235	258
Departure	26	3	29	0	29	36	65	8	1	9	0	9	223	232
Total	32	4	36	0	36	201	237	29	3	32	0	32	458	490
West Leg														
Approach	21	2	23	0	23	20	43	6	1	7	0	7	124	131
Departure	5	1	6	0	6	90	96	18	2	20	0	20	128	148
Total	26	3	29	0	29	110	139	24	3	27	0	27	252	279
Total Approaches														
Approach	32	4	36	0	36	201	237	29	3	32	0	32	458	490
Departure	32	4	36	0	36	201	237	29	3	32	0	32	458	490
Total	64	8	72	0	72	402	474	58	6	64	0	64	916	980

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
23 . Driveway 5/Eucalyptus Avenue														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	4	4	0	0	0	0	0	5	5
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	55	6	61	15	76	119	195	56	6	62	15	77	220	297
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	84	9	93	16	109	82	191	55	6	61	21	82	199	281
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	0	0	0	0	0	4	4	0	0	0	0	0	5	5
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	4	4	0	0	0	0	0	5	5
East Leg														
Approach	84	9	93	16	109	82	191	55	6	61	21	82	199	281
Departure	55	6	61	15	76	123	199	56	6	62	15	77	225	302
Total	139	15	154	31	185	205	390	111	12	123	36	159	424	583
West Leg														
Approach	55	6	61	15	76	119	195	56	6	62	15	77	220	297
Departure	84	9	93	16	109	82	191	55	6	61	21	82	199	281
Total	139	15	154	31	185	201	386	111	12	123	36	159	419	578
Total Approaches														
Approach	139	15	154	31	185	205	390	111	12	123	36	159	424	583
Departure	139	15	154	31	185	205	390	111	12	123	36	159	424	583
Total	278	30	308	62	370	410	780	222	24	246	72	318	848	1,166

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
24 . Redlands Boulevard/Ironwood Avenue														
NBL	26	3	29	21	50	0	50	12	1	13	43	56	0	56
NBT	411	43	454	15	469	6	475	690	72	762	16	778	40	818
NBR	6	1	7	21	28	0	28	3	0	3	5	8	0	8
SBL	3	0	3	10	13	0	13	6	1	7	35	42	0	42
SBT	676	70	746	16	762	30	792	776	81	857	16	873	43	916
SBR	111	12	123	10	133	0	133	186	19	205	5	210	0	210
EBL	80	8	88	6	94	0	94	116	12	128	2	130	0	130
EBT	13	1	14	13	27	0	27	7	1	8	14	22	0	22
EBR	20	2	22	40	62	0	62	24	2	26	25	51	0	51
WBL	5	1	6	7	13	0	13	9	1	10	4	14	0	14
WBT	6	1	7	9	16	0	16	14	1	15	19	34	0	34
WBR	5	1	6	6	12	0	12	7	1	8	55	63	0	63
North Leg														
Approach	790	82	872	36	908	30	938	968	101	1,069	56	1,125	43	1,168
Departure	496	52	548	27	575	6	581	813	85	898	73	971	40	1,011
Total	1,286	134	1,420	63	1,483	36	1,519	1,781	186	1,967	129	2,096	83	2,179
South Leg														
Approach	443	47	490	57	547	6	553	705	73	778	64	842	40	882
Departure	701	73	774	63	837	30	867	809	84	893	45	938	43	981
Total	1,144	120	1,264	120	1,384	36	1,420	1,514	157	1,671	109	1,780	83	1,863
East Leg														
Approach	16	3	19	22	41	0	41	30	3	33	78	111	0	111
Departure	22	2	24	44	68	0	68	16	2	18	54	72	0	72
Total	38	5	43	66	109	0	109	46	5	51	132	183	0	183
West Leg														
Approach	113	11	124	59	183	0	183	147	15	162	41	203	0	203
Departure	143	16	159	40	199	0	199	212	21	233	67	300	0	300
Total	256	27	283	99	382	0	382	359	36	395	108	503	0	503
Total Approaches														
Approach	1,362	143	1,505	174	1,679	36	1,715	1,850	192	2,042	239	2,281	83	2,364
Departure	1,362	143	1,505	174	1,679	36	1,715	1,850	192	2,042	239	2,281	83	2,364
Total	2,724	286	3,010	348	3,358	72	3,430	3,700	384	4,084	478	4,562	166	4,728

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
25 . Redlands Boulevard/SR-60 Westbound Ramps														
NBL	5	1	6	9	15	0	15	3	0	3	1	4	0	4
NBT	399	42	441	22	463	6	469	682	71	753	48	801	40	841
NBR	155	16	171	44	215	31	246	98	10	108	148	256	82	338
SBL	356	37	393	31	424	0	424	379	39	418	28	446	0	446
SBT	332	35	367	31	398	30	428	429	45	474	28	502	43	545
SBR	2	0	2	6	8	0	8	0	0	0	9	9	0	9
EBL	2	0	2	7	9	0	9	0	0	0	9	9	0	9
EBT	1	0	1	4	5	0	5	6	1	7	0	7	0	7
EBR	3	0	3	6	9	0	9	1	0	1	2	3	0	3
WBL	38	4	42	58	100	34	134	23	2	25	62	87	46	133
WBT	0	0	0	10	10	0	10	0	0	0	0	0	0	0
WBR	31	3	34	77	111	0	111	20	2	22	24	46	0	46
North Leg														
Approach	690	72	762	68	830	30	860	808	84	892	65	957	43	1,000
Departure	432	45	477	106	583	6	589	702	73	775	81	856	40	896
Total	1,122	117	1,239	174	1,413	36	1,449	1,510	157	1,667	146	1,813	83	1,896
South Leg														
Approach	559	59	618	75	693	37	730	783	81	864	197	1,061	122	1,183
Departure	373	39	412	95	507	64	571	453	47	500	92	592	89	681
Total	932	98	1,030	170	1,200	101	1,301	1,236	128	1,364	289	1,653	211	1,864
East Leg														
Approach	69	7	76	145	221	34	255	43	4	47	86	133	46	179
Departure	512	53	565	79	644	31	675	483	50	533	176	709	82	791
Total	581	60	641	224	865	65	930	526	54	580	262	842	128	970
West Leg														
Approach	6	0	6	17	23	0	23	7	1	8	11	19	0	19
Departure	7	1	8	25	33	0	33	3	0	3	10	13	0	13
Total	13	1	14	42	56	0	56	10	1	11	21	32	0	32
Total Approaches														
Approach	1,324	138	1,462	305	1,767	101	1,868	1,641	170	1,811	359	2,170	211	2,381
Departure	1,324	138	1,462	305	1,767	101	1,868	1,641	170	1,811	359	2,170	211	2,381
Total	2,648	276	2,924	610	3,534	202	3,736	3,282	340	3,622	718	4,340	422	4,762

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
26 . Redlands Boulevard/SR-60 Eastbound Ramps														
NBL	69	7	76	50	126	10	136	70	7	77	71	148	45	193
NBT	428	45	473	50	523	37	560	380	40	420	92	512	121	633
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	339	35	374	81	455	64	519	416	43	459	59	518	88	606
SBR	34	4	38	21	59	0	59	37	4	41	15	56	0	56
EBL	131	14	145	17	162	0	162	403	42	445	42	487	0	487
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	81	8	89	182	271	61	332	136	14	150	59	209	76	285
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	373	39	412	102	514	64	578	453	47	500	74	574	88	662
Departure	559	59	618	67	685	37	722	783	82	865	134	999	121	1,120
Total	932	98	1,030	169	1,199	101	1,300	1,236	129	1,365	208	1,573	209	1,782
South Leg														
Approach	497	52	549	100	649	47	696	450	47	497	163	660	166	826
Departure	420	43	463	263	726	125	851	552	57	609	118	727	164	891
Total	917	95	1,012	363	1,375	172	1,547	1,002	104	1,106	281	1,387	330	1,717
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	212	22	234	199	433	61	494	539	56	595	101	696	76	772
Departure	103	11	114	71	185	10	195	107	11	118	86	204	45	249
Total	315	33	348	270	618	71	689	646	67	713	187	900	121	1,021
Total Approaches														
Approach	1,082	113	1,195	401	1,596	172	1,768	1,442	150	1,592	338	1,930	330	2,260
Departure	1,082	113	1,195	401	1,596	172	1,768	1,442	150	1,592	338	1,930	330	2,260
Total	2,164	226	2,390	802	3,192	344	3,536	2,884	300	3,184	676	3,860	660	4,520

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
27 . Redlands Boulevard/Eucalyptus Avenue														
NBL	13	1	14	1	15	25	40	13	1	14	1	15	125	140
NBT	438	46	484	68	552	13	565	391	41	432	45	477	84	561
NBR	0	0	0	80	80	2	82	0	0	0	20	20	15	35
SBL	0	0	0	230	230	0	230	0	0	0	70	70	0	70
SBT	349	36	385	22	407	75	482	510	53	563	76	639	101	740
SBR	71	7	78	21	99	49	148	42	4	46	20	66	63	129
EBL	43	4	47	14	61	34	95	34	4	38	12	50	82	132
EBT	0	0	0	1	1	2	3	0	0	0	2	2	10	12
EBR	12	1	13	1	14	88	102	22	2	24	5	29	133	162
WBL	0	0	0	20	20	11	31	0	0	0	110	110	16	126
WBT	0	0	0	1	1	7	8	0	0	0	1	1	11	12
WBR	16	2	18	43	61	0	61	24	2	26	276	302	0	302
North Leg														
Approach	420	43	463	273	736	124	860	552	57	609	166	775	164	939
Departure	497	52	549	125	674	47	721	449	47	496	333	829	166	995
Total	917	95	1,012	398	1,410	171	1,581	1,001	104	1,105	499	1,604	330	1,934
South Leg														
Approach	451	47	498	149	647	40	687	404	42	446	66	512	224	736
Departure	361	37	398	43	441	174	615	532	55	587	191	778	250	1,028
Total	812	84	896	192	1,088	214	1,302	936	97	1,033	257	1,290	474	1,764
East Leg														
Approach	16	2	18	64	82	18	100	24	2	26	387	413	27	440
Departure	0	0	0	311	311	4	315	0	0	0	92	92	25	117
Total	16	2	18	375	393	22	415	24	2	26	479	505	52	557
West Leg														
Approach	55	5	60	16	76	124	200	56	6	62	19	81	225	306
Departure	84	8	92	23	115	81	196	55	5	60	22	82	199	281
Total	139	13	152	39	191	205	396	111	11	122	41	163	424	587
Total Approaches														
Approach	942	97	1,039	502	1,541	306	1,847	1,036	107	1,143	638	1,781	640	2,421
Departure	942	97	1,039	502	1,541	306	1,847	1,036	107	1,143	638	1,781	640	2,421
Total	1,884	194	2,078	1,004	3,082	612	3,694	2,072	214	2,286	1,276	3,562	1,280	4,842

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
28 . Redlands Boulevard/Driveway 6														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	451	47	498	149	647	41	688	404	42	446	66	512	225	737
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	361	38	399	43	442	126	568	532	55	587	191	778	180	958
SBR	0	0	0	0	0	48	48	0	0	0	0	0	69	69
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	9	9	0	0	0	0	0	55	55
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	361	38	399	43	442	174	616	532	55	587	191	778	249	1,027
Departure	451	47	498	149	647	41	688	404	42	446	66	512	225	737
Total	812	85	897	192	1,089	215	1,304	936	97	1,033	257	1,290	474	1,764
South Leg														
Approach	451	47	498	149	647	41	688	404	42	446	66	512	225	737
Departure	361	38	399	43	442	135	577	532	55	587	191	778	235	1,013
Total	812	85	897	192	1,089	176	1,265	936	97	1,033	257	1,290	460	1,750
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	0	0	0	0	0	9	9	0	0	0	0	0	55	55
Departure	0	0	0	0	0	48	48	0	0	0	0	0	69	69
Total	0	0	0	0	0	57	57	0	0	0	0	0	124	124
Total Approaches														
Approach	812	85	897	192	1,089	224	1,313	936	97	1,033	257	1,290	529	1,819
Departure	812	85	897	192	1,089	224	1,313	936	97	1,033	257	1,290	529	1,819
Total	1,624	170	1,794	384	2,178	448	2,626	1,872	194	2,066	514	2,580	1,058	3,638

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
29 . Redlands Boulevard/Driveway 7														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	451	47	498	149	647	41	688	404	42	446	66	512	225	737
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	361	38	399	43	442	85	527	532	55	587	191	778	172	950
SBR	0	0	0	0	0	49	49	0	0	0	0	0	63	63
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	9	9	0	0	0	0	0	55	55
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	361	38	399	43	442	134	576	532	55	587	191	778	235	1,013
Departure	451	47	498	149	647	41	688	404	42	446	66	512	225	737
Total	812	85	897	192	1,089	175	1,264	936	97	1,033	257	1,290	460	1,750
South Leg														
Approach	451	47	498	149	647	41	688	404	42	446	66	512	225	737
Departure	361	38	399	43	442	94	536	532	55	587	191	778	227	1,005
Total	812	85	897	192	1,089	135	1,224	936	97	1,033	257	1,290	452	1,742
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	0	0	0	0	0	9	9	0	0	0	0	0	55	55
Departure	0	0	0	0	0	49	49	0	0	0	0	0	63	63
Total	0	0	0	0	0	58	58	0	0	0	0	0	118	118
Total Approaches														
Approach	812	85	897	192	1,089	184	1,273	936	97	1,033	257	1,290	515	1,805
Departure	812	85	897	192	1,089	184	1,273	936	97	1,033	257	1,290	515	1,805
Total	1,624	170	1,794	384	2,178	368	2,546	1,872	194	2,066	514	2,580	1,030	3,610

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
30 . Redlands Boulevard/Encilia Avenue														
NBL	0	0	0	0	0	90	90	0	0	0	0	0	128	128
NBT	433	45	478	149	627	7	634	404	42	446	66	512	11	523
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	5	5	0	0	0	0	0	30	30
SBT	347	36	383	43	426	14	440	506	53	559	191	750	89	839
SBR	5	1	6	0	6	75	81	17	2	19	0	19	107	126
EBL	22	2	24	0	24	29	53	8	1	9	0	9	184	193
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	2	0	2	0	2	6	8	0	0	0	0	0	40	40
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	352	37	389	43	432	94	526	523	55	578	191	769	226	995
Departure	455	47	502	149	651	36	687	412	43	455	66	521	195	716
Total	807	84	891	192	1,083	130	1,213	935	98	1,033	257	1,290	421	1,711
South Leg														
Approach	433	45	478	149	627	97	724	404	42	446	66	512	139	651
Departure	349	36	385	43	428	20	448	506	53	559	191	750	129	879
Total	782	81	863	192	1,055	117	1,172	910	95	1,005	257	1,262	268	1,530
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	5	5	0	0	0	0	0	30	30
Total	0	0	0	0	0	5	5	0	0	0	0	0	30	30
West Leg														
Approach	24	2	26	0	26	35	61	8	1	9	0	9	224	233
Departure	5	1	6	0	6	165	171	17	2	19	0	19	235	254
Total	29	3	32	0	32	200	232	25	3	28	0	28	459	487
Total Approaches														
Approach	809	84	893	192	1,085	226	1,311	935	98	1,033	257	1,290	589	1,879
Departure	809	84	893	192	1,085	226	1,311	935	98	1,033	257	1,290	589	1,879
Total	1,618	168	1,786	384	2,170	452	2,622	1,870	196	2,066	514	2,580	1,178	3,758

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
31 . Redlands Boulevard/Cottonwood Avenue														
NBL	22	2	24	13	37	0	37	18	2	20	9	29	0	29
NBT	373	39	412	73	485	90	575	360	37	397	46	443	128	571
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	329	34	363	34	397	19	416	438	46	484	94	578	119	697
SBR	28	3	31	0	31	0	31	33	3	36	0	36	0	36
EBL	29	3	32	0	32	0	32	16	2	18	0	18	0	18
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	41	4	45	4	49	0	49	18	2	20	15	35	0	35
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	357	37	394	34	428	19	447	471	49	520	94	614	119	733
Departure	402	42	444	73	517	90	607	376	39	415	46	461	128	589
Total	759	79	838	107	945	109	1,054	847	88	935	140	1,075	247	1,322
South Leg														
Approach	395	41	436	86	522	90	612	378	39	417	55	472	128	600
Departure	370	38	408	38	446	19	465	456	48	504	109	613	119	732
Total	765	79	844	124	968	109	1,077	834	87	921	164	1,085	247	1,332
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	70	7	77	4	81	0	81	34	4	38	15	53	0	53
Departure	50	5	55	13	68	0	68	51	5	56	9	65	0	65
Total	120	12	132	17	149	0	149	85	9	94	24	118	0	118
Total Approaches														
Approach	822	85	907	124	1,031	109	1,140	883	92	975	164	1,139	247	1,386
Departure	822	85	907	124	1,031	109	1,140	883	92	975	164	1,139	247	1,386
Total	1,644	170	1,814	248	2,062	218	2,280	1,766	184	1,950	328	2,278	494	2,772

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
32 . Redlands Boulevard/Alessandro Boulevard														
NBL	19	2	21	5	26	0	26	17	2	19	28	47	0	47
NBT	303	32	335	11	346	22	368	282	29	311	7	318	32	350
NBR	62	6	68	11	79	0	79	72	7	79	37	116	0	116
SBL	16	2	18	22	40	0	40	31	3	34	73	107	0	107
SBT	306	32	338	15	353	5	358	335	35	370	23	393	30	423
SBR	84	9	93	0	93	13	106	73	8	81	6	87	80	167
EBL	59	6	65	1	66	60	126	85	9	94	0	94	85	179
EBT	45	5	50	11	61	0	61	146	15	161	37	198	0	198
EBR	23	2	25	1	26	0	26	20	2	22	1	23	0	23
WBL	73	8	81	33	114	0	114	52	5	57	22	79	0	79
WBT	148	15	163	33	196	0	196	74	8	82	22	104	0	104
WBR	15	2	17	69	86	0	86	19	2	21	43	64	0	64
North Leg														
Approach	406	43	449	37	486	18	504	439	46	485	102	587	110	697
Departure	377	40	417	81	498	82	580	386	40	426	50	476	117	593
Total	783	83	866	118	984	100	1,084	825	86	911	152	1,063	227	1,290
South Leg														
Approach	384	40	424	27	451	22	473	371	38	409	72	481	32	513
Departure	402	42	444	49	493	5	498	407	42	449	46	495	30	525
Total	786	82	868	76	944	27	971	778	80	858	118	976	62	1,038
East Leg														
Approach	236	25	261	135	396	0	396	145	15	160	87	247	0	247
Departure	123	13	136	44	180	0	180	249	25	274	147	421	0	421
Total	359	38	397	179	576	0	576	394	40	434	234	668	0	668
West Leg														
Approach	127	13	140	13	153	60	213	251	26	277	38	315	85	400
Departure	251	26	277	38	315	13	328	164	18	182	56	238	80	318
Total	378	39	417	51	468	73	541	415	44	459	94	553	165	718
Total Approaches														
Approach	1,153	121	1,274	212	1,486	100	1,586	1,206	125	1,331	299	1,630	227	1,857
Departure	1,153	121	1,274	212	1,486	100	1,586	1,206	125	1,331	299	1,630	227	1,857
Total	2,306	242	2,548	424	2,972	200	3,172	2,412	250	2,662	598	3,260	454	3,714

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
33 . Redlands Blvd-John F Kennedy Dr/Cactus Avenue														
NBL	18	2	20	7	27	0	27	10	1	11	48	59	0	59
NBT	259	27	286	12	298	15	313	203	21	224	37	261	21	282
NBR	1	0	1	30	31	0	31	2	0	2	116	118	0	118
SBL	6	1	7	59	66	1	67	15	2	17	76	93	5	98
SBT	282	29	311	33	344	3	347	316	33	349	23	372	20	392
SBR	125	13	138	0	138	1	139	99	10	109	0	109	5	114
EBL	111	12	123	0	123	4	127	171	18	189	0	189	5	194
EBT	7	1	8	45	53	0	53	11	1	12	17	29	0	29
EBR	67	7	74	2	76	0	76	31	3	34	8	42	0	42
WBL	1	0	1	168	169	0	169	2	0	2	187	189	0	189
WBT	9	1	10	26	36	0	36	7	1	8	45	53	0	53
WBR	15	2	17	42	59	4	63	5	1	6	84	90	5	95
North Leg														
Approach	413	43	456	92	548	5	553	430	45	475	99	574	30	604
Departure	385	41	426	54	480	23	503	379	40	419	121	540	31	571
Total	798	84	882	146	1,028	28	1,056	809	85	894	220	1,114	61	1,175
South Leg														
Approach	278	29	307	49	356	15	371	215	22	237	201	438	21	459
Departure	350	36	386	203	589	3	592	349	36	385	218	603	20	623
Total	628	65	693	252	945	18	963	564	58	622	419	1,041	41	1,082
East Leg														
Approach	25	3	28	236	264	4	268	14	2	16	316	332	5	337
Departure	14	2	16	134	150	1	151	28	3	31	209	240	5	245
Total	39	5	44	370	414	5	419	42	5	47	525	572	10	582
West Leg														
Approach	185	20	205	47	252	4	256	213	22	235	25	260	5	265
Departure	152	16	168	33	201	1	202	116	12	128	93	221	5	226
Total	337	36	373	80	453	5	458	329	34	363	118	481	10	491
Total Approaches														
Approach	901	95	996	424	1,420	28	1,448	872	91	963	641	1,604	61	1,665
Departure	901	95	996	424	1,420	28	1,448	872	91	963	641	1,604	61	1,665
Total	1,802	190	1,992	848	2,840	56	2,896	1,744	182	1,926	1,282	3,208	122	3,330

Table C-6: Opening Year (2024) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
34 . WLC Parkway/Eucalyptus Avenue														
NBL	50	5	55	10	65	15	80	14	1	15	175	190	21	211
NBT	28	3	31	1,210	1,241	0	1,241	30	3	33	962	995	0	995
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	16	2	18	953	971	0	971	22	2	24	958	982	0	982
SBR	118	12	130	83	213	4	217	27	3	30	40	70	5	75
EBL	31	3	34	25	59	1	60	66	7	73	97	170	5	175
EBT	1	0	1	0	1	0	1	1	0	1	0	1	0	1
EBR	22	2	24	109	133	3	136	26	3	29	107	136	20	156
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	134	14	148	1,036	1,184	4	1,188	49	5	54	998	1,052	5	1,057
Departure	59	6	65	1,235	1,300	1	1,301	96	10	106	1,059	1,165	5	1,170
Total	193	20	213	2,271	2,484	5	2,489	145	15	160	2,057	2,217	10	2,227
South Leg														
Approach	78	8	86	1,220	1,306	15	1,321	44	4	48	1,137	1,185	21	1,206
Departure	38	4	42	1,062	1,104	3	1,107	48	5	53	1,065	1,118	20	1,138
Total	116	12	128	2,282	2,410	18	2,428	92	9	101	2,202	2,303	41	2,344
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1	0	1	0	1	0	1	1	0	1	0	1	0	1
Total	1	0	1	0	1	0	1	1	0	1	0	1	0	1
West Leg														
Approach	54	5	59	134	193	4	197	93	10	103	204	307	25	332
Departure	168	17	185	93	278	19	297	41	4	45	215	260	26	286
Total	222	22	244	227	471	23	494	134	14	148	419	567	51	618
Total Approaches														
Approach	266	27	293	2,390	2,683	23	2,706	186	19	205	2,339	2,544	51	2,595
Departure	266	27	293	2,390	2,683	23	2,706	186	19	205	2,339	2,544	51	2,595
Total	532	54	586	4,780	5,366	46	5,412	372	38	410	4,678	5,088	102	5,190

**Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions**

	Existing 2019 Volume	Existing 2019 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		2019 to 2040 Link Vol Growth ¹	2040 Link Volume
					Change	Change		

1 Kitching Street/Iris Avenue

AM Peak Hour

Northbound	Left	149	Approach	454	655	2,307	1,652	628	471	925
	Through	170	Departure	398	249	2,682	2,433	925	693	1,091
	Right	135								
Southbound	Left	40	Approach	374	318	707	389	148	111	485
	Through	174	Departure	288	257	674	417	158	119	407
	Right	160								
Eastbound	Left	60	Approach	814	494	1,206	712	271	203	1,017
	Through	657	Departure	1,001	679	1,592	913	347	260	1,261
	Right	97								
Westbound	Left	127	Approach	877	282	3,481	3,199	1,216	912	1,789
	Through	692	Departure	832	565	2,753	2,188	831	624	1,456
	Right	58								

PM Peak Hour

Northbound	Left	54	Approach	242	686	4,951	4,265	1,194	896	1,138
	Through	109	Departure	395	1,453	5,206	3,753	1,051	788	1,183
	Right	79								
Southbound	Left	50	Approach	289	571	1,532	961	269	202	491
	Through	145	Departure	277	541	1,447	906	254	190	467
	Right	94								
Eastbound	Left	101	Approach	955	1,216	2,589	1,373	384	288	1,243
	Through	723	Departure	810	684	1,991	1,307	366	274	1,084
	Right	131								
Westbound	Left	119	Approach	848	924	5,671	4,747	1,329	997	1,845
	Through	662	Departure	852	719	6,097	5,378	1,506	1,129	1,981
	Right	67								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

**Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions**

	Existing 2019 Volume	Existing 2019 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		2019 to 2040 Link Vol Growth ¹	2040 Link Volume
					Change	Change		

2 Lasselle Street/Alessandro Boulevard

AM Peak Hour

Northbound	Left	221	Approach	690	623	1,628	1,005	382	286	976
	Through	323	Departure	541	1,037	1,417	380	144	108	649
	Right	146								
Southbound	Left	20	Approach	386	691	1,143	452	172	129	515
	Through	302	Departure	368	441	1,575	1,134	431	323	691
	Right	64								
Eastbound	Left	28	Approach	374	605	2,993	2,388	907	681	1,055
	Through	212	Departure	759	448	3,846	3,398	1,291	968	1,727
	Right	134								
Westbound	Left	105	Approach	596	492	3,800	3,308	1,257	943	1,539
	Through	474	Departure	378	486	2,726	2,240	851	638	1,016
	Right	17								

PM Peak Hour

Northbound	Left	161	Approach	627	1,470	2,562	1,092	306	229	856
	Through	364	Departure	654	1,012	3,015	2,003	561	421	1,075
	Right	102								
Southbound	Left	14	Approach	399	674	2,682	2,008	562	422	821
	Through	357	Departure	447	1,040	2,205	1,165	326	245	692
	Right	28								
Eastbound	Left	63	Approach	655	785	6,569	5,784	1,620	1,215	1,870
	Through	388	Departure	454	842	5,394	4,552	1,275	956	1,410
	Right	204								
Westbound	Left	93	Approach	378	768	5,467	4,699	1,316	987	1,365
	Through	265	Departure	504	803	6,666	5,863	1,642	1,231	1,735
	Right	20								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

**Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions**

	Existing 2019 Volume	Existing 2019 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		2019 to 2040 Link Vol Growth ¹	2040 Link Volume
					Change	Change		

3 Lasselle Street/Iris Avenue

AM Peak Hour

Northbound	Left	361	Approach	1,398	2,372	3,185	813	309	232	1,630
	Through	569	Departure	1,321	1,766	2,797	1,031	392	294	1,615
	Right	468								
Southbound	Left	114	Approach	650	1,088	1,539	451	171	129	779
	Through	453	Departure	741	1,126	1,650	524	199	149	890
	Right	83								
Eastbound	Left	106	Approach	945	565	2,753	2,188	831	624	1,569
	Through	513	Departure	988	282	3,481	3,199	1,216	912	1,900
	Right	326								
Westbound	Left	542	Approach	1,152	1,214	4,520	3,306	1,256	942	2,094
	Through	544	Departure	1,095	2,065	4,069	2,004	762	571	1,666
	Right	66								

PM Peak Hour

Northbound	Left	214	Approach	1,142	2,996	4,615	1,619	453	340	1,482
	Through	536	Departure	1,584	4,365	5,750	1,385	388	291	1,875
	Right	392								
Southbound	Left	178	Approach	914	1,972	3,426	1,454	407	305	1,219
	Through	662	Departure	751	1,613	2,728	1,115	312	234	985
	Right	74								
Eastbound	Left	137	Approach	823	719	6,097	5,378	1,506	1,129	1,952
	Through	376	Departure	903	924	5,671	4,747	1,329	997	1,900
	Right	310								
Westbound	Left	612	Approach	1,305	3,664	7,956	4,292	1,202	901	2,206
	Through	615	Departure	946	2,448	7,945	5,497	1,539	1,154	2,100
	Right	78								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

**Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions**

	Existing 2019 Volume	Existing 2019 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		2019 to 2040 Link Vol Growth ¹	2040 Link Volume
					Change	Change		

4 Nason Street/Eucalyptus Avenue

AM Peak Hour

Northbound	Left	80	Approach	830	1,668	4,061	2,393	909	682	1,512
	Through	617	Departure	1,391	1,368	3,970	2,602	989	742	2,133
	Right	133								
Southbound	Left	15	Approach	1,173	699	1,996	1,297	493	370	1,543
	Through	1,065	Departure	848	754	1,179	425	162	121	969
	Right	93								
Eastbound	Left	206	Approach	587	561	984	423	161	121	708
	Through	187	Departure	311	380	1,661	1,281	487	365	676
	Right	194								
Westbound	Left	132	Approach	295	347	2,115	1,768	672	504	799
	Through	138	Departure	335	773	2,346	1,573	598	448	783
	Right	25								

PM Peak Hour

Northbound	Left	46	Approach	1,028	1,995	6,969	4,974	1,393	1,045	2,073
	Through	777	Departure	986	2,822	7,062	4,240	1,187	890	1,876
	Right	205								
Southbound	Left	22	Approach	879	1,703	3,437	1,734	486	364	1,243
	Through	776	Departure	826	852	3,688	2,836	794	596	1,422
	Right	81								
Eastbound	Left	40	Approach	251	603	3,241	2,638	739	554	805
	Through	159	Departure	298	1,003	2,486	1,483	415	311	609
	Right	52								
Westbound	Left	158	Approach	338	1,194	4,061	2,867	803	602	940
	Through	171	Departure	386	818	4,472	3,654	1,023	767	1,153
	Right	9								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

**Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions**

	Existing 2019 Volume	Existing 2019 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		2019 to 2040 Link Vol Growth ¹	2040 Link Volume
					Change	Change		

5 Nason Street/Alessandro Boulevard

AM Peak Hour

Northbound	Left	74	Approach	555	794	2,222	1,428	543	407	962
	Through	457	Departure	904	678	2,214	1,536	584	438	1,342
	Right	24								
Southbound	Left	60	Approach	864	822	2,659	1,837	698	524	1,388
	Through	717	Departure	678	1,023	2,556	1,533	583	437	1,115
	Right	87								
Eastbound	Left	74	Approach	327	524	2,543	2,019	767	575	902
	Through	176	Departure	516	608	3,672	3,064	1,164	873	1,389
	Right	77								
Westbound	Left	110	Approach	612	575	2,810	2,235	849	637	1,249
	Through	355	Departure	260	405	1,791	1,386	527	395	655
	Right	147								

PM Peak Hour

Northbound	Left	61	Approach	767	979	3,390	2,411	675	506	1,273
	Through	636	Departure	718	1,478	4,165	2,687	752	564	1,282
	Right	70								
Southbound	Left	57	Approach	761	1,861	4,519	2,658	744	558	1,319
	Through	638	Departure	784	1,310	4,201	2,891	809	607	1,391
	Right	66								
Eastbound	Left	95	Approach	430	1,051	6,751	5,700	1,596	1,197	1,627
	Through	276	Departure	325	890	5,285	4,395	1,231	923	1,248
	Right	59								
Westbound	Left	21	Approach	272	717	3,869	3,152	883	662	934
	Through	198	Departure	403	932	4,877	3,945	1,105	828	1,231
	Right	53								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

**Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions**

		Existing 2019 Volume		Existing 2019 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		2019 to 2040 Link Vol Growth ¹	2040 Link Volume
							Pk. Per.	Pk. Hr.		

6 Nason Street/Iris Avenue

AM Peak Hour

Northbound	Left	10	Approach	56	0	0	0	0	0	56
	Through	39	Departure	46	0	0	0	0	0	46
	Right	7								
Southbound	Left	145	Approach	436	471	1,793	1,322	502	377	813
	Through	18	Departure	459	605	1,851	1,246	473	355	814
	Right	273								
Eastbound	Left	297	Approach	1,083	2,048	4,357	2,309	877	658	1,741
	Through	773	Departure	854	1,282	4,842	3,560	1,353	1,015	1,869
	Right	13								
Westbound	Left	15	Approach	709	1,198	3,693	2,495	948	711	1,420
	Through	571	Departure	925	1,831	3,149	1,318	501	376	1,301
	Right	123								

PM Peak Hour

Northbound	Left	15	Approach	54	0	0	0	0	0	54
	Through	27	Departure	88	0	0	0	0	0	88
	Right	12								
Southbound	Left	113	Approach	570	1,181	3,694	2,513	704	528	1,098
	Through	53	Departure	408	676	2,723	2,047	573	430	838
	Right	404								
Eastbound	Left	227	Approach	794	2,427	8,518	6,091	1,705	1,279	2,073
	Through	552	Departure	1,162	3,728	8,672	4,944	1,384	1,038	2,200
	Right	15								
Westbound	Left	20	Approach	917	2,995	6,169	3,174	889	667	1,584
	Through	743	Departure	677	2,198	6,987	4,789	1,341	1,006	1,683
	Right	154								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

**Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions**

		Existing 2019 Volume	Existing 2019 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Pk. Hr. Change Change		2019 to 2040 Link Vol Growth ¹	2040 Link Volume
--	--	----------------------------	------------------------------------	---	---	--	--	--	------------------------

7 Fir Avenue/Eucalyptus Avenue

AM Peak Hour

Northbound	Left	0	Approach	1	0	227	227	86	65	66
	Through	0	Departure	3	0	225	225	86	64	67
	Right	1								
Southbound	Left	121	Approach	166	0	0	0	0	0	334
	Through	0	Departure	152	0	0	0	0	0	362
	Right	45								
Eastbound	Left	57	Approach	321	773	2,346	1,573	598	448	769
	Through	264	Departure	221	347	2,115	1,768	672	504	725
	Right	0								
Westbound	Left	3	Approach	274	347	2,121	1,774	674	506	780
	Through	176	Departure	386	773	2,206	1,433	545	408	794
	Right	95								

PM Peak Hour

Northbound	Left	0	Approach	0	0	243	243	68	51	51
	Through	0	Departure	3	0	642	642	180	135	138
	Right	0								
Southbound	Left	158	Approach	197	0	0	0	0	0	465
	Through	0	Departure	211	0	0	0	0	0	396
	Right	39								
Eastbound	Left	33	Approach	375	818	4,472	3,654	1,023	767	1,142
	Through	342	Departure	363	1,194	4,061	2,867	803	602	965
	Right	0								
Westbound	Left	3	Approach	505	1,194	4,061	2,867	803	602	1,107
	Through	324	Departure	500	818	4,472	3,654	1,023	767	1,267
	Right	178								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

**Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions**

		Existing 2019 Volume		Existing 2019 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		2019 to 2040 Link Vol Growth ¹	2040 Link Volume
							Pk. Per.	Pk. Hr.		

8 Oliver Street/Iris Avenue

AM Peak Hour

Northbound	Left	58	Approach	138	0	0	0	0	0	138
	Through	51	Departure	88	0	0	0	0	0	88
	Right	29								
Southbound	Left	12	Approach	242	329	405	76	29	22	264
	Through	34	Departure	292	200	450	250	95	71	363
	Right	196								
Eastbound	Left	229	Approach	735	1,393	2,819	1,426	542	406	1,141
	Through	481	Departure	657	1,054	3,452	2,398	911	683	1,340
	Right	25								
Westbound	Left	29	Approach	444	728	3,103	2,375	903	677	1,121
	Through	403	Departure	522	1,196	2,425	1,229	467	350	872
	Right	12								

PM Peak Hour

Northbound	Left	44	Approach	84	0	0	0	0	0	84
	Through	7	Departure	107	0	0	0	0	0	107
	Right	33								
Southbound	Left	0	Approach	57	441	915	474	133	100	157
	Through	13	Departure	59	597	719	122	34	26	85
	Right	44								
Eastbound	Left	50	Approach	589	2,275	6,498	4,223	1,182	887	1,476
	Through	495	Departure	692	3,015	5,537	2,522	706	530	1,222
	Right	44								
Westbound	Left	50	Approach	656	2,759	4,905	2,146	601	451	1,107
	Through	604	Departure	528	1,854	6,062	4,208	1,178	884	1,412
	Right	2								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions

		Existing 2019 Volume	Existing 2019 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Pk. Hr. Change Change		2019 to 2040 Link Vol Growth ¹	2040 Link Volume
--	--	----------------------------	------------------------------------	---	---	--	--	--	------------------------

9 Moreno Beach Dr/SR-60 Westbound Ramps

AM Peak Hour

Northbound	Left	0	Approach	546	1,602	2,571	969	368	276	822
	Through	206	Departure	294	740	1,963	1,223	465	349	643
	Right	340								
Southbound	Left	80	Approach	292	807	1,983	1,176	447	335	627
	Through	212	Departure	210	893	1,644	751	285	214	424
	Right	0								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Westbound	Left	82	Approach	86	162	472	310	118	88	174
	Through	0	Departure	420	938	1,419	481	183	137	557
	Right	4								

PM Peak Hour

Northbound	Left	0	Approach	655	2,153	4,400	2,247	629	472	1,127
	Through	239	Departure	325	2,110	3,341	1,231	345	259	584
	Right	416								
Southbound	Left	36	Approach	273	1,654	2,924	1,270	356	267	540
	Through	237	Departure	247	1,302	2,957	1,655	463	348	595
	Right	0								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Westbound	Left	88	Approach	96	631	1,345	714	200	150	246
	Through	0	Departure	452	1,026	2,371	1,345	377	282	734
	Right	8								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

**Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions**

		Existing 2019 Volume		Existing 2019 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		2019 to 2040 Link Vol Growth ¹	2040 Link Volume
							Pk. Per.	Pk. Hr.		

10 Moreno Beach Dr/SR-60 Eastbound Ramps

AM Peak Hour

Northbound	Left	0	Approach	589	1,969	3,143	1,174	446	335	924
	Through	478	Departure	663	1,205	2,680	1,475	561	420	1,083
	Right	111								
Southbound	Left	12	Approach	298	740	1,963	1,223	465	349	647
	Through	286	Departure	520	1,602	2,571	969	368	276	796
	Right	0								
Eastbound	Left	42	Approach	420	596	1,448	852	324	243	663
	Through	1	Departure	0	0	0	0	0	0	0
	Right	377								
Westbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	124	498	1,302	804	306	229	353
	Right	0								

PM Peak Hour

Northbound	Left	0	Approach	772	2,345	5,327	2,982	835	626	1,398
	Through	608	Departure	827	3,508	5,717	2,209	619	464	1,291
	Right	164								
Southbound	Left	8	Approach	322	2,110	3,341	1,231	345	259	581
	Through	314	Departure	672	2,153	4,400	2,247	629	472	1,144
	Right	0								
Eastbound	Left	64	Approach	578	1,591	3,315	1,724	483	362	940
	Through	1	Departure	0	0	0	0	0	0	0
	Right	513								
Westbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	173	384	1,866	1,482	415	311	484
	Right	0								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

**Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions**

	Existing 2019 Volume	Existing 2019 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		2019 to 2040 Link Vol Growth ¹	2040 Link Volume
					Pk. Per. Change	Pk. Hr. Change		

11 Moreno Beach Dr/Eucalyptus Avenue

AM Peak Hour

Northbound	Left	93	Approach	494	981	1,276	295	112	84	578
	Through	384	Departure	484	642	1,085	443	168	126	610
	Right	17								
Southbound	Left	121	Approach	657	1,205	2,680	1,475	561	420	1,077
	Through	388	Departure	584	1,969	3,143	1,174	446	335	919
	Right	148								
Eastbound	Left	171	Approach	311	773	2,206	1,433	545	408	719
	Through	63	Departure	274	347	2,121	1,774	674	506	780
	Right	77								
Westbound	Left	19	Approach	81	1	897	896	340	255	336
	Through	33	Departure	201	3	711	708	269	202	403
	Right	29								

PM Peak Hour

Northbound	Left	113	Approach	432	1,097	2,490	1,393	390	293	725
	Through	314	Departure	701	1,893	3,077	1,184	332	249	950
	Right	5								
Southbound	Left	47	Approach	813	3,087	5,717	2,630	736	552	1,365
	Through	534	Departure	745	1,915	5,327	3,412	955	717	1,462
	Right	232								
Eastbound	Left	323	Approach	494	818	4,153	3,335	934	700	1,194
	Through	37	Departure	401	1,194	3,737	2,543	712	534	935
	Right	134								
Westbound	Left	33	Approach	197	10	1,794	1,784	500	375	572
	Through	56	Departure	89	3	2,013	2,010	563	422	511
	Right	108								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

**Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions**

		Existing	Existing	Base Yr.	Fut. Yr.	Base to Future Year		2019 to	2040
		2019	2019	Modeled	Modeled	Pk. Per.	Pk. Hr.	Link Vol	Link
		Volume	Link	Volume	Volume	Change	Change	Growth ¹	Volume

12 Auto Mall Dr/Eucalyptus Avenue

AM Peak Hour

Northbound	Left	26	Approach	39	0	0	0	0	0	39
	Through	2	Departure	51	0	0	0	0	0	51
	Right	11								
Southbound	Left	0	Approach	5	0	0	0	0	0	5
	Through	1	Departure	14	0	0	0	0	0	14
	Right	4								
Eastbound	Left	10	Approach	117	3	711	708	269	202	319
	Through	68	Departure	93	1	897	896	340	255	348
	Right	39								
Westbound	Left	11	Approach	76	3	897	894	340	255	331
	Through	63	Departure	79	0	711	711	270	203	282
	Right	2								

PM Peak Hour

Northbound	Left	55	Approach	66	0	0	0	0	0	66
	Through	5	Departure	42	0	0	0	0	0	42
	Right	6								
Southbound	Left	0	Approach	21	0	0	0	0	0	21
	Through	5	Departure	18	0	0	0	0	0	18
	Right	16								
Eastbound	Left	12	Approach	91	3	2,013	2,010	563	422	513
	Through	54	Departure	157	10	1,794	1,784	500	375	532
	Right	25								
Westbound	Left	12	Approach	99	10	1,794	1,784	500	375	474
	Through	86	Departure	60	3	2,013	2,010	563	422	482
	Right	1								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

**Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions**

		Existing 2019 Volume		Existing 2019 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		2019 to 2040 Link Vol Growth ¹	2040 Link Volume
							Pk. Per.	Pk. Hr.		

13 Moreno Beach Dr/Alessandro Boulevard

AM Peak Hour

Northbound	Left	111	Approach	631	709	1,844	1,135	431	323	954
	Through	495	Departure	486	639	2,032	1,393	529	397	883
	Right	25								
Southbound	Left	9	Approach	454	610	1,361	751	285	214	668
	Through	379	Departure	569	664	1,107	443	168	126	695
	Right	66								
Eastbound	Left	64	Approach	234	231	1,434	1,203	457	343	577
	Through	104	Departure	423	320	2,102	1,782	677	508	931
	Right	66								
Westbound	Left	41	Approach	297	179	2,897	2,718	1,033	775	1,072
	Through	246	Departure	138	107	2,295	2,188	831	624	762
	Right	10								

PM Peak Hour

Northbound	Left	55	Approach	538	959	4,083	3,124	875	656	1,194
	Through	450	Departure	721	1,246	4,288	3,042	852	639	1,360
	Right	33								
Southbound	Left	18	Approach	675	1,224	3,709	2,485	696	522	1,197
	Through	607	Departure	552	907	3,360	2,453	687	515	1,067
	Right	50								
Eastbound	Left	79	Approach	328	518	3,752	3,234	906	679	1,007
	Through	178	Departure	204	434	3,090	2,656	744	558	762
	Right	71								
Westbound	Left	43	Approach	165	205	4,148	3,943	1,104	828	993
	Through	99	Departure	229	320	4,955	4,635	1,298	973	1,202
	Right	23								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions

		Existing 2019 Volume	Existing 2019 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Pk. Hr. Change Change		2019 to 2040 Link Vol Growth ¹	2040 Link Volume
--	--	----------------------------	------------------------------------	---	---	--	--	--	------------------------

14 Moreno Beach Boulevard/Cactus Avenue

AM Peak Hour

Northbound	Left	113	Approach	725	231	1,260	1,029	391	293	1,018
	Through	559	Departure	451	330	1,617	1,287	489	367	818
	Right	53								
Southbound	Left	18	Approach	441	639	1,903	1,264	480	360	801
	Through	337	Departure	655	709	1,659	950	361	271	926
	Right	86								
Eastbound	Left	69	Approach	239	152	360	208	79	59	298
	Through	84	Departure	348	315	615	300	114	86	434
	Right	86								
Westbound	Left	28	Approach	204	715	1,165	450	171	128	332
	Through	149	Departure	155	382	797	415	158	118	273
	Right	27								

PM Peak Hour

Northbound	Left	113	Approach	508	404	3,018	2,614	732	549	1,057
	Through	369	Departure	629	807	3,157	2,350	658	494	1,123
	Right	26								
Southbound	Left	46	Approach	628	1,246	3,938	2,692	754	565	1,193
	Through	487	Departure	488	959	3,736	2,777	778	583	1,071
	Right	95								
Eastbound	Left	96	Approach	414	575	1,145	570	160	120	534
	Through	193	Departure	320	259	715	456	128	96	416
	Right	125								
Westbound	Left	17	Approach	152	685	1,763	1,078	302	226	378
	Through	112	Departure	265	885	2,257	1,372	384	288	553
	Right	23								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions

		Existing 2019 Volume		Existing 2019 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		2019 to 2040 Link Vol Growth ¹	2040 Link Volume
							Pk. Per.	Pk. Hr.		

15 Moreno Beach Dr/John F Kennedy Dr

AM Peak Hour

Northbound	Left	10	Approach	563	1,258	2,517	1,259	478	359	922
	Through	343	Departure	516	1,107	3,355	2,248	854	641	1,157
	Right	210								
Southbound	Left	146	Approach	546	610	1,617	1,007	383	287	833
	Through	295	Departure	705	423	1,260	837	318	239	944
	Right	105								
Eastbound	Left	85	Approach	119	175	5	-170	-65	-48	185
	Through	32	Departure	164	140	12	-128	-49	-36	242
	Right	2								
Westbound	Left	219	Approach	545	637	1,970	1,333	507	380	925
	Through	49	Departure	388	1,011	1,482	471	179	134	522
	Right	277								

PM Peak Hour

Northbound	Left	12	Approach	534	1,860	6,324	4,464	1,250	937	1,471
	Through	333	Departure	696	2,933	5,972	3,039	851	638	1,334
	Right	189								
Southbound	Left	119	Approach	607	1,120	3,157	2,037	570	428	1,035
	Through	403	Departure	446	795	3,018	2,223	622	467	913
	Right	85								
Eastbound	Left	47	Approach	64	216	61	-155	-43	-33	131
	Through	7	Departure	121	282	10	-272	-76	-57	164
	Right	10								
Westbound	Left	283	Approach	373	2,095	3,141	1,046	293	220	593
	Through	24	Departure	315	1,281	3,683	2,402	673	504	819
	Right	66								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Added growth to EB from WB

Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions

			Existing	Existing	Base Yr.	Fut. Yr.	Base to Future Year		2019 to	2040
			2019	2019	Modeled	Modeled	Pk. Per.	Pk. Hr.	Link Vol	Link
			Volume	Link	Volume	Volume	Change	Change	Growth ¹	Link
				Volume	Volume	Volume	Change	Change		Volume

16 Alessandro Road/San Timoteo Canyon Road

AM Peak Hour

Northbound	Left	0	Approach	736	1,436	2,231	795	302	227	963
	Through	561	Departure	344	674	1,558	884	336	252	596
	Right	175								
Southbound	Left	15	Approach	168	232	806	574	218	164	332
	Through	153	Departure	610	685	1,452	767	291	219	829
	Right	0								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Westbound	Left	191	Approach	240	441	752	311	118	89	329
	Through	0	Departure	190	752	779	27	10	8	198
	Right	49								

PM Peak Hour

Northbound	Left	0	Approach	398	1,457	3,044	1,587	444	333	731
	Through	187	Departure	592	2,641	3,721	1,080	302	227	819
	Right	211								
Southbound	Left	25	Approach	443	1,262	2,379	1,117	313	235	678
	Through	418	Departure	201	541	1,395	854	239	179	380
	Right	0								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Westbound	Left	174	Approach	188	1,380	1,342	-38	-11	-8	180
	Through	0	Departure	236	916	1,649	733	205	154	390
	Right	14								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions

			Existing	Existing	Base Yr.	Fut. Yr.	Base to Future Year		2019 to	2040
			2019	2019	Modeled	Modeled	Pk. Per.	Pk. Hr.	Link Vol	Link
			Volume	Link	Volume	Volume	Change	Change	Growth ¹	Volume

17 Live Oak Canyon Road/San Timoteo Canyon Road

AM Peak Hour

Northbound	Left	1	Approach	657	1,963	2,346	383	146	109	766
	Through	582	Departure	579	1,165	2,377	1,212	461	345	924
	Right	74								
Southbound	Left	9	Approach	359	674	1,558	884	336	252	611
	Through	347	Departure	730	1,436	2,231	795	302	227	957
	Right	3								
Eastbound	Left	8	Approach	10	62	277	215	82	61	71
	Through	1	Departure	5	46	165	119	45	34	39
	Right	1								
Westbound	Left	231	Approach	372	546	1,254	708	269	202	574
	Through	1	Departure	84	598	662	64	24	18	102
	Right	140								

PM Peak Hour

Northbound	Left	1	Approach	660	2,366	4,026	1,660	465	349	1,009
	Through	374	Departure	782	3,278	3,651	373	104	78	860
	Right	285								
Southbound	Left	26	Approach	574	2,641	3,721	1,080	302	227	801
	Through	545	Departure	388	1,457	3,044	1,587	444	333	721
	Right	3								
Eastbound	Left	2	Approach	7	99	326	227	64	48	55
	Through	2	Departure	9	106	401	295	83	62	71
	Right	3								
Westbound	Left	234	Approach	251	832	984	152	43	32	283
	Through	5	Departure	313	1,099	1,961	862	241	181	494
	Right	12								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions

		Existing 2019 Volume		Existing 2019 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Pk. Hr. Change Change		2019 to 2040 Link Vol Growth ¹	2040 Link Volume
--	--	----------------------------	--	------------------------------------	---	---	--	--	--	------------------------

18 Redlands Boulevard/San Timoteo Canyon Road

AM Peak Hour

Northbound	Left	543	Approach	563	1,893	2,095	202	77	58	621
	Through	0	Departure	663	1,186	2,832	1,646	625	469	1,132
	Right	20								
Southbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Eastbound	Left	0	Approach	560	1,165	2,377	1,212	461	345	905
	Through	21	Departure	643	1,963	2,346	383	146	109	752
	Right	539								
Westbound	Left	124	Approach	224	223	1,014	791	301	225	449
	Through	100	Departure	41	132	308	176	67	50	91
	Right	0								

PM Peak Hour

Northbound	Left	625	Approach	713	2,352	5,345	2,993	838	629	1,342
	Through	0	Departure	909	3,210	3,645	435	122	91	1,000
	Right	88								
Southbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Eastbound	Left	0	Approach	716	3,278	3,651	373	104	78	794
	Through	46	Departure	654	2,366	4,026	1,660	465	349	1,003
	Right	670								
Westbound	Left	239	Approach	268	268	501	233	65	49	317
	Through	29	Departure	134	322	1,825	1,503	421	316	450
	Right	0								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

**Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions**

		Existing 2019 Volume		Existing 2019 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		2019 to 2040 Link Vol Growth ¹	2040 Link Volume
							Pk. Per.	Pk. Hr.		

24 Redlands Boulevard/Ironwood Avenue

AM Peak Hour

Northbound	Left	25	Approach	427	1,286	2,202	916	348	261	688
	Through	396	Departure	687	888	2,170	1,282	487	365	1,052
	Right	6								
Southbound	Left	3	Approach	777	861	2,022	1,161	441	331	1,108
	Through	666	Departure	478	1,256	1,476	220	84	63	541
	Right	108								
Eastbound	Left	78	Approach	108	43	457	414	157	118	226
	Through	12	Departure	139	46	587	541	206	154	293
	Right	18								
Westbound	Left	3	Approach	13	13	428	415	158	118	131
	Through	6	Departure	21	13	877	864	328	246	267
	Right	4								

PM Peak Hour

Northbound	Left	12	Approach	690	1,703	3,354	1,651	462	347	1,037
	Through	675	Departure	791	2,164	2,932	768	215	161	952
	Right	3								
Southbound	Left	5	Approach	950	2,117	2,587	470	132	99	1,049
	Through	760	Departure	797	1,657	3,117	1,460	409	307	1,104
	Right	185								
Eastbound	Left	115	Approach	145	76	1,094	1,018	285	214	359
	Through	7	Departure	211	66	787	721	202	151	362
	Right	23								
Westbound	Left	8	Approach	29	18	687	669	187	140	169
	Through	14	Departure	15	27	885	858	240	180	195
	Right	7								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

**Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions**

			Existing	Existing	Base Yr.	Fut. Yr.	Base to Future Year		2019 to	2040
			2019	2019	Modeled	Modeled	Pk. Per.	Pk. Hr.	Link Vol	Link
			Volume	Link	Volume	Volume	Change	Change	Growth ¹	Volume

25 Redlands Boulevard/SR-60 Westbound Ramps

AM Peak Hour

Northbound	Left	3	Approach	526	1,419	2,582	1,163	442	331	857
	Through	382	Departure	361	609	2,244	1,635	621	466	827
	Right	141								
Southbound	Left	350	Approach	673	910	2,170	1,260	479	359	1,032
	Through	321	Departure	412	1,301	2,202	901	342	257	669
	Right	2								
Eastbound	Left	2	Approach	6	0	0	0	0	0	6
	Through	1	Departure	5	0	0	0	0	0	5
	Right	3								
Westbound	Left	37	Approach	65	197	1,107	910	346	259	324
	Through	0	Departure	492	615	1,412	797	303	227	719
	Right	28								

PM Peak Hour

Northbound	Left	3	Approach	766	1,808	4,061	2,253	631	473	1,239
	Through	668	Departure	444	1,750	3,852	2,102	589	441	885
	Right	95								
Southbound	Left	370	Approach	791	2,186	2,932	746	209	157	948
	Through	421	Departure	688	1,737	3,354	1,617	453	340	1,028
	Right	0								
Eastbound	Left	0	Approach	4	0	0	0	0	0	4
	Through	3	Departure	3	0	0	0	0	0	3
	Right	1								
Westbound	Left	22	Approach	42	288	1,566	1,278	358	268	310
	Through	0	Departure	468	795	1,353	558	156	117	585
	Right	20								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions

		Existing 2019 Volume	Existing 2019 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Pk. Hr. Change Change		2019 to 2040 Link Vol Growth ¹	2040 Link Volume
--	--	----------------------------	------------------------------------	---	---	--	--	--	------------------------

26 Redlands Boulevard/SR-60 Eastbound Ramps

AM Peak Hour

Northbound	Left	63	Approach	471	1,204	2,294	1,090	414	311	782
	Through	408	Departure	401	637	2,660	2,023	769	577	978
	Right	0								
Southbound	Left	0	Approach	365	609	2,244	1,635	621	466	831
	Through	335	Departure	532	1,419	2,582	1,163	442	331	863
	Right	30								
Eastbound	Left	124	Approach	190	464	1,229	765	291	218	408
	Through	0	Departure	93	222	526	304	116	87	180
	Right	66								
Westbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								

PM Peak Hour

Northbound	Left	68	Approach	445	1,419	3,676	2,257	632	474	919
	Through	377	Departure	524	1,945	5,645	3,700	1,036	777	1,301
	Right	0								
Southbound	Left	0	Approach	426	1,750	3,852	2,102	589	441	867
	Through	393	Departure	776	1,808	4,061	2,253	631	473	1,249
	Right	33								
Eastbound	Left	399	Approach	530	1,043	2,916	1,873	524	393	923
	Through	0	Departure	101	458	738	280	78	59	160
	Right	131								
Westbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

**Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions**

		Existing		Existing	Base Yr.	Fut. Yr.	Base to Future Year		2019 to	2040
		2019		2019	Modeled	Modeled	Pk. Per.	Pk. Hr.	Link Vol	Link
		Volume		Volume	Volume	Volume	Change	Change	Growth ¹	Volume

27 Redlands Boulevard/Eucalyptus Avenue

AM Peak Hour

Northbound	Left	13	Approach	449	1,182	2,018	836	318	238	687
	Through	436	Departure	350	624	2,280	1,656	629	472	822
	Right	0								
Southbound	Left	0	Approach	396	637	2,660	2,023	769	577	973
	Through	339	Departure	476	1,204	2,294	1,090	414	311	787
	Right	57								
Eastbound	Left	24	Approach	35	3	436	433	165	123	158
	Through	0	Departure	70	1	804	803	305	229	299
	Right	11								
Westbound	Left	0	Approach	16	32	1,484	1,452	552	414	430
	Through	0	Departure	0	25	1,219	1,194	454	340	340
	Right	16								

PM Peak Hour

Northbound	Left	13	Approach	411	1,384	4,445	3,061	857	643	1,054
	Through	398	Departure	514	1,904	4,610	2,706	758	568	1,082
	Right	0								
Southbound	Left	0	Approach	532	1,945	5,645	3,700	1,036	777	1,309
	Through	494	Departure	454	1,419	3,676	2,257	632	474	928
	Right	38								
Eastbound	Left	31	Approach	51	3	1,703	1,700	476	357	408
	Through	0	Departure	51	10	1,201	1,191	333	250	301
	Right	20								
Westbound	Left	0	Approach	25	54	2,612	2,558	716	537	562
	Through	0	Departure	0	53	4,918	4,865	1,362	1,022	1,022
	Right	25								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

**Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions**

		Existing 2019 Volume		Existing 2019 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Pk. Hr. Change Change		2019 to 2040 Link Vol Growth ¹	2040 Link Volume
--	--	----------------------------	--	------------------------------------	---	---	--	--	--	------------------------

30 Redlands Boulevard/Encilia Avenue

AM Peak Hour

Northbound	Left	0	Approach	427	1,075	1,343	268	102	76	503
	Through	427	Departure	343	599	1,396	797	303	227	570
	Right	0								
Southbound	Left	0	Approach	346	624	2,280	1,656	629	472	818
	Through	341	Departure	448	1,182	2,018	836	318	238	686
	Right	5								
Eastbound	Left	21	Approach	23	145	383	238	90	68	91
	Through	0	Departure	5	62	585	523	199	149	154
	Right	2								
Westbound	Left	0	Approach	0	20	512	492	187	140	140
	Through	0	Departure	0	22	520	498	189	142	142
	Right	0								

PM Peak Hour

Northbound	Left	0	Approach	401	1,303	2,521	1,218	341	256	657
	Through	401	Departure	497	1,565	2,538	973	272	204	701
	Right	0								
Southbound	Left	0	Approach	513	1,904	4,610	2,706	758	568	1,081
	Through	497	Departure	409	1,384	4,445	3,061	857	643	1,052
	Right	16								
Eastbound	Left	8	Approach	8	129	1,618	1,489	417	313	321
	Through	0	Departure	16	395	1,302	907	254	190	206
	Right	0								
Westbound	Left	0	Approach	0	42	1,159	1,117	313	235	235
	Through	0	Departure	0	33	1,623	1,590	445	334	334
	Right	0								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

**Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions**

		Existing 2019 Volume		Existing 2019 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Pk. Hr. Change Change		2019 to 2040 Link Vol Growth ¹	2040 Link Volume
--	--	----------------------------	--	------------------------------------	---	---	--	--	--	------------------------

31 Redlands Boulevard/Cottonwood Avenue

AM Peak Hour

Northbound	Left	22	Approach	389	947	1,390	443	168	126	515
	Through	367	Departure	363	579	1,432	853	324	243	606
	Right	0								
Southbound	Left	0	Approach	352	577	1,431	854	325	243	595
	Through	324	Departure	396	945	1,380	435	165	124	520
	Right	28								
Eastbound	Left	29	Approach	68	1	5	4	2	1	69
	Through	0	Departure	50	2	14	12	5	3	53
	Right	39								
Westbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								

PM Peak Hour

Northbound	Left	16	Approach	374	1,168	1,984	816	228	171	545
	Through	358	Departure	448	1,459	2,452	993	278	209	657
	Right	0								
Southbound	Left	0	Approach	464	1,456	2,631	1,175	329	247	711
	Through	431	Departure	374	1,164	2,549	1,385	388	291	665
	Right	33								
Eastbound	Left	16	Approach	33	2	659	657	184	138	171
	Through	0	Departure	49	4	273	269	75	56	105
	Right	17								
Westbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

**Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions**

			Existing	Existing	Base Yr.	Fut. Yr.	Base to Future Year		2019 to	2040
			2019	2019	Modeled	Modeled	Pk. Per.	Pk. Hr.	Link Vol	Link
			Volume	Link	Volume	Volume	Change	Change	Growth ¹	Volume

32 Redlands Boulevard/Alessandro Boulevard

AM Peak Hour

Northbound	Left	19	Approach	380	892	805	-87	-33	-25	355
	Through	299	Departure	397	562	859	297	113	85	482
	Right	62								
Southbound	Left	13	Approach	398	583	1,440	857	326	244	642
	Through	302	Departure	373	904	1,284	380	144	108	481
	Right	83								
Eastbound	Left	59	Approach	126	117	1,976	1,859	706	530	656
	Through	44	Departure	249	138	2,177	2,039	775	581	830
	Right	23								
Westbound	Left	72	Approach	234	116	1,828	1,712	651	488	722
	Through	147	Departure	119	104	1,729	1,625	618	463	582
	Right	15								

PM Peak Hour

Northbound	Left	17	Approach	370	1,116	1,447	331	93	70	440
	Through	281	Departure	405	1,379	1,464	85	24	18	423
	Right	72								
Southbound	Left	30	Approach	434	1,403	2,298	895	251	188	622
	Through	333	Departure	382	1,150	1,923	773	216	162	544
	Right	71								
Eastbound	Left	83	Approach	249	258	3,718	3,460	969	727	976
	Through	146	Departure	161	221	3,414	3,193	894	671	832
	Right	20								
Westbound	Left	52	Approach	143	196	3,089	2,893	810	608	751
	Through	73	Departure	248	223	3,750	3,527	988	741	989
	Right	18								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

**Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions**

	Existing 2019 Volume	Existing 2019 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year		2019 to 2040 Link Vol Growth ¹	2040 Link Volume
					Pk. Per. Change	Pk. Hr. Change		

33 Redlands Blvd-John F Kennedy Dr/Cactus Avenue

AM Peak Hour

Northbound	Left	18	Approach	270	1,011	1,468	457	174	130	400
	Through	251	Departure	348	637	1,617	980	372	279	627
	Right	1								
Southbound	Left	6	Approach	410	562	859	297	113	85	495
	Through	280	Departure	375	892	805	-87	-33	-25	350
	Right	124								
Eastbound	Left	109	Approach	183	135	20	-115	-44	-33	150
	Through	7	Departure	151	201	30	-171	-65	-49	102
	Right	67								
Westbound	Left	1	Approach	25	480	789	309	117	88	113
	Through	9	Departure	14	457	683	226	86	64	78
	Right	15								

PM Peak Hour

Northbound	Left	9	Approach	212	1,281	3,248	1,967	551	413	625
	Through	201	Departure	346	2,095	3,025	930	260	195	541
	Right	2								
Southbound	Left	15	Approach	426	1,379	1,464	85	24	18	444
	Through	313	Departure	376	1,116	1,447	331	93	70	446
	Right	98								
Eastbound	Left	170	Approach	212	325	309	-16	-4	-3	209
	Through	11	Departure	114	217	106	-111	-31	-23	91
	Right	31								
Westbound	Left	2	Approach	14	1,265	1,669	404	113	85	99
	Through	7	Departure	28	823	2,112	1,289	361	271	299
	Right	5								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

**Table C-7: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions**

		Existing 2019 Volume	Existing 2019 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Pk. Hr. Change Change		2019 to 2040 Link Vol Growth ¹	2040 Link Volume
--	--	----------------------------	------------------------------------	---	---	--	--	--	------------------------

34 WLC Parkway/Eucalyptus Avenue

AM Peak Hour

Northbound	Left	50	Approach	75	230	1,522	1,292	491	368	443
	Through	25	Departure	37	122	2,212	2,090	794	596	633
	Right	0								
Southbound	Left	0	Approach	119	200	2,212	2,012	765	573	692
	Through	15	Departure	45	345	1,522	1,177	447	335	380
	Right	104								
Eastbound	Left	20	Approach	43	4	630	626	238	178	221
	Through	1	Departure	154	4	1,127	1,123	427	320	474
	Right	22								
Westbound	Left	0	Approach	0	116	1,127	1,011	384	288	288
	Through	0	Departure	1	80	630	550	209	157	158
	Right	0								

PM Peak Hour

Northbound	Left	11	Approach	40	184	3,791	3,607	1,010	757	797
	Through	29	Departure	47	898	2,669	1,771	496	372	419
	Right	0								
Southbound	Left	0	Approach	42	1,477	2,669	1,192	334	250	292
	Through	22	Departure	85	336	3,791	3,455	967	726	811
	Right	20								
Eastbound	Left	56	Approach	82	10	3,905	3,895	1,091	818	900
	Through	1	Departure	31	8	1,207	1,199	336	252	283
	Right	25								
Westbound	Left	0	Approach	0	154	1,207	1,053	295	221	221
	Through	0	Departure	1	583	3,905	3,322	930	698	699
	Right	0								

¹ Modeled base year (2012) to modeled future year (2040) conditions represent 28 years of traffic growth. Since it is 21 years from 2019 to 2040 the growth represents 0.75 % of the growth between 2012 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour					Total PCE Vol	
	Total Veh.	Truck %	Pass. Veh.	Truck	PCE	Total Veh.	Truck %	Pass. Veh.	Truck	PCE		
1 . Kitching Street/Iris Avenue												
NBL	161	1.3%	159	2	3	162	93	0.0%	93	0	0	93
NBT	256	1.2%	253	3	5	258	283	0.0%	283	0	0	283
NBR	512	1.5%	504	8	12	516	772	1.3%	762	10	20	782
SBL	75	0.0%	75	0	0	75	139	0.0%	139	0	0	139
SBT	322	0.6%	320	2	4	324	304	2.1%	298	6	12	310
SBR	86	0.0%	86	0	0	86	46	1.1%	46	0	0	46
EBL	31	0.0%	31	0	0	31	40	1.0%	40	0	0	40
EBT	868	4.1%	832	36	67	899	1,070	1.9%	1,049	21	36	1,085
EBR	126	0.0%	126	0	0	126	147	2.3%	144	3	5	149
WBL	644	1.6%	634	10	25	659	732	0.0%	732	0	0	732
WBT	1,015	4.3%	971	44	82	1,053	946	2.7%	920	26	42	962
WBR	119	1.7%	117	2	4	121	145	0.0%	145	0	0	145
North Leg												
Approach	483		481	2	4	485	489		483	6	12	495
Departure	406		401	5	9	410	468		468	0	0	468
Total	889		882	7	13	895	957		951	6	12	963
South Leg												
Approach	929		916	13	20	936	1,148		1,138	10	20	1,158
Departure	1,092		1,080	12	29	1,109	1,183		1,174	9	17	1,191
Total	2,021		1,996	25	49	2,045	2,331		2,312	19	37	2,349
East Leg												
Approach	1,778		1,722	56	111	1,833	1,823		1,797	26	42	1,839
Departure	1,455		1,411	44	79	1,490	1,981		1,950	31	56	2,006
Total	3,233		3,133	100	190	3,323	3,804		3,747	57	98	3,845
West Leg												
Approach	1,025		989	36	67	1,056	1,257		1,233	24	41	1,274
Departure	1,262		1,216	46	85	1,301	1,085		1,059	26	42	1,101
Total	2,287		2,205	82	152	2,357	2,342		2,292	50	83	2,375
Total Approaches												
Approach	4,215		4,108	107	202	4,310	4,717		4,651	66	115	4,766
Departure	4,215		4,108	107	202	4,310	4,717		4,651	66	115	4,766
Total	8,430		8,216	214	404	8,620	9,434		9,302	132	230	9,532

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol
2 . Lasselle Street/Alessandro Boulevard												
NBL	256	1.4%	253	3	5	258	209	0.0%	209	0	0	209
NBT	514	3.1%	498	16	24	522	455	0.8%	451	4	7	458
NBR	207	1.4%	204	3	5	209	193	2.9%	187	6	10	197
SBL	54	0.0%	54	0	0	54	76	0.0%	76	0	0	76
SBT	320	1.3%	316	4	6	322	638	1.4%	629	9	16	645
SBR	141	0.0%	141	0	0	141	105	3.6%	101	4	8	109
EBL	112	0.0%	112	0	0	112	157	0.0%	157	0	0	157
EBT	756	3.3%	731	25	39	770	1,466	1.5%	1,443	23	42	1,485
EBR	188	4.5%	180	8	12	192	253	0.0%	253	0	0	253
WBL	142	1.0%	141	1	2	143	184	2.2%	180	4	6	186
WBT	1,330	1.9%	1,305	25	39	1,344	1,096	1.1%	1,084	12	20	1,104
WBR	65	0.0%	65	0	0	65	80	5.0%	76	4	8	84
North Leg												
Approach	515		511	4	6	517	819		806	13	24	830
Departure	691		675	16	24	699	692		684	8	15	699
Total	1,206		1,186	20	30	1,216	1,511		1,490	21	39	1,529
South Leg												
Approach	977		955	22	34	989	857		847	10	17	864
Departure	650		637	13	20	657	1,075		1,062	13	22	1,084
Total	1,627		1,592	35	54	1,646	1,932		1,909	23	39	1,948
East Leg												
Approach	1,537		1,511	26	41	1,552	1,360		1,340	20	34	1,374
Departure	1,017		989	28	44	1,033	1,735		1,706	29	52	1,758
Total	2,554		2,500	54	85	2,585	3,095		3,046	49	86	3,132
West Leg												
Approach	1,056		1,023	33	51	1,074	1,876		1,853	23	42	1,895
Departure	1,727		1,699	28	44	1,743	1,410		1,394	16	28	1,422
Total	2,783		2,722	61	95	2,817	3,286		3,247	39	70	3,317
Total Approaches												
Approach	4,085		4,000	85	132	4,132	4,912		4,846	66	117	4,963
Departure	4,085		4,000	85	132	4,132	4,912		4,846	66	117	4,963
Total	8,170		8,000	170	264	8,264	9,824		9,692	132	234	9,926

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol
3 . Lasselle Street/Iris Avenue												
NBL	498	1.7%	490	8	12	502	336	2.3%	328	8	13	341
NBT	594	2.1%	581	13	20	601	565	0.7%	561	4	6	567
NBR	537	1.7%	528	9	16	544	581	0.5%	578	3	5	583
SBL	168	8.8%	153	15	29	182	362	0.6%	360	2	4	364
SBT	464	1.3%	458	6	9	467	698	1.2%	690	8	13	703
SBR	147	1.2%	145	2	4	149	160	1.4%	158	2	6	164
EBL	181	0.9%	179	2	4	183	300	0.0%	300	0	0	300
EBT	962	4.3%	921	41	76	997	1,158	1.3%	1,143	15	33	1,176
EBR	426	1.2%	421	5	8	429	495	1.9%	485	10	15	500
WBL	724	1.3%	715	9	14	729	683	0.7%	679	4	7	686
WBT	1,255	4.6%	1,197	58	114	1,311	1,404	2.0%	1,377	27	45	1,422
WBR	115	1.5%	113	2	4	117	120	1.3%	118	2	4	122
North Leg												
Approach	779		756	23	42	798	1,220		1,208	12	23	1,231
Departure	890		873	17	28	901	985		979	6	10	989
Total	1,669		1,629	40	70	1,699	2,205		2,187	18	33	2,220
South Leg												
Approach	1,629		1,599	30	48	1,647	1,482		1,467	15	24	1,491
Departure	1,614		1,594	20	31	1,625	1,876		1,854	22	35	1,889
Total	3,243		3,193	50	79	3,272	3,358		3,321	37	59	3,380
East Leg												
Approach	2,094		2,025	69	132	2,157	2,207		2,174	33	56	2,230
Departure	1,667		1,602	65	121	1,723	2,101		2,081	20	42	2,123
Total	3,761		3,627	134	253	3,880	4,308		4,255	53	98	4,353
West Leg												
Approach	1,569		1,521	48	88	1,609	1,953		1,928	25	48	1,976
Departure	1,900		1,832	68	130	1,962	1,900		1,863	37	64	1,927
Total	3,469		3,353	116	218	3,571	3,853		3,791	62	112	3,903
Total Approaches												
Approach	6,071		5,901	170	310	6,211	6,862		6,777	85	151	6,928
Departure	6,071		5,901	170	310	6,211	6,862		6,777	85	151	6,928
Total	12,142		11,802	340	620	12,422	13,724		13,554	170	302	13,856

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol
4 . Nason Street/Eucalyptus Avenue												
NBL	216	1.3%	213	3	6	219	114	4.3%	109	5	8	117
NBT	815	1.5%	803	12	20	823	1,330	0.3%	1,327	3	5	1,332
NBR	466	1.5%	459	7	14	473	603	1.0%	597	6	9	606
SBL	22	0.0%	22	0	0	22	28	0.0%	28	0	0	28
SBT	1,431	1.3%	1,412	19	29	1,441	1,147	0.4%	1,143	4	8	1,151
SBR	103	1.1%	102	1	2	104	86	0.0%	86	0	0	86
EBL	123	1.0%	122	1	2	124	77	0.0%	77	0	0	77
EBT	296	0.0%	296	0	0	296	523	0.0%	523	0	0	523
EBR	287	1.0%	284	3	5	289	201	1.9%	197	4	8	205
WBL	414	3.8%	398	16	32	430	528	0.6%	525	3	6	531
WBT	357	0.7%	354	3	6	360	409	0.0%	409	0	0	409
WBR	32	0.0%	32	0	0	32	15	0.0%	15	0	0	15
North Leg												
Approach	1,556		1,536	20	31	1,567	1,261		1,257	4	8	1,265
Departure	970		957	13	22	979	1,422		1,419	3	5	1,424
Total	2,526		2,493	33	53	2,546	2,683		2,676	7	13	2,689
South Leg												
Approach	1,497		1,475	22	40	1,515	2,047		2,033	14	22	2,055
Departure	2,132		2,094	38	66	2,160	1,876		1,865	11	22	1,887
Total	3,629		3,569	60	106	3,675	3,923		3,898	25	44	3,942
East Leg												
Approach	803		784	19	38	822	952		949	3	6	955
Departure	784		777	7	14	791	1,154		1,148	6	9	1,157
Total	1,587		1,561	26	52	1,613	2,106		2,097	9	15	2,112
West Leg												
Approach	706		702	4	7	709	801		797	4	8	805
Departure	676		669	7	14	683	609		604	5	8	612
Total	1,382		1,371	11	21	1,392	1,410		1,401	9	16	1,417
Total Approaches												
Approach	4,562		4,497	65	116	4,613	5,061		5,036	25	44	5,080
Departure	4,562		4,497	65	116	4,613	5,061		5,036	25	44	5,080
Total	9,124		8,994	130	232	9,226	10,122		10,072	50	88	10,160

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol
5 . Nason Street/Alessandro Boulevard												
NBL	214	6.8%	200	14	22	222	214	3.3%	207	7	11	218
NBT	709	2.2%	693	16	27	720	951	0.9%	942	9	14	956
NBR	40	4.2%	38	2	4	42	108	1.4%	106	2	4	110
SBL	103	1.7%	101	2	4	105	85	1.8%	84	1	2	86
SBT	1,021	2.1%	1,000	21	34	1,034	1,009	0.9%	1,000	9	15	1,015
SBR	262	1.1%	259	3	6	265	226	1.5%	223	3	6	229
EBL	203	2.7%	198	5	10	208	348	1.1%	344	4	8	352
EBT	512	4.0%	492	20	31	523	1,038	2.2%	1,015	23	42	1,057
EBR	186	2.6%	181	5	10	191	234	1.7%	230	4	8	238
WBL	134	0.9%	133	1	2	135	40	4.8%	38	2	4	42
WBT	914	2.0%	896	18	28	924	808	1.5%	796	12	20	816
WBR	203	0.7%	202	1	2	204	92	0.0%	92	0	0	92
North Leg												
Approach	1,386		1,360	26	44	1,404	1,320		1,307	13	23	1,330
Departure	1,115		1,093	22	39	1,132	1,391		1,378	13	22	1,400
Total	2,501		2,453	48	83	2,536	2,711		2,685	26	45	2,730
South Leg												
Approach	963		931	32	53	984	1,273		1,255	18	29	1,284
Departure	1,341		1,314	27	46	1,360	1,283		1,268	15	27	1,295
Total	2,304		2,245	59	99	2,344	2,556		2,523	33	56	2,579
East Leg												
Approach	1,251		1,231	20	32	1,263	940		926	14	24	950
Departure	655		631	24	39	670	1,231		1,205	26	48	1,253
Total	1,906		1,862	44	71	1,933	2,171		2,131	40	72	2,203
West Leg												
Approach	901		871	30	51	922	1,620		1,589	31	58	1,647
Departure	1,390		1,355	35	56	1,411	1,248		1,226	22	37	1,263
Total	2,291		2,226	65	107	2,333	2,868		2,815	53	95	2,910
Total Approaches												
Approach	4,501		4,393	108	180	4,573	5,153		5,077	76	134	5,211
Departure	4,501		4,393	108	180	4,573	5,153		5,077	76	134	5,211
Total	9,002		8,786	216	360	9,146	10,306		10,154	152	268	10,422

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol
6 . Nason Street/Iris Avenue												
NBL	14	10.0%	13	1	2	15	17	6.7%	16	1	2	18
NBT	37	0.0%	37	0	0	37	25	0.0%	25	0	0	25
NBR	5	0.0%	5	0	0	5	12	0.0%	12	0	0	12
SBL	173	1.4%	171	2	3	174	204	0.9%	202	2	4	206
SBT	17	0.0%	17	0	0	17	51	0.0%	51	0	0	51
SBR	626	1.8%	615	11	24	639	845	1.2%	835	10	18	853
EBL	589	1.7%	579	10	16	595	581	0.9%	576	5	8	584
EBT	1,123	2.5%	1,095	28	44	1,139	1,467	2.0%	1,438	29	53	1,491
EBR	15	7.7%	14	1	2	16	21	0.0%	21	0	0	21
WBL	14	0.0%	14	0	0	14	16	0.0%	16	0	0	16
WBT	1,229	1.8%	1,207	22	37	1,244	1,339	1.2%	1,323	16	27	1,350
WBR	188	2.4%	183	5	8	191	231	1.3%	228	3	5	233
North Leg												
Approach	816		803	13	27	830	1,100		1,088	12	22	1,110
Departure	814		799	15	24	823	837		829	8	13	842
Total	1,630		1,602	28	51	1,653	1,937		1,917	20	35	1,952
South Leg												
Approach	56		55	1	2	57	54		53	1	2	55
Departure	46		45	1	2	47	88		88	0	0	88
Total	102		100	2	4	104	142		141	1	2	143
East Leg												
Approach	1,431		1,404	27	45	1,449	1,586		1,567	19	32	1,599
Departure	1,301		1,271	30	47	1,318	1,683		1,652	31	57	1,709
Total	2,732		2,675	57	92	2,767	3,269		3,219	50	89	3,308
West Leg												
Approach	1,727		1,688	39	62	1,750	2,069		2,035	34	61	2,096
Departure	1,869		1,835	34	63	1,898	2,201		2,174	27	47	2,221
Total	3,596		3,523	73	125	3,648	4,270		4,209	61	108	4,317
Total Approaches												
Approach	4,030		3,950	80	136	4,086	4,809		4,743	66	117	4,860
Departure	4,030		3,950	80	136	4,086	4,809		4,743	66	117	4,860
Total	8,060		7,900	160	272	8,172	9,618		9,486	132	234	9,720

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol
7 . Fir Avenue/Eucalyptus Avenue												
NBL	31	0.0%	31	0	0	31	25	0.0%	25	0	0	25
NBT	19	0.0%	19	0	0	19	15	0.0%	15	0	0	15
NBR	16	100.0%	0	16	32	32	12	0.0%	12	0	0	12
SBL	186	1.7%	183	3	5	188	287	0.0%	287	0	0	287
SBT	12	0.0%	12	0	0	12	31	0.0%	31	0	0	31
SBR	136	0.0%	136	0	0	136	146	0.0%	146	0	0	146
EBL	156	1.8%	153	3	6	159	117	0.0%	117	0	0	117
EBT	593	1.1%	586	7	12	598	968	0.6%	962	6	9	971
EBR	17	0.0%	17	0	0	17	48	0.0%	48	0	0	48
WBL	38	0.0%	38	0	0	38	60	0.0%	60	0	0	60
WBT	558	4.5%	533	25	44	577	794	0.3%	792	2	4	796
WBR	187	3.2%	181	6	10	191	264	1.7%	260	4	7	267
North Leg												
Approach	334		331	3	5	336	464		464	0	0	464
Departure	362		353	9	16	369	396		392	4	7	399
Total	696		684	12	21	705	860		856	4	7	863
South Leg												
Approach	66		50	16	32	82	52		52	0	0	52
Departure	67		67	0	0	67	139		139	0	0	139
Total	133		117	16	32	149	191		191	0	0	191
East Leg												
Approach	783		752	31	54	806	1,118		1,112	6	11	1,123
Departure	795		769	26	49	818	1,267		1,261	6	9	1,270
Total	1,578		1,521	57	103	1,624	2,385		2,373	12	20	2,393
West Leg												
Approach	766		756	10	18	774	1,133		1,127	6	9	1,136
Departure	725		700	25	44	744	965		963	2	4	967
Total	1,491		1,456	35	62	1,518	2,098		2,090	8	13	2,103
Total Approaches												
Approach	1,949		1,889	60	109	1,998	2,767		2,755	12	20	2,775
Departure	1,949		1,889	60	109	1,998	2,767		2,755	12	20	2,775
Total	3,898		3,778	120	218	3,996	5,534		5,510	24	40	5,550

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol
8 . Oliver Street/Iris Avenue												
NBL	62	5.2%	59	3	5	64	41	2.3%	40	1	2	42
NBT	43	0.0%	43	0	0	43	5	0.0%	5	0	0	5
NBR	33	0.0%	33	0	0	33	39	0.0%	39	0	0	39
SBL	15	8.3%	14	1	2	16	4	0.0%	4	0	0	4
SBT	22	2.9%	21	1	2	23	19	0.0%	19	0	0	19
SBR	226	0.5%	225	1	3	228	132	2.3%	129	3	6	135
EBL	295	2.2%	289	6	10	299	78	0.0%	78	0	0	78
EBT	824	2.9%	800	24	41	841	1,369	2.0%	1,341	28	50	1,391
EBR	23	0.0%	23	0	0	23	46	0.0%	46	0	0	46
WBL	43	6.9%	40	3	5	45	42	0.0%	42	0	0	42
WBT	1,052	1.5%	1,036	16	29	1,065	1,049	1.3%	1,035	14	23	1,058
WBR	25	8.3%	23	2	4	27	2	0.0%	2	0	0	2
North Leg												
Approach	263		260	3	7	267	155		152	3	6	158
Departure	363		355	8	14	369	85		85	0	0	85
Total	626		615	11	21	636	240		237	3	6	243
South Leg												
Approach	138		135	3	5	140	85		84	1	2	86
Departure	88		84	4	7	91	107		107	0	0	107
Total	226		219	7	12	231	192		191	1	2	193
East Leg												
Approach	1,120		1,099	21	38	1,137	1,093		1,079	14	23	1,102
Departure	872		847	25	43	890	1,412		1,384	28	50	1,434
Total	1,992		1,946	46	81	2,027	2,505		2,463	42	73	2,536
West Leg												
Approach	1,142		1,112	30	51	1,163	1,493		1,465	28	50	1,515
Departure	1,340		1,320	20	37	1,357	1,222		1,204	18	31	1,235
Total	2,482		2,432	50	88	2,520	2,715		2,669	46	81	2,750
Total Approaches												
Approach	2,663		2,606	57	101	2,707	2,826		2,780	46	81	2,861
Departure	2,663		2,606	57	101	2,707	2,826		2,780	46	81	2,861
Total	5,326		5,212	114	202	5,414	5,652		5,560	92	162	5,722

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol
9 . Moreno Beach Dr/SR-60 Westbound Ramps												
NBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	413	1.9%	405	8	12	417	538	1.3%	531	7	12	543
NBR	410	2.6%	399	11	23	422	603	2.9%	586	17	38	624
SBL	147	1.3%	145	2	4	149	132	0.0%	132	0	0	132
SBT	479	1.4%	472	7	12	484	399	0.8%	396	3	5	401
SBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	163	3.7%	157	6	10	167	185	5.7%	174	11	22	196
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	11	0.0%	11	0	0	11	57	0.0%	57	0	0	57
North Leg												
Approach	626		617	9	16	633	531		528	3	5	533
Departure	424		416	8	12	428	595		588	7	12	600
Total	1,050		1,033	17	28	1,061	1,126		1,116	10	17	1,133
South Leg												
Approach	823		804	19	35	839	1,141		1,117	24	50	1,167
Departure	642		629	13	22	651	584		570	14	27	597
Total	1,465		1,433	32	57	1,490	1,725		1,687	38	77	1,764
East Leg												
Approach	174		168	6	10	178	242		231	11	22	253
Departure	557		544	13	27	571	735		718	17	38	756
Total	731		712	19	37	749	977		949	28	60	1,009
West Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
Total Approaches												
Approach	1,623		1,589	34	61	1,650	1,914		1,876	38	77	1,953
Departure	1,623		1,589	34	61	1,650	1,914		1,876	38	77	1,953
Total	3,246		3,178	68	122	3,300	3,828		3,752	76	154	3,906

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck PCE	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck PCE	Truck PCE	Total PCE Vol
10 . Moreno Beach Dr/SR-60 Eastbound Ramps												
NBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	675	3.6%	651	24	44	695	984	2.5%	960	24	50	1,010
NBR	267	9.0%	243	24	48	291	442	3.0%	429	13	23	452
SBL	81	8.3%	74	7	14	88	38	0.0%	38	0	0	38
SBT	555	2.1%	543	12	20	563	531	2.5%	517	14	26	543
SBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	121	0.0%	121	0	0	121	160	1.6%	157	3	6	163
EBT	5	100.0%	0	5	10	10	4	100.0%	0	4	8	8
EBR	529	5.0%	502	27	60	562	760	1.9%	745	15	33	778
WBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg												
Approach	636		617	19	34	651	569		555	14	26	581
Departure	796		772	24	44	816	1,144		1,117	27	56	1,173
Total	1,432		1,389	43	78	1,467	1,713		1,672	41	82	1,754
South Leg												
Approach	942		894	48	92	986	1,426		1,389	37	73	1,462
Departure	1,084		1,045	39	80	1,125	1,291		1,262	29	59	1,321
Total	2,026		1,939	87	172	2,111	2,717		2,651	66	132	2,783
East Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	353		317	36	72	389	484		467	17	31	498
Total	353		317	36	72	389	484		467	17	31	498
West Leg												
Approach	655		623	32	70	693	924		902	22	47	949
Departure	0		0	0	0	0	0		0	0	0	0
Total	655		623	32	70	693	924		902	22	47	949
Total Approaches												
Approach	2,233		2,134	99	196	2,330	2,919		2,846	73	146	2,992
Departure	2,233		2,134	99	196	2,330	2,919		2,846	73	146	2,992
Total	4,466		4,268	198	392	4,660	5,838		5,692	146	292	5,984

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol
11 . Moreno Beach Dr/Eucalyptus Avenue												
NBL	164	2.2%	160	4	6	166	234	0.9%	232	2	4	236
NBT	396	2.9%	385	11	20	405	467	1.3%	461	6	12	473
NBR	19	0.0%	19	0	0	19	24	0.0%	24	0	0	24
SBL	217	6.6%	203	14	40	243	229	12.8%	200	29	68	268
SBT	438	3.9%	421	17	28	449	646	1.3%	638	8	14	652
SBR	423	1.4%	417	6	15	432	491	2.2%	480	11	22	502
EBL	424	7.0%	394	30	55	449	704	1.9%	691	13	22	713
EBT	167	3.2%	162	5	8	170	258	2.7%	251	7	21	272
EBR	129	5.2%	122	7	11	133	233	1.5%	230	3	5	235
WBL	44	5.3%	42	2	4	46	71	0.0%	71	0	0	71
WBT	193	0.0%	193	0	0	193	210	1.8%	206	4	8	214
WBR	99	20.7%	79	20	43	122	291	9.3%	264	27	62	326
North Leg												
Approach	1,078		1,041	37	83	1,124	1,366		1,318	48	104	1,422
Departure	919		858	61	118	976	1,462		1,416	46	96	1,512
Total	1,997		1,899	98	201	2,100	2,828		2,734	94	200	2,934
South Leg												
Approach	579		564	15	26	590	725		717	8	16	733
Departure	611		585	26	43	628	950		939	11	19	958
Total	1,190		1,149	41	69	1,218	1,675		1,656	19	35	1,691
East Leg												
Approach	336		314	22	47	361	572		541	31	70	611
Departure	403		384	19	48	432	511		475	36	89	564
Total	739		698	41	95	793	1,083		1,016	67	159	1,175
West Leg												
Approach	720		678	42	74	752	1,195		1,172	23	48	1,220
Departure	780		770	10	21	791	935		918	17	34	952
Total	1,500		1,448	52	95	1,543	2,130		2,090	40	82	2,172
Total Approaches												
Approach	2,713		2,597	116	230	2,827	3,858		3,748	110	238	3,986
Departure	2,713		2,597	116	230	2,827	3,858		3,748	110	238	3,986
Total	5,426		5,194	232	460	5,654	7,716		7,496	220	476	7,972

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol
12 . Auto Mall Dr/Eucalyptus Avenue												
NBL	27	0.0%	27	0	0	27	55	5.5%	52	3	5	57
NBT	1	0.0%	1	0	0	1	1	0.0%	1	0	0	1
NBR	12	0.0%	12	0	0	12	9	0.0%	9	0	0	9
SBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	0	0.0%	0	0	0	0	1	0.0%	1	0	0	1
SBR	5	0.0%	5	0	0	5	20	0.0%	20	0	0	20
EBL	11	0.0%	11	0	0	11	16	0.0%	16	0	0	16
EBT	270	8.8%	246	24	68	314	473	16.7%	394	79	184	578
EBR	37	0.0%	37	0	0	37	28	16.0%	24	4	6	30
WBL	14	0.0%	14	0	0	14	13	0.0%	13	0	0	13
WBT	317	9.5%	287	30	75	362	457	10.5%	409	48	96	505
WBR	3	0.0%	3	0	0	3	1	0.0%	1	0	0	1
North Leg												
Approach	5		5	0	0	5	21		21	0	0	21
Departure	15		15	0	0	15	18		18	0	0	18
Total	20		20	0	0	20	39		39	0	0	39
South Leg												
Approach	40		40	0	0	40	65		62	3	5	67
Departure	51		51	0	0	51	42		38	4	6	44
Total	91		91	0	0	91	107		100	7	11	111
East Leg												
Approach	334		304	30	75	379	471		423	48	96	519
Departure	282		258	24	68	326	482		403	79	184	587
Total	616		562	54	143	705	953		826	127	280	1,106
West Leg												
Approach	318		294	24	68	362	517		434	83	190	624
Departure	349		319	30	75	394	532		481	51	101	582
Total	667		613	54	143	756	1,049		915	134	291	1,206
Total Approaches												
Approach	697		643	54	143	786	1,074		940	134	291	1,231
Departure	697		643	54	143	786	1,074		940	134	291	1,231
Total	1,394		1,286	108	286	1,572	2,148		1,880	268	582	2,462

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol
13 . Moreno Beach Dr/Alessandro Boulevard												
NBL	115	3.6%	111	4	6	117	104	3.6%	100	4	6	106
NBT	618	1.0%	612	6	13	625	842	0.4%	838	4	10	848
NBR	228	8.0%	210	18	27	237	253	0.0%	253	0	0	253
SBL	58	22.2%	45	13	20	65	112	0.0%	112	0	0	112
SBT	558	1.8%	548	10	20	568	1,001	0.0%	1,001	0	0	1,001
SBR	49	1.5%	48	1	2	50	77	2.0%	75	2	4	79
EBL	40	0.0%	40	0	0	40	91	1.3%	90	1	3	93
EBT	475	1.9%	466	9	14	480	837	1.1%	828	9	23	851
EBR	69	6.1%	65	4	6	71	88	1.4%	87	1	2	89
WBL	256	0.0%	256	0	0	256	271	2.3%	265	6	12	277
WBT	767	1.6%	755	12	18	773	581	1.0%	575	6	12	587
WBR	37	10.0%	33	4	8	41	134	0.0%	134	0	0	134
North Leg												
Approach	665		641	24	42	683	1,190		1,188	2	4	1,192
Departure	695		685	10	21	706	1,067		1,062	5	13	1,075
Total	1,360		1,326	34	63	1,389	2,257		2,250	7	17	2,267
South Leg												
Approach	961		933	28	46	979	1,199		1,191	8	16	1,207
Departure	883		869	14	26	895	1,360		1,353	7	14	1,367
Total	1,844		1,802	42	72	1,874	2,559		2,544	15	30	2,574
East Leg												
Approach	1,060		1,044	16	26	1,070	986		974	12	24	998
Departure	761		721	40	61	782	1,202		1,193	9	23	1,216
Total	1,821		1,765	56	87	1,852	2,188		2,167	21	47	2,214
West Leg												
Approach	584		571	13	20	591	1,016		1,005	11	28	1,033
Departure	931		914	17	26	940	762		750	12	22	772
Total	1,515		1,485	30	46	1,531	1,778		1,755	23	50	1,805
Total Approaches												
Approach	3,270		3,189	81	134	3,323	4,391		4,358	33	72	4,430
Departure	3,270		3,189	81	134	3,323	4,391		4,358	33	72	4,430
Total	6,540		6,378	162	268	6,646	8,782		8,716	66	144	8,860

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol
14 . Moreno Beach Boulevard/Cactus Avenue												
NBL	114	2.7%	111	3	5	116	110	0.0%	110	0	0	110
NBT	798	0.9%	791	7	11	802	860	1.4%	848	12	22	870
NBR	106	1.9%	104	2	4	108	87	3.8%	84	3	6	90
SBL	44	0.0%	44	0	0	44	155	0.0%	155	0	0	155
SBT	653	2.4%	637	16	28	665	944	0.2%	942	2	4	946
SBR	106	2.3%	104	2	5	109	94	0.0%	94	0	0	94
EBL	73	4.3%	70	3	5	75	108	0.0%	108	0	0	108
EBT	124	1.2%	123	1	2	125	311	0.0%	311	0	0	311
EBR	101	2.3%	99	2	4	103	115	0.0%	115	0	0	115
WBL	63	3.6%	61	2	4	65	63	11.8%	56	7	14	70
WBT	214	0.7%	213	1	2	215	212	0.9%	210	2	4	214
WBR	55	7.4%	51	4	10	61	104	0.0%	104	0	0	104
North Leg												
Approach	803		785	18	33	818	1,193		1,191	2	4	1,195
Departure	926		912	14	26	938	1,072		1,060	12	22	1,082
Total	1,729		1,697	32	59	1,756	2,265		2,251	14	26	2,277
South Leg												
Approach	1,018		1,006	12	20	1,026	1,057		1,042	15	28	1,070
Departure	817		797	20	36	833	1,122		1,113	9	18	1,131
Total	1,835		1,803	32	56	1,859	2,179		2,155	24	46	2,201
East Leg												
Approach	332		325	7	16	341	379		370	9	18	388
Departure	274		271	3	6	277	553		550	3	6	556
Total	606		596	10	22	618	932		920	12	24	944
West Leg												
Approach	298		292	6	11	303	534		534	0	0	534
Departure	434		428	6	12	440	416		414	2	4	418
Total	732		720	12	23	743	950		948	2	4	952
Total Approaches												
Approach	2,451		2,408	43	80	2,488	3,163		3,137	26	50	3,187
Departure	2,451		2,408	43	80	2,488	3,163		3,137	26	50	3,187
Total	4,902		4,816	86	160	4,976	6,326		6,274	52	100	6,374

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol
15 . Moreno Beach Dr/John F Kennedy Dr												
NBL	26	0.0%	26	0	0	26	36	16.7%	30	6	9	39
NBT	540	2.0%	529	11	17	546	778	1.2%	769	9	18	787
NBR	353	4.3%	338	15	28	366	644	2.1%	630	14	28	658
SBL	119	3.4%	115	4	6	121	159	2.5%	155	4	7	162
SBT	582	2.4%	568	14	24	592	784	0.7%	778	6	10	788
SBR	134	0.0%	134	0	0	134	101	0.0%	101	0	0	101
EBL	126	1.2%	125	1	2	127	78	0.0%	78	0	0	78
EBT	51	6.3%	48	3	8	56	17	14.3%	15	2	4	19
EBR	8	0.0%	8	0	0	8	35	0.0%	35	0	0	35
WBL	567	0.9%	562	5	13	575	515	2.1%	504	11	18	522
WBT	82	6.1%	77	5	13	90	27	0.0%	27	0	0	27
WBR	278	1.8%	273	5	8	281	56	0.0%	56	0	0	56
North Leg												
Approach	835		817	18	30	847	1,044		1,034	10	17	1,051
Departure	944		927	17	27	954	912		903	9	18	921
Total	1,779		1,744	35	57	1,801	1,956		1,937	19	35	1,972
South Leg												
Approach	919		893	26	45	938	1,458		1,429	29	55	1,484
Departure	1,157		1,138	19	37	1,175	1,334		1,317	17	28	1,345
Total	2,076		2,031	45	82	2,113	2,792		2,746	46	83	2,829
East Leg												
Approach	927		912	15	34	946	598		587	11	18	605
Departure	523		501	22	42	543	820		800	20	39	839
Total	1,450		1,413	37	76	1,489	1,418		1,387	31	57	1,444
West Leg												
Approach	185		181	4	10	191	130		128	2	4	132
Departure	242		237	5	13	250	164		158	6	9	167
Total	427		418	9	23	441	294		286	8	13	299
Total Approaches												
Approach	2,866		2,803	63	119	2,922	3,230		3,178	52	94	3,272
Departure	2,866		2,803	63	119	2,922	3,230		3,178	52	94	3,272
Total	5,732		5,606	126	238	5,844	6,460		6,356	104	188	6,544

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol
16 . Alessandro Road/San Timoteo Canyon Road												
NBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	774	2.5%	755	19	48	803	368	6.4%	344	24	46	390
NBR	180	2.9%	175	5	8	183	359	0.9%	356	3	5	361
SBL	18	6.7%	17	1	2	19	31	0.0%	31	0	0	31
SBT	318	4.6%	303	15	34	337	650	2.2%	636	14	25	661
SBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	278	0.0%	278	0	0	278	168	1.1%	166	2	3	169
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	55	0.0%	55	0	0	55	13	0.0%	13	0	0	13
North Leg												
Approach	336		320	16	36	356	681		667	14	25	692
Departure	829		810	19	48	858	381		357	24	46	403
Total	1,165		1,130	35	84	1,214	1,062		1,024	38	71	1,095
South Leg												
Approach	954		930	24	56	986	727		700	27	51	751
Departure	596		581	15	34	615	818		802	16	28	830
Total	1,550		1,511	39	90	1,601	1,545		1,502	43	79	1,581
East Leg												
Approach	333		333	0	0	333	181		179	2	3	182
Departure	198		192	6	10	202	390		387	3	5	392
Total	531		525	6	10	535	571		566	5	8	574
West Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
Total Approaches												
Approach	1,623		1,583	40	92	1,675	1,589		1,546	43	79	1,625
Departure	1,623		1,583	40	92	1,675	1,589		1,546	43	79	1,625
Total	3,246		3,166	80	184	3,350	3,178		3,092	86	158	3,250

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
17 . Live Oak Canyon Road/San Timoteo Canyon Road												
NBL	6	0.0%	6	0	0	6	4	0.0%	4	0	0	4
NBT	680	2.9%	660	20	45	705	657	3.2%	636	21	40	676
NBR	81	9.5%	73	8	17	90	385	2.5%	376	9	14	390
SBL	14	0.0%	14	0	0	14	90	7.7%	83	7	11	94
SBT	571	1.2%	564	7	19	583	651	1.1%	644	7	13	657
SBR	25	0.0%	25	0	0	25	31	0.0%	31	0	0	31
EBL	58	0.0%	58	0	0	58	26	0.0%	26	0	0	26
EBT	7	0.0%	7	0	0	7	20	0.0%	20	0	0	20
EBR	7	0.0%	7	0	0	7	10	0.0%	10	0	0	10
WBL	347	4.8%	330	17	37	367	199	3.8%	191	8	12	203
WBT	8	0.0%	8	0	0	8	36	0.0%	36	0	0	36
WBR	219	3.6%	211	8	18	229	38	8.3%	35	3	6	41
North Leg												
Approach	610		603	7	19	622	772		758	14	24	782
Departure	957		929	28	63	992	721		697	24	46	743
Total	1,567		1,532	35	82	1,614	1,493		1,455	38	70	1,525
South Leg												
Approach	767		739	28	62	801	1,046		1,016	30	54	1,070
Departure	925		901	24	56	957	860		845	15	25	870
Total	1,692		1,640	52	118	1,758	1,906		1,861	45	79	1,940
East Leg												
Approach	574		549	25	55	604	273		262	11	18	280
Departure	102		94	8	17	111	495		479	16	25	504
Total	676		643	33	72	715	768		741	27	43	784
West Leg												
Approach	72		72	0	0	72	56		56	0	0	56
Departure	39		39	0	0	39	71		71	0	0	71
Total	111		111	0	0	111	127		127	0	0	127
Total Approaches												
Approach	2,023		1,963	60	136	2,099	2,147		2,092	55	96	2,188
Departure	2,023		1,963	60	136	2,099	2,147		2,092	55	96	2,188
Total	4,046		3,926	120	272	4,198	4,294		4,184	110	192	4,376

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol
18 . Redlands Boulevard/San Timoteo Canyon Road												
NBL	577	2.0%	565	12	29	594	977	1.1%	966	11	19	985
NBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	41	20.0%	33	8	18	51	357	1.1%	353	4	8	361
SBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	51	28.6%	36	15	45	81	92	0.0%	92	0	0	92
EBR	858	0.9%	850	8	18	868	707	1.9%	693	14	23	716
WBL	274	1.6%	270	4	12	282	293	1.7%	288	5	9	297
WBT	176	8.0%	162	14	40	202	26	6.9%	24	2	4	28
WBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
South Leg												
Approach	618		598	20	47	645	1,334		1,319	15	27	1,346
Departure	1,132		1,120	12	30	1,150	1,000		981	19	32	1,013
Total	1,750		1,718	32	77	1,795	2,334		2,300	34	59	2,359
East Leg												
Approach	450		432	18	52	484	319		312	7	13	325
Departure	92		69	23	63	132	449		445	4	8	453
Total	542		501	41	115	616	768		757	11	21	778
West Leg												
Approach	909		886	23	63	949	799		785	14	23	808
Departure	753		727	26	69	796	1,003		990	13	23	1,013
Total	1,662		1,613	49	132	1,745	1,802		1,775	27	46	1,821
Total Approaches												
Approach	1,977		1,916	61	162	2,078	2,452		2,416	36	63	2,479
Departure	1,977		1,916	61	162	2,078	2,452		2,416	36	63	2,479
Total	3,954		3,832	122	324	4,156	4,904		4,832	72	126	4,958

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol
19 . Driveway 1/Eucalyptus Avenue												
NBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	1	100.0%	0	1	2	2	0	0.0%	0	0	0	0
SBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	1	100.0%	0	1	2	2	0	0.0%	0	0	0	0
EBT	30	10.0%	27	3	8	35	37	5.4%	35	2	5	40
EBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	51	5.9%	48	3	6	54	53	7.5%	49	4	8	57
WBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg												
Approach	1		0	1	2	2	0		0	0	0	0
Departure	1		0	1	2	2	0		0	0	0	0
Total	2		0	2	4	4	0		0	0	0	0
South Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
East Leg												
Approach	51		48	3	6	54	53		49	4	8	57
Departure	31		27	4	10	37	37		35	2	5	40
Total	82		75	7	16	91	90		84	6	13	97
West Leg												
Approach	31		27	4	10	37	37		35	2	5	40
Departure	51		48	3	6	54	53		49	4	8	57
Total	82		75	7	16	91	90		84	6	13	97
Total Approaches												
Approach	83		75	8	18	93	90		84	6	13	97
Departure	83		75	8	18	93	90		84	6	13	97
Total	166		150	16	36	186	180		168	12	26	194

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck PCE	Total PCE Vol	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck PCE	Total PCE Vol	Total PCE Vol
20 . Driveway 2-Essen Ln/Encilia Avenue												
NBL	1	0.0%	1	0	0	1	0	0.0%	0	0	0	0
NBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	5	0.0%	5	0	0	5	3	0.0%	3	0	0	3
SBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	1	0.0%	1	0	0	1	0	0.0%	0	0	0	0
EBR	2	0.0%	2	0	0	2	0	0.0%	0	0	0	0
WBL	4	0.0%	4	0	0	4	10	10.0%	9	1	2	11
WBT	2	0.0%	2	0	0	2	1	0.0%	1	0	0	1
WBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
South Leg												
Approach	6		6	0	0	6	3		3	0	0	3
Departure	6		6	0	0	6	10		9	1	2	11
Total	12		12	0	0	12	13		12	1	2	14
East Leg												
Approach	6		6	0	0	6	11		10	1	2	12
Departure	6		6	0	0	6	3		3	0	0	3
Total	12		12	0	0	12	14		13	1	2	15
West Leg												
Approach	3		3	0	0	3	0		0	0	0	0
Departure	3		3	0	0	3	1		1	0	0	1
Total	6		6	0	0	6	1		1	0	0	1
Total Approaches												
Approach	15		15	0	0	15	14		13	1	2	15
Departure	15		15	0	0	15	14		13	1	2	15
Total	30		30	0	0	30	28		26	2	4	30

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck PCE	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck PCE	Truck PCE	Total PCE Vol
22 . Driveway 4-Shubert Street/Encilia Avenue												
NBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBR	5	0.0%	5	0	0	5	2	0.0%	2	0	0	2
SBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	20	5.0%	19	1	2	21	6	0.0%	6	0	0	6
EBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	1	0.0%	1	0	0	1	3	0.0%	3	0	0	3
WBT	5	0.0%	5	0	0	5	17	11.8%	15	2	3	18
WBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
South Leg												
Approach	5		5	0	0	5	2		2	0	0	2
Departure	1		1	0	0	1	3		3	0	0	3
Total	6		6	0	0	6	5		5	0	0	5
East Leg												
Approach	6		6	0	0	6	20		18	2	3	21
Departure	25		24	1	2	26	8		8	0	0	8
Total	31		30	1	2	32	28		26	2	3	29
West Leg												
Approach	20		19	1	2	21	6		6	0	0	6
Departure	5		5	0	0	5	17		15	2	3	18
Total	25		24	1	2	26	23		21	2	3	24
Total Approaches												
Approach	31		30	1	2	32	28		26	2	3	29
Departure	31		30	1	2	32	28		26	2	3	29
Total	62		60	2	4	64	56		52	4	6	58

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol
NBL	85	4.0%	82	3	6	88	41	0.0%	41	0	0	41
NBT	471	2.8%	458	13	31	489	921	2.4%	899	22	43	942
NBR	116	0.0%	116	0	0	116	49	0.0%	49	0	0	49
SBL	21	0.0%	21	0	0	21	28	40.0%	17	11	17	34
SBT	970	1.2%	958	12	27	985	826	1.8%	811	15	32	843
SBR	136	1.9%	133	3	8	141	221	1.1%	219	2	3	222
EBL	52	3.8%	50	2	3	53	163	0.9%	162	1	2	164
EBT	130	8.3%	119	11	22	141	118	0.0%	118	0	0	118
EBR	40	5.6%	38	2	6	44	74	4.3%	71	3	6	77
WBL	42	66.7%	14	28	56	70	52	12.5%	45	7	14	59
WBT	73	0.0%	73	0	0	73	100	0.0%	100	0	0	100
WBR	17	25.0%	13	4	8	21	20	0.0%	20	0	0	20
North Leg												
Approach	1,127		1,112	15	35	1,147	1,075		1,047	28	52	1,099
Departure	540		521	19	42	563	1,104		1,081	23	45	1,126
Total	1,667		1,633	34	77	1,710	2,179		2,128	51	97	2,225
South Leg												
Approach	672		656	16	37	693	1,011		989	22	43	1,032
Departure	1,052		1,010	42	89	1,099	952		927	25	52	979
Total	1,724		1,666	58	126	1,792	1,963		1,916	47	95	2,011
East Leg												
Approach	132		100	32	64	164	172		165	7	14	179
Departure	267		256	11	22	278	195		184	11	17	201
Total	399		356	43	86	442	367		349	18	31	380
West Leg												
Approach	222		207	15	31	238	355		351	4	8	359
Departure	294		288	6	14	302	362		360	2	3	363
Total	516		495	21	45	540	717		711	6	11	722
Total Approaches												
Approach	2,153		2,075	78	167	2,242	2,613		2,552	61	117	2,669
Departure	2,153		2,075	78	167	2,242	2,613		2,552	61	117	2,669
Total	4,306		4,150	156	334	4,484	5,226		5,104	122	234	5,338

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol
25 . Redlands Boulevard/SR-60 Westbound Ramps												
NBL	4	33.3%	3	1	3	6	3	0.0%	3	0	0	3
NBT	575	2.9%	558	17	37	595	960	2.7%	934	26	46	980
NBR	277	7.1%	257	20	46	303	260	3.2%	252	8	16	268
SBL	441	1.4%	435	6	13	448	323	3.0%	313	10	18	331
SBT	591	2.8%	574	17	32	606	638	2.4%	623	15	27	650
SBR	1	0.0%	1	0	0	1	0	0.0%	0	0	0	0
EBL	1	0.0%	1	0	0	1	0	0.0%	0	0	0	0
EBT	1	0.0%	1	0	0	1	3	66.7%	1	2	5	6
EBR	4	0.0%	4	0	0	4	1	0.0%	1	0	0	1
WBL	232	2.7%	226	6	12	238	246	4.5%	235	11	22	257
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	92	7.1%	85	7	18	103	68	0.0%	68	0	0	68
North Leg												
Approach	1,033		1,010	23	45	1,055	961		936	25	45	981
Departure	668		644	24	55	699	1,028		1,002	26	46	1,048
Total	1,701		1,654	47	100	1,754	1,989		1,938	51	91	2,029
South Leg												
Approach	856		818	38	86	904	1,223		1,189	34	62	1,251
Departure	827		804	23	44	848	885		859	26	49	908
Total	1,683		1,622	61	130	1,752	2,108		2,048	60	111	2,159
East Leg												
Approach	324		311	13	30	341	314		303	11	22	325
Departure	719		693	26	59	752	586		566	20	39	605
Total	1,043		1,004	39	89	1,093	900		869	31	61	930
West Leg												
Approach	6		6	0	0	6	4		2	2	5	7
Departure	5		4	1	3	7	3		3	0	0	3
Total	11		10	1	3	13	7		5	2	5	10
Total Approaches												
Approach	2,219		2,145	74	161	2,306	2,502		2,430	72	134	2,564
Departure	2,219		2,145	74	161	2,306	2,502		2,430	72	134	2,564
Total	4,438		4,290	148	322	4,612	5,004		4,860	144	268	5,128

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck PCE	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck PCE	Truck PCE	Total PCE Vol
26 . Redlands Boulevard/SR-60 Eastbound Ramps												
NBL	126	7.9%	116	10	22	138	135	1.5%	133	2	6	139
NBT	648	3.7%	624	24	56	680	773	1.3%	763	10	18	781
NBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	786	1.8%	772	14	23	795	854	1.8%	839	15	26	865
SBR	53	6.7%	49	4	12	61	24	3.0%	23	1	3	26
EBL	216	3.2%	209	7	19	228	476	2.0%	466	10	18	484
EBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	192	12.1%	169	23	66	235	447	3.1%	433	14	32	465
WBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg												
Approach	839		821	18	35	856	878		862	16	29	891
Departure	864		833	31	75	908	1,249		1,229	20	36	1,265
Total	1,703		1,654	49	110	1,764	2,127		2,091	36	65	2,156
South Leg												
Approach	774		740	34	78	818	908		896	12	24	920
Departure	978		941	37	89	1,030	1,301		1,272	29	58	1,330
Total	1,752		1,681	71	167	1,848	2,209		2,168	41	82	2,250
East Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
West Leg												
Approach	408		378	30	85	463	923		899	24	50	949
Departure	179		165	14	34	199	159		156	3	9	165
Total	587		543	44	119	662	1,082		1,055	27	59	1,114
Total Approaches												
Approach	2,021		1,939	82	198	2,137	2,709		2,657	52	103	2,760
Departure	2,021		1,939	82	198	2,137	2,709		2,657	52	103	2,760
Total	4,042		3,878	164	396	4,274	5,418		5,314	104	206	5,520

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol
27 . Redlands Boulevard/Eucalyptus Avenue												
NBL	60	0.0%	60	0	0	60	88	0.0%	88	0	0	88
NBT	476	2.1%	466	10	18	484	489	1.0%	484	5	8	492
NBR	142	0.0%	142	0	0	142	470	0.0%	470	0	0	470
SBL	89	0.0%	89	0	0	89	226	0.0%	226	0	0	226
SBT	735	2.1%	720	15	26	746	971	2.4%	947	24	44	991
SBR	163	12.3%	143	20	57	200	123	7.9%	113	10	20	133
EBL	20	45.8%	11	9	25	36	26	6.5%	24	2	6	30
EBT	109	0.0%	109	0	0	109	325	0.0%	325	0	0	325
EBR	29	9.1%	26	3	6	32	56	10.0%	50	6	12	62
WBL	58	0.0%	58	0	0	58	55	0.0%	55	0	0	55
WBT	76	0.0%	76	0	0	76	90	0.0%	90	0	0	90
WBR	291	0.0%	291	0	0	291	413	0.0%	413	0	0	413
North Leg												
Approach	987		952	35	83	1,035	1,320		1,286	34	64	1,350
Departure	787		768	19	43	811	928		921	7	14	935
Total	1,774		1,720	54	126	1,846	2,248		2,207	41	78	2,285
South Leg												
Approach	678		668	10	18	686	1,047		1,042	5	8	1,050
Departure	822		804	18	32	836	1,082		1,052	30	56	1,108
Total	1,500		1,472	28	50	1,522	2,129		2,094	35	64	2,158
East Leg												
Approach	425		425	0	0	425	558		558	0	0	558
Departure	340		340	0	0	340	1,021		1,021	0	0	1,021
Total	765		765	0	0	765	1,579		1,579	0	0	1,579
West Leg												
Approach	158		146	12	31	177	407		399	8	18	417
Departure	299		279	20	57	336	301		291	10	20	311
Total	457		425	32	88	513	708		690	18	38	728
Total Approaches												
Approach	2,248		2,191	57	132	2,323	3,332		3,285	47	90	3,375
Departure	2,248		2,191	57	132	2,323	3,332		3,285	47	90	3,375
Total	4,496		4,382	114	264	4,646	6,664		6,570	94	180	6,750

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol
30 . Redlands Boulevard/Encilia Avenue												
NBL	2	0.0%	2	0	0	2	3	0.0%	3	0	0	3
NBT	525	1.6%	516	9	17	533	656	1.2%	648	8	13	661
NBR	29	0.0%	29	0	0	29	38	0.0%	38	0	0	38
SBL	97	0.0%	97	0	0	97	201	0.0%	201	0	0	201
SBT	543	2.6%	529	14	23	552	666	2.2%	651	15	27	678
SBR	114	0.0%	114	0	0	114	155	12.5%	136	19	29	165
EBL	80	9.5%	72	8	12	84	235	0.0%	235	0	0	235
EBT	16	0.0%	16	0	0	16	94	0.0%	94	0	0	94
EBR	2	0.0%	2	0	0	2	4	0.0%	4	0	0	4
WBL	25	0.0%	25	0	0	25	31	0.0%	31	0	0	31
WBT	38	0.0%	38	0	0	38	48	0.0%	48	0	0	48
WBR	80	0.0%	80	0	0	80	160	0.0%	160	0	0	160
North Leg												
Approach	754		740	14	23	763	1,022		988	34	56	1,044
Departure	685		668	17	29	697	1,051		1,043	8	13	1,056
Total	1,439		1,408	31	52	1,460	2,073		2,031	42	69	2,100
South Leg												
Approach	556		547	9	17	564	697		689	8	13	702
Departure	570		556	14	23	579	701		686	15	27	713
Total	1,126		1,103	23	40	1,143	1,398		1,375	23	40	1,415
East Leg												
Approach	143		143	0	0	143	239		239	0	0	239
Departure	142		142	0	0	142	333		333	0	0	333
Total	285		285	0	0	285	572		572	0	0	572
West Leg												
Approach	98		90	8	12	102	333		333	0	0	333
Departure	154		154	0	0	154	206		187	19	29	216
Total	252		244	8	12	256	539		520	19	29	549
Total Approaches												
Approach	1,551		1,520	31	52	1,572	2,291		2,249	42	69	2,318
Departure	1,551		1,520	31	52	1,572	2,291		2,249	42	69	2,318
Total	3,102		3,040	62	104	3,144	4,582		4,498	84	138	4,636

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck PCE	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck PCE	Truck PCE	Total PCE Vol
31 . Redlands Boulevard/Cottonwood Avenue												
NBL	21	0.0%	21	0	0	21	19	18.8%	15	4	7	22
NBT	492	1.9%	483	9	17	500	545	1.1%	539	6	9	548
NBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	565	1.9%	555	10	18	573	603	1.6%	593	10	20	613
SBR	32	0.0%	32	0	0	32	87	0.0%	87	0	0	87
EBL	28	0.0%	28	0	0	28	120	0.0%	120	0	0	120
EBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	41	7.7%	38	3	5	43	53	5.9%	50	3	6	56
WBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg												
Approach	597		587	10	18	605	690		680	10	20	700
Departure	520		511	9	17	528	665		659	6	9	668
Total	1,117		1,098	19	35	1,133	1,355		1,339	16	29	1,368
South Leg												
Approach	513		504	9	17	521	564		554	10	16	570
Departure	606		593	13	23	616	656		643	13	26	669
Total	1,119		1,097	22	40	1,137	1,220		1,197	23	42	1,239
East Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
West Leg												
Approach	69		66	3	5	71	173		170	3	6	176
Departure	53		53	0	0	53	106		102	4	7	109
Total	122		119	3	5	124	279		272	7	13	285
Total Approaches												
Approach	1,179		1,157	22	40	1,197	1,427		1,404	23	42	1,446
Departure	1,179		1,157	22	40	1,197	1,427		1,404	23	42	1,446
Total	2,358		2,314	44	80	2,394	2,854		2,808	46	84	2,892

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol
32 . Redlands Boulevard/Alessandro Boulevard												
NBL	20	0.0%	20	0	0	20	33	0.0%	33	0	0	33
NBT	224	1.3%	221	3	6	227	268	0.4%	267	1	2	269
NBR	115	0.0%	115	0	0	115	141	0.0%	141	0	0	141
SBL	66	15.4%	56	10	25	81	100	6.7%	93	7	11	104
SBT	331	1.3%	327	4	8	335	288	0.9%	285	3	5	290
SBR	241	1.2%	238	3	6	244	231	2.8%	224	7	14	238
EBL	216	0.0%	216	0	0	216	207	3.6%	200	7	12	212
EBT	401	2.3%	392	9	18	410	748	0.0%	748	0	0	748
EBR	45	0.0%	45	0	0	45	27	0.0%	27	0	0	27
WBL	106	1.4%	105	1	2	107	108	0.0%	108	0	0	108
WBT	569	1.4%	561	8	12	573	568	2.7%	552	16	24	576
WBR	41	0.0%	41	0	0	41	70	5.6%	66	4	8	74
North Leg												
Approach	638		621	17	39	660	619		602	17	30	632
Departure	481		478	3	6	484	545		533	12	22	555
Total	1,119		1,099	20	45	1,144	1,164		1,135	29	52	1,187
South Leg												
Approach	359		356	3	6	362	442		441	1	2	443
Departure	482		477	5	10	487	423		420	3	5	425
Total	841		833	8	16	849	865		861	4	7	868
East Leg												
Approach	716		707	9	14	721	746		726	20	32	758
Departure	582		563	19	43	606	989		982	7	11	993
Total	1,298		1,270	28	57	1,327	1,735		1,708	27	43	1,751
West Leg												
Approach	662		653	9	18	671	982		975	7	12	987
Departure	830		819	11	18	837	832		809	23	38	847
Total	1,492		1,472	20	36	1,508	1,814		1,784	30	50	1,834
Total Approaches												
Approach	2,375		2,337	38	77	2,414	2,789		2,744	45	76	2,820
Departure	2,375		2,337	38	77	2,414	2,789		2,744	45	76	2,820
Total	4,750		4,674	76	154	4,828	5,578		5,488	90	152	5,640

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck PCE	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck PCE	Truck PCE	Total PCE Vol
33 . Redlands Blvd-John F Kennedy Dr/Cactus Avenue												
NBL	39	0.0%	39	0	0	39	41	11.1%	36	5	10	46
NBT	301	4.0%	289	12	22	311	403	1.5%	397	6	10	407
NBR	35	0.0%	35	0	0	35	163	0.0%	163	0	0	163
SBL	20	0.0%	20	0	0	20	50	0.0%	50	0	0	50
SBT	473	1.4%	466	7	11	477	390	1.3%	385	5	9	394
SBR	25	1.6%	25	0	0	25	18	1.0%	18	0	0	18
EBL	13	1.8%	13	0	0	13	33	0.6%	33	0	0	33
EBT	24	0.0%	24	0	0	24	86	0.0%	86	0	0	86
EBR	118	0.0%	118	0	0	118	91	0.0%	91	0	0	91
WBL	36	0.0%	36	0	0	36	60	0.0%	60	0	0	60
WBT	39	0.0%	39	0	0	39	31	0.0%	31	0	0	31
WBR	36	0.0%	36	0	0	36	10	0.0%	10	0	0	10
North Leg												
Approach	518		511	7	11	522	458		453	5	9	462
Departure	350		338	12	22	360	446		440	6	10	450
Total	868		849	19	33	882	904		893	11	19	912
South Leg												
Approach	375		363	12	22	385	607		596	11	20	616
Departure	627		620	7	11	631	541		536	5	9	545
Total	1,002		983	19	33	1,016	1,148		1,132	16	29	1,161
East Leg												
Approach	111		111	0	0	111	101		101	0	0	101
Departure	79		79	0	0	79	299		299	0	0	299
Total	190		190	0	0	190	400		400	0	0	400
West Leg												
Approach	155		155	0	0	155	210		210	0	0	210
Departure	103		103	0	0	103	90		85	5	10	95
Total	258		258	0	0	258	300		295	5	10	305
Total Approaches												
Approach	1,159		1,140	19	33	1,173	1,376		1,360	16	29	1,389
Departure	1,159		1,140	19	33	1,173	1,376		1,360	16	29	1,389
Total	2,318		2,280	38	66	2,346	2,752		2,720	32	58	2,778

Table C-8: General Plan Build-Out (2040) PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck Truck	Truck PCE	Total PCE Vol
34 . WLC Parkway/Eucalyptus Avenue												
NBL	141	0.0%	141	0	0	141	132	18.2%	108	24	60	168
NBT	236	20.0%	189	47	75	264	319	3.4%	308	11	22	330
NBR	67	0.0%	67	0	0	67	346	0.0%	346	0	0	346
SBL	70	0.0%	70	0	0	70	114	0.0%	114	0	0	114
SBT	314	13.3%	272	42	63	335	100	0.0%	100	0	0	100
SBR	308	8.7%	281	27	69	350	79	20.0%	63	16	44	107
EBL	60	35.0%	39	21	54	93	425	10.7%	379	46	123	502
EBT	21	0.0%	21	0	0	21	238	0.0%	238	0	0	238
EBR	140	0.0%	140	0	0	140	237	8.0%	218	19	29	247
WBL	178	0.0%	178	0	0	178	83	0.0%	83	0	0	83
WBT	25	0.0%	25	0	0	25	72	0.0%	72	0	0	72
WBR	84	0.0%	84	0	0	84	66	0.0%	66	0	0	66
North Leg												
Approach	692		623	69	132	755	293		277	16	44	321
Departure	380		312	68	129	441	810		753	57	145	898
Total	1,072		935	137	261	1,196	1,103		1,030	73	189	1,219
South Leg												
Approach	444		397	47	75	472	797		762	35	82	844
Departure	632		590	42	63	653	420		401	19	29	430
Total	1,076		987	89	138	1,125	1,217		1,163	54	111	1,274
East Leg												
Approach	287		287	0	0	287	221		221	0	0	221
Departure	158		158	0	0	158	698		698	0	0	698
Total	445		445	0	0	445	919		919	0	0	919
West Leg												
Approach	221		200	21	54	254	900		835	65	152	987
Departure	474		447	27	69	516	283		243	40	104	347
Total	695		647	48	123	770	1,183		1,078	105	256	1,334
Total Approaches												
Approach	1,644		1,507	137	261	1,768	2,211		2,095	116	278	2,373
Departure	1,644		1,507	137	261	1,768	2,211		2,095	116	278	2,373
Total	3,288		3,014	274	522	3,536	4,422		4,190	232	556	4,746

**Table C-9: Balance of General Plan (2040) Peak Hour Volumes
To Maintain Consistent Flow of Vehicles**

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
9 Moreno Beach Dr/SR-60 Westbound Ramps						
NBL	0		0	0		0
NBT	486	90	576	592	138	730
NBR	519	96	615	624	145	769
SBL	149		149	132		132
SBT	484	107	591	401	180	581
SBR	0		0	0		0
EBL	0		0	0		0
EBT	0		0	0		0
EBR	0		0	0		0
WBL	222	49	271	261	118	379
WBT	0		0	0		0
WBR	11		11	57		57
North Leg						
Approach	633	107	740	533	180	713
Departure	497	90	587	649	138	787
Total	1,130	197	1,327	1,182	318	1,500
South Leg						
Approach	1,005	186	1,191	1,216	283	1,499
Departure	706	156	862	662	298	960
Total	1,710	342	2,052	1,879	581	2,460
East Leg						
Approach	233	49	282	318	118	436
Departure	668	96	764	756	145	901
Total	900	145	1,045	1,074	263	1,337
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	1,870	342	2,212	2,068	581	2,649
Departure	1,870	342	2,212	2,068	581	2,649
Total	3,741	684	4,425	4,135	1,162	5,297

**Table C-9: Balance of General Plan (2040) Peak Hour Volumes
To Maintain Consistent Flow of Vehicles**

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
10 Moreno Beach Dr/SR-60 Eastbound Ramps						
NBL	0		0	0		0
NBT	932		932	1,150		1,150
NBR	365		365	515		515
SBL	88		88	90		90
SBT	773		773	870		870
SBR	0		0	0		0
EBL	258		258	350		350
EBT	12		12	8		8
EBR	562		562	778		778
WBL	0		0	0		0
WBT	0		0	0		0
WBR	0		0	0		0
North Leg						
Approach	861	0	861	960	0	960
Departure	1,191	0	1,191	1,500	0	1,500
Total	2,052	0	2,052	2,460	0	2,460
South Leg						
Approach	1,297	0	1,297	1,665	0	1,665
Departure	1,335	0	1,335	1,648	0	1,648
Total	2,632	0	2,632	3,313	0	3,313
East Leg						
Approach	0	0	0	0	0	0
Departure	465	0	465	614	0	614
Total	465	0	465	614	0	614
West Leg						
Approach	832	0	832	1,136	0	1,136
Departure	0	0	0	0	0	0
Total	832	0	832	1,136	0	1,136
Total Approaches						
Approach	2,990	0	2,990	3,761	0	3,761
Departure	2,990	0	2,990	3,761	0	3,761
Total	5,981	0	5,981	7,523	0	7,523

**Table C-9: Balance of General Plan (2040) Peak Hour Volumes
To Maintain Consistent Flow of Vehicles**

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
10 Moreno Beach Dr/SR-60 Eastbound Ramps						
NBL	0		0	0		0
NBT	744	188	932	1,010	140	1,150
NBR	291	74	365	452	63	515
SBL	88		88	90		90
SBT	563	210	773	543	327	870
SBR	0		0	0		0
EBL	258		258	350		350
EBT	12		12	8		8
EBR	562		562	778		778
WBL	0		0	0		0
WBT	0		0	0		0
WBR	0		0	0		0
North Leg						
Approach	651	210	861	633	327	960
Departure	1,003	188	1,191	1,360	140	1,500
Total	1,654	398	2,052	1,993	467	2,460
South Leg						
Approach	1,035	262	1,297	1,462	203	1,665
Departure	1,125	210	1,335	1,321	327	1,648
Total	2,160	472	2,632	2,783	530	3,313
East Leg						
Approach	0	0	0	0	0	0
Departure	391	74	465	551	63	614
Total	391	74	465	551	63	614
West Leg						
Approach	832	0	832	1,136	0	1,136
Departure	0	0	0	0	0	0
Total	832	0	832	1,136	0	1,136
Total Approaches						
Approach	2,518	472	2,990	3,231	530	3,761
Departure	2,518	472	2,990	3,231	530	3,761
Total	5,037	944	5,981	6,463	1,060	7,523

**Table C-9: Balance of General Plan (2040) Peak Hour Volumes
To Maintain Consistent Flow of Vehicles**

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
11 Moreno Beach Dr/Eucalyptus Avenue						
NBL	166		166	236		236
NBT	727		727	626		626
NBR	67		67	36		36
SBL	243		243	268		268
SBT	675		675	923		923
SBR	432		432	502		502
EBL	449		449	713		713
EBT	170		170	272		272
EBR	133		133	235		235
WBL	46		46	89		89
WBT	193		193	214		214
WBR	122		122	326		326
North Leg						
Approach	1,350	0	1,350	1,693	0	1,693
Departure	1,298	0	1,298	1,665	0	1,665
Total	2,648	0	2,648	3,358	0	3,358
South Leg						
Approach	960	0	960	898	0	898
Departure	854	0	854	1,247	0	1,247
Total	1,814	0	1,814	2,145	0	2,145
East Leg						
Approach	361	0	361	629	0	629
Departure	480	0	480	576	0	576
Total	841	0	841	1,205	0	1,205
West Leg						
Approach	752	0	752	1,220	0	1,220
Departure	791	0	791	952	0	952
Total	1,543	0	1,543	2,172	0	2,172
Total Approaches						
Approach	3,423	0	3,423	4,440	0	4,440
Departure	3,423	0	3,423	4,440	0	4,440
Total	6,846	0	6,846	8,879	0	8,879

**Table C-9: Balance of General Plan (2040) Peak Hour Volumes
To Maintain Consistent Flow of Vehicles**

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
25 Redlands Boulevard/SR-60 Westbound Ramps						
NBL	16	2	18	4		4
NBT	595	59	654	980	46	1,026
NBR	303	30	333	268	12	280
SBL	448		448	468		468
SBT	606	58	664	650	19	669
SBR	8		8	9		9
EBL	9		9	9		9
EBT	5		5	7		7
EBR	9	1	10	3		3
WBL	238	23	261	257	8	265
WBT	11		11	0		0
WBR	117		117	68		68
North Leg						
Approach	1,062	58	1,120	1,128	19	1,147
Departure	721	59	780	1,057	46	1,103
Total	1,783	117	1,900	2,185	65	2,250
South Leg						
Approach	914	91	1,005	1,252	58	1,310
Departure	853	82	935	910	27	937
Total	1,767	173	1,940	2,162	85	2,247
East Leg						
Approach	365	23	388	325	8	333
Departure	756	30	786	744	12	756
Total	1,121	53	1,174	1,069	20	1,089
West Leg						
Approach	24	1	25	20	0	20
Departure	35	2	37	14	0	14
Total	59	3	62	34	0	34
Total Approaches						
Approach	2,365	173	2,538	2,725	85	2,810
Departure	2,365	173	2,538	2,725	85	2,810
Total	4,731	346	5,077	5,450	170	5,620

**Table C-9: Balance of General Plan (2040) Peak Hour Volumes
To Maintain Consistent Flow of Vehicles**

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
26 Redlands Boulevard/SR-60 Eastbound Ramps						
NBL	158		158	159		159
NBT	777		777	799		799
NBR	0		0	0		0
SBL	0		0	0		0
SBT	874		874	878		878
SBR	61		61	59		59
EBL	228		228	511		511
EBT	0		0	0		0
EBR	313		313	472		472
WBL	0		0	0		0
WBT	0		0	0		0
WBR	0		0	0		0
North Leg						
Approach	935	0	935	937	0	937
Departure	1,005	0	1,005	1,310	0	1,310
Total	1,940	0	1,940	2,247	0	2,247
South Leg						
Approach	935	0	935	958	0	958
Departure	1,187	0	1,187	1,350	0	1,350
Total	2,122	0	2,122	2,308	0	2,308
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	541	0	541	983	0	983
Departure	219	0	219	218	0	218
Total	760	0	760	1,202	0	1,202
Total Approaches						
Approach	2,411	0	2,411	2,879	0	2,879
Departure	2,411	0	2,411	2,879	0	2,879
Total	4,821	0	4,821	5,757	0	5,757

**Table C-9: Balance of General Plan (2040) Peak Hour Volumes
To Maintain Consistent Flow of Vehicles**

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
26 Redlands Boulevard/SR-60 Eastbound Ramps						
NBL	138	20	158	155	4	159
NBT	680	97	777	781	18	799
NBR	0		0	0		0
SBL	0		0	0		0
SBT	795	79	874	865	13	878
SBR	61		61	59		59
EBL	228		228	511		511
EBT	0		0	0		0
EBR	285	28	313	465	7	472
WBL	0		0	0		0
WBT	0		0	0		0
WBR	0		0	0		0
North Leg						
Approach	856	79	935	924	13	937
Departure	908	97	1,005	1,292	18	1,310
Total	1,764	176	1,940	2,216	31	2,247
South Leg						
Approach	818	117	935	936	22	958
Departure	1,080	107	1,187	1,330	20	1,350
Total	1,898	224	2,122	2,266	42	2,308
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	513	28	541	976	7	983
Departure	199	20	219	214	4	218
Total	712	48	760	1,191	11	1,202
Total Approaches						
Approach	2,187	224	2,411	2,837	42	2,879
Departure	2,187	224	2,411	2,837	42	2,879
Total	4,373	448	4,821	5,673	84	5,757

**Table C-9: Balance of General Plan (2040) Peak Hour Volumes
To Maintain Consistent Flow of Vehicles**

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
27 Redlands Boulevard/Eucalyptus Avenue						
NBL	60		60	88		88
NBT	580		580	492		492
NBR	142		142	470		470
SBL	242		242	226		226
SBT	746		746	991		991
SBR	200		200	133		133
EBL	64		64	53		53
EBT	109		109	325		325
EBR	32		32	62		62
WBL	58		58	116		116
WBT	76		76	90		90
WBR	291		291	413		413
North Leg						
Approach	1,188	0	1,188	1,350	0	1,350
Departure	935	0	935	958	0	958
Total	2,122	0	2,122	2,308	0	2,308
South Leg						
Approach	782	0	782	1,050	0	1,050
Departure	836	0	836	1,169	0	1,169
Total	1,618	0	1,618	2,219	0	2,219
East Leg						
Approach	425	0	425	619	0	619
Departure	493	0	493	1,021	0	1,021
Total	918	0	918	1,640	0	1,640
West Leg						
Approach	205	0	205	440	0	440
Departure	336	0	336	311	0	311
Total	541	0	541	751	0	751
Total Approaches						
Approach	2,599	0	2,599	3,458	0	3,458
Departure	2,599	0	2,599	3,458	0	3,458
Total	5,198	0	5,198	6,916	0	6,916

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
1 . Kitching Street/Iris Avenue						
NBL	162	183	192	93	82	93
NBT	258	220	258	283	142	283
NBR	516	238	516	782	125	782
SBL	75	65	75	139	89	139
SBT	324	205	324	310	206	310
SBR	86	209	219	46	128	134
EBL	31	79	83	40	147	154
EBT	899	846	899	1,085	954	1,085
EBR	126	115	126	149	168	176
WBL	659	173	659	732	197	732
WBT	1,053	922	1,053	962	845	962
WBR	121	89	121	145	108	145
North Leg						
Approach	485	479	618	495	423	583
Departure	410	388	462	468	397	582
Total	895	867	1,080	963	820	1,166
South Leg						
Approach	936	641	966	1,158	349	1,158
Departure	1,109	493	1,109	1,191	571	1,218
Total	2,045	1,134	2,075	2,349	920	2,376
East Leg						
Approach	1,833	1,184	1,833	1,839	1,150	1,839
Departure	1,490	1,149	1,490	2,006	1,168	2,006
Total	3,323	2,333	3,323	3,845	2,318	3,845
West Leg						
Approach	1,056	1,040	1,108	1,274	1,269	1,416
Departure	1,301	1,314	1,465	1,101	1,055	1,189
Total	2,357	2,354	2,573	2,375	2,324	2,605
Total Approaches						
Approach	4,310	3,344	4,526	4,766	3,191	4,996
Departure	4,310	3,344	4,526	4,766	3,191	4,996
Total	8,620	6,688	9,051	9,532	6,382	9,992

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
2 . Lasselle Street/Alessandro Boulevard						
NBL	258	262	275	209	196	209
NBT	522	386	522	458	436	458
NBR	209	183	209	197	149	197
SBL	54	53	54	76	35	76
SBT	322	382	401	645	429	645
SBR	141	86	141	109	54	109
EBL	112	44	112	157	89	157
EBT	770	414	770	1,485	678	1,485
EBR	192	167	192	253	248	253
WBL	143	139	143	186	125	186
WBT	1,344	754	1,344	1,104	537	1,104
WBR	65	32	65	84	53	84
North Leg						
Approach	517	521	596	830	518	830
Departure	699	462	699	699	578	699
Total	1,216	983	1,295	1,529	1,096	1,529
South Leg						
Approach	989	831	1,006	864	781	864
Departure	657	688	736	1,084	802	1,084
Total	1,646	1,519	1,742	1,948	1,583	1,948
East Leg						
Approach	1,552	925	1,552	1,374	715	1,374
Departure	1,033	650	1,033	1,758	862	1,758
Total	2,585	1,575	2,585	3,132	1,577	3,132
West Leg						
Approach	1,074	625	1,074	1,895	1,015	1,895
Departure	1,743	1,102	1,760	1,422	787	1,422
Total	2,817	1,727	2,834	3,317	1,802	3,317
Total Approaches						
Approach	4,132	2,902	4,228	4,963	3,029	4,963
Departure	4,132	2,902	4,228	4,963	3,029	4,963
Total	8,264	5,804	8,456	9,926	6,058	9,926

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
3 . Lasselle Street/Iris Avenue						
NBL	502	476	502	341	279	341
NBT	601	669	702	567	623	654
NBR	544	707	742	583	536	583
SBL	182	165	182	364	245	364
SBT	467	525	551	703	777	816
SBR	149	114	149	164	95	164
EBL	183	130	183	300	175	300
EBT	997	768	997	1,176	574	1,176
EBR	429	384	429	500	375	500
WBL	729	679	729	686	851	894
WBT	1,311	781	1,311	1,422	859	1,422
WBR	117	114	117	122	124	130
North Leg						
Approach	798	804	882	1,231	1,117	1,344
Departure	901	913	1,002	989	922	1,084
Total	1,699	1,717	1,885	2,220	2,039	2,428
South Leg						
Approach	1,647	1,852	1,947	1,491	1,438	1,578
Departure	1,625	1,588	1,709	1,889	2,003	2,209
Total	3,272	3,440	3,656	3,380	3,441	3,788
East Leg						
Approach	2,157	1,574	2,157	2,230	1,834	2,446
Departure	1,723	1,640	1,921	2,123	1,355	2,123
Total	3,880	3,214	4,078	4,353	3,189	4,569
West Leg						
Approach	1,609	1,282	1,609	1,976	1,124	1,976
Departure	1,962	1,371	1,962	1,927	1,233	1,927
Total	3,571	2,653	3,571	3,903	2,357	3,903
Total Approaches						
Approach	6,211	5,512	6,595	6,928	5,513	7,344
Departure	6,211	5,512	6,595	6,928	5,513	7,344
Total	12,422	11,024	13,190	13,856	11,026	14,688

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
4 . Nason Street/Eucalyptus Avenue						
NBL	219	105	219	117	88	117
NBT	823	759	823	1,332	1,014	1,332
NBR	473	187	473	606	259	606
SBL	22	17	22	28	24	28
SBT	1,441	1,302	1,441	1,151	952	1,151
SBR	104	110	116	86	111	117
EBL	124	248	260	77	57	77
EBT	296	216	296	523	196	523
EBR	289	235	289	205	82	205
WBL	430	170	430	531	220	531
WBT	360	170	360	409	204	409
WBR	32	28	32	15	10	15
North Leg						
Approach	1,567	1,429	1,579	1,265	1,087	1,296
Departure	979	1,035	1,115	1,424	1,081	1,424
Total	2,546	2,464	2,694	2,689	2,168	2,720
South Leg						
Approach	1,515	1,051	1,515	2,055	1,361	2,055
Departure	2,160	1,707	2,160	1,887	1,254	1,887
Total	3,675	2,758	3,675	3,942	2,615	3,942
East Leg						
Approach	822	368	822	955	434	955
Departure	791	420	791	1,157	479	1,157
Total	1,613	788	1,613	2,112	913	2,112
West Leg						
Approach	709	699	845	805	335	805
Departure	683	385	695	612	403	643
Total	1,392	1,084	1,540	1,417	738	1,448
Total Approaches						
Approach	4,613	3,547	4,761	5,080	3,217	5,111
Departure	4,613	3,547	4,761	5,080	3,217	5,111
Total	9,226	7,094	9,522	10,160	6,434	10,221

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
5 . Nason Street/Alessandro Boulevard						
NBL	222	131	222	218	232	244
NBT	720	583	720	956	967	1,015
NBR	42	107	112	110	359	377
SBL	105	101	105	86	179	188
SBT	1,034	1,026	1,034	1,015	818	1,015
SBR	265	102	265	229	89	229
EBL	208	95	208	352	128	352
EBT	523	263	523	1,057	437	1,057
EBR	191	233	245	238	132	238
WBL	135	369	387	42	143	150
WBT	924	509	924	816	316	816
WBR	204	262	275	92	148	155
North Leg						
Approach	1,404	1,229	1,404	1,330	1,086	1,432
Departure	1,132	940	1,203	1,400	1,243	1,523
Total	2,536	2,169	2,607	2,730	2,329	2,955
South Leg						
Approach	984	821	1,054	1,284	1,558	1,636
Departure	1,360	1,628	1,666	1,295	1,093	1,403
Total	2,344	2,449	2,720	2,579	2,651	3,039
East Leg						
Approach	1,263	1,140	1,587	950	607	1,122
Departure	670	471	740	1,253	975	1,622
Total	1,933	1,611	2,327	2,203	1,582	2,743
West Leg						
Approach	922	591	976	1,647	697	1,647
Departure	1,411	742	1,411	1,263	637	1,289
Total	2,333	1,333	2,387	2,910	1,334	2,936
Total Approaches						
Approach	4,573	3,781	5,021	5,211	3,948	5,836
Departure	4,573	3,781	5,021	5,211	3,948	5,836

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
6 . Nason Street/Iris Avenue						
NBL	15	12	15	18	32	34
NBT	37	43	45	25	45	47
NBR	5	14	15	12	36	38
SBL	174	256	269	206	228	239
SBT	17	27	28	51	68	71
SBR	639	348	639	853	570	853
EBL	595	435	595	584	327	584
EBT	1,139	1,080	1,139	1,491	823	1,491
EBR	16	19	20	21	17	21
WBL	14	26	27	16	31	33
WBT	1,244	854	1,244	1,350	1,017	1,350
WBR	191	217	228	233	298	313
North Leg						
Approach	830	631	936	1,110	866	1,164
Departure	823	695	868	842	670	944
Total	1,653	1,326	1,804	1,952	1,536	2,108
South Leg						
Approach	57	69	75	55	113	119
Departure	47	72	76	88	116	125
Total	104	141	150	143	229	244
East Leg						
Approach	1,449	1,097	1,499	1,599	1,346	1,695
Departure	1,318	1,350	1,423	1,709	1,087	1,768
Total	2,767	2,447	2,922	3,308	2,433	3,464
West Leg						
Approach	1,750	1,534	1,754	2,096	1,167	2,096
Departure	1,898	1,214	1,898	2,221	1,619	2,237
Total	3,648	2,748	3,652	4,317	2,786	4,333
Total Approaches						
Approach	4,086	3,331	4,264	4,860	3,492	5,074
Departure	4,086	3,331	4,264	4,860	3,492	5,074

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
7 . Fir Avenue/Eucalyptus Avenue						
NBL	31	8	31	25	5	25
NBT	19	31	33	15	20	21
NBR	32	10	32	12	5	12
SBL	188	159	188	287	253	287
SBT	12	10	12	31	34	36
SBR	136	50	136	146	45	146
EBL	159	65	159	117	37	117
EBT	598	337	598	971	421	971
EBR	17	3	17	48	9	48
WBL	38	6	38	60	12	60
WBT	577	228	577	796	412	796
WBR	191	178	191	267	245	267
North Leg						
Approach	336	219	336	464	332	469
Departure	369	274	383	399	302	405
Total	705	493	719	863	634	874
South Leg						
Approach	82	49	96	52	30	58
Departure	67	19	67	139	55	144
Total	149	68	163	191	85	202
East Leg						
Approach	806	412	806	1,123	669	1,123
Departure	818	506	818	1,270	679	1,270
Total	1,624	918	1,624	2,393	1,348	2,393
West Leg						
Approach	774	405	774	1,136	467	1,136
Departure	744	286	744	967	462	967
Total	1,518	691	1,518	2,103	929	2,103
Total Approaches						
Approach	1,998	1,085	2,012	2,775	1,498	2,786
Departure	1,998	1,085	2,012	2,775	1,498	2,786

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
8 . Oliver Street/Iris Avenue						
NBL	64	95	100	42	66	69
NBT	43	65	68	5	14	15
NBR	33	36	38	39	43	45
SBL	16	24	25	4	35	37
SBT	23	45	47	19	23	24
SBR	228	240	252	135	115	135
EBL	299	309	324	78	86	90
EBT	841	737	841	1,391	866	1,391
EBR	23	36	38	46	73	77
WBL	45	35	45	42	63	66
WBT	1,065	764	1,065	1,058	871	1,058
WBR	27	39	41	2	15	16
North Leg						
Approach	267	309	324	158	173	196
Departure	369	413	434	85	115	121
Total	636	722	758	243	288	317
South Leg						
Approach	140	196	206	86	123	129
Departure	91	116	130	107	159	167
Total	231	312	336	193	282	296
East Leg						
Approach	1,137	838	1,151	1,102	949	1,140
Departure	890	797	904	1,434	944	1,473
Total	2,027	1,635	2,055	2,536	1,893	2,613
West Leg						
Approach	1,163	1,082	1,203	1,515	1,025	1,558
Departure	1,357	1,099	1,417	1,235	1,052	1,262
Total	2,520	2,181	2,620	2,750	2,077	2,820
Total Approaches						
Approach	2,707	2,425	2,884	2,861	2,270	3,023
Departure	2,707	2,425	2,884	2,861	2,270	3,023

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
9 . Moreno Beach Dr/SR-60 Westbound Ramps						
NBL	0	0	0	0	0	0
NBT	417	463	486	543	564	592
NBR	422	494	519	624	619	624
SBL	149	116	149	132	58	132
SBT	484	308	484	401	373	401
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	167	211	222	196	249	261
WBT	0	0	0	0	0	0
WBR	11	7	11	57	19	57
North Leg						
Approach	633	424	633	533	431	533
Departure	428	470	497	600	583	649
Total	1,061	894	1,130	1,133	1,014	1,182
South Leg						
Approach	839	957	1,005	1,167	1,183	1,216
Departure	651	519	706	597	622	662
Total	1,490	1,476	1,710	1,764	1,805	1,879
East Leg						
Approach	178	218	233	253	268	318
Departure	571	610	668	756	677	756
Total	749	828	900	1,009	945	1,074
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	1,650	1,599	1,870	1,953	1,882	2,068
Departure	1,650	1,599	1,870	1,953	1,882	2,068

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
10 . Moreno Beach Dr/SR-60 Eastbound Ramps						
NBL	0	0	0	0	0	0
NBT	695	709	744	1,010	851	1,010
NBR	291	256	291	452	302	452
SBL	88	78	88	38	86	90
SBT	563	460	563	543	534	543
SBR	0	0	0	0	0	0
EBL	121	246	258	163	333	350
EBT	10	11	12	8	8	8
EBR	562	541	562	778	710	778
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	651	538	651	581	620	633
Departure	816	955	1,003	1,173	1,184	1,360
Total	1,467	1,493	1,654	1,754	1,804	1,993
South Leg						
Approach	986	965	1,035	1,462	1,153	1,462
Departure	1,125	1,001	1,125	1,321	1,244	1,321
Total	2,111	1,966	2,160	2,783	2,397	2,783
East Leg						
Approach	0	0	0	0	0	0
Departure	389	345	391	498	396	551
Total	389	345	391	498	396	551
West Leg						
Approach	693	798	832	949	1,051	1,136
Departure	0	0	0	0	0	0
Total	693	798	832	949	1,051	1,136
Total Approaches						
Approach	2,330	2,301	2,518	2,992	2,824	3,231
Departure	2,330	2,301	2,518	2,992	2,824	3,231

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
11 . Moreno Beach Dr/Eucalyptus Avenue						
NBL	166	155	166	236	171	236
NBT	405	692	727	473	596	626
NBR	19	64	67	24	34	36
SBL	243	183	243	268	91	268
SBT	449	643	675	652	879	923
SBR	432	176	432	502	279	502
EBL	449	218	449	713	384	713
EBT	170	85	170	272	53	272
EBR	133	115	133	235	219	235
WBL	46	37	46	71	85	89
WBT	193	40	193	214	79	214
WBR	122	59	122	326	171	326
North Leg						
Approach	1,124	1,002	1,350	1,422	1,249	1,693
Departure	976	969	1,298	1,512	1,151	1,665
Total	2,100	1,971	2,648	2,934	2,400	3,358
South Leg						
Approach	590	911	960	733	801	898
Departure	628	795	854	958	1,183	1,247
Total	1,218	1,706	1,814	1,691	1,984	2,145
East Leg						
Approach	361	136	361	611	335	629
Departure	432	332	480	564	178	576
Total	793	468	841	1,175	513	1,205
West Leg						
Approach	752	418	752	1,220	656	1,220
Departure	791	371	791	952	529	952
Total	1,543	789	1,543	2,172	1,185	2,172
Total Approaches						
Approach	2,827	2,467	3,423	3,986	3,041	4,440
Departure	2,827	2,467	3,423	3,986	3,041	4,440

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
12 . Auto Mall Dr/Eucalyptus Avenue						
NBL	27	35	37	57	80	84
NBT	1	2	2	1	6	6
NBR	12	15	16	9	8	9
SBL	0	0	0	0	0	0
SBT	0	1	1	1	6	6
SBR	5	4	5	20	18	20
EBL	11	11	12	16	13	16
EBT	314	98	314	578	86	578
EBR	37	60	63	30	42	44
WBL	14	13	14	13	16	17
WBT	362	90	362	505	117	505
WBR	3	2	3	1	1	1
North Leg						
Approach	5	5	6	21	24	26
Departure	15	15	17	18	20	23
Total	20	20	23	39	44	50
South Leg						
Approach	40	52	55	67	94	99
Departure	51	74	78	44	64	67
Total	91	126	133	111	158	167
East Leg						
Approach	379	105	379	519	134	523
Departure	326	113	330	587	94	587
Total	705	218	709	1,106	228	1,110
West Leg						
Approach	362	169	389	624	141	638
Departure	394	129	404	582	215	609
Total	756	298	792	1,206	356	1,247
Total Approaches						
Approach	786	331	828	1,231	393	1,287
Departure	786	331	828	1,231	393	1,287

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
13 . Moreno Beach Dr/Alessandro Boulevard						
NBL	117	186	195	106	113	119
NBT	625	711	747	848	669	848
NBR	237	48	237	253	54	253
SBL	65	20	65	112	43	112
SBT	568	541	568	1,001	847	1,001
SBR	50	221	232	79	160	168
EBL	40	140	147	93	267	280
EBT	480	155	480	851	254	851
EBR	71	109	114	89	157	165
WBL	256	63	256	277	99	277
WBT	773	325	773	587	168	587
WBR	41	30	41	134	49	134
North Leg						
Approach	683	782	865	1,192	1,050	1,281
Departure	706	881	935	1,075	985	1,262
Total	1,389	1,663	1,800	2,267	2,035	2,543
South Leg						
Approach	979	945	1,179	1,207	836	1,220
Departure	895	713	938	1,367	1,103	1,443
Total	1,874	1,658	2,117	2,574	1,939	2,663
East Leg						
Approach	1,070	418	1,070	998	316	998
Departure	782	223	782	1,216	351	1,216
Total	1,852	641	1,852	2,214	667	2,214
West Leg						
Approach	591	404	741	1,033	678	1,296
Departure	940	732	1,200	772	441	874
Total	1,531	1,136	1,942	1,805	1,119	2,170
Total Approaches						
Approach	3,323	2,549	3,855	4,430	2,880	4,795
Departure	3,323	2,549	3,855	4,430	2,880	4,795

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
14 . Moreno Beach Boulevard/Cactus Avenue						
NBL	116	187	196	110	160	168
NBT	802	764	802	870	589	870
NBR	108	86	108	90	69	90
SBL	44	47	49	155	112	155
SBT	665	510	665	946	756	946
SBR	109	99	109	94	108	113
EBL	75	83	87	108	113	119
EBT	125	128	134	311	283	311
EBR	103	119	125	115	215	226
WBL	65	66	69	70	46	70
WBT	215	225	236	214	191	214
WBR	61	97	102	104	68	104
North Leg						
Approach	818	656	823	1,195	976	1,214
Departure	938	944	991	1,082	770	1,093
Total	1,756	1,600	1,814	2,277	1,746	2,307
South Leg						
Approach	1,026	1,037	1,106	1,070	818	1,128
Departure	833	695	859	1,131	1,017	1,242
Total	1,859	1,732	1,966	2,201	1,835	2,370
East Leg						
Approach	341	388	407	388	305	388
Departure	277	261	292	556	464	556
Total	618	649	699	944	769	944
West Leg						
Approach	303	330	347	534	611	655
Departure	440	511	542	418	459	495
Total	743	841	888	952	1,070	1,151
Total Approaches						
Approach	2,488	2,411	2,684	3,187	2,710	3,386
Departure	2,488	2,411	2,684	3,187	2,710	3,386

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
15 . Moreno Beach Dr/John F Kennedy Dr						
NBL	26	24	26	39	19	39
NBT	546	574	603	787	593	787
NBR	366	336	366	658	309	658
SBL	121	169	177	162	148	162
SBT	592	519	592	788	717	788
SBR	134	126	134	101	104	109
EBL	127	98	127	78	61	78
EBT	56	49	56	19	14	19
EBR	8	6	8	35	20	35
WBL	575	369	575	522	344	522
WBT	90	82	90	27	38	40
WBR	281	319	335	56	78	82
North Leg						
Approach	847	814	903	1,051	969	1,059
Departure	954	991	1,065	921	732	947
Total	1,801	1,805	1,968	1,972	1,701	2,006
South Leg						
Approach	938	934	995	1,484	921	1,484
Departure	1,175	894	1,175	1,345	1,081	1,345
Total	2,113	1,828	2,170	2,829	2,002	2,829
East Leg						
Approach	946	770	1,000	605	460	644
Departure	543	554	599	839	471	839
Total	1,489	1,324	1,599	1,444	931	1,483
West Leg						
Approach	191	153	191	132	95	132
Departure	250	232	250	167	161	188
Total	441	385	441	299	256	320
Total Approaches						
Approach	2,922	2,671	3,089	3,272	2,445	3,319
Departure	2,922	2,671	3,089	3,272	2,445	3,319

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
16 . Alessandro Road/San Timoteo Canyon Road						
NBL	0	0	0	0	0	0
NBT	803	673	803	390	262	390
NBR	183	203	213	361	243	361
SBL	19	24	25	31	28	31
SBT	337	211	337	661	486	661
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	278	228	278	169	195	205
WBT	0	0	0	0	0	0
WBR	55	54	55	13	21	22
North Leg						
Approach	356	235	362	692	514	692
Departure	858	727	858	403	283	412
Total	1,214	962	1,220	1,095	797	1,104
South Leg						
Approach	986	876	1,016	751	505	751
Departure	615	439	615	830	681	866
Total	1,601	1,315	1,631	1,581	1,186	1,617
East Leg						
Approach	333	282	333	182	216	227
Departure	202	227	238	392	271	392
Total	535	509	571	574	487	619
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	1,675	1,393	1,711	1,625	1,235	1,670
Departure	1,675	1,393	1,711	1,625	1,235	1,670

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
17 . Live Oak Canyon Road/San Timoteo Canyon Road						
NBL	6	1	6	4	8	8
NBT	705	700	705	676	445	676
NBR	90	94	99	390	319	390
SBL	14	10	14	94	31	94
SBT	583	438	583	657	612	657
SBR	25	9	25	31	10	31
EBL	58	9	58	26	9	26
EBT	7	10	11	20	10	20
EBR	7	10	11	10	9	10
WBL	367	272	367	203	264	277
WBT	8	8	8	36	14	36
WBR	229	167	229	41	21	41
North Leg						
Approach	622	457	622	782	653	782
Departure	992	876	992	743	475	743
Total	1,614	1,333	1,614	1,525	1,128	1,525
South Leg						
Approach	801	795	810	1,070	772	1,074
Departure	957	720	961	870	885	944
Total	1,758	1,515	1,770	1,940	1,657	2,019
East Leg						
Approach	604	447	604	280	299	354
Departure	111	114	123	504	360	504
Total	715	561	728	784	659	858
West Leg						
Approach	72	29	79	56	28	56
Departure	39	18	39	71	32	75
Total	111	47	118	127	60	131
Total Approaches						
Approach	2,099	1,728	2,115	2,188	1,752	2,267
Departure	2,099	1,728	2,115	2,188	1,752	2,267

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
18 . Redlands Boulevard/San Timoteo Canyon Road						
NBL	594	663	696	985	714	985
NBT	0	0	0	0	0	0
NBR	51	33	51	361	103	361
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	81	36	81	92	51	92
EBR	868	653	868	716	760	798
WBL	282	144	282	297	267	297
WBT	202	128	202	28	39	41
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	645	696	747	1,346	817	1,346
Departure	1,150	797	1,150	1,013	1,027	1,095
Total	1,795	1,493	1,897	2,359	1,844	2,441
East Leg						
Approach	484	272	484	325	306	338
Departure	132	69	132	453	154	453
Total	616	341	616	778	460	791
West Leg						
Approach	949	689	949	808	811	890
Departure	796	791	898	1,013	753	1,026
Total	1,745	1,480	1,847	1,821	1,564	1,916
Total Approaches						
Approach	2,078	1,657	2,180	2,479	1,934	2,574
Departure	2,078	1,657	2,180	2,479	1,934	2,574

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
19 . Driveway 1/Eucalyptus Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	2	2	2	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	2	2	2	0	0	0
EBT	35	54	57	40	59	62
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	54	76	80	57	84	88
WBR	0	0	0	0	0	0
North Leg						
Approach	2	2	2	0	0	0
Departure	2	2	2	0	0	0
Total	4	4	4	0	0	0
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	54	76	80	57	84	88
Departure	37	56	59	40	59	62
Total	91	132	139	97	143	150
West Leg						
Approach	37	56	59	40	59	62
Departure	54	76	80	57	84	88
Total	91	132	139	97	143	150
Total Approaches						
Approach	93	134	141	97	143	150
Departure	93	134	141	97	143	150

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
20 . Driveway 2-Essen Ln/Encilia Avenue						
NBL	1	1	1	0	0	0
NBT	0	0	0	0	0	0
NBR	5	6	6	3	3	3
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	1	1	1	0	0	0
EBR	2	2	2	0	0	0
WBL	4	4	4	11	12	13
WBT	2	2	2	1	1	1
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	6	7	7	3	3	3
Departure	6	6	6	11	12	13
Total	12	13	14	14	15	16
East Leg						
Approach	6	6	6	12	13	14
Departure	6	7	7	3	3	3
Total	12	13	14	15	16	17
West Leg						
Approach	3	3	3	0	0	0
Departure	3	3	3	1	1	1
Total	6	6	6	1	1	1
Total Approaches						
Approach	15	16	17	15	16	17
Departure	15	16	17	15	16	17

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
22 . Driveway 4-Shubert Street/Encilia Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	5	6	6	2	2	2
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	21	23	24	6	7	7
EBR	0	0	0	0	0	0
WBL	1	1	1	3	3	3
WBT	5	6	6	18	20	21
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	5	6	6	2	2	2
Departure	1	1	1	3	3	3
Total	6	7	7	5	5	5
East Leg						
Approach	6	7	7	21	23	24
Departure	26	29	30	8	9	9
Total	32	36	38	29	32	34
West Leg						
Approach	21	23	24	6	7	7
Departure	5	6	6	18	20	21
Total	26	29	30	24	27	28
Total Approaches						
Approach	32	36	38	29	32	34
Departure	32	36	38	29	32	34

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
24 . Redlands Boulevard/Ironwood Avenue						
NBL	88	50	88	41	56	59
NBT	489	469	489	942	778	942
NBR	116	28	116	49	8	49
SBL	21	13	21	34	42	44
SBT	985	762	985	843	873	917
SBR	141	133	141	222	210	222
EBL	53	94	99	164	130	164
EBT	141	27	141	118	22	118
EBR	44	62	65	77	51	77
WBL	70	13	70	59	14	59
WBT	73	16	73	100	34	100
WBR	21	12	21	20	63	66
North Leg						
Approach	1,147	908	1,147	1,099	1,125	1,183
Departure	563	575	609	1,126	971	1,172
Total	1,710	1,483	1,756	2,225	2,096	2,355
South Leg						
Approach	693	547	693	1,032	842	1,050
Departure	1,099	837	1,120	979	938	1,053
Total	1,792	1,384	1,813	2,011	1,780	2,102
East Leg						
Approach	164	41	164	179	111	225
Departure	278	68	278	201	72	211
Total	442	109	442	380	183	436
West Leg						
Approach	238	183	305	359	203	359
Departure	302	199	302	363	300	381
Total	540	382	607	722	503	740
Total Approaches						
Approach	2,242	1,679	2,309	2,669	2,281	2,817
Departure	2,242	1,679	2,309	2,669	2,281	2,817

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
25 . Redlands Boulevard/SR-60 Westbound Ramps						
NBL	6	15	16	3	4	4
NBT	595	463	595	980	801	980
NBR	303	215	303	268	256	268
SBL	448	424	448	331	446	468
SBT	606	398	606	650	502	650
SBR	1	8	8	0	9	9
EBL	1	9	9	0	9	9
EBT	1	5	5	6	7	7
EBR	4	9	9	1	3	3
WBL	238	100	238	257	87	257
WBT	0	10	11	0	0	0
WBR	103	111	117	68	46	68
North Leg						
Approach	1,055	830	1,062	981	957	1,128
Departure	699	583	721	1,048	856	1,057
Total	1,754	1,413	1,783	2,029	1,813	2,185
South Leg						
Approach	904	693	914	1,251	1,061	1,252
Departure	848	507	853	908	592	910
Total	1,752	1,200	1,767	2,159	1,653	2,162
East Leg						
Approach	341	221	365	325	133	325
Departure	752	644	756	605	709	744
Total	1,093	865	1,121	930	842	1,069
West Leg						
Approach	6	23	24	7	19	20
Departure	7	33	35	3	13	14
Total	13	56	59	10	32	34
Total Approaches						
Approach	2,306	1,767	2,365	2,564	2,170	2,725
Departure	2,306	1,767	2,365	2,564	2,170	2,725

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
26 . Redlands Boulevard/SR-60 Eastbound Ramps						
NBL	138	126	138	139	148	155
NBT	680	523	680	781	512	781
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	795	455	795	865	518	865
SBR	61	59	61	26	56	59
EBL	228	162	228	484	487	511
EBT	0	0	0	0	0	0
EBR	235	271	285	465	209	465
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	856	514	856	891	574	924
Departure	908	685	908	1,265	999	1,292
Total	1,764	1,199	1,764	2,156	1,573	2,216
South Leg						
Approach	818	649	818	920	660	936
Departure	1,030	726	1,080	1,330	727	1,330
Total	1,848	1,375	1,898	2,250	1,387	2,266
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	463	433	513	949	696	976
Departure	199	185	199	165	204	214
Total	662	618	712	1,114	900	1,191
Total Approaches						
Approach	2,137	1,596	2,187	2,760	1,930	2,837
Departure	2,137	1,596	2,187	2,760	1,930	2,837

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
27 . Redlands Boulevard/Eucalyptus Avenue						
NBL	60	15	60	88	15	88
NBT	484	552	580	492	477	492
NBR	142	80	142	470	20	470
SBL	89	230	242	226	70	226
SBT	746	407	746	991	639	991
SBR	200	99	200	133	66	133
EBL	36	61	64	30	50	53
EBT	109	1	109	325	2	325
EBR	32	14	32	62	29	62
WBL	58	20	58	55	110	116
WBT	76	1	76	90	1	90
WBR	291	61	291	413	302	413
North Leg						
Approach	1,035	736	1,188	1,350	775	1,350
Departure	811	674	935	935	829	958
Total	1,846	1,410	2,122	2,285	1,604	2,308
South Leg						
Approach	686	647	782	1,050	512	1,050
Departure	836	441	836	1,108	778	1,169
Total	1,522	1,088	1,618	2,158	1,290	2,219
East Leg						
Approach	425	82	425	558	413	619
Departure	340	311	493	1,021	92	1,021
Total	765	393	918	1,579	505	1,640
West Leg						
Approach	177	76	205	417	81	440
Departure	336	115	336	311	82	311
Total	513	191	541	728	163	751
Total Approaches						
Approach	2,323	1,541	2,599	3,375	1,781	3,458
Departure	2,323	1,541	2,599	3,375	1,781	3,458

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
30 . Redlands Boulevard/Encilia Avenue						
NBL	2	0	2	3	0	3
NBT	533	627	658	661	512	661
NBR	29	0	29	38	0	38
SBL	97	0	97	201	0	201
SBT	552	426	552	678	750	788
SBR	114	6	114	165	19	165
EBL	84	24	84	235	9	235
EBT	16	0	16	94	0	94
EBR	2	2	2	4	0	4
WBL	25	0	25	31	0	31
WBT	38	0	38	48	0	48
WBR	80	0	80	160	0	160
North Leg						
Approach	763	432	763	1,044	769	1,154
Departure	697	651	822	1,056	521	1,056
Total	1,460	1,083	1,585	2,100	1,290	2,210
South Leg						
Approach	564	627	689	702	512	702
Departure	579	428	579	713	750	823
Total	1,143	1,055	1,268	1,415	1,262	1,525
East Leg						
Approach	143	0	143	239	0	239
Departure	142	0	142	333	0	333
Total	285	0	285	572	0	572
West Leg						
Approach	102	26	102	333	9	333
Departure	154	6	154	216	19	216
Total	256	32	256	549	28	549
Total Approaches						
Approach	1,572	1,085	1,697	2,318	1,290	2,428
Departure	1,572	1,085	1,697	2,318	1,290	2,428

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
31 . Redlands Boulevard/Cottonwood Avenue						
NBL	21	37	39	22	29	30
NBT	500	485	500	548	443	548
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	573	397	573	613	578	613
SBR	32	31	32	87	36	87
EBL	28	32	34	120	18	120
EBT	0	0	0	0	0	0
EBR	43	49	51	56	35	56
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	605	428	605	700	614	700
Departure	528	517	534	668	461	668
Total	1,133	945	1,139	1,368	1,075	1,368
South Leg						
Approach	521	522	539	570	472	578
Departure	616	446	624	669	613	669
Total	1,137	968	1,163	1,239	1,085	1,247
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	71	81	85	176	53	176
Departure	53	68	71	109	65	117
Total	124	149	156	285	118	293
Total Approaches						
Approach	1,197	1,031	1,229	1,446	1,139	1,454
Departure	1,197	1,031	1,229	1,446	1,139	1,454

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
32 . Redlands Boulevard/Alessandro Boulevard						
NBL	20	26	27	33	47	49
NBT	227	346	363	269	318	334
NBR	115	79	115	141	116	141
SBL	81	40	81	104	107	112
SBT	335	353	371	290	393	413
SBR	244	93	244	238	87	238
EBL	216	66	216	212	94	212
EBT	410	61	410	748	198	748
EBR	45	26	45	27	23	27
WBL	107	114	120	108	79	108
WBT	573	196	573	576	104	576
WBR	41	86	90	74	64	74
North Leg						
Approach	660	486	696	632	587	763
Departure	484	498	670	555	476	620
Total	1,144	984	1,365	1,187	1,063	1,383
South Leg						
Approach	362	451	506	443	481	524
Departure	487	493	535	425	495	548
Total	849	944	1,041	868	976	1,072
East Leg						
Approach	721	396	783	758	247	758
Departure	606	180	606	993	421	1,001
Total	1,327	576	1,389	1,751	668	1,759
West Leg						
Approach	671	153	671	987	315	987
Departure	837	315	844	847	238	863
Total	1,508	468	1,515	1,834	553	1,850
Total Approaches						
Approach	2,414	1,486	2,655	2,820	1,630	3,032
Departure	2,414	1,486	2,655	2,820	1,630	3,032

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
33 . Redlands Blvd-John F Kennedy Dr/Cactus Avenue						
NBL	39	27	39	46	59	62
NBT	311	298	311	407	261	407
NBR	35	31	35	163	118	163
SBL	20	66	69	50	93	98
SBT	477	344	477	394	372	394
SBR	25	138	145	18	109	114
EBL	13	123	129	33	189	198
EBT	24	53	56	86	29	86
EBR	118	76	118	91	42	91
WBL	36	169	177	60	189	198
WBT	39	36	39	31	53	56
WBR	36	59	62	10	90	95
North Leg						
Approach	522	548	691	462	574	606
Departure	360	480	502	450	540	700
Total	882	1,028	1,193	912	1,114	1,306
South Leg						
Approach	385	356	385	616	438	632
Departure	631	589	772	545	603	683
Total	1,016	945	1,157	1,161	1,041	1,315
East Leg						
Approach	111	264	278	101	332	349
Departure	79	150	160	299	240	347
Total	190	414	438	400	572	695
West Leg						
Approach	155	252	303	210	260	375
Departure	103	201	223	95	221	232
Total	258	453	526	305	481	608
Total Approaches						
Approach	1,173	1,420	1,657	1,389	1,604	1,962
Departure	1,173	1,420	1,657	1,389	1,604	1,962

Table C-10: General Plan Build-Out (2040) Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2024) NP	2,040 NP	2,040 Background	OY (2024) NP	2,040 NP
34 . WLC Parkway/Eucalyptus Avenue						
NBL	141	65	141	168	190	200
NBT	264	1,241	1,303	330	995	1,045
NBR	67	0	67	346	0	346
SBL	70	0	70	114	0	114
SBT	335	971	1,020	100	982	1,031
SBR	350	213	350	107	70	107
EBL	93	59	93	502	170	502
EBT	21	1	21	238	1	238
EBR	140	133	140	247	136	247
WBL	178	0	178	83	0	83
WBT	25	0	25	72	0	72
WBR	84	0	84	66	0	66
North Leg						
Approach	755	1,184	1,440	321	1,052	1,252
Departure	441	1,300	1,480	898	1,165	1,613
Total	1,196	2,484	2,920	1,219	2,217	2,865
South Leg						
Approach	472	1,306	1,511	844	1,185	1,590
Departure	653	1,104	1,338	430	1,118	1,361
Total	1,125	2,410	2,849	1,274	2,303	2,951
East Leg						
Approach	287	0	287	221	0	221
Departure	158	1	158	698	1	698
Total	445	1	445	919	1	919
West Leg						
Approach	254	193	254	987	307	987
Departure	516	278	516	347	260	379
Total	770	471	770	1,334	567	1,366
Total Approaches						
Approach	1,768	2,683	3,492	2,373	2,544	4,050
Departure	1,768	2,683	3,492	2,373	2,544	4,050

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
1 . Kitching Street/Iris Avenue										
NBL	192	0	192	0	192	93	0	93	0	93
NBT	258	0	258	0	258	283	0	283	0	283
NBR	516	8	524	15	539	782	4	786	21	807
SBL	75	0	75	0	75	139	0	139	0	139
SBT	324	0	324	0	324	310	0	310	0	310
SBR	219	0	219	0	219	134	0	134	0	134
EBL	83	0	83	0	83	154	0	154	0	154
EBT	899	68	967	4	971	1,085	33	1,118	5	1,123
EBR	126	0	126	0	126	176	0	176	0	176
WBL	659	3	662	3	665	732	8	740	20	760
WBT	1,053	27	1,080	1	1,081	962	76	1,038	5	1,043
WBR	121	0	121	0	121	145	0	145	0	145
North Leg										
Approach	618	0	618	0	618	583	0	583	0	583
Departure	462	0	462	0	462	582	0	582	0	582
Total	1,080	0	1,080	0	1,080	1,166	0	1,166	0	1,166
South Leg										
Approach	966	8	974	15	989	1,158	4	1,162	21	1,183
Departure	1,109	3	1,112	3	1,115	1,218	8	1,226	20	1,246
Total	2,075	11	2,086	18	2,104	2,376	12	2,388	41	2,429
East Leg										
Approach	1,833	30	1,863	4	1,867	1,839	84	1,923	25	1,948
Departure	1,490	76	1,566	19	1,585	2,006	37	2,043	26	2,069
Total	3,323	106	3,429	23	3,452	3,845	121	3,966	51	4,017
West Leg										
Approach	1,108	68	1,176	4	1,180	1,416	33	1,449	5	1,454
Departure	1,465	27	1,492	1	1,493	1,189	76	1,265	5	1,270
Total	2,573	95	2,668	5	2,673	2,605	109	2,714	10	2,724
Total Approaches										
Approach	4,526	106	4,632	23	4,655	4,996	121	5,117	51	5,168
Departure	4,526	106	4,632	23	4,655	4,996	121	5,117	51	5,168
Total	9,051	212	9,263	46	9,309	9,992	242	10,234	102	10,336

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
2 . Lasselle Street/Alessandro Boulevard										
NBL	275	0	275	0	275	209	0	209	0	209
NBT	522	0	522	0	522	458	0	458	0	458
NBR	209	0	209	4	213	197	0	197	5	202
SBL	54	15	69	0	69	76	7	83	0	83
SBT	401	0	401	0	401	645	0	645	0	645
SBR	141	0	141	0	141	109	0	109	0	109
EBL	112	0	112	0	112	157	0	157	0	157
EBT	770	61	831	15	846	1,485	29	1,514	21	1,535
EBR	192	0	192	0	192	253	0	253	0	253
WBL	143	0	143	1	144	186	0	186	5	191
WBT	1,344	24	1,368	3	1,371	1,104	68	1,172	20	1,192
WBR	65	6	71	0	71	84	17	101	0	101
North Leg										
Approach	596	15	611	0	611	830	7	837	0	837
Departure	699	6	705	0	705	699	17	716	0	716
Total	1,295	21	1,316	0	1,316	1,529	24	1,553	0	1,553
South Leg										
Approach	1,006	0	1,006	4	1,010	864	0	864	5	869
Departure	736	0	736	1	737	1,084	0	1,084	5	1,089
Total	1,742	0	1,742	5	1,747	1,948	0	1,948	10	1,958
East Leg										
Approach	1,552	30	1,582	4	1,586	1,374	85	1,459	25	1,484
Departure	1,033	76	1,109	19	1,128	1,758	36	1,794	26	1,820
Total	2,585	106	2,691	23	2,714	3,132	121	3,253	51	3,304
West Leg										
Approach	1,074	61	1,135	15	1,150	1,895	29	1,924	21	1,945
Departure	1,760	24	1,784	3	1,787	1,422	68	1,490	20	1,510
Total	2,834	85	2,919	18	2,937	3,317	97	3,414	41	3,455
Total Approaches										
Approach	4,228	106	4,334	23	4,357	4,963	121	5,084	51	5,135
Departure	4,228	106	4,334	23	4,357	4,963	121	5,084	51	5,135
Total	8,456	212	8,668	46	8,714	9,926	242	10,168	102	10,270

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
3 . Lasselle Street/Iris Avenue										
NBL	502	0	502	0	502	341	0	341	0	341
NBT	702	0	702	0	702	654	0	654	0	654
NBR	742	83	825	15	840	583	40	623	21	644
SBL	182	30	212	0	212	364	15	379	0	379
SBT	551	0	551	0	551	816	0	816	0	816
SBR	149	0	149	0	149	164	0	164	0	164
EBL	183	0	183	0	183	300	0	300	0	300
EBT	997	76	1,073	19	1,092	1,176	37	1,213	27	1,240
EBR	429	0	429	0	429	500	0	500	0	500
WBL	729	33	762	3	765	894	93	987	20	1,007
WBT	1,311	30	1,341	4	1,345	1,422	85	1,507	25	1,532
WBR	117	12	129	0	129	130	34	164	0	164
North Leg										
Approach	882	30	912	0	912	1,344	15	1,359	0	1,359
Departure	1,002	12	1,014	0	1,014	1,084	34	1,118	0	1,118
Total	1,885	42	1,927	0	1,927	2,428	49	2,477	0	2,477
South Leg										
Approach	1,947	83	2,030	15	2,045	1,578	40	1,618	21	1,639
Departure	1,709	33	1,742	3	1,745	2,209	93	2,302	20	2,322
Total	3,656	116	3,772	18	3,790	3,788	133	3,921	41	3,962
East Leg										
Approach	2,157	75	2,232	7	2,239	2,446	212	2,658	45	2,703
Departure	1,921	189	2,110	34	2,144	2,123	92	2,215	48	2,263
Total	4,078	264	4,342	41	4,383	4,569	304	4,873	93	4,966
West Leg										
Approach	1,609	76	1,685	19	1,704	1,976	37	2,013	27	2,040
Departure	1,962	30	1,992	4	1,996	1,927	85	2,012	25	2,037
Total	3,571	106	3,677	23	3,700	3,903	122	4,025	52	4,077
Total Approaches										
Approach	6,595	264	6,859	41	6,900	7,344	304	7,648	93	7,741
Departure	6,595	264	6,859	41	6,900	7,344	304	7,648	93	7,741
Total	13,190	528	13,718	82	13,800	14,688	608	15,296	186	15,482

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
4 . Nason Street/Eucalyptus Avenue										
NBL	219	3	222	0	222	117	8	125	0	125
NBT	823	36	859	0	859	1,332	102	1,434	0	1,434
NBR	473	0	473	4	477	606	0	606	5	611
SBL	22	0	22	0	22	28	0	28	0	28
SBT	1,441	91	1,532	0	1,532	1,151	44	1,195	0	1,195
SBR	116	0	116	0	116	117	0	117	0	117
EBL	260	0	260	0	260	77	0	77	0	77
EBT	296	0	296	15	311	523	0	523	21	544
EBR	289	8	297	0	297	205	4	209	0	209
WBL	430	0	430	1	431	531	0	531	5	536
WBT	360	0	360	3	363	409	0	409	20	429
WBR	32	0	32	0	32	15	0	15	0	15
North Leg										
Approach	1,579	91	1,670	0	1,670	1,296	44	1,340	0	1,340
Departure	1,115	36	1,151	0	1,151	1,424	102	1,526	0	1,526
Total	2,694	127	2,821	0	2,821	2,720	146	2,866	0	2,866
South Leg										
Approach	1,515	39	1,554	4	1,558	2,055	110	2,165	5	2,170
Departure	2,160	99	2,259	1	2,260	1,887	48	1,935	5	1,940
Total	3,675	138	3,813	5	3,818	3,942	158	4,100	10	4,110
East Leg										
Approach	822	0	822	4	826	955	0	955	25	980
Departure	791	0	791	19	810	1,157	0	1,157	26	1,183
Total	1,613	0	1,613	23	1,636	2,112	0	2,112	51	2,163
West Leg										
Approach	845	8	853	15	868	805	4	809	21	830
Departure	695	3	698	3	701	643	8	651	20	671
Total	1,540	11	1,551	18	1,569	1,448	12	1,460	41	1,501
Total Approaches										
Approach	4,761	138	4,899	23	4,922	5,111	158	5,269	51	5,320
Departure	4,761	138	4,899	23	4,922	5,111	158	5,269	51	5,320
Total	9,522	276	9,798	46	9,844	10,221	316	10,537	102	10,639

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
5 . Nason Street/Alessandro Boulevard										
NBL	222	36	258	0	258	244	102	346	0	346
NBT	720	39	759	0	759	1,015	110	1,125	0	1,125
NBR	112	0	112	7	119	377	0	377	11	388
SBL	105	0	105	0	105	188	0	188	0	188
SBT	1,034	99	1,133	0	1,133	1,015	48	1,063	0	1,063
SBR	265	0	265	0	265	229	0	229	0	229
EBL	208	0	208	0	208	352	0	352	0	352
EBT	523	0	523	19	542	1,057	0	1,057	27	1,084
EBR	245	91	336	0	336	238	44	282	0	282
WBL	387	0	387	2	389	150	0	150	10	160
WBT	924	0	924	4	928	816	0	816	25	841
WBR	275	0	275	0	275	155	0	155	0	155
North Leg										
Approach	1,404	99	1,503	0	1,503	1,432	48	1,480	0	1,480
Departure	1,203	39	1,242	0	1,242	1,523	110	1,633	0	1,633
Total	2,607	138	2,745	0	2,745	2,955	158	3,113	0	3,113
South Leg										
Approach	1,054	75	1,129	7	1,136	1,636	212	1,848	11	1,859
Departure	1,666	190	1,856	2	1,858	1,403	92	1,495	10	1,505
Total	2,720	265	2,985	9	2,994	3,039	304	3,343	21	3,364
East Leg										
Approach	1,587	0	1,587	6	1,593	1,122	0	1,122	35	1,157
Departure	740	0	740	26	766	1,622	0	1,622	38	1,660
Total	2,327	0	2,327	32	2,359	2,743	0	2,743	73	2,816
West Leg										
Approach	976	91	1,067	19	1,086	1,647	44	1,691	27	1,718
Departure	1,411	36	1,447	4	1,451	1,289	102	1,391	25	1,416
Total	2,387	127	2,514	23	2,537	2,936	146	3,082	52	3,134
Total Approaches										
Approach	5,021	265	5,286	32	5,318	5,836	304	6,140	73	6,213
Departure	5,021	265	5,286	32	5,318	5,836	304	6,140	73	6,213
Total	10,041	530	10,571	64	10,635	11,673	608	12,281	146	12,427

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
6 . Nason Street/Iris Avenue										
NBL	15	0	15	0	15	34	0	34	0	34
NBT	45	0	45	0	45	47	0	47	0	47
NBR	15	8	23	0	23	38	4	42	0	42
SBL	269	326	595	0	595	239	158	397	0	397
SBT	28	0	28	0	28	71	0	71	0	71
SBR	639	0	639	0	639	853	0	853	0	853
EBL	595	0	595	0	595	584	0	584	0	584
EBT	1,139	205	1,344	34	1,378	1,491	99	1,590	48	1,638
EBR	20	0	20	0	20	21	0	21	0	21
WBL	27	3	30	0	30	33	8	41	0	41
WBT	1,244	80	1,324	7	1,331	1,350	229	1,579	45	1,624
WBR	228	128	356	0	356	313	365	678	0	678
North Leg										
Approach	936	326	1,262	0	1,262	1,164	158	1,322	0	1,322
Departure	868	128	996	0	996	944	365	1,309	0	1,309
Total	1,804	454	2,258	0	2,258	2,108	523	2,631	0	2,631
South Leg										
Approach	75	8	83	0	83	119	4	123	0	123
Departure	76	3	79	0	79	125	8	133	0	133
Total	150	11	161	0	161	244	12	256	0	256
East Leg										
Approach	1,499	211	1,710	7	1,717	1,695	602	2,297	45	2,342
Departure	1,423	539	1,962	34	1,996	1,768	261	2,029	48	2,077
Total	2,922	750	3,672	41	3,713	3,464	863	4,327	93	4,420
West Leg										
Approach	1,754	205	1,959	34	1,993	2,096	99	2,195	48	2,243
Departure	1,898	80	1,978	7	1,985	2,237	229	2,466	45	2,511
Total	3,652	285	3,937	41	3,978	4,333	328	4,661	93	4,754
Total Approaches										
Approach	4,264	750	5,014	41	5,055	5,074	863	5,937	93	6,030
Departure	4,264	750	5,014	41	5,055	5,074	863	5,937	93	6,030
Total	8,528	1,500	10,028	82	10,110	10,148	1,726	11,874	186	12,060

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
7 . Fir Avenue/Eucalyptus Avenue										
NBL	31	0	31	0	31	25	0	25	0	25
NBT	33	0	33	0	33	21	0	21	0	21
NBR	32	0	32	0	32	12	0	12	0	12
SBL	188	0	188	0	188	287	0	287	0	287
SBT	12	0	12	0	12	36	0	36	0	36
SBR	136	0	136	0	136	146	0	146	0	146
EBL	159	0	159	0	159	117	0	117	0	117
EBT	598	0	598	19	617	971	0	971	27	998
EBR	17	0	17	0	17	48	0	48	0	48
WBL	38	0	38	0	38	60	0	60	0	60
WBT	577	0	577	4	581	796	0	796	25	821
WBR	191	0	191	0	191	267	0	267	0	267
North Leg										
Approach	336	0	336	0	336	469	0	469	0	469
Departure	383	0	383	0	383	405	0	405	0	405
Total	719	0	719	0	719	874	0	874	0	874
South Leg										
Approach	96	0	96	0	96	58	0	58	0	58
Departure	67	0	67	0	67	144	0	144	0	144
Total	163	0	163	0	163	202	0	202	0	202
East Leg										
Approach	806	0	806	4	810	1,123	0	1,123	25	1,148
Departure	818	0	818	19	837	1,270	0	1,270	27	1,297
Total	1,624	0	1,624	23	1,647	2,393	0	2,393	52	2,445
West Leg										
Approach	774	0	774	19	793	1,136	0	1,136	27	1,163
Departure	744	0	744	4	748	967	0	967	25	992
Total	1,518	0	1,518	23	1,541	2,103	0	2,103	52	2,155
Total Approaches										
Approach	2,012	0	2,012	23	2,035	2,786	0	2,786	52	2,838
Departure	2,012	0	2,012	23	2,035	2,786	0	2,786	52	2,838
Total	4,023	0	4,023	46	4,069	5,571	0	5,571	104	5,675

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
8 . Oliver Street/Iris Avenue										
NBL	100	15	115	0	115	69	7	76	0	76
NBT	68	0	68	0	68	15	0	15	0	15
NBR	38	0	38	0	38	45	0	45	0	45
SBL	25	0	25	0	25	37	0	37	0	37
SBT	47	0	47	0	47	24	0	24	0	24
SBR	252	38	290	0	290	135	18	153	0	153
EBL	324	15	339	0	339	90	42	132	0	132
EBT	841	65	906	34	940	1,391	187	1,578	48	1,626
EBR	38	6	44	0	44	77	17	94	0	94
WBL	45	0	45	0	45	66	0	66	0	66
WBT	1,065	167	1,232	7	1,239	1,058	81	1,139	45	1,184
WBR	41	0	41	0	41	16	0	16	0	16
North Leg										
Approach	324	38	362	0	362	196	18	214	0	214
Departure	434	15	449	0	449	121	42	163	0	163
Total	758	53	811	0	811	317	60	377	0	377
South Leg										
Approach	206	15	221	0	221	129	7	136	0	136
Departure	130	6	136	0	136	167	17	184	0	184
Total	336	21	357	0	357	296	24	320	0	320
East Leg										
Approach	1,151	167	1,318	7	1,325	1,140	81	1,221	45	1,266
Departure	904	65	969	34	1,003	1,473	187	1,660	48	1,708
Total	2,055	232	2,287	41	2,328	2,613	268	2,881	93	2,974
West Leg										
Approach	1,203	86	1,289	34	1,323	1,558	246	1,804	48	1,852
Departure	1,417	220	1,637	7	1,644	1,262	106	1,368	45	1,413
Total	2,620	306	2,926	41	2,967	2,820	352	3,172	93	3,265
Total Approaches										
Approach	2,884	306	3,190	41	3,231	3,023	352	3,375	93	3,468
Departure	2,884	306	3,190	41	3,231	3,023	352	3,375	93	3,468
Total	5,769	612	6,381	82	6,463	6,046	704	6,750	186	6,936

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
9 . Moreno Beach Dr/SR-60 Westbound Ramps										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	576	12	588	2	590	730	34	764	15	779
NBR	615	0	615	38	653	769	0	769	150	919
SBL	149	0	149	0	149	132	0	132	0	132
SBT	591	30	621	11	632	581	15	596	16	612
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	271	53	324	0	324	379	26	405	0	405
WBT	0	0	0	0	0	0	0	0	0	0
WBR	11	0	11	0	11	57	0	57	0	57
North Leg										
Approach	740	30	770	11	781	713	15	728	16	744
Departure	587	12	599	2	601	787	34	821	15	836
Total	1,327	42	1,369	13	1,382	1,500	49	1,549	31	1,580
South Leg										
Approach	1,191	12	1,203	40	1,243	1,499	34	1,533	165	1,698
Departure	862	83	945	11	956	960	41	1,001	16	1,017
Total	2,052	95	2,147	51	2,198	2,460	75	2,535	181	2,716
East Leg										
Approach	282	53	335	0	335	436	26	462	0	462
Departure	764	0	764	38	802	901	0	901	150	1,051
Total	1,045	53	1,098	38	1,136	1,337	26	1,363	150	1,513
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	2,212	95	2,307	51	2,358	2,649	75	2,724	181	2,905
Departure	2,212	95	2,307	51	2,358	2,649	75	2,724	181	2,905
Total	4,425	190	4,615	102	4,717	5,297	150	5,447	362	5,809

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
10 . Moreno Beach Dr/SR-60 Eastbound Ramps										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	932	12	944	40	984	1,150	34	1,184	165	1,349
NBR	365	21	386	0	386	515	59	574	0	574
SBL	88	0	88	0	88	90	0	90	0	90
SBT	773	83	856	11	867	870	40	910	16	926
SBR	0	0	0	0	0	0	0	0	0	0
EBL	258	0	258	0	258	350	0	350	0	350
EBT	12	0	12	0	12	8	0	8	0	8
EBR	562	0	562	113	675	778	0	778	153	931
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	861	83	944	11	955	960	40	1,000	16	1,016
Departure	1,191	12	1,203	40	1,243	1,500	34	1,534	165	1,699
Total	2,052	95	2,147	51	2,198	2,460	74	2,534	181	2,715
South Leg										
Approach	1,297	33	1,330	40	1,370	1,665	93	1,758	165	1,923
Departure	1,335	83	1,418	124	1,542	1,648	40	1,688	169	1,857
Total	2,632	116	2,748	164	2,912	3,313	133	3,446	334	3,780
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	465	21	486	0	486	614	59	673	0	673
Total	465	21	486	0	486	614	59	673	0	673
West Leg										
Approach	832	0	832	113	945	1,136	0	1,136	153	1,289
Departure	0	0	0	0	0	0	0	0	0	0
Total	832	0	832	113	945	1,136	0	1,136	153	1,289
Total Approaches										
Approach	2,990	116	3,106	164	3,270	3,761	133	3,894	334	4,228
Departure	2,990	116	3,106	164	3,270	3,761	133	3,894	334	4,228
Total	5,981	232	6,213	328	6,541	7,523	266	7,789	668	8,457

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
11 . Moreno Beach Dr/Eucalyptus Avenue										
NBL	166	0	166	0	166	236	0	236	0	236
NBT	727	33	760	0	760	626	93	719	0	719
NBR	67	0	67	11	78	36	0	36	16	52
SBL	243	0	243	124	367	268	0	268	169	437
SBT	675	83	758	0	758	923	40	963	0	963
SBR	432	0	432	0	432	502	0	502	0	502
EBL	449	0	449	0	449	713	0	713	0	713
EBT	170	0	170	19	189	272	0	272	27	299
EBR	133	0	133	0	133	235	0	235	0	235
WBL	46	0	46	2	48	89	0	89	15	104
WBT	193	0	193	4	197	214	0	214	25	239
WBR	122	0	122	40	162	326	0	326	165	491
North Leg										
Approach	1,350	83	1,433	124	1,557	1,693	40	1,733	169	1,902
Departure	1,298	33	1,331	40	1,371	1,665	93	1,758	165	1,923
Total	2,648	116	2,764	164	2,928	3,358	133	3,491	334	3,825
South Leg										
Approach	960	33	993	11	1,004	898	93	991	16	1,007
Departure	854	83	937	2	939	1,247	40	1,287	15	1,302
Total	1,814	116	1,930	13	1,943	2,145	133	2,278	31	2,309
East Leg										
Approach	361	0	361	46	407	629	0	629	205	834
Departure	480	0	480	154	634	576	0	576	212	788
Total	841	0	841	200	1,041	1,205	0	1,205	417	1,622
West Leg										
Approach	752	0	752	19	771	1,220	0	1,220	27	1,247
Departure	791	0	791	4	795	952	0	952	25	977
Total	1,543	0	1,543	23	1,566	2,172	0	2,172	52	2,224
Total Approaches										
Approach	3,423	116	3,539	200	3,739	4,440	133	4,573	417	4,990
Departure	3,423	116	3,539	200	3,739	4,440	133	4,573	417	4,990
Total	6,846	232	7,078	400	7,478	8,879	266	9,145	834	9,979

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
12 . Auto Mall Dr/Eucalyptus Avenue										
NBL	37	0	37	0	37	84	0	84	0	84
NBT	2	0	2	0	2	6	0	6	0	6
NBR	16	0	16	15	31	9	0	9	21	30
SBL	0	0	0	0	0	0	0	0	0	0
SBT	1	0	1	0	1	6	0	6	0	6
SBR	5	0	5	0	5	20	0	20	0	20
EBL	12	0	12	0	12	16	0	16	0	16
EBT	314	0	314	154	468	578	0	578	211	789
EBR	63	0	63	0	63	44	0	44	0	44
WBL	14	0	14	3	17	17	0	17	20	37
WBT	362	0	362	46	408	505	0	505	205	710
WBR	3	0	3	0	3	1	0	1	0	1
North Leg										
Approach	6	0	6	0	6	26	0	26	0	26
Departure	17	0	17	0	17	23	0	23	0	23
Total	23	0	23	0	23	50	0	50	0	50
South Leg										
Approach	55	0	55	15	70	99	0	99	21	120
Departure	78	0	78	3	81	67	0	67	20	87
Total	133	0	133	18	151	167	0	167	41	208
East Leg										
Approach	379	0	379	49	428	523	0	523	225	748
Departure	330	0	330	169	499	587	0	587	232	819
Total	709	0	709	218	927	1,110	0	1,110	457	1,567
West Leg										
Approach	389	0	389	154	543	638	0	638	211	849
Departure	404	0	404	46	450	609	0	609	205	814
Total	792	0	792	200	992	1,247	0	1,247	416	1,663
Total Approaches										
Approach	828	0	828	218	1,046	1,287	0	1,287	457	1,744
Departure	828	0	828	218	1,046	1,287	0	1,287	457	1,744
Total	1,656	0	1,656	436	2,092	2,573	0	2,573	914	3,487

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
13 . Moreno Beach Dr/Alessandro Boulevard										
NBL	195	0	195	0	195	119	0	119	0	119
NBT	747	39	786	0	786	848	110	958	0	958
NBR	237	9	246	26	272	253	25	278	37	315
SBL	65	0	65	0	65	112	0	112	0	112
SBT	568	99	667	0	667	1,001	48	1,049	0	1,049
SBR	232	0	232	0	232	168	0	168	0	168
EBL	147	0	147	0	147	280	0	280	0	280
EBT	480	0	480	34	514	851	0	851	48	899
EBR	114	0	114	0	114	165	0	165	0	165
WBL	256	23	279	6	285	277	11	288	35	323
WBT	773	0	773	7	780	587	0	587	45	632
WBR	41	0	41	0	41	134	0	134	0	134
North Leg										
Approach	865	99	964	0	964	1,281	48	1,329	0	1,329
Departure	935	39	974	0	974	1,262	110	1,372	0	1,372
Total	1,800	138	1,938	0	1,938	2,543	158	2,701	0	2,701
South Leg										
Approach	1,179	48	1,227	26	1,253	1,220	135	1,355	37	1,392
Departure	938	122	1,060	6	1,066	1,443	59	1,502	35	1,537
Total	2,117	170	2,287	32	2,319	2,663	194	2,857	72	2,929
East Leg										
Approach	1,070	23	1,093	13	1,106	998	11	1,009	80	1,089
Departure	782	9	791	60	851	1,216	25	1,241	85	1,326
Total	1,852	32	1,884	73	1,957	2,214	36	2,250	165	2,415
West Leg										
Approach	741	0	741	34	775	1,296	0	1,296	48	1,344
Departure	1,200	0	1,200	7	1,207	874	0	874	45	919
Total	1,942	0	1,942	41	1,983	2,170	0	2,170	93	2,263
Total Approaches										
Approach	3,855	170	4,025	73	4,098	4,795	194	4,989	165	5,154
Departure	3,855	170	4,025	73	4,098	4,795	194	4,989	165	5,154
Total	7,711	340	8,051	146	8,197	9,590	388	9,978	330	10,308

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
14 . Moreno Beach Boulevard/Cactus Avenue										
NBL	196	0	196	0	196	168	0	168	0	168
NBT	802	48	850	26	876	870	136	1,006	37	1,043
NBR	108	9	117	0	117	90	25	115	0	115
SBL	49	0	49	0	49	155	0	155	0	155
SBT	665	121	786	6	792	946	59	1,005	35	1,040
SBR	109	0	109	0	109	113	0	113	0	113
EBL	87	0	87	0	87	119	0	119	0	119
EBT	134	0	134	0	134	311	0	311	0	311
EBR	125	0	125	0	125	226	0	226	0	226
WBL	69	23	92	0	92	70	11	81	0	81
WBT	236	0	236	0	236	214	0	214	0	214
WBR	102	0	102	0	102	104	0	104	0	104
North Leg										
Approach	823	121	944	6	950	1,214	59	1,273	35	1,308
Departure	991	48	1,039	26	1,065	1,093	136	1,229	37	1,266
Total	1,814	169	1,983	32	2,015	2,307	195	2,502	72	2,574
South Leg										
Approach	1,106	57	1,163	26	1,189	1,128	161	1,289	37	1,326
Departure	859	144	1,003	6	1,009	1,242	70	1,312	35	1,347
Total	1,966	201	2,167	32	2,199	2,370	231	2,601	72	2,673
East Leg										
Approach	407	23	430	0	430	388	11	399	0	399
Departure	292	9	301	0	301	556	25	581	0	581
Total	699	32	731	0	731	944	36	980	0	980
West Leg										
Approach	347	0	347	0	347	655	0	655	0	655
Departure	542	0	542	0	542	495	0	495	0	495
Total	888	0	888	0	888	1,151	0	1,151	0	1,151
Total Approaches										
Approach	2,684	201	2,885	32	2,917	3,386	231	3,617	72	3,689
Departure	2,684	201	2,885	32	2,917	3,386	231	3,617	72	3,689
Total	5,367	402	5,769	64	5,833	6,772	462	7,234	144	7,378

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
15 . Moreno Beach Dr/John F Kennedy Dr										
NBL	26	0	26	0	26	39	0	39	0	39
NBT	603	56	659	26	685	787	161	948	37	985
NBR	366	9	375	15	390	658	25	683	21	704
SBL	177	0	177	0	177	162	0	162	0	162
SBT	592	144	736	6	742	788	70	858	35	893
SBR	134	0	134	0	134	109	0	109	0	109
EBL	127	0	127	0	127	78	0	78	0	78
EBT	56	0	56	0	56	19	0	19	0	19
EBR	8	0	8	0	8	35	0	35	0	35
WBL	575	23	598	3	601	522	11	533	20	553
WBT	90	0	90	0	90	40	0	40	0	40
WBR	335	0	335	0	335	82	0	82	0	82
North Leg										
Approach	903	144	1,047	6	1,053	1,059	70	1,129	35	1,164
Departure	1,065	56	1,121	26	1,147	947	161	1,108	37	1,145
Total	1,968	200	2,168	32	2,200	2,006	231	2,237	72	2,309
South Leg										
Approach	995	65	1,060	41	1,101	1,484	186	1,670	58	1,728
Departure	1,175	167	1,342	9	1,351	1,345	81	1,426	55	1,481
Total	2,170	232	2,402	50	2,452	2,829	267	3,096	113	3,209
East Leg										
Approach	1,000	23	1,023	3	1,026	644	11	655	20	675
Departure	599	9	608	15	623	839	25	864	21	885
Total	1,599	32	1,631	18	1,649	1,483	36	1,519	41	1,560
West Leg										
Approach	191	0	191	0	191	132	0	132	0	132
Departure	250	0	250	0	250	188	0	188	0	188
Total	441	0	441	0	441	320	0	320	0	320
Total Approaches										
Approach	3,089	232	3,321	50	3,371	3,319	267	3,586	113	3,699
Departure	3,089	232	3,321	50	3,371	3,319	267	3,586	113	3,699
Total	6,178	464	6,642	100	6,742	6,638	534	7,172	226	7,398

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
16 . Alessandro Road/San Timoteo Canyon Road										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	803	0	803	3	806	390	0	390	20	410
NBR	213	0	213	2	215	361	0	361	15	376
SBL	25	0	25	0	25	31	0	31	0	31
SBT	337	0	337	15	352	661	0	661	21	682
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	278	0	278	11	289	205	0	205	16	221
WBT	0	0	0	0	0	0	0	0	0	0
WBR	55	0	55	0	55	22	0	22	0	22
North Leg										
Approach	362	0	362	15	377	692	0	692	21	713
Departure	858	0	858	3	861	412	0	412	20	432
Total	1,220	0	1,220	18	1,238	1,104	0	1,104	41	1,145
South Leg										
Approach	1,016	0	1,016	5	1,021	751	0	751	35	786
Departure	615	0	615	26	641	866	0	866	37	903
Total	1,631	0	1,631	31	1,662	1,617	0	1,617	72	1,689
East Leg										
Approach	333	0	333	11	344	227	0	227	16	243
Departure	238	0	238	2	240	392	0	392	15	407
Total	571	0	571	13	584	619	0	619	31	650
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	1,711	0	1,711	31	1,742	1,670	0	1,670	72	1,742
Departure	1,711	0	1,711	31	1,742	1,670	0	1,670	72	1,742
Total	3,423	0	3,423	62	3,485	3,340	0	3,340	144	3,484

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
17 . Live Oak Canyon Road/San Timoteo Canyon Road										
NBL	6	0	6	0	6	8	0	8	0	8
NBT	705	0	705	6	711	676	0	676	35	711
NBR	99	0	99	1	100	390	0	390	5	395
SBL	14	0	14	0	14	94	0	94	0	94
SBT	583	0	583	26	609	657	0	657	37	694
SBR	25	0	25	0	25	31	0	31	0	31
EBL	58	0	58	0	58	26	0	26	0	26
EBT	11	0	11	0	11	20	0	20	0	20
EBR	11	0	11	0	11	10	0	10	0	10
WBL	367	0	367	4	371	277	0	277	5	282
WBT	8	0	8	0	8	36	0	36	0	36
WBR	229	0	229	0	229	41	0	41	0	41
North Leg										
Approach	622	0	622	26	648	782	0	782	37	819
Departure	992	0	992	6	998	743	0	743	35	778
Total	1,614	0	1,614	32	1,646	1,525	0	1,525	72	1,597
South Leg										
Approach	810	0	810	7	817	1,074	0	1,074	40	1,114
Departure	961	0	961	30	991	944	0	944	42	986
Total	1,770	0	1,770	37	1,807	2,019	0	2,019	82	2,101
East Leg										
Approach	604	0	604	4	608	354	0	354	5	359
Departure	123	0	123	1	124	504	0	504	5	509
Total	728	0	728	5	733	858	0	858	10	868
West Leg										
Approach	79	0	79	0	79	56	0	56	0	56
Departure	39	0	39	0	39	75	0	75	0	75
Total	118	0	118	0	118	131	0	131	0	131
Total Approaches										
Approach	2,115	0	2,115	37	2,152	2,267	0	2,267	82	2,349
Departure	2,115	0	2,115	37	2,152	2,267	0	2,267	82	2,349
Total	4,230	0	4,230	74	4,304	4,533	0	4,533	164	4,697

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
18 . Redlands Boulevard/San Timoteo Canyon Road										
NBL	696	0	696	6	702	985	0	985	40	1,025
NBT	0	0	0	0	0	0	0	0	0	0
NBR	51	0	51	0	51	361	0	361	0	361
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	81	0	81	0	81	92	0	92	0	92
EBR	868	0	868	30	898	798	0	798	43	841
WBL	282	0	282	0	282	297	0	297	0	297
WBT	202	0	202	0	202	41	0	41	0	41
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	747	0	747	6	753	1,346	0	1,346	40	1,386
Departure	1,150	0	1,150	30	1,180	1,095	0	1,095	43	1,138
Total	1,897	0	1,897	36	1,933	2,441	0	2,441	83	2,524
East Leg										
Approach	484	0	484	0	484	338	0	338	0	338
Departure	132	0	132	0	132	453	0	453	0	453
Total	616	0	616	0	616	791	0	791	0	791
West Leg										
Approach	949	0	949	30	979	890	0	890	43	933
Departure	898	0	898	6	904	1,026	0	1,026	40	1,066
Total	1,847	0	1,847	36	1,883	1,916	0	1,916	83	1,999
Total Approaches										
Approach	2,180	0	2,180	36	2,216	2,574	0	2,574	83	2,657
Departure	2,180	0	2,180	36	2,216	2,574	0	2,574	83	2,657
Total	4,360	0	4,360	72	4,432	5,148	0	5,148	166	5,314

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
19 . Driveway 1/Eucalyptus Avenue										
NBL	0	0	0	31	31	0	0	0	110	110
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	33	33	0	0	0	97	97
SBL	2	0	2	0	2	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	2	0	2	0	2	0	0	0	0	0
EBT	205	0	205	86	291	440	0	440	123	563
EBR	0	0	0	83	83	0	0	0	110	110
WBL	0	0	0	64	64	0	0	0	85	85
WBT	336	0	336	18	354	311	0	311	114	425
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	2	0	2	0	2	0	0	0	0	0
Departure	2	0	2	0	2	0	0	0	0	0
Total	4	0	4	0	4	0	0	0	0	0
South Leg										
Approach	0	0	0	64	64	0	0	0	207	207
Departure	0	0	0	147	147	0	0	0	195	195
Total	0	0	0	211	211	0	0	0	402	402
East Leg										
Approach	336	0	336	82	418	311	0	311	199	510
Departure	207	0	207	119	326	440	0	440	220	660
Total	543	0	543	201	744	751	0	751	419	1,170
West Leg										
Approach	207	0	207	169	376	440	0	440	233	673
Departure	336	0	336	49	385	311	0	311	224	535
Total	543	0	543	218	761	751	0	751	457	1,208
Total Approaches										
Approach	545	0	545	315	860	751	0	751	639	1,390
Departure	545	0	545	315	860	751	0	751	639	1,390
Total	1,091	0	1,091	630	1,721	1,501	0	1,501	1,278	2,779

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
20 . Driveway 2-Essen Ln/Encilia Avenue										
NBL	1	0	1	0	1	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	6	0	6	0	6	3	0	3	0	3
SBL	0	0	0	8	8	0	0	0	50	50
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	1	1	0	0	0	5	5
EBL	0	0	0	4	4	0	0	0	5	5
EBT	102	0	102	0	102	333	0	333	0	333
EBR	2	0	2	0	2	0	0	0	0	0
WBL	4	0	4	0	4	13	0	13	0	13
WBT	154	0	154	0	154	216	0	216	0	216
WBR	0	0	0	37	37	0	0	0	53	53
North Leg										
Approach	0	0	0	9	9	0	0	0	55	55
Departure	0	0	0	41	41	0	0	0	58	58
Total	0	0	0	50	50	0	0	0	113	113
South Leg										
Approach	7	0	7	0	7	3	0	3	0	3
Departure	6	0	6	0	6	13	0	13	0	13
Total	14	0	14	0	14	16	0	16	0	16
East Leg										
Approach	158	0	158	37	195	229	0	229	53	282
Departure	108	0	108	8	116	336	0	336	50	386
Total	267	0	267	45	312	565	0	565	103	668
West Leg										
Approach	104	0	104	4	108	333	0	333	5	338
Departure	155	0	155	1	156	216	0	216	5	221
Total	259	0	259	5	264	549	0	549	10	559
Total Approaches										
Approach	270	0	270	50	320	565	0	565	113	678
Departure	270	0	270	50	320	565	0	565	113	678
Total	540	0	540	100	640	1,130	0	1,130	226	1,356

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
21 . Driveway 3/Encilia Avenue										
NBL	1	0	1	0	1	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	18	0	18	0	18	3	0	3	0	3
SBL	0	0	0	12	12	0	0	0	75	75
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	102	0	102	8	110	333	0	333	50	383
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	7	0	7	0	7
WBT	154	0	154	37	191	216	0	216	53	269
WBR	0	0	0	52	52	0	0	0	75	75
North Leg										
Approach	0	0	0	12	12	0	0	0	75	75
Departure	0	0	0	52	52	0	0	0	75	75
Total	0	0	0	64	64	0	0	0	150	150
South Leg										
Approach	19	0	19	0	19	3	0	3	0	3
Departure	0	0	0	0	0	7	0	7	0	7
Total	19	0	19	0	19	11	0	11	0	11
East Leg										
Approach	154	0	154	89	243	223	0	223	128	351
Departure	120	0	120	20	140	336	0	336	125	461
Total	274	0	274	109	383	560	0	560	253	813
West Leg										
Approach	102	0	102	8	110	333	0	333	50	383
Departure	155	0	155	37	192	216	0	216	53	269
Total	257	0	257	45	302	549	0	549	103	652
Total Approaches										
Approach	275	0	275	109	384	560	0	560	253	813
Departure	275	0	275	109	384	560	0	560	253	813
Total	550	0	550	218	768	1,119	0	1,119	506	1,625

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
22 . Driveway 4-Shubert Street/Encilia Avenue										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	6	0	6	0	6	2	0	2	0	2
SBL	0	0	0	16	16	0	0	0	99	99
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	102	0	102	20	122	333	0	333	124	457
EBR	0	0	0	0	0	0	0	0	0	0
WBL	1	0	1	0	1	3	0	3	0	3
WBT	154	0	154	90	244	216	0	216	128	344
WBR	0	0	0	75	75	0	0	0	107	107
North Leg										
Approach	0	0	0	16	16	0	0	0	99	99
Departure	0	0	0	75	75	0	0	0	107	107
Total	0	0	0	91	91	0	0	0	206	206
South Leg										
Approach	6	0	6	0	6	2	0	2	0	2
Departure	1	0	1	0	1	3	0	3	0	3
Total	7	0	7	0	7	5	0	5	0	5
East Leg										
Approach	155	0	155	165	320	219	0	219	235	454
Departure	108	0	108	36	144	335	0	335	223	558
Total	263	0	263	201	464	554	0	554	458	1,012
West Leg										
Approach	102	0	102	20	122	333	0	333	124	457
Departure	154	0	154	90	244	216	0	216	128	344
Total	256	0	256	110	366	549	0	549	252	801
Total Approaches										
Approach	263	0	263	201	464	554	0	554	458	1,012
Departure	263	0	263	201	464	554	0	554	458	1,012
Total	527	0	527	402	929	1,109	0	1,109	916	2,025

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
23 . Driveway 5/Eucalyptus Avenue										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	4	4	0	0	0	5	5
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	205	0	205	119	324	440	0	440	220	660
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	336	0	336	82	418	311	0	311	199	510
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	4	4	0	0	0	5	5
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	4	4	0	0	0	5	5
East Leg										
Approach	336	0	336	82	418	311	0	311	199	510
Departure	205	0	205	123	328	440	0	440	225	665
Total	541	0	541	205	746	751	0	751	424	1,175
West Leg										
Approach	205	0	205	119	324	440	0	440	220	660
Departure	336	0	336	82	418	311	0	311	199	510
Total	541	0	541	201	742	751	0	751	419	1,170
Total Approaches										
Approach	541	0	541	205	746	751	0	751	424	1,175
Departure	541	0	541	205	746	751	0	751	424	1,175
Total	1,082	0	1,082	410	1,492	1,501	0	1,501	848	2,349

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
24 . Redlands Boulevard/Ironwood Avenue										
NBL	88	0	88	0	88	59	0	59	0	59
NBT	489	0	489	6	495	942	0	942	40	982
NBR	116	0	116	0	116	49	0	49	0	49
SBL	21	0	21	0	21	44	0	44	0	44
SBT	985	0	985	30	1,015	917	0	917	43	960
SBR	141	0	141	0	141	222	0	222	0	222
EBL	99	0	99	0	99	164	0	164	0	164
EBT	141	0	141	0	141	118	0	118	0	118
EBR	65	0	65	0	65	77	0	77	0	77
WBL	70	0	70	0	70	59	0	59	0	59
WBT	73	0	73	0	73	100	0	100	0	100
WBR	21	0	21	0	21	66	0	66	0	66
North Leg										
Approach	1,147	0	1,147	30	1,177	1,183	0	1,183	43	1,226
Departure	609	0	609	6	615	1,172	0	1,172	40	1,212
Total	1,756	0	1,756	36	1,792	2,355	0	2,355	83	2,438
South Leg										
Approach	693	0	693	6	699	1,050	0	1,050	40	1,090
Departure	1,120	0	1,120	30	1,150	1,053	0	1,053	43	1,096
Total	1,813	0	1,813	36	1,849	2,102	0	2,102	83	2,185
East Leg										
Approach	164	0	164	0	164	225	0	225	0	225
Departure	278	0	278	0	278	211	0	211	0	211
Total	442	0	442	0	442	436	0	436	0	436
West Leg										
Approach	305	0	305	0	305	359	0	359	0	359
Departure	302	0	302	0	302	381	0	381	0	381
Total	607	0	607	0	607	740	0	740	0	740
Total Approaches										
Approach	2,309	0	2,309	36	2,345	2,817	0	2,817	83	2,900
Departure	2,309	0	2,309	36	2,345	2,817	0	2,817	83	2,900
Total	4,618	0	4,618	72	4,690	5,633	0	5,633	166	5,799

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
25 . Redlands Boulevard/SR-60 Westbound Ramps										
NBL	18	0	18	0	18	4	0	4	0	4
NBT	654	0	654	6	660	1,026	0	1,026	40	1,066
NBR	333	0	333	31	364	280	0	280	82	362
SBL	448	0	448	0	448	468	0	468	0	468
SBT	664	0	664	30	694	669	0	669	43	712
SBR	8	0	8	0	8	9	0	9	0	9
EBL	9	0	9	0	9	9	0	9	0	9
EBT	5	0	5	0	5	7	0	7	0	7
EBR	10	0	10	0	10	3	0	3	0	3
WBL	261	0	261	34	295	265	0	265	46	311
WBT	11	0	11	0	11	0	0	0	0	0
WBR	117	0	117	0	117	68	0	68	0	68
North Leg										
Approach	1,120	0	1,120	30	1,150	1,147	0	1,147	43	1,190
Departure	780	0	780	6	786	1,103	0	1,103	40	1,143
Total	1,900	0	1,900	36	1,936	2,250	0	2,250	83	2,333
South Leg										
Approach	1,005	0	1,005	37	1,042	1,310	0	1,310	122	1,432
Departure	935	0	935	64	999	937	0	937	89	1,026
Total	1,940	0	1,940	101	2,041	2,247	0	2,247	211	2,458
East Leg										
Approach	388	0	388	34	422	333	0	333	46	379
Departure	786	0	786	31	817	756	0	756	82	838
Total	1,174	0	1,174	65	1,239	1,089	0	1,089	128	1,217
West Leg										
Approach	25	0	25	0	25	20	0	20	0	20
Departure	37	0	37	0	37	14	0	14	0	14
Total	62	0	62	0	62	34	0	34	0	34
Total Approaches										
Approach	2,538	0	2,538	101	2,639	2,810	0	2,810	211	3,021
Departure	2,538	0	2,538	101	2,639	2,810	0	2,810	211	3,021
Total	5,077	0	5,077	202	5,279	5,620	0	5,620	422	6,042

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
26 . Redlands Boulevard/SR-60 Eastbound Ramps										
NBL	158	0	158	10	168	159	0	159	45	204
NBT	777	0	777	37	814	799	0	799	121	920
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	874	0	874	64	938	878	0	878	88	966
SBR	61	0	61	0	61	59	0	59	0	59
EBL	228	0	228	0	228	511	0	511	0	511
EBT	0	0	0	0	0	0	0	0	0	0
EBR	313	0	313	61	374	472	0	472	76	548
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	935	0	935	64	999	937	0	937	88	1,025
Departure	1,005	0	1,005	37	1,042	1,310	0	1,310	121	1,431
Total	1,940	0	1,940	101	2,041	2,247	0	2,247	209	2,456
South Leg										
Approach	935	0	935	47	982	958	0	958	166	1,124
Departure	1,187	0	1,187	125	1,312	1,350	0	1,350	164	1,514
Total	2,122	0	2,122	172	2,294	2,308	0	2,308	330	2,638
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	541	0	541	61	602	983	0	983	76	1,059
Departure	219	0	219	10	229	218	0	218	45	263
Total	760	0	760	71	831	1,202	0	1,202	121	1,323
Total Approaches										
Approach	2,411	0	2,411	172	2,583	2,879	0	2,879	330	3,209
Departure	2,411	0	2,411	172	2,583	2,879	0	2,879	330	3,209
Total	4,821	0	4,821	344	5,165	5,757	0	5,757	660	6,417

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
27 . Redlands Boulevard/Eucalyptus Avenue										
NBL	60	0	60	25	85	88	0	88	125	213
NBT	580	0	580	13	593	492	0	492	84	576
NBR	142	0	142	2	144	470	0	470	15	485
SBL	242	0	242	0	242	226	0	226	0	226
SBT	746	0	746	75	821	991	0	991	101	1,092
SBR	200	0	200	49	249	133	0	133	63	196
EBL	64	0	64	34	98	53	0	53	82	135
EBT	109	0	109	2	111	325	0	325	10	335
EBR	32	0	32	88	120	62	0	62	133	195
WBL	58	0	58	11	69	116	0	116	16	132
WBT	76	0	76	7	83	90	0	90	11	101
WBR	291	0	291	0	291	413	0	413	0	413
North Leg										
Approach	1,188	0	1,188	124	1,312	1,350	0	1,350	164	1,514
Departure	935	0	935	47	982	958	0	958	166	1,124
Total	2,122	0	2,122	171	2,293	2,308	0	2,308	330	2,638
South Leg										
Approach	782	0	782	40	822	1,050	0	1,050	224	1,274
Departure	836	0	836	174	1,010	1,169	0	1,169	250	1,419
Total	1,618	0	1,618	214	1,832	2,219	0	2,219	474	2,693
East Leg										
Approach	425	0	425	18	443	619	0	619	27	646
Departure	493	0	493	4	497	1,021	0	1,021	25	1,046
Total	918	0	918	22	940	1,640	0	1,640	52	1,692
West Leg										
Approach	205	0	205	124	329	440	0	440	225	665
Departure	336	0	336	81	417	311	0	311	199	510
Total	541	0	541	205	746	751	0	751	424	1,175
Total Approaches										
Approach	2,599	0	2,599	306	2,905	3,458	0	3,458	640	4,098
Departure	2,599	0	2,599	306	2,905	3,458	0	3,458	640	4,098
Total	5,198	0	5,198	612	5,810	6,916	0	6,916	1,280	8,196

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
28 . Redlands Boulevard/Driveway 6										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	782	0	782	41	823	1,050	0	1,050	225	1,275
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	836	0	836	126	962	1,169	0	1,169	180	1,349
SBR	0	0	0	48	48	0	0	0	69	69
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	9	9	0	0	0	55	55
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	836	0	836	174	1,010	1,169	0	1,169	249	1,418
Departure	782	0	782	41	823	1,050	0	1,050	225	1,275
Total	1,618	0	1,618	215	1,833	2,219	0	2,219	474	2,693
South Leg										
Approach	782	0	782	41	823	1,050	0	1,050	225	1,275
Departure	836	0	836	135	971	1,169	0	1,169	235	1,404
Total	1,618	0	1,618	176	1,794	2,219	0	2,219	460	2,679
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	9	9	0	0	0	55	55
Departure	0	0	0	48	48	0	0	0	69	69
Total	0	0	0	57	57	0	0	0	124	124
Total Approaches										
Approach	1,618	0	1,618	224	1,842	2,219	0	2,219	529	2,748
Departure	1,618	0	1,618	224	1,842	2,219	0	2,219	529	2,748
Total	3,235	0	3,235	448	3,683	4,437	0	4,437	1,058	5,495

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
29 . Redlands Boulevard/Driveway 7										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	782	0	782	41	823	1,050	0	1,050	225	1,275
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	836	0	836	85	921	1,169	0	1,169	172	1,341
SBR	0	0	0	49	49	0	0	0	63	63
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	9	9	0	0	0	55	55
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	836	0	836	134	970	1,169	0	1,169	235	1,404
Departure	782	0	782	41	823	1,050	0	1,050	225	1,275
Total	1,618	0	1,618	175	1,793	2,219	0	2,219	460	2,679
South Leg										
Approach	782	0	782	41	823	1,050	0	1,050	225	1,275
Departure	836	0	836	94	930	1,169	0	1,169	227	1,396
Total	1,618	0	1,618	135	1,753	2,219	0	2,219	452	2,671
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	0	0	9	9	0	0	0	55	55
Departure	0	0	0	49	49	0	0	0	63	63
Total	0	0	0	58	58	0	0	0	118	118
Total Approaches										
Approach	1,618	0	1,618	184	1,802	2,219	0	2,219	515	2,734
Departure	1,618	0	1,618	184	1,802	2,219	0	2,219	515	2,734
Total	3,235	0	3,235	368	3,603	4,437	0	4,437	1,030	5,467

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
30 . Redlands Boulevard/Encilia Avenue										
NBL	2	0	2	90	92	3	0	3	128	131
NBT	658	0	658	7	665	661	0	661	11	672
NBR	29	0	29	0	29	38	0	38	0	38
SBL	97	0	97	5	102	201	0	201	30	231
SBT	552	0	552	14	566	788	0	788	89	877
SBR	114	0	114	75	189	165	0	165	107	272
EBL	84	0	84	29	113	235	0	235	184	419
EBT	16	0	16	0	16	94	0	94	0	94
EBR	2	0	2	6	8	4	0	4	40	44
WBL	25	0	25	0	25	31	0	31	0	31
WBT	38	0	38	0	38	48	0	48	0	48
WBR	80	0	80	0	80	160	0	160	0	160
North Leg										
Approach	763	0	763	94	857	1,154	0	1,154	226	1,380
Departure	822	0	822	36	858	1,056	0	1,056	195	1,251
Total	1,585	0	1,585	130	1,715	2,210	0	2,210	421	2,631
South Leg										
Approach	689	0	689	97	786	702	0	702	139	841
Departure	579	0	579	20	599	823	0	823	129	952
Total	1,268	0	1,268	117	1,385	1,525	0	1,525	268	1,793
East Leg										
Approach	143	0	143	0	143	239	0	239	0	239
Departure	142	0	142	5	147	333	0	333	30	363
Total	285	0	285	5	290	572	0	572	30	602
West Leg										
Approach	102	0	102	35	137	333	0	333	224	557
Departure	154	0	154	165	319	216	0	216	235	451
Total	256	0	256	200	456	549	0	549	459	1,008
Total Approaches										
Approach	1,697	0	1,697	226	1,923	2,428	0	2,428	589	3,017
Departure	1,697	0	1,697	226	1,923	2,428	0	2,428	589	3,017
Total	3,395	0	3,395	452	3,847	4,855	0	4,855	1,178	6,033

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
31 . Redlands Boulevard/Cottonwood Avenue										
NBL	39		39	0	39	30		30	0	30
NBT	500	1	501	90	591	548	3	551	128	679
NBR	0		0	0	0	0		0	0	0
SBL	0		0	0	0	0		0	0	0
SBT	573	3	576	19	595	613	1	614	119	733
SBR	32		32	0	32	87		87	0	87
EBL	34		34	0	34	120		120	0	120
EBT	0		0	0	0	0		0	0	0
EBR	51		51	0	51	56		56	0	56
WBL	0		0	0	0	0		0	0	0
WBT	0		0	0	0	0		0	0	0
WBR	0		0	0	0	0		0	0	0
North Leg										
Approach	605	3	608	19	627	700	1	701	119	820
Departure	534	1	535	90	625	668	3	671	128	799
Total	1,139	4	1,143	109	1,252	1,368	5	1,373	247	1,620
South Leg										
Approach	539	1	540	90	630	578	3	582	128	710
Departure	624	3	627	19	646	669	1	670	119	789
Total	1,163	4	1,167	109	1,276	1,247	5	1,252	247	1,499
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	85	0	85	0	85	176	0	176	0	176
Departure	71	0	71	0	71	117	0	117	0	117
Total	156	0	156	0	156	293	0	293	0	293
Total Approaches										
Approach	1,229	4	1,233	109	1,342	1,454	5	1,459	247	1,706
Departure	1,229	4	1,233	109	1,342	1,454	5	1,459	247	1,706
Total	2,458	8	2,466	218	2,684	2,909	9	2,918	494	3,412

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
32 . Redlands Boulevard/Alessandro Boulevard										
NBL	27		27	0	27	49		49	0	49
NBT	363		363	22	385	334		334	32	366
NBR	115		115	0	115	141		141	0	141
SBL	81		81	0	81	112		112	0	112
SBT	371		371	5	376	413		413	30	443
SBR	244	6	250	13	263	238	3	241	80	321
EBL	216	2	218	60	278	212	6	218	85	303
EBT	410	2	412	0	412	748	6	754	0	754
EBR	45		45	0	45	27		27	0	27
WBL	120		120	0	120	108		108	0	108
WBT	573	6	579	0	579	576	3	579	0	579
WBR	90		90	0	90	74		74	0	74
North Leg										
Approach	696	6	701	18	719	763	3	766	110	876
Departure	670	2	672	82	754	620	6	626	117	743
Total	1,365	8	1,373	100	1,473	1,383	9	1,392	227	1,619
South Leg										
Approach	506	0	506	22	528	524	0	524	32	556
Departure	535	0	535	5	540	548	0	548	30	578
Total	1,041	0	1,041	27	1,068	1,072	0	1,072	62	1,134
East Leg										
Approach	783	6	789	0	789	758	3	761	0	761
Departure	606	2	608	0	608	1,001	6	1,008	0	1,008
Total	1,389	8	1,397	0	1,397	1,759	9	1,768	0	1,768
West Leg										
Approach	671	5	676	60	736	987	13	1,000	85	1,085
Departure	844	12	856	13	869	863	6	869	80	949
Total	1,515	16	1,531	73	1,604	1,850	18	1,868	165	2,033
Total Approaches										
Approach	2,655	16	2,671	100	2,771	3,032	18	3,050	227	3,277
Departure	2,655	16	2,671	100	2,771	3,032	18	3,050	227	3,277
Total	5,311	32	5,343	200	5,543	6,065	36	6,101	454	6,555

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
33 . Redlands Blvd-John F Kennedy Dr/Cactus Avenue										
NBL	39		39	0	39	62		62	0	62
NBT	311	2	313	15	328	407	6	413	21	434
NBR	35		35	0	35	163		163	0	163
SBL	69		69	1	70	98		98	5	103
SBT	477	6	483	3	486	394	3	397	20	417
SBR	145		145	1	146	114		114	5	119
EBL	129		129	4	133	198		198	5	203
EBT	56	2	58	0	58	86	6	92	0	92
EBR	118		118	0	118	91		91	0	91
WBL	177		177	0	177	198		198	0	198
WBT	39	6	45	0	45	56	3	58	0	58
WBR	62		62	4	66	95		95	5	100
North Leg										
Approach	691	6	697	5	702	606	3	609	30	639
Departure	502	2	504	23	527	700	6	706	31	737
Total	1,193	8	1,201	28	1,229	1,306	9	1,315	61	1,376
South Leg										
Approach	385	2	387	15	402	632	6	638	21	659
Departure	772	6	778	3	781	683	3	686	20	706
Total	1,157	8	1,165	18	1,183	1,315	9	1,324	41	1,365
East Leg										
Approach	278	6	284	4	288	349	3	351	5	356
Departure	160	2	162	1	163	347	6	353	5	358
Total	438	8	446	5	451	695	9	704	10	714
West Leg										
Approach	303	2	305	4	309	375	6	382	5	387
Departure	223	6	229	1	230	232	3	235	5	240
Total	526	8	534	5	539	608	9	617	10	627
Total Approaches										
Approach	1,657	16	1,673	28	1,701	1,962	18	1,980	61	2,041
Departure	1,657	16	1,673	28	1,701	1,962	18	1,980	61	2,041
Total	3,315	32	3,347	56	3,403	3,924	36	3,960	122	4,082

Table C-11: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project	2,040 PCE Volume	Kaiser Trips	2,040 NP	Project Trips	2,040 With Project
34 . WLC Parkway/Eucalyptus Avenue										
NBL	141	0	141	15	156	200	0	200	21	221
NBT	1,303	0	1,303	0	1,303	1,045	0	1,045	0	1,045
NBR	67	0	67	0	67	346	0	346	0	346
SBL	70	0	70	0	70	114	0	114	0	114
SBT	1,020	0	1,020	0	1,020	1,031	0	1,031	0	1,031
SBR	350	0	350	4	354	107	0	107	5	112
EBL	93	0	93	1	94	502	0	502	5	507
EBT	21	0	21	0	21	238	0	238	0	238
EBR	140	0	140	3	143	247	0	247	20	267
WBL	178	0	178	0	178	83	0	83	0	83
WBT	25	0	25	0	25	72	0	72	0	72
WBR	84	0	84	0	84	66	0	66	0	66
North Leg										
Approach	1,440	0	1,440	4	1,444	1,252	0	1,252	5	1,257
Departure	1,480	0	1,480	1	1,481	1,613	0	1,613	5	1,618
Total	2,920	0	2,920	5	2,925	2,865	0	2,865	10	2,875
South Leg										
Approach	1,511	0	1,511	15	1,526	1,590	0	1,590	21	1,611
Departure	1,338	0	1,338	3	1,341	1,361	0	1,361	20	1,381
Total	2,849	0	2,849	18	2,867	2,951	0	2,951	41	2,992
East Leg										
Approach	287	0	287	0	287	221	0	221	0	221
Departure	158	0	158	0	158	698	0	698	0	698
Total	445	0	445	0	445	919	0	919	0	919
West Leg										
Approach	254	0	254	4	258	987	0	987	25	1,012
Departure	516	0	516	19	535	379	0	379	26	405
Total	770	0	770	23	793	1,366	0	1,366	51	1,417
Total Approaches										
Approach	3,492	0	3,492	23	3,515	4,050	0	4,050	51	4,101
Departure	3,492	0	3,492	23	3,515	4,050	0	4,050	51	4,101
Total	6,983	0	6,983	46	7,029	8,101	0	8,101	102	8,203

Table C-12: Existing With Project Roadway Segment Volume Summary

Roadway Segment	Without Project					Project Trips				Existing With Project	
	Exist Daily Pass. Veh.	Exist Daily Trucks	Exist Daily Total Vehicles	Exist Daily Truck PCEs	Exist Daily PCE Volumes	Daily Project Pass. Veh. Trips	Daily Project Truck NonPCEs	Daily Project Truck PCEs	Daily Project Total PCEs	Exist With Project Total Vehicles	Exist With Project Total PCEs
1 . San Timoteo Canyon Rd from Alessandro Rd to Live Oak Canyon Rd	11,136	1,518	12,654	2,639	13,775	402	0	0	402	13,056	14,177
2 . San Timoteo Canyon Rd from Live Oak Canyon Rd to Redlands Blvd	14,304	1,648	15,952	2,904	17,208	460	0	0	460	16,412	17,668
3 . Redlands Blvd south of San Timoteo Canyon Rd	15,088	1,379	16,467	2,364	17,452	460	0	0	460	16,927	17,912
4 . Redlands Blvd north of Ironwood Ave	15,394	1,592	16,986	2,692	18,086	460	0	0	460	17,446	18,546
5 . Redlands Blvd from Ironwood Ave to SR-60 WB Ramps	13,479	887	14,366	1,613	15,092	460	0	0	460	14,826	15,552
6 . Redlands Blvd from SR-60 WB Ramps to SR-60 EB Ramps	12,258	1,188	13,446	2,145	14,403	1,006	257	646	1,652	14,709	16,055
7 . Redlands Blvd from SR-60 EB Ramps to Eucalyptus Ave	10,695	877	11,572	1,595	12,290	1,554	515	1,292	2,846	13,641	15,136
8 . Redlands Blvd from Eucalyptus Ave to Driveway 6	10,408	1,340	11,748	2,127	12,535	2,589	129	323	2,912	14,466	15,447
9 . Redlands Blvd from Driveway 6 to Driveway 7	10,408	1,340	11,748	2,127	12,535	2,531	129	323	2,854	14,408	15,389
10 . Redlands Blvd from Driveway 7 to Encilia Ave	10,408	1,340	11,748	2,127	12,535	2,559	0	0	2,559	14,307	15,094
11 . Redlands Blvd from Encilia Ave to Cottonwood Ave	9,341	764	10,105	1,244	10,585	1,496	0	0	1,496	11,601	12,081
12 . Redlands Blvd from Cottonwood Ave to Alessandro Blvd	8,660	432	9,092	731	9,391	1,380	0	0	1,380	10,472	10,771
13 . Redlands Blvd from Alessandro Blvd to Cactus Ave	8,059	253	8,312	442	8,501	346	0	0	346	8,658	8,847
14 . JFK Dr from Cactus Ave to Moreno Beach Dr	5,132	397	5,529	665	5,797	230	0	0	230	5,759	6,027
15 . Moreno Beach Dr from SR-60 WB Ramps to SR-60 EB Ramps	11,228	825	12,053	1,496	12,724	920	171	431	1,351	13,144	14,075
16 . Moreno Beach Dr from SR-60 EB Ramps to Eucalyptus Ave	19,316	2,874	22,190	4,618	23,934	1,668	342	862	2,530	24,200	26,464
17 . Moreno Beach Dr from Alessandro Blvd to Cactus Ave	16,573	1,377	17,950	2,289	18,862	402	0	0	402	18,352	19,264
18 . Moreno Beach Dr from Cactus Ave to JFK Dr	14,018	861	14,879	1,434	15,452	402	0	0	402	15,281	15,854
19 . Moreno Beach Dr from JFK Dr to Oliver St	14,479	814	15,293	1,419	15,898	632	0	0	632	15,925	16,530
20 . Iris Ave From Nason St to Oliver St	17,483	984	18,467	1,765	19,248	518	0	0	518	18,985	19,766
21 . Iris Ave From Lasselle St to Nason St	27,148	1,658	28,806	2,986	30,134	518	0	0	518	29,324	30,652
22 . Iris Ave From Kitching St to Lasselle St	20,617	2,855	23,472	5,855	26,472	288	0	0	288	23,760	26,760
23 . Eucalyptus Ave from Nason St to Fir Ave	8,067	724	8,791	1,309	9,376	288	0	0	288	9,079	9,664
24 . Eucalyptus Ave from Fir Ave to Moreno Beach Dr	12,795	671	13,466	1,207	14,002	288	0	0	288	13,754	14,290
25 . Eucalyptus Ave from Moreno Beach Dr to Auto Mall Dr	2,842	436	3,278	831	3,673	2,128	342	862	2,990	5,748	6,663
26 . Eucalyptus Ave from Auto Mall Dr to Driveway 1	1,289	145	1,434	328	1,617	2,358	342	862	3,220	4,134	4,837
27 . Eucalyptus Ave from Driveway 1 to Aldi Pl	1,256	128	1,384	251	1,507	2,128	343	861	2,989	3,855	4,496
28 . Eucalyptus Ave Aldi Pl to Driveway 5	1,515	373	1,888	909	2,424	2,128	343	861	2,989	4,359	5,413
29 . Eucalyptus Ave from Driveway 5 to Redlands Blvd	1,515	373	1,888	909	2,424	2,130	386	969	3,099	4,404	5,523
30 . Eucalyptus Ave from Redlands Blvd to World Logistics Center Driveway	1,740	345	2,085	872	2,612	288	0	0	288	2,373	2,900
31 . Encilia Ave from Essen Ln to Mozart Way	191	17	208	26	217	576	0	0	576	784	793
32 . Encilia Ave from Mozart Way to Shubert St	191	17	208	26	217	1,410	0	0	1,410	1,618	1,627
33 . Encilia Ave Shubert St to Redlands Blvd	405	44	449	70	475	2,559	0	0	2,559	3,008	3,034
34 . Alessandro Blvd from Lasselle St to Nason St	9,609	689	10,298	1,136	10,745	288	0	0	288	10,586	11,033
35 . Alessandro Blvd from Nason St to Moreno Beach Dr	8,362	733	9,095	1,191	9,553	518	0	0	518	9,613	10,071
36 . Alessandro Blvd from Moreno Beach Dr to Redlands Blvd	5,199	210	5,409	350	5,549	920	0	0	920	6,329	6,469

Table C-13: Opening Year (2024) With Project Roadway Segment Volume Summary

Roadway Segment	Existing	Growth	OY Back.	Cumul. Project Trips	WLC Daily Trips	OY NP	Project Trips	OY With Project
1 . San Timoteo Canyon Rd from Alessandro Rd to Live Oak Canyon Rd	13,775	1434	15,209	0	640	15,849	402	16,251
2 . San Timoteo Canyon Rd from Live Oak Canyon Rd to Redlands Blvd	17,208	1791	18,999	0	853	19,852	460	20,312
3 . Redlands Blvd south of San Timoteo Canyon Rd	17,452	1816	19,268	0	948	20,216	460	20,676
4 . Redlands Blvd north of Ironwood Ave	18,086	1882	19,968	326	948	21,242	460	21,702
5 . Redlands Blvd from Ironwood Ave to SR-60 WB Ramps	15,092	1571	16,663	962	0	17,625	460	18,085
6 . Redlands Blvd from SR-60 WB Ramps to SR-60 EB Ramps	14,403	1499	15,902	1,464	789	18,155	1,652	19,807
7 . Redlands Blvd from SR-60 EB Ramps to Eucalyptus Ave	12,290	1279	13,569	1,966	789	16,324	2,846	19,170
8 . Redlands Blvd from Eucalyptus Ave to Driveway 6	12,535	1305	13,840	1,204	0	15,044	2,912	17,956
9 . Redlands Blvd from Driveway 6 to Driveway 7	12,535	1305	13,840	1,204	0	15,044	2,854	17,898
10 . Redlands Blvd from Driveway 7 to Encilia Ave	12,535	1305	13,840	1,204	0	15,044	2,559	17,603
11 . Redlands Blvd from Encilia Ave to Cottonwood Ave	10,585	1102	11,687	1,204	0	12,891	1,496	14,387
12 . Redlands Blvd from Cottonwood Ave to Alessandro Blvd	9,391	977	10,368	1,426	0	11,794	1,380	13,174
13 . Redlands Blvd from Alessandro Blvd to Cactus Ave	8,501	885	9,386	810	0	10,196	346	10,542
14 . JFK Dr from Cactus Ave to Moreno Beach Dr	5,797	603	6,400	680	0	7,080	230	7,310
15 . Moreno Beach Dr from SR-60 WB Ramps to SR-60 EB Ramps	12,724	1324	14,048	3,875	236	18,159	1,351	19,510
16 . Moreno Beach Dr from SR-60 EB Ramps to Eucalyptus Ave	23,934	2491	26,425	6,280	236	32,941	2,530	35,471
17 . Moreno Beach Dr from Alessandro Blvd to Cactus Ave	18,862	1963	20,825	4,872	0	25,697	402	26,099
18 . Moreno Beach Dr from Cactus Ave to JFK Dr	15,452	1608	17,060	4,962	0	22,022	402	22,424
19 . Moreno Beach Dr from JFK Dr to Oliver St	15,898	1655	17,553	5,188	3,350	26,091	632	26,723
20 . Iris Ave From Nason St to Oliver St	19,248	2003	21,251	5,122	3,350	29,723	518	30,241
21 . Iris Ave From Lasselle St to Nason St	30,134	3136	33,270	5,738	3,350	42,358	518	42,876
22 . Iris Ave From Kitching St to Lasselle St	26,472	2755	29,227	3,648	3,350	36,225	288	36,513
23 . Eucalyptus Ave from Nason St to Fir Ave	9,376	976	10,352	1,082	0	11,434	288	11,722
24 . Eucalyptus Ave from Fir Ave to Moreno Beach Dr	14,002	1457	15,459	2,228	0	17,687	288	17,975
25 . Eucalyptus Ave from Moreno Beach Dr to Auto Mall Dr	3,673	382	4,055	2,080	236	6,371	2,990	9,361
26 . Eucalyptus Ave from Auto Mall Dr to Driveway 1	1,617	168	1,785	922	236	2,943	3,220	6,163
27 . Eucalyptus Ave from Driveway 1 to Aldi Pl	1,507	157	1,664	922	236	2,822	2,989	5,811
28 . Eucalyptus Ave Aldi Pl to Driveway 5	2,424	252	2,676	922	236	3,834	2,989	6,823
29 . Eucalyptus Ave from Driveway 5 to Redlands Blvd	2,424	252	2,676	922	236	3,834	3,099	6,933
30 . Eucalyptus Ave from Redlands Blvd to World Logistics Center Driveway	2,612	272	2,884	2,133	1,025	6,042	288	6,330
31 . Encilia Ave from Essen Ln to Mozart Way	217	23	240	0	0	240	576	816
32 . Encilia Ave from Mozart Way to Shubert St	217	23	240	0	0	240	1,410	1,650
33 . Encilia Ave Shubert St to Redlands Blvd	475	49	524	0	0	524	2,559	3,083
34 . Alessandro Blvd from Lasselle St to Nason St	10,745	1118	11,863	6,150	151	18,164	288	18,452
35 . Alessandro Blvd from Nason St to Moreno Beach Dr	9,553	994	10,547	6,800	151	17,498	518	18,016
36 . Alessandro Blvd from Moreno Beach Dr to Redlands Blvd	5,549	578	6,127	1,396	151	7,674	920	8,594

Table C-14: General Plan Build-Out (2040) Roadway Segment Daily Link Volume Worksheet

Roadway Segment	Existing 2019	2012 Model Volume	2040 Model Volume	Base to Future Year Change	2019 to 2040 Growth	2040 Link Volume
1 . San Timoteo Canyon Rd from Alessandro Rd to Live Oak Canyon Rd	12,654	9,506	18,478	8,972	6,729	19,383
2 . San Timoteo Canyon Rd from Live Oak Canyon Rd to Redlands Blvd	15,952	14,218	22,783	8,565	6,424	22,376
3 . Redlands Blvd south of San Timoteo Canyon Rd	16,467	13,989	24,559	10,570	7,928	24,395
4 . Redlands Blvd north of Ironwood Ave	16,986	9,876	17,136	7,260	5,445	22,431
5 . Redlands Blvd from Ironwood Ave to SR-60 WB Ramps	14,366	10,275	19,889	9,614	7,211	21,577
6 . Redlands Blvd from SR-60 WB Ramps to SR-60 EB Ramps	13,446	9,145	23,196	14,051	10,538	23,984
7 . Redlands Blvd from SR-60 EB Ramps to Eucalyptus Ave	11,572	8,514	25,812	17,298	12,974	24,546
8 . Redlands Blvd from Eucalyptus Ave to Driveway 6	11,748	8,337	24,258	15,921	11,941	23,689
9 . Redlands Blvd from Driveway 6 to Driveway 7	11,748	8,337	24,258	15,921	11,941	23,689
10 . Redlands Blvd from Driveway 7 to Encilia Ave	11,748	8,337	24,258	15,921	11,941	23,689
11 . Redlands Blvd from Encilia Ave to Cottonwood Ave	10,105	7,623	15,376	7,753	5,815	15,920
12 . Redlands Blvd from Cottonwood Ave to Alessandro Blvd	9,092	7,089	15,190	8,101	6,076	15,168
13 . Redlands Blvd from Alessandro Blvd to Cactus Ave	8,312	6,736	8,351	1,615	1,211	9,523
14 . JFK Dr from Cactus Ave to Moreno Beach Dr	5,529	7,621	16,179	8,558	6,419	11,948
15 . Moreno Beach Dr from SR-60 WB Ramps to SR-60 EB Ramps	12,053	8,431	22,690	14,259	10,694	22,747
16 . Moreno Beach Dr from SR-60 EB Ramps to Eucalyptus Ave	22,190	8,342	32,021	23,679	17,759	39,949
17 . Moreno Beach Dr from Alessandro Blvd to Cactus Ave	17,950	6,847	21,616	14,769	11,077	29,027
18 . Moreno Beach Dr from Cactus Ave to JFK Dr	14,879	5,420	15,150	9,730	7,298	22,177
19 . Moreno Beach Dr from JFK Dr to Oliver St	15,293	11,538	30,746	19,208	14,406	29,699
20 . Iris Ave From Nason St to Oliver St	18,467	13,736	35,761	22,025	16,519	34,986
21 . Iris Ave From Lasselle St to Nason St	28,806	12,093	47,644	35,551	26,663	55,469
22 . Iris Ave From Kitching St to Lasselle St	23,472	5,093	31,866	26,773	20,080	43,552
23 . Eucalyptus Ave from Nason St to Fir Ave	8,791	4,548	25,537	20,989	15,742	24,533
24 . Eucalyptus Ave from Fir Ave to Moreno Beach Dr	13,466	4,548	23,503	18,955	14,216	27,682
25 . Eucalyptus Ave from Moreno Beach Dr to Auto Mall Dr	3,278	27	10,635	10,608	7,956	11,234
26 . Eucalyptus Ave from Auto Mall Dr to Driveway 1	1,434	27	7,874	7,847	5,885	7,319
27 . Eucalyptus Ave from Driveway 1 to Aldi PI	1,384	27	7,874	7,847	5,885	7,269
28 . Eucalyptus Ave Aldi PI to Driveway 5	1,888	27	7,874	7,847	5,885	7,773
29 . Eucalyptus Ave from Driveway 5 to Redlands Blvd	1,888	27	7,874	7,847	5,885	7,773
30 . Eucalyptus Ave from Redlands Blvd to World Logistics Center Driveway	2,085	283	18,183	17,900	13,425	15,510
31 . Encilia Ave from Essen Ln to Mozart Way	208	1,119	5,960	4,841	3,631	3,839
32 . Encilia Ave from Mozart Way to Shubert St	208	1,119	5,960	4,841	3,631	3,839
33 . Encilia Ave Shubert St to Redlands Blvd	449	1,119	5,960	4,841	3,631	4,080
34 . Alessandro Blvd from Lasselle St to Nason St	10,298	5,325	35,889	30,564	22,923	33,221
35 . Alessandro Blvd from Nason St to Moreno Beach Dr	9,095	4,690	26,652	21,962	16,472	25,567
36 . Alessandro Blvd from Moreno Beach Dr to Redlands Blvd	5,409	1,202	28,763	27,561	20,671	26,080

Table C-15: General Plan Build-Out (2040) Roadway Segment Daily PCE Volume Summary

Roadway Segment	2040 Link Volume	Truck %	Pass. Veh.	Trucks	Truck PCE	Total PCE
1 . San Timoteo Canyon Rd from Alessandro Rd to Live Oak Canyon Rd	19,383	12.00%	17,058	2,325	4,042	21,100
2 . San Timoteo Canyon Rd from Live Oak Canyon Rd to Redlands Blvd	22,376	10.33%	20,064	2,312	4,073	24,137
3 . Redlands Blvd south of San Timoteo Canyon Rd	24,395	8.37%	22,352	2,043	3,502	25,853
4 . Redlands Blvd north of Ironwood Ave	22,431	9.37%	20,329	2,102	3,554	23,883
5 . Redlands Blvd from Ironwood Ave to SR-60 WB Ramps	21,577	6.17%	20,245	1,332	2,422	22,667
6 . Redlands Blvd from SR-60 WB Ramps to SR-60 EB Ramps	23,984	8.84%	21,865	2,119	3,825	25,690
7 . Redlands Blvd from SR-60 EB Ramps to Eucalyptus Ave	24,546	7.58%	22,686	1,860	3,383	26,068
8 . Redlands Blvd from Eucalyptus Ave to Driveway 6	23,689	11.41%	20,987	2,702	4,288	25,275
9 . Redlands Blvd from Driveway 6 to Driveway 7	23,689	11.41%	20,987	2,702	4,288	25,275
10 . Redlands Blvd from Driveway 7 to Encilia Ave	23,689	11.41%	20,987	2,702	4,288	25,275
11 . Redlands Blvd from Encilia Ave to Cottonwood Ave	15,920	7.56%	14,716	1,204	1,960	16,675
12 . Redlands Blvd from Cottonwood Ave to Alessandro Blvd	15,168	4.75%	14,447	721	1,220	15,667
13 . Redlands Blvd from Alessandro Blvd to Cactus Ave	9,523	3.04%	9,233	290	507	9,740
14 . JFK Dr from Cactus Ave to Moreno Beach Dr	11,948	7.18%	11,090	858	1,437	12,527
15 . Moreno Beach Dr from SR-60 WB Ramps to SR-60 EB Ramps	22,747	6.84%	21,190	1,557	2,822	24,013
16 . Moreno Beach Dr from SR-60 EB Ramps to Eucalyptus Ave	39,949	12.95%	34,775	5,174	8,314	43,089
17 . Moreno Beach Dr from Alessandro Blvd to Cactus Ave	29,027	7.67%	26,800	2,227	3,701	30,501
18 . Moreno Beach Dr from Cactus Ave to JFK Dr	22,177	5.79%	20,894	1,283	2,136	23,030
19 . Moreno Beach Dr from JFK Dr to Oliver St	29,699	5.32%	28,118	1,581	2,756	30,874
20 . Iris Ave From Nason St to Oliver St	34,986	5.33%	33,122	1,864	3,343	36,464
21 . Iris Ave From Lasselle St to Nason St	55,469	5.76%	52,276	3,193	5,750	58,026
22 . Iris Ave From Kitching St to Lasselle St	43,552	12.16%	38,255	5,297	10,863	49,118
23 . Eucalyptus Ave from Nason St to Fir Ave	24,533	8.24%	22,513	2,020	3,652	26,165
24 . Eucalyptus Ave from Fir Ave to Moreno Beach Dr	27,682	4.98%	26,303	1,379	2,480	28,783
25 . Eucalyptus Ave from Moreno Beach Dr to Auto Mall Dr	11,234	13.30%	9,740	1,494	2,846	12,586
26 . Eucalyptus Ave from Auto Mall Dr to Driveway 1	7,319	10.11%	6,579	740	1,671	8,251
27 . Eucalyptus Ave from Driveway 1 to Aldi Pl	7,269	9.25%	6,597	672	1,315	7,912
28 . Eucalyptus Ave Aldi Pl to Driveway 5	7,773	19.76%	6,237	1,536	3,741	9,978
29 . Eucalyptus Ave from Driveway 5 to Redlands Blvd	7,773	19.76%	6,237	1,536	3,741	9,978
30 . Eucalyptus Ave from Redlands Blvd to World Logistics Center Driveway	15,510	16.55%	12,944	2,566	6,482	19,426
31 . Encilia Ave from Essen Ln to Mozart Way	3,839	8.17%	3,525	314	471	3,996
32 . Encilia Ave from Mozart Way to Shubert St	3,839	8.17%	3,525	314	471	3,996
33 . Encilia Ave Shubert St to Redlands Blvd	4,080	9.80%	3,680	400	632	4,312
34 . Alessandro Blvd from Lasselle St to Nason St	33,221	6.69%	30,998	2,223	3,664	34,662
35 . Alessandro Blvd from Nason St to Moreno Beach Dr	25,567	8.06%	23,507	2,060	3,347	26,854
36 . Alessandro Blvd from Moreno Beach Dr to Redlands Blvd	26,080	3.88%	25,067	1,013	1,688	26,755

Table C-16: General Plan Build-Out (2040) Roadway Segment Daily Volume Worksheet

Roadway Segment	2040 Background	Cumul. NP	Comparison	Kaiser Trips	2040 NP	Project Trips	2040 With Project
1 . San Timoteo Canyon Rd from Alessandro Rd to Live Oak Canyon Rd	21,100	15,849	21,100	0	21,100	402	21,502
2 . San Timoteo Canyon Rd from Live Oak Canyon Rd to Redlands Blvd	24,137	19,852	24,137	0	24,137	460	24,597
3 . Redlands Blvd south of San Timoteo Canyon Rd	25,853	20,216	25,853	0	25,853	460	26,313
4 . Redlands Blvd north of Ironwood Ave	23,883	21,242	23,883	0	23,883	460	24,343
5 . Redlands Blvd from Ironwood Ave to SR-60 WB Ramps	22,667	17,625	22,667	0	22,667	460	23,127
6 . Redlands Blvd from SR-60 WB Ramps to SR-60 EB Ramps	25,690	18,155	25,690	0	25,690	1,652	27,342
7 . Redlands Blvd from SR-60 EB Ramps to Eucalyptus Ave	26,068	16,324	26,068	0	26,068	2,846	28,914
8 . Redlands Blvd from Eucalyptus Ave to Driveway 6	25,275	15,044	25,275	0	25,275	2,912	28,187
9 . Redlands Blvd from Driveway 6 to Driveway 7	25,275	15,044	25,275	0	25,275	2,854	28,129
10 . Redlands Blvd from Driveway 7 to Encilia Ave	25,275	15,044	25,275	0	25,275	2,559	27,834
11 . Redlands Blvd from Encilia Ave to Cottonwood Ave	16,675	12,891	16,675	0	16,675	1,496	18,171
12 . Redlands Blvd from Cottonwood Ave to Alessandro Blvd	15,667	11,794	15,667	0	15,667	1,380	17,047
13 . Redlands Blvd from Alessandro Blvd to Cactus Ave	9,740	10,196	10,706	0	10,706	346	11,052
14 . JFK Dr from Cactus Ave to Moreno Beach Dr	12,527	7,080	12,527	388	12,915	230	13,145
15 . Moreno Beach Dr from SR-60 WB Ramps to SR-60 EB Ramps	24,013	18,159	24,013	969	24,982	1,351	26,333
16 . Moreno Beach Dr from SR-60 EB Ramps to Eucalyptus Ave	43,089	32,941	43,089	1,422	44,511	2,530	47,041
17 . Moreno Beach Dr from Alessandro Blvd to Cactus Ave	30,501	25,697	30,501	2,068	32,569	402	32,971
18 . Moreno Beach Dr from Cactus Ave to JFK Dr	23,030	22,022	23,030	2,456	25,486	402	25,888
19 . Moreno Beach Dr from JFK Dr to Oliver St	30,874	26,091	30,874	2,842	33,716	632	34,348
20 . Iris Ave From Nason St to Oliver St	36,464	29,723	36,464	9,174	45,638	518	46,156
21 . Iris Ave From Lasselle St to Nason St	58,026	42,358	58,026	3,488	61,514	518	62,032
22 . Iris Ave From Kitching St to Lasselle St	49,118	36,225	49,118	1,292	50,410	288	50,698
23 . Eucalyptus Ave from Nason St to Fir Ave	26,165	11,434	26,165	0	26,165	288	26,453
24 . Eucalyptus Ave from Fir Ave to Moreno Beach Dr	28,783	17,687	28,783	0	28,783	288	29,071
25 . Eucalyptus Ave from Moreno Beach Dr to Auto Mall Dr	12,586	6,371	12,586	0	12,586	2,990	15,576
26 . Eucalyptus Ave from Auto Mall Dr to Driveway 1	8,251	2,943	8,251	0	8,251	3,220	11,471
27 . Eucalyptus Ave from Driveway 1 to Aldi Pl	7,912	2,822	7,912	0	7,912	2,989	10,901
28 . Eucalyptus Ave Aldi Pl to Driveway 5	9,978	3,834	9,978	0	9,978	2,989	12,967
29 . Eucalyptus Ave from Driveway 5 to Redlands Blvd	9,978	3,834	9,978	0	9,978	3,099	13,077
30 . Eucalyptus Ave from Redlands Blvd to World Logistics Center Driveway	19,426	6,042	19,426	0	19,426	288	19,714
31 . Encilia Ave from Essen Ln to Mozart Way	3,996	240	3,996	0	3,996	576	4,572
32 . Encilia Ave from Mozart Way to Shubert St	3,996	240	3,996	0	3,996	1,410	5,406
33 . Encilia Ave Shubert St to Redlands Blvd	4,312	524	4,312	0	4,312	2,559	6,871
34 . Alessandro Blvd from Lasselle St to Nason St	34,662	18,164	34,662	1,550	36,212	288	36,500
35 . Alessandro Blvd from Nason St to Moreno Beach Dr	26,854	17,498	26,854	130	26,984	518	27,502
36 . Alessandro Blvd from Moreno Beach Dr to Redlands Blvd	26,755	7,674	26,755	388	27,143	920	28,063

Table C-17 - Existing Freeway Volumes

Freeway Ramp/Segment	Eastbound/Southbound					
	AM Peak Hour			PM Peak Hour		
	Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
SR-60						
1 I-15 to Etiwanda Ave.	4,727	51	4,778	5,166	64	5,230
2 Etiwanda Ave. to Country Village Rd.	3,889	51	3,940	4,218	64	4,282
3 Country Village Rd. to Pedley Rd.	3,254	51	3,304	3,499	64	3,563
4 Pedley Rd. to Pyrite St.	3,538	51	3,589	3,822	64	3,886
5 Pyrite St. to Byrne Rd.	4,470	51	4,521	4,307	64	4,371
6 Byrne Rd. to Valley Way	5,455	51	5,506	5,263	64	5,327
7 Valley Way to Rubidoux Blvd.	5,457	58	5,515	5,265	75	5,340
8 Rubidoux Blvd. to Market St.	5,677	58	5,735	5,480	75	5,555
9 Market St. to Main St.	6,008	58	6,066	6,437	75	6,511
10 Main St. to SR-91	5,361	66	5,427	4,378	85	4,463
I-215						
11 SR-91 to 3rd St.	6,151	96	6,247	5,663	128	5,791
12 3rd St. to University Ave.	6,870	96	6,966	6,155	128	6,283
13 University Ave. to Martin Luther King Blvd.	6,822	96	6,918	6,539	128	6,667
14 Martin Luther King Blvd. to Central Ave.	6,599	103	6,702	7,891	139	8,029
15 Central Ave. to Box Springs Rd.	5,974	118	6,092	7,695	160	7,855
16 Box Springs Rd. to I-215	5,869	118	5,987	8,412	160	8,572
SR-60						
17 I-215 to Day St.	2,958	122	3,080	4,595	165	4,760
18 Day St. to Pigeon Pass Rd.	3,934	125	4,059	4,156	171	4,327
19 Pigeon Pass Rd. to Heacock St.	2,792	129	2,921	4,628	176	4,804
20 Heacock St. to Perris Blvd.	2,492	137	2,629	3,314	187	3,501
21 Perris Blvd. to Nason St.	2,236	148	2,384	2,880	203	3,083
22 Nason St. to Moreno Beach Dr. Off-Ramp	1,707	152	1,859	2,204	208	2,412
23 Moreno Beach Dr. Off-Ramp	420	103	523	578	143	721
24 Between Moreno Beach Dr. Ramps	1,287	49	1,336	1,626	65	1,691
25 Moreno Beach Dr. On-Ramp	124	0	124	173	0	173
26 Moreno Beach Dr. On-Ramp to Redlands Blvd. Off-Ramp	1,411	49	1,460	1,799	65	1,864
27 Redlands Blvd. Off-Ramp	190	49	239	530	65	595
28 Between Redlands Blvd. Ramps	1,221	0	1,221	1,269	0	1,269
29 Redlands Blvd. On-Ramp	93	8	101	101	42	143
30 East of Redlands Blvd. On-Ramp	1,314	8	1,322	1,370	42	1,412

Table C-17 - Existing Freeway Volumes

Freeway Ramp/Segment	Westbound/Northbound					
	AM Peak Hour			PM Peak Hour		
	Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
SR-60						
31 East of Redlands Blvd. Off-Ramp	1,462	31	1,493	1,601	44	1,645
32 Redlands Blvd. Off-Ramp	65	31	96	42	44	86
33 Between Redlands Blvd. Ramps	1,397	0	1,397	1,559	0	1,559
34 Redlands Blvd. On-Ramp	492	17	509	468	64	532
35 Redlands Blvd. On-Ramp to Moreno Beach Dr. Off-Ramp	1,889	17	1,906	2,027	64	2,091
36 Moreno Beach Dr. Off-Ramp	86	0	86	96	0	96
37 Between Moreno Beach Dr. Ramps	1,803	17	1,820	1,931	64	1,995
38 Moreno Beach Dr. On-Ramp	420	27	447	452	137	589
39 Moreno Beach Dr. to Nason St.	2,223	44	2,267	2,383	201	2,584
40 Nason St. to Perris Blvd.	2,485	43	2,528	2,634	196	2,830
41 Perris Blvd. to Heacock St.	2,456	40	2,496	2,865	181	3,046
42 Heacock St. to Pigeon Pass Rd.	1,997	39	2,036	2,678	171	2,849
43 Pigeon Pass Rd. to Day St.	2,488	38	2,526	3,286	166	3,452
44 Day St. I-215	2,400	37	2,437	2,993	161	3,154
I-215						
45 I-215 to Box Springs Rd.	5,252	37	5,289	6,677	156	6,833
46 Box Springs Rd. to Central Ave.	6,705	37	6,742	7,226	156	7,382
47 Central Ave. to Martin Luther King Blvd.	5,297	33	5,330	4,974	136	5,110
48 Martin Luther King Blvd. to University Ave.	5,708	32	5,740	5,286	126	5,412
49 University Ave. to 3rd St.	6,156	32	6,188	5,353	126	5,480
50 3rd St. to SR-91	5,897	32	5,929	5,378	126	5,504
SR-60						
51 SR-91 to Main St.	6,338	25	6,363	3,413	87	3,500
52 Main St. to Market St.	5,830	24	5,854	4,298	77	4,375
53 Market St. to Rubidoux Blvd.	4,223	24	4,246	4,602	77	4,679
54 Rubidoux Blvd. to Valley Way	4,059	24	4,083	4,421	77	4,498
55 Valley Way to Pyrite St.	3,889	22	3,911	4,218	67	4,285
56 Pyrite St. to Pedley Rd.	3,862	22	3,884	4,185	67	4,252
57 Pedley Rd. to Country Village Rd.	3,845	22	3,867	4,166	67	4,233
58 Country Village Rd. to Etiwanda Ave.	4,558	22	4,580	5,016	67	5,083
59 Etiwanda Ave. to I-15	4,394	22	4,417	3,905	67	3,972

Table C-19 - General Plan Build-Out (2040) Freeway Volumes

Freeway Ramp/Segment	Eastbound/Southbound					
	AM Peak Hour			PM Peak Hour		
	Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
SR-60						
1 I-15 to Etiwanda Ave.	6,845	51	6,896	5,425	64	5,489
2 Etiwanda Ave. to Country Village Rd.	6,406	51	6,457	4,466	64	4,530
3 Country Village Rd. to Pedley Rd.	5,957	51	6,008	4,016	64	4,080
4 Pedley Rd. to Pyrite St.	6,382	51	6,433	4,405	64	4,470
5 Pyrite St. to Byrne Rd.	7,187	51	7,238	4,972	64	5,036
6 Byrne Rd. to Valley Way	8,375	51	8,426	5,526	64	5,590
7 Valley Way to Rubidoux Blvd.	8,879	58	8,937	6,273	75	6,347
8 Rubidoux Blvd. to Market St.	8,862	58	8,920	6,201	75	6,276
9 Market St. to Main St.	9,019	58	9,077	7,322	75	7,397
10 Main St. to SR-91	7,873	66	7,939	4,812	85	4,897
I-215						
11 SR-91 to 3rd St.	8,221	96	8,317	6,119	128	6,247
12 3rd St. to University Ave.	8,827	96	8,923	6,252	128	6,381
13 University Ave. to Martin Luther King Blvd.	9,663	96	9,759	7,046	128	7,174
14 Martin Luther King Blvd. to Central Ave.	10,400	103	10,503	8,427	139	8,566
15 Central Ave. to Box Springs Rd.	9,715	118	9,833	8,327	160	8,487
16 Box Springs Rd. to I-215	7,892	118	8,010	8,942	160	9,102
SR-60						
17 I-215 to Day St.	3,864	122	3,986	5,092	165	5,258
18 Day St. to Pigeon Pass Rd.	4,621	125	4,747	4,176	171	4,347
19 Pigeon Pass Rd. to Heacock St.	3,397	129	3,527	4,685	176	4,861
20 Heacock St. to Perris Blvd.	3,230	137	3,366	4,033	187	4,220
21 Perris Blvd. to Nason St.	3,042	148	3,190	3,806	203	4,009
22 Nason St. to Moreno Beach Dr. Off-Ramp	2,384	152	2,535	4,511	208	4,719
23 Moreno Beach Dr. Off-Ramp	663	103	766	940	143	1,083
24 Between Moreno Beach Dr. Ramps	1,721	49	1,770	3,571	65	3,636
25 Moreno Beach Dr. On-Ramp	353	0	353	484	0	484
26 Moreno Beach Dr. On-Ramp to Redlands Blvd. Off-Ramp	2,074	49	2,123	4,055	65	4,120
27 Redlands Blvd. Off-Ramp	408	49	457	923	65	988
28 Between Redlands Blvd. Ramps	1,666	0	1,666	3,132	0	3,132
29 Redlands Blvd. On-Ramp	180	8	188	160	42	201
30 East of Redlands Blvd. On-Ramp	1,846	8	1,854	3,292	42	3,334

Table C-19 - General Plan Build-Out (2040) Freeway Volumes

Freeway Ramp/Segment	Westbound/Northbound					
	AM Peak Hour			PM Peak Hour		
	Without Project	Project Trips	With Project	Without Project	Project Trips	With Project
SR-60						
31 East of Redlands Blvd. Off-Ramp	3,087	31	3,118	2,969	44	3,012
32 Redlands Blvd. Off-Ramp	324	31	356	310	44	354
33 Between Redlands Blvd. Ramps	2,763	0	2,763	2,658	0	2,658
34 Redlands Blvd. On-Ramp	719	17	736	585	64	649
35 Redlands Blvd. On-Ramp to Moreno Beach Dr. Off-Ramp	3,482	17	3,499	3,243	64	3,307
36 Moreno Beach Dr. Off-Ramp	174	0	174	246	0	246
37 Between Moreno Beach Dr. Ramps	3,308	17	3,324	2,997	64	3,062
38 Moreno Beach Dr. On-Ramp	557	27	584	734	137	871
39 Moreno Beach Dr. to Nason St.	3,865	44	3,908	3,732	201	3,933
40 Nason St. to Perris Blvd.	3,635	43	3,678	3,119	196	3,315
41 Perris Blvd. to Heacock St.	3,212	40	3,253	3,446	181	3,628
42 Heacock St. to Pigeon Pass Rd.	2,311	39	2,349	3,032	171	3,203
43 Pigeon Pass Rd. to Day St.	2,612	38	2,651	3,336	166	3,502
44 Day St. I-215	2,401	37	2,438	3,560	161	3,722
I-215						
45 I-215 to Box Springs Rd.	5,515	37	5,551	8,017	156	8,173
46 Box Springs Rd. to Central Ave.	6,810	37	6,847	9,018	156	9,174
47 Central Ave. to Martin Luther King Blvd.	5,919	33	5,952	6,565	136	6,702
48 Martin Luther King Blvd. to University Ave.	6,043	32	6,074	6,776	126	6,903
49 University Ave. to 3rd St.	7,049	32	7,081	7,499	126	7,626
50 3rd St. to SR-91	6,896	32	6,928	7,746	126	7,872
SR-60						
51 SR-91 to Main St.	6,924	25	6,949	6,133	87	6,220
52 Main St. to Market St.	6,404	24	6,428	6,787	77	6,864
53 Market St. to Rubidoux Blvd.	4,600	24	4,623	7,300	77	7,377
54 Rubidoux Blvd. to Valley Way	4,262	24	4,286	6,491	77	6,567
55 Valley Way to Pyrite St.	4,083	22	4,106	5,808	67	5,875
56 Pyrite St. to Pedley Rd.	4,055	22	4,077	6,222	67	6,288
57 Pedley Rd. to Country Village Rd.	4,037	22	4,059	6,181	67	6,248
58 Country Village Rd. to Etiwanda Ave.	4,786	22	4,808	6,574	67	6,641
59 Etiwanda Ave. to I-15	4,614	22	4,636	5,257	67	5,323

APPENDIX D: LEVEL OF SERVICE WORKSHEETS (INTERSECTIONS)

HCM 6th Signalized Intersection Summary
 Int.1: Kitching St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	60	680	97	130	718	59	150	171	136	40	175	160
Future Volume (veh/h)	60	680	97	130	718	59	150	171	136	40	175	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	747	107	143	789	65	165	188	149	44	192	176
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	160	1405	201	172	1624	797	195	557	417	81	404	349
Arrive On Green	0.09	0.44	0.44	0.10	0.45	0.45	0.11	0.28	0.28	0.04	0.22	0.22
Sat Flow, veh/h	1810	3169	454	1810	3610	1610	1810	1967	1473	1810	1834	1585
Grp Volume(v), veh/h	66	425	429	143	789	65	165	172	165	44	189	179
Grp Sat Flow(s),veh/h/ln	1810	1805	1818	1810	1805	1610	1810	1805	1635	1810	1805	1615
Q Serve(g_s), s	4.1	20.6	20.6	9.3	18.5	0.0	10.7	9.0	9.7	2.9	10.9	11.7
Cycle Q Clear(g_c), s	4.1	20.6	20.6	9.3	18.5	0.0	10.7	9.0	9.7	2.9	10.9	11.7
Prop In Lane	1.00		0.25	1.00		1.00	1.00		0.90	1.00		0.98
Lane Grp Cap(c), veh/h	160	800	806	172	1625	797	195	511	463	81	398	356
V/C Ratio(X)	0.41	0.53	0.53	0.83	0.49	0.08	0.85	0.34	0.36	0.54	0.47	0.50
Avail Cap(c_a), veh/h	160	800	806	287	1625	797	317	511	463	106	398	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	24.3	24.3	53.3	23.2	16.0	52.5	34.1	34.3	56.1	40.7	41.0
Incr Delay (d2), s/veh	1.7	2.5	2.5	8.8	0.9	0.2	10.8	1.8	2.1	5.5	4.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	9.3	9.4	4.7	8.0	1.0	5.5	4.2	4.1	1.4	5.3	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	26.8	26.8	62.2	24.2	16.1	63.4	35.8	36.4	61.6	44.8	46.1
LnGrp LOS	D	C	C	E	C	B	E	D	D	E	D	D
Approach Vol, veh/h		920			997			502			412	
Approach Delay, s/veh		28.8			29.1			45.1			47.1	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.4	57.2	16.9	30.4	14.6	58.0	9.4	38.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	19.0	44.0	21.0	20.0	9.0	54.0	7.0	34.0				
Max Q Clear Time (g_c+I1), s	11.3	22.6	12.7	13.7	6.1	20.5	4.9	11.7				
Green Ext Time (p_c), s	0.2	5.7	0.3	1.1	0.0	6.7	0.0	2.0				
Intersection Summary												
HCM 6th Ctrl Delay			34.4									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 Int.2: Lasselle St & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	216	137	106	479	17	223	328	147	20	304	64
Future Volume (veh/h)	28	216	137	106	479	17	223	328	147	20	304	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	263	167	129	584	21	272	400	179	24	371	78
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	533	451	157	622	688	376	760	784	180	444	93
Arrive On Green	0.04	0.28	0.28	0.09	0.33	0.33	0.21	0.40	0.40	0.10	0.29	0.29
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1522	320
Grp Volume(v), veh/h	34	263	167	129	584	21	272	400	179	24	0	449
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	0	1842
Q Serve(g_s), s	2.2	13.9	6.2	8.4	35.8	0.0	16.8	19.2	4.7	1.5	0.0	27.4
Cycle Q Clear(g_c), s	2.2	13.9	6.2	8.4	35.8	0.0	16.8	19.2	4.7	1.5	0.0	27.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	72	533	451	157	622	688	376	760	784	180	0	537
V/C Ratio(X)	0.48	0.49	0.37	0.82	0.94	0.03	0.72	0.53	0.23	0.13	0.00	0.84
Avail Cap(c_a), veh/h	106	533	451	241	665	724	376	760	784	180	0	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.72	0.72	0.72	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.4	36.1	13.3	53.9	39.2	20.0	44.3	27.4	7.8	49.3	0.0	39.8
Incr Delay (d2), s/veh	4.8	0.7	0.5	9.3	16.2	0.0	6.7	2.6	0.7	0.3	0.0	14.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	6.5	3.8	4.2	19.2	0.3	8.2	9.2	2.1	0.7	0.0	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.2	36.8	13.8	63.1	55.4	20.0	51.0	30.0	8.5	49.6	0.0	54.1
LnGrp LOS	E	D	B	E	E	B	D	C	A	D	A	D
Approach Vol, veh/h	464			734			851			473		
Approach Delay, s/veh	30.3			55.7			32.2			53.8		
Approach LOS	C			E			C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.9	52.0	14.4	37.6	28.9	39.0	8.7	43.3				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	48.0	16.0	33.0	20.0	35.0	7.0	42.0					
Max Q Clear Time (g_c+1), s	21.2	10.4	15.9	18.8	29.4	4.2	37.8					
Green Ext Time (p_c), s	0.0	3.2	0.1	1.9	0.1	1.4	0.0	1.5				

Intersection Summary

HCM 6th Ctrl Delay	42.7
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.3: Lasselle St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↑↑↔			↔↔↑↑↔			↔↔↑↑		↔	↔↔↑↑		
Traffic Volume (veh/h)	107	532	328	546	568	67	364	575	474	123	456	84
Future Volume (veh/h)	107	532	328	546	568	67	364	575	474	123	456	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	114	566	349	581	604	71	387	612	504	131	485	89
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	266	1016	473	662	1916	223	553	1179	830	202	691	126
Arrive On Green	0.08	0.29	0.29	0.19	0.41	0.41	0.16	0.33	0.33	0.06	0.23	0.23
Sat Flow, veh/h	3510	3458	1610	3510	4712	548	3510	3610	1610	3510	3048	556
Grp Volume(v), veh/h	114	566	349	581	442	233	387	612	504	131	286	288
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1801	1755	1805	1610	1755	1805	1800
Q Serve(g_s), s	3.7	16.6	23.4	19.3	10.4	10.6	12.5	16.5	26.5	4.4	17.5	17.7
Cycle Q Clear(g_c), s	3.7	16.6	23.4	19.3	10.4	10.6	12.5	16.5	26.5	4.4	17.5	17.7
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	266	1016	473	662	1406	733	553	1179	830	202	409	408
V/C Ratio(X)	0.43	0.56	0.74	0.88	0.31	0.32	0.70	0.52	0.61	0.65	0.70	0.71
Avail Cap(c_a), veh/h	266	1016	473	819	1406	733	585	1179	830	234	409	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	35.8	38.2	47.3	24.2	24.3	47.9	32.8	20.5	55.4	42.6	42.7
Incr Delay (d2), s/veh	0.9	1.7	7.8	8.4	0.5	1.0	3.5	1.6	3.3	4.9	9.6	9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	7.2	10.2	9.2	4.4	4.7	5.7	7.5	10.5	2.1	8.9	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.8	37.5	46.0	55.7	24.7	25.3	51.3	34.4	23.8	60.3	52.2	52.6
LnGrp LOS	D	D	D	E	C	C	D	C	C	E	D	D
Approach Vol, veh/h	1029			1256			1503			705		
Approach Delay, s/veh	42.2			39.2			35.2			53.8		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.6	39.3	22.9	31.2	13.1	52.8	10.9	43.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	28.8	28.8	20.0	27.2	8.0	48.8	8.0	39.2				
Max Q Clear Time (g_c+Y), s	21.3	25.4	14.5	19.7	5.7	12.6	6.4	28.5				
Green Ext Time (p_c), s	1.3	1.8	0.7	2.1	0.1	5.0	0.1	4.6				
Intersection Summary												
HCM 6th Ctrl Delay	40.8											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary
 Int.4: Nason St & Eucalyptus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑	↗	↙	↑↑		↙	↑↑		↙	↑↑	
Traffic Volume (veh/h)	207	187	195	137	139	25	81	623	135	15	1072	94
Future Volume (veh/h)	207	187	195	137	139	25	81	623	135	15	1072	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	272	246	257	180	183	33	107	820	178	20	1411	124
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	298	645	288	209	398	70	170	1604	348	51	1606	140
Arrive On Green	0.16	0.18	0.18	0.04	0.04	0.04	0.09	0.54	0.54	0.03	0.48	0.48
Sat Flow, veh/h	1810	3610	1610	1810	3065	543	1810	2950	640	1810	3358	294
Grp Volume(v), veh/h	272	246	257	180	106	110	107	502	496	20	755	780
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1802	1810	1805	1785	1810	1805	1847
Q Serve(g_s), s	17.7	7.2	18.7	11.9	6.9	7.1	6.8	21.1	21.1	1.3	45.0	45.7
Cycle Q Clear(g_c), s	17.7	7.2	18.7	11.9	6.9	7.1	6.8	21.1	21.1	1.3	45.0	45.7
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.36	1.00		0.16
Lane Grp Cap(c), veh/h	298	645	288	209	234	234	170	982	971	51	863	884
V/C Ratio(X)	0.91	0.38	0.89	0.86	0.45	0.47	0.63	0.51	0.51	0.39	0.87	0.88
Avail Cap(c_a), veh/h	302	710	317	226	280	279	170	982	971	106	863	884
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.3	43.4	48.2	56.7	53.3	53.4	52.4	17.3	17.3	57.3	28.1	28.3
Incr Delay (d2), s/veh	30.3	0.4	24.4	25.1	1.3	1.4	7.3	1.9	1.9	4.7	12.0	12.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	3.3	9.4	7.3	3.4	3.5	3.4	9.1	9.0	0.7	21.7	22.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.5	43.8	72.6	81.8	54.6	54.8	59.6	19.2	19.2	62.0	40.1	40.7
LnGrp LOS	E	D	E	F	D	D	E	B	B	E	D	D
Approach Vol, veh/h		775			396			1105			1555	
Approach Delay, s/veh		65.9			67.0			23.1			40.6	
Approach LOS		E			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.4	69.3	17.9	25.4	15.3	61.4	23.8	19.6				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	58.4	15.0	23.6	8.0	57.4	20.0	18.6					
Max Q Clear Time (g_c+1), s	23.1	13.9	20.7	8.8	47.7	19.7	9.1					
Green Ext Time (p_c), s	0.0	8.0	0.1	0.7	0.0	6.8	0.0	0.7				

Intersection Summary

HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.5: Nason St & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑	↖	↖	↑↑	↖	↖	↑↑↑	↖
Traffic Volume (veh/h)	76	180	79	111	359	148	77	464	25	61	726	88
Future Volume (veh/h)	76	180	79	111	359	148	77	464	25	61	726	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	90	214	94	132	427	176	92	552	30	73	864	105
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	195	924	412	202	490	416	473	1113	496	443	1513	470
Arrive On Green	0.06	0.26	0.26	0.06	0.26	0.26	0.26	0.31	0.31	0.24	0.29	0.29
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	1810	5187	1610
Grp Volume(v), veh/h	90	214	94	132	427	176	92	552	30	73	864	105
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1810	1729	1610
Q Serve(g_s), s	3.0	5.6	3.1	4.4	25.8	10.9	4.7	15.0	1.3	3.8	17.0	5.9
Cycle Q Clear(g_c), s	3.0	5.6	3.1	4.4	25.8	10.9	4.7	15.0	1.3	3.8	17.0	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	195	924	412	202	490	416	473	1113	496	443	1513	470
V/C Ratio(X)	0.46	0.23	0.23	0.65	0.87	0.42	0.19	0.50	0.06	0.16	0.57	0.22
Avail Cap(c_a), veh/h	234	1354	604	293	744	631	473	1113	496	443	1513	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	35.3	11.0	55.4	42.6	37.1	34.5	33.9	19.7	35.7	36.1	32.2
Incr Delay (d2), s/veh	1.6	0.1	0.3	3.5	7.3	0.7	0.2	1.6	0.2	0.2	1.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4	2.5	2.1	2.1	13.0	4.4	2.1	6.8	0.6	1.7	7.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	35.4	11.3	58.9	49.9	37.8	34.7	35.5	19.9	35.8	37.7	33.3
LnGrp LOS	E	D	B	E	D	D	C	D	B	D	D	C
Approach Vol, veh/h		398			735			674			1042	
Approach Delay, s/veh		34.5			48.6			34.7			37.1	
Approach LOS		C			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.4	41.0	10.9	34.7	35.4	39.0	10.7	35.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	12.0	37.0	10.0	45.0	14.0	35.0	8.0	47.0				
Max Q Clear Time (g_c+1), s	17.8	17.0	6.4	7.6	6.7	19.0	5.0	27.8				
Green Ext Time (p_c), s	0.1	3.8	0.1	1.8	0.1	5.8	0.1	3.2				

Intersection Summary

HCM 6th Ctrl Delay	39.1
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.6: Nason St & Iris Ave

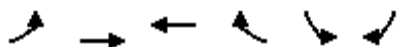
Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↑ ↑ ↑		↖ ↗	↑ ↑ ↑	↖	↖	↖		↖	↑	↖
Traffic Volume (veh/h)	300	784	14	15	578	125	11	39	7	146	18	279
Future Volume (veh/h)	300	784	14	15	578	125	11	39	7	146	18	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	353	922	16	18	680	147	13	46	8	172	21	328
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	864	2598	45	48	1426	443	37	263	46	324	618	920
Arrive On Green	0.25	0.49	0.49	0.05	0.55	0.55	0.02	0.17	0.17	0.18	0.32	0.32
Sat Flow, veh/h	3510	5251	91	1810	5187	1610	1810	1576	274	1810	1900	1610
Grp Volume(v), veh/h	353	607	331	18	680	147	13	0	54	172	21	328
Grp Sat Flow(s),veh/h/ln	1755	1729	1884	1810	1729	1610	1810	0	1851	1810	1900	1610
Q Serve(g_s), s	10.1	12.9	12.9	1.2	9.6	6.0	0.9	0.0	3.0	10.4	0.9	1.7
Cycle Q Clear(g_c), s	10.1	12.9	12.9	1.2	9.6	6.0	0.9	0.0	3.0	10.4	0.9	1.7
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	864	1711	932	48	1426	443	37	0	308	324	618	920
V/C Ratio(X)	0.41	0.35	0.36	0.38	0.48	0.33	0.35	0.00	0.18	0.53	0.03	0.36
Avail Cap(c_a), veh/h	864	1711	932	136	1426	443	106	0	308	392	618	920
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	0.93	0.93	0.93	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	18.6	18.6	55.9	21.7	20.9	58.0	0.0	42.9	44.7	27.6	7.4
Incr Delay (d2), s/veh	0.2	0.4	0.8	4.5	1.1	1.9	5.5	0.0	1.2	1.4	0.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	5.2	5.8	0.6	3.4	2.3	0.4	0.0	1.5	4.8	0.4	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	19.0	19.4	60.4	22.8	22.8	63.5	0.0	44.2	46.1	27.7	8.5
LnGrp LOS	D	B	B	E	C	C	E	A	D	D	C	A
Approach Vol, veh/h		1291			845			67			521	
Approach Delay, s/veh		24.3			23.6			47.9			21.7	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	63.4	6.5	43.0	33.5	37.0	25.5	24.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	49.0	7.0	39.0	25.0	33.0	26.0	20.0					
Max Q Clear Time (g_c+1), s	14.9	2.9	3.7	12.1	11.6	12.4	5.0					
Green Ext Time (p_c), s	0.0	7.3	0.0	1.3	1.0	5.3	0.4	0.2				
Intersection Summary												
HCM 6th Ctrl Delay					24.2							
HCM 6th LOS					C							

HCM 6th Signalized Intersection Summary
 Int.7: Eucalyptus Ave & Fir Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↗		↖	↗
Traffic Volume (veh/h)	58	266	182	97	122	45
Future Volume (veh/h)	58	266	182	97	122	45
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	328	225	120	151	56
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	362	2136	827	425	618	550
Arrive On Green	0.20	0.59	0.36	0.36	0.34	0.34
Sat Flow, veh/h	1810	3705	2402	1185	1810	1610
Grp Volume(v), veh/h	72	328	174	171	151	56
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1687	1810	1610
Q Serve(g_s), s	4.0	4.9	8.2	8.7	7.2	2.8
Cycle Q Clear(g_c), s	4.0	4.9	8.2	8.7	7.2	2.8
Prop In Lane	1.00			0.70	1.00	1.00
Lane Grp Cap(c), veh/h	362	2136	647	604	618	550
V/C Ratio(X)	0.20	0.15	0.27	0.28	0.24	0.10
Avail Cap(c_a), veh/h	362	2136	647	604	618	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.86	0.86	0.97	0.97	1.00	1.00
Uniform Delay (d), s/veh	40.0	11.0	27.3	27.5	28.4	26.9
Incr Delay (d2), s/veh	0.2	0.1	1.0	1.1	0.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.0	3.7	3.7	3.3	3.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.2	11.1	28.3	28.6	29.3	27.3
LnGrp LOS	D	B	C	C	C	C
Approach Vol, veh/h		400	345		207	
Approach Delay, s/veh		16.4	28.5		28.8	
Approach LOS		B	C		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		75.0		45.0	28.0	47.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		71.0		41.0	24.0	43.0
Max Q Clear Time (g_c+I1), s		6.9		9.2	6.0	10.7
Green Ext Time (p_c), s		2.4		0.6	0.1	2.2
Intersection Summary						
HCM 6th Ctrl Delay			23.5			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary
 Int.8: Oliver St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗				↖ ↑ ↗	↖ ↑ ↗		↖ ↑ ↗	↖ ↑ ↗
Traffic Volume (veh/h)	232	491	25	30	408	13	60	51	29	13	35	198
Future Volume (veh/h)	232	491	25	30	408	13	60	51	29	13	35	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	261	552	28	34	458	15	67	57	33	15	39	222
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	452	2329	117	72	1290	42	158	135	255	108	282	335
Arrive On Green	0.50	0.92	0.92	0.04	0.25	0.25	0.16	0.16	0.16	0.21	0.21	0.21
Sat Flow, veh/h	1810	5057	255	1810	5160	168	1000	850	1610	521	1353	1610
Grp Volume(v), veh/h	261	376	204	34	306	167	124	0	33	54	0	222
Grp Sat Flow(s),veh/h/ln	1810	1729	1854	1810	1729	1870	1850	0	1610	1874	0	1610
Q Serve(g_s), s	12.2	1.3	1.3	2.2	8.7	8.8	7.3	0.0	2.1	2.8	0.0	15.2
Cycle Q Clear(g_c), s	12.2	1.3	1.3	2.2	8.7	8.8	7.3	0.0	2.1	2.8	0.0	15.2
Prop In Lane	1.00		0.14	1.00		0.09	0.54		1.00	0.28		1.00
Lane Grp Cap(c), veh/h	452	1592	854	72	865	467	293	0	255	390	0	335
V/C Ratio(X)	0.58	0.24	0.24	0.48	0.35	0.36	0.42	0.00	0.13	0.14	0.00	0.66
Avail Cap(c_a), veh/h	452	1592	854	136	865	467	293	0	255	390	0	335
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.5	2.6	2.6	56.4	37.0	37.1	45.6	0.0	43.4	38.7	0.0	43.6
Incr Delay (d2), s/veh	1.7	0.3	0.6	4.8	1.1	2.1	4.4	0.0	1.0	0.7	0.0	9.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.5	0.6	1.1	3.8	4.3	3.7	0.0	0.9	1.4	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	2.9	3.2	61.2	38.2	39.2	50.0	0.0	44.4	39.5	0.0	53.5
LnGrp LOS	C	A	A	E	D	D	D	A	D	D	A	D
Approach Vol, veh/h	841		507		157		276					
Approach Delay, s/veh	10.5		40.0		48.8		50.7					
Approach LOS	B		D		D		D					
Timer - Assigned Phs	1	2	4	5	6	8						
Phs Duration (G+Y+Rc), s	8.7	59.3	29.0	34.0	34.0	23.0						
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0						
Max Green Setting (Gmax), s	51.0	25.0	30.0	30.0	19.0							
Max Q Clear Time (g_c+1), s	3.3	17.2	14.2	10.8	9.3							
Green Ext Time (p_c), s	0.0	4.2	0.6	0.7	2.8	0.5						

Intersection Summary												
HCM 6th Ctrl Delay	28.5											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary
 Int.9: Moreno Beach Dr & SR-60 WB Ramps



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	84	4	208	350	81	214
Future Volume (veh/h)	84	4	208	350	81	214
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	97	5	239	402	93	246
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	125	819	744	742	795	1642
Arrive On Green	0.07	0.07	0.65	0.65	0.44	0.86
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	97	5	239	402	93	246
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	6.3	0.0	6.6	15.8	3.6	2.4
Cycle Q Clear(g_c), s	6.3	0.0	6.6	15.8	3.6	2.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	125	819	744	742	795	1642
V/C Ratio(X)	0.77	0.01	0.32	0.54	0.12	0.15
Avail Cap(c_a), veh/h	573	1217	744	742	795	1642
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.77	0.77	1.00	1.00
Uniform Delay (d), s/veh	54.9	14.5	13.8	12.3	19.9	1.3
Incr Delay (d2), s/veh	9.8	0.0	0.9	2.2	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.1	2.7	5.1	1.6	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.7	14.6	14.6	14.5	20.0	1.5
LnGrp LOS	E	B	B	B	B	A
Approach Vol, veh/h	102		641			339
Approach Delay, s/veh	62.2		14.6			6.5
Approach LOS	E		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	56.7	51.0			107.7	12.3
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	23.0	47.0			74.0	38.0
Max Q Clear Time (g_c+1), s	15.6	17.8			4.4	8.3
Green Ext Time (p_c), s	0.2	3.0			1.6	0.3
Intersection Summary						
HCM 6th Ctrl Delay			16.5			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
 Int.10: Moreno Beach Dr & SR-60 EB Ramps

Moreno Valley Trade Center

03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↑	↗		↕	
Traffic Volume (veh/h)	44	2	400	0	0	0	0	514	121	13	285	0
Future Volume (veh/h)	44	2	400	0	0	0	0	514	121	13	285	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	53	2	482				0	619	146	16	343	0
Peak Hour Factor	0.83	0.83	0.83				0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	364	14	335				0	823	698	22	468	0
Arrive On Green	0.21	0.21	0.21				0.00	0.87	0.87	0.52	0.52	0.00
Sat Flow, veh/h	1747	66	1610				0	1900	1610	84	1811	0
Grp Volume(v), veh/h	55	0	482				0	619	146	359	0	0
Grp Sat Flow(s),veh/h/ln	1813	0	1610				0	1900	1610	1896	0	0
Q Serve(g_s), s	3.0	0.0	25.0				0.0	15.0	1.8	17.7	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	25.0				0.0	15.0	1.8	17.7	0.0	0.0
Prop In Lane	0.96		1.00				0.00		1.00	0.04		0.00
Lane Grp Cap(c), veh/h	378	0	335				0	823	698	490	0	0
V/C Ratio(X)	0.15	0.00	1.44				0.00	0.75	0.21	0.73	0.00	0.00
Avail Cap(c_a), veh/h	378	0	335				0	823	698	490	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.95	0.95	0.97	0.00	0.00
Uniform Delay (d), s/veh	38.8	0.0	47.5				0.0	5.5	4.7	25.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	212.9				0.0	6.0	0.6	9.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4	0.0	29.8				0.0	3.9	0.7	7.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.0	0.0	260.4				0.0	11.5	5.3	34.9	0.0	0.0
LnGrp LOS	D	A	F				A	B	A	C	A	A
Approach Vol, veh/h		537						765			359	
Approach Delay, s/veh		237.7						10.3			34.9	
Approach LOS		F						B			C	
Timer - Assigned Phs		2	4	6								
Phs Duration (G+Y+Rc), s		56.0	29.0	35.0								
Change Period (Y+Rc), s		4.0	4.0	4.0								
Max Green Setting (Gmax), s		52.0	25.0	31.0								
Max Q Clear Time (g_c+I1), s		17.0	27.0	19.7								
Green Ext Time (p_c), s		5.3	0.0	1.6								
Intersection Summary												
HCM 6th Ctrl Delay			89.1									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary
 Int.11: Moreno Beach Dr & Eucalyptus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔	↑	↔	↔	↑↑	↔	↔	↑↑	↔
Traffic Volume (veh/h)	188	64	79	20	33	37	94	409	17	136	398	151
Future Volume (veh/h)	188	64	79	20	33	37	94	409	17	136	398	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	227	77	95	24	40	45	113	493	20	164	480	182
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	295	210	178	58	111	94	647	2224	992	196	1324	590
Arrive On Green	0.08	0.11	0.11	0.03	0.06	0.06	0.36	0.62	0.62	0.11	0.37	0.37
Sat Flow, veh/h	3510	1900	1610	1810	1900	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	227	77	95	24	40	45	113	493	20	164	480	182
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	7.6	4.5	3.5	1.6	2.4	3.2	5.1	7.3	0.6	10.7	11.7	7.4
Cycle Q Clear(g_c), s	7.6	4.5	3.5	1.6	2.4	3.2	5.1	7.3	0.6	10.7	11.7	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	295	210	178	58	111	94	647	2224	992	196	1324	590
V/C Ratio(X)	0.77	0.37	0.53	0.41	0.36	0.48	0.17	0.22	0.02	0.84	0.36	0.31
Avail Cap(c_a), veh/h	556	491	416	136	333	282	647	2224	992	407	1324	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	0.54	0.54	0.54
Uniform Delay (d), s/veh	53.8	49.5	13.8	57.0	54.3	54.7	26.4	10.2	9.0	52.5	27.8	15.8
Incr Delay (d2), s/veh	4.2	1.1	2.5	4.6	2.0	3.7	0.1	0.2	0.0	5.2	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	2.2	2.7	0.8	1.2	1.4	2.3	2.9	0.2	5.1	5.1	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.0	50.6	16.3	61.6	56.3	58.5	26.5	10.5	9.0	57.7	28.2	16.5
LnGrp LOS	E	D	B	E	E	E	C	B	A	E	C	B
Approach Vol, veh/h		399			109			626			826	
Approach Delay, s/veh		46.6			58.4			13.3			31.5	
Approach LOS		D			E			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	77.9	7.9	17.2	46.9	48.0	14.1	11.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	27.0	37.0	9.0	31.0	20.0	44.0	19.0	21.0				
Max Q Clear Time (g_c+M), s	12.5	9.3	3.6	6.5	7.1	13.7	9.6	5.2				
Green Ext Time (p_c), s	0.4	3.6	0.0	0.7	0.2	4.1	0.5	0.2				

Intersection Summary

HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	79	39	11	72	2	26	2	11	0	1	4
Future Vol, veh/h	10	79	39	11	72	2	26	2	11	0	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	25	85	-	25	120	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	11	90	44	13	82	2	30	2	13	0	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	84	0	0	134	0	0	224	222	90	250	264	82
Stage 1	-	-	-	-	-	-	112	112	-	108	108	-
Stage 2	-	-	-	-	-	-	112	110	-	142	156	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1526	-	-	1463	-	-	736	680	973	708	645	983
Stage 1	-	-	-	-	-	-	898	807	-	902	810	-
Stage 2	-	-	-	-	-	-	898	808	-	866	772	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1526	-	-	1463	-	-	723	669	973	689	635	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	733	668	-	689	635	-
Stage 1	-	-	-	-	-	-	892	801	-	896	803	-
Stage 2	-	-	-	-	-	-	885	801	-	846	767	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	1	9.7	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	733	909	1526	-	-	1463	-	-	886
HCM Lane V/C Ratio	0.04	0.016	0.007	-	-	0.009	-	-	0.006
HCM Control Delay (s)	10.1	9	7.4	-	-	7.5	-	-	9.1
HCM Lane LOS	B	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	0	-	-	0	-	-	0

HCM 6th Signalized Intersection Summary
 Int.13: Moreno Beach Dr & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Volume (veh/h)	64	105	68	41	248	11	113	501	26	10	386	67
Future Volume (veh/h)	64	105	68	41	248	11	113	501	26	10	386	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	71	117	76	46	276	12	126	557	29	11	429	74
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	195	127	83	315	14	403	865	45	282	658	113
Arrive On Green	0.05	0.18	0.18	0.05	0.17	0.17	0.22	0.48	0.48	0.16	0.42	0.42
Sat Flow, veh/h	1810	1076	699	1810	1807	79	1810	1790	93	1810	1579	272
Grp Volume(v), veh/h	71	0	193	46	0	288	126	0	586	11	0	503
Grp Sat Flow(s),veh/h/ln	1810	0	1774	1810	0	1886	1810	0	1883	1810	0	1851
Q Serve(g_s), s	4.6	0.0	12.0	3.0	0.0	17.9	7.0	0.0	28.0	0.6	0.0	26.1
Cycle Q Clear(g_c), s	4.6	0.0	12.0	3.0	0.0	17.9	7.0	0.0	28.0	0.6	0.0	26.1
Prop In Lane	1.00		0.39	1.00		0.04	1.00		0.05	1.00		0.15
Lane Grp Cap(c), veh/h	96	0	322	83	0	329	403	0	910	282	0	771
V/C Ratio(X)	0.74	0.00	0.60	0.56	0.00	0.88	0.31	0.00	0.64	0.04	0.00	0.65
Avail Cap(c_a), veh/h	151	0	458	121	0	456	403	0	910	282	0	771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.0	0.0	45.1	56.1	0.0	48.3	39.0	0.0	23.3	43.0	0.0	28.0
Incr Delay (d2), s/veh	10.7	0.0	1.8	5.7	0.0	13.2	0.4	0.0	3.5	0.1	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	5.4	1.5	0.0	9.6	3.2	0.0	13.1	0.3	0.0	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	0.0	46.9	61.8	0.0	61.4	39.4	0.0	26.7	43.1	0.0	32.3
LnGrp LOS	E	A	D	E	A	E	D	A	C	D	A	C
Approach Vol, veh/h		264			334			712				514
Approach Delay, s/veh		52.2			61.5			29.0				32.5
Approach LOS		D			E			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.7	62.0	9.5	25.8	30.7	54.0	10.3	24.9				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	58.0	8.0	31.0	15.0	50.0	10.0	29.0				
Max Q Clear Time (g_c+I1), s	2.6	30.0	5.0	14.0	9.0	28.1	6.6	19.9				
Green Ext Time (p_c), s	0.0	4.3	0.0	1.0	0.1	3.3	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay												39.3
HCM 6th LOS												D

HCM 6th Signalized Intersection Summary
 Int.14: Moreno Beach Dr & Cactus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	85	88	29	150	30	115	562	54	18	343	89
Future Volume (veh/h)	71	85	88	29	150	30	115	562	54	18	343	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	101	105	35	179	36	137	669	64	21	408	106
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	109	163	145	156	221	654	165	1444	783	525	2477	621
Arrive On Green	0.06	0.09	0.09	0.09	0.12	0.12	0.18	0.80	0.80	0.29	0.60	0.60
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	3610	1610	1810	4134	1037
Grp Volume(v), veh/h	85	101	105	35	179	36	137	669	64	21	339	175
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1805	1610	1810	1729	1713
Q Serve(g_s), s	5.6	6.5	7.6	2.2	11.0	0.3	8.8	7.1	0.0	1.0	5.2	5.5
Cycle Q Clear(g_c), s	5.6	6.5	7.6	2.2	11.0	0.3	8.8	7.1	0.0	1.0	5.2	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	109	163	145	156	221	654	165	1444	783	525	2072	1027
V/C Ratio(X)	0.78	0.62	0.72	0.22	0.81	0.06	0.83	0.46	0.08	0.04	0.16	0.17
Avail Cap(c_a), veh/h	271	542	483	166	459	856	377	1444	783	525	2072	1027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	52.6	53.1	51.1	51.7	12.1	48.2	7.9	5.3	30.6	10.7	10.7
Incr Delay (d2), s/veh	11.4	3.8	6.6	0.7	6.9	0.0	9.5	1.0	0.2	0.0	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.1	3.3	1.0	5.7	0.4	4.1	2.2	0.3	0.4	2.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.0	56.4	59.8	51.8	58.7	12.1	57.7	8.9	5.5	30.6	10.9	11.1
LnGrp LOS	E	E	E	D	E	B	E	A	A	C	B	B
Approach Vol, veh/h		291			250			870			535	
Approach Delay, s/veh		60.7			51.0			16.3			11.7	
Approach LOS		E			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	38.8	52.0	14.4	14.8	14.9	75.9	11.2	18.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	48.0	11.0	36.0	25.0	32.0	18.0	29.0					
Max Q Clear Time (g_c+1), s	9.1	4.2	9.6	10.8	7.5	7.6	13.0					
Green Ext Time (p_c), s	0.0	5.6	0.0	1.2	0.3	3.4	0.1	0.9				
Intersection Summary												
HCM 6th Ctrl Delay											26.2	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 Int.15: Moreno Beach Dr & John F Kennedy Dr

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	35	2	222	54	280	10	347	218	149	300	105
Future Volume (veh/h)	86	35	2	222	54	280	10	347	218	149	300	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	106	43	2	274	67	346	12	428	269	184	370	130
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	105	5	453	448	379	35	2286	1113	212	2069	693
Arrive On Green	0.07	0.06	0.06	0.25	0.24	0.24	0.02	0.44	0.44	0.23	1.00	1.00
Sat Flow, veh/h	1810	1801	84	1810	1900	1610	1810	5187	1610	1810	3841	1286
Grp Volume(v), veh/h	106	0	45	274	67	346	12	428	269	184	331	169
Grp Sat Flow(s),veh/h/ln	1810	0	1885	1810	1900	1610	1810	1729	1610	1810	1729	1669
Q Serve(g_s), s	6.9	0.0	2.8	16.1	3.4	25.1	0.8	6.0	3.6	11.7	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	2.8	16.1	3.4	25.1	0.8	6.0	3.6	11.7	0.0	0.0
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		0.77
Lane Grp Cap(c), veh/h	132	0	110	453	448	379	35	2286	1113	212	1863	899
V/C Ratio(X)	0.80	0.00	0.41	0.60	0.15	0.91	0.34	0.19	0.24	0.87	0.18	0.19
Avail Cap(c_a), veh/h	241	0	298	513	586	496	106	2286	1113	377	1863	899
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	54.7	0.0	54.5	39.7	36.3	44.7	58.1	20.5	2.2	45.0	0.0	0.0
Incr Delay (d2), s/veh	10.6	0.0	2.4	1.6	0.2	17.8	5.8	0.2	0.5	10.2	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	1.4	7.3	1.6	11.8	0.4	2.5	1.4	5.2	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	0.0	56.9	41.4	36.5	62.5	63.9	20.6	2.8	55.2	0.2	0.5
LnGrp LOS	E	A	E	D	D	E	E	C	A	E	A	A
Approach Vol, veh/h		151			687			709			684	
Approach Delay, s/veh		62.8			51.5			14.6			15.1	
Approach LOS		E			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.1	56.9	34.1	11.0	6.3	68.6	12.8	32.3				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	25.0	26.0	34.0	19.0	7.0	44.0	16.0	37.0				
Max Q Clear Time (g_c+I), s	11.7	8.0	18.1	4.8	2.8	2.0	8.9	27.1				
Green Ext Time (p_c), s	0.4	3.6	0.7	0.1	0.0	3.7	0.1	1.2				
Intersection Summary												
HCM 6th Ctrl Delay				29.4								
HCM 6th LOS				C								

Intersection

Intersection Delay, s/veh 59.6
 Intersection LOS F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	191	49	582	178	16	162
Future Vol, veh/h	191	49	582	178	16	162
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	201	52	613	187	17	171
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left NB			WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right SB		WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	14.1	85.2	11.5
HCM LOS	B	F	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	9%
Vol Thru, %	77%	0%	0%	91%
Vol Right, %	23%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	760	191	49	178
LT Vol	0	191	0	16
Through Vol	582	0	0	162
RT Vol	178	0	49	0
Lane Flow Rate	800	201	52	187
Geometry Grp	2	7	7	2
Degree of Util (X)	1.101	0.404	0.086	0.298
Departure Headway (Hd)	4.954	7.532	6.306	5.949
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	736	481	571	607
Service Time	2.954	5.232	4.006	3.949
HCM Lane V/C Ratio	1.087	0.418	0.091	0.308
HCM Control Delay	85.2	15.2	9.6	11.5
HCM Lane LOS	F	C	A	B
HCM 95th-tile Q	22.5	1.9	0.3	1.2

Intersection

Intersection Delay, s/veh74.3

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	1	1	244	1	146	1	603	82	9	354	3
Future Vol, veh/h	8	1	1	244	1	146	1	603	82	9	354	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	1	1	254	1	152	1	628	85	9	369	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.2	27.5	129.1	23.2
HCM LOS	B	D	F	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	80%	62%	2%
Vol Thru, %	88%	10%	0%	97%
Vol Right, %	12%	10%	37%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	686	10	391	366
LT Vol	1	8	244	9
Through Vol	603	1	1	354
RT Vol	82	1	146	3
Lane Flow Rate	715	10	407	381
Geometry Grp	1	1	1	1
Degree of Util (X)	1.205	0.024	0.743	0.682
Departure Headway (Hd)	6.072	8.95	6.988	6.819
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	600	402	521	534
Service Time	4.126	6.95	4.988	4.819
HCM Lane V/C Ratio	1.192	0.025	0.781	0.713
HCM Control Delay	129.1	12.2	27.5	23.2
HCM Lane LOS	F	B	D	C
HCM 95th-tile Q	25.5	0.1	6.3	5.2

Intersection

Intersection Delay, s/veh 86.2

Intersection LOS F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	33	545	128	115	559	25
Future Vol, veh/h	33	545	128	115	559	25
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	37	606	142	128	621	28
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	74.9	19.2	125.2
HCM LOS	F	C	F

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	96%	0%	53%
Vol Thru, %	0%	6%	47%
Vol Right, %	4%	94%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	584	578	243
LT Vol	559	0	128
Through Vol	0	33	115
RT Vol	25	545	0
Lane Flow Rate	649	642	270
Geometry Grp	1	1	1
Degree of Util (X)	1.187	1.044	0.533
Departure Headway (Hd)	6.769	6.372	7.749
Convergence, Y/N	Yes	Yes	Yes
Cap	539	572	470
Service Time	4.769	4.372	5.749
HCM Lane V/C Ratio	1.204	1.122	0.574
HCM Control Delay	125.2	74.9	19.2
HCM Lane LOS	F	F	C
HCM 95th-tile Q	22.8	16.5	3.1

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↷			↷	↷
Traffic Vol, veh/h	2	35	0	0	54	0	0	0	0	2	0	0
Future Vol, veh/h	2	35	0	0	54	0	0	0	0	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	92	92	90	90	92	92	92	90	92	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	39	0	0	60	0	0	0	0	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	60	0	0	39	0	0	73	103	39	103	103	30
Stage 1	-	-	-	-	-	-	43	43	-	60	60	-
Stage 2	-	-	-	-	-	-	30	60	-	43	43	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1572	-	-	1584	-	-	941	805	1038	899	805	1069
Stage 1	-	-	-	-	-	-	976	863	-	969	860	-
Stage 2	-	-	-	-	-	-	1009	860	-	976	863	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	1572	-	-	1584	-	-	940	805	1038	898	805	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	879	760	-	853	760	-
Stage 1	-	-	-	-	-	-	975	862	-	968	860	-
Stage 2	-	-	-	-	-	-	1009	860	-	975	862	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	0	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1572	-	-	1584	-	-	853
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.003
HCM Control Delay (s)		0	7.3	-	-	0	-	9.2
HCM Lane LOS		A	A	-	-	A	-	A
HCM 95th %tile Q(veh)		-	0	-	-	0	-	0

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	2	4	2	0	1	0	5	0	0	0
Future Vol, veh/h	0	1	2	4	2	0	1	0	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	75	75	75	75	92	75	92	75	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1	3	5	3	0	1	0	7	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3	0	0	4	0	0	16	16	3	19	17	3
Stage 1	-	-	-	-	-	-	3	3	-	13	13	-
Stage 2	-	-	-	-	-	-	13	13	-	6	4	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1632	-	-	1631	-	-	1004	882	1087	1000	881	1087
Stage 1	-	-	-	-	-	-	1025	897	-	1013	889	-
Stage 2	-	-	-	-	-	-	1013	889	-	1021	897	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1632	-	-	1631	-	-	1002	879	1087	992	878	1087
Mov Cap-2 Maneuver	-	-	-	-	-	-	1002	879	-	992	878	-
Stage 1	-	-	-	-	-	-	1025	897	-	1013	886	-
Stage 2	-	-	-	-	-	-	1010	886	-	1015	897	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.8	8.4	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1072	1632	-	-	1631	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-	0.003	-	-	-
HCM Control Delay (s)	8.4	0	-	-	7.2	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	6	0	0	5	0	1	0	15	0	0	0
Future Vol, veh/h	0	6	0	0	5	0	1	0	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	60	60	60	92	60	92	60	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	10	0	0	8	0	2	0	25	0	0	0

Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	8	0	0	10	0	0	18	18	10	31	18	8
Stage 1	-	-	-	-	-	-	10	10	-	8	8	-
Stage 2	-	-	-	-	-	-	8	8	-	23	10	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1625	-	-	1623	-	-	1001	880	1077	982	880	1080
Stage 1	-	-	-	-	-	-	1016	891	-	1019	893	-
Stage 2	-	-	-	-	-	-	1019	893	-	1000	891	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1625	-	-	1623	-	-	1001	880	1077	959	880	1080
Mov Cap-2 Maneuver	-	-	-	-	-	-	1001	880	-	959	880	-
Stage 1	-	-	-	-	-	-	1016	891	-	1019	893	-
Stage 2	-	-	-	-	-	-	1019	893	-	977	891	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	8.4	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1072	1625	-	-	1623	-	-	-
HCM Lane V/C Ratio	0.025	-	-	-	-	-	-	-
HCM Control Delay (s)	8.4	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	21	0	1	5	0	0	0	5	0	0	0
Future Vol, veh/h	0	21	0	1	5	0	0	0	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	60	60	60	92	60	92	60	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	35	0	2	8	0	0	0	8	0	0	0

Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	8	0	0	35	0	0	47	47	18	30	47	8
Stage 1	-	-	-	-	-	-	35	35	-	12	12	-
Stage 2	-	-	-	-	-	-	12	12	-	18	35	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1625	-	-	1589	-	-	957	849	1063	982	849	1080
Stage 1	-	-	-	-	-	-	982	870	-	1014	890	-
Stage 2	-	-	-	-	-	-	1014	890	-	1004	870	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1625	-	-	1589	-	-	956	848	1063	973	848	1080
Mov Cap-2 Maneuver	-	-	-	-	-	-	956	848	-	973	848	-
Stage 1	-	-	-	-	-	-	982	870	-	1014	889	-
Stage 2	-	-	-	-	-	-	1013	889	-	996	870	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.2	8.4	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1063	1625	-	-	1589	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-	0.001	-	-	-
HCM Control Delay (s)	8.4	0	-	-	7.3	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑↑		↑
Traffic Vol, veh/h	55	0	0	84	0	0
Future Vol, veh/h	55	0	0	84	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	60	0	0	91	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 60
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.2
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.3
Pot Cap-1 Maneuver	-	- 0	- 0 1011
Stage 1	-	- 0	- 0 -
Stage 2	-	- 0	- 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 1011
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

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

HCM 6th Signalized Intersection Summary
 Int.24: Redlands Blvd & Ironwood Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↘		↗	↘	↗
Traffic Volume (veh/h)	80	13	20	5	6	5	26	411	6	3	676	111
Future Volume (veh/h)	80	13	20	5	6	5	26	411	6	3	676	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	15	24	6	7	6	31	489	7	4	805	132
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	163	19	29	79	86	58	232	1472	21	13	1267	1073
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.04	0.26	0.26	0.01	0.67	0.67
Sat Flow, veh/h	1069	185	274	374	821	552	1810	1868	27	1810	1900	1610
Grp Volume(v), veh/h	134	0	0	19	0	0	31	0	496	4	805	132
Grp Sat Flow(s),veh/h/ln	1527	0	0	1747	0	0	1810	0	1895	1810	1900	1610
Q Serve(g_s), s	9.1	0.0	0.0	0.0	0.0	0.0	2.0	0.0	25.4	0.3	29.4	3.6
Cycle Q Clear(g_c), s	10.3	0.0	0.0	1.1	0.0	0.0	2.0	0.0	25.4	0.3	29.4	3.6
Prop In Lane	0.71		0.18	0.32		0.32	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	211	0	0	223	0	0	232	0	1493	13	1267	1073
V/C Ratio(X)	0.63	0.00	0.00	0.09	0.00	0.00	0.13	0.00	0.33	0.30	0.64	0.12
Avail Cap(c_a), veh/h	316	0	0	336	0	0	232	0	1493	106	1267	1073
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.89	0.00	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.6	0.0	0.0	48.6	0.0	0.0	51.0	0.0	18.8	59.3	11.6	7.3
Incr Delay (d2), s/veh	3.1	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.5	12.4	2.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.0	0.5	0.0	0.0	0.9	0.0	13.1	0.2	12.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.7	0.0	0.0	48.8	0.0	0.0	51.3	0.0	19.4	71.6	14.0	7.5
LnGrp LOS	E	A	A	D	A	A	D	A	B	E	B	A
Approach Vol, veh/h		134			19			527			941	
Approach Delay, s/veh		55.7			48.8			21.2			13.3	
Approach LOS		E			D			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	98.5		16.6	19.4	84.0		16.6				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.0	80.0		21.0	7.0	80.0		21.0				
Max Q Clear Time (g_c+I1), s	2.3	27.4		12.3	4.0	31.4		3.1				
Green Ext Time (p_c), s	0.0	3.7		0.4	0.0	8.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
 Int.25: Redlands Blvd & SR-60 WB Ramps

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↑	↗	↖	↕	↘
Traffic Volume (veh/h)	2	1	3	38	0	31	5	399	155	356	332	2
Future Volume (veh/h)	2	1	3	38	0	31	5	399	155	356	332	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	1	4	45	0	36	6	469	182	419	391	2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	15	7	20	58	0	46	532	1040	980	445	944	5
Arrive On Green	0.01	0.01	0.01	0.06	0.00	0.06	0.59	1.00	1.00	0.25	0.50	0.50
Sat Flow, veh/h	1226	613	1610	953	0	762	1810	1900	1610	1810	1889	10
Grp Volume(v), veh/h	3	0	4	81	0	0	6	469	182	419	0	393
Grp Sat Flow(s),veh/h/ln	0	1610	1715	0	0	1810	1900	1610	1810	0	1898	
Q Serve(g_s), s	0.2	0.0	0.3	5.6	0.0	0.0	0.2	0.0	0.0	27.3	0.0	15.7
Cycle Q Clear(g_c), s	0.2	0.0	0.3	5.6	0.0	0.0	0.2	0.0	0.0	27.3	0.0	15.7
Prop In Lane	0.67		1.00	0.56		0.44	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	22	0	20	104	0	0	532	1040	980	445	0	949
V/C Ratio(X)	0.13	0.00	0.20	0.78	0.00	0.00	0.01	0.45	0.19	0.94	0.00	0.41
Avail Cap(c_a), veh/h	283	0	248	264	0	0	532	1040	980	467	0	949
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.94	0.94	0.94	0.80	0.00	0.80
Uniform Delay (d), s/veh	58.6	0.0	58.7	55.6	0.0	0.0	17.5	0.0	0.0	44.4	0.0	18.9
Incr Delay (d2), s/veh	2.7	0.0	5.0	11.7	0.0	0.0	0.0	1.3	0.4	23.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	2.8	0.0	0.0	0.1	0.4	0.1	15.0	0.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	0.0	63.7	67.2	0.0	0.0	17.5	1.3	0.4	67.4	0.0	20.0
LnGrp LOS	E	A	E	E	A	A	B	A	A	E	A	B
Approach Vol, veh/h		7			81			657			812	
Approach Delay, s/veh		62.7			67.2			1.2			44.5	
Approach LOS		E			E			A			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	33.5	69.7		5.5	39.3	64.0		11.3				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	31.0	36.0		18.5	7.0	60.0		18.5				
Max Q Clear Time (g_c+Y), s	29.3	2.0		2.3	2.2	17.7		7.6				
Green Ext Time (p_c), s	0.3	3.9		0.0	0.0	2.7		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				27.5								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 Int.26: Redlands Blvd & SR-60 EB Ramps

Moreno Valley Trade Center

03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕					↕	↑			↑	↕
Traffic Volume (veh/h)	131	0	81	0	0	0	69	428	0	0	339	34
Future Volume (veh/h)	131	0	81	0	0	0	69	428	0	0	339	34
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	164	0	101				86	535	0	0	424	42
Peak Hour Factor	0.80	0.92	0.80				0.80	0.80	0.92	0.92	0.80	0.80
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	190	0	117				478	1436	0	0	871	1024
Arrive On Green	0.18	0.00	0.18				0.53	1.00	0.00	0.00	0.46	0.46
Sat Flow, veh/h	1069	0	659				1810	1900	0	0	1900	1610
Grp Volume(v), veh/h	265	0	0				86	535	0	0	424	42
Grp Sat Flow(s),veh/h/ln	1728	0	0				1810	1900	0	0	1900	1610
Q Serve(g_s), s	17.9	0.0	0.0				3.0	0.0	0.0	0.0	18.7	1.2
Cycle Q Clear(g_c), s	17.9	0.0	0.0				3.0	0.0	0.0	0.0	18.7	1.2
Prop In Lane	0.62		0.38				1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	307	0	0				478	1436	0	0	871	1024
V/C Ratio(X)	0.86	0.00	0.00				0.18	0.37	0.00	0.00	0.49	0.04
Avail Cap(c_a), veh/h	533	0	0				478	1436	0	0	871	1024
HCM Platoon Ratio	1.00	1.00	1.00				2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00				0.94	0.94	0.00	0.00	0.98	0.98
Uniform Delay (d), s/veh	47.9	0.0	0.0				21.5	0.0	0.0	0.0	22.7	8.2
Incr Delay (d2), s/veh	7.2	0.0	0.0				0.2	0.7	0.0	0.0	1.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	0.0				1.3	0.3	0.0	0.0	8.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	0.0	0.0				21.7	0.7	0.0	0.0	24.6	8.2
LnGrp LOS	E	A	A				C	A	A	A	C	A
Approach Vol, veh/h		265						621			466	
Approach Delay, s/veh		55.1						3.6			23.1	
Approach LOS		E						A			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		94.7		25.3	35.7	59.0						
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0						
Max Green Setting (Gmax), s		75.0		37.0	16.0	55.0						
Max Q Clear Time (g_c+I1), s		2.0		19.9	5.0	20.7						
Green Ext Time (p_c), s		4.1		1.5	0.1	3.0						
Intersection Summary												
HCM 6th Ctrl Delay											20.4	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 Int.27: Redlands Blvd & Eucalyptus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↗			↕	↗
Traffic Volume (veh/h)	43	0	12	0	0	16	13	438	0	0	349	71
Future Volume (veh/h)	43	0	12	0	0	16	13	438	0	0	349	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	0	15	0	0	20	16	554	0	0	442	90
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	0	123	0	0	46	44	1556	0	0	1447	1311
Arrive On Green	0.05	0.00	0.05	0.00	0.00	0.03	0.02	0.82	0.00	0.00	0.76	0.76
Sat Flow, veh/h	1810	0	1610	0	0	1610	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h	54	0	15	0	0	20	16	554	0	0	442	90
Grp Sat Flow(s),veh/h/ln	1810	0	1610	0	0	1610	1810	1900	0	0	1900	1610
Q Serve(g_s), s	3.5	0.0	1.0	0.0	0.0	1.5	1.0	8.9	0.0	0.0	8.7	1.3
Cycle Q Clear(g_c), s	3.5	0.0	1.0	0.0	0.0	1.5	1.0	8.9	0.0	0.0	8.7	1.3
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	95	0	123	0	0	46	44	1556	0	0	1447	1311
V/C Ratio(X)	0.57	0.00	0.12	0.00	0.00	0.44	0.37	0.36	0.00	0.00	0.31	0.07
Avail Cap(c_a), veh/h	317	0	321	0	0	255	136	1556	0	0	1447	1311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	0.94	0.94
Uniform Delay (d), s/veh	55.5	0.0	51.6	0.0	0.0	57.4	57.7	2.8	0.0	0.0	4.4	2.2
Incr Delay (d2), s/veh	5.3	0.0	0.4	0.0	0.0	6.5	5.1	0.6	0.0	0.0	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.4	0.0	0.0	0.7	0.5	2.7	0.0	0.0	3.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.8	0.0	52.1	0.0	0.0	63.8	62.7	3.4	0.0	0.0	5.0	2.3
LnGrp LOS	E	A	D	A	A	E	E	A	A	A	A	A
Approach Vol, veh/h		69			20			570			532	
Approach Delay, s/veh		58.9			63.8			5.1			4.5	
Approach LOS		E			E			A			A	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		102.3		10.3	6.9	95.4		7.4				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		68.0		21.0	9.0	55.0		19.0				
Max Q Clear Time (g_c+I1), s		10.9		5.5	3.0	10.7		3.5				
Green Ext Time (p_c), s		4.2		0.2	0.0	3.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay											8.9	
HCM 6th LOS											A	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	0	0	451	361	0
Future Vol, veh/h	0	0	0	451	361	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	490	392	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	392	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	661	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	661	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	0	0	451	361	0
Future Vol, veh/h	0	0	0	451	361	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	490	392	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	392	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.2	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.3	-
Pot Cap-1 Maneuver	0	661	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	661	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	2	0	433	347	5
Future Vol, veh/h	22	2	0	433	347	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	3	0	548	439	6

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	990	442	445	0	-	0
Stage 1	442	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	260	748	1141	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	260	748	1141	-	-	-
Mov Cap-2 Maneuver	260	-	-	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	583	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1141	-	260	748	-	-
HCM Lane V/C Ratio	-	-	0.107	0.003	-	-
HCM Control Delay (s)	0	-	20.5	9.8	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	0	-	-

HCM 6th Signalized Intersection Summary
 Int.31: Redlands Blvd & Cottonwood Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	29	41	22	373	329	28
Future Volume (veh/h)	29	41	22	373	329	28
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	49	26	444	392	33
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	130	115	69	1583	1421	1204
Arrive On Green	0.07	0.07	0.04	0.83	0.75	0.75
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	35	49	26	444	392	33
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	1.5	2.4	1.2	4.3	5.5	0.4
Cycle Q Clear(g_c), s	1.5	2.4	1.2	4.3	5.5	0.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	130	115	69	1583	1421	1204
V/C Ratio(X)	0.27	0.43	0.38	0.28	0.28	0.03
Avail Cap(c_a), veh/h	689	613	280	1583	1421	1204
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	37.3	39.5	1.5	3.4	2.7
Incr Delay (d2), s/veh	1.1	2.5	3.4	0.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.6	0.8	1.7	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.0	39.8	42.9	2.0	3.9	2.8
LnGrp LOS	D	D	D	A	A	A
Approach Vol, veh/h	84			470	425	
Approach Delay, s/veh	39.1			4.2	3.8	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		74.0		10.0	7.2	66.8
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		70.0		32.0	13.0	53.0
Max Q Clear Time (g_c+I1), s		6.3		4.4	3.2	7.5
Green Ext Time (p_c), s		3.2		0.2	0.0	2.8
Intersection Summary						
HCM 6th Ctrl Delay			7.0			
HCM 6th LOS			A			

Intersection												
Intersection Delay, s/veh	26.7											
Intersection LOS	D											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕	↕		↕	
Traffic Vol, veh/h	59	45	23	73	148	15	19	303	62	16	306	84
Future Vol, veh/h	59	45	23	73	148	15	19	303	62	16	306	84
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	65	49	25	80	163	16	21	333	68	18	336	92
Number of Lanes	0	1	1	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	13.6	20.5	22.2	38.7
HCM LOS	B	C	C	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	6%	0%	57%	0%	31%	4%
Vol Thru, %	94%	0%	43%	0%	63%	75%
Vol Right, %	0%	100%	0%	100%	6%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	322	62	104	23	236	406
LT Vol	19	0	59	0	73	16
Through Vol	303	0	45	0	148	306
RT Vol	0	62	0	23	15	84
Lane Flow Rate	354	68	114	25	259	446
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.695	0.12	0.267	0.052	0.561	0.856
Departure Headway (Hd)	7.073	6.325	8.417	7.401	7.793	6.909
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	510	563	424	480	462	522
Service Time	4.851	4.102	6.214	5.197	5.878	4.982
HCM Lane V/C Ratio	0.694	0.121	0.269	0.052	0.561	0.854
HCM Control Delay	24.6	10	14.3	10.6	20.5	38.7
HCM Lane LOS	C	A	B	B	C	E
HCM 95th-tile Q	5.3	0.4	1.1	0.2	3.4	9

Intersection

Intersection Delay, s/veh11.1

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	111	7	67	1	9	15	18	259	1	6	282	125
Future Vol, veh/h	111	7	67	1	9	15	18	259	1	6	282	125
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	125	8	75	1	10	17	20	291	1	7	317	140
Number of Lanes	0	2	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	11	9.8	10.6	11.6
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	12%	0%	97%	0%	4%	4%	0%
Vol Thru, %	88%	99%	3%	5%	36%	96%	53%
Vol Right, %	0%	1%	0%	95%	60%	0%	47%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	148	131	115	71	25	147	266
LT Vol	18	0	111	0	1	6	0
Through Vol	130	130	4	4	9	141	141
RT Vol	0	1	0	67	15	0	125
Lane Flow Rate	166	147	129	79	28	165	299
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.271	0.237	0.248	0.127	0.05	0.261	0.443
Departure Headway (Hd)	5.891	5.823	6.938	5.773	6.457	5.691	5.338
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	610	617	518	621	554	633	675
Service Time	3.62	3.553	4.672	3.507	4.502	3.418	3.065
HCM Lane V/C Ratio	0.272	0.238	0.249	0.127	0.051	0.261	0.443
HCM Control Delay	10.8	10.4	12	9.3	9.8	10.4	12.3
HCM Lane LOS	B	B	B	A	A	B	B
HCM 95th-tile Q	1.1	0.9	1	0.4	0.2	1	2.3

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	31	22	50	28	16	118
Future Vol, veh/h	31	22	50	28	16	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	240	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	42	30	68	38	22	162

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	196	22	184	0	0
Stage 1	22	-	-	-	-
Stage 2	174	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	797	1061	1403	-	-
Stage 1	1006	-	-	-	-
Stage 2	861	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	759	1061	1403	-	-
Mov Cap-2 Maneuver	759	-	-	-	-
Stage 1	958	-	-	-	-
Stage 2	861	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	4.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1403	-	759	1061	-	-
HCM Lane V/C Ratio	0.049	-	0.056	0.028	-	-
HCM Control Delay (s)	7.7	-	10	8.5	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	0.1	-	-

HCM 6th Signalized Intersection Summary
 Int.1: Kitching St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	102	733	133	119	673	67	54	109	80	50	148	95
Future Volume (veh/h)	102	733	133	119	673	67	54	109	80	50	148	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	780	141	127	716	71	57	116	85	53	157	101
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	348	1349	244	363	1624	804	90	360	244	90	378	229
Arrive On Green	0.19	0.44	0.44	0.20	0.45	0.45	0.05	0.17	0.17	0.05	0.17	0.17
Sat Flow, veh/h	1810	3054	552	1810	3610	1610	1810	2057	1397	1810	2158	1311
Grp Volume(v), veh/h	109	461	460	127	716	71	57	101	100	53	130	128
Grp Sat Flow(s),veh/h/ln	1810	1805	1801	1810	1805	1610	1810	1805	1649	1810	1805	1664
Q Serve(g_s), s	6.2	23.0	23.0	7.2	16.3	0.0	3.7	5.8	6.4	3.4	7.7	8.3
Cycle Q Clear(g_c), s	6.2	23.0	23.0	7.2	16.3	0.0	3.7	5.8	6.4	3.4	7.7	8.3
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.85	1.00		0.79
Lane Grp Cap(c), veh/h	348	797	795	363	1625	804	90	316	288	90	316	291
V/C Ratio(X)	0.31	0.58	0.58	0.35	0.44	0.09	0.63	0.32	0.35	0.59	0.41	0.44
Avail Cap(c_a), veh/h	348	797	795	363	1625	804	166	316	288	166	316	291
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	25.1	25.1	41.3	22.6	15.7	56.0	43.3	43.5	55.8	44.0	44.2
Incr Delay (d2), s/veh	0.5	3.0	3.1	0.5	0.8	0.2	7.2	2.6	3.3	6.0	3.9	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	10.4	10.4	3.3	7.1	1.1	1.9	2.9	2.9	1.7	3.8	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	28.2	28.2	41.8	23.4	15.9	63.2	45.9	46.8	61.9	47.9	49.0
LnGrp LOS	D	C	C	D	C	B	E	D	D	E	D	D
Approach Vol, veh/h		1030			914			258			311	
Approach Delay, s/veh		29.7			25.4			50.1			50.8	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.0	57.0	10.0	25.0	27.0	58.0	10.0	25.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	19.0	53.0	11.0	21.0	18.0	54.0	11.0	21.0				
Max Q Clear Time (g_c+I1), s	9.2	25.0	5.7	10.3	8.2	18.3	5.4	8.4				
Green Ext Time (p_c), s	0.2	6.8	0.0	1.0	0.2	6.0	0.0	0.8				

Intersection Summary												
HCM 6th Ctrl Delay											32.8	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 Int.2: Lasselle St & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑	↗	↘	↑	↗	↘	↗	↘
Traffic Volume (veh/h)	63	393	204	94	267	21	161	366	104	14	361	29
Future Volume (veh/h)	63	393	204	94	267	21	161	366	104	14	361	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	432	224	103	293	23	177	402	114	15	397	32
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	265	485	411	128	342	503	390	776	771	239	564	45
Arrive On Green	0.15	0.26	0.26	0.07	0.18	0.18	0.22	0.41	0.41	0.13	0.32	0.32
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1735	140
Grp Volume(v), veh/h	69	432	224	103	293	23	177	402	114	15	0	429
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	0	1875
Q Serve(g_s), s	4.1	26.3	14.4	6.7	17.9	0.0	10.2	19.1	0.0	0.9	0.0	24.0
Cycle Q Clear(g_c), s	4.1	26.3	14.4	6.7	17.9	0.0	10.2	19.1	0.0	0.9	0.0	24.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	265	485	411	128	342	503	390	776	771	239	0	609
V/C Ratio(X)	0.26	0.89	0.54	0.80	0.86	0.05	0.45	0.52	0.15	0.06	0.00	0.70
Avail Cap(c_a), veh/h	265	586	496	166	602	723	390	776	771	239	0	609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.5	43.1	38.6	54.9	47.7	28.8	40.9	26.6	17.5	45.6	0.0	35.4
Incr Delay (d2), s/veh	0.5	13.8	1.1	16.6	5.3	0.0	0.8	2.5	0.4	0.1	0.0	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9	14.1	5.8	3.7	9.0	0.5	4.7	9.1	1.9	0.4	0.0	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	56.9	39.8	71.5	53.0	28.8	41.7	29.1	17.9	45.7	0.0	42.1
LnGrp LOS	D	E	D	E	D	C	D	C	B	D	A	D
Approach Vol, veh/h		725			419			693			444	
Approach Delay, s/veh		50.6			56.2			30.5			42.3	
Approach LOS		D			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.9	53.0	12.5	34.6	29.9	43.0	21.5	25.6				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	49.0	11.0	37.0	17.0	39.0	10.0	38.0					
Max Q Clear Time (g_c+1), s	21.1	8.7	28.3	12.2	26.0	6.1	19.9					
Green Ext Time (p_c), s	0.0	3.0	0.0	2.3	0.2	2.2	0.0	1.6				

Intersection Summary

HCM 6th Ctrl Delay	43.9
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.3: Lasselle St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↑↑↑		↔↔↔	↑↑↑		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	137	382	313	615	623	79	217	538	393	179	667	76
Future Volume (veh/h)	137	382	313	615	623	79	217	538	393	179	667	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	149	415	340	668	677	86	236	585	427	195	725	83
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	347	920	428	753	1781	224	297	1132	850	255	985	113
Arrive On Green	0.10	0.27	0.27	0.21	0.38	0.38	0.08	0.31	0.31	0.07	0.30	0.30
Sat Flow, veh/h	3510	3458	1610	3510	4665	587	3510	3610	1610	3510	3264	373
Grp Volume(v), veh/h	149	415	340	668	500	263	236	585	427	195	401	407
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1794	1755	1805	1610	1755	1805	1833
Q Serve(g_s), s	4.8	12.0	23.6	22.2	12.5	12.7	7.9	15.9	20.4	6.5	23.9	23.9
Cycle Q Clear(g_c), s	4.8	12.0	23.6	22.2	12.5	12.7	7.9	15.9	20.4	6.5	23.9	23.9
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	347	920	428	753	1320	685	297	1132	850	255	545	553
V/C Ratio(X)	0.43	0.45	0.79	0.89	0.38	0.38	0.80	0.52	0.50	0.76	0.74	0.74
Avail Cap(c_a), veh/h	347	920	428	907	1320	685	380	1132	850	351	545	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.9	36.7	41.0	45.7	26.8	26.9	53.9	33.7	18.2	54.6	37.6	37.6
Incr Delay (d2), s/veh	0.7	1.3	11.9	8.3	0.7	1.4	8.7	1.7	2.1	6.5	8.6	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	5.3	10.7	10.5	5.3	5.7	3.9	7.2	8.0	3.1	11.8	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	38.1	52.9	54.0	27.5	28.3	62.6	35.4	20.3	61.1	46.2	46.1
LnGrp LOS	D	D	D	D	C	C	E	D	C	E	D	D
Approach Vol, veh/h		904			1431			1248			1003	
Approach Delay, s/veh		45.9			40.0			35.4			49.1	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.7	35.9	14.1	40.2	15.9	49.8	12.7	41.6				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	23.8	23.8	13.0	36.2	9.0	45.8	12.0	37.2				
Max Q Clear Time (g_c+Y), s	24.2	25.6	9.9	25.9	6.8	14.7	8.5	22.4				
Green Ext Time (p_c), s	1.6	0.0	0.2	3.7	0.1	5.6	0.2	5.0				
Intersection Summary												
HCM 6th Ctrl Delay				41.9								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary
 Int.4: Nason St & Eucalyptus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	159	53	159	171	9	47	778	206	22	779	81
Future Volume (veh/h)	40	159	53	159	171	9	47	778	206	22	779	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	164	55	164	176	9	48	802	212	23	803	84
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	247	110	191	456	23	454	1868	494	57	1457	152
Arrive On Green	0.04	0.07	0.07	0.21	0.26	0.26	0.25	0.66	0.66	0.03	0.44	0.44
Sat Flow, veh/h	1810	3610	1610	1810	3495	178	1810	2824	746	1810	3298	345
Grp Volume(v), veh/h	41	164	55	164	90	95	48	513	501	23	439	448
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1868	1810	1805	1766	1810	1805	1838
Q Serve(g_s), s	2.7	5.3	4.0	10.5	4.9	5.0	2.4	16.1	16.1	1.5	21.6	21.6
Cycle Q Clear(g_c), s	2.7	5.3	4.0	10.5	4.9	5.0	2.4	16.1	16.1	1.5	21.6	21.6
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.42	1.00		0.19
Lane Grp Cap(c), veh/h	79	247	110	191	236	244	454	1194	1168	57	797	812
V/C Ratio(X)	0.52	0.67	0.50	0.86	0.38	0.39	0.11	0.43	0.43	0.41	0.55	0.55
Avail Cap(c_a), veh/h	106	602	268	317	511	529	454	1194	1168	106	797	812
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	54.6	53.9	46.4	40.4	40.4	34.6	9.6	9.6	57.0	24.7	24.7
Incr Delay (d2), s/veh	5.3	3.1	3.5	11.4	1.0	1.0	0.1	1.1	1.2	4.6	2.7	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3	2.5	1.7	4.8	2.2	2.3	1.1	6.4	6.3	0.8	9.7	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	57.6	57.4	57.8	41.4	41.4	34.7	10.7	10.8	61.7	27.5	27.4
LnGrp LOS	E	E	E	E	D	D	C	B	B	E	C	C
Approach Vol, veh/h		260			349			1062			910	
Approach Delay, s/veh		58.2			49.1			11.8			28.3	
Approach LOS		E			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	83.4	16.7	12.2	34.1	57.0	9.2	19.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	56.0	21.0	20.0	10.0	53.0	7.0	34.0					
Max Q Clear Time (g_c+1), s	18.1	12.5	7.3	4.4	23.6	4.7	7.0					
Green Ext Time (p_c), s	0.0	8.4	0.3	0.9	0.0	6.5	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay											27.3	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 Int.5: Nason St & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑	↖	↖	↑↑	↖	↖	↑↑↑	↖
Traffic Volume (veh/h)	96	281	60	22	200	53	62	639	71	58	642	67
Future Volume (veh/h)	96	281	60	22	200	53	62	639	71	58	642	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	107	312	67	24	222	59	69	710	79	64	713	74
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	199	597	266	113	268	227	517	2230	995	93	1988	617
Arrive On Green	0.06	0.17	0.17	0.03	0.14	0.14	0.29	0.62	0.62	0.05	0.38	0.38
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	1810	5187	1610
Grp Volume(v), veh/h	107	312	67	24	222	59	69	710	79	64	713	74
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1810	1729	1610
Q Serve(g_s), s	3.6	9.5	2.5	0.8	13.6	3.4	3.4	11.2	2.4	4.2	11.8	3.6
Cycle Q Clear(g_c), s	3.6	9.5	2.5	0.8	13.6	3.4	3.4	11.2	2.4	4.2	11.8	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	597	266	113	268	227	517	2230	995	93	1988	617
V/C Ratio(X)	0.54	0.52	0.25	0.21	0.83	0.26	0.13	0.32	0.08	0.69	0.36	0.12
Avail Cap(c_a), veh/h	351	1053	470	263	507	429	517	2230	995	196	1988	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.1	45.7	14.6	56.6	50.1	34.2	31.8	10.9	9.2	56.0	26.5	23.9
Incr Delay (d2), s/veh	1.5	0.5	0.3	0.9	6.5	0.6	0.1	0.4	0.2	8.7	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.3	1.7	0.4	7.0	1.6	1.5	4.5	0.9	2.1	5.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.6	46.2	14.9	57.5	56.7	34.8	31.9	11.3	9.4	64.6	27.0	24.3
LnGrp LOS	E	D	B	E	E	C	C	B	A	E	C	C
Approach Vol, veh/h		486			305			858			851	
Approach Delay, s/veh		44.2			52.5			12.8			29.6	
Approach LOS		D			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	78.1	7.9	23.9	38.3	50.0	10.8	20.9				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	10.0	47.0	9.0	35.0	14.0	46.0	12.0	32.0				
Max Q Clear Time (g_c+10), s	10.2	13.2	2.8	11.5	5.4	13.8	5.6	15.6				
Green Ext Time (p_c), s	0.1	5.9	0.0	2.2	0.1	5.9	0.1	1.3				

Intersection Summary

HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 Int.6: Nason St & Iris Ave

Moreno Valley Trade Center
 03/30/2020

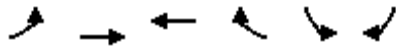


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↑ ↑ ↑		↖ ↗	↑ ↑ ↑	↖	↖	↑		↖	↑	↖
Traffic Volume (veh/h)	228	561	15	20	749	155	16	27	12	114	53	408
Future Volume (veh/h)	228	561	15	20	749	155	16	27	12	114	53	408
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	240	591	16	21	788	163	17	28	13	120	56	429
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1082	2466	67	226	1513	470	46	194	90	196	459	885
Arrive On Green	0.31	0.47	0.47	0.25	0.58	0.58	0.03	0.16	0.16	0.11	0.24	0.24
Sat Flow, veh/h	3510	5193	140	1810	5187	1610	1810	1228	570	1810	1900	1610
Grp Volume(v), veh/h	240	393	214	21	788	163	17	0	41	120	56	429
Grp Sat Flow(s),veh/h/ln	1755	1729	1875	1810	1729	1610	1810	0	1797	1810	1900	1610
Q Serve(g_s), s	6.1	8.1	8.1	1.1	10.9	6.3	1.1	0.0	2.4	7.6	2.8	2.6
Cycle Q Clear(g_c), s	6.1	8.1	8.1	1.1	10.9	6.3	1.1	0.0	2.4	7.6	2.8	2.6
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	1082	1643	891	226	1513	470	46	0	285	196	459	885
V/C Ratio(X)	0.22	0.24	0.24	0.09	0.52	0.35	0.37	0.00	0.14	0.61	0.12	0.48
Avail Cap(c_a), veh/h	1082	1643	891	226	1513	470	136	0	285	287	459	885
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.80	0.80	0.80	0.95	0.95	0.95	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	18.7	18.7	39.8	20.0	19.0	57.6	0.0	43.5	51.1	35.6	8.9
Incr Delay (d2), s/veh	0.1	0.3	0.5	0.2	1.2	1.9	5.0	0.0	1.1	3.1	0.5	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	3.3	3.7	0.5	3.7	2.4	0.6	0.0	1.1	3.6	1.4	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	18.9	19.2	40.0	21.2	21.0	62.5	0.0	44.6	54.1	36.1	10.8
LnGrp LOS	C	B	B	D	C	C	E	A	D	D	D	B
Approach Vol, veh/h		847			972			58			605	
Approach Delay, s/veh		22.4			21.6			49.8			21.7	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	61.0	7.0	33.0	41.0	39.0	17.0	23.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	57.0	9.0	29.0	31.0	35.0	19.0	19.0					
Max Q Clear Time (g_c+1), s	10.1	3.1	4.8	8.1	12.9	9.6	4.4					
Green Ext Time (p_c), s	0.0	4.4	0.0	1.9	0.8	6.3	0.2	0.1				
Intersection Summary												
HCM 6th Ctrl Delay					22.6							
HCM 6th LOS					C							

HCM 6th Signalized Intersection Summary
 Int.7: Eucalyptus Ave & Fir Ave

Moreno Valley Trade Center

03/30/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↗		↖	↗
Traffic Volume (veh/h)	33	343	325	180	158	39
Future Volume (veh/h)	33	343	325	180	158	39
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	365	346	191	168	41
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	226	2166	998	541	603	537
Arrive On Green	0.13	0.60	0.44	0.44	0.33	0.33
Sat Flow, veh/h	1810	3705	2355	1224	1810	1610
Grp Volume(v), veh/h	35	365	275	262	168	41
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1680	1810	1610
Q Serve(g_s), s	2.1	5.4	12.0	12.4	8.2	2.1
Cycle Q Clear(g_c), s	2.1	5.4	12.0	12.4	8.2	2.1
Prop In Lane	1.00			0.73	1.00	1.00
Lane Grp Cap(c), veh/h	226	2166	797	742	603	537
V/C Ratio(X)	0.15	0.17	0.34	0.35	0.28	0.08
Avail Cap(c_a), veh/h	226	2166	797	742	603	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.93	0.93	1.00	1.00
Uniform Delay (d), s/veh	46.8	10.7	22.1	22.2	29.4	27.4
Incr Delay (d2), s/veh	0.3	0.1	1.1	1.2	1.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0	2.2	5.3	5.1	3.8	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	47.1	10.8	23.2	23.4	30.5	27.6
LnGrp LOS	D	B	C	C	C	C
Approach Vol, veh/h		400	537		209	
Approach Delay, s/veh		14.0	23.3		30.0	
Approach LOS		B	C		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		76.0		44.0	19.0	57.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		72.0		40.0	15.0	53.0
Max Q Clear Time (g_c+I1), s		7.4		10.2	4.1	14.4
Green Ext Time (p_c), s		2.7		0.6	0.0	3.7
Intersection Summary						
HCM 6th Ctrl Delay			21.3			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary
 Int.8: Oliver St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗				↖ ↗	↖ ↗		↖ ↗	↖ ↗
Traffic Volume (veh/h)	50	503	44	50	609	2	45	7	33	0	13	45
Future Volume (veh/h)	50	503	44	50	609	2	45	7	33	0	13	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	553	48	55	669	2	49	8	36	0	14	49
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	241	2072	178	89	1824	5	326	53	335	0	348	295
Arrive On Green	0.27	0.85	0.85	0.05	0.34	0.34	0.21	0.21	0.21	0.00	0.18	0.18
Sat Flow, veh/h	1810	4865	418	1810	5339	16	1566	256	1610	0	1900	1610
Grp Volume(v), veh/h	55	392	209	55	433	238	57	0	36	0	14	49
Grp Sat Flow(s),veh/h/ln	1810	1729	1825	1810	1729	1897	1822	0	1610	0	1900	1610
Q Serve(g_s), s	2.8	2.6	2.6	3.6	11.3	11.3	3.1	0.0	2.2	0.0	0.7	3.1
Cycle Q Clear(g_c), s	2.8	2.6	2.6	3.6	11.3	11.3	3.1	0.0	2.2	0.0	0.7	3.1
Prop In Lane	1.00		0.23	1.00		0.01	0.86		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	241	1473	777	89	1181	648	380	0	335	0	348	295
V/C Ratio(X)	0.23	0.27	0.27	0.62	0.37	0.37	0.15	0.00	0.11	0.00	0.04	0.17
Avail Cap(c_a), veh/h	241	1473	777	256	1181	648	380	0	335	0	348	295
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	5.3	5.3	56.0	29.7	29.7	38.8	0.0	38.5	0.0	40.3	41.3
Incr Delay (d2), s/veh	0.5	0.4	0.8	6.9	0.9	1.6	0.8	0.0	0.6	0.0	0.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.9	1.1	1.8	4.9	5.5	1.5	0.0	0.9	0.0	0.4	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	5.7	6.1	62.8	30.6	31.3	39.7	0.0	39.1	0.0	40.5	42.5
LnGrp LOS	D	A	A	E	C	C	D	A	D	A	D	D
Approach Vol, veh/h	656		726		93		63					
Approach Delay, s/veh	8.7		33.3		39.4		42.0					
Approach LOS	A		C		D		D					
Timer - Assigned Phs	1	2	4	5	6	8						
Phs Duration (G+Y+Rc), s	9.9	55.1	26.0	20.0	45.0	29.0						
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0						
Max Green Setting (Gmax), s	40.0	40.0	22.0	16.0	41.0	25.0						
Max Q Clear Time (g_c+1), s	4.6	4.6	5.1	4.8	13.3	5.1						
Green Ext Time (p_c), s	0.1	4.3	0.1	0.1	4.7	0.3						
Intersection Summary												
HCM 6th Ctrl Delay			23.5									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 Int.9: Moreno Beach Dr & SR-60 WB Ramps

Moreno Valley Trade Center

03/30/2020



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	92	8	247	442	36	237
Future Volume (veh/h)	92	8	247	442	36	237
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	99	9	266	475	39	255
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	128	778	792	785	746	1639
Arrive On Green	0.07	0.07	0.70	0.70	0.41	0.86
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	99	9	266	475	39	255
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	6.5	0.0	6.7	18.6	1.6	2.6
Cycle Q Clear(g_c), s	6.5	0.0	6.7	18.6	1.6	2.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	128	778	792	785	746	1639
V/C Ratio(X)	0.77	0.01	0.34	0.61	0.05	0.16
Avail Cap(c_a), veh/h	679	1268	792	785	746	1639
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.75	0.75	1.00	1.00
Uniform Delay (d), s/veh	54.8	16.1	11.7	10.7	21.2	1.3
Incr Delay (d2), s/veh	9.4	0.0	0.9	2.6	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.1	2.7	5.5	0.7	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.2	16.1	12.5	13.3	21.2	1.5
LnGrp LOS	E	B	B	B	C	A
Approach Vol, veh/h	108		741			294
Approach Delay, s/veh	60.2		13.0			4.1
Approach LOS	E		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	53.5	54.0			107.5	12.5
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	13.0	50.0			67.0	45.0
Max Q Clear Time (g_c+1), s	13.6	20.6			4.6	8.5
Green Ext Time (p_c), s	0.0	3.6			1.7	0.3

Intersection Summary

HCM 6th Ctrl Delay		15.2				
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
 Int.10: Moreno Beach Dr & SR-60 EB Ramps

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↑	↗		↕	
Traffic Volume (veh/h)	65	2	525	0	0	0	0	624	168	8	321	0
Future Volume (veh/h)	65	2	525	0	0	0	0	624	168	8	321	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No		No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	66	2	536				0	637	171	8	328	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	381	12	349				0	839	711	11	448	0
Arrive On Green	0.22	0.22	0.22				0.00	0.15	0.15	0.16	0.16	0.00
Sat Flow, veh/h	1759	53	1610				0	1900	1610	45	1853	0
Grp Volume(v), veh/h	68	0	536				0	637	171	336	0	0
Grp Sat Flow(s),veh/h/ln	1812	0	1610				0	1900	1610	1898	0	0
Q Serve(g_s), s	3.7	0.0	26.0				0.0	38.6	11.3	20.2	0.0	0.0
Cycle Q Clear(g_c), s	3.7	0.0	26.0				0.0	38.6	11.3	20.2	0.0	0.0
Prop In Lane	0.97		1.00				0.00		1.00	0.02		0.00
Lane Grp Cap(c), veh/h	393	0	349				0	839	711	459	0	0
V/C Ratio(X)	0.17	0.00	1.54				0.00	0.76	0.24	0.73	0.00	0.00
Avail Cap(c_a), veh/h	393	0	349				0	839	711	459	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.89	0.89	0.97	0.00	0.00
Uniform Delay (d), s/veh	38.3	0.0	47.0				0.0	45.1	33.4	46.6	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	255.3				0.0	5.7	0.7	9.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	35.1				0.0	21.0	5.0	11.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	0.0	302.3				0.0	50.8	34.1	56.3	0.0	0.0
LnGrp LOS	D	A	F				A	D	C	E	A	A
Approach Vol, veh/h		604						808			336	
Approach Delay, s/veh		272.6						47.3			56.3	
Approach LOS		F						D			E	
Timer - Assigned Phs		2		4			6					
Phs Duration (G+Y+Rc), s		57.0		30.0			33.0					
Change Period (Y+Rc), s		4.0		4.0			4.0					
Max Green Setting (Gmax), s		53.0		26.0			29.0					
Max Q Clear Time (g_c+I1), s		40.6		28.0			22.2					
Green Ext Time (p_c), s		4.0		0.0			1.1					
Intersection Summary												
HCM 6th Ctrl Delay			126.9									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary
 Int.11: Moreno Beach Dr & Eucalyptus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↑	↖	↖	↑↑	↖	↖	↑↑	↖
Traffic Volume (veh/h)	338	39	135	33	57	125	114	329	5	56	549	241
Future Volume (veh/h)	338	39	135	33	57	125	114	329	5	56	549	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	360	41	144	35	61	133	121	350	5	60	584	256
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	438	354	300	73	193	164	149	1384	617	465	2014	898
Arrive On Green	0.12	0.19	0.19	0.04	0.10	0.10	0.08	0.38	0.38	0.26	0.56	0.56
Sat Flow, veh/h	3510	1900	1610	1810	1900	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	360	41	144	35	61	133	121	350	5	60	584	256
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	12.0	2.2	9.6	2.3	3.6	9.7	7.9	7.9	0.2	3.1	10.2	5.7
Cycle Q Clear(g_c), s	12.0	2.2	9.6	2.3	3.6	9.7	7.9	7.9	0.2	3.1	10.2	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	438	354	300	73	193	164	149	1384	617	465	2014	898
V/C Ratio(X)	0.82	0.12	0.48	0.48	0.32	0.81	0.81	0.25	0.01	0.13	0.29	0.29
Avail Cap(c_a), veh/h	731	602	510	136	348	295	287	1384	617	465	2014	898
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	0.53	0.53	0.53
Uniform Delay (d), s/veh	51.2	40.6	43.6	56.4	50.0	52.8	54.1	25.3	15.6	34.3	14.0	4.5
Incr Delay (d2), s/veh	3.9	0.1	1.2	4.9	0.9	9.3	10.0	0.4	0.0	0.1	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	1.0	3.9	1.1	1.8	4.3	4.0	3.5	0.1	1.4	4.2	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	40.7	44.8	61.2	51.0	62.1	64.2	25.7	15.7	34.3	14.2	4.9
LnGrp LOS	E	D	D	E	D	E	E	C	B	C	B	A
Approach Vol, veh/h		545			229			476			900	
Approach Delay, s/veh		51.3			59.0			35.4			12.9	
Approach LOS		D			E			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.8	50.0	8.8	26.4	13.9	70.9	19.0	16.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	46.0	9.0	38.0	19.0	38.0	25.0	22.0					
Max Q Clear Time (g_c+1), s	9.9	4.3	11.6	9.9	12.2	14.0	11.7					
Green Ext Time (p_c), s	0.0	2.5	0.0	0.7	0.2	5.2	1.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	66	27	12	95	1	57	5	6	0	5	16
Future Vol, veh/h	12	66	27	12	95	1	57	5	6	0	5	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	25	85	-	25	120	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	80	33	15	116	1	70	6	7	0	6	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	117	0	0	113	0	0	270	257	80	279	289	116
Stage 1	-	-	-	-	-	-	110	110	-	146	146	-
Stage 2	-	-	-	-	-	-	160	147	-	133	143	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1484	-	-	1489	-	-	687	651	986	677	624	942
Stage 1	-	-	-	-	-	-	900	808	-	861	780	-
Stage 2	-	-	-	-	-	-	847	779	-	875	782	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1484	-	-	1489	-	-	657	638	986	657	612	942
Mov Cap-2 Maneuver	-	-	-	-	-	-	681	645	-	657	612	-
Stage 1	-	-	-	-	-	-	891	800	-	852	772	-
Stage 2	-	-	-	-	-	-	815	771	-	853	774	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.8			10.7			9.4		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	681	795	1484	-	-	1489	-	-	835
HCM Lane V/C Ratio	0.102	0.017	0.01	-	-	0.01	-	-	0.031
HCM Control Delay (s)	10.9	9.6	7.5	-	-	7.4	-	-	9.4
HCM Lane LOS	B	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0.1	0	-	-	0	-	-	0.1

HCM 6th Signalized Intersection Summary
 Int.13: Moreno Beach Dr & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	181	72	44	100	23	56	453	33	18	607	51
Future Volume (veh/h)	81	181	72	44	100	23	56	453	33	18	607	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	191	76	46	105	24	59	477	35	19	639	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	108	218	87	83	231	53	91	1093	80	50	1041	88
Arrive On Green	0.06	0.17	0.17	0.05	0.15	0.15	0.05	0.63	0.63	0.03	0.60	0.60
Sat Flow, veh/h	1810	1293	514	1810	1496	342	1810	1749	128	1810	1728	146
Grp Volume(v), veh/h	85	0	267	46	0	129	59	0	512	19	0	693
Grp Sat Flow(s),veh/h/ln	1810	0	1807	1810	0	1838	1810	0	1877	1810	0	1874
Q Serve(g_s), s	5.6	0.0	17.3	3.0	0.0	7.7	3.8	0.0	16.9	1.2	0.0	28.0
Cycle Q Clear(g_c), s	5.6	0.0	17.3	3.0	0.0	7.7	3.8	0.0	16.9	1.2	0.0	28.0
Prop In Lane	1.00		0.28	1.00		0.19	1.00		0.07	1.00		0.08
Lane Grp Cap(c), veh/h	108	0	304	83	0	284	91	0	1173	50	0	1129
V/C Ratio(X)	0.79	0.00	0.88	0.56	0.00	0.45	0.65	0.00	0.44	0.38	0.00	0.61
Avail Cap(c_a), veh/h	181	0	411	106	0	342	121	0	1173	106	0	1129
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.7	0.0	48.7	56.1	0.0	46.1	56.0	0.0	11.6	57.4	0.0	15.1
Incr Delay (d2), s/veh	11.8	0.0	14.9	5.7	0.0	1.1	7.6	0.0	1.2	4.8	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	9.0	1.5	0.0	3.6	1.9	0.0	7.1	0.6	0.0	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.4	0.0	63.6	61.8	0.0	47.3	63.5	0.0	12.8	62.2	0.0	17.6
LnGrp LOS	E	A	E	E	A	D	E	A	B	E	A	B
Approach Vol, veh/h		352			175			571				712
Approach Delay, s/veh		64.5			51.1			18.0				18.8
Approach LOS		E			D			B				B
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	79.0	9.5	24.2	10.0	76.3	11.2	22.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	62.7	7.0	27.3	8.0	61.7	12.0	22.3				
Max Q Clear Time (g_c+I1), s	3.2	18.9	5.0	19.3	5.8	30.0	7.6	9.7				
Green Ext Time (p_c), s	0.0	3.8	0.0	0.9	0.0	5.6	0.1	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			30.6									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 Int.14: Moreno Beach Dr & Cactus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗	↖	↖	↗	↗
Traffic Volume (veh/h)	96	193	125	19	113	23	113	373	27	46	488	95
Future Volume (veh/h)	96	193	125	19	113	23	113	373	27	46	488	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	101	203	132	20	119	24	119	393	28	48	514	100
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	276	171	51	157	133	146	1324	636	620	2750	524
Arrive On Green	0.07	0.13	0.13	0.03	0.08	0.08	0.16	0.73	0.73	0.34	0.63	0.63
Sat Flow, veh/h	1810	2139	1327	1810	1900	1610	1810	3610	1610	1810	4375	833
Grp Volume(v), veh/h	101	170	165	20	119	24	119	393	28	48	404	210
Grp Sat Flow(s),veh/h/ln	1810	1805	1661	1810	1900	1610	1810	1805	1610	1810	1729	1750
Q Serve(g_s), s	6.6	10.9	11.5	1.3	7.4	1.7	7.6	4.5	0.1	2.2	5.9	6.1
Cycle Q Clear(g_c), s	6.6	10.9	11.5	1.3	7.4	1.7	7.6	4.5	0.1	2.2	5.9	6.1
Prop In Lane	1.00		0.80	1.00		1.00	1.00		1.00	1.00		0.48
Lane Grp Cap(c), veh/h	136	233	215	51	157	133	146	1324	636	620	2174	1100
V/C Ratio(X)	0.75	0.73	0.77	0.39	0.76	0.18	0.82	0.30	0.04	0.08	0.19	0.19
Avail Cap(c_a), veh/h	302	526	484	166	412	349	347	1324	636	620	2174	1100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	50.2	50.5	57.3	53.9	51.3	49.5	10.7	4.3	26.6	9.4	9.4
Incr Delay (d2), s/veh	7.9	4.3	5.8	4.7	7.3	0.6	10.5	0.6	0.1	0.1	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	5.2	5.1	0.7	3.8	0.7	3.6	1.7	0.1	0.9	2.2	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	54.5	56.3	62.0	61.1	51.9	60.0	11.3	4.4	26.7	9.6	9.8
LnGrp LOS	E	D	E	E	E	D	E	B	A	C	A	A
Approach Vol, veh/h		436			163			540			662	
Approach Delay, s/veh		57.0			59.9			21.7			10.9	
Approach LOS		E			E			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	45.1	48.0	7.4	19.5	13.7	79.4	13.0	13.9				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	44.0	44.0	11.0	35.0	23.0	35.0	20.0	26.0				
Max Q Clear Time (g_c+1), s	11.2	6.5	3.3	13.5	9.6	8.1	8.6	9.4				
Green Ext Time (p_c), s	0.0	2.9	0.0	2.0	0.2	4.3	0.2	0.6				

Intersection Summary

HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 Int.15: Moreno Beach Dr & John F Kennedy Dr

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	8	10	287	24	66	13	337	193	121	405	85
Future Volume (veh/h)	47	8	10	287	24	66	13	337	193	121	405	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	9	11	312	26	72	14	366	210	132	440	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	45	55	348	385	326	542	2742	1161	159	1368	278
Arrive On Green	0.05	0.06	0.06	0.19	0.20	0.20	0.30	0.53	0.53	0.18	0.63	0.63
Sat Flow, veh/h	1810	778	951	1810	1900	1610	1810	5187	1610	1810	4321	879
Grp Volume(v), veh/h	51	0	20	312	26	72	14	366	210	132	350	182
Grp Sat Flow(s),veh/h/ln	1810	0	1729	1810	1900	1610	1810	1729	1610	1810	1729	1742
Q Serve(g_s), s	3.3	0.0	1.3	20.2	1.3	4.5	0.7	4.3	2.2	8.5	5.6	5.8
Cycle Q Clear(g_c), s	3.3	0.0	1.3	20.2	1.3	4.5	0.7	4.3	2.2	8.5	5.6	5.8
Prop In Lane	1.00		0.55	1.00		1.00	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	86	0	100	348	385	326	542	2742	1161	159	1095	552
V/C Ratio(X)	0.59	0.00	0.20	0.90	0.07	0.22	0.03	0.13	0.18	0.83	0.32	0.33
Avail Cap(c_a), veh/h	151	0	274	603	776	657	542	2742	1161	302	1095	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	56.0	0.0	53.9	47.3	38.7	39.9	29.7	14.3	1.6	48.6	16.1	16.1
Incr Delay (d2), s/veh	6.3	0.0	1.0	9.2	0.1	0.3	0.0	0.1	0.3	10.4	0.8	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.6	10.0	0.6	1.8	0.3	1.7	0.9	4.0	2.1	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.3	0.0	54.8	56.5	38.8	40.3	29.7	14.4	1.9	59.0	16.8	17.7
LnGrp LOS	E	A	D	E	D	D	C	B	A	E	B	B
Approach Vol, veh/h		71			410			590			664	
Approach Delay, s/veh		60.2			52.5			10.4			25.4	
Approach LOS		E			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	67.4	27.1	11.0	40.0	42.0	9.7	28.3				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	20.0	25.0	40.0	19.0	7.0	38.0	10.0	49.0				
Max Q Clear Time (g_c+10), s	10.5	6.3	22.2	3.3	2.7	7.8	5.3	6.5				
Green Ext Time (p_c), s	0.2	3.0	0.9	0.0	0.0	3.7	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay											28.1	
HCM 6th LOS											C	

Intersection

Intersection Delay, s/veh 16.2
 Intersection LOS C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	175	14	198	212	25	425
Future Vol, veh/h	175	14	198	212	25	425
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	182	15	206	221	26	443
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left NB			WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right SB		WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	13.6	14.9	18.5
HCM LOS	B	B	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	6%
Vol Thru, %	48%	0%	0%	94%
Vol Right, %	52%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	410	175	14	450
LT Vol	0	175	0	25
Through Vol	198	0	0	425
RT Vol	212	0	14	0
Lane Flow Rate	427	182	15	469
Geometry Grp	2	7	7	2
Degree of Util (X)	0.589	0.363	0.024	0.677
Departure Headway (Hd)	4.963	7.174	5.951	5.201
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	726	501	600	694
Service Time	3.002	4.922	3.698	3.239
HCM Lane V/C Ratio	0.588	0.363	0.025	0.676
HCM Control Delay	14.9	14	8.8	18.5
HCM Lane LOS	B	B	A	C
HCM 95th-tile Q	3.9	1.6	0.1	5.3

Intersection												
Intersection Delay, s/veh	60.7											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	3	239	5	13	1	385	289	27	550	3
Future Vol, veh/h	2	2	3	239	5	13	1	385	289	27	550	3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	2	3	244	5	13	1	393	295	28	561	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.5	18.1	82.8	54.4
HCM LOS	B	C	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	29%	93%	5%
Vol Thru, %	57%	29%	2%	95%
Vol Right, %	43%	43%	5%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	675	7	257	580
LT Vol	1	2	239	27
Through Vol	385	2	5	550
RT Vol	289	3	13	3
Lane Flow Rate	689	7	262	592
Geometry Grp	1	1	1	1
Degree of Util (X)	1.081	0.016	0.518	0.97
Departure Headway (Hd)	5.651	8.402	7.401	6.108
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	641	429	490	598
Service Time	3.721	6.402	5.401	4.108
HCM Lane V/C Ratio	1.075	0.016	0.535	0.99
HCM Control Delay	82.8	11.5	18.1	54.4
HCM Lane LOS	F	B	C	F
HCM 95th-tile Q	19.5	0	2.9	13.6

Intersection

Intersection Delay, s/veh 31.9
 Intersection LOS F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	46	678	242	31	630	89
Future Vol, veh/h	46	678	242	31	630	89
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	46	685	244	31	636	90
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	128.6	21.1	177.3
HCM LOS	F	C	F

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	88%	0%	89%
Vol Thru, %	0%	6%	11%
Vol Right, %	12%	94%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	719	724	273
LT Vol	630	0	242
Through Vol	0	46	31
RT Vol	89	678	0
Lane Flow Rate	726	731	276
Geometry Grp	1	1	1
Degree of Util (X)	1.317	1.197	0.549
Departure Headway (Hd)	6.965	6.682	8.352
Convergence, Y/N	Yes	Yes	Yes
Cap	530	548	436
Service Time	4.965	4.682	6.352
HCM Lane V/C Ratio	1.37	1.334	0.633
HCM Control Delay	177.3	128.6	21.1
HCM Lane LOS	F	F	C
HCM 95th-tile Q	29.2	23.5	3.2

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↷			↷	
Traffic Vol, veh/h	0	40	0	0	57	0	0	0	0	0	0	0
Future Vol, veh/h	0	40	0	0	57	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	92	92	86	86	92	92	92	86	92	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	47	0	0	66	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	66	0	0	47	0	0	80	113	47	113	113	33
Stage 1	-	-	-	-	-	-	47	47	-	66	66	-
Stage 2	-	-	-	-	-	-	33	66	-	47	47	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1564	-	-	1573	-	-	931	795	1028	885	795	1065
Stage 1	-	-	-	-	-	-	972	860	-	962	855	-
Stage 2	-	-	-	-	-	-	1005	855	-	972	860	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	1564	-	-	1573	-	-	931	795	1028	885	795	1065
Mov Cap-2 Maneuver	-	-	-	-	-	-	874	754	-	845	754	-
Stage 1	-	-	-	-	-	-	972	860	-	962	855	-
Stage 2	-	-	-	-	-	-	1005	855	-	972	860	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1564	-	-	1573	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	11	1	0	0	0	3	0	0	0
Future Vol, veh/h	0	0	0	11	1	0	0	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	58	58	58	58	92	58	92	58	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	19	2	0	0	0	5	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2	0	0	2	0	0	42	42	2	45	42	2
Stage 1	-	-	-	-	-	-	2	2	-	40	40	-
Stage 2	-	-	-	-	-	-	40	40	-	5	2	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1634	-	-	1634	-	-	966	854	1088	962	854	1088
Stage 1	-	-	-	-	-	-	1026	898	-	980	866	-
Stage 2	-	-	-	-	-	-	980	866	-	1022	898	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1634	-	-	1634	-	-	957	844	1088	949	844	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	957	844	-	949	844	-
Stage 1	-	-	-	-	-	-	1026	898	-	980	856	-
Stage 2	-	-	-	-	-	-	968	856	-	1017	898	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	6.6	8.3	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1088	1634	-	-	1634	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-	0.012	-	-	-
HCM Control Delay (s)	8.3	0	-	-	7.2	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	0	6	12	0	0	0	3	0	0	0
Future Vol, veh/h	0	3	0	6	12	0	0	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	60	60	60	92	60	92	60	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	5	0	10	20	0	0	0	5	0	0	0

Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	20	0	0	5	0	0	45	45	5	48	45	20
Stage 1	-	-	-	-	-	-	5	5	-	40	40	-
Stage 2	-	-	-	-	-	-	40	40	-	8	5	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1609	-	-	1630	-	-	962	851	1084	958	851	1064
Stage 1	-	-	-	-	-	-	1022	896	-	980	866	-
Stage 2	-	-	-	-	-	-	980	866	-	1019	896	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1609	-	-	1630	-	-	957	846	1084	949	846	1064
Mov Cap-2 Maneuver	-	-	-	-	-	-	957	846	-	949	846	-
Stage 1	-	-	-	-	-	-	1022	896	-	980	861	-
Stage 2	-	-	-	-	-	-	974	861	-	1014	896	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.4	8.3	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1084	1609	-	-	1630	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-	0.006	-	-	-
HCM Control Delay (s)	8.3	0	-	-	7.2	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	6	0	3	18	0	0	0	2	0	0	0
Future Vol, veh/h	0	6	0	3	18	0	0	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	64	64	64	64	92	64	92	64	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	9	0	5	28	0	0	0	3	0	0	0

Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	28	0	0	9	0	0	47	47	5	43	47	28
Stage 1	-	-	-	-	-	-	9	9	-	38	38	-
Stage 2	-	-	-	-	-	-	38	38	-	5	9	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1599	-	-	1624	-	-	957	849	1083	963	849	1053
Stage 1	-	-	-	-	-	-	1016	892	-	982	867	-
Stage 2	-	-	-	-	-	-	982	867	-	1022	892	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1599	-	-	1624	-	-	955	846	1083	958	846	1053
Mov Cap-2 Maneuver	-	-	-	-	-	-	955	846	-	958	846	-
Stage 1	-	-	-	-	-	-	1016	892	-	982	864	-
Stage 2	-	-	-	-	-	-	979	864	-	1019	892	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1	8.3	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1083	1599	-	-	1624	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-	0.003	-	-	-
HCM Control Delay (s)	8.3	0	-	-	7.2	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

HCM 6th Signalized Intersection Summary
 Int.24: Redlands Blvd & Ironwood Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	↔
Traffic Volume (veh/h)	116	7	24	9	14	7	12	690	3	6	776	186
Future Volume (veh/h)	116	7	24	9	14	7	12	690	3	6	776	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	121	7	25	9	15	7	12	719	3	6	808	194
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	196	8	29	81	123	48	251	1213	5	251	1219	1033
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.28	1.00	1.00	0.14	0.64	0.64
Sat Flow, veh/h	1190	69	246	351	1026	402	1810	1891	8	1810	1900	1610
Grp Volume(v), veh/h	153	0	0	31	0	0	12	0	722	6	808	194
Grp Sat Flow(s),veh/h/ln	1505	0	0	1778	0	0	1810	0	1899	1810	1900	1610
Q Serve(g_s), s	10.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.3	31.8	5.9
Cycle Q Clear(g_c), s	11.9	0.0	0.0	1.8	0.0	0.0	0.6	0.0	0.0	0.3	31.8	5.9
Prop In Lane	0.79		0.16	0.29		0.23	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	234	0	0	251	0	0	251	0	1218	251	1219	1033
V/C Ratio(X)	0.65	0.00	0.00	0.12	0.00	0.00	0.05	0.00	0.59	0.02	0.66	0.19
Avail Cap(c_a), veh/h	351	0	0	385	0	0	251	0	1218	251	1219	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.78	0.00	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.5	0.0	0.0	47.3	0.0	0.0	37.5	0.0	0.0	44.7	13.4	8.8
Incr Delay (d2), s/veh	3.1	0.0	0.0	0.2	0.0	0.0	0.1	0.0	1.7	0.0	2.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	0.0	0.8	0.0	0.0	0.3	0.0	0.6	0.2	13.7	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	0.0	0.0	47.5	0.0	0.0	37.6	0.0	1.7	44.7	16.3	9.2
LnGrp LOS	D	A	A	D	A	A	D	A	A	D	B	A
Approach Vol, veh/h		153			31			734			1008	
Approach Delay, s/veh		54.6			47.5			2.2			15.1	
Approach LOS		D			D			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.6	81.0		18.4	20.6	81.0		18.4				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.0	77.0		24.0	7.0	77.0		24.0				
Max Q Clear Time (g_c+I1), s	2.3	2.0		13.9	2.6	33.8		3.8				
Green Ext Time (p_c), s	0.0	6.3		0.5	0.0	8.3		0.1				

Intersection Summary

HCM 6th Ctrl Delay	13.8
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
 Int.25: Redlands Blvd & SR-60 WB Ramps

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↑	↗	↗	↗	↗
Traffic Volume (veh/h)	0	6	1	23	0	20	3	682	98	379	429	0
Future Volume (veh/h)	0	6	1	23	0	20	3	682	98	379	429	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	6	1	23	0	20	3	696	100	387	438	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	23	20	41	0	35	10	681	649	817	1529	0
Arrive On Green	0.00	0.01	0.01	0.04	0.00	0.04	0.00	0.24	0.24	0.90	1.00	0.00
Sat Flow, veh/h	0	1900	1610	915	0	796	1810	1900	1610	1810	1900	0
Grp Volume(v), veh/h	0	6	1	43	0	0	3	696	100	387	438	0
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1711	0	0	1810	1900	1610	1810	1900	0
Q Serve(g_s), s	0.0	0.4	0.1	3.0	0.0	0.0	0.2	43.0	5.5	4.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.4	0.1	3.0	0.0	0.0	0.2	43.0	5.5	4.3	0.0	0.0
Prop In Lane	0.00		1.00	0.53		0.47	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	23	20	76	0	0	10	681	649	817	1529	0
V/C Ratio(X)	0.00	0.26	0.05	0.57	0.00	0.00	0.30	1.02	0.15	0.47	0.29	0.00
Avail Cap(c_a), veh/h	0	293	248	264	0	0	106	681	649	817	1529	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	2.00	2.00	2.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	0.00	0.94	0.94	0.94	0.80	0.80	0.00
Uniform Delay (d), s/veh	0.0	58.7	58.6	56.2	0.0	0.0	59.5	45.6	27.3	3.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.8	1.1	6.5	0.0	0.0	14.8	39.2	0.5	0.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	1.4	0.0	0.0	0.1	28.4	2.4	1.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	64.6	59.7	62.7	0.0	0.0	74.3	84.8	27.8	3.7	0.4	0.0
LnGrp LOS	A	E	E	E	A	A	E	F	C	A	A	A
Approach Vol, veh/h		7			43			799			825	
Approach Delay, s/veh		63.9			62.7			77.6			1.9	
Approach LOS		E			E			E			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	58.2	47.0		5.5	4.7	100.5		9.3				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	21.0	43.0		18.5	7.0	60.0		18.5				
Max Q Clear Time (g_c+10), s	10.3	45.0		2.4	2.2	2.0		5.0				
Green Ext Time (p_c), s	1.1	0.0		0.0	0.0	3.1		0.1				
Intersection Summary												
HCM 6th Ctrl Delay											39.9	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary
 Int.26: Redlands Blvd & SR-60 EB Ramps

Moreno Valley Trade Center

03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕					↕	↑			↑	↕
Traffic Volume (veh/h)	403	0	136	0	0	0	70	380	0	0	416	37
Future Volume (veh/h)	403	0	136	0	0	0	70	380	0	0	416	37
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	420	0	142				73	396	0	0	433	39
Peak Hour Factor	0.96	0.92	0.96				0.96	0.96	0.92	0.92	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	460	0	155				315	1107	0	0	712	1168
Arrive On Green	0.35	0.00	0.35				0.35	1.00	0.00	0.00	0.75	0.75
Sat Flow, veh/h	1311	0	443				1810	1900	0	0	1900	1610
Grp Volume(v), veh/h	562	0	0				73	396	0	0	433	39
Grp Sat Flow(s),veh/h/ln	1755	0	0				1810	1900	0	0	1900	1610
Q Serve(g_s), s	36.7	0.0	0.0				3.4	0.0	0.0	0.0	12.6	0.3
Cycle Q Clear(g_c), s	36.7	0.0	0.0				3.4	0.0	0.0	0.0	12.6	0.3
Prop In Lane	0.75		0.25				1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	615	0	0				315	1107	0	0	713	1168
V/C Ratio(X)	0.91	0.00	0.00				0.23	0.36	0.00	0.00	0.61	0.03
Avail Cap(c_a), veh/h	775	0	0				315	1107	0	0	713	1168
HCM Platoon Ratio	1.00	1.00	1.00				2.00	2.00	1.00	1.00	2.00	2.00
Upstream Filter(l)	1.00	0.00	0.00				0.98	0.98	0.00	0.00	0.97	0.97
Uniform Delay (d), s/veh	37.2	0.0	0.0				33.4	0.0	0.0	0.0	10.9	1.8
Incr Delay (d2), s/veh	13.1	0.0	0.0				0.4	0.9	0.0	0.0	3.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.8	0.0	0.0				1.5	0.3	0.0	0.0	4.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	0.0	0.0				33.8	0.9	0.0	0.0	14.7	1.9
LnGrp LOS	D	A	A				C	A	A	A	B	A
Approach Vol, veh/h		562						469			472	
Approach Delay, s/veh		50.3						6.0			13.6	
Approach LOS		D						A			B	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		73.9		46.1	24.9	49.0						
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0						
Max Green Setting (Gmax), s		59.0		53.0	10.0	45.0						
Max Q Clear Time (g_c+I1), s		2.0		38.7	5.4	14.6						
Green Ext Time (p_c), s		2.7		3.4	0.0	3.0						
Intersection Summary												
HCM 6th Ctrl Delay			25.0									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 Int.27: Redlands Blvd & Eucalyptus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↕			↕	↗
Traffic Volume (veh/h)	34	0	22	0	0	24	13	391	0	0	510	42
Future Volume (veh/h)	34	0	22	0	0	24	13	391	0	0	510	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	36	0	23	0	0	25	14	412	0	0	537	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	91	0	537	0	0	53	513	1552	0	0	950	886
Arrive On Green	0.05	0.00	0.05	0.00	0.00	0.03	0.28	0.82	0.00	0.00	1.00	1.00
Sat Flow, veh/h	1810	0	1610	0	0	1610	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h	36	0	23	0	0	25	14	412	0	0	537	44
Grp Sat Flow(s),veh/h/ln	1810	0	1610	0	0	1610	1810	1900	0	0	1900	1610
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	1.8	0.7	6.1	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.3	0.0	0.0	0.0	0.0	1.8	0.7	6.1	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	91	0	537	0	0	53	513	1552	0	0	950	886
V/C Ratio(X)	0.40	0.00	0.04	0.00	0.00	0.47	0.03	0.27	0.00	0.00	0.57	0.05
Avail Cap(c_a), veh/h	287	0	711	0	0	242	513	1552	0	0	950	886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(l)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	0.88	0.88
Uniform Delay (d), s/veh	55.2	0.0	27.0	0.0	0.0	57.0	31.0	2.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.0	0.0	6.3	0.0	0.4	0.0	0.0	2.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.5	0.0	0.0	0.8	0.3	1.9	0.0	0.0	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.0	0.0	27.1	0.0	0.0	63.3	31.1	3.0	0.0	0.0	2.1	0.1
LnGrp LOS	E	A	C	A	A	E	C	A	A	A	A	A
Approach Vol, veh/h		59			25			426			581	
Approach Delay, s/veh		45.9			63.3			3.9			2.0	
Approach LOS		D			E			A			A	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		102.0		10.0	38.0	64.0		8.0				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		71.0		19.0	7.0	60.0		18.0				
Max Q Clear Time (g_c+I1), s		8.1		4.3	2.7	2.0		3.8				
Green Ext Time (p_c), s		2.9		0.1	0.0	4.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay											6.5	
HCM 6th LOS											A	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶	↷		↶	↷	
Traffic Vol, veh/h	8	0	0	404	506	17
Future Vol, veh/h	8	0	0	404	506	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	0	0	421	527	18

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	957	536	545	0	-	0
Stage 1	536	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*282	*663	*994	-	-	-
Stage 1	*625	-	-	-	-	-
Stage 2	*667	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*282	*663	*994	-	-	-
Mov Cap-2 Maneuver	*282	-	-	-	-	-
Stage 1	*625	-	-	-	-	-
Stage 2	*667	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	*994	-	282	-	-	-
HCM Lane V/C Ratio	-	-	0.03	-	-	-
HCM Control Delay (s)	0	-	18.2	0	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
 Int.31: Redlands Blvd & Cottonwood Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	18	18	360	438	33
Future Volume (veh/h)	16	18	18	360	438	33
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	19	19	383	466	35
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	93	83	197	1566	1241	1051
Arrive On Green	0.05	0.05	0.11	0.82	0.65	0.65
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	17	19	19	383	466	35
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	0.6	0.7	0.6	2.9	7.3	0.5
Cycle Q Clear(g_c), s	0.6	0.7	0.6	2.9	7.3	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	93	83	197	1566	1241	1051
V/C Ratio(X)	0.18	0.23	0.10	0.24	0.38	0.03
Avail Cap(c_a), veh/h	535	476	197	1566	1241	1051
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	29.3	25.8	1.2	5.1	4.0
Incr Delay (d2), s/veh	0.9	1.4	0.2	0.4	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.3	0.3	2.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.1	30.7	26.0	1.6	6.0	4.0
LnGrp LOS	C	C	C	A	A	A
Approach Vol, veh/h	36			402	501	
Approach Delay, s/veh	30.4			2.8	5.9	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.0		7.3	11.0	46.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		53.0		19.0	7.0	42.0
Max Q Clear Time (g_c+I1), s		4.9		2.7	2.6	9.3
Green Ext Time (p_c), s		2.6		0.0	0.0	3.4
Intersection Summary						
HCM 6th Ctrl Delay			5.5			
HCM 6th LOS			A			

Intersection

Intersection Delay, s/veh 26.7

Intersection LOS D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔	↔		↔	
Traffic Vol, veh/h	85	146	20	52	74	19	17	282	72	31	335	73
Future Vol, veh/h	85	146	20	52	74	19	17	282	72	31	335	73
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	89	152	21	54	77	20	18	294	75	32	349	76
Number of Lanes	0	1	1	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	18.4	15.6	18.8	41.7
HCM LOS	C	C	C	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	6%	0%	37%	0%	36%	7%
Vol Thru, %	94%	0%	63%	0%	51%	76%
Vol Right, %	0%	100%	0%	100%	13%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	299	72	231	20	145	439
LT Vol	17	0	85	0	52	31
Through Vol	282	0	146	0	74	335
RT Vol	0	72	0	20	19	73
Lane Flow Rate	311	75	241	21	151	457
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.618	0.133	0.526	0.04	0.347	0.877
Departure Headway (Hd)	7.146	6.398	7.866	6.956	8.279	6.902
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	501	556	457	511	437	521
Service Time	4.935	4.187	5.654	4.743	6.279	4.984
HCM Lane V/C Ratio	0.621	0.135	0.527	0.041	0.346	0.877
HCM Control Delay	20.9	10.2	19.1	10	15.6	41.7
HCM Lane LOS	C	B	C	A	C	E
HCM 95th-tile Q	4.1	0.5	3	0.1	1.5	9.6

Intersection												
Intersection Delay, s/veh	11.3											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	171	11	31	2	7	5	10	203	2	15	316	99
Future Vol, veh/h	171	11	31	2	7	5	10	203	2	15	316	99
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	184	12	33	2	8	5	11	218	2	16	340	106
Number of Lanes	0	2	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	12.4	9.7	10	11.4
HCM LOS	B	A	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	9%	0%	97%	0%	14%	9%	0%
Vol Thru, %	91%	98%	3%	15%	50%	91%	61%
Vol Right, %	0%	2%	0%	85%	36%	0%	39%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	112	104	177	37	14	173	257
LT Vol	10	0	171	0	2	15	0
Through Vol	102	102	6	6	7	158	158
RT Vol	0	2	0	31	5	0	99
Lane Flow Rate	120	111	190	39	15	186	276
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.198	0.182	0.355	0.062	0.027	0.293	0.411
Departure Headway (Hd)	5.936	5.877	6.738	5.647	6.503	5.67	5.353
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	605	611	535	635	550	634	674
Service Time	3.667	3.608	4.469	3.378	4.546	3.397	3.08
HCM Lane V/C Ratio	0.198	0.182	0.355	0.061	0.027	0.293	0.409
HCM Control Delay	10.1	9.9	13.1	8.8	9.7	10.7	11.8
HCM Lane LOS	B	A	B	A	A	B	B
HCM 95th-tile Q	0.7	0.7	1.6	0.2	0.1	1.2	2

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	66	26	14	30	22	27
Future Vol, veh/h	66	26	14	30	22	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	240	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	93	37	20	42	31	38

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	113	31	69	0	0
Stage 1	31	-	-	-	-
Stage 2	82	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	888	1049	1545	-	-
Stage 1	997	-	-	-	-
Stage 2	946	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	876	1049	1545	-	-
Mov Cap-2 Maneuver	876	-	-	-	-
Stage 1	984	-	-	-	-
Stage 2	946	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	2.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1545	-	876	1049	-	-
HCM Lane V/C Ratio	0.013	-	0.106	0.035	-	-
HCM Control Delay (s)	7.4	-	9.6	8.6	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	0.1	-	-

HCM 6th Signalized Intersection Summary
 Int.1: Kitching St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	60	684	97	133	719	59	150	171	151	40	175	160
Future Volume (veh/h)	60	684	97	133	719	59	150	171	151	40	175	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	752	107	146	790	65	165	188	166	44	192	176
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	160	1401	199	175	1624	797	195	530	441	81	404	349
Arrive On Green	0.09	0.44	0.44	0.10	0.45	0.45	0.11	0.28	0.28	0.04	0.22	0.22
Sat Flow, veh/h	1810	3173	451	1810	3610	1610	1810	1869	1556	1810	1834	1585
Grp Volume(v), veh/h	66	428	431	146	790	65	165	181	173	44	189	179
Grp Sat Flow(s),veh/h/ln	1810	1805	1819	1810	1805	1610	1810	1805	1620	1810	1805	1615
Q Serve(g_s), s	4.1	20.8	20.8	9.5	18.5	0.0	10.7	9.6	10.3	2.9	10.9	11.7
Cycle Q Clear(g_c), s	4.1	20.8	20.8	9.5	18.5	0.0	10.7	9.6	10.3	2.9	10.9	11.7
Prop In Lane	1.00		0.25	1.00		1.00	1.00		0.96	1.00		0.98
Lane Grp Cap(c), veh/h	160	797	803	175	1625	797	195	511	459	81	398	356
V/C Ratio(X)	0.41	0.54	0.54	0.83	0.49	0.08	0.85	0.35	0.38	0.54	0.47	0.50
Avail Cap(c_a), veh/h	160	797	803	287	1625	797	317	511	459	106	398	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	24.5	24.5	53.2	23.2	16.0	52.5	34.3	34.5	56.1	40.7	41.0
Incr Delay (d2), s/veh	1.7	2.6	2.6	9.4	0.9	0.2	10.8	1.9	2.3	5.5	4.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	9.4	9.5	4.8	8.0	1.0	5.5	4.5	4.4	1.4	5.3	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	27.1	27.1	62.6	24.2	16.1	63.4	36.2	36.8	61.6	44.8	46.1
LnGrp LOS	D	C	C	E	C	B	E	D	D	E	D	D
Approach Vol, veh/h		925			1001			519			412	
Approach Delay, s/veh		29.0			29.2			45.1			47.1	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.6	57.0	16.9	30.4	14.6	58.0	9.4	38.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	19.0	44.0	21.0	20.0	9.0	54.0	7.0	34.0				
Max Q Clear Time (g_c+I1), s	11.5	22.8	12.7	13.7	6.1	20.5	4.9	12.3				
Green Ext Time (p_c), s	0.2	5.7	0.3	1.1	0.0	6.7	0.0	2.1				

Intersection Summary												
HCM 6th Ctrl Delay											34.6	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 Int.2: Lasselle St & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	231	137	107	482	17	223	328	151	20	304	64
Future Volume (veh/h)	28	231	137	107	482	17	223	328	151	20	304	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	282	167	130	588	21	272	400	184	24	371	78
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	334	283	349	626	688	373	760	955	177	444	93
Arrive On Green	0.04	0.18	0.18	0.19	0.33	0.33	0.21	0.40	0.40	0.10	0.29	0.29
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1522	320
Grp Volume(v), veh/h	34	282	167	130	588	21	272	400	184	24	0	449
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	0	1842
Q Serve(g_s), s	2.2	17.2	11.4	7.5	36.1	0.1	16.9	19.2	0.0	1.5	0.0	27.4
Cycle Q Clear(g_c), s	2.2	17.2	11.4	7.5	36.1	0.1	16.9	19.2	0.0	1.5	0.0	27.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	72	334	283	349	626	688	373	760	955	177	0	537
V/C Ratio(X)	0.48	0.84	0.59	0.37	0.94	0.03	0.73	0.53	0.19	0.14	0.00	0.84
Avail Cap(c_a), veh/h	106	523	443	349	665	721	373	760	955	177	0	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.71	0.71	0.71	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.4	47.8	45.5	42.1	39.1	11.7	44.5	27.4	11.2	49.5	0.0	39.8
Incr Delay (d2), s/veh	4.8	7.3	2.0	0.5	16.3	0.0	7.0	2.6	0.4	0.3	0.0	14.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	8.8	4.7	3.4	19.4	0.2	8.3	9.2	2.3	0.7	0.0	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.2	55.2	47.4	42.6	55.4	11.8	51.5	30.0	11.7	49.8	0.0	54.1
LnGrp LOS	E	E	D	D	E	B	D	C	B	D	A	D
Approach Vol, veh/h		483			739			856			473	
Approach Delay, s/veh		52.9			51.9			32.9			53.9	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	52.0	27.1	25.1	28.7	39.0	8.7	43.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	48.0	16.0	33.0	20.0	35.0	7.0	42.0					
Max Q Clear Time (g_c+1), s	21.2	9.5	19.2	18.9	29.4	4.2	38.1					
Green Ext Time (p_c), s	0.0	3.2	0.2	1.9	0.1	1.4	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay	46.1
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.3: Lasselle St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↑↑↔			↔↔↑↑↔			↔↔↑↑		↔	↔↔↑↑		
Traffic Volume (veh/h)	107	551	328	549	572	67	364	575	489	123	456	84
Future Volume (veh/h)	107	551	328	549	572	67	364	575	489	123	456	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	114	586	349	584	609	71	387	612	520	131	485	89
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	266	1019	475	665	1926	222	553	1173	828	202	686	125
Arrive On Green	0.08	0.29	0.29	0.19	0.41	0.41	0.16	0.32	0.32	0.06	0.22	0.22
Sat Flow, veh/h	3510	3458	1610	3510	4716	544	3510	3610	1610	3510	3048	556
Grp Volume(v), veh/h	114	586	349	584	445	235	387	612	520	131	286	288
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1802	1755	1805	1610	1755	1805	1800
Q Serve(g_s), s	3.7	17.3	23.4	19.4	10.5	10.7	12.5	16.5	27.8	4.4	17.5	17.7
Cycle Q Clear(g_c), s	3.7	17.3	23.4	19.4	10.5	10.7	12.5	16.5	27.8	4.4	17.5	17.7
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	266	1019	475	665	1412	736	553	1173	828	202	406	405
V/C Ratio(X)	0.43	0.57	0.74	0.88	0.31	0.32	0.70	0.52	0.63	0.65	0.70	0.71
Avail Cap(c_a), veh/h	266	1019	475	819	1412	736	585	1173	828	234	406	405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	35.9	38.1	47.3	24.1	24.2	47.9	32.9	20.9	55.4	42.8	42.9
Incr Delay (d2), s/veh	0.9	1.8	7.7	8.5	0.5	1.0	3.5	1.7	3.6	4.9	9.8	10.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	7.5	10.2	9.2	4.4	4.8	5.7	7.5	11.0	2.1	8.9	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.8	37.8	45.8	55.8	24.6	25.2	51.3	34.6	24.5	60.3	52.7	53.0
LnGrp LOS	D	D	D	E	C	C	D	C	C	E	D	D
Approach Vol, veh/h	1049			1264			1519			705		
Approach Delay, s/veh	42.2			39.1			35.4			54.2		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.7	39.4	22.9	31.0	13.1	53.0	10.9	43.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	28.0	29.0	20.0	27.0	8.0	49.0	8.0	39.0				
Max Q Clear Time (g_c+Y), s	21.4	25.4	14.5	19.7	5.7	12.7	6.4	29.8				
Green Ext Time (p_c), s	1.3	2.0	0.7	2.1	0.1	5.0	0.1	4.2				
Intersection Summary												
HCM 6th Ctrl Delay	40.9											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary
 Int.4: Nason St & Eucalyptus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	202	195	138	142	25	81	623	139	15	1072	94
Future Volume (veh/h)	207	202	195	138	142	25	81	623	139	15	1072	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	272	266	257	182	187	33	107	820	183	20	1411	124
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	298	640	285	211	398	69	177	1597	356	51	1595	139
Arrive On Green	0.16	0.18	0.18	0.08	0.09	0.09	0.10	0.54	0.54	0.03	0.47	0.47
Sat Flow, veh/h	1810	3610	1610	1810	3076	533	1810	2933	654	1810	3358	294
Grp Volume(v), veh/h	272	266	257	182	108	112	107	505	498	20	755	780
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1804	1810	1805	1782	1810	1805	1847
Q Serve(g_s), s	17.7	7.9	18.8	11.9	6.9	7.1	6.8	21.2	21.2	1.3	45.3	46.0
Cycle Q Clear(g_c), s	17.7	7.9	18.8	11.9	6.9	7.1	6.8	21.2	21.2	1.3	45.3	46.0
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.37	1.00		0.16
Lane Grp Cap(c), veh/h	298	640	285	211	233	233	177	983	970	51	857	877
V/C Ratio(X)	0.91	0.42	0.90	0.86	0.46	0.48	0.60	0.51	0.51	0.39	0.88	0.89
Avail Cap(c_a), veh/h	302	680	303	241	280	280	177	983	970	106	857	877
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.3	43.8	48.3	54.4	50.9	51.0	51.9	17.3	17.3	57.3	28.4	28.6
Incr Delay (d2), s/veh	30.3	0.4	27.0	23.4	1.4	1.5	5.7	1.9	1.9	4.7	12.6	13.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	3.6	9.6	7.0	3.3	3.4	3.4	9.1	9.0	0.7	22.0	22.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.5	44.3	75.4	77.7	52.3	52.4	57.6	19.2	19.2	62.0	41.0	41.6
LnGrp LOS	E	D	E	E	D	D	E	B	B	E	D	D
Approach Vol, veh/h		795			402			1110			1555	
Approach Delay, s/veh		66.4			63.8			22.9			41.6	
Approach LOS		E			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.4	69.3	18.0	25.3	15.7	61.0	23.8	19.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	58.4	16.0	22.6	8.4	57.0	20.0	18.6					
Max Q Clear Time (g_c+1), s	23.2	13.9	20.8	8.8	48.0	19.7	9.1					
Green Ext Time (p_c), s	0.0	8.1	0.1	0.5	0.0	6.4	0.0	0.8				

Intersection Summary

HCM 6th Ctrl Delay	43.6
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.5: Nason St & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑	↖	↖	↑↑	↖	↖	↑↑↑	↖
Traffic Volume (veh/h)	76	199	79	113	363	148	77	464	32	61	726	88
Future Volume (veh/h)	76	199	79	113	363	148	77	464	32	61	726	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	90	237	94	135	432	176	92	552	38	73	864	105
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	195	347	155	772	495	420	468	1113	496	438	1513	470
Arrive On Green	0.06	0.10	0.10	0.22	0.26	0.26	0.26	0.31	0.31	0.24	0.29	0.29
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	1810	5187	1610
Grp Volume(v), veh/h	90	237	94	135	432	176	92	552	38	73	864	105
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1810	1729	1610
Q Serve(g_s), s	3.0	7.6	6.7	3.7	26.1	6.3	4.8	15.0	2.0	3.8	17.0	4.9
Cycle Q Clear(g_c), s	3.0	7.6	6.7	3.7	26.1	6.3	4.8	15.0	2.0	3.8	17.0	4.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	195	347	155	772	495	420	468	1113	496	438	1513	470
V/C Ratio(X)	0.46	0.68	0.61	0.17	0.87	0.42	0.20	0.50	0.08	0.17	0.57	0.22
Avail Cap(c_a), veh/h	234	1324	590	772	744	631	468	1113	496	438	1513	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	52.5	52.1	38.0	42.4	12.5	34.7	33.9	29.4	35.9	36.1	22.1
Incr Delay (d2), s/veh	1.5	2.0	3.2	0.1	7.5	0.7	0.2	1.6	0.3	0.2	1.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.6	2.9	1.6	13.2	4.2	2.1	6.8	0.8	1.7	7.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.4	54.5	55.3	38.1	49.9	13.1	34.9	35.5	29.7	36.1	37.7	23.2
LnGrp LOS	E	D	E	D	D	B	C	D	C	D	D	C
Approach Vol, veh/h		421			743			682			1042	
Approach Delay, s/veh		55.1			39.1			35.1			36.1	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.1	41.0	30.4	15.5	35.1	39.0	10.7	35.3				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	12.0	37.0	11.0	44.0	14.0	35.0	8.0	47.0				
Max Q Clear Time (g_c+1), s	17.8	17.0	5.7	9.6	6.8	19.0	5.0	28.1				
Green Ext Time (p_c), s	0.1	3.8	0.2	1.9	0.1	5.8	0.1	3.2				

Intersection Summary

HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.6: Nason St & Iris Ave

Moreno Valley Trade Center
 03/30/2020

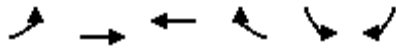


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔	↑↑↑	↔	↔	↔		↔	↑	↔
Traffic Volume (veh/h)	300	818	14	15	585	125	11	39	7	146	18	279
Future Volume (veh/h)	300	818	14	15	585	125	11	39	7	146	18	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	353	962	16	18	688	147	13	46	8	172	21	328
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	864	2600	43	48	1426	443	37	263	46	324	618	920
Arrive On Green	0.25	0.49	0.49	0.05	0.55	0.55	0.02	0.17	0.17	0.18	0.32	0.32
Sat Flow, veh/h	3510	5255	87	1810	5187	1610	1810	1576	274	1810	1900	1610
Grp Volume(v), veh/h	353	633	345	18	688	147	13	0	54	172	21	328
Grp Sat Flow(s),veh/h/ln	1755	1729	1884	1810	1729	1610	1810	0	1851	1810	1900	1610
Q Serve(g_s), s	10.1	13.6	13.6	1.2	9.7	6.0	0.9	0.0	3.0	10.4	0.9	1.7
Cycle Q Clear(g_c), s	10.1	13.6	13.6	1.2	9.7	6.0	0.9	0.0	3.0	10.4	0.9	1.7
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	864	1711	932	48	1426	443	37	0	308	324	618	920
V/C Ratio(X)	0.41	0.37	0.37	0.38	0.48	0.33	0.35	0.00	0.18	0.53	0.03	0.36
Avail Cap(c_a), veh/h	864	1711	932	136	1426	443	106	0	308	392	618	920
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.74	0.74	0.74	0.89	0.89	0.89	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	18.7	18.7	55.9	21.8	20.9	58.0	0.0	42.9	44.7	27.6	7.4
Incr Delay (d2), s/veh	0.2	0.5	0.8	4.3	1.0	1.8	5.5	0.0	1.2	1.4	0.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	5.5	6.1	0.6	3.4	2.3	0.4	0.0	1.5	4.8	0.4	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	19.2	19.6	60.2	22.8	22.7	63.5	0.0	44.2	46.1	27.7	8.5
LnGrp LOS	D	B	B	E	C	C	E	A	D	D	C	A
Approach Vol, veh/h		1331			853			67			521	
Approach Delay, s/veh		24.3			23.6			47.9			21.7	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	63.4	6.5	43.0	33.5	37.0	25.5	24.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	49.0	7.0	39.0	25.0	33.0	26.0	20.0					
Max Q Clear Time (g_c+1), s	15.6	2.9	3.7	12.1	11.7	12.4	5.0					
Green Ext Time (p_c), s	0.0	7.7	0.0	1.3	1.0	5.4	0.4	0.2				
Intersection Summary												
HCM 6th Ctrl Delay					24.2							
HCM 6th LOS					C							

HCM 6th Signalized Intersection Summary
 Int.7: Eucalyptus Ave & Fir Ave

Moreno Valley Trade Center

03/30/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↗		↖	↘
Traffic Volume (veh/h)	58	285	186	97	122	45
Future Volume (veh/h)	58	285	186	97	122	45
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	352	230	120	151	56
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	392	2136	794	400	618	550
Arrive On Green	0.22	0.59	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1810	3705	2419	1170	1810	1610
Grp Volume(v), veh/h	72	352	177	173	151	56
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1689	1810	1610
Q Serve(g_s), s	3.9	5.3	8.6	9.0	7.2	2.8
Cycle Q Clear(g_c), s	3.9	5.3	8.6	9.0	7.2	2.8
Prop In Lane	1.00			0.69	1.00	1.00
Lane Grp Cap(c), veh/h	392	2136	617	577	618	550
V/C Ratio(X)	0.18	0.16	0.29	0.30	0.24	0.10
Avail Cap(c_a), veh/h	392	2136	617	577	618	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	38.3	11.1	28.8	29.0	28.4	26.9
Incr Delay (d2), s/veh	0.2	0.1	1.1	1.3	0.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.1	3.9	3.9	3.3	3.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.5	11.2	29.9	30.2	29.3	27.3
LnGrp LOS	D	B	C	C	C	C
Approach Vol, veh/h		424	350		207	
Approach Delay, s/veh		15.9	30.1		28.8	
Approach LOS		B	C		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		75.0		45.0	30.0	45.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		71.0		41.0	26.0	41.0
Max Q Clear Time (g_c+I1), s		7.3		9.2	5.9	11.0
Green Ext Time (p_c), s		2.6		0.6	0.1	2.2
Intersection Summary						
HCM 6th Ctrl Delay			23.7			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary
 Int.8: Oliver St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗				↖ ↗	↖ ↗		↖ ↗	↖ ↗
Traffic Volume (veh/h)	232	525	25	30	415	13	60	51	29	13	35	198
Future Volume (veh/h)	232	525	25	30	415	13	60	51	29	13	35	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	261	590	28	34	466	15	67	57	33	15	39	222
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	513	2295	108	72	1076	34	183	156	295	100	259	309
Arrive On Green	0.57	0.90	0.90	0.04	0.21	0.21	0.18	0.18	0.18	0.19	0.19	0.19
Sat Flow, veh/h	1810	5075	240	1810	5163	165	1000	850	1610	521	1353	1610
Grp Volume(v), veh/h	261	401	217	34	311	170	124	0	33	54	0	222
Grp Sat Flow(s),veh/h/ln	1810	1729	1857	1810	1729	1870	1850	0	1610	1874	0	1610
Q Serve(g_s), s	10.5	1.7	1.8	2.2	9.4	9.5	7.0	0.0	2.1	2.9	0.0	15.5
Cycle Q Clear(g_c), s	10.5	1.7	1.8	2.2	9.4	9.5	7.0	0.0	2.1	2.9	0.0	15.5
Prop In Lane	1.00		0.13	1.00		0.09	0.54		1.00	0.28		1.00
Lane Grp Cap(c), veh/h	513	1563	840	72	720	390	339	0	295	359	0	309
V/C Ratio(X)	0.51	0.26	0.26	0.48	0.43	0.44	0.37	0.00	0.11	0.15	0.00	0.72
Avail Cap(c_a), veh/h	513	1563	840	136	720	390	339	0	295	359	0	309
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.9	3.2	3.2	56.4	41.3	41.4	42.9	0.0	40.9	40.4	0.0	45.5
Incr Delay (d2), s/veh	0.8	0.4	0.7	4.8	1.9	3.5	3.0	0.0	0.8	0.9	0.0	13.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.6	0.8	1.1	4.2	4.8	3.5	0.0	0.9	1.4	0.0	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	3.6	3.9	61.2	43.2	44.9	45.9	0.0	41.6	41.3	0.0	59.0
LnGrp LOS	C	A	A	E	D	D	D	A	D	D	A	E
Approach Vol, veh/h	879		515		157		276					
Approach Delay, s/veh	9.0		44.9		45.0		55.5					
Approach LOS	A		D		D		E					
Timer - Assigned Phs	1	2	4	5	6	8						
Phs Duration (G+Y+Rc), s	8.7	58.3	27.0	38.0	29.0	26.0						
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0						
Max Green Setting (Gmax), s	50.0	23.0	34.0	25.0	22.0							
Max Q Clear Time (g_c+1), s	3.8	17.5	12.5	11.5	9.0							
Green Ext Time (p_c), s	0.0	4.5	0.5	0.7	2.5	0.6						
Intersection Summary												
HCM 6th Ctrl Delay	29.3											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary
 Int.9: Moreno Beach Dr & SR-60 WB Ramps



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↶	↶	↶	↶	↶
Traffic Volume (veh/h)	84	4	210	388	81	225
Future Volume (veh/h)	84	4	210	388	81	225
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	97	5	241	446	93	259
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	125	832	728	729	810	1642
Arrive On Green	0.07	0.07	0.64	0.64	0.45	0.86
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	97	5	241	446	93	259
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	6.3	0.0	6.9	19.8	3.6	2.6
Cycle Q Clear(g_c), s	6.3	0.0	6.9	19.8	3.6	2.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	125	832	728	729	810	1642
V/C Ratio(X)	0.77	0.01	0.33	0.61	0.11	0.16
Avail Cap(c_a), veh/h	633	1284	728	729	810	1642
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.72	0.72	1.00	1.00
Uniform Delay (d), s/veh	54.9	14.1	14.6	13.6	19.3	1.3
Incr Delay (d2), s/veh	9.7	0.0	0.9	2.8	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.1	2.9	6.5	1.5	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.6	14.1	15.4	16.4	19.4	1.5
LnGrp LOS	E	B	B	B	B	A
Approach Vol, veh/h	102		687			352
Approach Delay, s/veh	62.2		16.1			6.2
Approach LOS	E		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	57.7	50.0			107.7	12.3
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	20.0	46.0			70.0	42.0
Max Q Clear Time (g_c+1), s	15.6	21.8			4.6	8.3
Green Ext Time (p_c), s	0.2	3.2			1.7	0.3

Intersection Summary

HCM 6th Ctrl Delay		17.1				
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
 Int.10: Moreno Beach Dr & SR-60 EB Ramps

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↑	↗		↕	
Traffic Volume (veh/h)	44	2	513	0	0	0	0	554	121	13	296	0
Future Volume (veh/h)	44	2	513	0	0	0	0	554	121	13	296	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No		No			
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	53	2	618				0	667	146	16	357	0
Peak Hour Factor	0.83	0.83	0.83				0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	378	14	349				0	839	711	20	439	0
Arrive On Green	0.22	0.22	0.22				0.00	0.59	0.59	0.08	0.08	0.00
Sat Flow, veh/h	1747	66	1610				0	1900	1610	81	1815	0
Grp Volume(v), veh/h	55	0	618				0	667	146	373	0	0
Grp Sat Flow(s),veh/h/ln	1813	0	1610				0	1900	1610	1896	0	0
Q Serve(g_s), s	2.9	0.0	26.0				0.0	32.6	5.1	23.2	0.0	0.0
Cycle Q Clear(g_c), s	2.9	0.0	26.0				0.0	32.6	5.1	23.2	0.0	0.0
Prop In Lane	0.96		1.00				0.00		1.00	0.04		0.00
Lane Grp Cap(c), veh/h	393	0	349				0	839	711	458	0	0
V/C Ratio(X)	0.14	0.00	1.77				0.00	0.79	0.21	0.81	0.00	0.00
Avail Cap(c_a), veh/h	393	0	349				0	839	711	458	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.90	0.90	0.97	0.00	0.00
Uniform Delay (d), s/veh	38.0	0.0	47.0				0.0	20.5	14.9	52.6	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	358.6				0.0	7.0	0.6	14.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	45.1				0.0	14.0	1.9	13.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	0.0	405.6				0.0	27.5	15.5	66.8	0.0	0.0
LnGrp LOS	D	A	F				A	C	B	E	A	A
Approach Vol, veh/h		673						813			373	
Approach Delay, s/veh		375.6						25.3			66.8	
Approach LOS		F						C			E	
Timer - Assigned Phs		2		4			6					
Phs Duration (G+Y+Rc), s		57.0		30.0			33.0					
Change Period (Y+Rc), s		4.0		4.0			4.0					
Max Green Setting (Gmax), s		53.0		26.0			29.0					
Max Q Clear Time (g_c+I1), s		34.6		28.0			25.2					
Green Ext Time (p_c), s		5.0		0.0			0.8					
Intersection Summary												
HCM 6th Ctrl Delay			160.5									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary
 Int.11: Moreno Beach Dr & Eucalyptus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↑	↖	↖	↑↑	↖	↖	↑↑	↖
Traffic Volume (veh/h)	188	83	79	22	37	77	94	409	28	260	398	151
Future Volume (veh/h)	188	83	79	22	37	77	94	409	28	260	398	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	227	100	95	27	45	93	113	493	34	313	480	182
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	291	236	200	63	144	122	140	933	416	813	2275	1015
Arrive On Green	0.08	0.12	0.12	0.03	0.08	0.08	0.08	0.26	0.26	0.45	0.63	0.63
Sat Flow, veh/h	3510	1900	1610	1810	1900	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	227	100	95	27	45	93	113	493	34	313	480	182
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	7.6	5.8	6.6	1.8	2.7	6.8	7.4	14.1	1.7	13.8	6.8	3.4
Cycle Q Clear(g_c), s	7.6	5.8	6.6	1.8	2.7	6.8	7.4	14.1	1.7	13.8	6.8	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	291	236	200	63	144	122	140	933	416	813	2275	1015
V/C Ratio(X)	0.78	0.42	0.47	0.43	0.31	0.76	0.81	0.53	0.08	0.38	0.21	0.18
Avail Cap(c_a), veh/h	439	443	376	106	317	268	256	933	416	813	2275	1015
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	0.44	0.44	0.44
Uniform Delay (d), s/veh	54.0	48.6	48.9	56.8	52.5	54.4	54.5	38.2	25.1	22.0	9.5	3.3
Incr Delay (d2), s/veh	5.0	1.2	1.7	4.6	1.2	9.2	10.3	2.1	0.4	0.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	2.9	2.8	0.9	1.3	3.1	3.8	6.5	0.8	5.9	2.6	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.0	49.8	50.6	61.4	53.7	63.6	64.8	40.4	25.5	22.1	9.6	3.4
LnGrp LOS	E	D	D	E	D	E	E	D	C	C	A	A
Approach Vol, veh/h		422			165			640			975	
Approach Delay, s/veh		54.9			60.5			43.9			12.5	
Approach LOS		D			E			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	57.9	35.0	8.2	18.9	13.3	79.6	13.9	13.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	30.0	31.0	7.0	28.0	17.0	52.0	15.0	20.0				
Max Q Clear Time (g_c+1/3), s	17.8	16.1	3.8	8.6	9.4	8.8	9.6	8.8				
Green Ext Time (p_c), s	0.9	3.0	0.0	0.7	0.1	4.3	0.3	0.3				
Intersection Summary												
HCM 6th Ctrl Delay											33.3	
HCM 6th LOS											C	

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↑	↗	↙	↗			↕	
Traffic Vol, veh/h	10	233	39	14	118	2	26	2	26	0	1	4
Future Vol, veh/h	10	233	39	14	118	2	26	2	26	0	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	25	85	-	25	120	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	11	265	44	16	134	2	30	2	30	0	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	136	0	0	309	0	0	457	455	265	491	497	134
Stage 1	-	-	-	-	-	-	287	287	-	166	166	-
Stage 2	-	-	-	-	-	-	170	168	-	325	331	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1461	-	-	1263	-	-	517	504	779	491	477	920
Stage 1	-	-	-	-	-	-	725	678	-	841	765	-
Stage 2	-	-	-	-	-	-	837	763	-	692	649	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1461	-	-	1263	-	-	506	493	779	464	467	920
Mov Cap-2 Maneuver	-	-	-	-	-	-	576	545	-	464	467	-
Stage 1	-	-	-	-	-	-	719	673	-	834	755	-
Stage 2	-	-	-	-	-	-	821	753	-	659	644	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.8	10.8	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	576	756	1461	-	-	1263	-	-	771
HCM Lane V/C Ratio	0.051	0.042	0.008	-	-	0.013	-	-	0.007
HCM Control Delay (s)	11.6	10	7.5	-	-	7.9	-	-	9.7
HCM Lane LOS	B	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0	-	-	0

HCM 6th Signalized Intersection Summary
 Int.13: Moreno Beach Dr & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	139	68	47	255	11	113	501	52	10	386	67
Future Volume (veh/h)	64	139	68	47	255	11	113	501	52	10	386	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	71	154	76	52	283	12	126	557	58	11	429	74
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	180	89	147	323	14	154	812	85	281	869	150
Arrive On Green	0.05	0.15	0.15	0.08	0.18	0.18	0.08	0.48	0.48	0.16	0.55	0.55
Sat Flow, veh/h	1810	1201	593	1810	1809	77	1810	1692	176	1810	1579	272
Grp Volume(v), veh/h	71	0	230	52	0	295	126	0	615	11	0	503
Grp Sat Flow(s),veh/h/ln	1810	0	1793	1810	0	1886	1810	0	1868	1810	0	1851
Q Serve(g_s), s	4.6	0.0	15.0	3.3	0.0	18.3	8.2	0.0	30.6	0.6	0.0	20.1
Cycle Q Clear(g_c), s	4.6	0.0	15.0	3.3	0.0	18.3	8.2	0.0	30.6	0.6	0.0	20.1
Prop In Lane	1.00		0.33	1.00		0.04	1.00		0.09	1.00		0.15
Lane Grp Cap(c), veh/h	96	0	269	147	0	336	154	0	897	281	0	1019
V/C Ratio(X)	0.74	0.00	0.86	0.35	0.00	0.88	0.82	0.00	0.69	0.04	0.00	0.49
Avail Cap(c_a), veh/h	151	0	433	157	0	462	226	0	897	281	0	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.0	0.0	49.7	52.2	0.0	48.0	54.0	0.0	24.2	43.0	0.0	16.6
Incr Delay (d2), s/veh	10.7	0.0	9.2	1.4	0.0	13.4	14.0	0.0	4.3	0.1	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	7.4	1.5	0.0	9.8	4.3	0.0	14.3	0.3	0.0	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	0.0	58.9	53.6	0.0	61.4	68.0	0.0	28.4	43.1	0.0	18.3
LnGrp LOS	E	A	E	D	A	E	E	A	C	D	A	B
Approach Vol, veh/h		301			347			741				514
Approach Delay, s/veh		60.7			60.2			35.2				18.9
Approach LOS		E			E			D				B
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.7	61.6	13.7	22.0	14.2	70.1	10.3	25.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	57.6	10.4	29.0	15.0	49.6	10.0	29.4				
Max Q Clear Time (g_c+I1), s	2.6	32.6	5.3	17.0	10.2	22.1	6.6	20.3				
Green Ext Time (p_c), s	0.0	4.5	0.0	1.0	0.1	3.5	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.14: Moreno Beach Dr & Cactus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	85	88	29	150	30	115	588	54	18	349	89
Future Volume (veh/h)	71	85	88	29	150	30	115	588	54	18	349	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	101	105	35	179	36	137	700	64	21	415	106
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	109	163	145	156	221	681	165	1384	756	556	2487	614
Arrive On Green	0.06	0.09	0.09	0.09	0.12	0.12	0.18	0.77	0.77	0.31	0.60	0.60
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	3610	1610	1810	4149	1024
Grp Volume(v), veh/h	85	101	105	35	179	36	137	700	64	21	343	178
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1805	1610	1810	1729	1716
Q Serve(g_s), s	5.6	6.5	7.6	2.2	11.0	0.3	8.8	8.9	0.0	1.0	5.3	5.5
Cycle Q Clear(g_c), s	5.6	6.5	7.6	2.2	11.0	0.3	8.8	8.9	0.0	1.0	5.3	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.60
Lane Grp Cap(c), veh/h	109	163	145	156	221	681	165	1384	756	556	2073	1028
V/C Ratio(X)	0.78	0.62	0.72	0.22	0.81	0.05	0.83	0.51	0.08	0.04	0.17	0.17
Avail Cap(c_a), veh/h	271	542	483	156	443	870	377	1384	756	556	2073	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	52.6	53.1	51.1	51.8	11.2	48.2	9.7	6.5	29.1	10.7	10.7
Incr Delay (d2), s/veh	11.4	3.8	6.6	0.7	7.0	0.0	9.5	1.2	0.2	0.0	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.1	3.3	1.0	5.7	0.4	4.1	2.8	0.4	0.4	2.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.0	56.4	59.8	51.8	58.8	11.2	57.7	10.9	6.7	29.2	10.9	11.1
LnGrp LOS	E	E	E	D	E	B	E	B	A	C	B	B
Approach Vol, veh/h		291			250			901			542	
Approach Delay, s/veh		60.7			51.0			17.7			11.7	
Approach LOS		E			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	40.8	50.0	14.3	14.8	14.9	75.9	11.2	17.9				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	12.0	46.0	10.0	36.0	25.0	33.0	18.0	28.0				
Max Q Clear Time (g_c+1), s	13.0	10.9	4.2	9.6	10.8	7.5	7.6	13.0				
Green Ext Time (p_c), s	0.0	5.8	0.0	1.2	0.3	3.5	0.1	0.9				
Intersection Summary												
HCM 6th Ctrl Delay											26.6	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 Int.15: Moreno Beach Dr & John F Kennedy Dr

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (veh/h)	86	35	2	225	54	280	10	373	233	149	306	105
Future Volume (veh/h)	86	35	2	225	54	280	10	373	233	149	306	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	106	43	2	278	67	346	12	460	288	184	378	130
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	105	5	451	445	377	35	2292	1113	212	2085	684
Arrive On Green	0.07	0.06	0.06	0.25	0.23	0.23	0.02	0.44	0.44	0.23	1.00	1.00
Sat Flow, veh/h	1810	1801	84	1810	1900	1610	1810	5187	1610	1810	3862	1268
Grp Volume(v), veh/h	106	0	45	278	67	346	12	460	288	184	337	171
Grp Sat Flow(s),veh/h/ln	1810	0	1885	1810	1900	1610	1810	1729	1610	1810	1729	1672
Q Serve(g_s), s	6.9	0.0	2.8	16.4	3.4	25.2	0.8	6.5	3.9	11.7	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	2.8	16.4	3.4	25.2	0.8	6.5	3.9	11.7	0.0	0.0
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		0.76
Lane Grp Cap(c), veh/h	133	0	110	451	445	377	35	2292	1113	212	1867	903
V/C Ratio(X)	0.80	0.00	0.41	0.62	0.15	0.92	0.34	0.20	0.26	0.87	0.18	0.19
Avail Cap(c_a), veh/h	287	0	298	513	538	456	106	2292	1113	377	1867	903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	54.7	0.0	54.5	40.0	36.5	44.8	58.1	20.5	2.3	45.0	0.0	0.0
Incr Delay (d2), s/veh	10.4	0.0	2.4	1.8	0.2	21.1	5.8	0.2	0.6	10.2	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	1.4	7.5	1.6	12.2	0.4	2.7	1.6	5.2	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.1	0.0	56.9	41.8	36.6	65.9	63.9	20.7	2.8	55.2	0.2	0.5
LnGrp LOS	E	A	E	D	D	E	E	C	A	E	A	A
Approach Vol, veh/h		151			691			760			692	
Approach Delay, s/veh		62.7			53.4			14.6			14.9	
Approach LOS		E			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.1	57.0	33.9	11.0	6.3	68.8	12.8	32.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	25.0	26.0	34.0	19.0	7.0	44.0	19.0	34.0				
Max Q Clear Time (g_c+I), s	11.7	8.5	18.4	4.8	2.8	2.0	8.9	27.2				
Green Ext Time (p_c), s	0.4	3.9	0.7	0.1	0.0	3.7	0.2	0.9				
Intersection Summary												
HCM 6th Ctrl Delay				29.5								
HCM 6th LOS				C								

Intersection

Intersection Delay, s/veh64.6
 Intersection LOS F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	202	49	585	180	16	177
Future Vol, veh/h	202	49	585	180	16	177
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	213	52	616	189	17	186
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left NB			WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right SB		WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	14.8	94.3	11.9
HCM LOS	B	F	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	8%
Vol Thru, %	76%	0%	0%	92%
Vol Right, %	24%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	765	202	49	193
LT Vol	0	202	0	16
Through Vol	585	0	0	177
RT Vol	180	0	49	0
Lane Flow Rate	805	213	52	203
Geometry Grp	2	7	7	2
Degree of Util (X)	1.126	0.431	0.087	0.326
Departure Headway (Hd)	5.035	7.61	6.383	6.036
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	725	476	565	599
Service Time	3.035	5.31	4.083	4.036
HCM Lane V/C Ratio	1.11	0.447	0.092	0.339
HCM Control Delay	94.3	16	9.7	11.9
HCM Lane LOS	F	C	A	B
HCM 95th-tile Q	23.9	2.1	0.3	1.4

Intersection

Intersection Delay, s/veh80.7

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	1	1	248	1	146	1	609	83	9	380	3
Future Vol, veh/h	8	1	1	248	1	146	1	609	83	9	380	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	1	1	258	1	152	1	634	86	9	396	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.4	28.2	142.2	26.6
HCM LOS	B	D	F	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	80%	63%	2%
Vol Thru, %	88%	10%	0%	97%
Vol Right, %	12%	10%	37%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	693	10	395	392
LT Vol	1	8	248	9
Through Vol	609	1	1	380
RT Vol	83	1	146	3
Lane Flow Rate	722	10	411	408
Geometry Grp	1	1	1	1
Degree of Util (X)	1.238	0.024	0.747	0.735
Departure Headway (Hd)	6.172	9.159	7.101	6.868
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	592	393	514	531
Service Time	4.198	7.159	5.101	4.868
HCM Lane V/C Ratio	1.22	0.025	0.8	0.768
HCM Control Delay	142.2	12.4	28.2	26.6
HCM Lane LOS	F	B	D	D
HCM 95th-tile Q	27.2	0.1	6.3	6.1

Intersection

Intersection Delay, s/veh95.6
 Intersection LOS F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	33	575	128	115	565	25
Future Vol, veh/h	33	575	128	115	565	25
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	37	639	142	128	628	28
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	92.2	19.5	130.5
HCM LOS	F	C	F

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	96%	0%	53%
Vol Thru, %	0%	5%	47%
Vol Right, %	4%	95%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	590	608	243
LT Vol	565	0	128
Through Vol	0	33	115
RT Vol	25	575	0
Lane Flow Rate	656	676	270
Geometry Grp	1	1	1
Degree of Util (X)	1.2	1.099	0.533
Departure Headway (Hd)	6.857	6.398	7.854
Convergence, Y/N	Yes	Yes	Yes
Cap	538	574	462
Service Time	4.857	4.398	5.854
HCM Lane V/C Ratio	1.219	1.178	0.584
HCM Control Delay	130.5	92.2	19.5
HCM Lane LOS	F	F	C
HCM 95th-tile Q	23.3	19.1	3.1

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	2	121	83	64	72	0	31	0	33	2	0	0
Future Vol, veh/h	2	121	83	64	72	0	31	0	33	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	92	92	90	90	92	92	92	90	92	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	134	90	70	80	0	34	0	36	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	80	0	0	224	0	0	363	403	179	421	448	40
Stage 1	-	-	-	-	-	-	183	183	-	220	220	-
Stage 2	-	-	-	-	-	-	180	220	-	201	228	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1546	-	-	1357	-	-	598	548	869	545	517	1054
Stage 1	-	-	-	-	-	-	823	752	-	783	734	-
Stage 2	-	-	-	-	-	-	826	734	-	805	719	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	1546	-	-	1357	-	-	574	519	869	502	490	1054
Mov Cap-2 Maneuver	-	-	-	-	-	-	627	565	-	564	529	-
Stage 1	-	-	-	-	-	-	822	751	-	782	696	-
Stage 2	-	-	-	-	-	-	784	696	-	771	718	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			3.6			10.4			11.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	732	1546	-	-	1357	-	-	564
HCM Lane V/C Ratio	0.095	0.001	-	-	0.051	-	-	0.004
HCM Control Delay (s)	10.4	7.3	-	-	7.8	-	-	11.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.2	-	-	0

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	1	2	4	2	37	1	0	5	8	0	1
Future Vol, veh/h	4	1	2	4	2	37	1	0	5	8	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	75	75	75	75	92	75	92	75	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	1	3	5	3	40	1	0	7	9	0	1

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	43	0	0	4	0	0	45	64	3	47	45	23
Stage 1	-	-	-	-	-	-	11	11	-	33	33	-
Stage 2	-	-	-	-	-	-	34	53	-	14	12	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1579	-	-	1631	-	-	962	831	1087	959	851	1060
Stage 1	-	-	-	-	-	-	1015	890	-	988	872	-
Stage 2	-	-	-	-	-	-	987	855	-	1011	890	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1579	-	-	1631	-	-	956	826	1087	948	846	1060
Mov Cap-2 Maneuver	-	-	-	-	-	-	956	826	-	948	846	-
Stage 1	-	-	-	-	-	-	1012	887	-	985	869	-
Stage 2	-	-	-	-	-	-	983	852	-	1002	887	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.8	0.8	8.4	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1063	1579	-	-	1631	-	-	959
HCM Lane V/C Ratio	0.008	0.003	-	-	0.003	-	-	0.01
HCM Control Delay (s)	8.4	7.3	0	-	7.2	0	-	8.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	14	0	0	42	52	1	0	15	12	0	0
Future Vol, veh/h	0	14	0	0	42	52	1	0	15	12	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	60	60	60	92	60	92	60	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	23	0	0	70	57	2	0	25	13	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	127	0	0	23	0	0	122	150	23	135	122	99
Stage 1	-	-	-	-	-	-	23	23	-	99	99	-
Stage 2	-	-	-	-	-	-	99	127	-	36	23	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1472	-	-	1605	-	-	858	745	1060	841	772	962
Stage 1	-	-	-	-	-	-	1000	880	-	912	817	-
Stage 2	-	-	-	-	-	-	912	795	-	985	880	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1472	-	-	1605	-	-	858	745	1060	821	772	962
Mov Cap-2 Maneuver	-	-	-	-	-	-	858	745	-	821	772	-
Stage 1	-	-	-	-	-	-	1000	880	-	912	817	-
Stage 2	-	-	-	-	-	-	912	795	-	962	880	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			8.5			9.5		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1045	1472	-	-	1605	-	-	821
HCM Lane V/C Ratio	0.026	-	-	-	-	-	-	0.016
HCM Control Delay (s)	8.5	0	-	-	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	41	0	1	95	75	0	0	5	16	0	0
Future Vol, veh/h	0	41	0	1	95	75	0	0	5	16	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	60	60	60	92	60	92	60	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	68	0	2	158	82	0	0	8	17	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	240	0	0	68	0	0	271	312	34	237	271	199
Stage 1	-	-	-	-	-	-	68	68	-	203	203	-
Stage 2	-	-	-	-	-	-	203	244	-	34	68	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1339	-	-	1546	-	-	675	606	1038	712	639	847
Stage 1	-	-	-	-	-	-	940	842	-	804	737	-
Stage 2	-	-	-	-	-	-	804	708	-	983	842	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1339	-	-	1546	-	-	674	605	1038	705	638	847
Mov Cap-2 Maneuver	-	-	-	-	-	-	674	605	-	705	638	-
Stage 1	-	-	-	-	-	-	940	842	-	804	736	-
Stage 2	-	-	-	-	-	-	802	707	-	975	842	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			8.5			10.2		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1038	1339	-	-	1546	-	-	705
HCM Lane V/C Ratio	0.008	-	-	-	0.001	-	-	0.025
HCM Control Delay (s)	8.5	0	-	-	7.3	0	-	10.2
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑↑		↗
Traffic Vol, veh/h	174	0	0	166	0	4
Future Vol, veh/h	174	0	0	166	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	189	0	0	180	0	4

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	189
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	858
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	858
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	858	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-
HCM Control Delay (s)	9.2	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

HCM 6th Signalized Intersection Summary
 Int.24: Redlands Blvd & Ironwood Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Volume (veh/h)	80	13	20	5	6	5	26	417	6	3	706	111
Future Volume (veh/h)	80	13	20	5	6	5	26	417	6	3	706	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	15	24	6	7	6	31	496	7	4	840	132
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	163	19	29	79	86	58	232	1472	21	13	1267	1073
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.04	0.26	0.26	0.01	0.67	0.67
Sat Flow, veh/h	1069	185	274	374	821	552	1810	1869	26	1810	1900	1610
Grp Volume(v), veh/h	134	0	0	19	0	0	31	0	503	4	840	132
Grp Sat Flow(s),veh/h/ln	1527	0	0	1747	0	0	1810	0	1895	1810	1900	1610
Q Serve(g_s), s	9.1	0.0	0.0	0.0	0.0	0.0	2.0	0.0	25.8	0.3	31.7	3.6
Cycle Q Clear(g_c), s	10.3	0.0	0.0	1.1	0.0	0.0	2.0	0.0	25.8	0.3	31.7	3.6
Prop In Lane	0.71		0.18	0.32		0.32	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	211	0	0	223	0	0	232	0	1493	13	1267	1073
V/C Ratio(X)	0.63	0.00	0.00	0.09	0.00	0.00	0.13	0.00	0.34	0.30	0.66	0.12
Avail Cap(c_a), veh/h	316	0	0	336	0	0	232	0	1493	106	1267	1073
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.88	0.00	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.6	0.0	0.0	48.6	0.0	0.0	51.0	0.0	19.0	59.3	11.9	7.3
Incr Delay (d2), s/veh	3.1	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.5	12.4	2.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.0	0.5	0.0	0.0	0.9	0.0	13.3	0.2	13.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.7	0.0	0.0	48.8	0.0	0.0	51.3	0.0	19.5	71.6	14.7	7.5
LnGrp LOS	E	A	A	D	A	A	D	A	B	E	B	A
Approach Vol, veh/h		134			19			534				976
Approach Delay, s/veh		55.7			48.8			21.4				14.0
Approach LOS		E			D			C				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	98.5		16.6	19.4	84.0		16.6				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.0	80.0		21.0	7.0	80.0		21.0				
Max Q Clear Time (g_c+I1), s	2.3	27.8		12.3	4.0	33.7		3.1				
Green Ext Time (p_c), s	0.0	3.7		0.4	0.0	8.6		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				20.1								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 Int.25: Redlands Blvd & SR-60 WB Ramps

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↑	↗	↖	↖	↗
Traffic Volume (veh/h)	2	1	3	72	0	31	5	405	186	356	362	2
Future Volume (veh/h)	2	1	3	72	0	31	5	405	186	356	362	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	1	4	85	0	36	6	476	219	419	426	2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	15	7	20	105	0	45	501	993	980	445	929	4
Arrive On Green	0.01	0.01	0.01	0.09	0.00	0.09	0.55	1.00	1.00	0.25	0.49	0.49
Sat Flow, veh/h	1226	613	1610	1226	0	519	1810	1900	1610	1810	1890	9
Grp Volume(v), veh/h	3	0	4	121	0	0	6	476	219	419	0	428
Grp Sat Flow(s),veh/h/ln1839	0	1610	1745	0	0	1810	1900	1610	1810	0	1898	
Q Serve(g_s), s	0.2	0.0	0.3	8.2	0.0	0.0	0.2	0.0	0.0	27.3	0.0	17.8
Cycle Q Clear(g_c), s	0.2	0.0	0.3	8.2	0.0	0.0	0.2	0.0	0.0	27.3	0.0	17.8
Prop In Lane	0.67		1.00	0.70		0.30	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	22	0	20	150	0	0	501	993	980	445	0	933
V/C Ratio(X)	0.13	0.00	0.20	0.81	0.00	0.00	0.01	0.48	0.22	0.94	0.00	0.46
Avail Cap(c_a), veh/h	283	0	248	269	0	0	501	993	980	467	0	933
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.91	0.91	0.91	0.78	0.00	0.78
Uniform Delay (d), s/veh	58.6	0.0	58.7	53.9	0.0	0.0	19.4	0.0	0.0	44.4	0.0	20.0
Incr Delay (d2), s/veh	2.7	0.0	5.0	9.7	0.0	0.0	0.0	1.5	0.5	22.7	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	4.0	0.0	0.0	0.1	0.4	0.1	14.9	0.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	0.0	63.7	63.6	0.0	0.0	19.4	1.5	0.5	67.0	0.0	21.3
LnGrp LOS	E	A	E	E	A	A	B	A	A	E	A	C
Approach Vol, veh/h		7			121			701			847	
Approach Delay, s/veh		62.7			63.6			1.3			43.9	
Approach LOS		E			E			A			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	33.5	66.7		5.5	37.2	63.0		14.3				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	31.0	36.0		18.5	8.0	59.0		18.5				
Max Q Clear Time (g_c+Y), s	29.3	2.0		2.3	2.2	19.8		10.2				
Green Ext Time (p_c), s	0.3	4.2		0.0	0.0	3.0		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				27.6								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 Int.26: Redlands Blvd & SR-60 EB Ramps

Moreno Valley Trade Center

03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕					↕	↕			↕	↕
Traffic Volume (veh/h)	131	0	142	0	0	0	79	465	0	0	403	34
Future Volume (veh/h)	131	0	142	0	0	0	79	465	0	0	403	34
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	164	0	178				99	581	0	0	504	42
Peak Hour Factor	0.80	0.92	0.80				0.80	0.80	0.92	0.92	0.80	0.80
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	184	0	200				390	1344	0	0	871	1102
Arrive On Green	0.23	0.00	0.23				0.43	1.00	0.00	0.00	0.15	0.15
Sat Flow, veh/h	815	0	885				1810	1900	0	0	1900	1610
Grp Volume(v), veh/h	342	0	0				99	581	0	0	504	42
Grp Sat Flow(s),veh/h/ln	1700	0	0				1810	1900	0	0	1900	1610
Q Serve(g_s), s	23.4	0.0	0.0				4.2	0.0	0.0	0.0	29.6	1.6
Cycle Q Clear(g_c), s	23.4	0.0	0.0				4.2	0.0	0.0	0.0	29.6	1.6
Prop In Lane	0.48		0.52				1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	384	0	0				390	1344	0	0	871	1102
V/C Ratio(X)	0.89	0.00	0.00				0.25	0.43	0.00	0.00	0.58	0.04
Avail Cap(c_a), veh/h	538	0	0				390	1344	0	0	871	1102
HCM Platoon Ratio	1.00	1.00	1.00				2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00				0.92	0.92	0.00	0.00	0.97	0.97
Uniform Delay (d), s/veh	45.0	0.0	0.0				28.0	0.0	0.0	0.0	40.1	9.8
Incr Delay (d2), s/veh	12.9	0.0	0.0				0.3	0.9	0.0	0.0	2.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0				1.8	0.3	0.0	0.0	15.8	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	0.0	0.0				28.3	0.9	0.0	0.0	42.9	9.8
LnGrp LOS	E	A	A				C	A	A	A	D	A
Approach Vol, veh/h		342						680			546	
Approach Delay, s/veh		57.9						4.9			40.3	
Approach LOS		E						A			D	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		88.9		31.1	29.9	59.0						
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0						
Max Green Setting (Gmax), s		74.0		38.0	15.0	55.0						
Max Q Clear Time (g_c+I1), s		2.0		25.4	6.2	31.6						
Green Ext Time (p_c), s		4.5		1.7	0.1	3.5						
Intersection Summary												
HCM 6th Ctrl Delay											28.8	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 Int.27: Redlands Blvd & Eucalyptus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↗			↕	↗
Traffic Volume (veh/h)	77	2	100	11	7	16	38	451	2	0	424	120
Future Volume (veh/h)	77	2	100	11	7	16	38	451	2	0	424	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	97	3	127	14	9	20	48	571	3	0	537	152
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	134	4	559	25	16	36	490	1471	8	0	902	888
Arrive On Green	0.08	0.08	0.08	0.04	0.04	0.04	0.27	0.78	0.78	0.00	0.95	0.95
Sat Flow, veh/h	1758	54	1610	562	362	803	1810	1888	10	0	1900	1610
Grp Volume(v), veh/h	100	0	127	43	0	0	48	0	574	0	537	152
Grp Sat Flow(s),veh/h/ln	1812	0	1610	1727	0	0	1810	0	1898	0	1900	1610
Q Serve(g_s), s	6.5	0.0	0.0	2.9	0.0	0.0	2.4	0.0	11.5	0.0	3.9	0.6
Cycle Q Clear(g_c), s	6.5	0.0	0.0	2.9	0.0	0.0	2.4	0.0	11.5	0.0	3.9	0.6
Prop In Lane	0.97		1.00	0.33		0.47	1.00		0.01	0.00		1.00
Lane Grp Cap(c), veh/h	138	0	559	77	0	0	490	0	1479	0	903	888
V/C Ratio(X)	0.72	0.00	0.23	0.56	0.00	0.00	0.10	0.00	0.39	0.00	0.60	0.17
Avail Cap(c_a), veh/h	302	0	705	273	0	0	490	0	1479	0	903	888
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.87	0.87
Uniform Delay (d), s/veh	54.2	0.0	27.8	56.2	0.0	0.0	32.8	0.0	4.2	0.0	1.7	1.2
Incr Delay (d2), s/veh	6.9	0.0	0.2	6.3	0.0	0.0	0.1	0.0	0.8	0.0	2.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	0.0	2.6	1.4	0.0	0.0	1.1	0.0	4.0	0.0	1.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.1	0.0	28.0	62.5	0.0	0.0	32.9	0.0	5.0	0.0	4.2	1.5
LnGrp LOS	E	A	C	E	A	A	C	A	A	A	A	A
Approach Vol, veh/h		227			43			622			689	
Approach Delay, s/veh		42.6			62.5			7.1			3.6	
Approach LOS		D			E			A			A	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		97.5		13.2	36.5	61.0		9.3				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		69.0		20.0	8.0	57.0		19.0				
Max Q Clear Time (g_c+I1), s		13.5		8.5	4.4	5.9		4.9				
Green Ext Time (p_c), s		4.4		0.7	0.0	4.6		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				12.2								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	9	0	492	487	48
Future Vol, veh/h	0	9	0	492	487	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	10	0	535	529	52

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	555	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.2	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.3	-
Pot Cap-1 Maneuver	0	535	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	535	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 535	-	-
HCM Lane V/C Ratio	- 0.018	-	-
HCM Control Delay (s)	- 11.9	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 0.1	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	9	0	492	446	49
Future Vol, veh/h	0	9	0	492	446	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	10	0	535	485	53

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	512	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.2	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.3	-
Pot Cap-1 Maneuver	0	566	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	566	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	-	566	-
HCM Lane V/C Ratio	-	0.017	-
HCM Control Delay (s)	-	11.5	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.1	-

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	8	90	440	361	80
Future Vol, veh/h	51	8	90	440	361	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	65	10	114	557	457	101

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1293	508	558	0	-	0
Stage 1	508	-	-	-	-	-
Stage 2	785	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	147	667	1002	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	123	667	1002	-	-	-
Mov Cap-2 Maneuver	123	-	-	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	453	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	55.7	1.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1002	-	123	667	-	-
HCM Lane V/C Ratio	0.114	-	0.525	0.015	-	-
HCM Control Delay (s)	9.1	0	62.8	10.5	-	-
HCM Lane LOS	A	A	F	B	-	-
HCM 95th %tile Q(veh)	0.4	-	2.5	0	-	-

HCM 6th Signalized Intersection Summary
 Int.31: Redlands Blvd & Cottonwood Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	29	41	22	463	348	28
Future Volume (veh/h)	29	41	22	463	348	28
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	49	26	551	414	33
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	118	105	66	1619	1470	1246
Arrive On Green	0.07	0.07	0.04	0.85	0.77	0.77
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	35	49	26	551	414	33
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	1.8	2.8	1.4	5.8	6.1	0.5
Cycle Q Clear(g_c), s	1.8	2.8	1.4	5.8	6.1	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	118	105	66	1619	1470	1246
V/C Ratio(X)	0.30	0.47	0.39	0.34	0.28	0.03
Avail Cap(c_a), veh/h	376	335	244	1619	1470	1246
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	43.4	45.3	1.5	3.1	2.5
Incr Delay (d2), s/veh	1.4	3.2	3.8	0.6	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.6	0.7	1.1	1.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.3	46.6	49.1	2.1	3.6	2.6
LnGrp LOS	D	D	D	A	A	A
Approach Vol, veh/h	84			577	447	
Approach Delay, s/veh	45.7			4.2	3.5	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		86.0		10.3	7.5	78.5
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		82.0		20.0	13.0	65.0
Max Q Clear Time (g_c+I1), s		7.8		4.8	3.4	8.1
Green Ext Time (p_c), s		4.2		0.2	0.0	3.0
Intersection Summary						
HCM 6th Ctrl Delay			7.1			
HCM 6th LOS			A			

Intersection

Intersection Delay, s/veh41.3

Intersection LOS E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕	↕		↕	
Traffic Vol, veh/h	119	45	23	73	148	15	19	325	62	16	311	97
Future Vol, veh/h	119	45	23	73	148	15	19	325	62	16	311	97
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	131	49	25	80	163	16	21	357	68	18	342	107
Number of Lanes	0	1	1	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	18.4	25.4	33.9	67.4
HCM LOS	C	D	D	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	6%	0%	73%	0%	31%	4%
Vol Thru, %	94%	0%	27%	0%	63%	73%
Vol Right, %	0%	100%	0%	100%	6%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	344	62	164	23	236	424
LT Vol	19	0	119	0	73	16
Through Vol	325	0	45	0	148	311
RT Vol	0	62	0	23	15	97
Lane Flow Rate	378	68	180	25	259	466
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.823	0.134	0.456	0.056	0.626	0.991
Departure Headway (Hd)	7.835	7.084	9.112	8.007	8.688	7.655
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	461	504	395	445	415	471
Service Time	5.61	4.858	6.9	5.794	6.775	5.727
HCM Lane V/C Ratio	0.82	0.135	0.456	0.056	0.624	0.989
HCM Control Delay	38	11	19.4	11.3	25.4	67.4
HCM Lane LOS	E	B	C	B	D	F
HCM 95th-tile Q	7.8	0.5	2.3	0.2	4.1	12.9

Intersection

Intersection Delay, s/veh 11.4

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	115	7	67	1	9	19	18	274	1	7	285	126
Future Vol, veh/h	115	7	67	1	9	19	18	274	1	7	285	126
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	129	8	75	1	10	21	20	308	1	8	320	142
Number of Lanes	0	2	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	11.2	10	10.9	11.9
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	12%	0%	97%	0%	3%	5%	0%
Vol Thru, %	88%	99%	3%	5%	31%	95%	53%
Vol Right, %	0%	1%	0%	95%	66%	0%	47%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	155	138	119	71	29	150	269
LT Vol	18	0	115	0	1	7	0
Through Vol	137	137	4	4	9	143	143
RT Vol	0	1	0	67	19	0	126
Lane Flow Rate	174	155	133	79	33	168	302
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.287	0.253	0.259	0.129	0.059	0.269	0.453
Departure Headway (Hd)	5.939	5.875	7.008	5.842	6.5	5.758	5.402
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	604	611	513	613	550	625	667
Service Time	3.677	3.613	4.748	3.582	4.552	3.491	3.135
HCM Lane V/C Ratio	0.288	0.254	0.259	0.129	0.06	0.269	0.453
HCM Control Delay	11.1	10.6	12.2	9.5	10	10.6	12.6
HCM Lane LOS	B	B	B	A	A	B	B
HCM 95th-tile Q	1.2	1	1	0.4	0.2	1.1	2.4

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	32	25	65	28	16	122
Future Vol, veh/h	32	25	65	28	16	122
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	240	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	44	34	89	38	22	167

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	238	22	189	0	0
Stage 1	22	-	-	-	-
Stage 2	216	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	755	1061	1397	-	-
Stage 1	1006	-	-	-	-
Stage 2	825	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	707	1061	1397	-	-
Mov Cap-2 Maneuver	707	-	-	-	-
Stage 1	942	-	-	-	-
Stage 2	825	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	5.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1397	-	707	1061	-	-
HCM Lane V/C Ratio	0.064	-	0.062	0.032	-	-
HCM Control Delay (s)	7.8	-	10.4	8.5	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	0.1	-	-

HCM 6th Signalized Intersection Summary
 Int.1: Kitching St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘	↗	↗	↗↘		↗	↗↘	
Traffic Volume (veh/h)	102	738	133	139	678	67	54	109	101	50	148	95
Future Volume (veh/h)	102	738	133	139	678	67	54	109	101	50	148	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	785	141	148	721	71	57	116	107	53	157	101
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	317	1299	233	393	1685	831	90	325	274	90	378	229
Arrive On Green	0.18	0.43	0.43	0.22	0.47	0.47	0.05	0.17	0.17	0.05	0.17	0.17
Sat Flow, veh/h	1810	3057	549	1810	3610	1610	1810	1857	1566	1810	2158	1311
Grp Volume(v), veh/h	109	463	463	148	721	71	57	112	111	53	130	128
Grp Sat Flow(s),veh/h/ln	1810	1805	1801	1810	1805	1610	1810	1805	1618	1810	1805	1664
Q Serve(g_s), s	6.3	23.8	23.8	8.4	16.0	0.0	3.7	6.6	7.3	3.4	7.7	8.3
Cycle Q Clear(g_c), s	6.3	23.8	23.8	8.4	16.0	0.0	3.7	6.6	7.3	3.4	7.7	8.3
Prop In Lane	1.00		0.30	1.00		1.00	1.00		0.97	1.00		0.79
Lane Grp Cap(c), veh/h	317	767	765	393	1685	831	90	316	283	90	316	291
V/C Ratio(X)	0.34	0.60	0.60	0.38	0.43	0.09	0.63	0.36	0.39	0.59	0.41	0.44
Avail Cap(c_a), veh/h	317	767	765	393	1685	831	166	316	283	166	316	291
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.4	26.7	26.7	40.1	21.3	14.7	56.0	43.6	43.8	55.8	44.0	44.2
Incr Delay (d2), s/veh	0.6	3.5	3.5	0.5	0.7	0.2	7.2	3.1	4.0	6.0	3.9	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	10.9	10.9	3.8	6.9	1.0	1.9	3.2	3.2	1.7	3.8	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	30.2	30.2	40.6	22.0	14.9	63.2	46.7	47.8	61.9	47.9	49.0
LnGrp LOS	D	C	C	D	C	B	E	D	D	E	D	D
Approach Vol, veh/h		1035			940			280			311	
Approach Delay, s/veh		31.7			24.4			50.5			50.8	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	55.0	10.0	25.0	25.0	60.0	10.0	25.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	21.0	51.0	11.0	21.0	16.0	56.0	11.0	21.0				
Max Q Clear Time (g_c+I1), s	10.4	25.8	5.7	10.3	8.3	18.0	5.4	9.3				
Green Ext Time (p_c), s	0.3	6.6	0.0	1.0	0.1	6.1	0.0	0.9				

Intersection Summary												
HCM 6th Ctrl Delay				33.4								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 Int.2: Lasselle St & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	414	204	99	287	21	161	366	109	14	361	29
Future Volume (veh/h)	63	414	204	99	287	21	161	366	109	14	361	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	455	224	109	315	23	177	402	120	15	397	32
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	270	508	430	135	365	524	392	744	751	241	535	43
Arrive On Green	0.15	0.27	0.27	0.07	0.19	0.19	0.22	0.39	0.39	0.13	0.31	0.31
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1735	140
Grp Volume(v), veh/h	69	455	224	109	315	23	177	402	120	15	0	429
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	0	1875
Q Serve(g_s), s	4.0	27.7	14.2	7.1	19.3	0.0	10.2	19.6	0.0	0.9	0.0	24.6
Cycle Q Clear(g_c), s	4.0	27.7	14.2	7.1	19.3	0.0	10.2	19.6	0.0	0.9	0.0	24.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	270	508	430	135	365	524	392	744	751	241	0	578
V/C Ratio(X)	0.26	0.90	0.52	0.81	0.86	0.04	0.45	0.54	0.16	0.06	0.00	0.74
Avail Cap(c_a), veh/h	270	602	510	181	633	751	392	744	751	241	0	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.1	42.4	37.4	54.7	46.9	27.7	40.8	28.2	18.5	45.5	0.0	37.2
Incr Delay (d2), s/veh	0.5	14.4	1.0	14.7	5.0	0.0	0.8	2.8	0.5	0.1	0.0	8.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9	14.9	5.7	3.8	9.6	0.5	4.6	9.4	2.0	0.4	0.0	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.6	56.8	38.4	69.4	51.9	27.7	41.6	31.0	18.9	45.6	0.0	45.6
LnGrp LOS	D	E	D	E	D	C	D	C	B	D	A	D
Approach Vol, veh/h		748			447			699			444	
Approach Delay, s/veh		50.2			54.9			31.6			45.6	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	51.0	12.9	36.1	30.0	41.0	21.9	27.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	47.0	12.0	38.0	17.0	37.0	10.0	40.0					
Max Q Clear Time (g_c+1), s	21.6	9.1	29.7	12.2	26.6	6.0	21.3					
Green Ext Time (p_c), s	0.0	3.0	0.1	2.4	0.2	1.9	0.0	1.8				

Intersection Summary

HCM 6th Ctrl Delay	44.7
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.3: Lasselle St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔ ↑↑↔			↔↔ ↑↑↔			↔↔	↑↑	↔	↔↔	↑↔	
Traffic Volume (veh/h)	137	409	313	635	648	79	217	538	414	179	667	76
Future Volume (veh/h)	137	409	313	635	648	79	217	538	414	179	667	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	149	445	340	690	704	86	236	585	450	195	725	83
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	319	914	425	773	1844	223	295	1118	853	255	974	111
Arrive On Green	0.09	0.26	0.26	0.22	0.39	0.39	0.08	0.31	0.31	0.07	0.30	0.30
Sat Flow, veh/h	3510	3458	1610	3510	4688	568	3510	3610	1610	3510	3264	373
Grp Volume(v), veh/h	149	445	340	690	518	272	236	585	450	195	401	407
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1798	1755	1805	1610	1755	1805	1833
Q Serve(g_s), s	4.8	13.0	23.6	22.9	12.8	13.0	7.9	16.0	21.9	6.5	24.0	24.1
Cycle Q Clear(g_c), s	4.8	13.0	23.6	22.9	12.8	13.0	7.9	16.0	21.9	6.5	24.0	24.1
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	319	914	425	773	1360	707	295	1118	853	255	538	547
V/C Ratio(X)	0.47	0.49	0.80	0.89	0.38	0.39	0.80	0.52	0.53	0.76	0.74	0.74
Avail Cap(c_a), veh/h	319	914	425	907	1360	707	351	1118	853	351	538	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	37.3	41.2	45.4	26.0	26.0	54.0	34.1	18.4	54.6	38.0	38.0
Incr Delay (d2), s/veh	0.9	1.5	12.0	8.7	0.7	1.3	10.6	1.8	2.3	6.5	9.0	8.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.7	10.7	10.9	5.4	5.8	3.9	7.3	8.5	3.1	11.9	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	38.8	53.2	54.2	26.7	27.4	64.6	35.9	20.7	61.1	47.0	46.9
LnGrp LOS	D	D	D	D	C	C	E	D	C	E	D	D
Approach Vol, veh/h	934			1480			1271			1003		
Approach Delay, s/veh	46.2			39.6			35.9			49.7		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.4	35.7	14.1	39.8	14.9	51.2	12.7	41.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	25.2	25.2	12.0	35.8	9.0	47.2	12.0	35.8				
Max Q Clear Time (g_c+Y), s	25.6	25.6	9.9	26.1	6.8	15.0	8.5	23.9				
Green Ext Time (p_c), s	1.5	0.0	0.2	3.6	0.1	5.9	0.2	4.5				

Intersection Summary

HCM 6th Ctrl Delay	42.1
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.4: Nason St & Eucalyptus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑		↘	↑↑	
Traffic Volume (veh/h)	40	180	53	164	191	9	47	778	211	22	779	81
Future Volume (veh/h)	40	180	53	164	191	9	47	778	211	22	779	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	186	55	169	197	9	48	802	218	23	803	84
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	271	121	199	497	23	420	1826	496	57	1484	155
Arrive On Green	0.04	0.07	0.07	0.15	0.19	0.19	0.23	0.65	0.65	0.03	0.45	0.45
Sat Flow, veh/h	1810	3610	1610	1810	3516	160	1810	2805	762	1810	3298	345
Grp Volume(v), veh/h	41	186	55	169	101	105	48	516	504	23	439	448
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1871	1810	1805	1763	1810	1805	1838
Q Serve(g_s), s	2.7	6.0	3.9	10.9	5.9	5.9	2.5	16.8	16.8	1.5	21.2	21.2
Cycle Q Clear(g_c), s	2.7	6.0	3.9	10.9	5.9	5.9	2.5	16.8	16.8	1.5	21.2	21.2
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.43	1.00		0.19
Lane Grp Cap(c), veh/h	79	271	121	199	255	264	420	1175	1147	57	812	827
V/C Ratio(X)	0.52	0.69	0.46	0.85	0.39	0.40	0.11	0.44	0.44	0.41	0.54	0.54
Avail Cap(c_a), veh/h	106	602	268	332	526	546	420	1175	1147	106	812	827
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	54.1	53.2	50.3	44.2	44.3	36.4	10.2	10.2	57.0	24.0	24.0
Incr Delay (d2), s/veh	5.3	3.1	2.7	10.0	1.0	0.9	0.1	1.2	1.2	4.6	2.6	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.9	1.7	5.3	2.7	2.8	1.1	6.7	6.6	0.8	9.5	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	57.2	55.8	60.3	45.2	45.2	36.5	11.4	11.5	61.7	26.6	26.5
LnGrp LOS	E	E	E	E	D	D	D	B	B	E	C	C
Approach Vol, veh/h		282			375			1068			910	
Approach Delay, s/veh		57.6			52.0			12.6			27.4	
Approach LOS		E			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	82.1	17.2	13.0	31.8	58.0	9.2	20.9				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	55.0	22.0	20.0	8.0	54.0	7.0	35.0					
Max Q Clear Time (g_c+1), s	18.8	12.9	8.0	4.5	23.2	4.7	7.9					
Green Ext Time (p_c), s	0.0	8.4	0.3	1.0	0.0	6.6	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay											28.1	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 Int.5: Nason St & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑	↖	↖	↑↑	↖	↖	↑↑↑	↖
Traffic Volume (veh/h)	96	308	60	32	225	53	62	639	82	58	642	67
Future Volume (veh/h)	96	308	60	32	225	53	62	639	82	58	642	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	107	342	67	36	250	59	69	710	91	64	713	74
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	199	623	278	143	297	252	504	2173	969	93	1945	604
Arrive On Green	0.06	0.17	0.17	0.04	0.16	0.16	0.28	0.60	0.60	0.05	0.38	0.38
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	1810	5187	1610
Grp Volume(v), veh/h	107	342	67	36	250	59	69	710	91	64	713	74
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1810	1729	1610
Q Serve(g_s), s	3.6	10.4	2.5	1.2	15.3	3.3	3.4	11.7	2.9	4.2	12.0	3.6
Cycle Q Clear(g_c), s	3.6	10.4	2.5	1.2	15.3	3.3	3.4	11.7	2.9	4.2	12.0	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	623	278	143	297	252	504	2173	969	93	1945	604
V/C Ratio(X)	0.54	0.55	0.24	0.25	0.84	0.23	0.14	0.33	0.09	0.69	0.37	0.12
Avail Cap(c_a), veh/h	322	1083	483	263	538	456	504	2173	969	196	1945	604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.1	45.4	14.6	55.8	49.2	32.8	32.5	11.8	10.1	56.0	27.2	24.6
Incr Delay (d2), s/veh	1.5	0.5	0.3	0.9	6.3	0.5	0.1	0.4	0.2	8.7	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.7	1.7	0.5	7.8	1.6	1.5	4.7	1.1	2.1	5.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.6	45.9	14.9	56.7	55.5	33.2	32.6	12.2	10.3	64.6	27.7	25.0
LnGrp LOS	E	D	B	E	E	C	C	B	B	E	C	C
Approach Vol, veh/h		516			345			870			851	
Approach Delay, s/veh		44.1			51.8			13.6			30.2	
Approach LOS		D			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	76.2	8.9	24.7	37.4	49.0	10.8	22.8				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	10.0	46.0	9.0	36.0	14.0	45.0	11.0	34.0				
Max Q Clear Time (g_c+10), s	10.2	13.7	3.2	12.4	5.4	14.0	5.6	17.3				
Green Ext Time (p_c), s	0.1	5.9	0.0	2.5	0.1	5.8	0.1	1.4				
Intersection Summary												
HCM 6th Ctrl Delay											30.3	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 Int.6: Nason St & Iris Ave

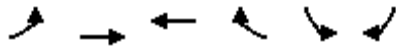
Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔	↑↑↑	↔	↔	↔		↔	↑	↔
Traffic Volume (veh/h)	228	609	15	20	794	155	16	27	12	114	53	408
Future Volume (veh/h)	228	609	15	20	794	155	16	27	12	114	53	408
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	240	641	16	21	836	163	17	28	13	120	56	429
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1023	2472	62	196	1513	470	46	194	90	227	491	885
Arrive On Green	0.29	0.47	0.47	0.22	0.58	0.58	0.03	0.16	0.16	0.13	0.26	0.26
Sat Flow, veh/h	3510	5205	130	1810	5187	1610	1810	1228	570	1810	1900	1610
Grp Volume(v), veh/h	240	425	232	21	836	163	17	0	41	120	56	429
Grp Sat Flow(s),veh/h/ln	1755	1729	1877	1810	1729	1610	1810	0	1797	1810	1900	1610
Q Serve(g_s), s	6.2	8.8	8.9	1.1	11.9	6.3	1.1	0.0	2.4	7.5	2.7	2.6
Cycle Q Clear(g_c), s	6.2	8.8	8.9	1.1	11.9	6.3	1.1	0.0	2.4	7.5	2.7	2.6
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	1023	1643	891	196	1513	470	46	0	285	227	491	885
V/C Ratio(X)	0.23	0.26	0.26	0.11	0.55	0.35	0.37	0.00	0.14	0.53	0.11	0.48
Avail Cap(c_a), veh/h	1023	1643	891	196	1513	470	106	0	285	287	491	885
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	0.94	0.94	0.94	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	18.9	18.9	42.4	20.2	19.0	57.6	0.0	43.5	49.2	34.0	8.9
Incr Delay (d2), s/veh	0.1	0.3	0.6	0.2	1.4	1.9	5.0	0.0	1.1	1.9	0.5	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.6	4.0	0.5	3.9	2.4	0.6	0.0	1.1	3.5	1.3	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	19.2	19.4	42.6	21.6	20.9	62.5	0.0	44.6	51.1	34.5	10.8
LnGrp LOS	C	B	B	D	C	C	E	A	D	D	C	B
Approach Vol, veh/h		897			1020			58			605	
Approach Delay, s/veh		22.8			21.9			49.8			21.0	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	61.0	7.0	35.0	39.0	39.0	19.0	23.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	57.0	7.0	31.0	31.0	35.0	19.0	19.0					
Max Q Clear Time (g_c+1), s	10.9	3.1	4.7	8.2	13.9	9.5	4.4					
Green Ext Time (p_c), s	0.0	4.9	0.0	1.9	0.8	6.6	0.2	0.1				
Intersection Summary												
HCM 6th Ctrl Delay					22.6							
HCM 6th LOS					C							

HCM 6th Signalized Intersection Summary
 Int.7: Eucalyptus Ave & Fir Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↑↑		↖	↗
Traffic Volume (veh/h)	33	370	350	180	158	39
Future Volume (veh/h)	33	370	350	180	158	39
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	394	372	191	168	41
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	241	2166	1006	508	603	537
Arrive On Green	0.13	0.60	0.43	0.43	0.33	0.33
Sat Flow, veh/h	1810	3705	2416	1173	1810	1610
Grp Volume(v), veh/h	35	394	288	275	168	41
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1689	1810	1610
Q Serve(g_s), s	2.1	5.9	12.9	13.2	8.2	2.1
Cycle Q Clear(g_c), s	2.1	5.9	12.9	13.2	8.2	2.1
Prop In Lane	1.00			0.69	1.00	1.00
Lane Grp Cap(c), veh/h	241	2166	782	732	603	537
V/C Ratio(X)	0.15	0.18	0.37	0.38	0.28	0.08
Avail Cap(c_a), veh/h	241	2166	782	732	603	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.92	0.92	1.00	1.00
Uniform Delay (d), s/veh	46.0	10.8	22.9	23.0	29.4	27.4
Incr Delay (d2), s/veh	0.2	0.2	1.2	1.4	1.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.4	5.7	5.5	3.8	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	46.2	10.9	24.2	24.4	30.5	27.6
LnGrp LOS	D	B	C	C	C	C
Approach Vol, veh/h		429	563		209	
Approach Delay, s/veh		13.8	24.3		30.0	
Approach LOS		B	C		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		76.0		44.0	20.0	56.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		72.0		40.0	16.0	52.0
Max Q Clear Time (g_c+I1), s		7.9		10.2	4.1	15.2
Green Ext Time (p_c), s		2.9		0.6	0.0	3.9
Intersection Summary						
HCM 6th Ctrl Delay			21.5			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary
 Int.8: Oliver St & Iris Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙ ↑↑↑ ↘			↙ ↑↑↑ ↘				↙ ↑	↘ ↑		↙ ↑	↘ ↑
Traffic Volume (veh/h)	50	551	44	50	654	2	45	7	33	0	13	45
Future Volume (veh/h)	50	551	44	50	654	2	45	7	33	0	13	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	605	48	55	719	2	49	8	36	0	14	49
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	287	2129	168	89	1736	5	313	51	322	0	348	295
Arrive On Green	0.32	0.87	0.87	0.05	0.32	0.32	0.20	0.20	0.20	0.00	0.18	0.18
Sat Flow, veh/h	1810	4903	386	1810	5340	15	1566	256	1610	0	1900	1610
Grp Volume(v), veh/h	55	425	228	55	465	256	57	0	36	0	14	49
Grp Sat Flow(s),veh/h/ln	1810	1729	1831	1810	1729	1897	1822	0	1610	0	1900	1610
Q Serve(g_s), s	2.7	2.6	2.6	3.6	12.6	12.6	3.1	0.0	2.2	0.0	0.7	3.1
Cycle Q Clear(g_c), s	2.7	2.6	2.6	3.6	12.6	12.6	3.1	0.0	2.2	0.0	0.7	3.1
Prop In Lane	1.00		0.21	1.00		0.01	0.86		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	287	1502	795	89	1124	617	364	0	322	0	348	295
V/C Ratio(X)	0.19	0.28	0.29	0.62	0.41	0.41	0.16	0.00	0.11	0.00	0.04	0.17
Avail Cap(c_a), veh/h	287	1502	795	241	1124	617	364	0	322	0	348	295
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	4.6	4.6	56.0	31.6	31.6	39.6	0.0	39.3	0.0	40.3	41.3
Incr Delay (d2), s/veh	0.3	0.5	0.9	6.9	1.1	2.0	0.9	0.0	0.7	0.0	0.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.9	1.1	1.8	5.4	6.1	1.5	0.0	0.9	0.0	0.4	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	5.1	5.5	62.8	32.7	33.6	40.6	0.0	40.0	0.0	40.5	42.5
LnGrp LOS	D	A	A	E	C	C	D	A	D	A	D	D
Approach Vol, veh/h	708			776			93			63		
Approach Delay, s/veh	7.6			35.2			40.3			42.0		
Approach LOS	A			D			D			D		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	9.9	56.1	26.0		23.0	43.0	28.0					
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0	4.0	4.0					
Max Green Setting (Gmax), s	40.0	42.0	22.0		19.0	39.0	24.0					
Max Q Clear Time (g_c+1), s	11.6	4.6	5.1		4.7	14.6	5.1					
Green Ext Time (p_c), s	0.1	4.8	0.1		0.1	4.9	0.3					

Intersection Summary

HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 Int.9: Moreno Beach Dr & SR-60 WB Ramps



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	92	8	262	592	36	253
Future Volume (veh/h)	92	8	262	592	36	253
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	99	9	282	637	39	272
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	128	819	744	745	791	1638
Arrive On Green	0.07	0.07	0.78	0.78	0.87	1.00
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	99	9	282	637	39	272
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	6.5	0.0	5.5	43.5	0.3	0.0
Cycle Q Clear(g_c), s	6.5	0.0	5.5	43.5	0.3	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	128	819	744	745	791	1638
V/C Ratio(X)	0.77	0.01	0.38	0.86	0.05	0.17
Avail Cap(c_a), veh/h	814	1429	744	745	791	1638
HCM Platoon Ratio	1.00	1.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.58	0.58	1.00	1.00
Uniform Delay (d), s/veh	54.8	14.6	8.5	10.3	4.3	0.0
Incr Delay (d2), s/veh	9.3	0.0	0.9	7.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.1	2.0	6.1	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	64.1	14.6	9.4	17.8	4.3	0.2
LnGrp LOS	E	B	A	B	A	A
Approach Vol, veh/h	108		919			311
Approach Delay, s/veh	60.0		15.2			0.7
Approach LOS	E		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	56.5	51.0			107.5	12.5
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	47.0				58.0	54.0
Max Q Clear Time (g_c+I), s	45.5				2.0	8.5
Green Ext Time (p_c), s	0.0	0.7			1.8	0.3

Intersection Summary

HCM 6th Ctrl Delay		15.4	
HCM 6th LOS		B	

HCM 6th Signalized Intersection Summary
 Int.10: Moreno Beach Dr & SR-60 EB Ramps

Moreno Valley Trade Center

03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕	↗		↕	
Traffic Volume (veh/h)	65	2	678	0	0	0	0	789	168	8	337	0
Future Volume (veh/h)	65	2	678	0	0	0	0	789	168	8	337	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	66	2	692				0	805	171	8	344	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	337	10	309				0	934	792	9	402	0
Arrive On Green	0.19	0.19	0.19				0.00	0.16	0.16	0.07	0.07	0.00
Sat Flow, veh/h	1759	53	1610				0	1900	1610	43	1855	0
Grp Volume(v), veh/h	68	0	692				0	805	171	352	0	0
Grp Sat Flow(s),veh/h/ln	1812	0	1610				0	1900	1610	1898	0	0
Q Serve(g_s), s	3.8	0.0	23.0				0.0	49.5	11.1	22.0	0.0	0.0
Cycle Q Clear(g_c), s	3.8	0.0	23.0				0.0	49.5	11.1	22.0	0.0	0.0
Prop In Lane	0.97		1.00				0.00		1.00	0.02		0.00
Lane Grp Cap(c), veh/h	347	0	309				0	934	792	411	0	0
V/C Ratio(X)	0.20	0.00	2.24				0.00	0.86	0.22	0.86	0.00	0.00
Avail Cap(c_a), veh/h	347	0	309				0	934	792	411	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.82	0.82	0.97	0.00	0.00
Uniform Delay (d), s/veh	40.7	0.0	48.5				0.0	46.3	30.2	53.9	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	569.4				0.0	8.6	0.5	19.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	58.0				0.0	27.5	4.9	13.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	0.0	617.9				0.0	54.9	30.7	73.3	0.0	0.0
LnGrp LOS	D	A	F				A	D	C	E	A	A
Approach Vol, veh/h		760						976			352	
Approach Delay, s/veh		566.2						50.7			73.3	
Approach LOS		F						D			E	
Timer - Assigned Phs		2		4				6				
Phs Duration (G+Y+Rc), s		63.0		27.0				30.0				
Change Period (Y+Rc), s		4.0		4.0				4.0				
Max Green Setting (Gmax), s		59.0		23.0				26.0				
Max Q Clear Time (g_c+I1), s		51.5		25.0				24.0				
Green Ext Time (p_c), s		3.7		0.0				0.4				
Intersection Summary												
HCM 6th Ctrl Delay			242.2									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary
 Int.11: Moreno Beach Dr & Eucalyptus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↑	↖	↖	↑↑	↖	↖	↑↑	↖
Traffic Volume (veh/h)	338	66	135	48	82	290	114	329	21	225	549	241
Future Volume (veh/h)	338	66	135	48	82	290	114	329	21	225	549	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	360	70	144	51	87	309	121	350	22	239	584	256
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	434	540	457	86	395	335	149	782	349	576	1634	729
Arrive On Green	0.12	0.28	0.28	0.05	0.21	0.21	0.08	0.22	0.22	0.32	0.45	0.45
Sat Flow, veh/h	3510	1900	1610	1810	1900	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	360	70	144	51	87	309	121	350	22	239	584	256
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	12.0	3.3	8.4	3.3	4.6	22.6	7.9	10.1	1.1	12.5	12.7	8.1
Cycle Q Clear(g_c), s	12.0	3.3	8.4	3.3	4.6	22.6	7.9	10.1	1.1	12.5	12.7	8.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	434	540	457	86	395	335	149	782	349	576	1634	729
V/C Ratio(X)	0.83	0.13	0.31	0.59	0.22	0.92	0.81	0.45	0.06	0.42	0.36	0.35
Avail Cap(c_a), veh/h	644	618	523	151	428	362	256	782	349	576	1634	729
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	0.39	0.39	0.39
Uniform Delay (d), s/veh	51.3	31.9	33.8	56.0	39.4	46.6	54.2	40.8	27.2	32.1	21.4	9.1
Incr Delay (d2), s/veh	5.7	0.1	0.4	6.3	0.3	27.4	10.2	1.9	0.3	0.2	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	1.5	3.4	1.7	2.2	11.5	4.0	4.7	0.6	5.5	5.4	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	32.0	34.2	62.3	39.7	74.0	64.3	42.6	27.6	32.3	21.7	9.6
LnGrp LOS	E	C	C	E	D	E	E	D	C	C	C	A
Approach Vol, veh/h		574			447			493			1079	
Approach Delay, s/veh		48.3			66.0			47.3			21.2	
Approach LOS		D			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	42.2	30.0	9.7	38.1	13.9	58.3	18.8	29.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	29.0	26.0	10.0	39.0	17.0	38.0	22.0	27.0				
Max Q Clear Time (g_c+1/4), s	14.5	12.1	5.3	10.4	9.9	14.7	14.0	24.6				
Green Ext Time (p_c), s	0.6	1.9	0.0	0.8	0.1	5.1	0.8	0.4				

Intersection Summary

HCM 6th Ctrl Delay	39.9
HCM 6th LOS	D

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↗	↖		↕	
Traffic Vol, veh/h	12	277	27	32	300	1	57	5	27	0	5	16
Future Vol, veh/h	12	277	27	32	300	1	57	5	27	0	5	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	25	85	-	25	120	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	338	33	39	366	1	70	6	33	0	6	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	367	0	0	371	0	0	826	813	338	848	845	366
Stage 1	-	-	-	-	-	-	368	368	-	444	444	-
Stage 2	-	-	-	-	-	-	458	445	-	404	401	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1203	-	-	1199	-	-	293	315	709	284	302	684
Stage 1	-	-	-	-	-	-	656	625	-	597	579	-
Stage 2	-	-	-	-	-	-	587	578	-	627	604	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1203	-	-	1199	-	-	270	301	709	258	288	684
Mov Cap-2 Maneuver	-	-	-	-	-	-	387	400	-	258	288	-
Stage 1	-	-	-	-	-	-	648	618	-	590	560	-
Stage 2	-	-	-	-	-	-	546	559	-	585	597	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.8			14.4			12.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	387	633	1203	-	-	1199	-	-	515
HCM Lane V/C Ratio	0.18	0.062	0.012	-	-	0.033	-	-	0.05
HCM Control Delay (s)	16.3	11.1	8	-	-	8.1	-	-	12.4
HCM Lane LOS	C	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.6	0.2	0	-	-	0.1	-	-	0.2

HCM 6th Signalized Intersection Summary
 Int.13: Moreno Beach Dr & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	229	72	79	145	23	56	453	70	18	607	51
Future Volume (veh/h)	81	229	72	79	145	23	56	453	70	18	607	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	241	76	83	153	24	59	477	74	19	639	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	247	268	85	106	186	29	91	790	122	222	975	82
Arrive On Green	0.14	0.19	0.19	0.06	0.12	0.12	0.05	0.49	0.49	0.12	0.56	0.56
Sat Flow, veh/h	1810	1385	437	1810	1603	251	1810	1606	249	1810	1728	146
Grp Volume(v), veh/h	85	0	317	83	0	177	59	0	551	19	0	693
Grp Sat Flow(s),veh/h/ln	1810	0	1821	1810	0	1855	1810	0	1855	1810	0	1874
Q Serve(g_s), s	5.1	0.0	20.4	5.4	0.0	11.2	3.8	0.0	25.8	1.1	0.0	30.7
Cycle Q Clear(g_c), s	5.1	0.0	20.4	5.4	0.0	11.2	3.8	0.0	25.8	1.1	0.0	30.7
Prop In Lane	1.00		0.24	1.00		0.14	1.00		0.13	1.00		0.08
Lane Grp Cap(c), veh/h	247	0	353	106	0	215	91	0	912	222	0	1057
V/C Ratio(X)	0.34	0.00	0.90	0.79	0.00	0.82	0.65	0.00	0.60	0.09	0.00	0.66
Avail Cap(c_a), veh/h	247	0	425	151	0	402	106	0	912	222	0	1057
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.0	0.0	47.2	55.8	0.0	51.8	56.0	0.0	22.1	46.7	0.0	18.1
Incr Delay (d2), s/veh	0.8	0.0	19.0	15.9	0.0	7.7	10.6	0.0	3.0	0.2	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	11.1	2.9	0.0	5.7	2.0	0.0	11.8	0.5	0.0	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.8	0.0	66.2	71.7	0.0	59.5	66.6	0.0	25.0	46.8	0.0	21.2
LnGrp LOS	D	A	E	E	A	E	E	A	C	D	A	C
Approach Vol, veh/h		402			260			610			712	
Approach Delay, s/veh		62.3			63.4			29.0			21.9	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.7	63.0	11.0	27.3	10.0	71.7	20.4	17.9				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	59.0	10.0	28.0	7.0	59.0	12.0	26.0				
Max Q Clear Time (g_c+I1), s	3.1	27.8	7.4	22.4	5.8	32.7	7.1	13.2				
Green Ext Time (p_c), s	0.0	4.1	0.0	0.9	0.0	5.4	0.1	0.7				

Intersection Summary												
HCM 6th Ctrl Delay											37.7	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary
 Int.14: Moreno Beach Dr & Cactus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗	↖	↗	↗	↖
Traffic Volume (veh/h)	96	193	125	19	113	23	113	410	27	46	523	95
Future Volume (veh/h)	96	193	125	19	113	23	113	410	27	46	523	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	101	203	132	20	119	24	119	432	28	48	551	100
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	276	171	51	157	765	146	1143	556	710	2783	496
Arrive On Green	0.07	0.13	0.13	0.03	0.08	0.08	0.16	0.63	0.63	0.39	0.63	0.63
Sat Flow, veh/h	1810	2139	1327	1810	1900	1610	1810	3610	1610	1810	4427	789
Grp Volume(v), veh/h	101	170	165	20	119	24	119	432	28	48	428	223
Grp Sat Flow(s),veh/h/ln	1810	1805	1661	1810	1900	1610	1810	1805	1610	1810	1729	1758
Q Serve(g_s), s	6.6	10.9	11.5	1.3	7.4	0.0	7.6	6.9	0.2	2.0	6.3	6.5
Cycle Q Clear(g_c), s	6.6	10.9	11.5	1.3	7.4	0.0	7.6	6.9	0.2	2.0	6.3	6.5
Prop In Lane	1.00		0.80	1.00		1.00	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	136	233	215	51	157	765	146	1143	556	710	2174	1105
V/C Ratio(X)	0.75	0.73	0.77	0.39	0.76	0.03	0.82	0.38	0.05	0.07	0.20	0.20
Avail Cap(c_a), veh/h	302	526	484	166	412	981	347	1143	556	710	2174	1105
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	50.2	50.5	57.3	53.9	16.8	49.5	16.3	6.8	22.7	9.4	9.5
Incr Delay (d2), s/veh	7.9	4.3	5.8	4.7	7.3	0.0	10.5	0.9	0.2	0.0	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	5.2	5.1	0.7	3.8	0.4	3.6	2.6	0.2	0.9	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	54.5	56.3	62.0	61.1	16.8	60.0	17.2	6.9	22.8	9.6	9.9
LnGrp LOS	E	D	E	E	E	B	E	B	A	C	A	A
Approach Vol, veh/h		436			163			579			699	
Approach Delay, s/veh		57.0			54.7			25.5			10.6	
Approach LOS		E			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	51.1	42.0	7.4	19.5	13.7	79.4	13.0	13.9				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	20.0	38.0	11.0	35.0	23.0	35.0	20.0	26.0				
Max Q Clear Time (g_c+1), s	14.0	8.9	3.3	13.5	9.6	8.5	8.6	9.4				
Green Ext Time (p_c), s	0.1	3.1	0.0	2.0	0.2	4.6	0.2	0.6				

Intersection Summary

HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 Int.15: Moreno Beach Dr & John F Kennedy Dr

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	8	10	307	24	66	13	374	214	121	440	85
Future Volume (veh/h)	47	8	10	307	24	66	13	374	214	121	440	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	9	11	334	26	72	14	407	233	132	478	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	45	55	370	408	346	535	2678	1161	159	1352	254
Arrive On Green	0.05	0.06	0.06	0.20	0.21	0.21	0.30	0.52	0.52	0.18	0.62	0.62
Sat Flow, veh/h	1810	778	951	1810	1900	1610	1810	5187	1610	1810	4385	825
Grp Volume(v), veh/h	51	0	20	334	26	72	14	407	233	132	375	195
Grp Sat Flow(s),veh/h/ln	1810	0	1729	1810	1900	1610	1810	1729	1610	1810	1729	1752
Q Serve(g_s), s	3.3	0.0	1.3	21.6	1.3	4.4	0.7	4.9	5.7	8.5	6.4	6.6
Cycle Q Clear(g_c), s	3.3	0.0	1.3	21.6	1.3	4.4	0.7	4.9	5.7	8.5	6.4	6.6
Prop In Lane	1.00		0.55	1.00		1.00	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	86	0	100	370	408	346	535	2678	1161	159	1066	540
V/C Ratio(X)	0.59	0.00	0.20	0.90	0.06	0.21	0.03	0.15	0.20	0.83	0.35	0.36
Avail Cap(c_a), veh/h	151	0	274	618	792	671	535	2678	1161	302	1066	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	56.0	0.0	53.9	46.6	37.5	38.7	30.0	15.2	5.5	48.6	17.1	17.2
Incr Delay (d2), s/veh	6.3	0.0	1.0	10.2	0.1	0.3	0.0	0.1	0.4	10.4	0.9	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.6	10.7	0.6	1.8	0.3	2.0	1.9	4.0	2.4	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.3	0.0	54.8	56.8	37.6	39.0	30.0	15.4	5.9	59.0	18.0	19.0
LnGrp LOS	E	A	D	E	D	D	C	B	A	E	B	B
Approach Vol, veh/h		71			432			654			702	
Approach Delay, s/veh		60.2			52.7			12.3			26.0	
Approach LOS		E			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	66.0	28.5	11.0	39.5	41.0	9.7	29.8				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	20.0	24.0	41.0	19.0	7.0	37.0	10.0	50.0				
Max Q Clear Time (g_c+10), s	10.5	7.7	23.6	3.3	2.7	8.6	5.3	6.4				
Green Ext Time (p_c), s	0.2	3.2	0.9	0.0	0.0	4.0	0.0	0.4				

Intersection Summary

HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	18.7
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	191	14	218	227	25	446
Future Vol, veh/h	191	14	218	227	25	446
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	199	15	227	236	26	465
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left NB			WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right SB		WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	14.7	17.5	21.6
HCM LOS	B	C	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	5%
Vol Thru, %	49%	0%	0%	95%
Vol Right, %	51%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	445	191	14	471
LT Vol	0	191	0	25
Through Vol	218	0	0	446
RT Vol	227	0	14	0
Lane Flow Rate	464	199	15	491
Geometry Grp	2	7	7	2
Degree of Util (X)	0.657	0.406	0.025	0.73
Departure Headway (Hd)	5.104	7.345	6.119	5.354
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	705	489	583	672
Service Time	3.156	5.105	3.879	3.403
HCM Lane V/C Ratio	0.658	0.407	0.026	0.731
HCM Control Delay	17.5	15.1	9	21.6
HCM Lane LOS	C	C	A	C
HCM 95th-tile Q	4.9	1.9	0.1	6.3

Intersection												
Intersection Delay, s/veh	80											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	3	244	5	13	1	420	294	27	587	3
Future Vol, veh/h	2	2	3	244	5	13	1	420	294	27	587	3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	2	3	249	5	13	1	429	300	28	599	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.9	18.9	108.9	73.2
HCM LOS	B	C	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	29%	93%	4%
Vol Thru, %	59%	29%	2%	95%
Vol Right, %	41%	43%	5%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	715	7	262	617
LT Vol	1	2	244	27
Through Vol	420	2	5	587
RT Vol	294	3	13	3
Lane Flow Rate	730	7	267	630
Geometry Grp	1	1	1	1
Degree of Util (X)	1.155	0.016	0.534	1.041
Departure Headway (Hd)	5.846	8.736	7.584	6.227
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	627	412	479	586
Service Time	3.846	6.736	5.584	4.227
HCM Lane V/C Ratio	1.164	0.017	0.557	1.075
HCM Control Delay	108.9	11.9	18.9	73.2
HCM Lane LOS	F	B	C	F
HCM 95th-tile Q	23.4	0	3.1	16.6

Intersection

Intersection Delay, s/veh 52.3
 Intersection LOS F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	46	721	242	31	670	89
Future Vol, veh/h	46	721	242	31	670	89
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	46	728	244	31	677	90
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	148.9	21.6	202.8
HCM LOS	F	C	F

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	88%	0%	89%
Vol Thru, %	0%	6%	11%
Vol Right, %	12%	94%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	759	767	273
LT Vol	670	0	242
Through Vol	0	46	31
RT Vol	89	721	0
Lane Flow Rate	767	775	276
Geometry Grp	1	1	1
Degree of Util (X)	1.378	1.248	0.55
Departure Headway (Hd)	7.052	6.815	8.577
Convergence, Y/N	Yes	Yes	Yes
Cap	521	542	425
Service Time	5.052	4.815	6.577
HCM Lane V/C Ratio	1.472	1.43	0.649
HCM Control Delay	202.8	148.9	21.6
HCM Lane LOS	F	F	C
HCM 95th-tile Q	32.3	25.9	3.2

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	0	163	110	85	171	0	110	0	97	0	0	0
Future Vol, veh/h	0	163	110	85	171	0	110	0	97	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	92	92	86	86	92	92	92	86	92	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	190	120	92	199	0	120	0	105	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	199	0	0	310	0	0	534	633	250	686	693	100
Stage 1	-	-	-	-	-	-	250	250	-	383	383	-
Stage 2	-	-	-	-	-	-	284	383	-	303	310	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1501	-	-	1262	-	-	529	453	794	411	417	*1029
Stage 1	-	-	-	-	-	-	759	704	-	715	678	-
Stage 2	-	-	-	-	-	-	823	678	-	711	663	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	1501	-	-	1262	-	-	500	420	794	337	386	*1029
Mov Cap-2 Maneuver	-	-	-	-	-	-	576	493	-	337	386	-
Stage 1	-	-	-	-	-	-	759	704	-	715	628	-
Stage 2	-	-	-	-	-	-	763	628	-	617	663	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.6	13.2	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	661	1501	-	-	1262	-	-	-
HCM Lane V/C Ratio	0.34	-	-	-	0.073	-	-	-
HCM Control Delay (s)	13.2	0	-	-	8.1	-	-	0
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	1.5	0	-	-	0.2	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	0	11	1	53	0	0	3	50	0	5
Future Vol, veh/h	5	0	0	11	1	53	0	0	3	50	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	58	58	58	58	92	58	92	58	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	0	0	19	2	58	0	0	5	54	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	60	0	0	0	0	0	82	108	0	82	79	31
Stage 1	-	-	-	-	-	-	10	10	-	69	69	-
Stage 2	-	-	-	-	-	-	72	98	-	13	10	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1556	-	-	-	-	-	910	786	-	910	815	1049
Stage 1	-	-	-	-	-	-	1016	891	-	946	841	-
Stage 2	-	-	-	-	-	-	943	818	-	1013	891	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1556	-	-	-	-	-	904	784	-	-	813	1049
Mov Cap-2 Maneuver	-	-	-	-	-	-	904	784	-	-	813	-
Stage 1	-	-	-	-	-	-	1013	888	-	943	841	-
Stage 2	-	-	-	-	-	-	938	818	-	1010	888	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	7.3			
HCM LOS	-			

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1556	-	-	-	-	-	-
HCM Lane V/C Ratio	-	0.003	-	-	-	-	-	-
HCM Control Delay (s)	-	7.3	0	-	-	-	-	-
HCM Lane LOS	-	A	A	-	-	-	-	-
HCM 95th %tile Q(veh)	-	0	-	-	-	-	-	-

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	53	0	6	65	75	0	0	3	75	0	0
Future Vol, veh/h	0	53	0	6	65	75	0	0	3	75	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	60	60	60	92	60	92	60	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	88	0	10	108	82	0	0	5	82	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	190	0	0	88	0	0	257	298	88	260	257	149
Stage 1	-	-	-	-	-	-	88	88	-	169	169	-
Stage 2	-	-	-	-	-	-	169	210	-	91	88	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1396	-	-	1520	-	-	700	617	976	697	651	903
Stage 1	-	-	-	-	-	-	925	826	-	838	763	-
Stage 2	-	-	-	-	-	-	838	732	-	921	826	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1396	-	-	1520	-	-	697	613	976	690	646	903
Mov Cap-2 Maneuver	-	-	-	-	-	-	697	613	-	690	646	-
Stage 1	-	-	-	-	-	-	925	826	-	838	758	-
Stage 2	-	-	-	-	-	-	832	727	-	916	826	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.4			8.7			10.9		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	976	1396	-	-	1520	-	-	690
HCM Lane V/C Ratio	0.005	-	-	-	0.007	-	-	0.118
HCM Control Delay (s)	8.7	0	-	-	7.4	0	-	10.9
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔			↔			↔	
Traffic Vol, veh/h	0	130	0	3	146	107	0	0	2	99	0	0
Future Vol, veh/h	0	130	0	3	146	107	0	0	2	99	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	64	64	64	64	92	64	92	64	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	203	0	5	228	116	0	0	3	108	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	344	0	0	203	0	0	499	557	102	398	499	286
Stage 1	-	-	-	-	-	-	203	203	-	296	296	-
Stage 2	-	-	-	-	-	-	296	354	-	102	203	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1226	-	-	1381	-	-	472	442	940	553	476	758
Stage 1	-	-	-	-	-	-	786	737	-	717	672	-
Stage 2	-	-	-	-	-	-	717	634	-	899	737	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1226	-	-	1381	-	-	470	440	940	549	474	758
Mov Cap-2 Maneuver	-	-	-	-	-	-	470	440	-	549	474	-
Stage 1	-	-	-	-	-	-	786	737	-	717	669	-
Stage 2	-	-	-	-	-	-	713	631	-	896	737	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			8.8			13.1		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	940	1226	-	-	1381	-	-	549
HCM Lane V/C Ratio	0.003	-	-	-	0.003	-	-	0.196
HCM Control Delay (s)	8.8	0	-	-	7.6	0	-	13.1
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.7

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑↑		↗
Traffic Vol, veh/h	276	0	0	254	0	5
Future Vol, veh/h	276	0	0	254	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	300	0	0	276	0	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	300
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	744
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	744
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	744	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-
HCM Control Delay (s)	9.9	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

HCM 6th Signalized Intersection Summary
 Int.24: Redlands Blvd & Ironwood Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Volume (veh/h)	116	7	24	9	14	7	12	730	3	6	819	186
Future Volume (veh/h)	116	7	24	9	14	7	12	730	3	6	819	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	121	7	25	9	15	7	12	760	3	6	853	194
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	196	8	29	81	122	48	236	1229	5	236	1235	1047
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.26	1.00	1.00	0.13	0.65	0.65
Sat Flow, veh/h	1190	69	246	351	1026	402	1810	1891	7	1810	1900	1610
Grp Volume(v), veh/h	153	0	0	31	0	0	12	0	763	6	853	194
Grp Sat Flow(s),veh/h/ln	1505	0	0	1778	0	0	1810	0	1899	1810	1900	1610
Q Serve(g_s), s	10.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.3	34.2	5.8
Cycle Q Clear(g_c), s	11.9	0.0	0.0	1.8	0.0	0.0	0.6	0.0	0.0	0.3	34.2	5.8
Prop In Lane	0.79		0.16	0.29		0.23	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	233	0	0	251	0	0	236	0	1234	236	1235	1047
V/C Ratio(X)	0.66	0.00	0.00	0.12	0.00	0.00	0.05	0.00	0.62	0.03	0.69	0.19
Avail Cap(c_a), veh/h	339	0	0	371	0	0	236	0	1234	236	1235	1047
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.74	0.00	0.74	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	0.0	0.0	47.3	0.0	0.0	38.7	0.0	0.0	45.5	13.3	8.4
Incr Delay (d2), s/veh	3.1	0.0	0.0	0.2	0.0	0.0	0.1	0.0	1.7	0.0	3.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	0.0	0.8	0.0	0.0	0.3	0.0	0.6	0.2	14.7	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	0.0	0.0	47.6	0.0	0.0	38.8	0.0	1.7	45.5	16.5	8.7
LnGrp LOS	D	A	A	D	A	A	D	A	A	D	B	A
Approach Vol, veh/h		153			31			775			1053	
Approach Delay, s/veh		54.7			47.6			2.3			15.3	
Approach LOS		D			D			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.7	82.0		18.3	19.7	82.0		18.3				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.0	78.0		23.0	7.0	78.0		23.0				
Max Q Clear Time (g_c+I1), s	2.3	2.0		13.9	2.6	36.2		3.8				
Green Ext Time (p_c), s	0.0	6.9		0.5	0.0	9.0		0.1				

Intersection Summary

HCM 6th Ctrl Delay	13.8
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
 Int.25: Redlands Blvd & SR-60 WB Ramps

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	0	6	1	69	0	20	3	722	180	379	472	0
Future Volume (veh/h)	0	6	1	69	0	20	3	722	180	379	472	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	6	1	70	0	20	3	737	184	387	482	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	23	20	90	0	26	10	681	683	779	1488	0
Arrive On Green	0.00	0.01	0.01	0.07	0.00	0.07	0.00	0.24	0.24	0.86	1.00	0.00
Sat Flow, veh/h	0	1900	1610	1370	0	391	1810	1900	1610	1810	1900	0
Grp Volume(v), veh/h	0	6	1	90	0	0	3	737	184	387	482	0
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1761	0	0	1810	1900	1610	1810	1900	0
Q Serve(g_s), s	0.0	0.4	0.1	6.0	0.0	0.0	0.2	43.0	10.1	6.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.4	0.1	6.0	0.0	0.0	0.2	43.0	10.1	6.2	0.0	0.0
Prop In Lane	0.00		1.00	0.78		0.22	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	23	20	116	0	0	10	681	683	779	1488	0
V/C Ratio(X)	0.00	0.26	0.05	0.78	0.00	0.00	0.30	1.08	0.27	0.50	0.32	0.00
Avail Cap(c_a), veh/h	0	293	248	271	0	0	106	681	683	779	1488	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	2.00	2.00	2.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	0.00	0.85	0.85	0.85	0.77	0.77	0.00
Uniform Delay (d), s/veh	0.0	58.7	58.6	55.2	0.0	0.0	59.5	45.6	27.0	5.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.8	1.1	10.7	0.0	0.0	13.4	56.5	0.8	0.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	3.0	0.0	0.0	0.1	31.6	4.8	1.7	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	64.6	59.7	65.9	0.0	0.0	73.0	102.1	27.9	5.6	0.4	0.0
LnGrp LOS	A	E	E	E	A	A	E	F	C	A	A	A
Approach Vol, veh/h		7		90				924			869	
Approach Delay, s/veh		63.9		65.9				87.2			2.7	
Approach LOS		E		E				F			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	55.7	47.0		5.5	4.7	98.0		11.9				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	21.0	43.0		18.5	7.0	60.0		18.5				
Max Q Clear Time (g_c+1), s	10.2	45.0		2.4	2.2	2.0		8.0				
Green Ext Time (p_c), s	1.1	0.0		0.0	0.0	3.5		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				47.3								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary
 Int.26: Redlands Blvd & SR-60 EB Ramps

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕					↕	↑			↑	↕
Traffic Volume (veh/h)	403	0	212	0	0	0	115	501	0	0	504	37
Future Volume (veh/h)	403	0	212	0	0	0	115	501	0	0	504	37
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	420	0	221				120	522	0	0	525	39
Peak Hour Factor	0.96	0.92	0.96				0.96	0.96	0.92	0.92	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	448	0	236				237	1025	0	0	712	1238
Arrive On Green	0.39	0.00	0.39				0.26	1.00	0.00	0.00	0.75	0.75
Sat Flow, veh/h	1137	0	598				1810	1900	0	0	1900	1610
Grp Volume(v), veh/h	641	0	0				120	522	0	0	525	39
Grp Sat Flow(s),veh/h/ln	1735	0	0				1810	1900	0	0	1900	1610
Q Serve(g_s), s	42.6	0.0	0.0				6.8	0.0	0.0	0.0	18.5	0.3
Cycle Q Clear(g_c), s	42.6	0.0	0.0				6.8	0.0	0.0	0.0	18.5	0.3
Prop In Lane	0.66		0.34				1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	684	0	0				237	1025	0	0	713	1238
V/C Ratio(X)	0.94	0.00	0.00				0.51	0.51	0.00	0.00	0.74	0.03
Avail Cap(c_a), veh/h	752	0	0				237	1025	0	0	713	1238
HCM Platoon Ratio	1.00	1.00	1.00				2.00	2.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00				0.94	0.94	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh	35.0	0.0	0.0				41.0	0.0	0.0	0.0	11.7	1.3
Incr Delay (d2), s/veh	18.4	0.0	0.0				1.6	1.7	0.0	0.0	6.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	0.0	0.0				2.9	0.5	0.0	0.0	5.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	0.0	0.0				42.6	1.7	0.0	0.0	18.1	1.3
LnGrp LOS	D	A	A				D	A	A	A	B	A
Approach Vol, veh/h		641						642			564	
Approach Delay, s/veh		53.4						9.3			17.0	
Approach LOS		D						A			B	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		68.7		51.3	19.7	49.0						
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0						
Max Green Setting (Gmax), s		60.0		52.0	11.0	45.0						
Max Q Clear Time (g_c+I1), s		2.0		44.6	8.8	20.5						
Green Ext Time (p_c), s		3.9		2.7	0.1	3.7						
Intersection Summary												
HCM 6th Ctrl Delay											26.9	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 Int.27: Redlands Blvd & Eucalyptus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↕			↕	↗
Traffic Volume (veh/h)	116	10	155	16	11	24	138	475	15	0	611	105
Future Volume (veh/h)	116	10	155	16	11	24	138	475	15	0	611	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	122	11	163	17	12	25	145	500	16	0	643	111
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	17	333	26	19	39	173	1355	43	0	1161	1163
Arrive On Green	0.11	0.11	0.11	0.05	0.05	0.05	0.10	0.74	0.74	0.00	1.00	1.00
Sat Flow, veh/h	1666	150	1610	544	384	800	1810	1831	59	0	1900	1610
Grp Volume(v), veh/h	133	0	163	54	0	0	145	0	516	0	643	111
Grp Sat Flow(s),veh/h/ln	1817	0	1610	1729	0	0	1810	0	1889	0	1900	1610
Q Serve(g_s), s	8.4	0.0	10.7	3.7	0.0	0.0	9.5	0.0	11.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.4	0.0	10.7	3.7	0.0	0.0	9.5	0.0	11.7	0.0	0.0	0.0
Prop In Lane	0.92		1.00	0.31		0.46	1.00		0.03	0.00		1.00
Lane Grp Cap(c), veh/h	202	0	333	84	0	0	173	0	1398	0	1161	1163
V/C Ratio(X)	0.66	0.00	0.49	0.64	0.00	0.00	0.84	0.00	0.37	0.00	0.55	0.10
Avail Cap(c_a), veh/h	280	0	402	259	0	0	226	0	1398	0	1161	1163
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.70	0.70
Uniform Delay (d), s/veh	51.1	0.0	42.0	56.1	0.0	0.0	53.4	0.0	5.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.6	0.0	1.1	7.9	0.0	0.0	18.7	0.0	0.8	0.0	1.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.4	1.8	0.0	0.0	5.2	0.0	4.4	0.0	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.8	0.0	43.1	63.9	0.0	0.0	72.1	0.0	6.3	0.0	1.3	0.1
LnGrp LOS	D	A	D	E	A	A	E	A	A	A	A	A
Approach Vol, veh/h		296			54			661			754	
Approach Delay, s/veh		48.3			63.9			20.8			1.2	
Approach LOS		D			E			C			A	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		92.8		17.3	15.5	77.3		9.8				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		71.5		18.5	15.0	52.5		18.0				
Max Q Clear Time (g_c+I1), s		13.7		12.7	11.5	2.0		5.7				
Green Ext Time (p_c), s		3.9		0.6	0.1	5.6		0.1				
Intersection Summary												
HCM 6th Ctrl Delay											18.3	
HCM 6th LOS											B	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	55	0	629	712	69
Future Vol, veh/h	0	55	0	629	712	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	60	0	684	774	75

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	812	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.2	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.3	-
Pot Cap-1 Maneuver	0	382	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	382	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 382	-	-
HCM Lane V/C Ratio	- 0.156	-	-
HCM Control Delay (s)	- 16.2	-	-
HCM Lane LOS	- C	-	-
HCM 95th %tile Q(veh)	- 0.5	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	55	0	629	704	63
Future Vol, veh/h	0	55	0	629	704	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	60	0	684	765	68

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	799	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.2	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.3	-
Pot Cap-1 Maneuver	0	389	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	389	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 389	-	-
HCM Lane V/C Ratio	- 0.154	-	-
HCM Control Delay (s)	- 15.9	-	-
HCM Lane LOS	- C	-	-
HCM 95th %tile Q(veh)	- 0.5	-	-

Intersection

Int Delay, s/veh 109.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	192	40	128	415	595	124
Future Vol, veh/h	192	40	128	415	595	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	200	42	133	432	620	129

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1383	685	749	0	-	0
Stage 1	685	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*~ 99	*584	808	-	-	-
Stage 1	*551	-	-	-	-	-
Stage 2	*497	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*~ 77	*584	808	-	-	-
Mov Cap-2 Maneuver	*~ 77	-	-	-	-	-
Stage 1	*431	-	-	-	-	-
Stage 2	*497	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s\$	697.1	2.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	808	-	77	584	-	-
HCM Lane V/C Ratio	0.165	-	2.597	0.071	-	-
HCM Control Delay (s)	10.3	0\$	839.9	11.6	-	-
HCM Lane LOS	B	A	F	B	-	-
HCM 95th %tile Q(veh)	0.6	-	19.3	0.2	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
 Int.31: Redlands Blvd & Cottonwood Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	18	18	488	557	33
Future Volume (veh/h)	16	18	18	488	557	33
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	19	19	519	593	35
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	93	83	195	1568	1245	1055
Arrive On Green	0.05	0.05	0.11	0.83	0.66	0.66
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	17	19	19	519	593	35
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	0.6	0.7	0.6	4.3	10.1	0.5
Cycle Q Clear(g_c), s	0.6	0.7	0.6	4.3	10.1	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	93	83	195	1568	1245	1055
V/C Ratio(X)	0.18	0.23	0.10	0.33	0.48	0.03
Avail Cap(c_a), veh/h	516	459	195	1568	1245	1055
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	29.5	26.1	1.4	5.6	3.9
Incr Delay (d2), s/veh	0.9	1.4	0.2	0.6	1.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.3	0.4	3.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.4	30.9	26.3	1.9	6.9	4.0
LnGrp LOS	C	C	C	A	A	A
Approach Vol, veh/h	36			538	628	
Approach Delay, s/veh	30.7			2.8	6.7	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.5		7.3	11.0	46.5
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		53.5		18.5	7.0	42.5
Max Q Clear Time (g_c+I1), s		6.3		2.7	2.6	12.1
Green Ext Time (p_c), s		3.8		0.0	0.0	4.5
Intersection Summary						
HCM 6th Ctrl Delay			5.7			
HCM 6th LOS			A			

Intersection												
Intersection Delay, s/veh	70.9											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔	↔		↔	
Traffic Vol, veh/h	170	146	20	52	74	19	17	314	72	31	365	153
Future Vol, veh/h	170	146	20	52	74	19	17	314	72	31	365	153
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	177	152	21	54	77	20	18	327	75	32	380	159
Number of Lanes	0	1	1	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	33.4	18.7	28.5	138.8
HCM LOS	D	C	D	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	5%	0%	54%	0%	36%	6%
Vol Thru, %	95%	0%	46%	0%	51%	66%
Vol Right, %	0%	100%	0%	100%	13%	28%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	331	72	316	20	145	549
LT Vol	17	0	170	0	52	31
Through Vol	314	0	146	0	74	365
RT Vol	0	72	0	20	19	153
Lane Flow Rate	345	75	329	21	151	572
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.751	0.148	0.76	0.043	0.38	1.212
Departure Headway (Hd)	8.337	7.584	8.887	7.88	9.832	7.628
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	438	476	411	457	369	475
Service Time	6.037	5.284	6.587	5.58	7.832	5.691
HCM Lane V/C Ratio	0.788	0.158	0.8	0.046	0.409	1.204
HCM Control Delay	32.2	11.6	34.8	10.9	18.7	138.8
HCM Lane LOS	D	B	D	B	C	F
HCM 95th-tile Q	6.2	0.5	6.3	0.1	1.7	22.1

Intersection												
Intersection Delay, s/veh	11.8											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔			↔↔			↔↔	
Traffic Vol, veh/h	176	11	31	2	7	10	10	224	2	20	336	104
Future Vol, veh/h	176	11	31	2	7	10	10	224	2	20	336	104
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	189	12	33	2	8	11	11	241	2	22	361	112
Number of Lanes	0	2	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	12.9	9.9	10.4	12
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	8%	0%	97%	0%	11%	11%	0%
Vol Thru, %	92%	98%	3%	15%	37%	89%	62%
Vol Right, %	0%	2%	0%	85%	53%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	114	182	37	19	188	272
LT Vol	10	0	176	0	2	20	0
Through Vol	112	112	6	6	7	168	168
RT Vol	0	2	0	31	10	0	104
Lane Flow Rate	131	123	195	39	20	202	292
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.22	0.204	0.373	0.063	0.037	0.324	0.443
Departure Headway (Hd)	6.04	5.986	6.885	5.793	6.56	5.772	5.447
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	594	599	523	618	545	623	661
Service Time	3.777	3.723	4.622	3.529	4.611	3.502	3.178
HCM Lane V/C Ratio	0.221	0.205	0.373	0.063	0.037	0.324	0.442
HCM Control Delay	10.5	10.3	13.7	8.9	9.9	11.3	12.5
HCM Lane LOS	B	B	B	A	A	B	B
HCM 95th-tile Q	0.8	0.8	1.7	0.2	0.1	1.4	2.3

Intersection						
Int Delay, s/veh	5.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	71	46	35	30	22	32
Future Vol, veh/h	71	46	35	30	22	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	240	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	100	65	49	42	31	45

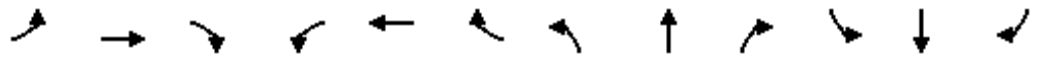
Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	171	31	76	0	0
Stage 1	31	-	-	-	-
Stage 2	140	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	824	1049	1536	-	-
Stage 1	997	-	-	-	-
Stage 2	892	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	798	1049	1536	-	-
Mov Cap-2 Maneuver	798	-	-	-	-
Stage 1	965	-	-	-	-
Stage 2	892	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1536	-	798	1049	-	-
HCM Lane V/C Ratio	0.032	-	0.125	0.062	-	-
HCM Control Delay (s)	7.4	-	10.2	8.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	0.2	-	-

HCM 6th Signalized Intersection Summary
 Int.1: Kitching St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	79	846	115	173	922	89	183	220	238	65	205	209
Future Volume (veh/h)	79	846	115	173	922	89	183	220	238	65	205	209
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	930	126	190	1013	98	201	242	262	71	225	230
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	110	1440	195	219	1845	908	231	436	389	96	302	269
Arrive On Green	0.06	0.45	0.45	0.12	0.51	0.51	0.13	0.24	0.24	0.05	0.17	0.17
Sat Flow, veh/h	1810	3194	433	1810	3610	1610	1810	1805	1610	1810	1805	1610
Grp Volume(v), veh/h	87	525	531	190	1013	98	201	242	262	71	225	230
Grp Sat Flow(s),veh/h/ln	1810	1805	1822	1810	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	5.7	27.1	27.1	12.4	22.9	0.7	13.1	14.1	17.7	4.6	14.2	16.7
Cycle Q Clear(g_c), s	5.7	27.1	27.1	12.4	22.9	0.7	13.1	14.1	17.7	4.6	14.2	16.7
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	110	814	822	219	1845	908	231	436	389	96	302	269
V/C Ratio(X)	0.79	0.65	0.65	0.87	0.55	0.11	0.87	0.55	0.67	0.74	0.75	0.86
Avail Cap(c_a), veh/h	181	814	822	287	1845	908	302	436	389	151	302	269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	25.5	25.5	51.8	19.9	5.4	51.4	39.8	41.2	56.0	47.6	48.6
Incr Delay (d2), s/veh	11.6	3.9	3.9	15.3	0.9	0.2	19.0	5.0	9.0	10.7	15.5	27.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	12.3	12.4	6.5	9.7	0.7	7.1	6.9	8.0	2.4	7.7	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	29.5	29.4	67.1	20.8	5.6	70.4	44.9	50.2	66.7	63.0	76.3
LnGrp LOS	E	C	C	E	C	A	E	D	D	E	E	E
Approach Vol, veh/h		1143			1301			705			526	
Approach Delay, s/veh		32.3			26.5			54.1			69.3	
Approach LOS		C			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.6	58.1	19.3	24.0	11.3	65.3	10.3	33.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	19.0	46.0	20.0	19.0	12.0	53.0	10.0	29.0				
Max Q Clear Time (g_c+I1), s	14.4	29.1	15.1	18.7	7.7	24.9	6.6	19.7				
Green Ext Time (p_c), s	0.2	6.6	0.2	0.1	0.1	8.9	0.0	2.2				

Intersection Summary												
HCM 6th Ctrl Delay												39.7
HCM 6th LOS												D

HCM 6th Signalized Intersection Summary
 Int.2: Lasselle St & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	414	167	139	754	32	262	386	183	53	382	86
Future Volume (veh/h)	44	414	167	139	754	32	262	386	183	53	382	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	505	204	170	920	39	320	471	223	65	466	105
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	614	520	197	728	727	289	697	766	123	413	93
Arrive On Green	0.05	0.32	0.32	0.11	0.38	0.38	0.16	0.37	0.37	0.07	0.28	0.28
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1501	338
Grp Volume(v), veh/h	54	505	204	170	920	39	320	471	223	65	0	571
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	0	1839
Q Serve(g_s), s	3.5	29.4	7.8	11.1	46.0	0.0	19.2	25.0	6.9	4.2	0.0	33.0
Cycle Q Clear(g_c), s	3.5	29.4	7.8	11.1	46.0	0.0	19.2	25.0	6.9	4.2	0.0	33.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	88	614	520	197	728	727	289	697	766	123	0	506
V/C Ratio(X)	0.61	0.82	0.39	0.86	1.26	0.05	1.11	0.68	0.29	0.53	0.00	1.13
Avail Cap(c_a), veh/h	106	618	523	211	728	727	289	697	766	123	0	506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.53	0.53	0.53	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.0	37.5	14.0	52.6	37.0	18.5	50.4	32.0	9.6	54.1	0.0	43.5
Incr Delay (d2), s/veh	7.3	8.8	0.5	16.5	124.4	0.0	85.0	5.2	1.0	4.2	0.0	80.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8	15.0	2.9	5.9	46.0	0.6	15.5	12.4	0.3	2.0	0.0	26.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	46.2	14.4	69.1	161.4	18.5	135.4	37.2	10.5	58.3	0.0	124.0
LnGrp LOS	E	D	B	E	F	B	F	D	B	E	A	F
Approach Vol, veh/h		763			1129			1014			636	
Approach Delay, s/veh		38.9			142.6			62.3			117.3	
Approach LOS		D			F			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	48.0	48.0	17.1	42.8	23.2	37.0	9.8	50.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	44.0	14.0	39.0	18.0	33.0	7.0	46.0					
Max Q Clear Time (g_c+10), s	27.0	13.1	31.4	21.2	35.0	5.5	48.0					
Green Ext Time (p_c), s	0.0	3.5	0.0	2.4	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	92.7
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary
 Int.3: Lasselle St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔ ↑↑↔			↔↔ ↑↑↔			↔↔ ↑↑		↔	↔↔ ↑↑		↔↔
Traffic Volume (veh/h)	130	768	384	679	781	114	476	669	707	165	525	114
Future Volume (veh/h)	130	768	384	679	781	114	476	669	707	165	525	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No		No			
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	138	817	409	722	831	121	506	712	752	176	559	121
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	263	922	429	848	1983	287	556	1053	859	234	591	127
Arrive On Green	0.08	0.27	0.27	0.24	0.43	0.43	0.16	0.29	0.29	0.07	0.20	0.20
Sat Flow, veh/h	3510	3458	1610	3510	4576	663	3510	3610	1610	3510	2953	637
Grp Volume(v), veh/h	138	817	409	722	627	325	506	712	752	176	341	339
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1781	1755	1805	1610	1755	1805	1785
Q Serve(g_s), s	4.5	27.2	30.0	23.6	15.1	15.2	17.0	20.9	13.1	5.9	22.4	22.5
Cycle Q Clear(g_c), s	4.5	27.2	30.0	23.6	15.1	15.2	17.0	20.9	13.1	5.9	22.4	22.5
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		0.36
Lane Grp Cap(c), veh/h	263	922	429	848	1498	772	556	1053	859	234	361	357
V/C Ratio(X)	0.52	0.89	0.95	0.85	0.42	0.42	0.91	0.68	0.88	0.75	0.94	0.95
Avail Cap(c_a), veh/h	263	922	429	848	1498	772	556	1053	859	293	361	357
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	42.2	43.3	43.4	23.5	23.6	49.7	37.5	11.8	55.0	47.3	47.4
Incr Delay (d2), s/veh	1.2	8.2	24.6	6.1	0.6	1.2	19.2	3.5	12.1	8.2	35.2	36.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	12.6	14.8	10.9	6.2	6.6	8.9	9.7	12.9	2.9	13.5	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	50.5	67.9	49.6	24.2	24.8	68.8	41.0	23.9	63.2	82.5	83.8
LnGrp LOS	D	D	E	D	C	C	E	D	C	E	F	F
Approach Vol, veh/h	1364			1674			1970		856			
Approach Delay, s/veh	56.1			35.2			41.6		79.1			
Approach LOS	E			D			D		E			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.0	36.0	23.0	28.0	13.0	56.0	12.0	39.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	29.0	32.0	19.0	24.0	9.0	52.0	10.0	33.0				
Max Q Clear Time (g_c+Y), s	25.6	32.0	19.0	24.5	6.5	17.2	7.9	22.9				
Green Ext Time (p_c), s	1.0	0.0	0.0	0.0	0.1	7.6	0.1	5.7				

Intersection Summary

HCM 6th Ctrl Delay	48.6
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.4: Nason St & Eucalyptus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	216	235	170	170	28	105	759	187	17	1302	110
Future Volume (veh/h)	248	216	235	170	170	28	105	759	187	17	1302	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	326	284	309	224	224	37	138	999	246	22	1713	145
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	302	604	269	241	417	68	106	1401	344	142	1712	143
Arrive On Green	0.17	0.17	0.17	0.04	0.04	0.04	0.06	0.49	0.49	0.08	0.51	0.51
Sat Flow, veh/h	1810	3610	1610	1810	3108	506	1810	2873	705	1810	3372	282
Grp Volume(v), veh/h	326	284	309	224	129	132	138	626	619	22	907	951
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1809	1810	1805	1773	1810	1805	1849
Q Serve(g_s), s	20.0	8.5	17.1	14.8	8.4	8.6	7.0	32.7	33.0	1.4	59.7	60.9
Cycle Q Clear(g_c), s	20.0	8.5	17.1	14.8	8.4	8.6	7.0	32.7	33.0	1.4	59.7	60.9
Prop In Lane	1.00		1.00	1.00		0.28	1.00		0.40	1.00		0.15
Lane Grp Cap(c), veh/h	302	604	269	241	242	242	106	880	864	142	916	939
V/C Ratio(X)	1.08	0.47	1.15	0.93	0.53	0.55	1.31	0.71	0.72	0.15	0.99	1.01
Avail Cap(c_a), veh/h	302	677	302	241	278	279	106	880	864	142	916	939
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	45.1	36.1	56.8	53.7	53.8	56.5	24.1	24.2	51.6	29.2	29.5
Incr Delay (d2), s/veh	75.1	0.6	100.3	37.9	1.7	1.8	190.9	4.9	5.0	0.5	27.5	32.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.3	3.9	14.2	9.8	4.1	4.3	8.8	14.8	14.7	0.6	31.7	34.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	125.1	45.7	136.4	94.7	55.4	55.6	247.4	29.0	29.2	52.1	56.7	62.1
LnGrp LOS	F	D	F	F	E	E	F	C	C	D	E	F
Approach Vol, veh/h		919			485			1383			1880	
Approach Delay, s/veh		104.4			73.6			50.9			59.4	
Approach LOS		F			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.4	62.5	20.0	24.1	11.0	64.9	24.0	20.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	58.5	16.0	22.5	7.0	58.5	20.0	18.5					
Max Q Clear Time (g_c+1), s	35.0	16.8	19.1	9.0	62.9	22.0	10.6					
Green Ext Time (p_c), s	0.0	9.6	0.0	1.0	0.0	0.0	0.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay											67.2	
HCM 6th LOS											E	

HCM 6th Signalized Intersection Summary
 Int.5: Nason St & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑	↖	↖	↑↑	↖	↖	↑↑↑	↖
Traffic Volume (veh/h)	95	263	233	369	509	262	131	583	107	101	1026	102
Future Volume (veh/h)	95	263	233	369	509	262	131	583	107	101	1026	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	113	313	277	439	606	312	156	694	127	120	1221	121
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	200	921	411	511	653	553	285	1143	510	270	1599	496
Arrive On Green	0.06	0.26	0.26	0.15	0.34	0.34	0.16	0.32	0.32	0.15	0.31	0.31
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	1810	5187	1610
Grp Volume(v), veh/h	113	313	277	439	606	312	156	694	127	120	1221	121
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1810	1729	1610
Q Serve(g_s), s	3.8	8.5	13.0	14.7	36.9	18.9	9.5	19.5	4.8	7.2	25.6	6.7
Cycle Q Clear(g_c), s	3.8	8.5	13.0	14.7	36.9	18.9	9.5	19.5	4.8	7.2	25.6	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	200	921	411	511	653	553	285	1143	510	270	1599	496
V/C Ratio(X)	0.56	0.34	0.67	0.86	0.93	0.56	0.55	0.61	0.25	0.44	0.76	0.24
Avail Cap(c_a), veh/h	205	921	411	644	697	590	285	1143	510	270	1599	496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.1	36.5	19.6	50.1	38.0	32.1	46.6	34.7	14.5	46.5	37.5	31.0
Incr Delay (d2), s/veh	2.4	0.2	3.0	9.4	18.2	1.1	2.2	2.4	1.2	1.1	3.5	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.8	5.2	7.1	20.2	7.5	4.5	8.9	2.8	3.4	11.2	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.5	36.6	22.7	59.5	56.1	33.2	48.8	37.1	15.6	47.6	41.1	32.2
LnGrp LOS	E	D	C	E	E	C	D	D	B	D	D	C
Approach Vol, veh/h		703			1357			977			1462	
Approach Delay, s/veh		34.5			51.9			36.2			40.9	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.9	42.0	21.5	34.6	22.9	41.0	10.8	45.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	15.0	38.0	22.0	29.0	16.0	37.0	7.0	44.0				
Max Q Clear Time (g_c+1), s	19.2	21.5	16.7	15.0	11.5	27.6	5.8	38.9				
Green Ext Time (p_c), s	0.1	4.8	0.8	2.6	0.2	5.8	0.0	2.3				

Intersection Summary

HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.6: Nason St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↑ ↑ ↑		↖ ↗	↑ ↑ ↑	↖	↖	↖		↖	↑	↖
Traffic Volume (veh/h)	435	1080	19	26	854	217	12	43	14	256	27	348
Future Volume (veh/h)	435	1080	19	26	854	217	12	43	14	256	27	348
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	512	1271	22	31	1005	255	14	51	16	301	32	409
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	860	2122	37	172	1318	409	39	214	67	386	657	951
Arrive On Green	0.24	0.40	0.40	0.19	0.51	0.51	0.02	0.15	0.15	0.21	0.35	0.35
Sat Flow, veh/h	3510	5251	91	1810	5187	1610	1810	1387	435	1810	1900	1610
Grp Volume(v), veh/h	512	837	456	31	1005	255	14	0	67	301	32	409
Grp Sat Flow(s),veh/h/ln	1755	1729	1884	1810	1729	1610	1810	0	1822	1810	1900	1610
Q Serve(g_s), s	15.5	22.8	22.8	1.7	18.7	13.7	0.9	0.0	3.9	18.8	1.3	2.3
Cycle Q Clear(g_c), s	15.5	22.8	22.8	1.7	18.7	13.7	0.9	0.0	3.9	18.8	1.3	2.3
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	860	1398	761	172	1318	409	39	0	281	386	657	951
V/C Ratio(X)	0.60	0.60	0.60	0.18	0.76	0.62	0.36	0.00	0.24	0.78	0.05	0.43
Avail Cap(c_a), veh/h	860	1398	761	172	1318	409	106	0	281	452	657	951
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.40	0.40	0.40	0.65	0.65	0.65	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	28.1	28.1	44.7	26.6	25.4	57.9	0.0	44.6	44.5	26.1	6.9
Incr Delay (d2), s/veh	0.4	0.8	1.4	0.3	2.8	4.6	5.4	0.0	2.0	7.3	0.1	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	9.5	10.5	0.8	6.1	4.6	0.5	0.0	1.9	9.2	0.6	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	28.9	29.5	45.0	29.4	30.0	63.2	0.0	46.6	51.8	26.3	8.3
LnGrp LOS	D	C	C	D	C	C	E	A	D	D	C	A
Approach Vol, veh/h		1805			1291			81			742	
Approach Delay, s/veh		32.3			29.9			49.4			26.7	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.4	52.5	6.6	45.5	33.4	34.5	29.6	22.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	48.5	7.0	41.5	25.0	30.5	30.0	18.5					
Max Q Clear Time (g_c+1), s	24.8	2.9	4.3	17.5	20.7	20.8	5.9					
Green Ext Time (p_c), s	0.0	9.8	0.0	1.7	1.2	5.4	0.6	0.2				

Intersection Summary

HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 Int.7: Eucalyptus Ave & Fir Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	337	3	6	228	178	8	31	10	159	10	50
Future Volume (veh/h)	65	337	3	6	228	178	8	31	10	159	10	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	80	416	3	7	281	220	9	34	11	196	11	62
Peak Hour Factor	0.81	0.81	0.92	0.92	0.81	0.81	0.92	0.92	0.92	0.81	0.92	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	103	1623	12	136	898	682	121	446	136	598	95	537
Arrive On Green	0.06	0.44	0.44	0.08	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	3674	26	1810	1954	1483	225	1163	355	1383	248	1400
Grp Volume(v), veh/h	80	204	215	7	259	242	54	0	0	196	0	73
Grp Sat Flow(s),veh/h/ln	1810	1805	1895	1810	1805	1633	1744	0	0	1383	0	1648
Q Serve(g_s), s	5.2	8.6	8.6	0.4	10.9	11.3	0.0	0.0	0.0	9.2	0.0	3.4
Cycle Q Clear(g_c), s	5.2	8.6	8.6	0.4	10.9	11.3	2.2	0.0	0.0	11.4	0.0	3.4
Prop In Lane	1.00		0.01	1.00		0.91	0.17		0.20	1.00		0.85
Lane Grp Cap(c), veh/h	103	797	837	136	830	750	703	0	0	598	0	632
V/C Ratio(X)	0.77	0.26	0.26	0.05	0.31	0.32	0.08	0.00	0.00	0.33	0.00	0.12
Avail Cap(c_a), veh/h	317	797	837	136	830	750	703	0	0	598	0	632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.93	0.93	0.93	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.8	21.1	21.1	51.5	20.5	20.6	23.5	0.0	0.0	26.1	0.0	23.9
Incr Delay (d2), s/veh	10.2	0.7	0.6	0.1	0.9	1.1	0.0	0.0	0.0	1.5	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.8	4.0	0.2	4.8	4.5	1.0	0.0	0.0	4.2	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.0	21.8	21.7	51.7	21.4	21.6	23.6	0.0	0.0	27.6	0.0	24.2
LnGrp LOS	E	C	C	D	C	C	C	A	A	C	A	C
Approach Vol, veh/h		499			508			54			269	
Approach Delay, s/veh		28.8			21.9			23.6			26.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	3.0	57.0		50.0	10.9	59.1		50.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	3.0	53.0		46.0	21.0	41.0		46.0				
Max Q Clear Time (g_c+1), s	3.0	10.6		13.4	7.2	13.3		4.2				
Green Ext Time (p_c), s	0.0	2.7		1.0	0.1	3.3		0.3				
Intersection Summary												
HCM 6th Ctrl Delay												25.5
HCM 6th LOS												C

HCM 6th Signalized Intersection Summary
 Int.8: Oliver St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗				↖ ↗	↖ ↗		↖ ↗	↖ ↗
Traffic Volume (veh/h)	309	737	36	35	764	39	95	65	36	24	45	240
Future Volume (veh/h)	309	737	36	35	764	39	95	65	36	24	45	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	347	828	40	39	858	44	107	73	40	27	51	270
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	528	2446	118	77	1179	60	183	125	268	113	214	282
Arrive On Green	0.58	0.97	0.97	0.04	0.23	0.23	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1810	5070	244	1810	5053	258	1097	748	1610	647	1221	1610
Grp Volume(v), veh/h	347	564	304	39	587	315	180	0	40	78	0	270
Grp Sat Flow(s),veh/h/ln	1810	1729	1856	1810	1729	1853	1845	0	1610	1868	0	1610
Q Serve(g_s), s	15.6	1.0	1.0	2.5	18.8	18.9	10.8	0.0	2.5	4.3	0.0	19.9
Cycle Q Clear(g_c), s	15.6	1.0	1.0	2.5	18.8	18.9	10.8	0.0	2.5	4.3	0.0	19.9
Prop In Lane	1.00		0.13	1.00		0.14	0.59		1.00	0.35		1.00
Lane Grp Cap(c), veh/h	528	1669	896	77	807	432	308	0	268	327	0	282
V/C Ratio(X)	0.66	0.34	0.34	0.51	0.73	0.73	0.59	0.00	0.15	0.24	0.00	0.96
Avail Cap(c_a), veh/h	528	1669	896	106	807	432	308	0	268	327	0	282
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.9	1.1	1.1	56.2	42.5	42.5	46.2	0.0	42.7	42.6	0.0	49.1
Incr Delay (d2), s/veh	2.3	0.4	0.8	5.1	5.7	10.3	7.9	0.0	1.2	1.7	0.0	43.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.4	0.5	1.3	8.6	9.9	5.6	0.0	1.1	2.2	0.0	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	1.5	1.9	61.3	48.1	52.8	54.1	0.0	43.9	44.3	0.0	93.0
LnGrp LOS	C	A	A	E	D	D	D	A	D	D	A	F
Approach Vol, veh/h	1215		941		220		348					
Approach Delay, s/veh	7.8		50.3		52.2		82.1					
Approach LOS	A		D		D		F					
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	9.1	61.9	25.0		39.0	32.0	24.0					
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0	4.0	4.0					
Max Green Setting (Gmax), s	56.0		21.0		35.0	28.0	20.0					
Max Q Clear Time (g_c+1), s	3.0		21.9		17.6	20.9	12.8					
Green Ext Time (p_c), s	0.0	7.0	0.0		1.0	3.3	0.6					
Intersection Summary												
HCM 6th Ctrl Delay			35.6									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
 Int.9: Moreno Beach Dr & SR-60 WB Ramps



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	211	7	463	494	116	308
Future Volume (veh/h)	211	7	463	494	116	308
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	243	8	532	568	133	354
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	278	765	808	932	581	1481
Arrive On Green	0.15	0.15	0.71	0.71	0.32	0.78
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	243	8	532	568	133	354
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	15.8	0.0	18.3	21.9	6.5	6.1
Cycle Q Clear(g_c), s	15.8	0.0	18.3	21.9	6.5	6.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	278	765	808	932	581	1481
V/C Ratio(X)	0.87	0.01	0.66	0.61	0.23	0.24
Avail Cap(c_a), veh/h	603	1054	808	932	581	1481
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	49.6	16.6	12.7	7.7	29.8	3.6
Incr Delay (d2), s/veh	8.4	0.0	0.4	0.3	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	0.1	5.2	6.8	2.9	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	58.0	16.6	13.1	8.0	30.0	4.0
LnGrp LOS	E	B	B	A	C	A
Approach Vol, veh/h	251		1100			487
Approach Delay, s/veh	56.7		10.4			11.1
Approach LOS	E		B			B
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	42.5	55.0			97.5	22.5
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	47.0	51.0			72.0	40.0
Max Q Clear Time (g_c+1/3), s	19.5	23.9			8.1	17.8
Green Ext Time (p_c), s	0.2	6.4			2.4	0.7

Intersection Summary

HCM 6th Ctrl Delay		16.9				
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
 Int.10: Moreno Beach Dr & SR-60 EB Ramps

Moreno Valley Trade Center

03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↑	↗		↕	
Traffic Volume (veh/h)	246	11	541	0	0	0	0	709	256	78	460	0
Future Volume (veh/h)	246	11	541	0	0	0	0	709	256	78	460	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	296	13	652				0	854	308	94	554	0
Peak Hour Factor	0.83	0.83	0.83				0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	275	12	255				0	792	671	89	524	0
Arrive On Green	0.16	0.16	0.16				0.00	0.83	0.83	0.65	0.65	0.00
Sat Flow, veh/h	1737	76	1610				0	1900	1610	274	1613	0
Grp Volume(v), veh/h	309	0	652				0	854	308	648	0	0
Grp Sat Flow(s),veh/h/ln	1813	0	1610				0	1900	1610	1886	0	0
Q Serve(g_s), s	19.0	0.0	19.0				0.0	50.0	6.2	39.0	0.0	0.0
Cycle Q Clear(g_c), s	19.0	0.0	19.0				0.0	50.0	6.2	39.0	0.0	0.0
Prop In Lane	0.96		1.00				0.00		1.00	0.15		0.00
Lane Grp Cap(c), veh/h	287	0	255				0	792	671	613	0	0
V/C Ratio(X)	1.08	0.00	2.56				0.00	1.08	0.46	1.06	0.00	0.00
Avail Cap(c_a), veh/h	287	0	255				0	792	671	613	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.87	0.87	0.90	0.00	0.00
Uniform Delay (d), s/veh	50.5	0.0	50.5				0.0	10.0	6.3	21.0	0.0	0.0
Incr Delay (d2), s/veh	74.9	0.0	712.3				0.0	53.4	2.0	50.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	58.1				0.0	16.0	1.9	18.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	125.4	0.0	762.8				0.0	63.4	8.3	71.5	0.0	0.0
LnGrp LOS	F	A	F				A	F	A	F	A	A
Approach Vol, veh/h		961						1162			648	
Approach Delay, s/veh		557.8						48.8			71.5	
Approach LOS		F						D			E	
Timer - Assigned Phs		2	4			6						
Phs Duration (G+Y+Rc), s		54.0	23.0			43.0						
Change Period (Y+Rc), s		4.0	4.0			4.0						
Max Green Setting (Gmax), s		50.0	19.0			39.0						
Max Q Clear Time (g_c+I1), s		52.0	21.0			41.0						
Green Ext Time (p_c), s		0.0	0.0			0.0						
Intersection Summary												
HCM 6th Ctrl Delay			230.6									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary
 Int.11: Moreno Beach Dr & Eucalyptus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔	↑	↔	↔	↑↑	↔	↔	↑↑	↔
Traffic Volume (veh/h)	218	85	115	37	40	59	155	692	64	183	643	176
Future Volume (veh/h)	218	85	115	37	40	59	155	692	64	183	643	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	263	102	139	45	48	71	187	834	77	220	775	212
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	325	208	176	82	118	100	542	2071	924	250	1489	664
Arrive On Green	0.09	0.11	0.11	0.05	0.06	0.06	0.30	0.57	0.57	0.14	0.41	0.41
Sat Flow, veh/h	3510	1900	1610	1810	1900	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	263	102	139	45	48	71	187	834	77	220	775	212
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	8.8	6.1	5.9	2.9	2.9	5.2	9.7	15.4	2.6	14.3	19.3	7.8
Cycle Q Clear(g_c), s	8.8	6.1	5.9	2.9	2.9	5.2	9.7	15.4	2.6	14.3	19.3	7.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	208	176	82	118	100	542	2071	924	250	1489	664
V/C Ratio(X)	0.81	0.49	0.79	0.55	0.41	0.71	0.35	0.40	0.08	0.88	0.52	0.32
Avail Cap(c_a), veh/h	410	388	329	121	293	248	542	2071	924	332	1489	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.24	0.24	0.24
Uniform Delay (d), s/veh	53.4	50.3	18.1	56.1	54.1	55.2	32.8	14.2	11.5	50.7	26.4	12.7
Incr Delay (d2), s/veh	9.1	1.7	7.4	5.6	2.2	8.8	0.4	0.6	0.2	5.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	3.0	4.3	1.5	1.5	2.4	4.3	6.3	1.0	6.8	8.3	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	52.0	25.5	61.7	56.4	64.0	33.2	14.8	11.6	56.1	26.7	13.0
LnGrp LOS	E	D	C	E	E	E	C	B	B	E	C	B
Approach Vol, veh/h		504			164			1098			1207	
Approach Delay, s/veh		50.2			61.1			17.7			29.6	
Approach LOS		D			E			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.6	72.8	9.4	17.1	39.9	53.5	15.1	11.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	22.0	49.5	8.0	24.5	22.0	49.5	14.0	18.5				
Max Q Clear Time (g_c+10), s	10.3	17.4	4.9	8.1	11.7	21.3	10.8	7.2				
Green Ext Time (p_c), s	0.3	7.1	0.0	0.9	0.4	6.9	0.3	0.3				
Intersection Summary												
HCM 6th Ctrl Delay											30.4	
HCM 6th LOS											C	

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	98	60	13	90	2	35	2	15	0	1	4
Future Vol, veh/h	11	98	60	13	90	2	35	2	15	0	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	25	85	-	25	120	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	111	68	15	102	2	40	2	17	0	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	104	0	0	179	0	0	273	271	111	313	337	102
Stage 1	-	-	-	-	-	-	137	137	-	132	132	-
Stage 2	-	-	-	-	-	-	136	134	-	181	205	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1500	-	-	1409	-	-	684	639	948	643	587	959
Stage 1	-	-	-	-	-	-	871	787	-	876	791	-
Stage 2	-	-	-	-	-	-	872	789	-	825	736	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1500	-	-	1409	-	-	670	626	948	620	575	959
Mov Cap-2 Maneuver	-	-	-	-	-	-	695	639	-	620	575	-
Stage 1	-	-	-	-	-	-	863	780	-	868	782	-
Stage 2	-	-	-	-	-	-	857	780	-	801	729	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.9			10			9.3		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	695	897	1500	-	-	1409	-	-	846
HCM Lane V/C Ratio	0.057	0.022	0.008	-	-	0.01	-	-	0.007
HCM Control Delay (s)	10.5	9.1	7.4	-	-	7.6	-	-	9.3
HCM Lane LOS	B	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0	-	-	0

HCM 6th Signalized Intersection Summary
 Int.13: Moreno Beach Dr & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	→		↰	→		↰	→		↰	→	↰
Traffic Volume (veh/h)	140	155	109	63	325	30	186	711	48	20	541	221
Future Volume (veh/h)	140	155	109	63	325	30	186	711	48	20	541	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	156	172	121	70	361	33	207	790	53	22	601	246
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	194	136	206	344	31	166	943	63	55	607	249
Arrive On Green	0.10	0.19	0.19	0.11	0.20	0.20	0.09	0.54	0.54	0.03	0.47	0.47
Sat Flow, veh/h	1810	1038	730	1810	1715	157	1810	1761	118	1810	1281	524
Grp Volume(v), veh/h	156	0	293	70	0	394	207	0	843	22	0	847
Grp Sat Flow(s),veh/h/ln	1810	0	1769	1810	0	1872	1810	0	1879	1810	0	1806
Q Serve(g_s), s	10.2	0.0	19.4	4.3	0.0	24.1	11.0	0.0	45.4	1.4	0.0	55.8
Cycle Q Clear(g_c), s	10.2	0.0	19.4	4.3	0.0	24.1	11.0	0.0	45.4	1.4	0.0	55.8
Prop In Lane	1.00		0.41	1.00		0.08	1.00		0.06	1.00		0.29
Lane Grp Cap(c), veh/h	181	0	330	206	0	376	166	0	1006	55	0	856
V/C Ratio(X)	0.86	0.00	0.89	0.34	0.00	1.05	1.25	0.00	0.84	0.40	0.00	0.99
Avail Cap(c_a), veh/h	181	0	429	206	0	376	166	0	1006	106	0	856
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.2	0.0	47.6	49.0	0.0	48.0	54.5	0.0	23.5	57.1	0.0	31.2
Incr Delay (d2), s/veh	32.1	0.0	16.3	1.0	0.0	59.6	151.7	0.0	8.3	4.7	0.0	28.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	10.0	2.0	0.0	17.4	12.0	0.0	21.6	0.7	0.0	30.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.3	0.0	63.9	49.9	0.0	107.5	206.2	0.0	31.8	61.8	0.0	59.5
LnGrp LOS	F	A	E	D	A	F	F	A	C	E	A	E
Approach Vol, veh/h		449			464			1050				869
Approach Delay, s/veh		71.3			98.8			66.2				59.6
Approach LOS		E			F			E				E
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	68.3	17.7	26.4	15.0	60.9	16.0	28.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	60.9	7.0	29.1	11.0	56.9	12.0	24.1				
Max Q Clear Time (g_c+I1), s	3.4	47.4	6.3	21.4	13.0	57.8	12.2	26.1				
Green Ext Time (p_c), s	0.0	5.3	0.0	1.0	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	70.3
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
 Int.14: Moreno Beach Dr & Cactus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗	↖	↖	↗	↖
Traffic Volume (veh/h)	83	128	119	66	225	97	187	764	86	47	510	99
Future Volume (veh/h)	83	128	119	66	225	97	187	764	86	47	510	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	99	152	142	79	268	115	223	910	102	56	607	118
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	124	328	285	101	316	641	675	1444	734	419	1129	216
Arrive On Green	0.07	0.18	0.18	0.06	0.17	0.17	0.75	0.80	0.80	0.23	0.26	0.26
Sat Flow, veh/h	1810	1832	1588	1810	1900	1610	1810	3610	1610	1810	4371	836
Grp Volume(v), veh/h	99	150	144	79	268	115	223	910	102	56	478	247
Grp Sat Flow(s),veh/h/ln	1810	1805	1614	1810	1900	1610	1810	1805	1610	1810	1729	1749
Q Serve(g_s), s	6.5	8.9	9.7	5.2	16.4	0.0	5.0	12.2	0.6	2.9	14.3	14.6
Cycle Q Clear(g_c), s	6.5	8.9	9.7	5.2	16.4	0.0	5.0	12.2	0.6	2.9	14.3	14.6
Prop In Lane	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.48
Lane Grp Cap(c), veh/h	124	324	289	101	316	641	675	1444	734	419	893	452
V/C Ratio(X)	0.80	0.46	0.50	0.78	0.85	0.18	0.33	0.63	0.14	0.13	0.54	0.55
Avail Cap(c_a), veh/h	226	496	444	196	491	789	675	1444	734	419	893	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	44.1	44.4	55.9	48.5	23.4	10.2	8.4	2.4	36.6	38.3	38.4
Incr Delay (d2), s/veh	10.9	1.0	1.3	12.1	8.1	0.1	0.2	1.8	0.3	0.1	2.3	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	4.1	4.0	2.7	8.5	2.2	1.8	3.2	0.3	1.3	6.3	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.9	45.1	45.7	68.0	56.7	23.6	10.4	10.3	2.7	36.7	40.6	43.1
LnGrp LOS	E	D	D	E	E	C	B	B	A	D	D	D
Approach Vol, veh/h		393			462			1235			781	
Approach Delay, s/veh		50.6			50.4			9.7			41.1	
Approach LOS		D			D			A			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.8	52.0	10.7	25.5	48.8	35.0	12.3	24.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	48.0	48.0	13.0	33.0	27.0	31.0	15.0	31.0				
Max Q Clear Time (g_c+1), s	14.2	14.2	7.2	11.7	7.0	16.6	8.5	18.4				
Green Ext Time (p_c), s	0.0	8.2	0.1	1.7	0.6	4.1	0.1	1.6				

Intersection Summary

HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 Int.15: Moreno Beach Dr & John F Kennedy Dr

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	49	6	369	82	319	24	574	336	169	519	126
Future Volume (veh/h)	98	49	6	369	82	319	24	574	336	169	519	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	121	60	7	456	101	394	30	709	415	209	641	156
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	148	97	11	527	509	431	67	2007	1092	235	2005	480
Arrive On Green	0.08	0.06	0.06	0.29	0.27	0.27	0.04	0.39	0.39	0.26	0.96	0.96
Sat Flow, veh/h	1810	1670	195	1810	1900	1610	1810	5187	1610	1810	4178	1000
Grp Volume(v), veh/h	121	0	67	456	101	394	30	709	415	209	529	268
Grp Sat Flow(s),veh/h/ln	1810	0	1865	1810	1900	1610	1810	1729	1610	1810	1729	1720
Q Serve(g_s), s	7.9	0.0	4.2	28.6	4.9	28.5	1.9	11.6	6.8	13.3	1.1	1.1
Cycle Q Clear(g_c), s	7.9	0.0	4.2	28.6	4.9	28.5	1.9	11.6	6.8	13.3	1.1	1.1
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	148	0	109	527	509	431	67	2007	1092	235	1660	826
V/C Ratio(X)	0.82	0.00	0.62	0.86	0.20	0.91	0.45	0.35	0.38	0.89	0.32	0.32
Avail Cap(c_a), veh/h	226	0	288	603	689	584	106	2007	1092	317	1660	826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	54.2	0.0	55.2	40.3	34.0	42.6	56.6	26.1	2.8	43.6	1.3	1.3
Incr Delay (d2), s/veh	12.7	0.0	5.6	11.3	0.2	15.5	4.7	0.5	1.0	19.0	0.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	2.1	14.3	2.3	13.1	1.0	4.9	2.6	6.4	0.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.9	0.0	60.7	51.6	34.2	58.1	61.3	26.6	3.8	62.6	1.7	2.2
LnGrp LOS	E	A	E	D	C	E	E	C	A	E	A	A
Approach Vol, veh/h		188			951			1154			1006	
Approach Delay, s/veh		64.7			52.4			19.3			14.5	
Approach LOS		E			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.6	50.4	39.0	11.0	8.4	61.6	13.8	36.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	21.0	24.5	40.0	18.5	7.0	38.5	15.0	43.5				
Max Q Clear Time (g_c+1/3), s	11.3	13.6	30.6	6.2	3.9	3.1	9.9	30.5				
Green Ext Time (p_c), s	0.3	4.8	1.1	0.2	0.0	6.2	0.1	1.7				
Intersection Summary												
HCM 6th Ctrl Delay				30.0								
HCM 6th LOS				C								

Intersection

Intersection Delay, s/veh 19.5

Intersection LOS F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	228	54	673	203	24	211
Future Vol, veh/h	228	54	673	203	24	211
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	240	57	708	214	25	222
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left NB			WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right SB		WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	16.7	180.9	13.7
HCM LOS	C	F	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	10%
Vol Thru, %	77%	0%	0%	90%
Vol Right, %	23%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	876	228	54	235
LT Vol	0	228	0	24
Through Vol	673	0	0	211
RT Vol	203	0	54	0
Lane Flow Rate	922	240	57	247
Geometry Grp	2	7	7	2
Degree of Util (X)	1.343	0.488	0.097	0.405
Departure Headway (Hd)	5.242	8.072	6.839	6.414
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	701	449	527	564
Service Time	3.242	5.772	4.539	4.414
HCM Lane V/C Ratio	1.315	0.535	0.108	0.438
HCM Control Delay	180.9	18.2	10.3	13.7
HCM Lane LOS	F	C	B	B
HCM 95th-tile Q	38.4	2.6	0.3	2

Intersection

Intersection Delay, s/veh 159
 Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	10	10	272	8	167	1	700	94	10	438	9
Future Vol, veh/h	9	10	10	272	8	167	1	700	94	10	438	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	10	10	283	8	174	1	729	98	10	456	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.4	48.2	288.9	50.4
HCM LOS	B	E	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	31%	61%	2%
Vol Thru, %	88%	34%	2%	96%
Vol Right, %	12%	34%	37%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	795	29	447	457
LT Vol	1	9	272	10
Through Vol	700	10	8	438
RT Vol	94	10	167	9
Lane Flow Rate	828	30	466	476
Geometry Grp	1	1	1	1
Degree of Util (X)	1.581	0.075	0.893	0.908
Departure Headway (Hd)	6.874	10.574	7.928	7.83
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	538	341	461	467
Service Time	4.877	8.574	5.928	5.83
HCM Lane V/C Ratio	1.539	0.088	1.011	1.019
HCM Control Delay	288.9	14.4	48.2	50.4
HCM Lane LOS	F	B	E	F
HCM 95th-tile Q	44.9	0.2	9.7	10.1

Intersection

Intersection Delay, s/veh 156.6
 Intersection LOS F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	36	653	144	128	663	33
Future Vol, veh/h	36	653	144	128	663	33
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	40	726	160	142	737	37
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	147.6	23.5	217.5
HCM LOS	F	C	F

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	95%	0%	53%
Vol Thru, %	0%	5%	47%
Vol Right, %	5%	95%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	696	689	272
LT Vol	663	0	144
Through Vol	0	36	128
RT Vol	33	653	0
Lane Flow Rate	773	766	302
Geometry Grp	1	1	1
Degree of Util (X)	1.412	1.243	0.596
Departure Headway (Hd)	7.152	6.951	8.58
Convergence, Y/N	Yes	Yes	Yes
Cap	518	528	423
Service Time	5.152	4.951	6.58
HCM Lane V/C Ratio	1.492	1.451	0.714
HCM Control Delay	217.5	147.6	23.5
HCM Lane LOS	F	F	C
HCM 95th-tile Q	33.8	25.3	3.8

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	2	54	0	0	76	0	0	0	0	2	0	0
Future Vol, veh/h	2	54	0	0	76	0	0	0	0	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	92	92	90	90	92	92	92	90	92	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	60	0	0	84	0	0	0	0	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	84	0	0	60	0	0	106	148	60	148	148	42
Stage 1	-	-	-	-	-	-	64	64	-	84	84	-
Stage 2	-	-	-	-	-	-	42	84	-	64	64	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1526	-	-	1556	-	-	873	747	1011	818	747	1026
Stage 1	-	-	-	-	-	-	952	846	-	920	829	-
Stage 2	-	-	-	-	-	-	973	829	-	952	846	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1526	-	-	1556	-	-	872	746	1011	817	746	1026
Mov Cap-2 Maneuver	-	-	-	-	-	-	836	722	-	799	722	-
Stage 1	-	-	-	-	-	-	951	845	-	919	829	-
Stage 2	-	-	-	-	-	-	973	829	-	951	845	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	0	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1526	-	-	1556	-	-	799
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.003
HCM Control Delay (s)		0	7.4	-	-	0	-	9.5
HCM Lane LOS		A	A	-	-	A	-	A
HCM 95th %tile Q(veh)		-	0	-	-	0	-	0

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	2	4	2	0	1	0	6	0	0	0
Future Vol, veh/h	0	1	2	4	2	0	1	0	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	75	75	75	75	92	75	92	75	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1	3	5	3	0	1	0	8	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3	0	0	4	0	0	16	16	3	20	17	3
Stage 1	-	-	-	-	-	-	3	3	-	13	13	-
Stage 2	-	-	-	-	-	-	13	13	-	7	4	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1632	-	-	1631	-	-	1004	882	1087	998	881	1087
Stage 1	-	-	-	-	-	-	1025	897	-	1013	889	-
Stage 2	-	-	-	-	-	-	1013	889	-	1020	897	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1632	-	-	1631	-	-	1002	879	1087	988	878	1087
Mov Cap-2 Maneuver	-	-	-	-	-	-	1002	879	-	988	878	-
Stage 1	-	-	-	-	-	-	1025	897	-	1013	886	-
Stage 2	-	-	-	-	-	-	1010	886	-	1012	897	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			4.8			8.4			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1074	1632	-	-	1631	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-	0.003	-	-	-
HCM Control Delay (s)	8.4	0	-	-	7.2	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	7	0	0	6	0	1	0	17	0	0	0
Future Vol, veh/h	0	7	0	0	6	0	1	0	17	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	60	60	60	92	60	92	60	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	12	0	0	10	0	2	0	28	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	10	0	0	12	0	0	22	22	12	36	22	10
Stage 1	-	-	-	-	-	-	12	12	-	10	10	-
Stage 2	-	-	-	-	-	-	10	10	-	26	12	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1623	-	-	1620	-	-	995	876	1074	975	876	1077
Stage 1	-	-	-	-	-	-	1014	890	-	1016	891	-
Stage 2	-	-	-	-	-	-	1016	891	-	997	890	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1623	-	-	1620	-	-	995	876	1074	950	876	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	995	876	-	950	876	-
Stage 1	-	-	-	-	-	-	1014	890	-	1016	891	-
Stage 2	-	-	-	-	-	-	1016	891	-	971	890	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			8.5			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1069	1623	-	-	1620	-	-	-
HCM Lane V/C Ratio	0.028	-	-	-	-	-	-	-
HCM Control Delay (s)	8.5	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	23	0	1	6	0	0	0	6	0	0	0
Future Vol, veh/h	0	23	0	1	6	0	0	0	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	60	60	60	92	60	92	60	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	38	0	2	10	0	0	0	10	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	10	0	0	38	0	0	52	52	19	33	52	10
Stage 1	-	-	-	-	-	-	38	38	-	14	14	-
Stage 2	-	-	-	-	-	-	14	14	-	19	38	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1623	-	-	1585	-	-	949	843	1061	978	843	1077
Stage 1	-	-	-	-	-	-	978	867	-	1011	888	-
Stage 2	-	-	-	-	-	-	1011	888	-	1003	867	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1623	-	-	1585	-	-	948	842	1061	968	842	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	948	842	-	968	842	-
Stage 1	-	-	-	-	-	-	978	867	-	1011	887	-
Stage 2	-	-	-	-	-	-	1010	887	-	994	867	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1	8.4	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1061	1623	-	-	1585	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-	0.001	-	-	-
HCM Control Delay (s)	8.4	0	-	-	7.3	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

HCM 6th Signalized Intersection Summary
 Int.24: Redlands Blvd & Ironwood Ave

Moreno Valley Trade Center

03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Volume (veh/h)	94	27	62	13	16	12	50	469	28	13	762	133
Future Volume (veh/h)	94	27	62	13	16	12	50	469	28	13	762	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	112	32	74	15	19	14	60	558	33	15	907	158
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	167	41	84	98	120	73	198	1279	76	42	1203	1020
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.11	0.72	0.72	0.02	0.63	0.63
Sat Flow, veh/h	776	261	533	373	762	467	1810	1776	105	1810	1900	1610
Grp Volume(v), veh/h	218	0	0	48	0	0	60	0	591	15	907	158
Grp Sat Flow(s),veh/h/ln	1571	0	0	1602	0	0	1810	0	1881	1810	1900	1610
Q Serve(g_s), s	13.4	0.0	0.0	0.0	0.0	0.0	3.7	0.0	15.4	1.0	40.2	4.8
Cycle Q Clear(g_c), s	16.2	0.0	0.0	2.8	0.0	0.0	3.7	0.0	15.4	1.0	40.2	4.8
Prop In Lane	0.51		0.34	0.31		0.29	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	292	0	0	291	0	0	198	0	1354	42	1203	1020
V/C Ratio(X)	0.75	0.00	0.00	0.16	0.00	0.00	0.30	0.00	0.44	0.36	0.75	0.15
Avail Cap(c_a), veh/h	370	0	0	373	0	0	198	0	1354	106	1203	1020
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.41	0.00	0.41	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.2	0.0	0.0	43.8	0.0	0.0	49.2	0.0	6.9	57.8	15.4	8.9
Incr Delay (d2), s/veh	6.1	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.4	5.2	4.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	0.0	1.3	0.0	0.0	1.7	0.0	5.7	0.5	17.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.4	0.0	0.0	44.1	0.0	0.0	49.5	0.0	7.3	63.0	19.8	9.3
LnGrp LOS	E	A	A	D	A	A	D	A	A	E	B	A
Approach Vol, veh/h		218			48			651			1080	
Approach Delay, s/veh		55.4			44.1			11.2			18.9	
Approach LOS		E			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	90.4		22.8	17.2	80.0		22.8				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.0	76.0		25.0	7.0	76.0		25.0				
Max Q Clear Time (g_c+I1), s	3.0	17.4		18.2	5.7	42.2		4.8				
Green Ext Time (p_c), s	0.0	4.7		0.6	0.0	9.4		0.2				

Intersection Summary

HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 Int.25: Redlands Blvd & SR-60 WB Ramps

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕		↕	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	9	5	9	100	10	111	15	463	215	424	398	8
Future Volume (veh/h)	9	5	9	100	10	111	15	463	215	424	398	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	6	11	118	12	131	18	545	253	499	468	9
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	42	23	57	119	12	132	320	780	909	483	929	18
Arrive On Green	0.04	0.04	0.04	0.15	0.15	0.15	0.35	0.82	0.82	0.45	0.83	0.83
Sat Flow, veh/h	1191	650	1610	772	78	857	1810	1900	1610	1810	1858	36
Grp Volume(v), veh/h	17	0	11	261	0	0	18	545	253	499	0	477
Grp Sat Flow(s),veh/h/ln1840	0	1610	1707	0	0	1810	1900	1610	1810	0	1894	
Q Serve(g_s), s	1.1	0.0	0.8	18.3	0.0	0.0	0.8	14.5	3.6	32.0	0.0	8.6
Cycle Q Clear(g_c), s	1.1	0.0	0.8	18.3	0.0	0.0	0.8	14.5	3.6	32.0	0.0	8.6
Prop In Lane	0.65		1.00	0.45		0.50	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	65	0	57	263	0	0	320	780	909	483	0	947
V/C Ratio(X)	0.26	0.00	0.19	0.99	0.00	0.00	0.06	0.70	0.28	1.03	0.00	0.50
Avail Cap(c_a), veh/h	284	0	248	263	0	0	320	780	909	483	0	947
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.80	0.80	0.80	0.66	0.00	0.66
Uniform Delay (d), s/veh	56.3	0.0	56.2	50.7	0.0	0.0	32.1	7.6	3.7	33.3	0.0	5.7
Incr Delay (d2), s/veh	2.1	0.0	1.6	53.0	0.0	0.0	0.1	4.2	0.6	42.4	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.5	0.0	0.0	0.3	11.7	0.0	0.0	0.4	3.9	1.5	17.6	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	0.0	57.8	103.7	0.0	0.0	32.2	11.8	4.3	75.7	0.0	6.9
LnGrp LOS	E	A	E	F	A	A	C	B	A	F	A	A
Approach Vol, veh/h		28		261			816			976		
Approach Delay, s/veh		58.2		103.7			9.9			42.1		
Approach LOS		E		F			A			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	36.0	53.3		8.2	25.3	64.0		22.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	32.0	35.0		18.5	7.0	60.0		18.5				
Max Q Clear Time (g_c+R), s	34.0	16.5		3.1	2.8	10.6		20.3				
Green Ext Time (p_c), s	0.0	4.3		0.0	0.0	3.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				37.4								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary
 Int.26: Redlands Blvd & SR-60 EB Ramps

Moreno Valley Trade Center

03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕					↕	↑			↑	↕
Traffic Volume (veh/h)	162	0	271	0	0	0	126	523	0	0	455	59
Future Volume (veh/h)	162	0	271	0	0	0	126	523	0	0	455	59
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No		No			
Adj Sat Flow, veh/h/ln	1900	1900	1900				1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	202	0	339				158	654	0	0	569	74
Peak Hour Factor	0.80	0.92	0.80				0.80	0.80	0.92	0.92	0.80	0.80
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	215	0	362				283	1121	0	0	760	1197
Arrive On Green	0.34	0.00	0.34				0.16	0.59	0.00	0.00	0.13	0.13
Sat Flow, veh/h	627	0	1052				1810	1900	0	0	1900	1610
Grp Volume(v), veh/h	541	0	0				158	654	0	0	569	74
Grp Sat Flow(s),veh/h/ln	1679	0	0				1810	1900	0	0	1900	1610
Q Serve(g_s), s	37.4	0.0	0.0				9.7	25.8	0.0	0.0	34.6	2.1
Cycle Q Clear(g_c), s	37.4	0.0	0.0				9.7	25.8	0.0	0.0	34.6	2.1
Prop In Lane	0.37		0.63				1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	577	0	0				283	1121	0	0	760	1197
V/C Ratio(X)	0.94	0.00	0.00				0.56	0.58	0.00	0.00	0.75	0.06
Avail Cap(c_a), veh/h	630	0	0				283	1121	0	0	760	1197
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00				1.00	1.00	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh	38.1	0.0	0.0				46.8	15.4	0.0	0.0	46.3	6.1
Incr Delay (d2), s/veh	20.9	0.0	0.0				2.4	2.2	0.0	0.0	6.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.5	0.0	0.0				4.6	11.5	0.0	0.0	19.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.1	0.0	0.0				49.2	17.6	0.0	0.0	52.5	6.2
LnGrp LOS	E	A	A				D	B	A	A	D	A
Approach Vol, veh/h		541						812			643	
Approach Delay, s/veh		59.1						23.8			47.2	
Approach LOS		E						C			D	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		74.8		45.2	22.8	52.0						
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0						
Max Green Setting (Gmax), s		67.0		45.0	15.0	48.0						
Max Q Clear Time (g_c+I1), s		27.8		39.4	11.7	36.6						
Green Ext Time (p_c), s		5.2		1.8	0.1	3.1						
Intersection Summary												
HCM 6th Ctrl Delay											40.9	
HCM 6th LOS											D	

Intersection						
Intersection Delay, s/veh16.0						
Intersection LOS C						
Approach	EB	WB		NB	SB	
Entry Lanes	1	2		1	2	
Conflicting Circle Lanes	1	1		1	1	
Adj Approach Flow, veh/h	96	103		819	931	
Demand Flow Rate, veh/h	96	103		819	931	
Vehicles Circulating, veh/h	831	795		369	45	
Vehicles Exiting, veh/h	145	393		558	853	
Ped Vol Crossing Leg, #/h	0	0		0	0	
Ped Cap Adj	1.000	1.000		1.000	1.000	
Approach Delay, s/veh	8.1	6.2		26.7	8.5	
Approach LOS	A	A		D	A	
Lane	Left	Left	Right	Left	Left	Right
Designated Moves	LTR	LT	R	LTR	LT	R
Assumed Moves	LTR	LT	R	LTR	LT	R
RT Channelized						
Lane Util	1.000	0.252	0.748	1.000	0.866	0.134
Follow-Up Headway, s	2.609	2.535	2.535	2.609	2.535	2.535
Critical Headway, s	4.976	4.544	4.544	4.976	4.544	4.544
Entry Flow, veh/h	96	26	77	819	806	125
Cap Entry Lane, veh/h	591	689	689	947	1363	1363
Entry HV Adj Factor	1.000	1.000	1.000	1.000	1.000	1.000
Flow Entry, veh/h	96	26	77	819	806	125
Cap Entry, veh/h	591	689	689	947	1363	1363
V/C Ratio	0.162	0.038	0.112	0.865	0.591	0.092
Control Delay, s/veh	8.1	5.6	6.4	26.7	9.3	3.4
LOS	A	A	A	D	A	A
95th %tile Queue, veh	1	0	0	11	4	0

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	2	0	627	426	6
Future Vol, veh/h	24	2	0	627	426	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	30	3	0	794	539	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1337	543	547	0	-	0
Stage 1	543	-	-	-	-	-
Stage 2	794	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	171	544	1033	-	-	-
Stage 1	586	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	171	544	1033	-	-	-
Mov Cap-2 Maneuver	171	-	-	-	-	-
Stage 1	586	-	-	-	-	-
Stage 2	449	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1033	-	171	544	-	-
HCM Lane V/C Ratio	-	-	0.178	0.005	-	-
HCM Control Delay (s)	0	-	30.5	11.6	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	0	-	-

HCM 6th Signalized Intersection Summary
 Int.31: Redlands Blvd & Cottonwood Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	32	49	37	485	397	31
Future Volume (veh/h)	32	49	37	485	397	31
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	58	44	577	473	37
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	126	113	93	1601	1420	1203
Arrive On Green	0.07	0.07	0.05	0.84	0.75	0.75
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	38	58	44	577	473	37
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	1.8	3.2	2.2	6.3	7.7	0.5
Cycle Q Clear(g_c), s	1.8	3.2	2.2	6.3	7.7	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	126	113	93	1601	1420	1203
V/C Ratio(X)	0.30	0.52	0.47	0.36	0.33	0.03
Avail Cap(c_a), veh/h	495	440	139	1601	1420	1203
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	41.0	42.1	1.6	3.9	3.0
Incr Delay (d2), s/veh	1.3	3.6	3.7	0.6	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.0	1.1	1.2	2.5	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.7	44.6	45.8	2.3	4.5	3.0
LnGrp LOS	D	D	D	A	A	A
Approach Vol, veh/h	96			621	510	
Approach Delay, s/veh	43.5			5.3	4.4	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		81.0		10.4	8.7	72.3
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		77.0		25.0	7.0	66.0
Max Q Clear Time (g_c+I1), s		8.3		5.2	4.2	9.7
Green Ext Time (p_c), s		4.5		0.2	0.0	3.6
Intersection Summary						
HCM 6th Ctrl Delay			7.9			
HCM 6th LOS			A			

Intersection

Intersection Delay, s/veh95.1

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕	↕		↕	
Traffic Vol, veh/h	66	61	26	114	196	86	26	346	79	40	353	93
Future Vol, veh/h	66	61	26	114	196	86	26	346	79	40	353	93
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	73	67	29	125	215	95	29	380	87	44	388	102
Number of Lanes	0	1	1	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	18.8	84.6	58.5	161.7
HCM LOS	C	F	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	7%	0%	52%	0%	29%	8%
Vol Thru, %	93%	0%	48%	0%	49%	73%
Vol Right, %	0%	100%	0%	100%	22%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	372	79	127	26	396	486
LT Vol	26	0	66	0	114	40
Through Vol	346	0	61	0	196	353
RT Vol	0	79	0	26	86	93
Lane Flow Rate	409	87	140	29	435	534
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.966	0.187	0.382	0.071	1.029	1.259
Departure Headway (Hd)	9.227	8.459	10.778	9.766	9.273	8.826
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	397	427	336	369	396	417
Service Time	6.927	6.159	8.478	7.466	7.273	6.826
HCM Lane V/C Ratio	1.03	0.204	0.417	0.079	1.098	1.281
HCM Control Delay	68.1	13.1	20	13.2	84.6	161.7
HCM Lane LOS	F	B	C	B	F	F
HCM 95th-tile Q	11.1	0.7	1.7	0.2	13	22

Intersection												
Intersection Delay, s/veh	21.8											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	123	53	76	169	36	59	27	298	31	66	344	138
Future Vol, veh/h	123	53	76	169	36	59	27	298	31	66	344	138
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	138	60	85	190	40	66	30	335	35	74	387	155
Number of Lanes	0	2	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	16.1	27.5	17.3	24.6
HCM LOS	C	D	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	15%	0%	82%	0%	64%	28%	0%
Vol Thru, %	85%	83%	18%	26%	14%	72%	55%
Vol Right, %	0%	17%	0%	74%	22%	0%	45%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	176	180	150	103	264	238	310
LT Vol	27	0	123	0	169	66	0
Through Vol	149	149	27	27	36	172	172
RT Vol	0	31	0	76	59	0	138
Lane Flow Rate	198	202	168	115	297	267	348
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.449	0.448	0.414	0.253	0.682	0.586	0.718
Departure Headway (Hd)	8.174	7.969	8.874	7.911	8.272	7.888	7.423
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	439	449	403	451	436	455	484
Service Time	5.966	5.762	6.668	5.704	6.359	5.678	5.212
HCM Lane V/C Ratio	0.451	0.45	0.417	0.255	0.681	0.587	0.719
HCM Control Delay	17.5	17.1	17.9	13.4	27.5	21.4	27.1
HCM Lane LOS	C	C	C	B	D	C	D
HCM 95th-tile Q	2.3	2.3	2	1	5	3.7	5.7

Intersection						
Int Delay, s/veh	102.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	59	133	65	1241	971	213
Future Vol, veh/h	59	133	65	1241	971	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	240	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	81	182	89	1700	1330	292

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	3208	1330	1622	0	-	0
Stage 1	1330	-	-	-	-	-
Stage 2	1878	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 11	191	407	-	-	-
Stage 1	249	-	-	-	-	-
Stage 2	134	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 9	191	407	-	-	-
Mov Cap-2 Maneuver	~ 9	-	-	-	-	-
Stage 1	194	-	-	-	-	-
Stage 2	134	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, \$	1424.3	0.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	407	-	9	191	-	-
HCM Lane V/C Ratio	0.219	-	8.98	0.954	-	-
HCM Control Delay (s)	16.3	\$	4400.6	104	-	-
HCM Lane LOS	C	-	F	F	-	-
HCM 95th %tile Q(veh)	0.8	-	11.6	7.7	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
 Int.1: Kitching St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	147	954	168	197	845	108	82	142	125	89	206	128
Future Volume (veh/h)	147	954	168	197	845	108	82	142	125	89	206	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	156	1015	179	210	899	115	87	151	133	95	219	136
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	1340	236	378	1962	981	119	292	239	119	337	201
Arrive On Green	0.10	0.44	0.44	0.21	0.54	0.54	0.07	0.16	0.16	0.07	0.16	0.16
Sat Flow, veh/h	1810	3068	540	1810	3610	1610	1810	1884	1543	1810	2176	1296
Grp Volume(v), veh/h	156	597	597	210	899	115	87	144	140	95	180	175
Grp Sat Flow(s),veh/h/ln	1810	1805	1803	1810	1805	1610	1810	1805	1622	1810	1805	1667
Q Serve(g_s), s	10.2	33.4	33.5	12.5	18.2	1.3	5.7	8.8	9.6	6.2	11.2	11.9
Cycle Q Clear(g_c), s	10.2	33.4	33.5	12.5	18.2	1.3	5.7	8.8	9.6	6.2	11.2	11.9
Prop In Lane	1.00		0.30	1.00		1.00	1.00		0.95	1.00		0.78
Lane Grp Cap(c), veh/h	185	788	787	378	1962	981	119	280	251	119	280	258
V/C Ratio(X)	0.84	0.76	0.76	0.56	0.46	0.12	0.73	0.52	0.56	0.80	0.64	0.68
Avail Cap(c_a), veh/h	271	788	787	378	1962	981	166	280	251	166	280	258
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	28.4	28.5	42.5	16.7	3.5	55.0	46.6	46.9	55.3	47.6	47.9
Incr Delay (d2), s/veh	14.4	6.7	6.8	1.4	0.6	0.2	9.6	6.6	8.6	16.5	10.9	13.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	15.6	15.7	5.7	7.5	0.5	2.9	4.5	4.5	3.4	5.9	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.3	35.1	35.3	43.8	17.3	3.7	64.6	53.2	55.5	71.8	58.5	61.2
LnGrp LOS	E	D	D	D	B	A	E	D	E	E	E	E
Approach Vol, veh/h		1350			1224			371			450	
Approach Delay, s/veh		38.9			20.5			56.7			62.4	
Approach LOS		D			C			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.1	56.4	11.9	22.6	16.3	69.2	11.9	22.6				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	22.0	52.4	11.0	18.6	18.0	56.4	11.0	18.6				
Max Q Clear Time (g_c+I1), s	14.5	35.5	7.7	13.9	12.2	20.2	8.2	11.6				
Green Ext Time (p_c), s	0.3	7.7	0.0	0.9	0.2	8.2	0.0	0.9				

Intersection Summary												
HCM 6th Ctrl Delay											37.3	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary
 Int.2: Lasselle St & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	678	248	125	537	53	196	436	149	35	429	54
Future Volume (veh/h)	89	678	248	125	537	53	196	436	149	35	429	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	98	745	273	137	590	58	215	479	164	38	471	59
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	220	728	617	136	640	636	211	665	684	106	483	60
Arrive On Green	0.12	0.38	0.38	0.08	0.34	0.34	0.12	0.35	0.35	0.06	0.29	0.29
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1655	207
Grp Volume(v), veh/h	98	745	273	137	590	58	215	479	164	38	0	530
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	0	1863
Q Serve(g_s), s	6.0	46.0	10.6	9.0	35.8	0.0	14.0	26.3	5.7	2.4	0.0	33.8
Cycle Q Clear(g_c), s	6.0	46.0	10.6	9.0	35.8	0.0	14.0	26.3	5.7	2.4	0.0	33.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	220	728	617	136	640	636	211	665	684	106	0	543
V/C Ratio(X)	0.45	1.02	0.44	1.01	0.92	0.09	1.02	0.72	0.24	0.36	0.00	0.98
Avail Cap(c_a), veh/h	220	728	617	136	728	711	211	665	684	106	0	543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.0	37.0	13.6	55.5	38.3	22.8	53.0	33.9	12.2	54.3	0.0	42.1
Incr Delay (d2), s/veh	1.4	39.3	0.5	65.7	11.7	0.0	66.8	6.6	0.8	2.1	0.0	33.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	28.8	3.9	6.6	18.5	1.0	10.3	13.2	2.5	1.2	0.0	20.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.4	76.3	14.1	121.2	50.0	22.8	119.8	40.5	13.0	56.4	0.0	75.1
LnGrp LOS	D	F	B	F	D	C	F	D	B	E	A	E
Approach Vol, veh/h		1116			785			858			568	
Approach Delay, s/veh		58.8			60.4			55.1			73.9	
Approach LOS		E			E			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.0	46.0	13.0	50.0	18.0	39.0	18.6	44.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	42.0	9.0	46.0	14.0	35.0	9.0	46.0					
Max Q Clear Time (g_c+1), s	28.3	11.0	48.0	16.0	35.8	8.0	37.8					
Green Ext Time (p_c), s	0.0	3.1	0.0	0.0	0.0	0.0	0.0	2.6				

Intersection Summary

HCM 6th Ctrl Delay	60.8
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
 Int.3: Lasselle St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔ ↑↑↔			↔↔ ↑↑↔			↔↔ ↑↑		↔	↔↔ ↑↔		↔↔
Traffic Volume (veh/h)	175	574	375	851	859	124	279	623	536	245	777	95
Future Volume (veh/h)	175	574	375	851	859	124	279	623	536	245	777	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No		No			
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	190	624	408	925	934	135	303	677	583	266	845	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	249	778	362	965	1965	283	322	963	872	351	891	109
Arrive On Green	0.07	0.22	0.22	0.28	0.43	0.43	0.09	0.27	0.27	0.10	0.28	0.28
Sat Flow, veh/h	3510	3458	1610	3510	4580	660	3510	3610	1610	3510	3239	395
Grp Volume(v), veh/h	190	624	408	925	704	365	303	677	583	266	471	477
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1781	1755	1805	1610	1755	1805	1829
Q Serve(g_s), s	6.4	20.5	27.0	31.1	17.5	17.6	10.3	20.3	0.0	8.9	30.7	30.7
Cycle Q Clear(g_c), s	6.4	20.5	27.0	31.1	17.5	17.6	10.3	20.3	0.0	8.9	30.7	30.7
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	249	778	362	965	1484	764	322	963	872	351	496	503
V/C Ratio(X)	0.76	0.80	1.13	0.96	0.47	0.48	0.94	0.70	0.67	0.76	0.95	0.95
Avail Cap(c_a), veh/h	322	778	362	965	1484	764	322	963	872	351	496	503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	44.0	46.5	42.8	24.6	24.6	54.2	39.7	19.8	52.6	42.7	42.7
Incr Delay (d2), s/veh	4.7	5.2	76.3	16.4	0.8	1.6	35.1	4.3	4.1	9.2	29.4	29.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	9.3	18.4	15.6	7.3	7.8	6.1	9.6	12.3	4.3	17.6	17.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	49.2	122.8	59.2	25.4	26.2	89.3	44.0	23.8	61.8	72.1	71.9
LnGrp LOS	E	D	F	E	C	C	F	D	C	E	E	E
Approach Vol, veh/h	1222			1994			1563		1214			
Approach Delay, s/veh	75.4			41.2			45.2		69.8			
Approach LOS	E			D			D		E			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.0	31.0	15.0	37.0	12.5	55.5	16.0	36.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	33.0	27.0	11.0	33.0	11.0	49.0	12.0	32.0				
Max Q Clear Time (g_c+Rc), s	33.0	29.0	12.3	32.7	8.4	19.6	10.9	22.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.1	8.5	0.1	4.8				
Intersection Summary												
HCM 6th Ctrl Delay	55.0											
HCM 6th LOS	E											

HCM 6th Signalized Intersection Summary
 Int.4: Nason St & Eucalyptus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑	↗	↖	↑↑		↖	↑↑		↖	↑↑	
Traffic Volume (veh/h)	57	196	82	220	204	10	88	1014	259	24	952	111
Future Volume (veh/h)	57	196	82	220	204	10	88	1014	259	24	952	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	59	202	85	227	210	10	91	1045	267	25	981	114
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	91	288	129	259	607	29	329	1363	347	299	1504	175
Arrive On Green	0.05	0.08	0.08	0.05	0.06	0.06	0.18	0.48	0.48	0.17	0.46	0.46
Sat Flow, veh/h	1810	3610	1610	1810	3509	166	1810	2850	724	1810	3258	379
Grp Volume(v), veh/h	59	202	85	227	108	112	91	660	652	25	543	552
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1870	1810	1805	1770	1810	1805	1832
Q Serve(g_s), s	3.8	6.5	4.5	15.0	6.9	6.9	5.2	36.1	36.5	1.4	27.8	27.8
Cycle Q Clear(g_c), s	3.8	6.5	4.5	15.0	6.9	6.9	5.2	36.1	36.5	1.4	27.8	27.8
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.41	1.00		0.21
Lane Grp Cap(c), veh/h	91	288	129	259	312	323	329	863	846	299	833	846
V/C Ratio(X)	0.65	0.70	0.66	0.88	0.34	0.35	0.28	0.76	0.77	0.08	0.65	0.65
Avail Cap(c_a), veh/h	151	560	250	317	445	461	329	863	846	299	833	846
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	53.8	28.6	56.1	50.0	50.1	42.3	25.7	25.9	42.4	24.9	24.9
Incr Delay (d2), s/veh	7.6	3.1	5.7	18.6	0.6	0.6	0.5	6.4	6.7	0.1	3.9	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9	3.1	2.7	8.6	3.3	3.4	2.4	16.6	16.5	0.6	12.6	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	56.9	34.3	74.7	50.6	50.6	42.7	32.1	32.6	42.5	28.8	28.8
LnGrp LOS	E	E	C	E	D	D	D	C	C	D	C	C
Approach Vol, veh/h		346			447			1403			1120	
Approach Delay, s/veh		52.5			62.8			33.0			29.1	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.8	61.4	21.2	13.6	25.8	59.4	10.0	24.8				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	57.4	21.0	18.6	9.0	55.4	10.0	29.6					
Max Q Clear Time (g_c+1), s	38.5	17.0	8.5	7.2	29.8	5.8	8.9					
Green Ext Time (p_c), s	0.0	9.2	0.2	1.0	0.0	8.3	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.5: Nason St & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑	↖	↖	↑↑	↖	↖	↑↑↑	↖
Traffic Volume (veh/h)	128	437	132	143	316	148	232	967	359	179	818	89
Future Volume (veh/h)	128	437	132	143	316	148	232	967	359	179	818	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	142	486	147	159	351	164	258	1074	399	199	909	99
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	729	325	217	391	332	458	1719	767	229	1815	564
Arrive On Green	0.06	0.20	0.20	0.06	0.21	0.21	0.25	0.48	0.48	0.13	0.35	0.35
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	1810	5187	1610
Grp Volume(v), veh/h	142	486	147	159	351	164	258	1074	399	199	909	99
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1810	1729	1610
Q Serve(g_s), s	4.8	14.9	5.8	5.3	21.6	8.2	14.9	26.6	20.7	12.9	16.6	5.1
Cycle Q Clear(g_c), s	4.8	14.9	5.8	5.3	21.6	8.2	14.9	26.6	20.7	12.9	16.6	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	729	325	217	391	332	458	1719	767	229	1815	564
V/C Ratio(X)	0.70	0.67	0.45	0.73	0.90	0.49	0.56	0.62	0.52	0.87	0.50	0.18
Avail Cap(c_a), veh/h	205	752	335	293	443	376	458	1719	767	317	1815	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	44.2	15.1	55.3	46.4	24.1	39.1	23.4	21.9	51.4	30.7	27.0
Incr Delay (d2), s/veh	4.2	0.9	0.4	6.1	19.1	1.1	1.6	1.7	2.5	16.8	1.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	6.7	3.7	2.5	12.2	3.2	6.8	11.6	8.3	6.9	7.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	45.0	15.5	61.5	65.6	25.3	40.6	25.1	24.4	68.2	31.7	27.7
LnGrp LOS	E	D	B	E	E	C	D	C	C	E	C	C
Approach Vol, veh/h		775			674			1731			1207	
Approach Delay, s/veh		42.1			54.8			27.3			37.4	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.2	61.2	11.4	28.2	34.4	46.0	10.9	28.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	48.0	48.0	10.0	25.0	27.0	42.0	7.0	28.0				
Max Q Clear Time (g_c+M), s	28.6	28.6	7.3	16.9	16.9	18.6	6.8	23.6				
Green Ext Time (p_c), s	0.3	9.4	0.1	2.4	0.5	7.2	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	36.9
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.6: Nason St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔	↑↑↑	↔	↔	↔		↔	↑	↔
Traffic Volume (veh/h)	327	823	17	31	1017	298	32	45	36	228	68	570
Future Volume (veh/h)	327	823	17	31	1017	298	32	45	36	228	68	570
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	344	866	18	33	1071	314	34	47	38	240	72	600
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	425	2462	51	140	2214	687	72	150	121	298	530	644
Arrive On Green	0.12	0.47	0.47	0.10	0.57	0.57	0.04	0.15	0.15	0.16	0.28	0.28
Sat Flow, veh/h	3510	5230	109	1810	5187	1610	1810	972	786	1810	1900	1610
Grp Volume(v), veh/h	344	572	312	33	1071	314	34	0	85	240	72	600
Grp Sat Flow(s),veh/h/ln	1755	1729	1880	1810	1729	1610	1810	0	1758	1810	1900	1610
Q Serve(g_s), s	11.5	12.6	12.6	2.0	14.8	8.1	2.2	0.0	5.2	15.3	3.4	32.8
Cycle Q Clear(g_c), s	11.5	12.6	12.6	2.0	14.8	8.1	2.2	0.0	5.2	15.3	3.4	32.8
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	425	1628	885	140	2214	687	72	0	271	298	530	644
V/C Ratio(X)	0.81	0.35	0.35	0.24	0.48	0.46	0.48	0.00	0.31	0.81	0.14	0.93
Avail Cap(c_a), veh/h	848	1628	885	140	2214	687	106	0	271	332	530	644
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.55	0.85	0.85	0.85	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	20.1	20.1	50.6	18.1	6.3	56.4	0.0	45.1	48.3	32.4	20.8
Incr Delay (d2), s/veh	2.1	0.3	0.6	0.7	0.6	1.9	4.8	0.0	3.0	12.5	0.5	22.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	5.1	5.7	0.9	5.3	0.4	1.1	0.0	2.5	7.9	1.7	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	20.5	20.7	51.3	18.7	8.2	61.2	0.0	48.1	60.7	32.9	42.8
LnGrp LOS	D	C	C	D	B	A	E	A	D	E	C	D
Approach Vol, veh/h		1228			1418			119			912	
Approach Delay, s/veh		29.8			17.1			51.9			46.7	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.3	60.5	8.7	37.5	18.5	55.2	23.7	22.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	56.5	7.0	33.5	29.0	34.5	22.0	18.5					
Max Q Clear Time (g_c+1), s	14.6	4.2	34.8	13.5	16.8	17.3	7.2					
Green Ext Time (p_c), s	0.0	7.0	0.0	0.0	1.1	8.4	0.3	0.2				
Intersection Summary												
HCM 6th Ctrl Delay											29.8	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 Int.7: Eucalyptus Ave & Fir Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	421	9	12	412	245	5	20	5	253	34	45
Future Volume (veh/h)	37	421	9	12	412	245	5	20	5	253	34	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	448	10	13	438	261	5	22	5	269	37	48
Peak Hour Factor	0.94	0.94	0.92	0.92	0.94	0.94	0.92	0.92	0.92	0.94	0.92	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	77	1504	34	136	980	580	121	520	112	638	307	398
Arrive On Green	0.04	0.42	0.42	0.08	0.45	0.45	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1810	3610	80	1810	2183	1290	212	1273	275	1405	751	974
Grp Volume(v), veh/h	39	224	234	13	362	337	32	0	0	269	0	85
Grp Sat Flow(s),veh/h/ln	1810	1805	1886	1810	1805	1668	1760	0	0	1405	0	1725
Q Serve(g_s), s	2.5	9.9	9.9	0.8	16.6	16.8	0.0	0.0	0.0	15.1	0.0	3.7
Cycle Q Clear(g_c), s	2.5	9.9	9.9	0.8	16.6	16.8	1.3	0.0	0.0	16.4	0.0	3.7
Prop In Lane	1.00		0.04	1.00		0.77	0.16		0.16	1.00		0.56
Lane Grp Cap(c), veh/h	77	752	786	136	811	749	753	0	0	638	0	704
V/C Ratio(X)	0.51	0.30	0.30	0.10	0.45	0.45	0.04	0.00	0.00	0.42	0.00	0.12
Avail Cap(c_a), veh/h	166	752	786	136	811	749	753	0	0	638	0	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.87	0.87	0.87	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	23.3	23.3	51.7	22.8	22.8	21.4	0.0	0.0	25.7	0.0	22.1
Incr Delay (d2), s/veh	4.3	0.8	0.8	0.3	1.5	1.7	0.0	0.0	0.0	2.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.4	4.6	0.4	7.3	6.9	0.6	0.0	0.0	5.9	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.5	24.2	24.1	52.0	24.3	24.5	21.4	0.0	0.0	27.8	0.0	22.4
LnGrp LOS	E	C	C	D	C	C	C	A	A	C	A	C
Approach Vol, veh/h		497			712			32			354	
Approach Delay, s/veh		27.0			24.9			21.4			26.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	3.0	54.0		53.0	9.1	57.9		53.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	50.0			49.0	11.0	48.0		49.0				
Max Q Clear Time (g_c+1), s	11.9			18.4	4.5	18.8		3.3				
Green Ext Time (p_c), s	0.0	3.0		1.3	0.0	5.0		0.1				

Intersection Summary

HCM 6th Ctrl Delay	25.8
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 Int.8: Oliver St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑			↖ ↑↑↑				↑	↗		↑	↗
Traffic Volume (veh/h)	86	866	73	63	871	15	66	14	43	35	23	115
Future Volume (veh/h)	86	866	73	63	871	15	66	14	43	35	23	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	952	80	69	957	16	73	15	47	38	25	126
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	241	1747	146	211	1795	30	277	57	295	232	152	335
Arrive On Green	0.27	0.72	0.72	0.12	0.34	0.34	0.18	0.18	0.18	0.21	0.21	0.21
Sat Flow, veh/h	1810	4876	409	1810	5254	88	1513	311	1610	1112	732	1610
Grp Volume(v), veh/h	95	675	357	69	630	343	88	0	47	63	0	126
Grp Sat Flow(s),veh/h/ln	1810	1729	1826	1810	1729	1884	1824	0	1610	1844	0	1610
Q Serve(g_s), s	5.2	10.9	10.9	4.2	17.6	17.6	5.0	0.0	2.9	3.4	0.0	8.1
Cycle Q Clear(g_c), s	5.2	10.9	10.9	4.2	17.6	17.6	5.0	0.0	2.9	3.4	0.0	8.1
Prop In Lane	1.00		0.22	1.00		0.05	0.83		1.00	0.60		1.00
Lane Grp Cap(c), veh/h	241	1239	654	211	1181	644	334	0	295	384	0	335
V/C Ratio(X)	0.39	0.54	0.55	0.33	0.53	0.53	0.26	0.00	0.16	0.16	0.00	0.38
Avail Cap(c_a), veh/h	241	1239	654	211	1181	644	334	0	295	384	0	335
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.0	12.4	12.5	48.7	31.8	31.8	42.0	0.0	41.2	38.9	0.0	40.8
Incr Delay (d2), s/veh	0.9	1.6	3.0	0.9	1.7	3.1	1.9	0.0	1.2	0.9	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	3.3	3.7	2.0	7.6	8.6	2.4	0.0	1.3	1.6	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	14.0	15.4	49.6	33.5	34.9	44.0	0.0	42.4	39.9	0.0	44.0
LnGrp LOS	D	B	B	D	C	C	D	A	D	D	A	D
Approach Vol, veh/h	1127				1042		135				189	
Approach Delay, s/veh	16.7				35.1		43.4				42.6	
Approach LOS	B				D		D				D	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	18.0	47.0	29.0		20.0	45.0	26.0					
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0	4.0	4.0					
Max Green Setting (Gmax), s	43.0	43.0	25.0		16.0	41.0	22.0					
Max Q Clear Time (g_c+1), s	12.9	12.9	10.1		7.2	19.6	7.0					
Green Ext Time (p_c), s	0.1	8.1	0.6		0.1	6.7	0.5					
Intersection Summary												
HCM 6th Ctrl Delay			27.8									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 Int.9: Moreno Beach Dr & SR-60 WB Ramps



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	249	19	564	619	58	373
Future Volume (veh/h)	249	19	564	619	58	373
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	268	20	606	666	62	401
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	304	631	966	1089	405	1454
Arrive On Green	0.17	0.17	0.68	0.68	0.22	0.77
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	268	20	606	666	62	401
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	17.4	0.0	21.5	23.5	3.3	7.5
Cycle Q Clear(g_c), s	17.4	0.0	21.5	23.5	3.3	7.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	304	631	966	1089	405	1454
V/C Ratio(X)	0.88	0.03	0.63	0.61	0.15	0.28
Avail Cap(c_a), veh/h	558	857	966	1089	405	1454
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	48.8	22.5	13.0	6.7	37.4	4.2
Incr Delay (d2), s/veh	8.3	0.0	0.3	0.2	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	0.4	7.4	10.4	1.5	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.1	22.5	13.3	6.9	37.6	4.7
LnGrp LOS	E	C	B	A	D	A
Approach Vol, veh/h	288		1272			463
Approach Delay, s/veh	54.7		10.0			9.1
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	30.9	65.0			95.9	24.1
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	10.0	61.0			75.0	37.0
Max Q Clear Time (g_c+1), s	17.3	25.5			9.5	19.4
Green Ext Time (p_c), s	0.0	8.3			2.8	0.8

Intersection Summary

HCM 6th Ctrl Delay		16.1				
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
 Int.10: Moreno Beach Dr & SR-60 EB Ramps

Moreno Valley Trade Center

03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↑	↗		↕	
Traffic Volume (veh/h)	333	8	710	0	0	0	0	851	302	86	534	0
Future Volume (veh/h)	333	8	710	0	0	0	0	851	302	86	534	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	340	8	724				0	868	308	88	545	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	324	8	295				0	792	671	79	487	0
Arrive On Green	0.18	0.18	0.18				0.00	0.14	0.14	0.30	0.30	0.00
Sat Flow, veh/h	1770	42	1610				0	1900	1610	262	1625	0
Grp Volume(v), veh/h	348	0	724				0	868	308	633	0	0
Grp Sat Flow(s),veh/h/ln	1812	0	1610				0	1900	1610	1887	0	0
Q Serve(g_s), s	22.0	0.0	22.0				0.0	50.0	21.1	36.0	0.0	0.0
Cycle Q Clear(g_c), s	22.0	0.0	22.0				0.0	50.0	21.1	36.0	0.0	0.0
Prop In Lane	0.98		1.00				0.00		1.00	0.14		0.00
Lane Grp Cap(c), veh/h	332	0	295				0	792	671	566	0	0
V/C Ratio(X)	1.05	0.00	2.45				0.00	1.10	0.46	1.12	0.00	0.00
Avail Cap(c_a), veh/h	332	0	295				0	792	671	566	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.83	0.83	0.88	0.00	0.00
Uniform Delay (d), s/veh	49.0	0.0	49.0				0.0	51.8	39.3	42.0	0.0	0.0
Incr Delay (d2), s/veh	62.5	0.0	663.8				0.0	59.1	1.9	72.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.7	0.0	63.2				0.0	38.5	9.5	27.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.5	0.0	712.8				0.0	110.9	41.2	114.6	0.0	0.0
LnGrp LOS	F	A	F				A	F	D	F	A	A
Approach Vol, veh/h		1072						1176			633	
Approach Delay, s/veh		517.6						92.6			114.6	
Approach LOS		F						F			F	
Timer - Assigned Phs		2	4			6						
Phs Duration (G+Y+Rc), s		54.0	26.0			40.0						
Change Period (Y+Rc), s		4.0	4.0			4.0						
Max Green Setting (Gmax), s		50.0	22.0			36.0						
Max Q Clear Time (g_c+I1), s		52.0	24.0			38.0						
Green Ext Time (p_c), s		0.0	0.0			0.0						
Intersection Summary												
HCM 6th Ctrl Delay			255.6									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary
 Int.11: Moreno Beach Dr & Eucalyptus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↑	↖	↖	↑↑	↖	↖	↑↑	↖
Traffic Volume (veh/h)	384	53	208	85	79	171	171	596	34	91	879	279
Future Volume (veh/h)	384	53	208	85	79	171	171	596	34	91	879	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	409	56	221	90	84	182	182	634	36	97	935	297
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	470	295	250	197	247	210	329	1932	862	122	1519	678
Arrive On Green	0.13	0.16	0.16	0.11	0.13	0.13	0.18	0.54	0.54	0.07	0.42	0.42
Sat Flow, veh/h	3510	1900	1610	1810	1900	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	409	56	221	90	84	182	182	634	36	97	935	297
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	13.7	3.1	16.1	5.6	4.8	13.3	11.0	11.9	0.8	6.3	24.3	10.3
Cycle Q Clear(g_c), s	13.7	3.1	16.1	5.6	4.8	13.3	11.0	11.9	0.8	6.3	24.3	10.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	470	295	250	197	247	210	329	1932	862	122	1519	678
V/C Ratio(X)	0.87	0.19	0.89	0.46	0.34	0.87	0.55	0.33	0.04	0.80	0.62	0.44
Avail Cap(c_a), veh/h	527	372	315	197	293	248	329	1932	862	196	1519	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.14	0.14	0.14
Uniform Delay (d), s/veh	50.9	44.1	49.6	50.1	47.5	51.2	44.7	15.7	5.1	55.1	27.2	10.5
Incr Delay (d2), s/veh	12.9	0.3	20.1	1.6	0.8	23.6	2.0	0.5	0.1	1.7	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	1.5	7.9	2.6	2.3	6.7	5.1	5.0	0.5	2.9	10.4	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	44.4	69.8	51.8	48.3	74.8	46.7	16.2	5.2	56.9	27.4	10.8
LnGrp LOS	E	D	E	D	D	E	D	B	A	E	C	B
Approach Vol, veh/h		686			356			852			1329	
Approach Delay, s/veh		64.2			62.7			22.2			25.9	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.1	68.2	17.1	22.6	25.8	54.5	20.1	19.6				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	13.0	54.5	13.0	23.5	17.0	50.5	18.0	18.5				
Max Q Clear Time (g_c+1), s	10.3	13.9	7.6	18.1	13.0	26.3	15.7	15.3				
Green Ext Time (p_c), s	0.1	5.1	0.1	0.5	0.2	8.5	0.4	0.3				
Intersection Summary												
HCM 6th Ctrl Delay											37.1	
HCM 6th LOS											D	

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	86	42	16	117	1	80	6	8	0	6	18
Future Vol, veh/h	13	86	42	16	117	1	80	6	8	0	6	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	25	85	-	25	120	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	16	105	51	20	143	1	98	7	10	0	7	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	144	0	0	156	0	0	335	321	105	354	371	143
Stage 1	-	-	-	-	-	-	137	137	-	183	183	-
Stage 2	-	-	-	-	-	-	198	184	-	171	188	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1451	-	-	1436	-	-	622	599	955	605	562	910
Stage 1	-	-	-	-	-	-	871	787	-	823	752	-
Stage 2	-	-	-	-	-	-	808	751	-	836	748	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1451	-	-	1436	-	-	590	584	955	582	548	910
Mov Cap-2 Maneuver	-	-	-	-	-	-	632	607	-	582	548	-
Stage 1	-	-	-	-	-	-	861	778	-	814	741	-
Stage 2	-	-	-	-	-	-	770	740	-	811	740	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.9			11.4			9.8		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	632	767	1451	-	-	1436	-	-	781
HCM Lane V/C Ratio	0.154	0.022	0.011	-	-	0.014	-	-	0.037
HCM Control Delay (s)	11.7	9.8	7.5	-	-	7.5	-	-	9.8
HCM Lane LOS	B	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.5	0.1	0	-	-	0	-	-	0.1

HCM 6th Signalized Intersection Summary
 Int.13: Moreno Beach Dr & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↘		↗	↘	
Traffic Volume (veh/h)	267	254	157	99	168	49	113	669	54	43	847	160
Future Volume (veh/h)	267	254	157	99	168	49	113	669	54	43	847	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	281	267	165	104	177	52	119	704	57	45	892	168
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	256	261	161	106	218	64	106	911	74	82	797	150
Arrive On Green	0.14	0.24	0.24	0.06	0.15	0.15	0.06	0.53	0.53	0.05	0.51	0.51
Sat Flow, veh/h	1810	1099	679	1810	1411	414	1810	1734	140	1810	1555	293
Grp Volume(v), veh/h	281	0	432	104	0	229	119	0	761	45	0	1060
Grp Sat Flow(s),veh/h/ln	1810	0	1778	1810	0	1825	1810	0	1875	1810	0	1847
Q Serve(g_s), s	17.0	0.0	28.5	6.9	0.0	14.6	7.0	0.0	38.9	2.9	0.0	61.5
Cycle Q Clear(g_c), s	17.0	0.0	28.5	6.9	0.0	14.6	7.0	0.0	38.9	2.9	0.0	61.5
Prop In Lane	1.00		0.38	1.00		0.23	1.00		0.07	1.00		0.16
Lane Grp Cap(c), veh/h	256	0	422	106	0	281	106	0	985	82	0	947
V/C Ratio(X)	1.10	0.00	1.02	0.99	0.00	0.81	1.13	0.00	0.77	0.55	0.00	1.12
Avail Cap(c_a), veh/h	256	0	422	106	0	281	106	0	985	106	0	947
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.5	0.0	45.8	56.4	0.0	49.1	56.5	0.0	22.7	56.1	0.0	29.3
Incr Delay (d2), s/veh	84.3	0.0	49.8	82.7	0.0	16.5	126.0	0.0	5.9	5.6	0.0	67.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.7	0.0	18.3	5.6	0.0	7.9	6.9	0.0	18.2	1.5	0.0	43.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	135.8	0.0	95.6	139.1	0.0	65.6	182.5	0.0	28.6	61.7	0.0	97.2
LnGrp LOS	F	A	F	F	A	E	F	A	C	E	A	F
Approach Vol, veh/h		713			333			880				1105
Approach Delay, s/veh		111.4			88.6			49.4				95.7
Approach LOS		F			F			D				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	67.1	11.0	32.5	11.0	65.5	21.0	22.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	61.5	7.0	28.5	7.0	61.5	17.0	18.5				
Max Q Clear Time (g_c+I1), s	4.9	40.9	8.9	30.5	9.0	63.5	19.0	16.6				
Green Ext Time (p_c), s	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay				85.2								
HCM 6th LOS				F								

HCM 6th Signalized Intersection Summary
 Int.14: Moreno Beach Dr & Cactus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	283	215	46	191	68	160	589	69	112	756	108
Future Volume (veh/h)	113	283	215	46	191	68	160	589	69	112	756	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	119	298	226	48	201	72	168	620	73	118	796	114
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	192	372	275	84	244	336	571	1992	964	146	1453	207
Arrive On Green	0.11	0.19	0.19	0.05	0.13	0.13	0.63	1.00	1.00	0.08	0.32	0.32
Sat Flow, veh/h	1810	1980	1462	1810	1900	1610	1810	3610	1610	1810	4588	653
Grp Volume(v), veh/h	119	271	253	48	201	72	168	620	73	118	599	311
Grp Sat Flow(s),veh/h/ln	1810	1805	1637	1810	1900	1610	1810	1805	1610	1810	1729	1783
Q Serve(g_s), s	7.6	17.2	17.8	3.1	12.4	3.3	5.0	0.0	0.0	7.7	17.2	17.4
Cycle Q Clear(g_c), s	7.6	17.2	17.8	3.1	12.4	3.3	5.0	0.0	0.0	7.7	17.2	17.4
Prop In Lane	1.00		0.89	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	192	339	307	84	244	336	571	1992	964	146	1095	564
V/C Ratio(X)	0.62	0.80	0.82	0.57	0.83	0.21	0.29	0.31	0.08	0.81	0.55	0.55
Avail Cap(c_a), veh/h	256	496	450	151	412	478	571	1992	964	256	1095	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	46.6	46.8	56.0	51.0	22.7	16.1	0.0	0.0	54.3	33.9	33.9
Incr Delay (d2), s/veh	3.2	5.7	7.8	5.9	6.9	0.3	0.3	0.4	0.1	10.2	2.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	8.2	7.9	1.6	6.4	1.4	1.9	0.1	0.0	3.9	7.5	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.5	52.3	54.6	62.0	57.9	23.0	16.3	0.4	0.1	64.5	35.8	37.8
LnGrp LOS	D	D	D	E	E	C	B	A	A	E	D	D
Approach Vol, veh/h		643			321			861			1028	
Approach Delay, s/veh		53.6			50.7			3.5			39.7	
Approach LOS		D			D			A			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.7	70.2	9.6	26.5	41.9	42.0	16.7	19.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	44.0	10.0	33.0	23.0	38.0	17.0	26.0					
Max Q Clear Time (g_c+19), s	2.0	5.1	19.8	7.0	19.4	9.6	14.4					
Green Ext Time (p_c), s	0.1	5.1	0.0	2.7	0.4	5.9	0.2	1.0				
Intersection Summary												
HCM 6th Ctrl Delay											33.2	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 Int.15: Moreno Beach Dr & John F Kennedy Dr

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (veh/h)	61	14	20	344	38	78	19	593	309	148	717	104
Future Volume (veh/h)	61	14	20	344	38	78	19	593	309	148	717	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	15	22	374	41	85	21	645	336	161	779	113
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	94	41	60	410	442	375	480	2479	1134	188	1450	209
Arrive On Green	0.05	0.06	0.06	0.23	0.23	0.23	0.27	0.48	0.48	0.21	0.63	0.63
Sat Flow, veh/h	1810	696	1021	1810	1900	1610	1810	5187	1610	1810	4580	660
Grp Volume(v), veh/h	66	0	37	374	41	85	21	645	336	161	587	305
Grp Sat Flow(s),veh/h/ln	1810	0	1716	1810	1900	1610	1810	1729	1610	1810	1729	1781
Q Serve(g_s), s	4.3	0.0	2.5	24.2	2.0	5.1	1.0	8.9	9.4	10.3	11.3	11.5
Cycle Q Clear(g_c), s	4.3	0.0	2.5	24.2	2.0	5.1	1.0	8.9	9.4	10.3	11.3	11.5
Prop In Lane	1.00		0.59	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	94	0	100	410	442	375	480	2479	1134	188	1095	564
V/C Ratio(X)	0.70	0.00	0.37	0.91	0.09	0.23	0.04	0.26	0.30	0.86	0.54	0.54
Avail Cap(c_a), veh/h	136	0	272	603	792	671	480	2479	1134	302	1095	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	56.0	0.0	54.4	45.3	36.1	37.3	32.8	18.7	6.6	46.7	17.1	17.1
Incr Delay (d2), s/veh	9.2	0.0	2.3	13.8	0.1	0.3	0.0	0.3	0.7	11.8	1.7	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	1.1	12.4	1.0	2.1	0.5	3.6	3.2	4.8	3.7	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.2	0.0	56.6	59.0	36.2	37.6	32.8	18.9	7.3	58.5	18.8	20.5
LnGrp LOS	E	A	E	E	D	D	C	B	A	E	B	C
Approach Vol, veh/h		103			500			1002			1053	
Approach Delay, s/veh		62.1			53.5			15.3			25.4	
Approach LOS		E			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	66.5	61.4	31.2	11.0	35.8	42.0	10.2	31.9				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	20.0	25.0	40.0	19.0	7.0	38.0	9.0	50.0				
Max Q Clear Time (g_c+1/3), s	11.4	11.4	26.2	4.5	3.0	13.5	6.3	7.1				
Green Ext Time (p_c), s	0.2	4.8	1.0	0.1	0.0	6.4	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay											28.3	
HCM 6th LOS											C	

Intersection

Intersection Delay, s/veh 24.6
 Intersection LOS C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	195	21	262	243	28	486
Future Vol, veh/h	195	21	262	243	28	486
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	203	22	273	253	29	506
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left NB			WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right SB		WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	15.4	24	29.1
HCM LOS	C	C	D

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	5%
Vol Thru, %	52%	0%	0%	95%
Vol Right, %	48%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	505	195	21	514
LT Vol	0	195	0	28
Through Vol	262	0	0	486
RT Vol	243	0	21	0
Lane Flow Rate	526	203	22	535
Geometry Grp	2	7	7	2
Degree of Util (X)	0.771	0.43	0.039	0.822
Departure Headway (Hd)	5.276	7.629	6.4	5.529
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	684	471	556	653
Service Time	3.34	5.405	4.175	3.592
HCM Lane V/C Ratio	0.769	0.431	0.04	0.819
HCM Control Delay	24	16.1	9.4	29.1
HCM Lane LOS	C	C	A	D
HCM 95th-tile Q	7.3	2.1	0.1	8.6

Intersection

Intersection Delay, s/veh 24.3
 Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	10	9	264	14	21	8	445	319	31	612	10
Future Vol, veh/h	9	10	9	264	14	21	8	445	319	31	612	10
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	10	9	269	14	21	8	454	326	32	624	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.3	22.9	175	115.5
HCM LOS	B	C	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	32%	88%	5%
Vol Thru, %	58%	36%	5%	94%
Vol Right, %	41%	32%	7%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	772	28	299	653
LT Vol	8	9	264	31
Through Vol	445	10	14	612
RT Vol	319	9	21	10
Lane Flow Rate	788	29	305	666
Geometry Grp	1	1	1	1
Degree of Util (X)	1.318	0.067	0.611	1.161
Departure Headway (Hd)	6.304	9.631	8.07	6.741
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	583	374	452	546
Service Time	4.304	7.631	6.07	4.741
HCM Lane V/C Ratio	1.352	0.078	0.675	1.22
HCM Control Delay	175	13.3	22.9	115.5
HCM Lane LOS	F	B	C	F
HCM 95th-tile Q	31.6	0.2	4	21.5

Intersection

Intersection Delay, s/veh 90.7
 Intersection LOS F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	51	760	267	39	714	103
Future Vol, veh/h	51	760	267	39	714	103
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	52	768	270	39	721	104
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	187.6	25.4	255.7
HCM LOS	F	D	F

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	87%	0%	87%
Vol Thru, %	0%	6%	13%
Vol Right, %	13%	94%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	817	811	306
LT Vol	714	0	267
Through Vol	0	51	39
RT Vol	103	760	0
Lane Flow Rate	825	819	309
Geometry Grp	1	1	1
Degree of Util (X)	1.501	1.34	0.616
Departure Headway (Hd)	7.258	7.184	9.018
Convergence, Y/N	Yes	Yes	Yes
Cap	512	516	405
Service Time	5.258	5.184	7.018
HCM Lane V/C Ratio	1.611	1.587	0.763
HCM Control Delay	255.7	187.6	25.4
HCM Lane LOS	F	F	D
HCM 95th-tile Q	38.3	29.8	4

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↷			↷	
Traffic Vol, veh/h	0	59	0	0	84	0	0	0	0	0	0	0
Future Vol, veh/h	0	59	0	0	84	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	92	92	86	86	92	92	92	86	92	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	69	0	0	98	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	98	0	0	69	0	0	118	167	69	167	167	49
Stage 1	-	-	-	-	-	-	69	69	-	98	98	-
Stage 2	-	-	-	-	-	-	49	98	-	69	69	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1508	-	-	1545	-	-	857	729	1000	794	729	1016
Stage 1	-	-	-	-	-	-	946	841	-	903	818	-
Stage 2	-	-	-	-	-	-	964	818	-	946	841	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1508	-	-	1545	-	-	857	729	1000	794	729	1016
Mov Cap-2 Maneuver	-	-	-	-	-	-	827	711	-	783	711	-
Stage 1	-	-	-	-	-	-	946	841	-	903	818	-
Stage 2	-	-	-	-	-	-	964	818	-	946	841	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1508	-	-	1545	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	12	1	0	0	0	3	0	0	0
Future Vol, veh/h	0	0	0	12	1	0	0	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	58	58	58	58	92	58	92	58	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	21	2	0	0	0	5	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2	0	0	2	0	0	46	46	2	49	46	2
Stage 1	-	-	-	-	-	-	2	2	-	44	44	-
Stage 2	-	-	-	-	-	-	44	44	-	5	2	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1634	-	-	1634	-	-	961	850	1088	956	850	1088
Stage 1	-	-	-	-	-	-	1026	898	-	975	862	-
Stage 2	-	-	-	-	-	-	975	862	-	1022	898	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1634	-	-	1634	-	-	951	839	1088	942	839	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	951	839	-	942	839	-
Stage 1	-	-	-	-	-	-	1026	898	-	975	851	-
Stage 2	-	-	-	-	-	-	962	851	-	1017	898	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	6.7	8.3	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1088	1634	-	-	1634	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-	0.013	-	-	-
HCM Control Delay (s)	8.3	0	-	-	7.2	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	0	7	13	0	0	0	3	0	0	0
Future Vol, veh/h	0	3	0	7	13	0	0	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	60	60	60	92	60	92	60	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	5	0	12	22	0	0	0	5	0	0	0

Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	22	0	0	5	0	0	51	51	5	54	51	22
Stage 1	-	-	-	-	-	-	5	5	-	46	46	-
Stage 2	-	-	-	-	-	-	46	46	-	8	5	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1607	-	-	1630	-	-	953	844	1084	949	844	1061
Stage 1	-	-	-	-	-	-	1022	896	-	973	861	-
Stage 2	-	-	-	-	-	-	973	861	-	1019	896	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1607	-	-	1630	-	-	948	838	1084	940	838	1061
Mov Cap-2 Maneuver	-	-	-	-	-	-	948	838	-	940	838	-
Stage 1	-	-	-	-	-	-	1022	896	-	973	855	-
Stage 2	-	-	-	-	-	-	966	855	-	1014	896	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.5	8.3	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1084	1607	-	-	1630	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-	0.007	-	-	-
HCM Control Delay (s)	8.3	0	-	-	7.2	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	7	0	3	20	0	0	0	2	0	0	0
Future Vol, veh/h	0	7	0	3	20	0	0	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	64	64	64	64	92	64	92	64	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	11	0	5	31	0	0	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	31	0	0	11	0	0	52	52	6	47	52	31
Stage 1	-	-	-	-	-	-	11	11	-	41	41	-
Stage 2	-	-	-	-	-	-	41	41	-	6	11	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1595	-	-	1621	-	-	949	843	1081	957	843	1049
Stage 1	-	-	-	-	-	-	1014	890	-	979	865	-
Stage 2	-	-	-	-	-	-	979	865	-	1020	890	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1595	-	-	1621	-	-	947	840	1081	952	840	1049
Mov Cap-2 Maneuver	-	-	-	-	-	-	947	840	-	952	840	-
Stage 1	-	-	-	-	-	-	1014	890	-	979	862	-
Stage 2	-	-	-	-	-	-	976	862	-	1017	890	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.9			8.3			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1081	1595	-	-	1621	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-	0.003	-	-	-
HCM Control Delay (s)	8.3	0	-	-	7.2	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

HCM 6th Signalized Intersection Summary
 Int.24: Redlands Blvd & Ironwood Ave

Moreno Valley Trade Center

03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Volume (veh/h)	130	22	51	14	34	63	56	778	8	42	873	210
Future Volume (veh/h)	130	22	51	14	34	63	56	778	8	42	873	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	135	23	53	15	35	66	58	810	8	44	909	219
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	199	29	60	55	110	172	214	1143	11	214	1156	980
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.24	1.00	1.00	0.12	0.61	0.61
Sat Flow, veh/h	866	165	346	119	633	993	1810	1878	19	1810	1900	1610
Grp Volume(v), veh/h	211	0	0	116	0	0	58	0	818	44	909	219
Grp Sat Flow(s),veh/h/ln	1376	0	0	1745	0	0	1810	0	1897	1810	1900	1610
Q Serve(g_s), s	10.9	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	2.6	43.1	7.4
Cycle Q Clear(g_c), s	18.1	0.0	0.0	7.2	0.0	0.0	3.1	0.0	0.0	2.6	43.1	7.4
Prop In Lane	0.64		0.25	0.13		0.57	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	288	0	0	336	0	0	214	0	1154	214	1156	980
V/C Ratio(X)	0.73	0.00	0.00	0.35	0.00	0.00	0.27	0.00	0.71	0.21	0.79	0.22
Avail Cap(c_a), veh/h	373	0	0	435	0	0	214	0	1154	214	1156	980
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.60	0.00	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	0.0	0.0	44.0	0.0	0.0	41.6	0.0	0.0	47.8	17.6	10.7
Incr Delay (d2), s/veh	5.3	0.0	0.0	0.6	0.0	0.0	0.4	0.0	2.2	0.5	5.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.0	0.0	3.1	0.0	0.0	1.4	0.0	0.7	1.2	19.4	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.0	0.0	0.0	44.6	0.0	0.0	42.0	0.0	2.2	48.3	23.1	11.2
LnGrp LOS	D	A	A	D	A	A	D	A	A	D	C	B
Approach Vol, veh/h		211			116			876				1172
Approach Delay, s/veh		54.0			44.6			4.9				21.8
Approach LOS		D			D			A				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.2	77.0		24.8	18.2	77.0		24.8				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.0	73.0		28.0	7.0	73.0		28.0				
Max Q Clear Time (g_c+I1), s	4.6	2.0		20.1	5.1	45.1		9.2				
Green Ext Time (p_c), s	0.0	7.8		0.7	0.0	9.2		0.5				

Intersection Summary

HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
 Int.25: Redlands Blvd & SR-60 WB Ramps

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕	↗	↗	↗	↗
Traffic Volume (veh/h)	9	7	3	87	0	46	4	801	256	446	502	9
Future Volume (veh/h)	9	7	3	87	0	46	4	801	256	446	502	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	7	3	89	0	47	4	817	261	455	512	9
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	28	22	44	108	0	57	13	681	731	698	1371	24
Arrive On Green	0.03	0.03	0.03	0.10	0.00	0.10	0.00	0.24	0.24	0.77	1.00	1.00
Sat Flow, veh/h	1040	809	1610	1136	0	600	1810	1900	1610	1810	1861	33
Grp Volume(v), veh/h	16	0	3	136	0	0	4	817	261	455	0	521
Grp Sat Flow(s),veh/h/ln1848	0	1610	1735	0	0	1810	1900	1610	1810	0	1894	
Q Serve(g_s), s	1.0	0.0	0.2	9.2	0.0	0.0	0.3	43.0	14.1	13.9	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.2	9.2	0.0	0.0	0.3	43.0	14.1	13.9	0.0	0.0
Prop In Lane	0.56		1.00	0.65		0.35	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	51	0	44	166	0	0	13	681	731	698	0	1395
V/C Ratio(X)	0.32	0.00	0.07	0.82	0.00	0.00	0.30	1.20	0.36	0.65	0.00	0.37
Avail Cap(c_a), veh/h	285	0	248	268	0	0	106	681	731	698	0	1395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.82	0.82	0.82	0.62	0.00	0.62
Uniform Delay (d), s/veh	57.3	0.0	56.9	53.3	0.0	0.0	59.4	45.6	25.8	10.0	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	0.6	10.1	0.0	0.0	10.2	101.5	1.1	1.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.5	0.0	0.0	0.1	4.5	0.0	0.0	0.2	40.2	7.1	3.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.8	0.0	57.5	63.4	0.0	0.0	69.6	147.1	26.9	11.4	0.0	0.5
LnGrp LOS	E	A	E	E	A	A	E	F	C	B	A	A
Approach Vol, veh/h		19		136			1082			976		
Approach Delay, s/veh		60.3		63.4			117.8			5.6		
Approach LOS		E		E			F			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	50.3	47.0		7.3	4.9	92.4		15.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	21.0	43.0		18.5	7.0	60.0		18.5				
Max Q Clear Time (g_c+1/3), s	11.0	45.0		3.0	2.3	2.0		11.2				
Green Ext Time (p_c), s	1.0	0.0		0.0	0.0	3.9		0.4				

Intersection Summary

HCM 6th Ctrl Delay	64.5
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
 Int.26: Redlands Blvd & SR-60 EB Ramps

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕					↕	↕			↕	↕
Traffic Volume (veh/h)	487	0	209	0	0	0	148	512	0	0	518	56
Future Volume (veh/h)	487	0	209	0	0	0	148	512	0	0	518	56
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	507	0	218				154	533	0	0	540	58
Peak Hour Factor	0.96	0.92	0.96				0.96	0.96	0.92	0.92	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	526	0	226				215	954	0	0	665	1258
Arrive On Green	0.43	0.00	0.43				0.24	1.00	0.00	0.00	0.70	0.70
Sat Flow, veh/h	1220	0	525				1810	1900	0	0	1900	1610
Grp Volume(v), veh/h	725	0	0				154	533	0	0	540	58
Grp Sat Flow(s),veh/h/ln	1745	0	0				1810	1900	0	0	1900	1610
Q Serve(g_s), s	48.5	0.0	0.0				9.4	0.0	0.0	0.0	23.7	0.5
Cycle Q Clear(g_c), s	48.5	0.0	0.0				9.4	0.0	0.0	0.0	23.7	0.5
Prop In Lane	0.70		0.30				1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	752	0	0				215	954	0	0	665	1258
V/C Ratio(X)	0.96	0.00	0.00				0.72	0.56	0.00	0.00	0.81	0.05
Avail Cap(c_a), veh/h	771	0	0				215	954	0	0	665	1258
HCM Platoon Ratio	1.00	1.00	1.00				2.00	2.00	1.00	1.00	2.00	2.00
Upstream Filter(l)	1.00	0.00	0.00				1.00	1.00	0.00	0.00	0.95	0.95
Uniform Delay (d), s/veh	33.2	0.0	0.0				43.9	0.0	0.0	0.0	15.3	1.3
Incr Delay (d2), s/veh	23.5	0.0	0.0				10.9	2.4	0.0	0.0	9.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.9	0.0	0.0				4.5	0.6	0.0	0.0	7.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.7	0.0	0.0				54.8	2.4	0.0	0.0	25.2	1.4
LnGrp LOS	E	A	A				D	A	A	A	C	A
Approach Vol, veh/h		725						687			598	
Approach Delay, s/veh		56.7						14.1			22.9	
Approach LOS		E						B			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		64.2		55.8	18.2	46.0						
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0						
Max Green Setting (Gmax), s		59.0		53.0	13.0	42.0						
Max Q Clear Time (g_c+I1), s		2.0		50.5	11.4	25.7						
Green Ext Time (p_c), s		4.0		1.2	0.1	3.4						
Intersection Summary												
HCM 6th Ctrl Delay											32.1	
HCM 6th LOS											C	

Intersection						
Intersection Delay, s/veh	8.4					
Intersection LOS	A					
Approach	EB	WB		NB	SB	
Entry Lanes	1	2		1	2	
Conflicting Circle Lanes	1	1		1	1	
Adj Approach Flow, veh/h	86	435		539	816	
Demand Flow Rate, veh/h	86	435		539	816	
Vehicles Circulating, veh/h	863	571		129	133	
Vehicles Exiting, veh/h	86	97		820	873	
Ped Vol Crossing Leg, #/h	0	0		0	0	
Ped Cap Adj	1.000	1.000		1.000	1.000	
Approach Delay, s/veh	8.2	7.9		7.6	9.4	
Approach LOS	A	A		A	A	
Lane	Left	Left	Right	Left	Left	Right
Designated Moves	LTR	LT	R	LTR	LT	R
Assumed Moves	LTR	LT	R	LTR	LT	R
RT Channelized						
Lane Util	1.000	0.269	0.731	1.000	0.915	0.085
Follow-Up Headway, s	2.609	2.535	2.535	2.609	2.535	2.535
Critical Headway, s	4.976	4.544	4.544	4.976	4.544	4.544
Entry Flow, veh/h	86	117	318	539	747	69
Cap Entry Lane, veh/h	572	845	845	1210	1258	1258
Entry HV Adj Factor	1.000	1.000	1.000	1.000	1.000	1.000
Flow Entry, veh/h	86	117	318	539	747	69
Cap Entry, veh/h	572	845	845	1210	1258	1258
V/C Ratio	0.150	0.139	0.377	0.446	0.594	0.055
Control Delay, s/veh	8.2	5.6	8.7	7.6	9.9	3.3
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	0	2	2	4	0

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵	↵		↵	↵	
Traffic Vol, veh/h	9	0	0	512	750	19
Future Vol, veh/h	9	0	0	512	750	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	0	0	533	781	20

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1324	791	801	0	-	0
Stage 1	791	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	174	393	831	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	174	393	831	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	593	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	831	-	174	-	-	-
HCM Lane V/C Ratio	-	-	0.054	-	-	-
HCM Control Delay (s)	0	-	26.9	0	-	-
HCM Lane LOS	A	-	D	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-	-

HCM 6th Signalized Intersection Summary
 Int.31: Redlands Blvd & Cottonwood Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	35	29	443	578	36
Future Volume (veh/h)	18	35	29	443	578	36
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	37	31	471	615	38
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	123	110	192	1540	1224	1037
Arrive On Green	0.07	0.07	0.11	0.81	0.64	0.64
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	19	37	31	471	615	38
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	0.7	1.4	1.0	4.1	11.2	0.6
Cycle Q Clear(g_c), s	0.7	1.4	1.0	4.1	11.2	0.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	123	110	192	1540	1224	1037
V/C Ratio(X)	0.15	0.34	0.16	0.31	0.50	0.04
Avail Cap(c_a), veh/h	507	451	192	1540	1224	1037
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	29.3	26.8	1.6	6.2	4.3
Incr Delay (d2), s/veh	0.6	1.8	0.4	0.5	1.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.4	0.4	0.6	3.8	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.5	31.1	27.2	2.1	7.7	4.3
LnGrp LOS	C	C	C	A	A	A
Approach Vol, veh/h	56			502	653	
Approach Delay, s/veh	30.6			3.6	7.5	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.5		8.5	11.0	46.5
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		53.5		18.5	7.0	42.5
Max Q Clear Time (g_c+I1), s		6.1		3.4	3.0	13.2
Green Ext Time (p_c), s		3.4		0.1	0.0	4.7
Intersection Summary						
HCM 6th Ctrl Delay			6.9			
HCM 6th LOS			A			

Intersection

Intersection Delay, s/veh 14.6
 Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔	↔		↔	
Traffic Vol, veh/h	94	198	23	79	104	64	47	318	116	107	393	87
Future Vol, veh/h	94	198	23	79	104	64	47	318	116	107	393	87
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	98	206	24	82	108	67	49	331	121	111	409	91
Number of Lanes	0	1	1	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	36.6	32.3	45.4	247.8
HCM LOS	E	D	E	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	13%	0%	32%	0%	32%	18%
Vol Thru, %	87%	0%	68%	0%	42%	67%
Vol Right, %	0%	100%	0%	100%	26%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	365	116	292	23	247	587
LT Vol	47	0	94	0	79	107
Through Vol	318	0	198	0	104	393
RT Vol	0	116	0	23	64	87
Lane Flow Rate	380	121	304	24	257	611
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.897	0.259	0.759	0.054	0.662	1.47
Departure Headway (Hd)	9.517	8.717	10.107	9.202	10.688	8.655
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	384	414	362	391	340	422
Service Time	7.217	6.417	7.807	6.902	8.688	6.746
HCM Lane V/C Ratio	0.99	0.292	0.84	0.061	0.756	1.448
HCM Control Delay	55.2	14.4	38.5	12.4	32.3	247.8
HCM Lane LOS	F	B	E	B	D	F
HCM 95th-tile Q	9.1	1	6	0.2	4.5	31.4

Intersection												
Intersection Delay, s/veh	31.2											
Intersection LOS	D											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔			↔↔			↔↔	
Traffic Vol, veh/h	189	29	42	189	53	90	59	261	118	93	372	109
Future Vol, veh/h	189	29	42	189	53	90	59	261	118	93	372	109
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	203	31	45	203	57	97	63	281	127	100	400	117
Number of Lanes	0	2	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	22.6	49	22.8	31.1
HCM LOS	C	E	C	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	31%	0%	93%	0%	57%	33%	0%
Vol Thru, %	69%	53%	7%	26%	16%	67%	63%
Vol Right, %	0%	47%	0%	74%	27%	0%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	190	249	204	57	332	279	295
LT Vol	59	0	189	0	189	93	0
Through Vol	131	131	15	15	53	186	186
RT Vol	0	118	0	42	90	0	109
Lane Flow Rate	204	267	219	61	357	300	317
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.507	0.627	0.587	0.146	0.874	0.728	0.73
Departure Headway (Hd)	8.954	8.445	9.663	8.636	8.81	8.734	8.29
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	403	428	374	415	411	414	435
Service Time	6.708	6.198	7.418	6.39	6.86	6.49	6.046
HCM Lane V/C Ratio	0.506	0.624	0.586	0.147	0.869	0.725	0.729
HCM Control Delay	20.6	24.4	25.3	12.9	49	31.7	30.5
HCM Lane LOS	C	C	D	B	E	D	D
HCM 95th-tile Q	2.8	4.2	3.6	0.5	8.8	5.7	5.8

Intersection

Int Delay, s/veh 1899.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	170	136	190	995	982	70
Future Vol, veh/h	170	136	190	995	982	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	240	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	239	192	268	1401	1383	99

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	3320	1383	1482	0	-	0
Stage 1	1383	-	-	-	-	-
Stage 2	1937	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 9	~ 178	460	-	-	-
Stage 1	~ 235	-	-	-	-	-
Stage 2	~ 125	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 4	~ 178	460	-	-	-
Mov Cap-2 Maneuver	~ 4	-	-	-	-	-
Stage 1	~ 98	-	-	-	-	-
Stage 2	~ 125	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay	\$ 5773.1	3.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	460	-	4	178	-	-
HCM Lane V/C Ratio	0.582	-	59.859	1.076	-	-
HCM Control Delay (s)	23.1	\$	28277.3	142.8	-	-
HCM Lane LOS	C	-	F	F	-	-
HCM 95th %tile Q(veh)	3.6	-	32.2	9.4	-	-

Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
 Int.1: Kitching St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	79	850	115	176	923	89	183	220	253	65	205	209
Future Volume (veh/h)	79	850	115	176	923	89	183	220	253	65	205	209
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	934	126	193	1014	98	201	242	278	71	225	230
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	110	1436	194	222	1845	908	231	436	389	96	302	269
Arrive On Green	0.06	0.45	0.45	0.12	0.51	0.51	0.13	0.24	0.24	0.05	0.17	0.17
Sat Flow, veh/h	1810	3196	431	1810	3610	1610	1810	1805	1610	1810	1805	1610
Grp Volume(v), veh/h	87	527	533	193	1014	98	201	242	278	71	225	230
Grp Sat Flow(s),veh/h/ln	1810	1805	1822	1810	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	5.7	27.3	27.3	12.6	22.9	0.7	13.1	14.1	19.0	4.6	14.2	16.7
Cycle Q Clear(g_c), s	5.7	27.3	27.3	12.6	22.9	0.7	13.1	14.1	19.0	4.6	14.2	16.7
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	110	811	819	222	1845	908	231	436	389	96	302	269
V/C Ratio(X)	0.79	0.65	0.65	0.87	0.55	0.11	0.87	0.55	0.71	0.74	0.75	0.86
Avail Cap(c_a), veh/h	181	811	819	287	1845	908	302	436	389	151	302	269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	25.7	25.7	51.7	19.9	5.4	51.4	39.8	41.7	56.0	47.6	48.6
Incr Delay (d2), s/veh	11.6	4.0	4.0	15.6	0.9	0.2	19.0	5.0	10.7	10.7	15.5	27.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	12.4	12.6	6.7	9.7	0.7	7.1	6.9	8.7	2.4	7.7	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	29.7	29.7	67.3	20.8	5.6	70.4	44.9	52.4	66.7	63.0	76.3
LnGrp LOS	E	C	C	E	C	A	E	D	D	E	E	E
Approach Vol, veh/h		1147			1305			721			526	
Approach Delay, s/veh		32.6			26.6			54.9			69.3	
Approach LOS		C			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.7	57.9	19.3	24.0	11.3	65.3	10.3	33.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	19.0	46.0	20.0	19.0	12.0	53.0	10.0	29.0				
Max Q Clear Time (g_c+I1), s	14.6	29.3	15.1	18.7	7.7	24.9	6.6	21.0				
Green Ext Time (p_c), s	0.2	6.6	0.2	0.1	0.1	8.9	0.0	2.0				
Intersection Summary												
HCM 6th Ctrl Delay			40.0									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
 Int.2: Lasselle St & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	429	167	140	757	32	262	386	187	53	382	86
Future Volume (veh/h)	44	429	167	140	757	32	262	386	187	53	382	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	523	204	171	923	39	320	471	228	65	466	105
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	613	519	198	728	727	289	697	767	123	413	93
Arrive On Green	0.05	0.32	0.32	0.11	0.38	0.38	0.16	0.37	0.37	0.07	0.28	0.28
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1501	338
Grp Volume(v), veh/h	54	523	204	171	923	39	320	471	228	65	0	571
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	0	1839
Q Serve(g_s), s	3.5	30.9	7.9	11.2	46.0	0.0	19.2	25.0	7.0	4.2	0.0	33.0
Cycle Q Clear(g_c), s	3.5	30.9	7.9	11.2	46.0	0.0	19.2	25.0	7.0	4.2	0.0	33.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	88	613	519	198	728	727	289	697	767	123	0	506
V/C Ratio(X)	0.61	0.85	0.39	0.86	1.27	0.05	1.11	0.68	0.30	0.53	0.00	1.13
Avail Cap(c_a), veh/h	106	618	523	211	728	727	289	697	767	123	0	506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.52	0.52	0.52	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.0	38.0	14.0	52.5	37.0	18.5	50.4	32.0	9.6	54.1	0.0	43.5
Incr Delay (d2), s/veh	7.3	11.1	0.5	16.4	126.1	0.0	85.0	5.2	1.0	4.2	0.0	80.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	16.1	2.9	6.0	46.4	0.6	15.5	12.4	2.6	2.0	0.0	26.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	49.1	14.5	69.0	163.1	18.5	135.4	37.2	10.6	58.3	0.0	124.0
LnGrp LOS	E	D	B	E	F	B	F	D	B	E	A	F
Approach Vol, veh/h	781			1133			1019			636		
Approach Delay, s/veh	41.1			143.9			62.1			117.3		
Approach LOS	D			F			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	48.0	48.0	17.1	42.7	23.2	37.0	9.8	50.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	44.0	44.0	14.0	39.0	18.0	33.0	7.0	46.0				
Max Q Clear Time (g_c+10), s	27.0	27.0	13.2	32.9	21.2	35.0	5.5	48.0				
Green Ext Time (p_c), s	0.0	3.5	0.0	2.2	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	93.3											
HCM 6th LOS	F											

HCM 6th Signalized Intersection Summary
 Int.3: Lasselle St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔ ↑↑↔			↔↔ ↑↑↔			↔↔ ↑↑		↔	↔↔ ↑↑		↔↔
Traffic Volume (veh/h)	130	787	384	682	785	114	476	669	722	165	525	114
Future Volume (veh/h)	130	787	384	682	785	114	476	669	722	165	525	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No		No			
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	138	837	409	726	835	121	506	712	768	176	559	121
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	263	1006	468	793	2023	291	527	993	807	263	591	127
Arrive On Green	0.08	0.29	0.29	0.23	0.44	0.44	0.15	0.28	0.28	0.08	0.20	0.20
Sat Flow, veh/h	3510	3458	1610	3510	4579	660	3510	3610	1610	3510	2953	637
Grp Volume(v), veh/h	138	837	409	726	629	327	506	712	768	176	341	339
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1781	1755	1805	1610	1755	1805	1785
Q Serve(g_s), s	4.5	27.2	29.0	24.2	14.9	15.0	17.2	21.4	33.0	5.9	22.4	22.5
Cycle Q Clear(g_c), s	4.5	27.2	29.0	24.2	14.9	15.0	17.2	21.4	33.0	5.9	22.4	22.5
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		0.36
Lane Grp Cap(c), veh/h	263	1006	468	793	1527	787	527	993	807	263	361	357
V/C Ratio(X)	0.52	0.83	0.87	0.92	0.41	0.42	0.96	0.72	0.95	0.67	0.94	0.95
Avail Cap(c_a), veh/h	263	1006	468	848	1527	787	527	993	807	263	361	357
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	39.8	40.5	45.3	22.9	22.9	50.7	39.3	14.0	54.0	47.3	47.4
Incr Delay (d2), s/veh	1.2	5.2	13.3	10.6	0.6	1.1	29.5	4.4	22.0	6.3	35.2	36.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	12.2	13.1	11.7	6.2	6.5	9.7	10.0	16.5	2.8	13.5	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	45.0	53.8	55.9	23.5	24.1	80.1	43.7	36.0	60.4	82.5	83.8
LnGrp LOS	D	D	D	E	C	C	F	D	D	E	F	F
Approach Vol, veh/h	1384			1682			1986		856			
Approach Delay, s/veh	48.5			37.6			50.0		78.5			
Approach LOS	D			D			D		E			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.1	38.9	22.0	28.0	13.0	57.0	13.0	37.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	29.0	33.0	18.0	24.0	9.0	53.0	9.0	33.0				
Max Q Clear Time (g_c+Y), s	20.2	31.0	19.2	24.5	6.5	17.0	7.9	35.0				
Green Ext Time (p_c), s	0.9	1.5	0.0	0.0	0.1	7.7	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				50.3								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary
 Int.4: Nason St & Eucalyptus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑		↘	↑↑	
Traffic Volume (veh/h)	248	231	235	171	173	28	105	759	191	17	1302	110
Future Volume (veh/h)	248	231	235	171	173	28	105	759	191	17	1302	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	326	304	309	225	228	37	138	999	251	22	1713	145
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	302	677	302	241	481	77	106	1474	369	55	1644	138
Arrive On Green	0.17	0.19	0.19	0.22	0.26	0.26	0.06	0.52	0.52	0.03	0.49	0.49
Sat Flow, veh/h	1810	3610	1610	1810	3117	498	1810	2860	716	1810	3372	282
Grp Volume(v), veh/h	326	304	309	225	131	134	138	629	621	22	907	951
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1810	1810	1805	1771	1810	1805	1849
Q Serve(g_s), s	20.0	9.0	22.5	14.6	7.3	7.5	7.0	31.1	31.4	1.4	58.5	58.5
Cycle Q Clear(g_c), s	20.0	9.0	22.5	14.6	7.3	7.5	7.0	31.1	31.4	1.4	58.5	58.5
Prop In Lane	1.00		1.00	1.00		0.28	1.00		0.40	1.00		0.15
Lane Grp Cap(c), veh/h	302	677	302	241	278	279	106	931	913	55	880	901
V/C Ratio(X)	1.08	0.45	1.02	0.93	0.47	0.48	1.31	0.68	0.68	0.40	1.03	1.05
Avail Cap(c_a), veh/h	302	677	302	241	278	279	106	931	913	106	880	901
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	43.3	48.8	46.1	40.4	40.5	56.5	21.6	21.7	57.1	30.8	30.8
Incr Delay (d2), s/veh	75.1	0.5	58.0	38.3	1.2	1.2	190.9	3.9	4.1	4.7	38.6	45.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.3	4.1	13.9	8.6	3.2	3.3	8.8	13.8	13.7	0.7	33.8	36.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	125.1	43.7	106.7	84.4	41.6	41.7	247.4	25.6	25.8	61.8	69.4	76.1
LnGrp LOS	F	D	F	F	D	D	F	C	C	E	F	F
Approach Vol, veh/h		939			490			1388			1880	
Approach Delay, s/veh		92.7			61.3			47.7			72.7	
Approach LOS		F			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	65.9	20.0	26.5	11.0	62.5	24.0	22.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.6	58.5	16.0	22.5	7.0	58.5	20.0	18.5				
Max Q Clear Time (g_c+1), s	7.6	33.4	16.6	24.5	9.0	60.5	22.0	9.5				
Green Ext Time (p_c), s	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay											68.1	
HCM 6th LOS											E	

HCM 6th Signalized Intersection Summary
 Int.5: Nason St & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑	↖	↖	↑↑	↖	↖	↑↑↑	↖
Traffic Volume (veh/h)	95	282	233	371	513	262	131	583	114	101	1026	102
Future Volume (veh/h)	95	282	233	371	513	262	131	583	114	101	1026	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	113	336	277	442	611	312	156	694	136	120	1221	121
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	200	925	412	514	656	556	282	1143	510	267	1599	496
Arrive On Green	0.06	0.26	0.26	0.15	0.35	0.35	0.16	0.32	0.32	0.15	0.31	0.31
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	1810	5187	1610
Grp Volume(v), veh/h	113	336	277	442	611	312	156	694	136	120	1221	121
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1810	1729	1610
Q Serve(g_s), s	3.8	9.2	13.0	14.8	37.2	18.9	9.6	19.5	5.2	7.3	25.6	6.7
Cycle Q Clear(g_c), s	3.8	9.2	13.0	14.8	37.2	18.9	9.6	19.5	5.2	7.3	25.6	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	200	925	412	514	656	556	282	1143	510	267	1599	496
V/C Ratio(X)	0.56	0.36	0.67	0.86	0.93	0.56	0.55	0.61	0.27	0.45	0.76	0.24
Avail Cap(c_a), veh/h	205	925	412	644	697	590	282	1143	510	267	1599	496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.1	36.6	19.7	50.0	37.9	31.9	46.8	34.7	14.5	46.7	37.5	31.0
Incr Delay (d2), s/veh	2.3	0.2	2.8	9.5	18.6	1.1	2.3	2.4	1.3	1.2	3.5	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.1	5.2	7.1	20.5	7.5	4.5	8.9	3.0	3.4	11.2	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	36.8	22.5	59.6	56.5	32.9	49.1	37.1	15.8	47.9	41.1	32.2
LnGrp LOS	E	D	C	E	E	C	D	D	B	D	D	C
Approach Vol, veh/h		726			1365			986			1462	
Approach Delay, s/veh		34.6			52.1			36.1			40.9	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.7	42.0	21.6	34.7	22.7	41.0	10.8	45.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	15.0	38.0	22.0	29.0	16.0	37.0	7.0	44.0				
Max Q Clear Time (g_c+1), s	19.3	21.5	16.8	15.0	11.6	27.6	5.8	39.2				
Green Ext Time (p_c), s	0.1	4.8	0.8	2.7	0.1	5.8	0.0	2.2				

Intersection Summary

HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.6: Nason St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔	↑↑↑	↔	↔	↑		↔	↑	↔
Traffic Volume (veh/h)	435	1114	19	26	861	217	12	43	14	256	27	348
Future Volume (veh/h)	435	1114	19	26	861	217	12	43	14	256	27	348
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	512	1311	22	31	1013	255	14	51	16	301	32	409
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	860	2123	36	172	1318	409	39	214	67	386	657	951
Arrive On Green	0.24	0.40	0.40	0.19	0.51	0.51	0.02	0.15	0.15	0.21	0.35	0.35
Sat Flow, veh/h	3510	5254	88	1810	5187	1610	1810	1387	435	1810	1900	1610
Grp Volume(v), veh/h	512	863	470	31	1013	255	14	0	67	301	32	409
Grp Sat Flow(s),veh/h/ln	1755	1729	1884	1810	1729	1610	1810	0	1822	1810	1900	1610
Q Serve(g_s), s	15.5	23.8	23.8	1.7	18.9	13.7	0.9	0.0	3.9	18.8	1.3	2.3
Cycle Q Clear(g_c), s	15.5	23.8	23.8	1.7	18.9	13.7	0.9	0.0	3.9	18.8	1.3	2.3
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	860	1398	762	172	1318	409	39	0	281	386	657	951
V/C Ratio(X)	0.60	0.62	0.62	0.18	0.77	0.62	0.36	0.00	0.24	0.78	0.05	0.43
Avail Cap(c_a), veh/h	860	1398	762	172	1318	409	106	0	281	452	657	951
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	0.66	0.66	0.66	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	28.4	28.4	44.7	26.7	25.4	57.9	0.0	44.6	44.5	26.1	6.9
Incr Delay (d2), s/veh	0.5	0.8	1.5	0.3	2.9	4.7	5.4	0.0	2.0	7.3	0.1	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	9.9	11.0	0.8	6.2	4.7	0.5	0.0	1.9	9.2	0.6	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	29.2	29.9	45.0	29.6	30.0	63.2	0.0	46.6	51.8	26.3	8.3
LnGrp LOS	D	C	C	D	C	C	E	A	D	D	C	A
Approach Vol, veh/h		1845			1299			81			742	
Approach Delay, s/veh		32.5			30.0			49.4			26.7	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.4	52.5	6.6	45.5	33.4	34.5	29.6	22.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	48.5	7.0	41.5	25.0	30.5	30.0	18.5					
Max Q Clear Time (g_c+1), s	25.8	2.9	4.3	17.5	20.9	20.8	5.9					
Green Ext Time (p_c), s	0.0	10.0	0.0	1.7	1.2	5.3	0.6	0.2				
Intersection Summary												
HCM 6th Ctrl Delay											31.0	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 Int.7: Eucalyptus Ave & Fir Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	356	3	6	232	178	8	31	10	159	10	50
Future Volume (veh/h)	65	356	3	6	232	178	8	31	10	159	10	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	80	440	3	7	286	220	9	34	11	196	11	62
Peak Hour Factor	0.81	0.81	0.92	0.92	0.81	0.81	0.92	0.92	0.92	0.81	0.92	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	302	1854	13	22	689	515	121	446	136	598	95	537
Arrive On Green	0.17	0.50	0.50	0.01	0.35	0.35	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	3675	25	1810	1970	1471	225	1163	355	1383	248	1400
Grp Volume(v), veh/h	80	216	227	7	261	245	54	0	0	196	0	73
Grp Sat Flow(s),veh/h/ln	1810	1805	1895	1810	1805	1635	1744	0	0	1383	0	1648
Q Serve(g_s), s	4.6	8.1	8.1	0.5	13.2	13.7	0.0	0.0	0.0	9.2	0.0	3.4
Cycle Q Clear(g_c), s	4.6	8.1	8.1	0.5	13.2	13.7	2.2	0.0	0.0	11.4	0.0	3.4
Prop In Lane	1.00		0.01	1.00		0.90	0.17		0.20	1.00		0.85
Lane Grp Cap(c), veh/h	302	911	956	22	632	572	703	0	0	598	0	632
V/C Ratio(X)	0.27	0.24	0.24	0.32	0.41	0.43	0.08	0.00	0.00	0.33	0.00	0.12
Avail Cap(c_a), veh/h	302	911	956	136	632	572	703	0	0	598	0	632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.85	0.85	0.85	0.90	0.90	0.90	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.6	16.7	16.7	58.8	29.6	29.8	23.5	0.0	0.0	26.1	0.0	23.9
Incr Delay (d2), s/veh	0.4	0.5	0.5	7.3	1.8	2.1	0.0	0.0	0.0	1.5	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.5	3.6	0.3	6.1	5.7	1.0	0.0	0.0	4.2	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	17.3	17.2	66.1	31.4	31.9	23.6	0.0	0.0	27.6	0.0	24.2
LnGrp LOS	D	B	B	E	C	C	C	A	A	C	A	C
Approach Vol, veh/h		523			513			54			269	
Approach Delay, s/veh		21.3			32.1			23.6			26.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	64.5		50.0	24.0	46.0		50.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	53.0			46.0	20.0	42.0		46.0				
Max Q Clear Time (g_c+1), s	10.1			13.4	6.6	15.7		4.2				
Green Ext Time (p_c), s	0.0	2.9		1.0	0.1	3.3		0.3				
Intersection Summary												
HCM 6th Ctrl Delay											26.6	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 Int.8: Oliver St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗				↖ ↑ ↗	↖ ↑ ↗		↖ ↑ ↗	↖ ↑ ↗
Traffic Volume (veh/h)	309	771	36	35	771	39	95	65	36	24	45	240
Future Volume (veh/h)	309	771	36	35	771	39	95	65	36	24	45	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	347	866	40	39	866	44	107	73	40	27	51	270
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	528	2482	114	77	1209	61	186	127	272	108	204	268
Arrive On Green	0.58	0.98	0.98	0.04	0.24	0.24	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1810	5082	234	1810	5056	256	1097	748	1610	647	1221	1610
Grp Volume(v), veh/h	347	589	317	39	592	318	180	0	40	78	0	270
Grp Sat Flow(s),veh/h/ln	1810	1729	1858	1810	1729	1854	1845	0	1610	1868	0	1610
Q Serve(g_s), s	15.6	0.7	0.7	2.5	18.8	18.9	10.8	0.0	2.5	4.4	0.0	20.0
Cycle Q Clear(g_c), s	15.6	0.7	0.7	2.5	18.8	18.9	10.8	0.0	2.5	4.4	0.0	20.0
Prop In Lane	1.00		0.13	1.00		0.14	0.59		1.00	0.35		1.00
Lane Grp Cap(c), veh/h	528	1689	907	77	827	443	312	0	272	311	0	268
V/C Ratio(X)	0.66	0.35	0.35	0.51	0.72	0.72	0.58	0.00	0.15	0.25	0.00	1.01
Avail Cap(c_a), veh/h	528	1689	907	106	827	443	312	0	272	311	0	268
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.9	0.7	0.7	56.2	41.9	41.9	45.9	0.0	42.5	43.5	0.0	50.0
Incr Delay (d2), s/veh	2.2	0.4	0.8	5.1	5.3	9.6	7.6	0.0	1.1	1.9	0.0	56.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.3	0.4	1.3	8.6	9.8	5.6	0.0	1.1	2.2	0.0	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	1.1	1.5	61.3	47.2	51.5	53.4	0.0	43.6	45.4	0.0	106.5
LnGrp LOS	C	A	A	E	D	D	D	A	D	D	A	F
Approach Vol, veh/h	1253				949		220				348	
Approach Delay, s/veh	7.3				49.2		51.7				92.8	
Approach LOS	A				D		D				F	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	9.1	62.6	24.0		39.0	32.7	24.3					
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0	4.0	4.0					
Max Green Setting (Gmax), s	56.7		20.0		35.0	28.7	20.3					
Max Q Clear Time (g_c+1), s	2.7		22.0		17.6	20.9	12.8					
Green Ext Time (p_c), s	0.0	7.4	0.0		1.0	3.5	0.6					
Intersection Summary												
HCM 6th Ctrl Delay			35.9									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
 Int.9: Moreno Beach Dr & SR-60 WB Ramps

Moreno Valley Trade Center

03/30/2020



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	211	7	465	532	116	319
Future Volume (veh/h)	211	7	465	532	116	319
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	243	8	534	611	133	367
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	278	778	792	918	596	1481
Arrive On Green	0.15	0.15	0.70	0.70	0.33	0.78
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	243	8	534	611	133	367
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	15.8	0.0	19.3	27.8	6.4	6.3
Cycle Q Clear(g_c), s	15.8	0.0	19.3	27.8	6.4	6.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	278	778	792	918	596	1481
V/C Ratio(X)	0.87	0.01	0.67	0.67	0.22	0.25
Avail Cap(c_a), veh/h	603	1067	792	918	596	1481
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	49.6	16.1	13.6	8.9	29.1	3.6
Incr Delay (d2), s/veh	8.4	0.0	0.4	0.3	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	0.1	5.5	8.9	2.8	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	58.0	16.1	14.0	9.2	29.3	4.0
LnGrp LOS	E	B	B	A	C	A
Approach Vol, veh/h	251		1145			500
Approach Delay, s/veh	56.7		11.5			10.7
Approach LOS	E		B			B
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	43.5	54.0			97.5	22.5
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	10.0	50.0			72.0	40.0
Max Q Clear Time (g_c+1), s	19.4	29.8			8.3	17.8
Green Ext Time (p_c), s	0.2	6.1			2.5	0.7

Intersection Summary

HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
 Int.10: Moreno Beach Dr & SR-60 EB Ramps

Moreno Valley Trade Center

03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↑	↗		↕	
Traffic Volume (veh/h)	246	11	654	0	0	0	0	749	256	78	471	0
Future Volume (veh/h)	246	11	654	0	0	0	0	749	256	78	471	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	296	13	788				0	902	308	94	567	0
Peak Hour Factor	0.83	0.83	0.83				0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	318	14	295				0	808	684	78	472	0
Arrive On Green	0.18	0.18	0.18				0.00	0.57	0.57	0.39	0.39	0.00
Sat Flow, veh/h	1737	76	1610				0	1900	1610	268	1618	0
Grp Volume(v), veh/h	309	0	788				0	902	308	661	0	0
Grp Sat Flow(s),veh/h/ln	1813	0	1610				0	1900	1610	1887	0	0
Q Serve(g_s), s	20.1	0.0	22.0				0.0	51.0	13.4	35.0	0.0	0.0
Cycle Q Clear(g_c), s	20.1	0.0	22.0				0.0	51.0	13.4	35.0	0.0	0.0
Prop In Lane	0.96		1.00				0.00		1.00	0.14		0.00
Lane Grp Cap(c), veh/h	332	0	295				0	808	684	550	0	0
V/C Ratio(X)	0.93	0.00	2.67				0.00	1.12	0.45	1.20	0.00	0.00
Avail Cap(c_a), veh/h	332	0	295				0	808	684	550	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.81	0.81	0.90	0.00	0.00
Uniform Delay (d), s/veh	48.2	0.0	49.0				0.0	26.1	17.9	36.7	0.0	0.0
Incr Delay (d2), s/veh	31.8	0.0	760.9				0.0	66.3	1.7	105.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	0.0	71.2				0.0	34.6	4.8	31.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.0	0.0	809.9				0.0	92.4	19.6	142.4	0.0	0.0
LnGrp LOS	E	A	F				A	F	B	F	A	A
Approach Vol, veh/h		1097						1210			661	
Approach Delay, s/veh		604.3						73.9			142.4	
Approach LOS		F						E			F	
Timer - Assigned Phs		2		4				6				
Phs Duration (G+Y+Rc), s		55.0		26.0				39.0				
Change Period (Y+Rc), s		4.0		4.0				4.0				
Max Green Setting (Gmax), s		51.0		22.0				35.0				
Max Q Clear Time (g_c+I1), s		53.0		24.0				37.0				
Green Ext Time (p_c), s		0.0		0.0				0.0				
Intersection Summary												
HCM 6th Ctrl Delay			285.2									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary
 Int.11: Moreno Beach Dr & Eucalyptus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (veh/h)	218	104	115	39	44	99	155	692	75	307	643	176
Future Volume (veh/h)	218	104	115	39	44	99	155	692	75	307	643	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	263	125	139	47	53	119	187	834	90	370	775	212
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	322	205	174	84	118	100	218	1309	584	634	2138	954
Arrive On Green	0.09	0.11	0.11	0.05	0.06	0.06	0.12	0.36	0.36	0.35	0.59	0.59
Sat Flow, veh/h	3510	1900	1610	1810	1900	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	263	125	139	47	53	119	187	834	90	370	775	212
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	8.8	7.5	10.1	3.1	3.2	4.1	12.2	23.0	3.7	20.0	13.4	7.4
Cycle Q Clear(g_c), s	8.8	7.5	10.1	3.1	3.2	4.1	12.2	23.0	3.7	20.0	13.4	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	322	205	174	84	118	100	218	1309	584	634	2138	954
V/C Ratio(X)	0.82	0.61	0.80	0.56	0.45	1.19	0.86	0.64	0.15	0.58	0.36	0.22
Avail Cap(c_a), veh/h	380	372	315	121	293	248	332	1309	584	634	2138	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	53.5	51.1	52.3	56.0	54.3	17.4	51.8	31.7	17.5	31.9	12.7	11.5
Incr Delay (d2), s/veh	10.9	2.8	8.0	5.8	2.6	104.6	13.2	2.4	0.6	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	3.8	4.5	1.5	1.6	5.8	6.3	10.4	1.8	8.7	5.3	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.4	53.9	60.2	61.9	56.9	121.9	65.0	34.1	18.1	32.0	12.7	11.5
LnGrp LOS	E	D	E	E	E	F	E	C	B	C	B	B
Approach Vol, veh/h		527			219			1111			1357	
Approach Delay, s/veh		60.8			93.3			38.0			17.8	
Approach LOS		E			F			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	46.0	47.5	9.5	16.9	18.4	75.1	15.0	11.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	29.0	43.5	8.0	23.5	22.0	50.5	13.0	18.5				
Max Q Clear Time (g_c+Q), s	22.0	25.0	5.1	12.1	14.2	15.4	10.8	6.1				
Green Ext Time (p_c), s	0.7	6.0	0.0	0.8	0.3	7.2	0.2	0.5				
Intersection Summary												
HCM 6th Ctrl Delay											37.0	
HCM 6th LOS											D	

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	252	60	16	136	2	35	2	30	0	1	4
Future Vol, veh/h	11	252	60	16	136	2	35	2	30	0	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	25	85	-	25	120	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	286	68	18	155	2	40	2	34	0	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	157	0	0	354	0	0	507	505	286	555	571	155
Stage 1	-	-	-	-	-	-	312	312	-	191	191	-
Stage 2	-	-	-	-	-	-	195	193	-	364	380	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1435	-	-	1216	-	-	479	473	758	445	434	896
Stage 1	-	-	-	-	-	-	703	661	-	815	746	-
Stage 2	-	-	-	-	-	-	811	745	-	659	617	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1435	-	-	1216	-	-	467	462	758	416	424	896
Mov Cap-2 Maneuver	-	-	-	-	-	-	547	523	-	416	424	-
Stage 1	-	-	-	-	-	-	697	655	-	808	735	-
Stage 2	-	-	-	-	-	-	794	734	-	621	611	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.8			11.1			10		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	547	737	1435	-	-	1216	-	-	733
HCM Lane V/C Ratio	0.073	0.049	0.009	-	-	0.015	-	-	0.008
HCM Control Delay (s)	12.1	10.1	7.5	-	-	8	-	-	10
HCM Lane LOS	B	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.2	0	-	-	0	-	-	0

HCM 6th Signalized Intersection Summary
 Int.13: Moreno Beach Dr & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	189	109	69	332	30	186	711	74	20	541	221
Future Volume (veh/h)	140	189	109	69	332	30	186	711	74	20	541	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	156	210	121	77	369	33	207	790	82	22	601	246
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	233	134	178	351	31	166	901	94	55	603	247
Arrive On Green	0.10	0.21	0.21	0.10	0.20	0.20	0.09	0.53	0.53	0.03	0.47	0.47
Sat Flow, veh/h	1810	1131	652	1810	1719	154	1810	1693	176	1810	1281	524
Grp Volume(v), veh/h	156	0	331	77	0	402	207	0	872	22	0	847
Grp Sat Flow(s),veh/h/ln	1810	0	1783	1810	0	1872	1810	0	1868	1810	0	1806
Q Serve(g_s), s	10.2	0.0	21.7	4.8	0.0	24.5	11.0	0.0	49.1	1.4	0.0	56.1
Cycle Q Clear(g_c), s	10.2	0.0	21.7	4.8	0.0	24.5	11.0	0.0	49.1	1.4	0.0	56.1
Prop In Lane	1.00		0.37	1.00		0.08	1.00		0.09	1.00		0.29
Lane Grp Cap(c), veh/h	181	0	367	178	0	382	166	0	994	55	0	850
V/C Ratio(X)	0.86	0.00	0.90	0.43	0.00	1.05	1.25	0.00	0.88	0.40	0.00	1.00
Avail Cap(c_a), veh/h	181	0	438	178	0	382	166	0	994	106	0	850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.2	0.0	46.5	50.9	0.0	47.8	54.5	0.0	24.6	57.1	0.0	31.6
Incr Delay (d2), s/veh	32.1	0.0	19.4	1.7	0.0	60.2	151.7	0.0	10.8	4.7	0.0	30.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	11.6	2.3	0.0	17.7	12.0	0.0	23.8	0.7	0.0	30.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.3	0.0	65.8	52.6	0.0	108.0	206.2	0.0	35.4	61.8	0.0	61.6
LnGrp LOS	F	A	E	D	A	F	F	A	D	E	A	E
Approach Vol, veh/h		487			479			1079			869	
Approach Delay, s/veh		72.1			99.1			68.2			61.6	
Approach LOS		E			F			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	67.9	15.8	28.7	15.0	60.5	16.0	28.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	60.5	7.0	29.5	11.0	56.5	12.0	24.5				
Max Q Clear Time (g_c+I1), s	3.4	51.1	6.8	23.7	13.0	58.1	12.2	26.5				
Green Ext Time (p_c), s	0.0	4.4	0.0	1.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				72.0								
HCM 6th LOS				E								

HCM 6th Signalized Intersection Summary
 Int.14: Moreno Beach Dr & Cactus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	128	119	66	225	97	187	790	86	47	516	99
Future Volume (veh/h)	83	128	119	66	225	97	187	790	86	47	516	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	99	152	142	79	268	115	223	940	102	56	614	118
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	124	328	284	101	315	614	721	1504	761	389	1022	193
Arrive On Green	0.07	0.18	0.18	0.06	0.17	0.17	0.80	0.83	0.83	0.22	0.23	0.23
Sat Flow, veh/h	1810	1832	1588	1810	1900	1610	1810	3610	1610	1810	4380	829
Grp Volume(v), veh/h	99	150	144	79	268	115	223	940	102	56	483	249
Grp Sat Flow(s),veh/h/ln	1810	1805	1614	1810	1900	1610	1810	1805	1610	1810	1729	1751
Q Serve(g_s), s	6.5	8.9	9.7	5.2	16.4	0.0	4.0	10.9	0.5	3.0	14.9	15.3
Cycle Q Clear(g_c), s	6.5	8.9	9.7	5.2	16.4	0.0	4.0	10.9	0.5	3.0	14.9	15.3
Prop In Lane	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	124	323	289	101	315	614	721	1504	761	389	807	409
V/C Ratio(X)	0.80	0.46	0.50	0.78	0.85	0.19	0.31	0.62	0.13	0.14	0.60	0.61
Avail Cap(c_a), veh/h	226	496	444	181	475	749	721	1504	761	389	807	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	44.1	44.4	55.9	48.6	24.7	7.7	6.7	1.9	38.1	41.0	41.1
Incr Delay (d2), s/veh	10.9	1.0	1.3	12.2	9.0	0.1	0.2	1.7	0.3	0.2	3.3	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	4.1	4.0	2.7	8.6	2.2	1.4	2.8	0.3	1.4	6.7	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.9	45.1	45.8	68.1	57.6	24.9	7.9	8.5	2.2	38.3	44.3	47.8
LnGrp LOS	E	D	D	E	E	C	A	A	A	D	D	D
Approach Vol, veh/h		393		462		1265		788				
Approach Delay, s/veh		50.6		51.2		7.9		44.9				
Approach LOS		D		D		A		D				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.8	54.0	10.7	25.5	51.8	32.0	12.3	23.9				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	50.0	12.0	33.0	31.0	28.0	15.0	30.0					
Max Q Clear Time (g_c+1), s	12.9	7.2	11.7	6.0	17.3	8.5	18.4					
Green Ext Time (p_c), s	0.0	8.7	0.1	1.7	0.6	3.6	0.1	1.5				
Intersection Summary												
HCM 6th Ctrl Delay			30.6									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 Int.15: Moreno Beach Dr & John F Kennedy Dr

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	49	6	372	82	319	24	600	351	169	525	126
Future Volume (veh/h)	98	49	6	372	82	319	24	600	351	169	525	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	121	60	7	459	101	394	30	741	433	209	648	156
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	148	97	11	527	509	431	67	2011	1094	234	2010	476
Arrive On Green	0.08	0.06	0.06	0.29	0.27	0.27	0.04	0.39	0.39	0.26	0.96	0.96
Sat Flow, veh/h	1810	1670	195	1810	1900	1610	1810	5187	1610	1810	4187	992
Grp Volume(v), veh/h	121	0	67	459	101	394	30	741	433	209	533	271
Grp Sat Flow(s),veh/h/ln	1810	0	1865	1810	1900	1610	1810	1729	1610	1810	1729	1721
Q Serve(g_s), s	7.9	0.0	4.2	28.9	4.9	28.5	1.9	12.2	7.2	13.4	1.1	1.1
Cycle Q Clear(g_c), s	7.9	0.0	4.2	28.9	4.9	28.5	1.9	12.2	7.2	13.4	1.1	1.1
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	148	0	109	527	509	431	67	2011	1094	234	1660	826
V/C Ratio(X)	0.82	0.00	0.62	0.87	0.20	0.91	0.45	0.37	0.40	0.89	0.32	0.33
Avail Cap(c_a), veh/h	226	0	288	603	689	584	106	2011	1094	271	1660	826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	54.2	0.0	55.2	40.4	34.0	42.6	56.6	26.2	2.9	43.7	1.3	1.3
Incr Delay (d2), s/veh	12.7	0.0	5.6	11.9	0.2	15.5	4.7	0.5	1.1	24.7	0.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	2.1	14.5	2.3	13.1	1.0	5.1	2.8	6.8	0.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.9	0.0	60.7	52.3	34.2	58.1	61.3	26.8	3.9	68.4	1.7	2.2
LnGrp LOS	E	A	E	D	C	E	E	C	A	E	A	A
Approach Vol, veh/h		188			954			1204			1013	
Approach Delay, s/veh		64.7			52.7			19.4			15.6	
Approach LOS		E			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.5	50.5	39.0	11.0	8.4	61.6	13.8	36.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	10.0	27.5	40.0	18.5	7.0	38.5	15.0	43.5				
Max Q Clear Time (g_c+1/3), s	11.5	14.2	30.9	6.2	3.9	3.1	9.9	30.5				
Green Ext Time (p_c), s	0.1	5.6	1.1	0.2	0.0	6.2	0.1	1.7				
Intersection Summary												
HCM 6th Ctrl Delay											30.3	
HCM 6th LOS											C	

Intersection

Intersection Delay, s/veh 25.6
 Intersection LOS F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	239	54	676	205	24	226
Future Vol, veh/h	239	54	676	205	24	226
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	252	57	712	216	25	238
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left NB			WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right SB		WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	17.6	193.1	14.4
HCM LOS	C	F	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	10%
Vol Thru, %	77%	0%	0%	90%
Vol Right, %	23%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	881	239	54	250
LT Vol	0	239	0	24
Through Vol	676	0	0	226
RT Vol	205	0	54	0
Lane Flow Rate	927	252	57	263
Geometry Grp	2	7	7	2
Degree of Util (X)	1.371	0.514	0.097	0.435
Departure Headway (Hd)	5.324	8.15	6.917	6.503
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	686	445	521	558
Service Time	3.324	5.85	4.617	4.503
HCM Lane V/C Ratio	1.351	0.566	0.109	0.471
HCM Control Delay	193.1	19.2	10.4	14.4
HCM Lane LOS	F	C	B	B
HCM 95th-tile Q	40	2.9	0.3	2.2

Intersection

Intersection Delay, s/veh 70.3

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	10	10	276	8	167	1	706	95	10	464	9
Future Vol, veh/h	9	10	10	276	8	167	1	706	95	10	464	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	10	10	288	8	174	1	735	99	10	483	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.8	51.9	307.5	62.3
HCM LOS	B	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	31%	61%	2%
Vol Thru, %	88%	34%	2%	96%
Vol Right, %	12%	34%	37%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	802	29	451	483
LT Vol	1	9	276	10
Through Vol	706	10	8	464
RT Vol	95	10	167	9
Lane Flow Rate	835	30	470	503
Geometry Grp	1	1	1	1
Degree of Util (X)	1.623	0.077	0.911	0.965
Departure Headway (Hd)	6.995	10.89	8.054	7.942
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	526	331	456	463
Service Time	5	8.89	6.054	5.942
HCM Lane V/C Ratio	1.587	0.091	1.031	1.086
HCM Control Delay	307.5	14.8	51.9	62.3
HCM Lane LOS	F	B	F	F
HCM 95th-tile Q	46.7	0.2	10.1	11.9

Intersection

Intersection Delay, s/veh 168.4
 Intersection LOS F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	36	683	144	128	669	33
Future Vol, veh/h	36	683	144	128	669	33
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	40	759	160	142	743	37
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	169.6	23.7	223.3
HCM LOS	F	C	F

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	95%	0%	53%
Vol Thru, %	0%	5%	47%
Vol Right, %	5%	95%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	702	719	272
LT Vol	669	0	144
Through Vol	0	36	128
RT Vol	33	683	0
Lane Flow Rate	780	799	302
Geometry Grp	1	1	1
Degree of Util (X)	1.425	1.298	0.596
Departure Headway (Hd)	7.237	6.978	8.692
Convergence, Y/N	Yes	Yes	Yes
Cap	507	527	420
Service Time	5.237	4.978	6.692
HCM Lane V/C Ratio	1.538	1.516	0.719
HCM Control Delay	223.3	169.6	23.7
HCM Lane LOS	F	F	C
HCM 95th-tile Q	34.2	28.1	3.8

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	2	140	83	64	94	0	31	0	33	2	0	0
Future Vol, veh/h	2	140	83	64	94	0	31	0	33	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	92	92	90	90	92	92	92	90	92	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	156	90	70	104	0	34	0	36	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	104	0	0	246	0	0	397	449	201	467	494	52
Stage 1	-	-	-	-	-	-	205	205	-	244	244	-
Stage 2	-	-	-	-	-	-	192	244	-	223	250	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1500	-	-	1332	-	-	554	508	845	496	479	1011
Stage 1	-	-	-	-	-	-	802	736	-	744	708	-
Stage 2	-	-	-	-	-	-	797	708	-	784	704	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1500	-	-	1332	-	-	531	481	845	455	453	1011
Mov Cap-2 Maneuver	-	-	-	-	-	-	596	537	-	531	503	-
Stage 1	-	-	-	-	-	-	801	735	-	743	670	-
Stage 2	-	-	-	-	-	-	755	670	-	750	703	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			3.1			10.7			11.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	703	1500	-	-	1332	-	-	531
HCM Lane V/C Ratio	0.099	0.001	-	-	0.052	-	-	0.004
HCM Control Delay (s)	10.7	7.4	-	-	7.9	-	-	11.8
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.2	-	-	0

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	1	2	4	2	37	1	0	6	8	0	1
Future Vol, veh/h	4	1	2	4	2	37	1	0	6	8	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	75	75	75	75	92	75	92	75	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	1	3	5	3	40	1	0	8	9	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	43	0	0	4	0	0	45	64	3	48	45	23
Stage 1	-	-	-	-	-	-	11	11	-	33	33	-
Stage 2	-	-	-	-	-	-	34	53	-	15	12	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1579	-	-	1631	-	-	962	831	1087	958	851	1060
Stage 1	-	-	-	-	-	-	1015	890	-	988	872	-
Stage 2	-	-	-	-	-	-	987	855	-	1010	890	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1579	-	-	1631	-	-	956	826	1087	947	846	1060
Mov Cap-2 Maneuver	-	-	-	-	-	-	956	826	-	947	846	-
Stage 1	-	-	-	-	-	-	1012	887	-	985	869	-
Stage 2	-	-	-	-	-	-	983	852	-	1000	887	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.8			0.8			8.4			8.8		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1066	1579	-	-	1631	-	-	958
HCM Lane V/C Ratio	0.009	0.003	-	-	0.003	-	-	0.01
HCM Control Delay (s)	8.4	7.3	0	-	7.2	0	-	8.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	15	0	0	43	52	1	0	17	12	0	0
Future Vol, veh/h	0	15	0	0	43	52	1	0	17	12	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	60	60	60	92	60	92	60	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	25	0	0	72	57	2	0	28	13	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	129	0	0	25	0	0	126	154	25	140	126	101
Stage 1	-	-	-	-	-	-	25	25	-	101	101	-
Stage 2	-	-	-	-	-	-	101	129	-	39	25	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1469	-	-	1603	-	-	852	741	1057	835	768	960
Stage 1	-	-	-	-	-	-	998	878	-	910	815	-
Stage 2	-	-	-	-	-	-	910	793	-	981	878	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1469	-	-	1603	-	-	852	741	1057	812	768	960
Mov Cap-2 Maneuver	-	-	-	-	-	-	852	741	-	812	768	-
Stage 1	-	-	-	-	-	-	998	878	-	910	815	-
Stage 2	-	-	-	-	-	-	910	793	-	955	878	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			8.6			9.5		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1043	1469	-	-	1603	-	-	812
HCM Lane V/C Ratio	0.029	-	-	-	-	-	-	0.016
HCM Control Delay (s)	8.6	0	-	-	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	43	0	1	96	75	0	0	6	16	0	0
Future Vol, veh/h	0	43	0	1	96	75	0	0	6	16	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	60	60	60	92	60	92	60	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	72	0	2	160	82	0	0	10	17	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	242	0	0	72	0	0	277	318	36	241	277	201
Stage 1	-	-	-	-	-	-	72	72	-	205	205	-
Stage 2	-	-	-	-	-	-	205	246	-	36	72	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1336	-	-	1541	-	-	669	602	1035	708	634	845
Stage 1	-	-	-	-	-	-	935	839	-	802	736	-
Stage 2	-	-	-	-	-	-	802	706	-	981	839	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1336	-	-	1541	-	-	668	601	1035	700	633	845
Mov Cap-2 Maneuver	-	-	-	-	-	-	668	601	-	700	633	-
Stage 1	-	-	-	-	-	-	935	839	-	802	735	-
Stage 2	-	-	-	-	-	-	800	705	-	972	839	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			8.5			10.3		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1035	1336	-	-	1541	-	-	700
HCM Lane V/C Ratio	0.01	-	-	-	0.001	-	-	0.025
HCM Control Delay (s)	8.5	0	-	-	7.3	0	-	10.3
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑↑		↗
Traffic Vol, veh/h	195	0	0	191	0	4
Future Vol, veh/h	195	0	0	191	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	212	0	0	208	0	4

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	212
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	833
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	833
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	833	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-
HCM Control Delay (s)	9.3	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

HCM 6th Signalized Intersection Summary
 Int.24: Redlands Blvd & Ironwood Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Volume (veh/h)	94	27	62	13	16	12	50	475	28	13	792	133
Future Volume (veh/h)	94	27	62	13	16	12	50	475	28	13	792	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	112	32	74	15	19	14	60	565	33	15	943	158
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	167	41	83	98	119	73	184	1281	75	42	1219	1033
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.10	0.72	0.72	0.02	0.64	0.64
Sat Flow, veh/h	777	261	533	372	762	467	1810	1777	104	1810	1900	1610
Grp Volume(v), veh/h	218	0	0	48	0	0	60	0	598	15	943	158
Grp Sat Flow(s),veh/h/ln	1571	0	0	1602	0	0	1810	0	1881	1810	1900	1610
Q Serve(g_s), s	13.5	0.0	0.0	0.0	0.0	0.0	3.7	0.0	15.6	1.0	42.4	4.7
Cycle Q Clear(g_c), s	16.2	0.0	0.0	2.8	0.0	0.0	3.7	0.0	15.6	1.0	42.4	4.7
Prop In Lane	0.51		0.34	0.31		0.29	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	291	0	0	290	0	0	184	0	1356	42	1219	1033
V/C Ratio(X)	0.75	0.00	0.00	0.17	0.00	0.00	0.33	0.00	0.44	0.36	0.77	0.15
Avail Cap(c_a), veh/h	358	0	0	359	0	0	184	0	1356	106	1219	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.20	0.00	0.20	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.3	0.0	0.0	43.9	0.0	0.0	50.1	0.0	6.9	57.8	15.3	8.5
Incr Delay (d2), s/veh	6.7	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.2	5.2	4.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	0.0	1.3	0.0	0.0	1.7	0.0	5.7	0.5	18.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	0.0	0.0	44.1	0.0	0.0	50.3	0.0	7.1	63.0	20.1	8.9
LnGrp LOS	E	A	A	D	A	A	D	A	A	E	C	A
Approach Vol, veh/h		218			48			658			1116	
Approach Delay, s/veh		56.0			44.1			11.0			19.1	
Approach LOS		E			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	90.5		22.8	16.2	81.0		22.8				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.0	77.0		24.0	7.0	77.0		24.0				
Max Q Clear Time (g_c+I1), s	3.0	17.6		18.2	5.7	44.4		4.8				
Green Ext Time (p_c), s	0.0	4.8		0.6	0.0	9.9		0.2				

Intersection Summary												
HCM 6th Ctrl Delay				21.0								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 Int.25: Redlands Blvd & SR-60 WB Ramps

Moreno Valley Trade Center

03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↑	↗	↖	↘	↘
Traffic Volume (veh/h)	9	5	9	134	10	111	15	469	246	424	428	8
Future Volume (veh/h)	9	5	9	134	10	111	15	469	246	424	428	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	6	11	158	12	131	18	552	289	499	504	9
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	42	23	57	144	11	120	320	769	909	483	920	16
Arrive On Green	0.04	0.04	0.04	0.16	0.16	0.16	0.35	0.81	0.81	0.45	0.83	0.83
Sat Flow, veh/h	1191	650	1610	903	69	749	1810	1900	1610	1810	1861	33
Grp Volume(v), veh/h	17	0	11	301	0	0	18	552	289	499	0	513
Grp Sat Flow(s),veh/h/ln1840	0	1610	1720	0	0	1810	1900	1610	1810	0	1894	
Q Serve(g_s), s	1.1	0.0	0.8	19.2	0.0	0.0	0.8	15.9	4.7	32.0	0.0	10.4
Cycle Q Clear(g_c), s	1.1	0.0	0.8	19.2	0.0	0.0	0.8	15.9	4.7	32.0	0.0	10.4
Prop In Lane	0.65		1.00	0.52		0.44	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	65	0	57	275	0	0	320	769	909	483	0	936
V/C Ratio(X)	0.26	0.00	0.19	1.09	0.00	0.00	0.06	0.72	0.32	1.03	0.00	0.55
Avail Cap(c_a), veh/h	284	0	248	275	0	0	320	769	909	483	0	936
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.73	0.73	0.73	0.63	0.00	0.63
Uniform Delay (d), s/veh	56.3	0.0	56.2	50.4	0.0	0.0	32.1	8.3	4.0	33.3	0.0	6.2
Incr Delay (d2), s/veh	2.1	0.0	1.6	81.6	0.0	0.0	0.1	4.2	0.7	41.6	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.5	0.0	0.0	0.3	14.5	0.0	0.0	0.4	4.2	1.8	17.5	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	0.0	57.8	132.0	0.0	0.0	32.2	12.5	4.6	74.9	0.0	7.7
LnGrp LOS	E	A	E	F	A	A	C	B	A	F	A	A
Approach Vol, veh/h		28		301			859			1012		
Approach Delay, s/veh		58.2		132.0			10.3			40.8		
Approach LOS		E		F			B			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	36.0	52.6		8.2	25.3	63.3		23.2				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	32.0	34.3		18.5	7.0	59.3		19.2				
Max Q Clear Time (g_c+R), s	34.0	17.9		3.1	2.8	12.4		21.2				
Green Ext Time (p_c), s	0.0	4.3		0.0	0.0	3.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				41.6								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary
 Int.26: Redlands Blvd & SR-60 EB Ramps

Moreno Valley Trade Center

03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕					↕	↑			↑	↕
Traffic Volume (veh/h)	162	0	332	0	0	0	136	560	0	0	519	59
Future Volume (veh/h)	162	0	332	0	0	0	136	560	0	0	519	59
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	202	0	415				170	700	0	0	649	74
Peak Hour Factor	0.80	0.92	0.80				0.80	0.80	0.92	0.92	0.80	0.80
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	206	0	423				195	1058	0	0	790	1276
Arrive On Green	0.38	0.00	0.38				0.22	1.00	0.00	0.00	0.42	0.42
Sat Flow, veh/h	547	0	1124				1810	1900	0	0	1900	1610
Grp Volume(v), veh/h	617	0	0				170	700	0	0	649	74
Grp Sat Flow(s),veh/h/ln	1670	0	0				1810	1900	0	0	1900	1610
Q Serve(g_s), s	43.8	0.0	0.0				10.9	0.0	0.0	0.0	36.4	1.2
Cycle Q Clear(g_c), s	43.8	0.0	0.0				10.9	0.0	0.0	0.0	36.4	1.2
Prop In Lane	0.33		0.67				1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	629	0	0				195	1058	0	0	790	1276
V/C Ratio(X)	0.98	0.00	0.00				0.87	0.66	0.00	0.00	0.82	0.06
Avail Cap(c_a), veh/h	629	0	0				211	1058	0	0	790	1276
HCM Platoon Ratio	1.00	1.00	1.00				2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	1.00	0.00	0.00	0.90	0.90
Uniform Delay (d), s/veh	37.0	0.0	0.0				46.3	0.0	0.0	0.0	31.1	2.7
Incr Delay (d2), s/veh	30.9	0.0	0.0				29.3	3.3	0.0	0.0	8.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh	12.9	0.0	0.0				6.0	1.0	0.0	0.0	18.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.9	0.0	0.0				75.7	3.3	0.0	0.0	39.6	2.8
LnGrp LOS	E	A	A				E	A	A	A	D	A
Approach Vol, veh/h		617						870			723	
Approach Delay, s/veh		67.9						17.4			35.9	
Approach LOS		E						B			D	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		70.8		49.2	16.9	53.9						
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0						
Max Green Setting (Gmax), s		66.8		45.2	14.0	48.8						
Max Q Clear Time (g_c+I1), s		2.0		45.8	12.9	38.4						
Green Ext Time (p_c), s		6.0		0.0	0.0	3.4						
Intersection Summary												
HCM 6th Ctrl Delay											37.5	
HCM 6th LOS											D	

Intersection						
Intersection Delay, s/veh23.0						
Intersection LOS C						
Approach	EB	WB		NB	SB	
Entry Lanes	1	2		1	2	
Conflicting Circle Lanes	1	1		1	1	
Adj Approach Flow, veh/h	253	126		870	1088	
Demand Flow Rate, veh/h	253	126		870	1088	
Vehicles Circulating, veh/h	940	886		415	100	
Vehicles Exiting, veh/h	248	399		778	912	
Ped Vol Crossing Leg, #/h	0	0		0	0	
Ped Cap Adj	1.000	1.000		1.000	1.000	
Approach Delay, s/veh	15.3	6.9		42.8	10.9	
Approach LOS	C	A		E	B	
Lane	Left	Left	Right	Left	Left	Right
Designated Moves	LTR	LT	R	LTR	LT	R
Assumed Moves	LTR	LT	R	LTR	LT	R
RT Channelized						
Lane Util	1.000	0.389	0.611	1.000	0.828	0.172
Follow-Up Headway, s	2.609	2.535	2.535	2.609	2.535	2.535
Critical Headway, s	4.976	4.544	4.544	4.976	4.544	4.544
Entry Flow, veh/h	253	49	77	870	901	187
Cap Entry Lane, veh/h	529	634	634	904	1297	1297
Entry HV Adj Factor	1.000	1.000	1.000	1.000	1.000	1.000
Flow Entry, veh/h	253	49	77	870	901	187
Cap Entry, veh/h	529	634	634	904	1297	1297
V/C Ratio	0.478	0.077	0.121	0.963	0.695	0.144
Control Delay, s/veh	15.3	6.5	7.1	42.8	12.3	4.0
LOS	C	A	A	E	B	A
95th %tile Queue, veh	3	0	0	16	6	1

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	9	0	688	568	48
Future Vol, veh/h	0	9	0	688	568	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	10	0	748	617	52

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	643	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.2	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.3	-
Pot Cap-1 Maneuver	0	477	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	477	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 477	-	-
HCM Lane V/C Ratio	- 0.021	-	-
HCM Control Delay (s)	- 12.7	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 0.1	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	9	0	688	527	49
Future Vol, veh/h	0	9	0	688	527	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	10	0	748	573	53

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	600	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.2	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.3	-
Pot Cap-1 Maneuver	0	505	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	505	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	-	505	-
HCM Lane V/C Ratio	-	0.019	-
HCM Control Delay (s)	-	12.3	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.1	-

Intersection						
Int Delay, s/veh	5.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	8	90	634	440	81
Future Vol, veh/h	53	8	90	634	440	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	67	10	114	803	557	103

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1640	609	660	0	-	0
Stage 1	609	-	-	-	-	-
Stage 2	1031	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	111	499	938	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	347	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	87	499	938	-	-	-
Mov Cap-2 Maneuver	87	-	-	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	347	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	110.5	1.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	938	-	87	499	-	-
HCM Lane V/C Ratio	0.121	-	0.771	0.02	-	-
HCM Control Delay (s)	9.4	0	125.3	12.4	-	-
HCM Lane LOS	A	A	F	B	-	-
HCM 95th %tile Q(veh)	0.4	-	3.9	0.1	-	-

HCM 6th Signalized Intersection Summary
 Int.31: Redlands Blvd & Cottonwood Ave

Moreno Valley Trade Center

03/30/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	32	49	37	575	416	31
Future Volume (veh/h)	32	49	37	575	416	31
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	58	44	685	495	37
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	120	107	90	1618	1445	1224
Arrive On Green	0.07	0.07	0.05	0.85	0.76	0.76
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	38	58	44	685	495	37
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	2.0	3.4	2.3	8.2	8.2	0.5
Cycle Q Clear(g_c), s	2.0	3.4	2.3	8.2	8.2	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	120	107	90	1618	1445	1224
V/C Ratio(X)	0.32	0.54	0.49	0.42	0.34	0.03
Avail Cap(c_a), veh/h	353	314	130	1618	1445	1224
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.4	44.1	45.1	1.7	3.8	2.9
Incr Delay (d2), s/veh	1.5	4.2	4.0	0.8	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.2	1.1	1.6	2.7	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.9	48.3	49.1	2.5	4.4	2.9
LnGrp LOS	D	D	D	A	A	A
Approach Vol, veh/h	96			729	532	
Approach Delay, s/veh	46.9			5.3	4.3	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		87.0		10.5	8.9	78.1
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		83.0		19.0	7.0	72.0
Max Q Clear Time (g_c+I1), s		10.2		5.4	4.3	10.2
Green Ext Time (p_c), s		5.8		0.2	0.0	3.8
Intersection Summary						
HCM 6th Ctrl Delay			7.9			
HCM 6th LOS			A			

Intersection

Intersection Delay, s/veh 25.4
 Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕	↕		↕	
Traffic Vol, veh/h	126	61	26	114	196	86	26	368	79	40	358	106
Future Vol, veh/h	126	61	26	114	196	86	26	368	79	40	358	106
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	138	67	29	125	215	95	29	404	87	44	393	116
Number of Lanes	0	1	1	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	26.5	109.5	82.6	220
HCM LOS	D	F	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	7%	0%	67%	0%	29%	8%
Vol Thru, %	93%	0%	33%	0%	49%	71%
Vol Right, %	0%	100%	0%	100%	22%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	394	79	187	26	396	504
LT Vol	26	0	126	0	114	40
Through Vol	368	0	61	0	196	358
RT Vol	0	79	0	26	86	106
Lane Flow Rate	433	87	205	29	435	554
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	1.058	0.194	0.569	0.071	1.097	1.396
Departure Headway (Hd)	10.081	9.31	11.483	10.386	10.25	9.62
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	364	388	316	347	357	382
Service Time	7.781	7.01	9.183	8.086	8.25	7.62
HCM Lane V/C Ratio	1.19	0.224	0.649	0.084	1.218	1.45
HCM Control Delay	96.3	14.2	28.3	13.9	109.5	220
HCM Lane LOS	F	B	D	B	F	F
HCM 95th-tile Q	13.3	0.7	3.3	0.2	14.3	26

Intersection												
Intersection Delay, s/veh	22.8											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	127	53	76	169	36	63	27	313	31	67	347	139
Future Vol, veh/h	127	53	76	169	36	63	27	313	31	67	347	139
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	143	60	85	190	40	71	30	352	35	75	390	156
Number of Lanes	0	2	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	16.6	29	18.3	25.8
HCM LOS	C	D	C	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	15%	0%	83%	0%	63%	28%	0%
Vol Thru, %	85%	83%	17%	26%	13%	72%	56%
Vol Right, %	0%	17%	0%	74%	24%	0%	44%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	184	188	154	103	268	241	313
LT Vol	27	0	127	0	169	67	0
Through Vol	157	157	27	27	36	174	174
RT Vol	0	31	0	76	63	0	139
Lane Flow Rate	206	211	172	115	301	270	351
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.479	0.478	0.43	0.26	0.7	0.6	0.734
Departure Headway (Hd)	8.357	8.161	9.094	8.114	8.475	8.107	7.641
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	433	445	398	445	431	449	478
Service Time	6.057	5.861	6.794	5.827	6.475	5.807	5.341
HCM Lane V/C Ratio	0.476	0.474	0.432	0.258	0.698	0.601	0.734
HCM Control Delay	18.5	18.1	18.5	13.7	29	22.2	28.6
HCM Lane LOS	C	C	C	B	D	C	D
HCM 95th-tile Q	2.5	2.5	2.1	1	5.3	3.8	6

Intersection						
Int Delay, s/veh	118.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	136	80	1241	971	217
Future Vol, veh/h	60	136	80	1241	971	217
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	240	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	82	186	110	1700	1330	297

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	3250	1330	1627	0	-	0
Stage 1	1330	-	-	-	-	-
Stage 2	1920	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 11	191	405	-	-	-
Stage 1	249	-	-	-	-	-
Stage 2	127	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 8	191	405	-	-	-
Mov Cap-2 Maneuver	~ 8	-	-	-	-	-
Stage 1	181	-	-	-	-	-
Stage 2	127	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, \$	1630.5	1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	405	-	8	191	-	-
HCM Lane V/C Ratio	0.271	-	10.274	0.975	-	-
HCM Control Delay (s)	17.2	\$	5078.3	109.4	-	-
HCM Lane LOS	C	-	F	F	-	-
HCM 95th %tile Q(veh)	1.1	-	11.9	8.1	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
 Int.1: Kitching St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	147	959	168	217	850	108	82	142	146	89	206	128
Future Volume (veh/h)	147	959	168	217	850	108	82	142	146	89	206	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	156	1020	179	231	904	115	87	151	155	95	219	136
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	1341	235	379	1962	981	119	280	250	119	337	201
Arrive On Green	0.10	0.44	0.44	0.21	0.54	0.54	0.07	0.16	0.16	0.07	0.16	0.16
Sat Flow, veh/h	1810	3070	538	1810	3610	1610	1810	1805	1610	1810	2176	1296
Grp Volume(v), veh/h	156	599	600	231	904	115	87	151	155	95	180	175
Grp Sat Flow(s),veh/h/ln	1810	1805	1803	1810	1805	1610	1810	1805	1610	1810	1805	1667
Q Serve(g_s), s	10.2	33.6	33.7	13.9	18.3	3.6	5.7	9.3	10.8	6.2	11.2	11.9
Cycle Q Clear(g_c), s	10.2	33.6	33.7	13.9	18.3	3.6	5.7	9.3	10.8	6.2	11.2	11.9
Prop In Lane	1.00		0.30	1.00		1.00	1.00		1.00	1.00		0.78
Lane Grp Cap(c), veh/h	185	788	787	379	1962	981	119	280	250	119	280	258
V/C Ratio(X)	0.84	0.76	0.76	0.61	0.46	0.12	0.73	0.54	0.62	0.80	0.64	0.68
Avail Cap(c_a), veh/h	271	788	787	379	1962	981	151	280	250	151	280	258
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	28.5	28.5	43.0	16.7	9.9	55.0	46.8	47.4	55.3	47.6	47.9
Incr Delay (d2), s/veh	14.4	6.8	6.9	2.2	0.6	0.2	12.5	7.3	11.1	20.5	10.9	13.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	15.7	15.8	6.4	7.6	1.3	3.0	4.7	5.1	3.5	5.9	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.3	35.3	35.4	45.2	17.3	10.0	67.5	54.0	58.5	75.7	58.5	61.2
LnGrp LOS	E	D	D	D	B	B	E	D	E	E	E	E
Approach Vol, veh/h		1355			1250			393			450	
Approach Delay, s/veh		39.0			21.8			58.8			63.2	
Approach LOS		D			C			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.1	56.4	11.9	22.6	16.3	69.2	11.9	22.6				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	23.0	52.4	10.0	18.6	18.0	57.4	10.0	18.6				
Max Q Clear Time (g_c+I1), s	15.9	35.7	7.7	13.9	12.2	20.3	8.2	12.8				
Green Ext Time (p_c), s	0.4	7.7	0.0	0.9	0.2	8.3	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay				38.2								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary
 Int.2: Lasselle St & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑	↗	↘	↑	↗	↘	↗	↘
Traffic Volume (veh/h)	89	699	248	130	557	53	196	436	154	35	429	54
Future Volume (veh/h)	89	699	248	130	557	53	196	436	154	35	429	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	98	768	273	143	612	58	215	479	169	38	471	59
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	202	728	617	136	659	652	211	665	684	106	483	60
Arrive On Green	0.11	0.38	0.38	0.08	0.35	0.35	0.12	0.35	0.35	0.06	0.29	0.29
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1655	207
Grp Volume(v), veh/h	98	768	273	143	612	58	215	479	169	38	0	530
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	0	1863
Q Serve(g_s), s	6.1	46.0	10.6	9.0	37.2	0.0	14.0	26.3	5.9	2.4	0.0	33.8
Cycle Q Clear(g_c), s	6.1	46.0	10.6	9.0	37.2	0.0	14.0	26.3	5.9	2.4	0.0	33.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	202	728	617	136	659	652	211	665	684	106	0	543
V/C Ratio(X)	0.49	1.05	0.44	1.05	0.93	0.09	1.02	0.72	0.25	0.36	0.00	0.98
Avail Cap(c_a), veh/h	202	728	617	136	728	711	211	665	684	106	0	543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.65	0.65	0.65	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.1	37.0	13.6	55.5	37.8	22.0	53.0	33.9	12.2	54.3	0.0	42.1
Incr Delay (d2), s/veh	1.8	48.6	0.5	77.1	12.5	0.0	66.8	6.6	0.9	2.1	0.0	33.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	30.7	3.9	7.0	19.3	1.0	10.3	13.2	2.6	1.2	0.0	20.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	85.6	14.1	132.6	50.3	22.1	119.8	40.5	13.1	56.4	0.0	75.1
LnGrp LOS	D	F	B	F	D	C	F	D	B	E	A	E
Approach Vol, veh/h		1139			813			863			568	
Approach Delay, s/veh		65.6			62.7			54.9			73.9	
Approach LOS		E			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.0	46.0	13.0	50.0	18.0	39.0	17.4	45.6				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	42.0	9.0	46.0	14.0	35.0	9.0	46.0					
Max Q Clear Time (g_c+1), s	28.3	11.0	48.0	16.0	35.8	8.1	39.2					
Green Ext Time (p_c), s	0.0	3.1	0.0	0.0	0.0	0.0	0.0	2.4				

Intersection Summary

HCM 6th Ctrl Delay	63.6
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
 Int.3: Lasselle St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔ ↑↑↔			↔↔ ↑↑↔			↔↔ ↑↑	↑↑	↔	↔↔	↑↔	
Traffic Volume (veh/h)	175	601	375	871	884	124	279	623	557	245	777	95
Future Volume (veh/h)	175	601	375	871	884	124	279	623	557	245	777	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	190	653	408	947	961	135	303	677	605	266	845	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	249	778	362	965	1973	276	322	963	872	351	891	109
Arrive On Green	0.07	0.22	0.22	0.28	0.43	0.43	0.09	0.27	0.27	0.10	0.28	0.28
Sat Flow, veh/h	3510	3458	1610	3510	4598	644	3510	3610	1610	3510	3239	395
Grp Volume(v), veh/h	190	653	408	947	722	374	303	677	605	266	471	477
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1784	1755	1805	1610	1755	1805	1829
Q Serve(g_s), s	6.4	21.7	27.0	32.1	18.1	18.2	10.3	20.3	0.1	8.9	30.7	30.7
Cycle Q Clear(g_c), s	6.4	21.7	27.0	32.1	18.1	18.2	10.3	20.3	0.1	8.9	30.7	30.7
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	249	778	362	965	1484	765	322	963	872	351	496	503
V/C Ratio(X)	0.76	0.84	1.13	0.98	0.49	0.49	0.94	0.70	0.69	0.76	0.95	0.95
Avail Cap(c_a), veh/h	322	778	362	965	1484	765	322	963	872	351	496	503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	44.4	46.5	43.2	24.7	24.7	54.2	39.7	20.2	52.6	42.7	42.7
Incr Delay (d2), s/veh	4.5	6.2	75.5	20.7	0.9	1.7	35.1	4.3	4.5	9.2	29.4	29.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	9.9	18.3	16.6	7.6	8.0	6.1	9.6	13.1	4.3	17.6	17.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.2	50.7	122.0	63.9	25.6	26.4	89.3	44.0	24.7	61.8	72.1	71.9
LnGrp LOS	E	D	F	E	C	C	F	D	C	E	E	E
Approach Vol, veh/h		1251			2043			1585			1214	
Approach Delay, s/veh		75.2			43.5			45.3			69.8	
Approach LOS		E			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.0	31.0	15.0	37.0	12.5	55.5	16.0	36.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	33.0	27.0	11.0	33.0	11.0	49.0	12.0	32.0				
Max Q Clear Time (g_c+Rc), s	34.1	29.0	12.3	32.7	8.4	20.2	10.9	22.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.1	8.7	0.1	4.9				

Intersection Summary

HCM 6th Ctrl Delay	55.7
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
 Int.4: Nason St & Eucalyptus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑		↘	↑↑	
Traffic Volume (veh/h)	57	217	82	225	224	10	88	1014	264	24	952	111
Future Volume (veh/h)	57	217	82	225	224	10	88	1014	264	24	952	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	59	224	85	232	231	10	91	1045	272	25	981	114
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	91	311	139	265	643	28	327	1334	345	297	1477	172
Arrive On Green	0.05	0.09	0.09	0.05	0.06	0.06	0.18	0.47	0.47	0.16	0.45	0.45
Sat Flow, veh/h	1810	3610	1610	1810	3526	152	1810	2838	735	1810	3258	379
Grp Volume(v), veh/h	59	224	85	232	118	123	91	662	655	25	543	552
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1873	1810	1805	1768	1810	1805	1832
Q Serve(g_s), s	3.8	7.3	4.5	15.3	7.5	7.6	5.2	36.9	37.4	1.4	28.2	28.3
Cycle Q Clear(g_c), s	3.8	7.3	4.5	15.3	7.5	7.6	5.2	36.9	37.4	1.4	28.2	28.3
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.42	1.00		0.21
Lane Grp Cap(c), veh/h	91	311	139	265	329	342	327	848	831	297	818	830
V/C Ratio(X)	0.65	0.72	0.61	0.88	0.36	0.36	0.28	0.78	0.79	0.08	0.66	0.66
Avail Cap(c_a), veh/h	151	560	250	332	460	478	327	848	831	297	818	830
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	53.4	28.1	56.0	49.6	49.7	42.4	26.6	26.8	42.5	25.7	25.7
Incr Delay (d2), s/veh	7.6	3.1	4.3	17.3	0.6	0.6	0.5	7.1	7.5	0.1	4.2	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	3.4	2.6	8.7	3.6	3.8	2.4	17.1	17.1	0.6	12.9	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	56.5	32.4	73.3	50.2	50.2	42.9	33.7	34.2	42.6	29.9	29.8
LnGrp LOS	E	E	C	E	D	D	D	C	C	D	C	C
Approach Vol, veh/h		368			473			1408			1120	
Approach Delay, s/veh		52.1			61.5			34.5			30.1	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.7	60.4	21.6	14.4	25.7	58.4	10.0	25.9				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	33.7	56.4	22.0	18.6	9.0	54.4	10.0	30.6				
Max Q Clear Time (g_c+1), s	33.7	39.4	17.3	9.3	7.2	30.3	5.8	9.6				
Green Ext Time (p_c), s	0.0	8.7	0.3	1.1	0.0	8.1	0.0	1.3				

Intersection Summary

HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.5: Nason St & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑	↗	↗	↑↑	↗	↗	↑↑↑	↗
Traffic Volume (veh/h)	128	464	132	153	341	148	232	967	370	179	818	89
Future Volume (veh/h)	128	464	132	153	341	148	232	967	370	179	818	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	142	516	147	170	379	164	258	1074	411	199	909	99
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	767	342	228	417	354	448	1670	745	229	1772	550
Arrive On Green	0.06	0.21	0.21	0.06	0.22	0.22	0.25	0.46	0.46	0.13	0.34	0.34
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	1810	5187	1610
Grp Volume(v), veh/h	142	516	147	170	379	164	258	1074	411	199	909	99
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1810	1729	1610
Q Serve(g_s), s	4.8	15.8	5.7	5.7	23.3	8.0	15.0	27.3	22.1	12.9	16.8	5.2
Cycle Q Clear(g_c), s	4.8	15.8	5.7	5.7	23.3	8.0	15.0	27.3	22.1	12.9	16.8	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	767	342	228	417	354	448	1670	745	229	1772	550
V/C Ratio(X)	0.70	0.67	0.43	0.75	0.91	0.46	0.58	0.64	0.55	0.87	0.51	0.18
Avail Cap(c_a), veh/h	205	782	349	293	459	389	448	1670	745	317	1772	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.35	0.35	0.35	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	43.4	14.8	55.1	45.6	23.0	39.6	24.7	23.3	51.4	31.5	27.7
Incr Delay (d2), s/veh	3.7	0.8	0.3	7.5	20.6	0.9	1.8	1.9	2.9	16.8	1.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	7.1	3.6	2.8	13.3	3.1	6.9	11.9	8.9	6.9	7.2	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.2	44.2	15.1	62.6	66.3	24.0	41.4	26.6	26.2	68.2	32.6	28.4
LnGrp LOS	E	D	B	E	E	C	D	C	C	E	C	C
Approach Vol, veh/h		805			713			1743			1207	
Approach Delay, s/veh		41.5			55.7			28.7			38.1	
Approach LOS		D			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.2	59.5	11.8	29.5	33.7	45.0	10.9	30.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	47.0	47.0	10.0	26.0	27.0	41.0	7.0	29.0				
Max Q Clear Time (g_c+M), s	29.3	29.3	7.7	17.8	17.0	18.8	6.8	25.3				
Green Ext Time (p_c), s	0.3	9.0	0.1	2.5	0.5	7.1	0.0	1.0				

Intersection Summary

HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.6: Nason St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↑ ↑ ↑		↖ ↗	↑ ↑ ↑	↖	↖	↑		↖	↑	↖
Traffic Volume (veh/h)	327	871	17	31	1062	298	32	45	36	228	68	570
Future Volume (veh/h)	327	871	17	31	1062	298	32	45	36	228	68	570
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	344	917	18	33	1118	314	34	47	38	240	72	600
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	426	2509	49	140	2257	701	72	150	121	283	515	631
Arrive On Green	0.12	0.48	0.48	0.08	0.44	0.44	0.04	0.15	0.15	0.16	0.27	0.27
Sat Flow, veh/h	3510	5237	103	1810	5187	1610	1810	972	786	1810	1900	1610
Grp Volume(v), veh/h	344	605	330	33	1118	314	34	0	85	240	72	600
Grp Sat Flow(s),veh/h/ln	1755	1729	1882	1810	1729	1610	1810	0	1758	1810	1900	1610
Q Serve(g_s), s	11.5	13.3	13.3	2.1	18.6	9.9	2.2	0.0	5.2	15.5	3.4	32.5
Cycle Q Clear(g_c), s	11.5	13.3	13.3	2.1	18.6	9.9	2.2	0.0	5.2	15.5	3.4	32.5
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	426	1657	902	140	2257	701	72	0	271	283	515	631
V/C Ratio(X)	0.81	0.37	0.37	0.24	0.50	0.45	0.48	0.00	0.31	0.85	0.14	0.95
Avail Cap(c_a), veh/h	878	1657	902	140	2257	701	106	0	271	317	515	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.52	0.52	0.52	0.82	0.82	0.82	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	19.7	19.7	52.1	24.4	8.7	56.4	0.0	45.1	49.3	33.2	21.7
Incr Delay (d2), s/veh	2.0	0.3	0.6	0.7	0.6	1.7	4.8	0.0	3.0	17.6	0.6	25.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	5.4	5.9	1.0	7.7	3.6	1.1	0.0	2.5	8.4	1.7	16.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	20.1	20.3	52.8	25.1	10.4	61.2	0.0	48.1	66.9	33.7	47.2
LnGrp LOS	D	C	C	D	C	B	E	A	D	E	C	D
Approach Vol, veh/h		1279			1465			119			912	
Approach Delay, s/veh		29.1			22.5			51.9			51.3	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.3	61.5	8.7	36.5	18.5	56.2	22.7	22.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	57.5	7.0	32.5	30.0	34.5	21.0	18.5					
Max Q Clear Time (g_c+1), s	15.3	4.2	34.5	13.5	20.6	17.5	7.2					
Green Ext Time (p_c), s	0.0	7.5	0.0	0.0	1.1	7.5	0.2	0.2				

Intersection Summary

HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 Int.7: Eucalyptus Ave & Fir Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	448	9	12	437	245	5	20	5	253	34	45
Future Volume (veh/h)	37	448	9	12	437	245	5	20	5	253	34	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	477	10	13	465	261	5	22	5	269	37	48
Peak Hour Factor	0.94	0.94	0.92	0.92	0.94	0.94	0.92	0.92	0.92	0.94	0.92	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	77	1507	32	136	1004	560	121	520	112	638	307	398
Arrive On Green	0.04	0.42	0.42	0.08	0.45	0.45	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1810	3616	76	1810	2234	1246	212	1273	275	1405	751	974
Grp Volume(v), veh/h	39	238	249	13	375	351	32	0	0	269	0	85
Grp Sat Flow(s),veh/h/ln	1810	1805	1886	1810	1805	1676	1760	0	0	1405	0	1725
Q Serve(g_s), s	2.5	10.6	10.6	0.8	17.3	17.5	0.0	0.0	0.0	15.1	0.0	3.7
Cycle Q Clear(g_c), s	2.5	10.6	10.6	0.8	17.3	17.5	1.3	0.0	0.0	16.4	0.0	3.7
Prop In Lane	1.00		0.04	1.00		0.74	0.16		0.16	1.00		0.56
Lane Grp Cap(c), veh/h	77	752	786	136	811	753	753	0	0	638	0	704
V/C Ratio(X)	0.51	0.32	0.32	0.10	0.46	0.47	0.04	0.00	0.00	0.42	0.00	0.12
Avail Cap(c_a), veh/h	166	752	786	136	811	753	753	0	0	638	0	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.86	0.86	0.86	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	23.5	23.5	51.7	23.0	23.0	21.4	0.0	0.0	25.7	0.0	22.1
Incr Delay (d2), s/veh	4.2	0.9	0.9	0.3	1.6	1.8	0.0	0.0	0.0	2.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.7	4.9	0.4	7.7	7.2	0.6	0.0	0.0	5.9	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	24.4	24.4	52.0	24.6	24.8	21.4	0.0	0.0	27.8	0.0	22.4
LnGrp LOS	E	C	C	D	C	C	C	A	A	C	A	C
Approach Vol, veh/h		526			739			32			354	
Approach Delay, s/veh		27.1			25.2			21.4			26.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	3.0	54.0		53.0	9.1	57.9		53.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	50.0			49.0	11.0	48.0		49.0				
Max Q Clear Time (g_c+1), s	12.6			18.4	4.5	19.5		3.3				
Green Ext Time (p_c), s	0.0	3.2		1.3	0.0	5.2		0.1				
Intersection Summary												
HCM 6th Ctrl Delay												26.0
HCM 6th LOS												C

HCM 6th Signalized Intersection Summary
 Int.8: Oliver St & Iris Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗				↑	↗		↑	↗
Traffic Volume (veh/h)	86	914	73	63	916	15	66	14	43	35	23	115
Future Volume (veh/h)	86	914	73	63	916	15	66	14	43	35	23	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	1004	80	69	1007	16	73	15	47	38	25	126
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	271	1755	140	241	1797	29	277	57	295	213	140	309
Arrive On Green	0.30	0.72	0.72	0.13	0.34	0.34	0.18	0.18	0.18	0.19	0.19	0.19
Sat Flow, veh/h	1810	4898	390	1810	5259	84	1513	311	1610	1112	732	1610
Grp Volume(v), veh/h	95	708	376	69	662	361	88	0	47	63	0	126
Grp Sat Flow(s),veh/h/ln	1810	1729	1830	1810	1729	1885	1824	0	1610	1844	0	1610
Q Serve(g_s), s	4.9	11.8	11.8	4.1	18.7	18.7	5.0	0.0	2.9	3.4	0.0	8.2
Cycle Q Clear(g_c), s	4.9	11.8	11.8	4.1	18.7	18.7	5.0	0.0	2.9	3.4	0.0	8.2
Prop In Lane	1.00		0.21	1.00		0.04	0.83		1.00	0.60		1.00
Lane Grp Cap(c), veh/h	271	1239	656	241	1181	644	334	0	295	354	0	309
V/C Ratio(X)	0.35	0.57	0.57	0.29	0.56	0.56	0.26	0.00	0.16	0.18	0.00	0.41
Avail Cap(c_a), veh/h	271	1239	656	241	1181	644	334	0	295	354	0	309
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.4	12.6	12.6	46.9	32.2	32.2	42.0	0.0	41.2	40.6	0.0	42.5
Incr Delay (d2), s/veh	0.7	1.7	3.3	0.6	1.9	3.5	1.9	0.0	1.2	1.1	0.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.5	4.0	1.9	8.1	9.1	2.4	0.0	1.3	1.7	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	14.3	15.8	47.5	34.1	35.7	44.0	0.0	42.4	41.7	0.0	46.5
LnGrp LOS	D	B	B	D	C	D	D	A	D	D	A	D
Approach Vol, veh/h	1179				1092		135				189	
Approach Delay, s/veh	16.7				35.5		43.4				44.9	
Approach LOS	B				D		D				D	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	30.0	47.0	27.0		22.0	45.0	26.0					
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0	4.0	4.0					
Max Green Setting (Gmax), s	40.0	43.0	23.0		18.0	41.0	22.0					
Max Q Clear Time (g_c+1), s	10.0	13.8	10.2		6.9	20.7	7.0					
Green Ext Time (p_c), s	0.1	8.6	0.5		0.1	7.0	0.5					
Intersection Summary												
HCM 6th Ctrl Delay			28.0									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 Int.9: Moreno Beach Dr & SR-60 WB Ramps



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	249	19	579	769	58	389
Future Volume (veh/h)	249	19	579	769	58	389
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	268	20	623	827	62	418
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	304	631	966	1089	405	1454
Arrive On Green	0.17	0.17	0.68	0.68	0.22	0.77
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	268	20	623	827	62	418
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	17.4	0.0	22.6	41.5	3.3	7.9
Cycle Q Clear(g_c), s	17.4	0.0	22.6	41.5	3.3	7.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	304	631	966	1089	405	1454
V/C Ratio(X)	0.88	0.03	0.65	0.76	0.15	0.29
Avail Cap(c_a), veh/h	573	870	966	1089	405	1454
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	48.8	22.5	13.2	8.6	37.4	4.2
Incr Delay (d2), s/veh	8.3	0.0	0.3	0.5	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	0.4	7.8	18.3	1.5	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.0	22.5	13.5	9.0	37.6	4.7
LnGrp LOS	E	C	B	A	D	A
Approach Vol, veh/h	288		1450			480
Approach Delay, s/veh	54.6		11.0			9.0
Approach LOS	D		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	30.9	65.0			95.9	24.1
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	61.0				74.0	38.0
Max Q Clear Time (g_c+1), s	43.5				9.9	19.4
Green Ext Time (p_c), s	0.0	7.8			2.9	0.8

Intersection Summary

HCM 6th Ctrl Delay		16.2				
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
 Int.10: Moreno Beach Dr & SR-60 EB Ramps

Moreno Valley Trade Center

03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↑	↗		↕	
Traffic Volume (veh/h)	333	8	863	0	0	0	0	1016	302	86	550	0
Future Volume (veh/h)	333	8	863	0	0	0	0	1016	302	86	550	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	340	8	881				0	1037	308	88	561	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	369	9	335				0	792	671	70	449	0
Arrive On Green	0.21	0.21	0.21				0.00	0.28	0.28	0.28	0.28	0.00
Sat Flow, veh/h	1770	42	1610				0	1900	1610	256	1631	0
Grp Volume(v), veh/h	348	0	881				0	1037	308	649	0	0
Grp Sat Flow(s),veh/h/ln	1812	0	1610				0	1900	1610	1887	0	0
Q Serve(g_s), s	22.6	0.0	25.0				0.0	50.0	19.0	33.0	0.0	0.0
Cycle Q Clear(g_c), s	22.6	0.0	25.0				0.0	50.0	19.0	33.0	0.0	0.0
Prop In Lane	0.98		1.00				0.00		1.00	0.14		0.00
Lane Grp Cap(c), veh/h	377	0	335				0	792	671	519	0	0
V/C Ratio(X)	0.92	0.00	2.63				0.00	1.31	0.46	1.25	0.00	0.00
Avail Cap(c_a), veh/h	377	0	335				0	792	671	519	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.76	0.76	0.88	0.00	0.00
Uniform Delay (d), s/veh	46.5	0.0	47.5				0.0	43.3	32.1	43.5	0.0	0.0
Incr Delay (d2), s/veh	27.7	0.0	740.4				0.0	146.4	1.7	126.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.0	0.0	78.9				0.0	56.4	8.1	33.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.2	0.0	787.9				0.0	189.7	33.8	169.8	0.0	0.0
LnGrp LOS	E	A	F				A	F	C	F	A	A
Approach Vol, veh/h		1229						1345			649	
Approach Delay, s/veh		585.8						154.0			169.8	
Approach LOS		F						F			F	
Timer - Assigned Phs		2		4				6				
Phs Duration (G+Y+Rc), s		54.0		29.0				37.0				
Change Period (Y+Rc), s		4.0		4.0				4.0				
Max Green Setting (Gmax), s		50.0		25.0				33.0				
Max Q Clear Time (g_c+I1), s		52.0		27.0				35.0				
Green Ext Time (p_c), s		0.0		0.0				0.0				
Intersection Summary												
HCM 6th Ctrl Delay			321.8									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary
 Int.11: Moreno Beach Dr & Eucalyptus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↑	↖	↖	↑↑	↖	↖	↑↑	↖
Traffic Volume (veh/h)	384	80	208	100	104	336	171	596	50	260	879	279
Future Volume (veh/h)	384	80	208	100	104	336	171	596	50	260	879	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	409	85	221	106	111	357	182	634	53	277	935	297
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	470	294	249	249	301	255	270	1463	653	306	1534	684
Arrive On Green	0.13	0.15	0.15	0.14	0.16	0.16	0.15	0.41	0.41	0.17	0.43	0.43
Sat Flow, veh/h	3510	1900	1610	1810	1900	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	409	85	221	106	111	357	182	634	53	277	935	297
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	13.7	4.7	16.1	6.4	6.3	19.0	11.4	15.2	1.6	18.0	24.1	10.2
Cycle Q Clear(g_c), s	13.7	4.7	16.1	6.4	6.3	19.0	11.4	15.2	1.6	18.0	24.1	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	470	294	249	249	301	255	270	1463	653	306	1534	684
V/C Ratio(X)	0.87	0.29	0.89	0.43	0.37	1.40	0.67	0.43	0.08	0.91	0.61	0.43
Avail Cap(c_a), veh/h	527	348	295	249	301	255	270	1463	653	347	1534	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	50.9	44.9	49.7	47.4	45.1	50.5	48.3	25.7	9.5	48.9	26.8	10.3
Incr Delay (d2), s/veh	12.9	0.5	22.6	1.2	0.8	202.1	6.4	0.9	0.2	3.3	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	2.3	8.0	3.0	3.0	21.9	5.6	6.7	1.0	8.4	10.3	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	45.4	72.2	48.6	45.9	252.6	54.7	26.7	9.7	52.2	26.9	10.5
LnGrp LOS	E	D	E	D	D	F	D	C	A	D	C	B
Approach Vol, veh/h		715			574			869			1509	
Approach Delay, s/veh		64.2			175.0			31.5			28.3	
Approach LOS		E			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.3	52.6	20.5	22.6	21.9	55.0	20.1	23.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	23.0	44.0	15.0	22.0	16.0	51.0	18.0	19.0				
Max Q Clear Time (g_c+20), s	20.0	17.2	8.4	18.1	13.4	26.1	15.7	21.0				
Green Ext Time (p_c), s	0.2	4.9	0.1	0.4	0.1	8.6	0.4	0.0				

Intersection Summary

HCM 6th Ctrl Delay	59.0
HCM 6th LOS	E

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	297	42	36	322	1	80	6	29	0	6	18
Future Vol, veh/h	13	297	42	36	322	1	80	6	29	0	6	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	25	85	-	25	120	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	16	362	51	44	393	1	98	7	35	0	7	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	394	0	0	413	0	0	890	876	362	922	926	393
Stage 1	-	-	-	-	-	-	394	394	-	481	481	-
Stage 2	-	-	-	-	-	-	496	482	-	441	445	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1176	-	-	1157	-	-	266	290	687	253	271	660
Stage 1	-	-	-	-	-	-	635	609	-	570	557	-
Stage 2	-	-	-	-	-	-	559	557	-	599	578	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1176	-	-	1157	-	-	242	275	687	227	257	660
Mov Cap-2 Maneuver	-	-	-	-	-	-	361	379	-	227	257	-
Stage 1	-	-	-	-	-	-	626	600	-	562	536	-
Stage 2	-	-	-	-	-	-	513	536	-	554	570	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.8			16.4			13.1		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	361	603	1176	-	-	1157	-	-	474
HCM Lane V/C Ratio	0.27	0.071	0.013	-	-	0.038	-	-	0.062
HCM Control Delay (s)	18.6	11.4	8.1	-	-	8.2	-	-	13.1
HCM Lane LOS	C	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.1	0.2	0	-	-	0.1	-	-	0.2

HCM 6th Signalized Intersection Summary
 Int.13: Moreno Beach Dr & Alessandro Blvd

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	267	302	157	134	213	49	113	669	91	43	847	160
Future Volume (veh/h)	267	302	157	134	213	49	113	669	91	43	847	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	281	318	165	141	224	52	119	704	96	45	892	168
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	256	260	135	136	230	53	106	860	117	82	797	150
Arrive On Green	0.14	0.22	0.22	0.08	0.15	0.15	0.06	0.53	0.53	0.05	0.51	0.51
Sat Flow, veh/h	1810	1178	611	1810	1491	346	1810	1637	223	1810	1555	293
Grp Volume(v), veh/h	281	0	483	141	0	276	119	0	800	45	0	1060
Grp Sat Flow(s),veh/h/ln	1810	0	1790	1810	0	1838	1810	0	1860	1810	0	1847
Q Serve(g_s), s	17.0	0.0	26.5	9.0	0.0	17.9	7.0	0.0	43.0	2.9	0.0	61.5
Cycle Q Clear(g_c), s	17.0	0.0	26.5	9.0	0.0	17.9	7.0	0.0	43.0	2.9	0.0	61.5
Prop In Lane	1.00		0.34	1.00		0.19	1.00		0.12	1.00		0.16
Lane Grp Cap(c), veh/h	256	0	395	136	0	283	106	0	977	82	0	947
V/C Ratio(X)	1.10	0.00	1.22	1.04	0.00	0.97	1.13	0.00	0.82	0.55	0.00	1.12
Avail Cap(c_a), veh/h	256	0	395	136	0	283	106	0	977	106	0	947
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.5	0.0	46.8	55.5	0.0	50.5	56.5	0.0	23.7	56.1	0.0	29.3
Incr Delay (d2), s/veh	84.3	0.0	120.6	88.0	0.0	46.2	126.0	0.0	7.6	5.6	0.0	67.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.7	0.0	24.9	7.4	0.0	11.9	6.9	0.0	20.2	1.5	0.0	43.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	135.8	0.0	167.4	143.5	0.0	96.7	182.5	0.0	31.3	61.7	0.0	97.2
LnGrp LOS	F	A	F	F	A	F	F	A	C	E	A	F
Approach Vol, veh/h		764			417			919				1105
Approach Delay, s/veh		155.8			112.5			50.9				95.7
Approach LOS		F			F			D				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	67.1	13.0	30.5	11.0	65.5	21.0	22.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	61.5	9.0	26.5	7.0	61.5	17.0	18.5				
Max Q Clear Time (g_c+I1), s	4.9	45.0	11.0	28.5	9.0	63.5	19.0	19.9				
Green Ext Time (p_c), s	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				99.4								
HCM 6th LOS				F								

HCM 6th Signalized Intersection Summary
 Int.14: Moreno Beach Dr & Cactus Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	283	215	46	191	68	160	626	69	112	791	108
Future Volume (veh/h)	113	283	215	46	191	68	160	626	69	112	791	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	119	298	226	48	201	72	168	659	73	118	833	114
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	192	372	275	84	244	336	601	1992	964	146	1385	188
Arrive On Green	0.11	0.19	0.19	0.05	0.13	0.13	0.66	1.00	1.00	0.08	0.30	0.30
Sat Flow, veh/h	1810	1980	1462	1810	1900	1610	1810	3610	1610	1810	4617	628
Grp Volume(v), veh/h	119	271	253	48	201	72	168	659	73	118	623	324
Grp Sat Flow(s),veh/h/ln	1810	1805	1637	1810	1900	1610	1810	1805	1610	1810	1729	1787
Q Serve(g_s), s	7.6	17.2	17.8	3.1	12.4	3.3	4.6	0.0	0.0	7.7	18.5	18.6
Cycle Q Clear(g_c), s	7.6	17.2	17.8	3.1	12.4	3.3	4.6	0.0	0.0	7.7	18.5	18.6
Prop In Lane	1.00		0.89	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	192	339	307	84	244	336	601	1992	964	146	1037	536
V/C Ratio(X)	0.62	0.80	0.82	0.57	0.83	0.21	0.28	0.33	0.08	0.81	0.60	0.60
Avail Cap(c_a), veh/h	256	496	450	151	412	478	601	1992	964	256	1037	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	46.6	46.8	56.0	51.0	22.7	14.2	0.0	0.0	54.3	35.9	35.9
Incr Delay (d2), s/veh	3.2	5.7	7.8	5.9	6.9	0.3	0.2	0.4	0.1	10.2	2.6	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	8.2	7.9	1.6	6.4	1.4	1.8	0.1	0.0	3.9	8.1	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.5	52.3	54.6	62.0	57.9	23.0	14.4	0.4	0.1	64.5	38.4	40.9
LnGrp LOS	D	D	D	E	E	C	B	A	A	E	D	D
Approach Vol, veh/h		643			321			900			1065	
Approach Delay, s/veh		53.6			50.7			3.0			42.1	
Approach LOS		D			D			A			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	3.7	70.2	9.6	26.5	43.9	40.0	16.7	19.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	44.0	10.0	33.0	25.0	36.0	17.0	26.0					
Max Q Clear Time (g_c+19), s	2.0	5.1	19.8	6.6	20.6	9.6	14.4					
Green Ext Time (p_c), s	0.1	5.5	0.0	2.7	0.4	5.7	0.2	1.0				
Intersection Summary												
HCM 6th Ctrl Delay											33.6	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 Int.15: Moreno Beach Dr & John F Kennedy Dr

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	14	20	364	38	78	19	630	330	148	752	104
Future Volume (veh/h)	61	14	20	364	38	78	19	630	330	148	752	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	15	22	396	41	85	21	685	359	161	817	113
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	94	41	60	432	466	395	473	2417	1135	188	1421	195
Arrive On Green	0.05	0.06	0.06	0.24	0.25	0.25	0.26	0.47	0.47	0.21	0.62	0.62
Sat Flow, veh/h	1810	696	1021	1810	1900	1610	1810	5187	1610	1810	4610	634
Grp Volume(v), veh/h	66	0	37	396	41	85	21	685	359	161	612	318
Grp Sat Flow(s),veh/h/ln	1810	0	1716	1810	1900	1610	1810	1729	1610	1810	1729	1786
Q Serve(g_s), s	4.3	0.0	2.5	25.6	2.0	5.0	1.0	9.8	10.2	10.3	12.6	12.7
Cycle Q Clear(g_c), s	4.3	0.0	2.5	25.6	2.0	5.0	1.0	9.8	10.2	10.3	12.6	12.7
Prop In Lane	1.00		0.59	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	94	0	100	432	466	395	473	2417	1135	188	1066	551
V/C Ratio(X)	0.70	0.00	0.37	0.92	0.09	0.22	0.04	0.28	0.32	0.86	0.57	0.58
Avail Cap(c_a), veh/h	136	0	272	618	808	684	473	2417	1135	287	1066	551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	56.0	0.0	54.4	44.5	34.9	36.1	33.1	19.7	6.7	46.7	18.3	18.4
Incr Delay (d2), s/veh	9.2	0.0	2.3	14.4	0.1	0.3	0.0	0.3	0.7	13.3	2.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	1.1	13.1	0.9	2.0	0.5	4.0	3.4	4.9	4.1	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.2	0.0	56.6	59.0	35.0	36.4	33.2	20.0	7.5	60.0	20.3	22.3
LnGrp LOS	E	A	E	E	D	D	C	C	A	E	C	C
Approach Vol, veh/h		103			522			1065			1091	
Approach Delay, s/veh		62.1			53.4			16.0			26.7	
Approach LOS		E			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	65.5	59.9	32.6	11.0	35.4	41.0	10.2	33.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	19.0	25.0	41.0	19.0	7.0	37.0	9.0	51.0				
Max Q Clear Time (g_c+I), s	12.2	12.2	27.6	4.5	3.0	14.7	6.3	7.0				
Green Ext Time (p_c), s	0.2	5.0	1.1	0.1	0.0	6.5	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay											29.0	
HCM 6th LOS											C	

Intersection

Intersection Delay, s/veh 31.2
 Intersection LOS D

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	211	21	282	258	28	507
Future Vol, veh/h	211	21	282	258	28	507
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	220	22	294	269	29	528
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left NB			WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right SB		WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	16.9	31.5	37
HCM LOS	C	D	E

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	5%
Vol Thru, %	52%	0%	0%	95%
Vol Right, %	48%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	540	211	21	535
LT Vol	0	211	0	28
Through Vol	282	0	0	507
RT Vol	258	0	21	0
Lane Flow Rate	562	220	22	557
Geometry Grp	2	7	7	2
Degree of Util (X)	0.848	0.476	0.04	0.882
Departure Headway (Hd)	5.428	7.804	6.573	5.696
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	664	459	541	630
Service Time	3.509	5.597	4.365	3.776
HCM Lane V/C Ratio	0.846	0.479	0.041	0.884
HCM Control Delay	31.5	17.6	9.6	37
HCM Lane LOS	D	C	A	E
HCM 95th-tile Q	9.5	2.5	0.1	10.5

Intersection

Intersection Delay, s/veh 150.5
 Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	10	9	269	14	21	8	480	324	31	649	10
Future Vol, veh/h	9	10	9	269	14	21	8	480	324	31	649	10
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	10	9	274	14	21	8	490	331	32	662	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.7	24.1	208.4	143.7
HCM LOS	B	C	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	32%	88%	4%
Vol Thru, %	59%	36%	5%	94%
Vol Right, %	40%	32%	7%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	812	28	304	690
LT Vol	8	9	269	31
Through Vol	480	10	14	649
RT Vol	324	9	21	10
Lane Flow Rate	829	29	310	704
Geometry Grp	1	1	1	1
Degree of Util (X)	1.397	0.067	0.626	1.234
Departure Headway (Hd)	6.436	10.003	8.252	6.872
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	572	360	440	535
Service Time	4.436	8.003	6.252	4.872
HCM Lane V/C Ratio	1.449	0.081	0.705	1.316
HCM Control Delay	208.4	13.7	24.1	143.7
HCM Lane LOS	F	B	C	F
HCM 95th-tile Q	35.9	0.2	4.2	25

Intersection

Intersection Delay, s/veh 19.8
 Intersection LOS F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	51	803	267	39	754	103
Future Vol, veh/h	51	803	267	39	754	103
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	52	811	270	39	762	104
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	219.1	26.2	289.7
HCM LOS	F	D	F

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	88%	0%	87%
Vol Thru, %	0%	6%	13%
Vol Right, %	12%	94%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	857	854	306
LT Vol	754	0	267
Through Vol	0	51	39
RT Vol	103	803	0
Lane Flow Rate	866	863	309
Geometry Grp	1	1	1
Degree of Util (X)	1.579	1.414	0.616
Departure Headway (Hd)	7.376	7.355	9.329
Convergence, Y/N	Yes	Yes	Yes
Cap	502	500	389
Service Time	5.376	5.355	7.329
HCM Lane V/C Ratio	1.725	1.726	0.794
HCM Control Delay	289.7	219.1	26.2
HCM Lane LOS	F	F	D
HCM 95th-tile Q	42.2	33.2	4

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	0	182	110	85	198	0	110	0	97	0	0	0
Future Vol, veh/h	0	182	110	85	198	0	110	0	97	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	92	92	86	86	92	92	92	86	92	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	212	120	92	230	0	120	0	105	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	230	0	0	332	0	0	571	686	272	739	746	115
Stage 1	-	-	-	-	-	-	272	272	-	414	414	-
Stage 2	-	-	-	-	-	-	299	414	-	325	332	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1350	-	-	1239	-	-	421	373	772	322	344	922
Stage 1	-	-	-	-	-	-	738	688	-	592	597	-
Stage 2	-	-	-	-	-	-	691	597	-	692	648	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1350	-	-	1239	-	-	397	345	772	262	319	922
Mov Cap-2 Maneuver	-	-	-	-	-	-	492	433	-	367	399	-
Stage 1	-	-	-	-	-	-	738	688	-	592	553	-
Stage 2	-	-	-	-	-	-	640	553	-	597	648	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.3			14.7			0		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	593	1350	-	-	1239	-	-	-
HCM Lane V/C Ratio	0.379	-	-	-	0.075	-	-	-
HCM Control Delay (s)	14.7	0	-	-	8.1	-	-	0
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	1.8	0	-	-	0.2	-	-	-

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	0	12	1	53	0	0	3	50	0	5
Future Vol, veh/h	5	0	0	12	1	53	0	0	3	50	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	58	58	58	58	92	58	92	58	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	0	0	21	2	58	0	0	5	54	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	60	0	0	0	0	0	86	112	0	86	83	31
Stage 1	-	-	-	-	-	-	10	10	-	73	73	-
Stage 2	-	-	-	-	-	-	76	102	-	13	10	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1556	-	-	-	-	-	905	782	-	905	811	1049
Stage 1	-	-	-	-	-	-	1016	891	-	942	838	-
Stage 2	-	-	-	-	-	-	938	815	-	1013	891	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1556	-	-	-	-	-	899	780	-	-	809	1049
Mov Cap-2 Maneuver	-	-	-	-	-	-	899	780	-	-	809	-
Stage 1	-	-	-	-	-	-	1013	888	-	939	838	-
Stage 2	-	-	-	-	-	-	933	815	-	1010	888	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	7.3			
HCM LOS	-			

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1556	-	-	-	-	-	-
HCM Lane V/C Ratio	-	0.003	-	-	-	-	-	-
HCM Control Delay (s)	-	7.3	0	-	-	-	-	-
HCM Lane LOS	-	A	A	-	-	-	-	-
HCM 95th %tile Q(veh)	-	0	-	-	-	-	-	-

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	53	0	7	66	75	0	0	3	75	0	0
Future Vol, veh/h	0	53	0	7	66	75	0	0	3	75	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	60	60	60	60	92	60	92	60	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	88	0	12	110	82	0	0	5	82	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	192	0	0	88	0	0	263	304	88	266	263	151
Stage 1	-	-	-	-	-	-	88	88	-	175	175	-
Stage 2	-	-	-	-	-	-	175	216	-	91	88	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1394	-	-	1520	-	-	694	613	976	691	646	901
Stage 1	-	-	-	-	-	-	925	826	-	832	758	-
Stage 2	-	-	-	-	-	-	832	728	-	921	826	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1394	-	-	1520	-	-	689	607	976	683	640	901
Mov Cap-2 Maneuver	-	-	-	-	-	-	689	607	-	683	640	-
Stage 1	-	-	-	-	-	-	925	826	-	832	751	-
Stage 2	-	-	-	-	-	-	825	721	-	916	826	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.4			8.7			11		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	976	1394	-	-	1520	-	-	683
HCM Lane V/C Ratio	0.005	-	-	-	0.008	-	-	0.119
HCM Control Delay (s)	8.7	0	-	-	7.4	0	-	11
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔			↔			↔	
Traffic Vol, veh/h	0	131	0	3	148	107	0	0	2	99	0	0
Future Vol, veh/h	0	131	0	3	148	107	0	0	2	99	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	64	64	64	64	92	64	92	64	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	205	0	5	231	116	0	0	3	108	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	347	0	0	205	0	0	504	562	103	402	504	289
Stage 1	-	-	-	-	-	-	205	205	-	299	299	-
Stage 2	-	-	-	-	-	-	299	357	-	103	205	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1223	-	-	1378	-	-	468	439	938	550	473	755
Stage 1	-	-	-	-	-	-	784	736	-	714	670	-
Stage 2	-	-	-	-	-	-	714	632	-	897	736	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1223	-	-	1378	-	-	466	437	938	546	471	755
Mov Cap-2 Maneuver	-	-	-	-	-	-	466	437	-	546	471	-
Stage 1	-	-	-	-	-	-	784	736	-	714	667	-
Stage 2	-	-	-	-	-	-	710	629	-	894	736	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			8.9			13.2		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	938	1223	-	-	1378	-	-	546
HCM Lane V/C Ratio	0.003	-	-	-	0.003	-	-	0.197
HCM Control Delay (s)	8.9	0	-	-	7.6	0	-	13.2
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.7

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑↑		↗
Traffic Vol, veh/h	297	0	0	281	0	5
Future Vol, veh/h	297	0	0	281	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	323	0	0	305	0	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	323
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	723
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	723
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	723	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s)	10	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

HCM 6th Signalized Intersection Summary
 Int.24: Redlands Blvd & Ironwood Ave

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Volume (veh/h)	130	22	51	14	34	63	56	818	8	42	916	210
Future Volume (veh/h)	130	22	51	14	34	63	56	818	8	42	916	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	135	23	53	15	35	66	58	852	8	44	954	219
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	199	28	60	55	109	172	90	1159	11	200	1287	1091
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.03	0.41	0.41	0.11	0.68	0.68
Sat Flow, veh/h	865	165	346	119	633	993	1810	1879	18	1810	1900	1610
Grp Volume(v), veh/h	211	0	0	116	0	0	58	0	860	44	954	219
Grp Sat Flow(s),veh/h/ln	1376	0	0	1745	0	0	1810	0	1897	1810	1900	1610
Q Serve(g_s), s	10.9	0.0	0.0	0.0	0.0	0.0	3.8	0.0	45.9	2.7	39.1	6.1
Cycle Q Clear(g_c), s	18.1	0.0	0.0	7.2	0.0	0.0	3.8	0.0	45.9	2.7	39.1	6.1
Prop In Lane	0.64		0.25	0.13		0.57	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	287	0	0	335	0	0	90	0	1170	200	1287	1091
V/C Ratio(X)	0.74	0.00	0.00	0.35	0.00	0.00	0.64	0.00	0.74	0.22	0.74	0.20
Avail Cap(c_a), veh/h	361	0	0	421	0	0	106	0	1170	200	1287	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.52	0.00	0.52	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	0.0	0.0	44.0	0.0	0.0	56.9	0.0	27.0	48.7	12.5	7.2
Incr Delay (d2), s/veh	5.8	0.0	0.0	0.6	0.0	0.0	5.3	0.0	2.2	0.5	3.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.0	0.0	3.1	0.0	0.0	1.9	0.0	22.5	1.2	16.5	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.5	0.0	0.0	44.6	0.0	0.0	62.2	0.0	29.1	49.2	16.4	7.6
LnGrp LOS	D	A	A	D	A	A	E	A	C	D	B	A
Approach Vol, veh/h		211			116			918				1217
Approach Delay, s/veh		54.5			44.6			31.2				16.0
Approach LOS		D			D			C				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.3	78.0		24.7	10.0	85.3		24.7				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.0	74.0		27.0	7.0	74.0		27.0				
Max Q Clear Time (g_c+I1), s	4.7	47.9		20.1	5.8	41.1		9.2				
Green Ext Time (p_c), s	0.0	7.4		0.6	0.0	10.5		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				26.3								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 Int.25: Redlands Blvd & SR-60 WB Ramps

Moreno Valley Trade Center

03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↕	↗	↖	↖	↗
Traffic Volume (veh/h)	9	7	3	133	0	46	4	841	338	446	545	9
Future Volume (veh/h)	9	7	3	133	0	46	4	841	338	446	545	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	7	3	136	0	47	4	858	345	455	556	9
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	28	22	44	158	0	55	13	697	786	635	1325	21
Arrive On Green	0.03	0.03	0.03	0.12	0.00	0.12	0.00	0.12	0.12	0.70	1.00	1.00
Sat Flow, veh/h	1040	809	1610	1303	0	450	1810	1900	1610	1810	1864	30
Grp Volume(v), veh/h	16	0	3	183	0	0	4	858	345	455	0	565
Grp Sat Flow(s),veh/h/ln1848	0	1610	1754	0	0	1810	1900	1610	1810	0	1895	
Q Serve(g_s), s	1.0	0.0	0.2	12.3	0.0	0.0	0.3	44.0	19.7	18.1	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.2	12.3	0.0	0.0	0.3	44.0	19.7	18.1	0.0	0.0
Prop In Lane	0.56		1.00	0.74		0.26	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	51	0	44	213	0	0	13	697	786	635	0	1346
V/C Ratio(X)	0.32	0.00	0.07	0.86	0.00	0.00	0.30	1.23	0.44	0.72	0.00	0.42
Avail Cap(c_a), veh/h	285	0	248	270	0	0	106	697	786	635	0	1346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	0.00	0.64	0.64	0.64	0.57	0.00	0.57
Uniform Delay (d), s/veh	57.3	0.0	56.9	51.7	0.0	0.0	59.6	52.7	28.8	14.3	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	0.6	19.3	0.0	0.0	8.0	112.4	1.1	2.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.5	0.0	0.0	0.1	6.5	0.0	0.0	0.2	44.2	10.8	4.8	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.8	0.0	57.5	71.0	0.0	0.0	67.6	165.1	29.9	16.5	0.0	0.6
LnGrp LOS	E	A	E	E	A	A	E	F	C	B	A	A
Approach Vol, veh/h		19			183			1207			1020	
Approach Delay, s/veh		60.3			71.0			126.1			7.7	
Approach LOS		E			E			F			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	46.1	48.0		7.3	4.9	89.3		18.6				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	23.0	44.0		18.5	7.0	60.0		18.5				
Max Q Clear Time (g_c+20), s	20.5	46.0		3.0	2.3	2.0		14.3				
Green Ext Time (p_c), s	0.5	0.0		0.0	0.0	4.4		0.3				

Intersection Summary

HCM 6th Ctrl Delay	71.7
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
 Int.26: Redlands Blvd & SR-60 EB Ramps

Moreno Valley Trade Center
 03/30/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕					↕	↑			↑	↕
Traffic Volume (veh/h)	487	0	285	0	0	0	193	633	0	0	606	56
Future Volume (veh/h)	487	0	285	0	0	0	193	633	0	0	606	56
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	507	0	297				201	659	0	0	631	58
Peak Hour Factor	0.96	0.92	0.96				0.96	0.96	0.92	0.92	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	482	0	282				196	934	0	0	665	1275
Arrive On Green	0.44	0.00	0.44				0.22	0.98	0.00	0.00	0.70	0.70
Sat Flow, veh/h	1091	0	639				1810	1900	0	0	1900	1610
Grp Volume(v), veh/h	804	0	0				201	659	0	0	631	58
Grp Sat Flow(s),veh/h/ln	730	0	0				1810	1900	0	0	1900	1610
Q Serve(g_s), s	53.0	0.0	0.0				13.0	2.3	0.0	0.0	35.6	0.4
Cycle Q Clear(g_c), s	53.0	0.0	0.0				13.0	2.3	0.0	0.0	35.6	0.4
Prop In Lane	0.63		0.37				1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	764	0	0				196	934	0	0	665	1275
V/C Ratio(X)	1.05	0.00	0.00				1.03	0.71	0.00	0.00	0.95	0.05
Avail Cap(c_a), veh/h	764	0	0				196	934	0	0	665	1275
HCM Platoon Ratio	1.00	1.00	1.00				2.00	2.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	1.00	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh	33.5	0.0	0.0				47.0	0.5	0.0	0.0	17.0	1.2
Incr Delay (d2), s/veh	47.1	0.0	0.0				71.0	4.5	0.0	0.0	23.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	0.0	0.0				9.0	1.5	0.0	0.0	12.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.6	0.0	0.0				118.0	5.0	0.0	0.0	40.3	1.3
LnGrp LOS	F	A	A				F	A	A	A	D	A
Approach Vol, veh/h		804						860			689	
Approach Delay, s/veh		80.6						31.4			37.0	
Approach LOS		F						C			D	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		63.0		57.0	17.0	46.0						
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0						
Max Green Setting (Gmax), s		59.0		53.0	13.0	42.0						
Max Q Clear Time (g_c+I1), s		4.3		55.0	15.0	37.6						
Green Ext Time (p_c), s		5.4		0.0	0.0	1.8						
Intersection Summary												
HCM 6th Ctrl Delay											49.9	
HCM 6th LOS											D	

Intersection						
Intersection Delay, s/veh15.6						
Intersection LOS C						
Approach	EB	WB		NB	SB	
Entry Lanes	1	2		1	2	
Conflicting Circle Lanes	1	1		1	1	
Adj Approach Flow, veh/h	323	464		775	989	
Demand Flow Rate, veh/h	323	464		775	989	
Vehicles Circulating, veh/h	986	877		226	293	
Vehicles Exiting, veh/h	296	124		1083	1048	
Ped Vol Crossing Leg, #/h	0	0		0	0	
Ped Cap Adj	1.000	1.000		1.000	1.000	
Approach Delay, s/veh	22.1	11.9		14.3	16.2	
Approach LOS	C	B		B	C	
Lane	Left	Left	Right	Left	Left	Right
Designated Moves	LTR	LT	R	LTR	LT	R
Assumed Moves	LTR	LT	R	LTR	LT	R
RT Channelized						
Lane Util	1.000	0.315	0.685	1.000	0.862	0.138
Follow-Up Headway, s	2.609	2.535	2.535	2.609	2.535	2.535
Critical Headway, s	4.976	4.544	4.544	4.976	4.544	4.544
Entry Flow, veh/h	323	146	318	775	853	136
Cap Entry Lane, veh/h	505	639	639	1096	1088	1088
Entry HV Adj Factor	1.000	1.000	1.000	1.000	1.000	1.000
Flow Entry, veh/h	323	146	318	775	853	136
Cap Entry, veh/h	505	639	639	1096	1088	1088
V/C Ratio	0.640	0.228	0.497	0.707	0.784	0.125
Control Delay, s/veh	22.1	8.4	13.6	14.3	18.1	4.4
LOS	C	A	B	B	C	A
95th %tile Queue, veh	4	1	3	6	8	0

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	55	0	737	958	69
Future Vol, veh/h	0	55	0	737	958	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	60	0	801	1041	75

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 1079	-	0 - 0
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	- 6.2	-	- - -
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	- 3.3	-	- - -
Pot Cap-1 Maneuver	0 268	0	- - -
Stage 1	0 -	0	- - -
Stage 2	0 -	0	- - -
Platoon blocked, %			- - -
Mov Cap-1 Maneuver	- 268	-	- - -
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	NB	SB
HCM Control Delay, s	22.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 268	-	-
HCM Lane V/C Ratio	- 0.223	-	-
HCM Control Delay (s)	- 22.2	-	-
HCM Lane LOS	- C	-	-
HCM 95th %tile Q(veh)	- 0.8	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	55	0	737	950	63
Future Vol, veh/h	0	55	0	737	950	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	60	0	801	1033	68

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	1067	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	272	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	272	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	-	272	-
HCM Lane V/C Ratio	-	0.22	-
HCM Control Delay (s)	-	21.9	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	0.8	-

Intersection

Int Delay, s/veh 104.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗		↖	↗	
Traffic Vol, veh/h	193	40	128	523	839	126
Future Vol, veh/h	193	40	128	523	839	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	201	42	133	545	874	131

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1751	940	1005	0	-	0
Stage 1	940	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 95	322	697	-	-	-
Stage 1	383	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 69	322	697	-	-	-
Mov Cap-2 Maneuver	~ 69	-	-	-	-	-
Stage 1	278	-	-	-	-	-
Stage 2	440	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s\$	824.3	2.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	697	-	69	322	-	-
HCM Lane V/C Ratio	0.191	-	2.914	0.129	-	-
HCM Control Delay (s)	11.4	0\$	991.5	17.8	-	-
HCM Lane LOS	B	A	F	C	-	-
HCM 95th %tile Q(veh)	0.7	-	20.2	0.4	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
 Int.31: Redlands Blvd & Cottonwood Ave

Moreno Valley Trade Center

03/30/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	35	29	571	697	36
Future Volume (veh/h)	18	35	29	571	697	36
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	37	31	607	741	38
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	123	110	192	1540	1224	1037
Arrive On Green	0.07	0.07	0.11	0.81	0.64	0.64
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	19	37	31	607	741	38
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	0.7	1.4	1.0	5.9	15.0	0.6
Cycle Q Clear(g_c), s	0.7	1.4	1.0	5.9	15.0	0.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	123	110	192	1540	1224	1037
V/C Ratio(X)	0.15	0.34	0.16	0.39	0.61	0.04
Avail Cap(c_a), veh/h	507	451	192	1540	1224	1037
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	29.3	26.8	1.7	6.9	4.3
Incr Delay (d2), s/veh	0.6	1.8	0.4	0.8	2.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.4	0.4	0.8	5.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.5	31.1	27.2	2.5	9.1	4.3
LnGrp LOS	C	C	C	A	A	A
Approach Vol, veh/h	56			638	779	
Approach Delay, s/veh	30.6			3.7	8.9	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.5		8.5	11.0	46.5
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		53.5		18.5	7.0	42.5
Max Q Clear Time (g_c+I1), s		7.9		3.4	3.0	17.0
Green Ext Time (p_c), s		4.8		0.1	0.0	5.9
Intersection Summary						
HCM 6th Ctrl Delay			7.4			
HCM 6th LOS			A			

Intersection

Intersection Delay, s/veh 207

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔	↔		↔	
Traffic Vol, veh/h	179	198	23	79	104	64	47	350	116	107	423	167
Future Vol, veh/h	179	198	23	79	104	64	47	350	116	107	423	167
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	186	206	24	82	108	67	49	365	121	111	441	174
Number of Lanes	0	1	1	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	85.3	43.2	79.8	428.5
HCM LOS	F	E	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	12%	0%	47%	0%	32%	15%
Vol Thru, %	88%	0%	53%	0%	42%	61%
Vol Right, %	0%	100%	0%	100%	26%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	397	116	377	23	247	697
LT Vol	47	0	179	0	79	107
Through Vol	350	0	198	0	104	423
RT Vol	0	116	0	23	64	167
Lane Flow Rate	414	121	393	24	257	726
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	1.049	0.281	1.017	0.056	0.72	1.88
Departure Headway (Hd)	11.13	10.324	11.268	10.274	12.924	9.712
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	331	350	326	351	283	385
Service Time	8.83	8.024	8.968	7.974	10.924	7.712
HCM Lane V/C Ratio	1.251	0.346	1.206	0.068	0.908	1.886
HCM Control Delay	98.2	17	89.7	13.6	43.2	428.5
HCM Lane LOS	F	C	F	B	E	F
HCM 95th-tile Q	12.3	1.1	11.4	0.2	5.1	46.4

Intersection												
Intersection Delay, s/veh	35.2											
Intersection LOS	E											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔			↔↔			↔↔	
Traffic Vol, veh/h	194	29	42	189	53	95	59	282	118	98	392	114
Future Vol, veh/h	194	29	42	189	53	95	59	282	118	98	392	114
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	209	31	45	203	57	102	63	303	127	105	422	123
Number of Lanes	0	2	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	24.2	55	25.1	36.6
HCM LOS	C	F	D	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	29%	0%	93%	0%	56%	33%	0%
Vol Thru, %	71%	54%	7%	26%	16%	67%	63%
Vol Right, %	0%	46%	0%	74%	28%	0%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	200	259	209	57	337	294	310
LT Vol	59	0	194	0	189	98	0
Through Vol	141	141	15	15	53	196	196
RT Vol	0	118	0	42	95	0	114
Lane Flow Rate	215	278	224	61	362	316	333
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.545	0.668	0.614	0.149	0.905	0.783	0.784
Departure Headway (Hd)	9.12	8.632	9.865	8.835	8.993	8.913	8.47
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	396	418	365	406	402	405	427
Service Time	6.874	6.386	7.62	6.589	7.042	6.669	6.226
HCM Lane V/C Ratio	0.543	0.665	0.614	0.15	0.9	0.78	0.78
HCM Control Delay	22.3	27.2	27.2	13.1	55	37.3	35.9
HCM Lane LOS	C	D	D	B	F	E	E
HCM 95th-tile Q	3.1	4.7	3.9	0.5	9.5	6.7	6.8

Intersection

Int Delay, s/veh 2638.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	175	156	211	995	982	75
Future Vol, veh/h	175	156	211	995	982	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	240	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	246	220	297	1401	1383	106

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	3378	1383	1489	0	-	0
Stage 1	1383	-	-	-	-	-
Stage 2	1995	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 9	~ 178	457	-	-	-
Stage 1	~ 235	-	-	-	-	-
Stage 2	~ 117	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 3	~ 178	457	-	-	-
Mov Cap-2 Maneuver	~ 3	-	-	-	-	-
Stage 1	~ 82	-	-	-	-	-
Stage 2	~ 117	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay \$	20660.9	4.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	457	-	3	178	-	-
HCM Lane V/C Ratio	0.65	-	82.16	1.234	-	-
HCM Control Delay (s)	26.4	\$	38903.7	196.3	-	-
HCM Lane LOS	D	-	F	F	-	-
HCM 95th %tile Q(veh)	4.5	-	33.2	12.1	-	-

Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
 Int.1: Kitching St & Iris Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	967	126	662	1080	121	192	258	524	75	324	219
Future Volume (veh/h)	83	967	126	662	1080	121	192	258	524	75	324	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	967	126	662	1080	121	192	258	524	75	324	219
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	978	436	618	2000	978	181	362	323	97	321	212
Arrive On Green	0.06	0.27	0.27	0.34	0.55	0.55	0.10	0.20	0.20	0.05	0.15	0.15
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	1805	1610	1810	2081	1376
Grp Volume(v), veh/h	83	967	126	662	1080	121	192	258	524	75	280	263
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1610	1810	1805	1652
Q Serve(g_s), s	5.4	32.0	5.7	41.0	22.8	3.8	12.0	16.0	24.1	4.9	18.5	18.5
Cycle Q Clear(g_c), s	5.4	32.0	5.7	41.0	22.8	3.8	12.0	16.0	24.1	4.9	18.5	18.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.83
Lane Grp Cap(c), veh/h	106	978	436	618	2000	978	181	362	323	97	278	255
V/C Ratio(X)	0.78	0.99	0.29	1.07	0.54	0.12	1.06	0.71	1.62	0.77	1.01	1.03
Avail Cap(c_a), veh/h	181	978	436	618	2000	978	181	362	323	106	278	255
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	43.6	20.6	39.5	17.0	10.0	54.0	44.7	48.0	56.1	50.8	50.8
Incr Delay (d2), s/veh	11.9	26.3	1.7	49.9	0.7	0.2	84.0	11.3	293.8	27.4	55.5	65.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	17.7	3.1	26.5	9.4	1.4	9.7	8.3	36.0	3.0	12.6	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.6	69.8	22.3	89.4	17.7	10.2	138.0	56.1	341.8	83.5	106.3	115.8
LnGrp LOS	E	E	C	F	B	B	F	E	F	F	F	F
Approach Vol, veh/h		1176			1863			974			618	
Approach Delay, s/veh		64.6			42.7			225.9			107.6	
Approach LOS		E			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	45.0	36.5	16.0	22.5	11.0	70.5	10.4	28.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	41.0	32.5	12.0	18.5	12.0	61.5	7.0	23.5				
Max Q Clear Time (g_c+I1), s	43.0	34.0	14.0	20.5	7.4	24.8	6.9	26.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	10.5	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			95.4									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary
 Int.2: Lasselle St & Alessandro Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔	↑↑	↔	↔	↑↑	↔
Traffic Volume (veh/h)	112	831	192	143	1368	71	275	522	209	69	401	141
Future Volume (veh/h)	112	831	192	143	1368	71	275	522	209	69	401	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	112	831	192	143	1368	71	275	522	209	69	401	141
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	200	1150	357	548	1665	727	537	1294	829	236	692	309
Arrive On Green	0.06	0.22	0.22	0.16	0.32	0.32	0.30	0.36	0.36	0.13	0.19	0.19
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	112	831	192	143	1368	71	275	522	209	69	401	141
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	3.7	17.8	12.6	4.3	29.2	0.0	15.1	13.0	0.0	4.1	12.1	9.3
Cycle Q Clear(g_c), s	3.7	17.8	12.6	4.3	29.2	0.0	15.1	13.0	0.0	4.1	12.1	9.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	200	1150	357	548	1665	727	537	1294	829	236	692	309
V/C Ratio(X)	0.56	0.72	0.54	0.26	0.82	0.10	0.51	0.40	0.25	0.29	0.58	0.46
Avail Cap(c_a), veh/h	234	1815	564	548	1859	787	537	1294	829	236	692	309
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.1	43.3	41.3	44.5	37.6	18.9	35.0	28.9	16.2	47.2	44.1	43.0
Incr Delay (d2), s/veh	2.4	0.9	1.3	0.2	2.1	0.0	0.8	0.9	0.7	0.7	3.5	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	7.7	5.1	1.9	12.6	1.2	6.8	5.8	3.4	1.9	5.8	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	44.1	42.5	44.7	39.7	18.9	35.8	29.8	17.0	47.9	47.6	47.8
LnGrp LOS	E	D	D	D	D	B	D	C	B	D	D	D
Approach Vol, veh/h		1135			1582			1006			611	
Approach Delay, s/veh		45.2			39.2			28.8			47.7	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.6	47.0	22.7	30.6	39.6	27.0	10.8	42.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	40.0	43.0	9.0	42.0	30.0	23.0	8.0	43.0				
Max Q Clear Time (g_c+10), s	10.0	15.0	6.3	19.8	17.1	14.1	5.7	31.2				
Green Ext Time (p_c), s	0.0	4.5	0.1	6.8	0.7	2.1	0.1	7.3				

Intersection Summary

HCM 6th Ctrl Delay	39.6
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.3: Lasselle St & Iris Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖↗
Traffic Volume (veh/h)	183	1073	429	762	1341	129	502	702	825	212	551	149
Future Volume (veh/h)	183	1073	429	762	1341	129	502	702	825	212	551	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	183	1073	429	762	1341	129	502	702	825	212	551	149
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	322	1288	400	936	2196	682	527	993	872	268	567	153
Arrive On Green	0.09	0.25	0.25	0.27	0.42	0.42	0.15	0.28	0.28	0.08	0.20	0.20
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	3510	3610	1610	3510	2811	757
Grp Volume(v), veh/h	183	1073	429	762	1341	129	502	702	825	212	353	347
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1755	1805	1610	1755	1805	1764
Q Serve(g_s), s	6.0	23.5	29.8	24.4	24.1	4.5	17.0	21.0	17.4	7.1	23.3	23.5
Cycle Q Clear(g_c), s	6.0	23.5	29.8	24.4	24.1	4.5	17.0	21.0	17.4	7.1	23.3	23.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.43
Lane Grp Cap(c), veh/h	322	1288	400	936	2196	682	527	993	872	268	364	356
V/C Ratio(X)	0.57	0.83	1.07	0.81	0.61	0.19	0.95	0.71	0.95	0.79	0.97	0.98
Avail Cap(c_a), veh/h	322	1288	400	936	2196	682	527	993	872	293	364	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.16	0.16	0.16	0.58	0.58	0.58	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	42.7	45.1	41.2	26.9	12.3	50.6	39.1	12.0	54.5	47.5	47.6
Incr Delay (d2), s/veh	0.4	1.1	41.2	3.3	0.7	0.4	27.8	4.2	19.8	12.6	40.2	41.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	10.1	16.4	10.9	10.0	2.3	9.5	9.8	15.8	3.6	14.5	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	43.8	86.3	44.5	27.7	12.6	78.4	43.4	31.8	67.1	87.7	89.5
LnGrp LOS	D	D	F	D	C	B	E	D	C	E	F	F
Approach Vol, veh/h		1685			2232			2029			912	
Approach Delay, s/veh		55.6			32.5			47.3			83.6	
Approach LOS		E			C			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.0	33.8	22.0	28.2	15.0	54.8	13.2	37.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	32.0	29.8	18.0	24.2	11.0	50.8	10.0	32.2				
Max Q Clear Time (g_c+20), s	20.4	31.8	19.0	25.5	8.0	26.1	9.1	23.0				
Green Ext Time (p_c), s	1.6	0.0	0.0	0.0	0.2	11.6	0.1	5.5				

Intersection Summary

HCM 6th Ctrl Delay	49.4
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.4: Nason St & Eucalyptus Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	296	297	430	360	32	222	859	473	22	1532	116
Future Volume (veh/h)	260	296	297	430	360	32	222	859	473	22	1532	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	260	296	297	430	360	32	222	859	473	22	1532	116
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	480	557	248	422	440	196	234	1519	678	205	1489	664
Arrive On Green	0.27	0.15	0.15	0.39	0.20	0.20	0.07	0.42	0.42	0.06	0.41	0.41
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	260	296	297	430	360	32	222	859	473	22	1532	116
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	14.8	9.1	18.5	28.0	11.4	2.0	7.6	21.7	13.9	0.7	49.5	2.4
Cycle Q Clear(g_c), s	14.8	9.1	18.5	28.0	11.4	2.0	7.6	21.7	13.9	0.7	49.5	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	480	557	248	422	440	196	234	1519	678	205	1489	664
V/C Ratio(X)	0.54	0.53	1.20	1.02	0.82	0.16	0.95	0.57	0.70	0.11	1.03	0.17
Avail Cap(c_a), veh/h	480	557	248	422	587	262	234	1519	678	205	1489	664
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	46.8	50.8	36.6	46.5	42.7	55.8	26.4	6.6	53.5	35.3	4.2
Incr Delay (d2), s/veh	1.2	1.0	120.7	45.3	5.8	0.3	44.6	1.5	5.9	0.2	31.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	4.2	15.8	16.0	5.1	0.8	4.8	9.6	5.4	0.3	27.5	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.0	47.7	171.5	82.0	52.3	43.1	100.4	27.9	12.5	53.8	66.3	4.8
LnGrp LOS	D	D	F	F	D	D	F	C	B	D	F	A
Approach Vol, veh/h		853			822			1554			1670	
Approach Delay, s/veh		88.2			67.5			33.6			61.8	
Approach LOS		F			E			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.0	54.5	32.0	22.5	12.0	53.5	35.9	18.6				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	50.5	28.0	18.5	8.0	49.5	27.0	19.5					
Max Q Clear Time (g_c+1), s	23.7	30.0	20.5	9.6	51.5	16.8	13.4					
Green Ext Time (p_c), s	0.0	9.1	0.0	0.0	0.0	0.0	0.5	1.2				
Intersection Summary												
HCM 6th Ctrl Delay					58.4							
HCM 6th LOS					E							

HCM 6th Signalized Intersection Summary
 Int.5: Nason St & Alessandro Blvd

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔	↑↑↑	↔
Traffic Volume (veh/h)	208	523	336	387	924	275	258	759	112	105	1133	265
Future Volume (veh/h)	208	523	336	387	924	275	258	759	112	105	1133	265
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	208	523	336	387	924	275	258	759	112	105	1133	265
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	268	953	296	456	1231	382	742	1772	550	382	1772	550
Arrive On Green	0.08	0.18	0.18	0.13	0.24	0.24	0.21	0.34	0.34	0.21	0.34	0.34
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	3510	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	208	523	336	387	924	275	258	759	112	105	1133	265
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1755	1729	1610	1810	1729	1610
Q Serve(g_s), s	7.0	11.0	14.5	12.9	19.8	18.9	7.5	13.5	4.1	5.8	22.1	15.6
Cycle Q Clear(g_c), s	7.0	11.0	14.5	12.9	19.8	18.9	7.5	13.5	4.1	5.8	22.1	15.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	268	953	296	456	1231	382	742	1772	550	382	1772	550
V/C Ratio(X)	0.78	0.55	1.14	0.85	0.75	0.72	0.35	0.43	0.20	0.27	0.64	0.48
Avail Cap(c_a), veh/h	351	1254	389	585	1599	496	742	1772	550	382	1772	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	44.5	21.3	51.0	42.5	42.1	40.3	30.5	13.7	39.6	33.3	31.1
Incr Delay (d2), s/veh	6.3	0.4	84.5	9.1	1.5	3.5	0.3	0.8	0.8	0.4	1.8	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	4.8	12.4	6.3	8.6	7.8	3.3	5.8	2.4	2.6	9.5	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.7	44.9	105.8	60.2	43.9	45.6	40.6	31.2	14.6	40.0	35.1	34.1
LnGrp LOS	E	D	F	E	D	D	D	C	B	D	D	C
Approach Vol, veh/h		1067			1586			1129			1503	
Approach Delay, s/veh		67.1			48.2			31.7			35.2	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.4	45.0	19.6	26.0	29.4	45.0	13.2	32.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	41.0	41.0	20.0	29.0	14.0	41.0	12.0	37.0				
Max Q Clear Time (g_c+1), s	15.5	15.5	14.9	16.5	9.5	24.1	9.0	21.8				
Green Ext Time (p_c), s	0.1	6.1	0.7	3.9	0.4	8.4	0.2	6.6				

Intersection Summary

HCM 6th Ctrl Delay	44.8
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.6: Nason St & Iris Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔	↔		↔↔	↑	↔
Traffic Volume (veh/h)	595	1344	20	30	1324	356	15	45	23	595	28	639
Future Volume (veh/h)	595	1344	20	30	1324	356	15	45	23	595	28	639
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	595	1344	20	30	1324	356	15	45	23	595	28	639
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	662	2399	745	227	1755	545	94	183	93	651	546	767
Arrive On Green	0.19	0.46	0.46	0.09	0.45	0.45	0.05	0.15	0.15	0.19	0.29	0.29
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1810	1185	606	3510	1900	1610
Grp Volume(v), veh/h	595	1344	20	30	1324	356	15	0	68	595	28	639
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1810	0	1791	1755	1900	1610
Q Serve(g_s), s	19.9	22.6	0.8	0.9	25.5	20.7	1.0	0.0	4.0	19.9	1.3	29.4
Cycle Q Clear(g_c), s	19.9	22.6	0.8	0.9	25.5	20.7	1.0	0.0	4.0	19.9	1.3	29.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	662	2399	745	227	1755	545	94	0	276	651	546	767
V/C Ratio(X)	0.90	0.56	0.03	0.13	0.75	0.65	0.16	0.00	0.25	0.91	0.05	0.83
Avail Cap(c_a), veh/h	731	2399	745	227	1755	545	106	0	276	673	546	767
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.39	0.39	0.39	0.72	0.72	0.72	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.6	23.4	17.6	51.7	28.8	27.5	54.4	0.0	44.6	47.9	30.9	14.5
Incr Delay (d2), s/veh	5.9	0.4	0.0	0.2	2.2	4.4	0.8	0.0	2.1	16.8	0.2	10.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	9.2	0.3	0.4	10.0	8.0	0.5	0.0	1.9	10.2	0.6	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	23.8	17.6	51.9	31.1	31.9	55.1	0.0	46.7	64.8	31.1	24.8
LnGrp LOS	D	C	B	D	C	C	E	A	D	E	C	C
Approach Vol, veh/h		1959			1710			83			1262	
Approach Delay, s/veh		32.7			31.6			48.3			43.8	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.8	59.5	10.2	38.5	26.6	44.6	26.2	22.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	55.5	7.0	34.5	25.0	37.5	23.0	18.5					
Max Q Clear Time (g_c+1), s	24.6	3.0	31.4	21.9	27.5	21.9	6.0					
Green Ext Time (p_c), s	0.0	12.4	0.0	0.9	0.8	6.9	0.3	0.2				

Intersection Summary

HCM 6th Ctrl Delay	35.4
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.7: Eucalyptus Ave & Fir Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	598	17	38	577	191	31	33	32	188	12	136
Future Volume (veh/h)	159	598	17	38	577	191	31	33	32	188	12	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	159	598	17	38	577	191	31	33	32	188	12	136
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	287	1594	711	76	1173	523	64	57	41	507	752	671
Arrive On Green	0.16	0.44	0.44	0.04	0.32	0.32	0.10	0.10	0.10	0.28	0.42	0.42
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	239	558	398	1810	1805	1610
Grp Volume(v), veh/h	159	598	17	38	577	191	96	0	0	188	12	136
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1195	0	0	1810	1805	1610
Q Serve(g_s), s	9.7	13.3	0.7	2.5	15.4	10.9	3.7	0.0	0.0	10.0	0.5	6.5
Cycle Q Clear(g_c), s	9.7	13.3	0.7	2.5	15.4	10.9	10.1	0.0	0.0	10.0	0.5	6.5
Prop In Lane	1.00		1.00	1.00		1.00	0.32		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	287	1594	711	76	1173	523	163	0	0	507	752	671
V/C Ratio(X)	0.55	0.38	0.02	0.50	0.49	0.36	0.59	0.00	0.00	0.37	0.02	0.20
Avail Cap(c_a), veh/h	287	1594	711	136	1173	523	262	0	0	507	752	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.88	0.88	0.88	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.6	22.4	18.9	56.3	32.5	31.0	52.7	0.0	0.0	34.7	20.6	22.3
Incr Delay (d2), s/veh	2.0	0.6	0.1	4.4	1.3	1.7	3.4	0.0	0.0	2.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	5.8	0.3	1.2	6.9	4.5	3.0	0.0	0.0	4.7	0.2	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.6	23.0	19.0	60.7	33.8	32.7	56.1	0.0	0.0	36.7	20.6	23.0
LnGrp LOS	D	C	B	E	C	C	E	A	A	D	C	C
Approach Vol, veh/h		774			806			96			336	
Approach Delay, s/veh		28.2			34.8			56.1			30.6	
Approach LOS		C			C			E			C	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	57.0		54.0	23.0	43.0	37.6	16.4				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	49.0			50.0	19.0	39.0	26.0	20.0				
Max Q Clear Time (g_c+1), s	15.3			8.5	11.7	17.4	12.0	12.1				
Green Ext Time (p_c), s	0.0	4.6		1.0	0.2	4.6	0.4	0.2				

Intersection Summary

HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 Int.8: Oliver St & Iris Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖		↖	↖	↖	↑	↖
Traffic Volume (veh/h)	339	906	44	45	1232	41	115	68	38	25	47	290
Future Volume (veh/h)	339	906	44	45	1232	41	115	68	38	25	47	290
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	339	906	44	45	1232	41	115	68	38	25	47	290
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	527	2402	746	159	1859	577	212	125	295	317	332	282
Arrive On Green	0.30	0.93	0.93	0.05	0.36	0.36	0.18	0.18	0.18	0.17	0.17	0.17
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1158	685	1610	1810	1900	1610
Grp Volume(v), veh/h	339	906	44	45	1232	41	183	0	38	25	47	290
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1842	0	1610	1810	1900	1610
Q Serve(g_s), s	10.1	2.4	0.3	1.5	24.0	2.0	10.8	0.0	2.4	1.4	2.5	21.0
Cycle Q Clear(g_c), s	10.1	2.4	0.3	1.5	24.0	2.0	10.8	0.0	2.4	1.4	2.5	21.0
Prop In Lane	1.00		1.00	1.00		1.00	0.63		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	527	2402	746	159	1859	577	338	0	295	317	333	282
V/C Ratio(X)	0.64	0.38	0.06	0.28	0.66	0.07	0.54	0.00	0.13	0.08	0.14	1.03
Avail Cap(c_a), veh/h	527	2402	746	205	1859	577	338	0	295	317	333	282
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	2.5	2.4	55.4	32.4	25.3	44.4	0.0	41.0	41.4	41.9	49.5
Incr Delay (d2), s/veh	2.0	0.3	0.1	1.0	1.9	0.2	6.1	0.0	0.9	0.5	0.9	61.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.7	0.1	0.7	10.3	0.8	5.5	0.0	1.0	0.7	1.3	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	2.8	2.5	56.4	34.3	25.6	50.6	0.0	41.9	41.9	42.8	110.8
LnGrp LOS	D	A	A	E	C	C	D	A	D	D	D	F
Approach Vol, veh/h		1289			1318			221			362	
Approach Delay, s/veh		12.9			34.8			49.1			97.2	
Approach LOS		B			C			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	59.6		25.0	22.0	47.0		26.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	54.0			21.0	18.0	43.0		22.0				
Max Q Clear Time (g_c+1), s	4.4			23.0	12.1	26.0		12.8				
Green Ext Time (p_c), s	0.0	8.2		0.0	0.6	8.4		0.7				
Intersection Summary												
HCM 6th Ctrl Delay												34.0
HCM 6th LOS												C

HCM 6th Signalized Intersection Summary
 Int.9: Moreno Beach Dr & SR-60 WB Ramps

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘		↗		↑↑	↗		↑↑	↗
Traffic Volume (veh/h)	0	0	0	324	0	11	0	588	615	0	621	149
Future Volume (veh/h)	0	0	0	324	0	11	0	588	615	0	621	149
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1900	0	1900	0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h				324	0	11	0	588	0	0	621	149
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				0	0	0	0	3490		0	3490	1556
Arrive On Green				0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.97	0.97
Sat Flow, veh/h				0		0	3705	1610		0	3705	1610
Grp Volume(v), veh/h				0.0		0	588	0	0	0	621	149
Grp Sat Flow(s),veh/h/ln				0		0	1805	1610		0	1805	1610
Q Serve(g_s), s							0.0	14.1	0.0	0.0	0.8	0.4
Cycle Q Clear(g_c), s							0.0	14.1	0.0	0.0	0.8	0.4
Prop In Lane							0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h							0	3490		0	3490	1556
V/C Ratio(X)							0.00	0.17		0.00	0.18	0.10
Avail Cap(c_a), veh/h							0	3490		0	3490	1556
HCM Platoon Ratio							1.00	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)							0.00	0.75	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh							0.0	6.2	0.0	0.0	0.1	0.1
Incr Delay (d2), s/veh							0.0	0.1	0.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	2.1	0.0	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	6.2	0.0	0.0	0.2	0.2
LnGrp LOS							A	A		A	A	A
Approach Vol, veh/h							588	A		770		
Approach Delay, s/veh							6.2			0.2		
Approach LOS							A			A		
Timer - Assigned Phs		2				6						
Phs Duration (G+Y+Rc), s		120.0				120.0						
Change Period (Y+Rc), s		4.0				4.0						
Max Green Setting (Gmax), s		53.0				53.0						
Max Q Clear Time (g_c+I1), s		16.1				2.8						
Green Ext Time (p_c), s		4.5				5.5						
Intersection Summary												
HCM 6th Ctrl Delay				2.8								
HCM 6th LOS				A								
Notes												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 Int.10: Moreno Beach Dr & SR-60 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	12	562	0	0	0	0	944	386	88	856	0
Future Volume (veh/h)	258	12	562	0	0	0	0	944	386	88	856	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	176	0	658				0	944	386	88	856	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	424	0	754				0	1772	790	317	2524	0
Arrive On Green	0.23	0.00	0.23				0.00	0.98	0.98	0.35	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3705	1610	1810	3705	0
Grp Volume(v), veh/h	176	0	658				0	944	386	88	856	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1610	1810	1805	0
Q Serve(g_s), s	9.9	0.0	23.6				0.0	1.2	1.0	4.2	0.0	0.0
Cycle Q Clear(g_c), s	9.9	0.0	23.6				0.0	1.2	1.0	4.2	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	424	0	754				0	1772	790	317	2524	0
V/C Ratio(X)	0.42	0.00	0.87				0.00	0.53	0.49	0.28	0.34	0.00
Avail Cap(c_a), veh/h	528	0	939				0	1772	790	317	2524	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.88	0.88	0.91	0.91	0.00
Uniform Delay (d), s/veh	39.0	0.0	44.2				0.0	0.6	0.6	33.5	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	7.7				0.0	1.0	1.9	2.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	10.2				0.0	0.5	0.6	1.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	0.0	51.9				0.0	1.6	2.5	35.5	0.3	0.0
LnGrp LOS	D	A	D				A	A	A	D	A	A
Approach Vol, veh/h		834						1330			944	
Approach Delay, s/veh		49.3						1.8			3.6	
Approach LOS		D						A			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	35.0	62.9	32.1	87.9								
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0								
Max Green Setting (Gmax), s	21.0	52.0	35.0	77.0								
Max Q Clear Time (g_c+1), s	10.2	3.2	25.6	2.0								
Green Ext Time (p_c), s	0.2	10.9	2.5	7.6								

Intersection Summary

HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 Int.11: Moreno Beach Dr & Eucalyptus Ave

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	449	170	133	46	193	122	166	760	67	243	758	432
Future Volume (veh/h)	449	170	133	46	193	122	166	760	67	243	758	432
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	449	170	133	46	193	122	166	760	67	243	758	432
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	529	219	185	245	360	161	226	2730	848	315	2862	888
Arrive On Green	0.15	0.12	0.12	0.14	0.10	0.10	0.06	0.53	0.53	0.09	0.55	0.55
Sat Flow, veh/h	3510	1900	1610	1810	3610	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	449	170	133	46	193	122	166	760	67	243	758	432
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	14.9	10.4	8.1	2.7	6.1	8.9	5.6	9.8	1.4	8.1	9.2	19.7
Cycle Q Clear(g_c), s	14.9	10.4	8.1	2.7	6.1	8.9	5.6	9.8	1.4	8.1	9.2	19.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	529	219	185	245	360	161	226	2730	848	315	2862	888
V/C Ratio(X)	0.85	0.78	0.72	0.19	0.54	0.76	0.73	0.28	0.08	0.77	0.26	0.49
Avail Cap(c_a), veh/h	761	586	496	245	632	282	351	2730	848	673	2862	888
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	49.6	51.6	37.2	46.0	51.4	52.6	55.1	15.8	4.6	53.4	14.1	16.5
Incr Delay (d2), s/veh	5.9	5.5	4.8	0.4	1.2	7.2	4.6	0.3	0.2	3.7	0.2	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	5.3	3.5	1.2	2.8	3.9	2.6	3.9	0.9	3.7	3.6	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.5	57.1	42.0	46.4	52.6	59.8	59.7	16.0	4.8	57.1	14.3	18.2
LnGrp LOS	E	E	D	D	D	E	E	B	A	E	B	B
Approach Vol, veh/h		752			361			993			1433	
Approach Delay, s/veh		53.5			54.2			22.6			22.8	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.8	67.2	20.3	17.8	11.7	70.2	22.1	16.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	23.0	34.0	10.0	37.0	12.0	45.0	26.0	21.0				
Max Q Clear Time (g_c+10), s	11.0	11.8	4.7	12.4	7.6	21.7	16.9	10.9				
Green Ext Time (p_c), s	0.7	5.7	0.0	1.4	0.2	7.4	1.2	1.1				
Intersection Summary												
HCM 6th Ctrl Delay											32.4	
HCM 6th LOS											C	

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	314	63	14	362	3	37	2	16	0	1	5
Future Vol, veh/h	12	314	63	14	362	3	37	2	16	0	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	25	85	-	25	120	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	314	63	14	362	3	37	2	16	0	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	365	0	0	377	0	0	548	731	157	572	791	181
Stage 1	-	-	-	-	-	-	338	338	-	390	390	-
Stage 2	-	-	-	-	-	-	210	393	-	182	401	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1205	-	-	1193	-	-	424	351	867	407	324	837
Stage 1	-	-	-	-	-	-	656	644	-	611	611	-
Stage 2	-	-	-	-	-	-	778	609	-	808	604	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1205	-	-	1193	-	-	413	343	867	392	317	837
Mov Cap-2 Maneuver	-	-	-	-	-	-	504	436	-	392	317	-
Stage 1	-	-	-	-	-	-	649	638	-	605	604	-
Stage 2	-	-	-	-	-	-	763	602	-	783	598	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			11.7			10.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	504	781	1205	-	-	1193	-	-	657
HCM Lane V/C Ratio	0.073	0.023	0.01	-	-	0.012	-	-	0.009
HCM Control Delay (s)	12.7	9.7	8	-	-	8.1	-	-	10.5
HCM Lane LOS	B	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0	-	-	0

HCM 6th Signalized Intersection Summary
 Int.13: Moreno Beach Dr & Alessandro Blvd

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	147	480	114	279	773	41	195	786	246	65	667	232
Future Volume (veh/h)	147	480	114	279	773	41	195	786	246	65	667	232
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	480	114	279	773	41	195	786	246	65	667	232
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	207	623	278	522	948	423	1007	2560	795	181	1340	416
Arrive On Green	0.06	0.17	0.17	0.15	0.26	0.26	0.29	0.49	0.49	0.05	0.26	0.26
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	147	480	114	279	773	41	195	786	246	65	667	232
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	4.9	15.2	7.6	8.8	24.1	1.9	5.0	10.9	6.3	2.1	13.1	15.0
Cycle Q Clear(g_c), s	4.9	15.2	7.6	8.8	24.1	1.9	5.0	10.9	6.3	2.1	13.1	15.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	207	623	278	522	948	423	1007	2560	795	181	1340	416
V/C Ratio(X)	0.71	0.77	0.41	0.53	0.82	0.10	0.19	0.31	0.31	0.36	0.50	0.56
Avail Cap(c_a), veh/h	351	1113	496	585	1354	604	1007	2560	795	263	1340	416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	47.4	44.2	47.2	41.5	23.6	32.3	18.1	6.0	55.0	37.9	38.6
Incr Delay (d2), s/veh	4.5	2.1	1.0	0.7	2.1	0.1	0.1	0.3	1.0	1.2	1.3	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	7.0	3.1	3.9	10.9	0.9	2.2	4.4	4.0	1.0	5.7	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.0	49.4	45.2	47.9	43.6	23.7	32.4	18.4	7.0	56.2	39.2	43.9
LnGrp LOS	E	D	D	D	D	C	C	B	A	E	D	D
Approach Vol, veh/h		741			1093			1227			964	
Approach Delay, s/veh		50.9			44.0			18.4			41.5	
Approach LOS		D			D			B			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	63.2	21.9	24.7	38.4	35.0	11.1	35.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	9.0	38.0	20.0	37.0	16.0	31.0	12.0	45.0				
Max Q Clear Time (g_c+I1), s	4.1	12.9	10.8	17.2	7.0	17.0	6.9	26.1				
Green Ext Time (p_c), s	0.0	6.9	0.6	3.5	0.4	4.6	0.2	5.4				

Intersection Summary

HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.14: Moreno Beach Dr & Cactus Ave

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗	↖	↖↗	↖↗↘	↖	↖↗	↖↗↘	↖
Traffic Volume (veh/h)	87	134	125	92	236	102	196	850	117	49	786	109
Future Volume (veh/h)	87	134	125	92	236	102	196	850	117	49	786	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	134	125	92	236	102	196	850	117	49	786	109
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	191	164	117	336	226	1193	3378	1153	165	1859	577
Arrive On Green	0.08	0.10	0.10	0.06	0.09	0.09	0.34	0.65	0.65	0.05	0.36	0.36
Sat Flow, veh/h	1810	1840	1581	1810	3610	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	87	131	128	92	236	102	196	850	117	49	786	109
Grp Sat Flow(s),veh/h/ln	1810	1805	1615	1810	1805	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	5.6	8.4	9.2	6.0	7.6	5.6	4.7	8.2	2.7	1.6	13.8	5.6
Cycle Q Clear(g_c), s	5.6	8.4	9.2	6.0	7.6	5.6	4.7	8.2	2.7	1.6	13.8	5.6
Prop In Lane	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	136	187	168	117	336	226	1193	3378	1153	165	1859	577
V/C Ratio(X)	0.64	0.70	0.76	0.79	0.70	0.45	0.16	0.25	0.10	0.30	0.42	0.19
Avail Cap(c_a), veh/h	271	376	337	271	752	411	1193	3378	1153	322	1859	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	52.0	52.3	55.3	52.8	30.8	27.7	8.7	5.2	55.3	29.1	26.5
Incr Delay (d2), s/veh	4.9	4.7	7.0	11.0	2.7	1.4	0.1	0.2	0.2	1.0	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	4.1	4.1	3.1	3.6	2.5	2.0	3.0	0.9	0.7	5.8	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	56.7	59.3	66.3	55.5	32.2	27.7	8.9	5.4	56.3	29.8	27.2
LnGrp LOS	E	E	E	E	E	C	C	A	A	E	C	C
Approach Vol, veh/h		346			430			1163			944	
Approach Delay, s/veh		58.2			52.3			11.7			30.9	
Approach LOS		E			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	82.2	11.8	16.5	44.8	47.0	13.0	15.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	50.0	18.0	25.0	18.0	43.0	18.0	25.0					
Max Q Clear Time (g_c+1), s	10.2	8.0	11.2	6.7	15.8	7.6	9.6					
Green Ext Time (p_c), s	0.0	7.7	0.1	1.2	0.5	6.5	0.1	1.6				

Intersection Summary

HCM 6th Ctrl Delay	29.6
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 Int.15: Moreno Beach Dr & John F Kennedy Dr

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗	↖	↖↗	↖↗↘	↖	↖↗	↖↗↘	↖
Traffic Volume (veh/h)	127	56	8	598	90	335	26	659	375	177	736	134
Future Volume (veh/h)	127	56	8	598	90	335	26	659	375	177	736	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	127	56	8	598	90	335	26	659	375	177	736	134
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	186	26	636	1171	522	858	2029	1196	231	1102	342
Arrive On Green	0.09	0.06	0.06	0.35	0.32	0.32	0.24	0.39	0.39	0.13	0.43	0.43
Sat Flow, veh/h	1810	3180	445	1810	3610	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	127	31	33	598	90	335	26	659	375	177	736	134
Grp Sat Flow(s),veh/h/ln	1810	1805	1820	1810	1805	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	8.3	2.0	2.1	38.4	2.1	21.3	0.7	10.6	9.4	5.8	13.7	5.6
Cycle Q Clear(g_c), s	8.3	2.0	2.1	38.4	2.1	21.3	0.7	10.6	9.4	5.8	13.7	5.6
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	155	105	106	636	1171	522	858	2029	1196	231	1102	342
V/C Ratio(X)	0.82	0.30	0.31	0.94	0.08	0.64	0.03	0.32	0.31	0.77	0.67	0.39
Avail Cap(c_a), veh/h	226	278	281	799	1700	758	858	2029	1196	263	1102	342
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	54.0	54.1	54.2	37.7	28.1	34.6	34.5	25.5	5.2	51.2	31.1	19.0
Incr Delay (d2), s/veh	14.2	1.6	1.6	16.7	0.0	1.3	0.0	0.4	0.7	10.9	3.1	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	1.0	1.0	19.7	0.9	8.5	0.3	4.5	3.0	2.8	5.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.2	55.7	55.8	54.4	28.1	35.9	34.5	25.9	5.9	62.1	34.2	22.2
LnGrp LOS	E	E	E	D	C	D	C	C	A	E	C	C
Approach Vol, veh/h		191			1023			1060			1047	
Approach Delay, s/veh		64.0			46.0			19.0			37.4	
Approach LOS		E			D			B			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.9	50.9	46.2	11.0	33.3	29.5	14.2	42.9				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	23.5	53.0	18.5	7.0	25.5	15.0	56.5					
Max Q Clear Time (g_c+1), s	12.6	40.4	4.1	2.7	15.7	10.3	23.3					
Green Ext Time (p_c), s	0.1	4.4	1.7	0.2	0.0	3.9	0.1	1.8				

Intersection Summary

HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D

Intersection						
Intersection Delay, s/veh	14.4					
Intersection LOS	F					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	278	55	803	213	25	337
Future Vol, veh/h	278	55	803	213	25	337
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	293	58	845	224	26	355
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left NB			WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right SB		WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	22.6	345.6	22.6
HCM LOS	C	F	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	7%
Vol Thru, %	79%	0%	0%	93%
Vol Right, %	21%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1016	278	55	362
LT Vol	0	278	0	25
Through Vol	803	0	0	337
RT Vol	213	0	55	0
Lane Flow Rate	1069	293	58	381
Geometry Grp	2	7	7	2
Degree of Util (X)	1.719	0.616	0.103	0.654
Departure Headway (Hd)	5.788	8.907	7.662	7.134
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	642	410	471	511
Service Time	3.788	6.607	5.362	5.134
HCM Lane V/C Ratio	1.665	0.715	0.123	0.746
HCM Control Delay	345.6	24.9	11.2	22.6
HCM Lane LOS	F	C	B	C
HCM 95th-tile Q	62.3	4	0.3	4.7

Intersection												
Intersection Delay, s/veh	29.5											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	58	11	11	367	8	229	6	705	99	14	583	25
Future Vol, veh/h	58	11	11	367	8	229	6	705	99	14	583	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	58	11	11	367	8	229	6	705	99	14	583	25
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	20.3	159.1	339.8	181.3
HCM LOS	C	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	72%	61%	2%
Vol Thru, %	87%	14%	1%	94%
Vol Right, %	12%	14%	38%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	810	80	604	622
LT Vol	6	58	367	14
Through Vol	705	11	8	583
RT Vol	99	11	229	25
Lane Flow Rate	810	80	604	622
Geometry Grp	1	1	1	1
Degree of Util (X)	1.684	0.215	1.25	1.302
Departure Headway (Hd)	8.763	13.593	9.038	9.479
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	421	266	405	392
Service Time	6.763	11.593	7.038	7.479
HCM Lane V/C Ratio	1.924	0.301	1.491	1.587
HCM Control Delay	339.8	20.3	159.1	181.3
HCM Lane LOS	F	C	F	F
HCM 95th-tile Q	41.4	0.8	21.2	22.6

Intersection	
Intersection Delay, s/veh	246.2
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	81	868	282	202	696	51
Future Vol, veh/h	81	868	282	202	696	51
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	81	868	282	202	696	51
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	337.5	66.8	246.4
HCM LOS	F	F	F

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	93%	0%	58%
Vol Thru, %	0%	9%	42%
Vol Right, %	7%	91%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	747	949	484
LT Vol	696	0	282
Through Vol	0	81	202
RT Vol	51	868	0
Lane Flow Rate	747	949	484
Geometry Grp	1	1	1
Degree of Util (X)	1.472	1.687	0.956
Departure Headway (Hd)	8.111	7.627	9.391
Convergence, Y/N	Yes	Yes	Yes
Cap	456	484	392
Service Time	6.111	5.627	7.391
HCM Lane V/C Ratio	1.638	1.961	1.235
HCM Control Delay	246.4	337.5	66.8
HCM Lane LOS	F	F	F
HCM 95th-tile Q	33.5	46.9	10.7

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕		↔	↕			↕			↕	
Traffic Vol, veh/h	2	205	0	0	336	0	0	0	0	2	0	0
Future Vol, veh/h	2	205	0	0	336	0	0	0	0	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	205	0	0	336	0	0	0	0	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	336	0	0	205	0	0	377	545	103	443	545	168
Stage 1	-	-	-	-	-	-	209	209	-	336	336	-
Stage 2	-	-	-	-	-	-	168	336	-	107	209	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1235	-	-	1378	-	-	560	449	938	503	449	853
Stage 1	-	-	-	-	-	-	779	733	-	657	645	-
Stage 2	-	-	-	-	-	-	823	645	-	893	733	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1235	-	-	1378	-	-	559	448	938	502	448	853
Mov Cap-2 Maneuver	-	-	-	-	-	-	619	514	-	559	515	-
Stage 1	-	-	-	-	-	-	777	732	-	656	645	-
Stage 2	-	-	-	-	-	-	823	645	-	892	732	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	11.5
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1235	-	-	1378	-	-	559
HCM Lane V/C Ratio	-	0.002	-	-	-	-	-	0.004
HCM Control Delay (s)		0	7.9	-	-	0	-	11.5
HCM Lane LOS		A	A	-	-	A	-	B
HCM 95th %tile Q(veh)		-	0	-	-	0	-	0

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	102	2	4	154	0	1	0	6	0	0	0
Future Vol, veh/h	0	102	2	4	154	0	1	0	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	102	2	4	154	0	1	0	6	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	154	0	0	104	0	0	188	265	52	213	266	77
Stage 1	-	-	-	-	-	-	103	103	-	162	162	-
Stage 2	-	-	-	-	-	-	85	162	-	51	104	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1511	-	-	1500	-	-	*861	702	1011	826	701	*1052
Stage 1	-	-	-	-	-	-	*897	814	-	915	818	-
Stage 2	-	-	-	-	-	-	*992	818	-	962	813	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	1511	-	-	1500	-	-	*859	700	1011	819	699	*1052
Mov Cap-2 Maneuver	-	-	-	-	-	-	*859	700	-	819	699	-
Stage 1	-	-	-	-	-	-	*897	814	-	915	816	-
Stage 2	-	-	-	-	-	-	*989	816	-	956	813	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			8.7			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	986	1511	-	-	1500	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-	0.003	-	-	-
HCM Control Delay (s)	8.7	0	-	-	7.4	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Vol, veh/h	0	102	0	0	154	0	1	0	18	0	0	0
Future Vol, veh/h	0	102	0	0	154	0	1	0	18	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	102	0	0	154	0	1	0	18	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	154	0	0	102	0	0	179	256	51	205	256	77
Stage 1	-	-	-	-	-	-	102	102	-	154	154	-
Stage 2	-	-	-	-	-	-	77	154	-	51	102	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1511	-	-	1503	-	-	*874	711	1013	837	711	*1052
Stage 1	-	-	-	-	-	-	*899	815	-	925	825	-
Stage 2	-	-	-	-	-	-	*992	825	-	962	815	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	1511	-	-	1503	-	-	*874	711	1013	822	711	*1052
Mov Cap-2 Maneuver	-	-	-	-	-	-	*874	711	-	822	711	-
Stage 1	-	-	-	-	-	-	*899	815	-	925	825	-
Stage 2	-	-	-	-	-	-	*992	825	-	945	815	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			8.7			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1005	1511	-	-	1503	-	-	-
HCM Lane V/C Ratio	0.019	-	-	-	-	-	-	-
HCM Control Delay (s)	8.7	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔			↔			↔	
Traffic Vol, veh/h	0	102	0	1	154	0	0	0	6	0	0	0
Future Vol, veh/h	0	102	0	1	154	0	0	0	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	102	0	1	154	0	0	0	6	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	154	0	0	102	0	0	181	258	51	207	258	77
Stage 1	-	-	-	-	-	-	102	102	-	156	156	-
Stage 2	-	-	-	-	-	-	79	156	-	51	102	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1511	-	-	1503	-	-	*871	709	1013	834	709	*1052
Stage 1	-	-	-	-	-	-	*899	815	-	923	823	-
Stage 2	-	-	-	-	-	-	*992	823	-	962	815	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	1511	-	-	1503	-	-	*871	708	1013	829	708	*1052
Mov Cap-2 Maneuver	-	-	-	-	-	-	*871	708	-	829	708	-
Stage 1	-	-	-	-	-	-	*899	815	-	923	822	-
Stage 2	-	-	-	-	-	-	*992	822	-	956	815	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1013	1511	-	-	1503	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-	0.001	-	-	-
HCM Control Delay (s)	8.6	0	-	-	7.4	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
 Int.24: Redlands Blvd & Ironwood Ave

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	141	65	70	73	21	88	489	116	21	985	141
Future Volume (veh/h)	99	141	65	70	73	21	88	489	116	21	985	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	99	141	65	70	73	21	88	489	116	21	985	141
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	154	207	91	106	163	45	959	2505	1117	103	1624	725
Arrive On Green	0.08	0.08	0.08	0.06	0.06	0.06	0.55	1.00	1.00	0.03	0.45	0.45
Sat Flow, veh/h	1810	2440	1072	1810	2793	773	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	99	103	103	70	46	48	88	489	116	21	985	141
Grp Sat Flow(s),veh/h/ln	1810	1805	1707	1810	1805	1761	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	6.4	6.6	7.1	4.5	3.0	3.2	1.4	0.0	0.0	0.7	24.8	6.3
Cycle Q Clear(g_c), s	6.4	6.6	7.1	4.5	3.0	3.2	1.4	0.0	0.0	0.7	24.8	6.3
Prop In Lane	1.00		0.63	1.00		0.44	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	154	153	145	106	106	103	959	2505	1117	103	1625	725
V/C Ratio(X)	0.64	0.67	0.71	0.66	0.44	0.46	0.09	0.20	0.10	0.20	0.61	0.19
Avail Cap(c_a), veh/h	317	316	299	302	301	293	959	2505	1117	205	1625	725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.1	53.3	53.5	55.3	54.6	54.7	20.1	0.0	0.0	56.9	25.0	19.9
Incr Delay (d2), s/veh	4.5	5.0	6.4	6.8	2.8	3.2	0.0	0.2	0.2	1.0	1.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.2	3.3	2.3	1.4	1.5	0.6	0.1	0.1	0.3	10.8	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	58.2	59.9	62.2	57.4	57.9	20.1	0.2	0.2	57.8	26.7	20.5
LnGrp LOS	E	E	E	E	E	E	C	A	A	E	C	C
Approach Vol, veh/h		305			164			693			1147	
Approach Delay, s/veh		58.6			59.6			2.7			26.5	
Approach LOS		E			E			A			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	87.3		14.2	36.8	58.0		11.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.0	56.0		21.0	9.0	54.0		20.0				
Max Q Clear Time (g_c+I1), s	2.7	2.0		9.1	3.4	26.8		6.5				
Green Ext Time (p_c), s	0.0	4.1		1.1	0.1	8.7		0.5				

Intersection Summary

HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 Int.25: Redlands Blvd & SR-60 WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↵	↔	↗		↕	↗		↕	↗
Traffic Volume (veh/h)	0	0	0	261	0	117	0	672	333	0	674	464
Future Volume (veh/h)	0	0	0	261	0	117	0	672	333	0	674	464
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1900	1900	1900	0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h				297	0	78	0	672	0	0	674	464
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				388	0	172	0	2983		0	2983	1330
Arrive On Green				0.11	0.00	0.11	0.00	1.00	0.00	0.00	1.00	1.00
Sat Flow, veh/h				3619	0	1610	0	3705	1610	0	3705	1610
Grp Volume(v), veh/h				297	0	78	0	672	0	0	674	464
Grp Sat Flow(s),veh/h/ln				1810	0	1610	0	1805	1610	0	1805	1610
Q Serve(g_s), s				9.6	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				9.6	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				388	0	172	0	2983		0	2983	1330
V/C Ratio(X)				0.77	0.00	0.45	0.00	0.23		0.00	0.23	0.35
Avail Cap(c_a), veh/h				1025	0	456	0	2983		0	2983	1330
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.94	0.00	0.00	0.89	0.89
Uniform Delay (d), s/veh				52.1	0.0	50.3	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				3.2	0.0	1.8	0.0	0.2	0.0	0.0	0.2	0.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.5	0.0	2.3	0.0	0.1	0.0	0.0	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				55.3	0.0	52.1	0.0	0.2	0.0	0.0	0.2	0.6
LnGrp LOS				E	A	D	A	A		A	A	A
Approach Vol, veh/h					375			672	A		1138	
Approach Delay, s/veh					54.6			0.2			0.4	
Approach LOS					D			A			A	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		103.1				103.1		16.9				
Change Period (Y+Rc), s		4.0				4.0		4.0				
Max Green Setting (Gmax), s		78.0				78.0		34.0				
Max Q Clear Time (g_c+I1), s		2.0				2.0		11.6				
Green Ext Time (p_c), s		5.5				8.0		1.3				

Intersection Summary

HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 Int.26: Redlands Blvd & SR-60 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	0	313	0	0	0	0	777	158	0	874	61
Future Volume (veh/h)	228	0	313	0	0	0	0	777	158	0	874	61
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	339	0	194				0	777	158	0	874	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	539	0	240				0	2831	1263	0	2831	
Arrive On Green	0.15	0.00	0.15				0.00	0.78	0.78	0.00	0.78	0.00
Sat Flow, veh/h	3619	0	1610				0	3705	1610	0	3705	1610
Grp Volume(v), veh/h	339	0	194				0	777	158	0	874	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1610	0	1805	1610
Q Serve(g_s), s	10.6	0.0	14.0				0.0	7.1	2.8	0.0	8.3	0.0
Cycle Q Clear(g_c), s	10.6	0.0	14.0				0.0	7.1	2.8	0.0	8.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	539	0	240				0	2831	1263	0	2831	
V/C Ratio(X)	0.63	0.00	0.81				0.00	0.27	0.13	0.00	0.31	
Avail Cap(c_a), veh/h	1237	0	550				0	2831	1263	0	2831	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.00	0.96	0.00
Uniform Delay (d), s/veh	47.9	0.0	49.4				0.0	3.6	3.1	0.0	3.7	0.0
Incr Delay (d2), s/veh	1.2	0.0	6.4				0.0	0.2	0.2	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	6.0				0.0	2.2	0.8	0.0	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.2	0.0	55.8				0.0	3.8	3.3	0.0	4.0	0.0
LnGrp LOS	D	A	E				A	A	A	A	A	
Approach Vol, veh/h	533						935			874		
Approach Delay, s/veh	51.6						3.7			4.0		
Approach LOS	D						A			A		
Timer - Assigned Phs	2		4		6							
Phs Duration (G+Y+Rc), s	98.1		21.9		98.1							
Change Period (Y+Rc), s	4.0		4.0		4.0							
Max Green Setting (Gmax), s	71.0		41.0		71.0							
Max Q Clear Time (g_c+I1), s	9.1		16.0		10.3							
Green Ext Time (p_c), s	7.3		1.9		7.8							

Intersection Summary

HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection									
Intersection Delay, s/veh 8.6									
Intersection LOS A									
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		2		
Conflicting Circle Lanes	2		2		2		2		
Adj Approach Flow, veh/h	205		425		782		1188		
Demand Flow Rate, veh/h	205		425		782		1188		
Vehicles Circulating, veh/h	1046		704		415		194		
Vehicles Exiting, veh/h	336		493		836		935		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	9.1		8.6		8.3		8.8		
Approach LOS	A		A		A		A		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	
Designated Moves	L	LTR	LT	R	LT	TR	LT	TR	
Assumed Moves	L	TR	LT	R	LT	TR	LT	TR	
RT Channelized									
Lane Util	0.312	0.688	0.315	0.685	0.471	0.529	0.470	0.530	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328	
Entry Flow, veh/h	64	141	134	291	368	414	558	630	
Cap Entry Lane, veh/h	516	584	706	781	921	998	1129	1204	
Entry HV Adj Factor	1.000	1.000	1.000	1.000	0.999	1.001	1.001	0.999	
Flow Entry, veh/h	64	141	134	291	368	414	558	630	
Cap Entry, veh/h	516	584	706	781	920	999	1130	1204	
V/C Ratio	0.124	0.242	0.190	0.373	0.399	0.415	0.494	0.523	
Control Delay, s/veh	8.6	9.3	7.2	9.2	8.5	8.2	8.7	8.8	
LOS	A	A	A	A	A	A	A	A	
95th %tile Queue, veh	0	1	1	2	2	2	3	3	

HCM 6th Signalized Intersection Summary
 Int.30: Redlands Blvd & Encilia Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕		↵	↕		↵	↕	↵
Traffic Volume (veh/h)	84	16	2	25	38	80	2	658	29	97	552	114
Future Volume (veh/h)	84	16	2	25	38	80	2	658	29	97	552	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	16	2	25	38	80	2	658	29	97	552	114
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	109	311	38	62	127	113	7	2311	102	124	2601	1160
Arrive On Green	0.06	0.10	0.10	0.03	0.07	0.07	0.01	1.00	1.00	0.07	0.72	0.72
Sat Flow, veh/h	1810	3237	397	1810	1805	1610	1810	3522	155	1810	3610	1610
Grp Volume(v), veh/h	84	9	9	25	38	80	2	337	350	97	552	114
Grp Sat Flow(s),veh/h/ln	1810	1805	1829	1810	1805	1610	1810	1805	1872	1810	1805	1610
Q Serve(g_s), s	5.0	0.5	0.5	1.5	2.2	5.3	0.1	0.0	0.0	5.8	5.5	2.3
Cycle Q Clear(g_c), s	5.0	0.5	0.5	1.5	2.2	5.3	0.1	0.0	0.0	5.8	5.5	2.3
Prop In Lane	1.00		0.22	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	109	174	176	62	127	113	7	1184	1228	124	2601	1160
V/C Ratio(X)	0.77	0.05	0.05	0.41	0.30	0.71	0.29	0.28	0.28	0.78	0.21	0.10
Avail Cap(c_a), veh/h	280	459	465	148	328	293	263	1184	1228	263	2601	1160
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	45.1	45.2	52.0	48.6	50.0	54.4	0.0	0.0	50.4	5.1	4.6
Incr Delay (d2), s/veh	11.1	0.1	0.1	4.3	1.3	7.9	21.9	0.6	0.6	10.4	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.2	0.2	0.7	1.0	2.4	0.1	0.2	0.2	3.0	1.9	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	45.3	45.3	56.3	49.9	57.9	76.3	0.6	0.6	60.8	5.3	4.8
LnGrp LOS	E	D	D	E	D	E	E	A	A	E	A	A
Approach Vol, veh/h		102			143			689			763	
Approach Delay, s/veh		59.1			55.5			0.8			12.2	
Approach LOS		E			E			A			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	76.2	7.7	14.6	4.4	83.3	10.6	11.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	16.0	41.0	9.0	28.0	16.0	41.0	17.0	20.0				
Max Q Clear Time (g_c+I1), s	7.8	2.0	3.5	2.5	2.1	7.5	7.0	7.3				
Green Ext Time (p_c), s	0.1	4.8	0.0	0.0	0.0	4.6	0.1	0.4				

Intersection Summary

HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
 Int.31: Redlands Blvd & Cottonwood Ave

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	51	39	501	576	32
Future Volume (veh/h)	34	51	39	501	576	32
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	51	39	501	576	32
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	0	0	80	3479	3187	1422
Arrive On Green	0.00	0.00	0.01	0.32	1.00	1.00
Sat Flow, veh/h	0		1810	3705	3705	1610
Grp Volume(v), veh/h	0.0		39	501	576	32
Grp Sat Flow(s),veh/h/ln			1810	1805	1805	1610
Q Serve(g_s), s			2.4	10.9	0.0	0.0
Cycle Q Clear(g_c), s			2.4	10.9	0.0	0.0
Prop In Lane			1.00			1.00
Lane Grp Cap(c), veh/h			80	3479	3187	1422
V/C Ratio(X)			0.49	0.14	0.18	0.02
Avail Cap(c_a), veh/h			263	3479	3187	1422
HCM Platoon Ratio			0.33	0.33	1.33	1.33
Upstream Filter(I)			0.95	0.95	0.99	0.99
Uniform Delay (d), s/veh			53.0	5.1	0.0	0.0
Incr Delay (d2), s/veh			4.3	0.1	0.1	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			1.2	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			57.2	5.2	0.1	0.0
LnGrp LOS			E	A	A	A
Approach Vol, veh/h				540	608	
Approach Delay, s/veh				8.9	0.1	
Approach LOS				A	A	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		110.0			8.9	101.1
Change Period (Y+Rc), s		4.0			4.0	4.0
Max Green Setting (Gmax), s		77.0			16.0	57.0
Max Q Clear Time (g_c+I1), s		12.9			4.4	2.0
Green Ext Time (p_c), s		3.9			0.0	4.6
Intersection Summary						
HCM 6th Ctrl Delay			4.3			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 Int.32: Redlands Blvd & Alessandro Blvd

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖	↑↑	↖	↖	↑↑	↖
Traffic Volume (veh/h)	218	412	45	120	579	90	27	363	115	81	371	250
Future Volume (veh/h)	218	412	45	120	579	90	27	363	115	81	371	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	218	412	45	120	579	90	27	363	115	81	371	250
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	293	811	362	218	734	327	65	1839	820	105	1921	857
Arrive On Green	0.08	0.22	0.22	0.06	0.20	0.20	0.04	0.51	0.51	0.12	1.00	1.00
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	218	412	45	120	579	90	27	363	115	81	371	250
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	6.7	11.0	2.5	3.7	16.7	5.2	1.6	6.0	4.1	4.8	0.0	0.0
Cycle Q Clear(g_c), s	6.7	11.0	2.5	3.7	16.7	5.2	1.6	6.0	4.1	4.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	811	362	218	734	327	65	1839	820	105	1921	857
V/C Ratio(X)	0.75	0.51	0.12	0.55	0.79	0.27	0.42	0.20	0.14	0.77	0.19	0.29
Avail Cap(c_a), veh/h	606	1346	600	351	1083	483	148	1839	820	230	1921	857
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	49.3	37.3	34.0	50.1	41.6	37.0	51.9	14.7	14.2	47.9	0.0	0.0
Incr Delay (d2), s/veh	3.1	0.4	0.1	2.2	2.4	0.4	4.2	0.2	0.4	10.9	0.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	4.9	1.0	1.7	7.6	2.1	0.8	2.5	1.6	2.4	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.4	37.7	34.1	52.3	44.0	37.4	56.2	14.9	14.6	58.8	0.2	0.9
LnGrp LOS	D	D	C	D	D	D	E	B	B	E	A	A
Approach Vol, veh/h		675			789			505			702	
Approach Delay, s/veh		42.2			44.5			17.1			7.2	
Approach LOS		D			D			B			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	60.1	10.8	28.7	7.9	62.5	13.2	26.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	14.0	28.0	11.0	41.0	9.0	33.0	19.0	33.0				
Max Q Clear Time (g_c+1), s	10.8	8.0	5.7	13.0	3.6	2.0	8.7	18.7				
Green Ext Time (p_c), s	0.1	2.7	0.1	3.0	0.0	3.5	0.5	3.6				
Intersection Summary												
HCM 6th Ctrl Delay											28.9	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 Int.33: John F Kennedy Dr/Redlands Blvd & Cactus Ave

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	58	118	177	45	62	39	313	35	69	483	145
Future Volume (veh/h)	129	58	118	177	45	62	39	313	35	69	483	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	129	58	118	177	45	62	39	313	35	69	483	145
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	160	173	154	212	224	200	80	1919	213	101	2157	962
Arrive On Green	0.09	0.10	0.10	0.12	0.12	0.12	0.04	0.59	0.59	0.06	0.60	0.60
Sat Flow, veh/h	1810	1805	1610	1810	1805	1610	1810	3276	363	1810	3610	1610
Grp Volume(v), veh/h	129	58	118	177	45	62	39	171	177	69	483	145
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1835	1810	1805	1610
Q Serve(g_s), s	7.7	3.3	7.9	10.5	2.5	3.9	2.3	4.8	4.9	4.1	6.8	4.4
Cycle Q Clear(g_c), s	7.7	3.3	7.9	10.5	2.5	3.9	2.3	4.8	4.9	4.1	6.8	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	160	173	154	212	224	200	80	1057	1075	101	2157	962
V/C Ratio(X)	0.80	0.34	0.76	0.84	0.20	0.31	0.49	0.16	0.16	0.68	0.22	0.15
Avail Cap(c_a), veh/h	378	345	307	444	410	366	181	1057	1075	230	2157	962
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.2	46.5	48.5	47.5	43.3	43.9	51.3	10.4	10.4	51.0	10.3	9.8
Incr Delay (d2), s/veh	9.0	1.1	7.6	8.4	0.4	0.9	4.5	0.3	0.3	7.8	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	1.5	3.5	5.2	1.1	1.6	1.1	1.9	2.0	2.1	2.7	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.2	47.6	56.2	56.0	43.7	44.7	55.8	10.8	10.8	58.8	10.5	10.1
LnGrp LOS	E	D	E	E	D	D	E	B	B	E	B	B
Approach Vol, veh/h		305		284		387		697				
Approach Delay, s/veh		55.4		51.6		15.3		15.2				
Approach LOS		E		D		B		B				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	68.4	16.9	14.5	8.9	69.7	13.7	17.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	14.0	32.0	27.0	21.0	11.0	35.0	23.0	25.0				
Max Q Clear Time (g_c+10), s	10.1	6.9	12.5	9.9	4.3	8.8	9.7	5.9				
Green Ext Time (p_c), s	0.1	2.1	0.4	0.7	0.0	3.9	0.2	0.5				
Intersection Summary												
HCM 6th Ctrl Delay				28.7								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 Int.34: WLC Pkwy & Eucalyptus Ave

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	21	140	178	25	84	141	1303	67	70	1020	350
Future Volume (veh/h)	93	21	140	178	25	84	141	1303	67	70	1020	350
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	93	21	140	178	25	84	141	1303	67	70	1020	350
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	389	174	211	572	255	172	1941	100	109	1878	838
Arrive On Green	0.07	0.11	0.11	0.12	0.16	0.16	0.10	0.56	0.56	0.06	0.52	0.52
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3493	179	1810	3610	1610
Grp Volume(v), veh/h	93	21	140	178	25	84	141	672	698	70	1020	350
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1868	1810	1805	1610
Q Serve(g_s), s	5.1	0.5	8.5	9.6	0.6	4.6	7.6	26.4	26.5	3.8	18.9	13.3
Cycle Q Clear(g_c), s	5.1	0.5	8.5	9.6	0.6	4.6	7.6	26.4	26.5	3.8	18.9	13.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	119	389	174	211	572	255	172	1003	1038	109	1878	838
V/C Ratio(X)	0.78	0.05	0.81	0.84	0.04	0.33	0.82	0.67	0.67	0.64	0.54	0.42
Avail Cap(c_a), veh/h	199	650	290	253	758	338	217	1003	1038	127	1878	838
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	40.0	43.6	43.3	35.6	37.3	44.4	15.7	15.8	46.0	16.0	14.7
Incr Delay (d2), s/veh	10.5	0.1	8.5	19.3	0.0	0.7	17.4	3.6	3.5	8.5	1.1	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.2	3.8	5.4	0.3	1.9	4.2	11.1	11.5	1.9	7.7	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	40.1	52.1	62.6	35.7	38.1	61.8	19.3	19.2	54.5	17.2	16.2
LnGrp LOS	E	D	D	E	D	D	E	B	B	D	B	B
Approach Vol, veh/h		254			287			1511			1440	
Approach Delay, s/veh		52.7			53.1			23.2			18.8	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	59.6	15.7	14.8	13.5	56.0	10.6	19.9				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	45.0	14.0	18.0	12.0	40.0	11.0	21.0					
Max Q Clear Time (g_c+1), s	28.5	11.6	10.5	9.6	20.9	7.1	6.6					
Green Ext Time (p_c), s	0.0	8.8	0.1	0.3	0.1	8.7	0.1	0.3				
Intersection Summary												
HCM 6th Ctrl Delay											26.0	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 Int.1: Kitching St & Iris Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	1118	176	740	1038	145	93	283	786	139	310	134
Future Volume (veh/h)	154	1118	176	740	1038	145	93	283	786	139	310	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	154	1118	176	740	1038	145	93	283	786	139	310	134
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	183	1113	496	618	1981	978	106	286	255	106	391	166
Arrive On Green	0.10	0.31	0.31	0.34	0.55	0.55	0.06	0.16	0.16	0.06	0.16	0.16
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	1805	1610	1810	2471	1045
Grp Volume(v), veh/h	154	1118	176	740	1038	145	93	283	786	139	225	219
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1610	1810	1805	1712
Q Serve(g_s), s	10.0	37.0	8.3	41.0	21.9	4.7	6.1	18.8	19.0	7.0	14.4	14.8
Cycle Q Clear(g_c), s	10.0	37.0	8.3	41.0	21.9	4.7	6.1	18.8	19.0	7.0	14.4	14.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	183	1113	496	618	1981	978	106	286	255	106	286	271
V/C Ratio(X)	0.84	1.00	0.35	1.20	0.52	0.15	0.88	0.99	3.08	1.32	0.79	0.81
Avail Cap(c_a), veh/h	271	1113	496	618	1981	978	106	286	255	106	286	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.49	0.49	0.49	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	41.5	21.6	39.5	17.1	10.2	56.1	50.4	50.5	56.5	48.5	48.8
Incr Delay (d2), s/veh	14.0	28.0	2.0	96.6	0.5	0.2	52.1	50.8	947.7	194.5	19.3	22.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	20.6	3.4	34.5	9.0	1.7	4.3	12.5	74.7	8.9	8.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.0	69.5	23.6	136.1	17.6	10.3	108.2	101.2	998.2	251.0	67.8	71.1
LnGrp LOS	E	F	C	F	B	B	F	F	F	F	E	E
Approach Vol, veh/h		1448			1923			1162			583	
Approach Delay, s/veh		63.7			62.7			708.5			112.7	
Approach LOS		E			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	45.0	41.0	11.0	23.0	16.1	69.9	11.0	23.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	41.0	37.0	7.0	19.0	18.0	60.0	7.0	19.0				
Max Q Clear Time (g_c+I1), s	43.0	39.0	8.1	16.8	12.0	23.9	9.0	21.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.2	10.1	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	215.4
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary
 Int.2: Lasselle St & Alessandro Blvd

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔	↑↑	↔	↔	↑↑	↔
Traffic Volume (veh/h)	157	1514	253	186	1172	101	209	458	197	83	645	109
Future Volume (veh/h)	157	1514	253	186	1172	101	209	458	197	83	645	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	157	1514	253	186	1172	101	209	458	197	83	645	109
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	420	1744	541	242	1482	653	239	1233	661	217	1189	530
Arrive On Green	0.12	0.34	0.34	0.07	0.29	0.29	0.13	0.34	0.34	0.12	0.33	0.33
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	157	1514	253	186	1172	101	209	458	197	83	645	109
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	4.9	32.8	14.8	6.3	25.0	0.0	13.6	11.5	6.2	5.1	17.5	4.2
Cycle Q Clear(g_c), s	4.9	32.8	14.8	6.3	25.0	0.0	13.6	11.5	6.2	5.1	17.5	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	420	1744	541	242	1482	653	239	1233	661	217	1189	530
V/C Ratio(X)	0.37	0.87	0.47	0.77	0.79	0.15	0.87	0.37	0.30	0.38	0.54	0.21
Avail Cap(c_a), veh/h	420	1815	564	263	1772	743	317	1233	661	217	1189	530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	37.3	31.4	54.9	39.6	22.6	51.1	29.8	10.9	48.7	32.9	15.1
Incr Delay (d2), s/veh	0.6	4.7	0.6	8.5	1.5	0.1	18.5	0.9	1.2	1.1	1.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	14.5	5.9	3.0	10.8	1.8	7.4	5.1	2.8	2.4	7.9	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.2	42.0	32.0	63.4	41.0	22.7	69.5	30.6	12.1	49.8	34.6	16.0
LnGrp LOS	D	D	C	E	D	C	E	C	B	D	C	B
Approach Vol, veh/h		1924			1459			864			837	
Approach Delay, s/veh		41.3			42.6			35.8			33.7	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.4	45.0	12.3	44.3	19.9	43.5	18.3	38.3				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	12.0	41.0	9.0	42.0	21.0	32.0	10.0	41.0				
Max Q Clear Time (g_c+1), s	12.0	13.5	8.3	34.8	15.6	19.5	6.9	27.0				
Green Ext Time (p_c), s	0.1	3.9	0.0	5.5	0.3	3.8	0.1	7.3				

Intersection Summary

HCM 6th Ctrl Delay	39.5
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.3: Lasselle St & Iris Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	300	1213	500	987	1507	164	341	654	623	379	816	164
Future Volume (veh/h)	300	1213	500	987	1507	164	341	654	623	379	816	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	300	1213	500	987	1507	164	341	654	623	379	816	164
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	439	1279	397	936	2014	625	322	831	800	432	784	157
Arrive On Green	0.13	0.25	0.25	0.27	0.39	0.39	0.09	0.23	0.23	0.12	0.26	0.26
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	3510	3610	1610	3510	2995	602
Grp Volume(v), veh/h	300	1213	500	987	1507	164	341	654	623	379	492	488
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1755	1805	1610	1755	1805	1792
Q Serve(g_s), s	9.8	27.6	29.6	32.0	30.1	5.7	11.0	20.4	11.9	12.7	31.4	31.4
Cycle Q Clear(g_c), s	9.8	27.6	29.6	32.0	30.1	5.7	11.0	20.4	11.9	12.7	31.4	31.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	439	1279	397	936	2014	625	322	831	800	432	472	469
V/C Ratio(X)	0.68	0.95	1.26	1.05	0.75	0.26	1.06	0.79	0.78	0.88	1.04	1.04
Avail Cap(c_a), veh/h	439	1279	397	936	2014	625	322	831	800	439	472	469
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.26	0.26	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.2	44.4	45.2	44.0	31.6	11.9	54.5	43.4	10.1	51.7	44.3	44.3
Incr Delay (d2), s/veh	0.4	2.1	118.5	31.9	0.7	0.3	66.8	7.4	7.4	17.6	52.6	52.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	12.0	24.8	17.9	12.5	3.1	7.8	10.0	8.2	6.7	20.8	20.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	46.6	163.7	75.9	32.3	12.2	121.3	50.9	17.4	69.4	96.9	97.0
LnGrp LOS	D	D	F	F	C	B	F	D	B	E	F	F
Approach Vol, veh/h		2013			2658			1618			1359	
Approach Delay, s/veh		76.3			47.3			52.8			89.2	
Approach LOS		E			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.0	33.6	15.0	35.4	19.0	50.6	18.8	31.6				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	32.0	29.6	11.0	31.4	15.0	46.6	15.0	27.4				
Max Q Clear Time (g_c+R), s	34.0	31.6	13.0	33.4	11.8	32.1	14.7	22.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.3	9.5	0.0	2.9				
Intersection Summary												
HCM 6th Ctrl Delay											63.5	
HCM 6th LOS											E	

HCM 6th Signalized Intersection Summary
 Int.4: Nason St & Eucalyptus Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	523	209	531	409	15	125	1434	606	28	1195	117
Future Volume (veh/h)	77	523	209	531	409	15	125	1434	606	28	1195	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	523	209	531	409	15	125	1434	606	28	1195	117
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	557	248	498	1352	603	205	1369	611	205	1369	611
Arrive On Green	0.05	0.15	0.15	0.46	0.63	0.63	0.06	0.38	0.38	0.06	0.38	0.38
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	77	523	209	531	409	15	125	1434	606	28	1195	117
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	5.0	17.2	12.9	33.0	6.3	0.3	4.2	45.5	20.2	0.9	36.9	4.7
Cycle Q Clear(g_c), s	5.0	17.2	12.9	33.0	6.3	0.3	4.2	45.5	20.2	0.9	36.9	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	557	248	498	1352	603	205	1369	611	205	1369	611
V/C Ratio(X)	0.78	0.94	0.84	1.07	0.30	0.02	0.61	1.05	0.99	0.14	0.87	0.19
Avail Cap(c_a), veh/h	166	557	248	498	1352	603	205	1369	611	205	1369	611
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	50.2	35.8	32.4	15.2	9.0	55.2	37.3	7.5	53.6	34.6	16.2
Incr Delay (d2), s/veh	12.4	24.2	22.2	53.1	0.1	0.0	5.2	37.8	34.7	0.3	7.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	9.6	6.6	19.5	2.4	0.2	2.0	26.8	12.1	0.4	17.4	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.5	74.4	58.0	85.5	15.3	9.1	60.4	75.1	42.2	53.9	42.5	16.8
LnGrp LOS	E	E	E	F	B	A	E	F	D	D	D	B
Approach Vol, veh/h		809			955			2165			1340	
Approach Delay, s/veh		69.6			54.3			65.0			40.5	
Approach LOS		E			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.0	49.5	37.0	22.5	11.0	49.5	10.5	49.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	45.5	33.0	18.5	7.0	45.5	11.0	40.5					
Max Q Clear Time (g_c+1), s	47.5	35.0	19.2	6.2	38.9	7.0	8.3					
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	4.4	0.0	3.0				

Intersection Summary

HCM 6th Ctrl Delay	57.5
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
 Int.5: Nason St & Alessandro Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔	↑↑↑	↔
Traffic Volume (veh/h)	352	1057	282	150	816	155	346	1125	377	188	1063	229
Future Volume (veh/h)	352	1057	282	150	816	155	346	1125	377	188	1063	229
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	352	1057	282	150	816	155	346	1125	377	188	1063	229
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	419	1324	411	208	1012	314	739	1643	510	426	1772	550
Arrive On Green	0.12	0.26	0.26	0.06	0.20	0.20	0.21	0.32	0.32	0.24	0.34	0.34
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	3510	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	352	1057	282	150	816	155	346	1125	377	188	1063	229
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1755	1729	1610	1810	1729	1610
Q Serve(g_s), s	11.8	22.9	11.9	5.0	18.0	10.3	10.4	22.7	20.5	10.6	20.4	13.1
Cycle Q Clear(g_c), s	11.8	22.9	11.9	5.0	18.0	10.3	10.4	22.7	20.5	10.6	20.4	13.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	419	1324	411	208	1012	314	739	1643	510	426	1772	550
V/C Ratio(X)	0.84	0.80	0.69	0.72	0.81	0.49	0.47	0.68	0.74	0.44	0.60	0.42
Avail Cap(c_a), veh/h	527	1513	470	293	1167	362	739	1643	510	426	1772	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	41.8	15.9	55.5	46.1	43.0	41.5	35.8	24.3	39.1	32.7	30.3
Incr Delay (d2), s/veh	5.7	1.6	2.0	5.1	3.8	1.2	0.5	2.3	9.3	0.7	1.5	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	9.9	4.6	2.4	8.1	4.2	4.5	9.9	9.0	4.8	8.7	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	43.4	17.9	60.6	49.9	44.2	41.9	38.1	33.6	39.8	34.2	32.6
LnGrp LOS	E	D	B	E	D	D	D	D	C	D	C	C
Approach Vol, veh/h		1691			1121			1848			1480	
Approach Delay, s/veh		42.1			50.5			37.9			34.7	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.3	42.0	11.1	34.6	29.3	45.0	18.3	27.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	38.0	38.0	10.0	35.0	18.0	41.0	18.0	27.0				
Max Q Clear Time (g_c+1/2), s	12.6	24.7	7.0	24.9	12.4	22.4	13.8	20.0				
Green Ext Time (p_c), s	0.3	7.6	0.1	5.8	0.6	8.2	0.5	3.4				
Intersection Summary												
HCM 6th Ctrl Delay											40.6	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary
 Int.6: Nason St & Iris Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔	↔		↔↔	↑	↔
Traffic Volume (veh/h)	584	1590	21	41	1579	678	34	47	42	397	71	853
Future Volume (veh/h)	584	1590	21	41	1579	678	34	47	42	397	71	853
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	584	1590	21	41	1579	678	34	47	42	397	71	853
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	674	2788	865	205	2094	650	106	143	127	410	404	652
Arrive On Green	0.19	0.54	0.54	0.02	0.13	0.13	0.06	0.15	0.15	0.12	0.21	0.21
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1810	925	826	3510	1900	1610
Grp Volume(v), veh/h	584	1590	21	41	1579	678	34	0	89	397	71	853
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1810	0	1751	1755	1900	1610
Q Serve(g_s), s	19.3	24.5	0.7	1.4	35.2	33.6	2.2	0.0	5.4	13.5	3.7	25.5
Cycle Q Clear(g_c), s	19.3	24.5	0.7	1.4	35.2	33.6	2.2	0.0	5.4	13.5	3.7	25.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	674	2788	865	205	2094	650	106	0	270	410	404	652
V/C Ratio(X)	0.87	0.57	0.02	0.20	0.75	1.04	0.32	0.00	0.33	0.97	0.18	1.31
Avail Cap(c_a), veh/h	936	2788	865	205	2094	650	106	0	270	410	404	652
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.35	0.35	0.35	0.89	0.89	0.89	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	18.5	13.0	56.1	46.3	24.9	54.2	0.0	45.2	52.8	38.7	22.4
Incr Delay (d2), s/veh	2.4	0.3	0.0	0.4	2.3	45.0	1.7	0.0	3.2	36.4	0.9	150.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	9.6	0.3	0.6	16.8	22.4	1.0	0.0	2.6	8.0	1.8	43.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.4	18.8	13.0	56.5	48.6	70.0	56.0	0.0	48.5	89.2	39.6	172.4
LnGrp LOS	D	B	B	E	D	F	E	A	D	F	D	F
Approach Vol, veh/h		2195			2298			123			1321	
Approach Delay, s/veh		26.9			55.0			50.5			140.3	
Approach LOS		C			E			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	68.5	11.0	29.5	27.1	52.4	18.0	22.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	64.5	7.0	25.5	32.0	39.5	14.0	18.5				
Max Q Clear Time (g_c+1), s	4.2	26.5	4.2	27.5	21.3	37.2	15.5	7.4				
Green Ext Time (p_c), s	0.0	16.9	0.0	0.0	1.7	2.1	0.0	0.3				

Intersection Summary

HCM 6th Ctrl Delay	63.5
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
 Int.7: Eucalyptus Ave & Fir Ave

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	971	48	60	796	267	25	21	12	287	36	146
Future Volume (veh/h)	117	971	48	60	796	267	25	21	12	287	36	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	117	971	48	60	796	267	25	21	12	287	36	146
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	226	1472	657	91	1203	537	62	47	17	583	797	711
Arrive On Green	0.13	0.41	0.41	0.05	0.33	0.33	0.09	0.09	0.09	0.32	0.44	0.44
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	226	541	200	1810	1805	1610
Grp Volume(v), veh/h	117	971	48	60	796	267	58	0	0	287	36	146
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	967	0	0	1810	1805	1610
Q Serve(g_s), s	7.3	26.1	2.2	3.9	22.6	15.9	1.5	0.0	0.0	15.3	1.4	6.7
Cycle Q Clear(g_c), s	7.3	26.1	2.2	3.9	22.6	15.9	8.2	0.0	0.0	15.3	1.4	6.7
Prop In Lane	1.00		1.00	1.00		1.00	0.43		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	226	1472	657	91	1203	537	126	0	0	583	797	711
V/C Ratio(X)	0.52	0.66	0.07	0.66	0.66	0.50	0.46	0.00	0.00	0.49	0.05	0.21
Avail Cap(c_a), veh/h	226	1472	657	136	1203	537	221	0	0	583	797	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.48	0.48	0.48	0.77	0.77	0.77	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	28.8	21.7	56.0	34.2	32.0	53.1	0.0	0.0	32.7	19.1	20.6
Incr Delay (d2), s/veh	1.0	1.1	0.1	6.1	2.2	2.5	2.6	0.0	0.0	2.9	0.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	11.4	0.9	1.9	10.2	6.6	1.8	0.0	0.0	7.2	0.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.1	29.9	21.8	62.0	36.4	34.5	55.7	0.0	0.0	35.7	19.2	21.2
LnGrp LOS	D	C	C	E	D	C	E	A	A	D	B	C
Approach Vol, veh/h		1136			1123			58			469	
Approach Delay, s/veh		31.6			37.3			55.7			29.9	
Approach LOS		C			D			E			C	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.1	52.9		57.0	19.0	44.0	42.7	14.3				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	46.0			53.0	15.0	40.0	31.0	18.0				
Max Q Clear Time (g_c+1), s	28.1			8.7	9.3	24.6	17.3	10.2				
Green Ext Time (p_c), s	0.0	6.8		1.2	0.1	5.8	0.7	0.1				

Intersection Summary

HCM 6th Ctrl Delay	34.1
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 Int.8: Oliver St & Iris Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔		↔	↔	↔	↑	↔
Traffic Volume (veh/h)	132	1578	94	66	1139	16	76	15	45	37	24	153
Future Volume (veh/h)	132	1578	94	66	1139	16	76	15	45	37	24	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	132	1578	94	66	1139	16	76	15	45	37	24	153
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	234	2464	765	205	2421	751	254	50	268	302	317	268
Arrive On Green	0.04	0.32	0.32	0.06	0.47	0.47	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1523	301	1610	1810	1900	1610
Grp Volume(v), veh/h	132	1578	94	66	1139	16	91	0	45	37	24	153
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1824	0	1610	1810	1900	1610
Q Serve(g_s), s	4.4	31.3	5.0	2.2	18.0	0.6	5.3	0.0	2.9	2.1	1.3	10.5
Cycle Q Clear(g_c), s	4.4	31.3	5.0	2.2	18.0	0.6	5.3	0.0	2.9	2.1	1.3	10.5
Prop In Lane	1.00		1.00	1.00		1.00	0.84		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	234	2464	765	205	2421	751	304	0	268	302	317	268
V/C Ratio(X)	0.56	0.64	0.12	0.32	0.47	0.02	0.30	0.00	0.17	0.12	0.08	0.57
Avail Cap(c_a), veh/h	234	2464	765	205	2421	751	304	0	268	302	317	268
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	32.1	23.2	54.2	21.9	17.2	43.9	0.0	42.9	42.5	42.2	46.0
Incr Delay (d2), s/veh	2.3	0.9	0.2	0.9	0.7	0.1	2.5	0.0	1.3	0.8	0.5	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	13.9	2.0	1.0	7.4	0.3	2.6	0.0	1.3	1.0	0.6	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	33.1	23.4	55.1	22.5	17.3	46.4	0.0	44.2	43.4	42.7	54.6
LnGrp LOS	E	C	C	E	C	B	D	A	D	D	D	D
Approach Vol, veh/h		1804			1221			136			214	
Approach Delay, s/veh		34.4			24.2			45.7			51.3	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.0	61.0		24.0	12.0	60.0		24.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	57.0			20.0	8.0	56.0		20.0				
Max Q Clear Time (g_c+1), s	33.3			12.5	6.4	20.0		7.3				
Green Ext Time (p_c), s	0.0	13.5		0.4	0.1	10.4		0.4				

Intersection Summary

HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 Int.9: Moreno Beach Dr & SR-60 WB Ramps

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘		↗		↑↑	↗		↑↑	↗
Traffic Volume (veh/h)	0	0	0	405	0	57	0	764	769	0	596	132
Future Volume (veh/h)	0	0	0	405	0	57	0	764	769	0	596	132
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1900	0	1900	0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h				405	0	57	0	764	0	0	596	132
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				0	0	0	0	3490		0	3490	1556
Arrive On Green				0.00	0.00	0.00	0.00	0.97	0.00	0.00	0.97	0.97
Sat Flow, veh/h				0		0	3705	1610		0	3705	1610
Grp Volume(v), veh/h				0.0		0	764	0	0	0	596	132
Grp Sat Flow(s),veh/h/ln				0		0	1805	1610		0	1805	1610
Q Serve(g_s), s							0.0	1.1	0.0	0.0	0.8	0.4
Cycle Q Clear(g_c), s							0.0	1.1	0.0	0.0	0.8	0.4
Prop In Lane							0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h							0	3490		0	3490	1556
V/C Ratio(X)							0.00	0.22		0.00	0.17	0.08
Avail Cap(c_a), veh/h							0	3490		0	3490	1556
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							0.00	0.58	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh							0.0	0.1	0.0	0.0	0.1	0.1
Incr Delay (d2), s/veh							0.0	0.1	0.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	0.0	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	0.2	0.0	0.0	0.2	0.2
LnGrp LOS							A	A		A	A	A
Approach Vol, veh/h							764	A		728		
Approach Delay, s/veh							0.2			0.2		
Approach LOS							A			A		
Timer - Assigned Phs		2				6						
Phs Duration (G+Y+Rc), s		120.0				120.0						
Change Period (Y+Rc), s		4.0				4.0						
Max Green Setting (Gmax), s		53.0				53.0						
Max Q Clear Time (g_c+I1), s		3.1				2.8						
Green Ext Time (p_c), s		6.4				5.2						
Intersection Summary												
HCM 6th Ctrl Delay				0.2								
HCM 6th LOS				A								
Notes												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 Int.10: Moreno Beach Dr & SR-60 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	8	778	0	0	0	0	1184	574	90	910	0
Future Volume (veh/h)	350	8	778	0	0	0	0	1184	574	90	910	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	236	0	905				0	1184	574	90	910	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	548	0	975				0	1596	712	280	2276	0
Arrive On Green	0.30	0.00	0.30				0.00	0.59	0.59	0.21	0.84	0.00
Sat Flow, veh/h	1810	0	3220				0	3705	1610	1810	3705	0
Grp Volume(v), veh/h	236	0	905				0	1184	574	90	910	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1610	1810	1805	0
Q Serve(g_s), s	12.5	0.0	32.7				0.0	28.8	33.5	5.1	7.4	0.0
Cycle Q Clear(g_c), s	12.5	0.0	32.7				0.0	28.8	33.5	5.1	7.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	548	0	975				0	1596	712	280	2276	0
V/C Ratio(X)	0.43	0.00	0.93				0.00	0.74	0.81	0.32	0.40	0.00
Avail Cap(c_a), veh/h	573	0	1020				0	1596	712	280	2276	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.73	0.73	0.88	0.88	0.00
Uniform Delay (d), s/veh	33.5	0.0	40.6				0.0	19.7	20.7	42.3	4.2	0.0
Incr Delay (d2), s/veh	0.5	0.0	13.7				0.0	2.3	7.1	2.6	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	14.7				0.0	10.9	12.2	2.4	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	0.0	54.3				0.0	22.0	27.8	44.9	4.6	0.0
LnGrp LOS	C	A	D				A	C	C	D	A	A
Approach Vol, veh/h		1141						1758			1000	
Approach Delay, s/veh		50.1						23.9			8.3	
Approach LOS		D						C			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	32.6	57.1	40.3	79.7								
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0								
Max Green Setting (Gmax), s	10.6	51.4	38.0	74.0								
Max Q Clear Time (g_c+1), s	17.5	35.5	34.7	9.4								
Green Ext Time (p_c), s	0.1	9.8	1.7	8.3								

Intersection Summary

HCM 6th Ctrl Delay	27.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 Int.11: Moreno Beach Dr & Eucalyptus Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	713	272	235	89	214	326	236	719	36	268	963	502
Future Volume (veh/h)	713	272	235	89	214	326	236	719	36	268	963	502
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	713	272	235	89	214	326	236	719	36	268	963	502
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	783	338	286	485	804	359	454	1687	524	336	1513	470
Arrive On Green	0.22	0.18	0.18	0.27	0.22	0.22	0.13	0.33	0.33	0.10	0.29	0.29
Sat Flow, veh/h	3510	1900	1610	1810	3610	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	713	272	235	89	214	326	236	719	36	268	963	502
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	23.8	16.5	16.9	4.5	5.9	23.7	7.5	13.0	0.9	9.0	19.4	20.7
Cycle Q Clear(g_c), s	23.8	16.5	16.9	4.5	5.9	23.7	7.5	13.0	0.9	9.0	19.4	20.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	783	338	286	485	804	359	454	1687	524	336	1513	470
V/C Ratio(X)	0.91	0.80	0.82	0.18	0.27	0.91	0.52	0.43	0.07	0.80	0.64	1.07
Avail Cap(c_a), veh/h	848	728	617	485	903	403	454	1687	524	527	1513	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	45.5	47.3	47.5	33.8	38.5	45.4	48.8	31.7	7.1	53.1	37.0	14.9
Incr Delay (d2), s/veh	10.5	3.4	4.4	0.2	0.2	22.6	1.1	0.8	0.3	4.0	1.8	58.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	8.1	7.1	2.0	2.6	11.7	3.4	5.6	0.7	4.1	8.4	14.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	50.7	51.9	34.0	38.7	68.1	49.8	32.5	7.4	57.1	38.7	73.1
LnGrp LOS	E	D	D	C	D	E	D	C	A	E	D	F
Approach Vol, veh/h		1220			629			991			1733	
Approach Delay, s/veh		54.0			53.2			35.7			51.5	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	43.0	36.1	25.3	19.5	39.0	30.8	30.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	10.0	27.0	13.0	46.0	10.0	35.0	29.0	30.0				
Max Q Clear Time (g_c+M), s	11.0	15.0	6.5	18.9	9.5	22.7	25.8	25.7				
Green Ext Time (p_c), s	0.5	4.0	0.1	2.5	0.0	6.8	1.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	49.0
HCM 6th LOS	D

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	578	44	17	505	1	84	6	9	0	6	20
Future Vol, veh/h	16	578	44	17	505	1	84	6	9	0	6	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	25	85	-	25	120	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	16	578	44	17	505	1	84	6	9	0	6	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	506	0	0	622	0	0	900	1150	289	863	1193	253
Stage 1	-	-	-	-	-	-	610	610	-	539	539	-
Stage 2	-	-	-	-	-	-	290	540	-	324	654	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1069	-	-	969	-	-	237	200	714	252	188	753
Stage 1	-	-	-	-	-	-	453	488	-	499	525	-
Stage 2	-	-	-	-	-	-	699	524	-	668	466	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1069	-	-	969	-	-	219	193	714	239	182	753
Mov Cap-2 Maneuver	-	-	-	-	-	-	335	312	-	239	182	-
Stage 1	-	-	-	-	-	-	446	481	-	492	516	-
Stage 2	-	-	-	-	-	-	661	515	-	642	459	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			18.3			13.8		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	335	471	1069	-	-	969	-	-	437
HCM Lane V/C Ratio	0.251	0.032	0.015	-	-	0.018	-	-	0.059
HCM Control Delay (s)	19.3	12.9	8.4	-	-	8.8	-	-	13.8
HCM Lane LOS	C	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1	0.1	0	-	-	0.1	-	-	0.2

HCM 6th Signalized Intersection Summary
 Int.13: Moreno Beach Dr & Alessandro Blvd

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	280	851	165	288	587	134	119	958	278	112	1049	168
Future Volume (veh/h)	280	851	165	288	587	134	119	958	278	112	1049	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	280	851	165	288	587	134	119	958	278	112	1049	168
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	616	1023	456	354	754	336	611	2207	685	200	1599	496
Arrive On Green	0.18	0.28	0.28	0.10	0.21	0.21	0.17	0.43	0.43	0.06	0.31	0.31
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	280	851	165	288	587	134	119	958	278	112	1049	168
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	8.6	26.5	9.8	9.6	18.4	7.3	3.5	15.6	10.2	3.7	21.0	9.7
Cycle Q Clear(g_c), s	8.6	26.5	9.8	9.6	18.4	7.3	3.5	15.6	10.2	3.7	21.0	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	616	1023	456	354	754	336	611	2207	685	200	1599	496
V/C Ratio(X)	0.45	0.83	0.36	0.81	0.78	0.40	0.19	0.43	0.41	0.56	0.66	0.34
Avail Cap(c_a), veh/h	616	1264	564	497	1324	590	611	2207	685	234	1599	496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	40.3	34.3	52.8	44.9	29.2	42.4	24.3	12.0	55.1	36.0	32.0
Incr Delay (d2), s/veh	0.5	4.0	0.5	5.8	1.5	0.6	0.2	0.6	1.8	2.4	2.1	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	12.3	3.9	4.5	8.4	2.9	1.5	6.5	3.9	1.7	9.2	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	44.4	34.8	58.6	46.3	29.8	42.5	24.9	13.8	57.6	38.1	33.9
LnGrp LOS	D	D	C	E	D	C	D	C	B	E	D	C
Approach Vol, veh/h		1296			1009			1355			1329	
Approach Delay, s/veh		43.3			47.6			24.2			39.2	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	55.1	16.1	38.0	24.9	41.0	25.1	29.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	8.0	37.0	17.0	42.0	8.0	37.0	15.0	44.0				
Max Q Clear Time (g_c+I1), s	5.7	17.6	11.6	28.5	5.5	23.0	10.6	20.4				
Green Ext Time (p_c), s	0.1	7.8	0.5	5.5	0.1	6.7	0.4	4.6				

Intersection Summary

HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.14: Moreno Beach Dr & Cactus Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖↗	↗	↖	↖↗	↗	↖
Traffic Volume (veh/h)	119	311	226	81	214	104	168	1006	115	155	1005	113
Future Volume (veh/h)	119	311	226	81	214	104	168	1006	115	155	1005	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	119	311	226	81	214	104	168	1006	115	155	1005	113
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	290	382	271	104	314	239	888	2897	992	215	1902	590
Arrive On Green	0.16	0.19	0.19	0.06	0.09	0.09	0.51	1.00	1.00	0.06	0.37	0.37
Sat Flow, veh/h	1810	2017	1430	1810	3610	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	119	277	260	81	214	104	168	1006	115	155	1005	113
Grp Sat Flow(s),veh/h/ln	1810	1805	1643	1810	1805	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	7.1	17.7	18.3	5.3	6.9	4.9	3.1	0.0	0.0	5.2	18.3	5.7
Cycle Q Clear(g_c), s	7.1	17.7	18.3	5.3	6.9	4.9	3.1	0.0	0.0	5.2	18.3	5.7
Prop In Lane	1.00		0.87	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	290	342	311	104	314	239	888	2897	992	215	1902	590
V/C Ratio(X)	0.41	0.81	0.83	0.78	0.68	0.44	0.19	0.35	0.12	0.72	0.53	0.19
Avail Cap(c_a), veh/h	290	466	424	226	812	461	888	2897	992	351	1902	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.3	46.6	46.8	55.8	53.2	24.9	22.9	0.0	0.0	55.3	29.9	25.9
Incr Delay (d2), s/veh	0.9	7.6	10.0	11.8	2.6	1.3	0.1	0.3	0.2	4.5	1.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	8.6	8.3	2.8	3.2	2.2	1.3	0.1	0.1	2.4	7.8	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	54.1	56.8	67.6	55.8	26.1	23.0	0.3	0.2	59.8	30.9	26.6
LnGrp LOS	D	D	E	E	E	C	C	A	A	E	C	C
Approach Vol, veh/h		656		399		1289		1273				
Approach Delay, s/veh		53.8		50.4		3.2		34.0				
Approach LOS		D		D		A		C				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.3	71.0	10.9	26.7	34.4	48.0	23.2	14.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	12.0	46.0	15.0	31.0	14.0	44.0	19.0	27.0				
Max Q Clear Time (g_c+1), s	17.5	2.0	7.3	20.3	5.1	20.3	9.1	8.9				
Green Ext Time (p_c), s	0.2	9.6	0.1	2.5	0.3	8.2	0.2	1.5				
Intersection Summary												
HCM 6th Ctrl Delay			28.5									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 Int.15: Moreno Beach Dr & John F Kennedy Dr

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	19	35	533	40	82	39	948	683	162	858	109
Future Volume (veh/h)	78	19	35	533	40	82	39	948	683	162	858	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	78	19	35	533	40	82	39	948	683	162	858	109
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	100	105	94	569	1147	512	812	2244	1203	215	1362	423
Arrive On Green	0.06	0.06	0.06	0.31	0.32	0.32	0.23	0.43	0.43	0.12	0.52	0.52
Sat Flow, veh/h	1810	1805	1610	1810	3610	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	78	19	35	533	40	82	39	948	683	162	858	109
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	3610	1610	3510	5187	1610	3510	5187	1610
Q Serve(g_s), s	5.1	1.2	2.5	34.3	0.9	4.4	1.0	15.2	22.4	5.4	14.1	3.7
Cycle Q Clear(g_c), s	5.1	1.2	2.5	34.3	0.9	4.4	1.0	15.2	22.4	5.4	14.1	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	105	94	569	1147	512	812	2244	1203	215	1362	423
V/C Ratio(X)	0.78	0.18	0.37	0.94	0.03	0.16	0.05	0.42	0.57	0.75	0.63	0.26
Avail Cap(c_a), veh/h	166	278	248	709	1640	731	812	2244	1203	234	1362	423
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	56.0	53.8	54.4	40.0	28.2	29.4	35.9	23.6	6.7	51.8	24.4	15.4
Incr Delay (d2), s/veh	12.4	0.8	2.4	17.6	0.0	0.1	0.0	0.6	1.9	11.1	2.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.6	1.1	17.9	0.4	1.7	0.5	6.3	7.2	2.6	4.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.3	54.6	56.8	57.6	28.3	29.6	35.9	24.2	8.6	62.8	26.4	16.7
LnGrp LOS	E	D	E	E	C	C	D	C	A	E	C	B
Approach Vol, veh/h		132			655			1670			1129	
Approach Delay, s/veh		63.3			52.3			18.1			30.7	
Approach LOS		E			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	55.9	41.7	11.0	31.8	35.5	10.6	42.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	30.5	30.5	47.0	18.5	7.0	31.5	11.0	54.5				
Max Q Clear Time (g_c+1T), s	24.4	24.4	36.3	4.5	3.0	16.1	7.1	6.4				
Green Ext Time (p_c), s	0.0	4.3	1.4	0.2	0.0	5.7	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay											30.0	
HCM 6th LOS											C	

Intersection

Intersection Delay, s/veh 14.6
 Intersection LOS F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	205	22	390	361	31	661
Future Vol, veh/h	205	22	390	361	31	661
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	216	23	411	380	33	696
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left NB			WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right SB		WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	18.5	135.6	123.3
HCM LOS	C	F	F

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	4%
Vol Thru, %	52%	0%	0%	96%
Vol Right, %	48%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	751	205	22	692
LT Vol	0	205	0	31
Through Vol	390	0	0	661
RT Vol	361	0	22	0
Lane Flow Rate	791	216	23	728
Geometry Grp	2	7	7	2
Degree of Util (X)	1.225	0.485	0.044	1.189
Departure Headway (Hd)	5.857	8.76	7.515	6.2
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	625	414	479	590
Service Time	3.857	6.46	5.215	4.2
HCM Lane V/C Ratio	1.266	0.522	0.048	1.234
HCM Control Delay	135.6	19.4	10.6	123.3
HCM Lane LOS	F	C	B	F
HCM 95th-tile Q	27.5	2.6	0.1	24.3

Intersection												
Intersection Delay, s/veh	300.6											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	20	10	277	36	41	8	676	390	94	657	31
Future Vol, veh/h	26	20	10	277	36	41	8	676	390	94	657	31
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	26	20	10	277	36	41	8	676	390	94	657	31
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	17.2	33.6	447.1	240.6
HCM LOS	C	D	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	46%	78%	12%
Vol Thru, %	63%	36%	10%	84%
Vol Right, %	36%	18%	12%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1074	56	354	782
LT Vol	8	26	277	94
Through Vol	676	20	36	657
RT Vol	390	10	41	31
Lane Flow Rate	1074	56	354	782
Geometry Grp	1	1	1	1
Degree of Util (X)	1.939	0.138	0.726	1.459
Departure Headway (Hd)	7.206	12.236	9.393	8.057
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	516	295	389	461
Service Time	5.206	10.236	7.393	6.057
HCM Lane V/C Ratio	2.081	0.19	0.91	1.696
HCM Control Delay	447.1	17.2	33.6	240.6
HCM Lane LOS	F	C	D	F
HCM 95th-tile Q	64.3	0.5	5.6	33

Intersection

Intersection Delay, s/veh 48.4
 Intersection LOS F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	92	798	297	41	985	361
Future Vol, veh/h	92	798	297	41	985	361
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	92	798	297	41	985	361
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	259.9	35.9	676.6
HCM LOS	F	E	F

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	73%	0%	88%
Vol Thru, %	0%	10%	12%
Vol Right, %	27%	90%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1346	890	338
LT Vol	985	0	297
Through Vol	0	92	41
RT Vol	361	798	0
Lane Flow Rate	1346	890	338
Geometry Grp	1	1	1
Degree of Util (X)	2.453	1.493	0.673
Departure Headway (Hd)	7.428	9.432	11.735
Convergence, Y/N	Yes	Yes	Yes
Cap	511	392	311
Service Time	5.428	7.432	9.735
HCM Lane V/C Ratio	2.634	2.27	1.087
HCM Control Delay	676.6	259.9	35.9
HCM Lane LOS	F	F	E
HCM 95th-tile Q	92.8	30.5	4.5

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕		↔	↕			↕			↕	
Traffic Vol, veh/h	0	440	0	0	311	0	0	0	0	0	0	0
Future Vol, veh/h	0	440	0	0	311	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	440	0	0	311	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	311	0	0	440	0	0	596	751	220	531	751	156
Stage 1	-	-	-	-	-	-	440	440	-	311	311	-
Stage 2	-	-	-	-	-	-	156	311	-	220	440	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1261	-	-	1131	-	-	392	342	790	436	342	868
Stage 1	-	-	-	-	-	-	571	581	-	680	662	-
Stage 2	-	-	-	-	-	-	836	662	-	768	581	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1261	-	-	1131	-	-	392	342	790	436	342	868
Mov Cap-2 Maneuver	-	-	-	-	-	-	474	437	-	526	437	-
Stage 1	-	-	-	-	-	-	571	581	-	680	662	-
Stage 2	-	-	-	-	-	-	836	662	-	768	581	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1261	-	-	1131	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	333	0	13	216	0	0	0	3	0	0	0
Future Vol, veh/h	0	333	0	13	216	0	0	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	333	0	13	216	0	0	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	216	0	0	333	0	0	467	575	167	409	575	108
Stage 1	-	-	-	-	-	-	333	333	-	242	242	-
Stage 2	-	-	-	-	-	-	134	242	-	167	333	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1459	-	-	1238	-	-	*564	480	854	623	480	*1038
Stage 1	-	-	-	-	-	-	*660	647	-	851	772	-
Stage 2	-	-	-	-	-	-	*979	772	-	824	647	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	1459	-	-	1238	-	-	*559	474	854	615	474	*1038
Mov Cap-2 Maneuver	-	-	-	-	-	-	*559	474	-	615	474	-
Stage 1	-	-	-	-	-	-	*660	647	-	851	763	-
Stage 2	-	-	-	-	-	-	*967	763	-	821	647	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	9.2	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	854	1459	-	-	1238	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	0.011	-	-	-
HCM Control Delay (s)	9.2	0	-	-	7.9	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	333	0	7	216	0	0	0	3	0	0	0
Future Vol, veh/h	0	333	0	7	216	0	0	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	333	0	7	216	0	0	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	216	0	0	333	0	0	455	563	167	397	563	108
Stage 1	-	-	-	-	-	-	333	333	-	230	230	-
Stage 2	-	-	-	-	-	-	122	230	-	167	333	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1459	-	-	1238	-	-	*576	487	854	635	487	*1038
Stage 1	-	-	-	-	-	-	*660	647	-	865	782	-
Stage 2	-	-	-	-	-	-	*979	782	-	824	647	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	1459	-	-	1238	-	-	*573	484	854	630	484	*1038
Mov Cap-2 Maneuver	-	-	-	-	-	-	*573	484	-	630	484	-
Stage 1	-	-	-	-	-	-	*660	647	-	865	777	-
Stage 2	-	-	-	-	-	-	*973	777	-	821	647	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			9.2			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	854	1459	-	-	1238	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	0.006	-	-	-
HCM Control Delay (s)	9.2	0	-	-	7.9	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔			↔			↔	
Traffic Vol, veh/h	0	333	0	3	216	0	0	0	2	0	0	0
Future Vol, veh/h	0	333	0	3	216	0	0	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	333	0	3	216	0	0	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	216	0	0	333	0	0	447	555	167	389	555	108
Stage 1	-	-	-	-	-	-	333	333	-	222	222	-
Stage 2	-	-	-	-	-	-	114	222	-	167	333	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1459	-	-	1238	-	-	*584	493	854	644	493	*1038
Stage 1	-	-	-	-	-	-	*660	647	-	874	789	-
Stage 2	-	-	-	-	-	-	*979	789	-	824	647	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	1459	-	-	1238	-	-	*582	492	854	641	492	*1038
Mov Cap-2 Maneuver	-	-	-	-	-	-	*582	492	-	641	492	-
Stage 1	-	-	-	-	-	-	*660	647	-	874	787	-
Stage 2	-	-	-	-	-	-	*977	787	-	822	647	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			9.2			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	854	1459	-	-	1238	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	0.002	-	-	-
HCM Control Delay (s)	9.2	0	-	-	7.9	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary
 Int.24: Redlands Blvd & Ironwood Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↕		↰	↕		↰	↕	↰	↕	↕	↰
Traffic Volume (veh/h)	164	118	77	59	100	66	59	942	49	44	917	222
Future Volume (veh/h)	164	118	77	59	100	66	59	942	49	44	917	222
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	164	118	77	59	100	66	59	942	49	44	917	222
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	207	247	150	131	155	95	807	1624	725	807	1624	725
Arrive On Green	0.11	0.11	0.11	0.07	0.07	0.07	0.23	0.45	0.45	0.23	0.45	0.45
Sat Flow, veh/h	1810	2156	1313	1810	2151	1317	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	164	97	98	59	83	83	59	942	49	44	917	222
Grp Sat Flow(s),veh/h/ln	1810	1805	1664	1810	1805	1663	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	10.6	6.1	6.6	3.8	5.3	5.9	1.6	23.3	2.1	1.2	22.5	10.6
Cycle Q Clear(g_c), s	10.6	6.1	6.6	3.8	5.3	5.9	1.6	23.3	2.1	1.2	22.5	10.6
Prop In Lane	1.00		0.79	1.00		0.79	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	207	207	191	131	130	120	807	1625	725	807	1625	725
V/C Ratio(X)	0.79	0.47	0.51	0.45	0.63	0.69	0.07	0.58	0.07	0.05	0.56	0.31
Avail Cap(c_a), veh/h	347	346	319	302	301	277	807	1625	725	807	1625	725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	49.7	50.0	53.4	54.1	54.4	36.2	24.6	18.7	36.0	24.3	21.1
Incr Delay (d2), s/veh	6.6	1.7	2.1	2.4	5.0	7.0	0.0	1.4	0.2	0.0	1.4	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	2.8	2.9	1.8	2.6	2.7	0.7	10.2	0.8	0.5	9.8	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	51.4	52.1	55.8	59.1	61.3	36.2	26.0	18.9	36.1	25.8	22.1
LnGrp LOS	E	D	D	E	E	E	D	C	B	D	C	C
Approach Vol, veh/h		359			225			1050			1183	
Approach Delay, s/veh		54.8			59.1			26.2			25.5	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	31.6	58.0		17.8	31.6	58.0		12.7				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.0	54.0		23.0	7.0	54.0		20.0				
Max Q Clear Time (g_c+I1), s	3.2	25.3		12.6	3.6	24.5		7.9				
Green Ext Time (p_c), s	0.0	7.9		1.2	0.0	8.5		0.8				

Intersection Summary												
HCM 6th Ctrl Delay											32.2	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 Int.25: Redlands Blvd & SR-60 WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↔	↗		↑↑	↗		↑↑	↗
Traffic Volume (veh/h)	0	0	0	265	0	68	0	1030	280	0	672	475
Future Volume (veh/h)	0	0	0	265	0	68	0	1030	280	0	672	475
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1900	1900	1900	0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h				286	0	45	0	1030	0	0	672	475
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				404	0	180	0	2871		0	2871	1281
Arrive On Green				0.11	0.00	0.11	0.00	0.80	0.00	0.00	0.80	0.80
Sat Flow, veh/h				3619	0	1610	0	3705	1610	0	3705	1610
Grp Volume(v), veh/h				286	0	45	0	1030	0	0	672	475
Grp Sat Flow(s),veh/h/ln				1810	0	1610	0	1805	1610	0	1805	1610
Q Serve(g_s), s				6.6	0.0	2.2	0.0	7.0	0.0	0.0	4.0	7.4
Cycle Q Clear(g_c), s				6.6	0.0	2.2	0.0	7.0	0.0	0.0	4.0	7.4
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				404	0	180	0	2871		0	2871	1281
V/C Ratio(X)				0.71	0.00	0.25	0.00	0.36		0.00	0.23	0.37
Avail Cap(c_a), veh/h				1094	0	487	0	2871		0	2871	1281
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.89	0.00	0.00	0.91	0.91
Uniform Delay (d), s/veh				36.9	0.0	34.9	0.0	2.5	0.0	0.0	2.2	2.6
Incr Delay (d2), s/veh				2.3	0.0	0.7	0.0	0.3	0.0	0.0	0.2	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.0	0.0	0.9	0.0	1.6	0.0	0.0	0.9	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				39.1	0.0	35.6	0.0	2.8	0.0	0.0	2.4	3.3
LnGrp LOS				D	A	D	A	A		A	A	A
Approach Vol, veh/h					331			1030	A		1147	
Approach Delay, s/veh					38.7			2.8			2.8	
Approach LOS					D			A			A	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		72.4				72.4		13.6				
Change Period (Y+Rc), s		4.0				4.0		4.0				
Max Green Setting (Gmax), s		52.5				52.5		26.0				
Max Q Clear Time (g_c+I1), s		9.0				9.4		8.6				
Green Ext Time (p_c), s		9.6				7.8		1.0				

Intersection Summary

HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 Int.26: Redlands Blvd & SR-60 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	511	0	472	0	0	0	0	799	159	0	878	59
Future Volume (veh/h)	511	0	472	0	0	0	0	799	159	0	878	59
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	658	0	315				0	799	159	0	878	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	850	0	378				0	2521	1125	0	2521	
Arrive On Green	0.23	0.00	0.23				0.00	0.70	0.70	0.00	0.70	0.00
Sat Flow, veh/h	3619	0	1610				0	3705	1610	0	3705	1610
Grp Volume(v), veh/h	658	0	315				0	799	159	0	878	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1610	0	1805	1610
Q Serve(g_s), s	20.4	0.0	22.3				0.0	10.3	4.0	0.0	11.6	0.0
Cycle Q Clear(g_c), s	20.4	0.0	22.3				0.0	10.3	4.0	0.0	11.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	850	0	378				0	2521	1125	0	2521	
V/C Ratio(X)	0.77	0.00	0.83				0.00	0.32	0.14	0.00	0.35	
Avail Cap(c_a), veh/h	1568	0	698				0	2521	1125	0	2521	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.00	0.97	0.00
Uniform Delay (d), s/veh	42.9	0.0	43.7				0.0	7.0	6.1	0.0	7.2	0.0
Incr Delay (d2), s/veh	1.5	0.0	4.8				0.0	0.3	0.3	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	0.0	9.4				0.0	3.8	1.3	0.0	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	0.0	48.5				0.0	7.3	6.3	0.0	7.6	0.0
LnGrp LOS	D	A	D				A	A	A	A	A	
Approach Vol, veh/h	973						958			878		
Approach Delay, s/veh	45.8						7.2			7.6		
Approach LOS	D						A			A		
Timer - Assigned Phs	2		4		6							
Phs Duration (G+Y+Rc), s	87.8		32.2		87.8							
Change Period (Y+Rc), s	4.0		4.0		4.0							
Max Green Setting (Gmax), s	60.0		52.0		48.0							
Max Q Clear Time (g_c+I1), s	12.3		24.3		13.6							
Green Ext Time (p_c), s	7.5		3.9		7.4							

Intersection Summary

HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Notes

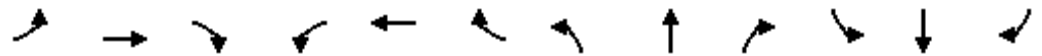
User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection									
Intersection Delay, s/veh16.1									
Intersection LOS C									
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		2		
Conflicting Circle Lanes	2		2		2		2		
Adj Approach Flow, veh/h	440		619		1050		1350		
Demand Flow Rate, veh/h	440		619		1050		1350		
Vehicles Circulating, veh/h	1333		633		604		294		
Vehicles Exiting, veh/h	311		1021		1169		958		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	38.5		10.0		15.4		12.1		
Approach LOS	E		B		C		B		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	
Designated Moves	L	LTR	LT	R	LT	TR	LT	TR	
Assumed Moves	L	TR	LT	R	LT	TR	LT	TR	
RT Channelized									
Lane Util	0.120	0.880	0.333	0.667	0.470	0.530	0.470	0.530	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328	
Entry Flow, veh/h	53	387	206	413	494	556	634	716	
Cap Entry Lane, veh/h	396	457	754	829	774	850	1030	1106	
Entry HV Adj Factor	1.000	1.000	1.000	1.000	0.999	1.001	1.001	0.999	
Flow Entry, veh/h	53	387	206	413	494	556	634	716	
Cap Entry, veh/h	396	457	754	829	774	851	1031	1105	
V/C Ratio	0.134	0.846	0.273	0.498	0.638	0.654	0.616	0.647	
Control Delay, s/veh	11.2	42.3	7.9	11.1	15.7	15.1	12.0	12.3	
LOS	B	E	A	B	C	C	B	B	
95th %tile Queue, veh	0	8	1	3	5	5	4	5	

HCM 6th Signalized Intersection Summary
 Int.30: Redlands Blvd & Encilia Ave

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Volume (veh/h)	235	94	4	31	48	160	3	661	38	201	788	165
Future Volume (veh/h)	235	94	4	31	48	160	3	661	38	201	788	165
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	235	94	4	31	48	160	3	661	38	201	788	165
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	280	850	36	79	234	209	10	1356	78	226	1841	821
Arrive On Green	0.15	0.24	0.24	0.04	0.13	0.13	0.00	0.13	0.13	0.13	0.51	0.51
Sat Flow, veh/h	1810	3529	149	1810	1805	1610	1810	3470	199	1810	3610	1610
Grp Volume(v), veh/h	235	48	50	31	48	160	3	344	355	201	788	165
Grp Sat Flow(s),veh/h/ln	1810	1805	1873	1810	1805	1610	1810	1805	1864	1810	1805	1610
Q Serve(g_s), s	10.1	1.7	1.7	1.3	1.9	7.7	0.1	14.2	14.2	8.7	10.9	4.5
Cycle Q Clear(g_c), s	10.1	1.7	1.7	1.3	1.9	7.7	0.1	14.2	14.2	8.7	10.9	4.5
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	280	435	451	79	234	209	10	705	728	226	1841	821
V/C Ratio(X)	0.84	0.11	0.11	0.39	0.20	0.77	0.29	0.49	0.49	0.89	0.43	0.20
Avail Cap(c_a), veh/h	407	654	679	158	406	362	158	705	728	226	1841	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	23.7	23.7	37.2	31.1	33.6	39.8	27.4	27.4	34.5	12.3	10.7
Incr Delay (d2), s/veh	10.0	0.1	0.1	3.2	0.4	5.8	14.8	2.4	2.3	32.0	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.7	0.7	0.6	0.8	3.3	0.1	7.2	7.4	5.8	4.2	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	23.8	23.8	40.4	31.5	39.4	54.6	29.7	29.7	66.4	13.0	11.2
LnGrp LOS	D	C	C	D	C	D	D	C	C	E	B	B
Approach Vol, veh/h		333			239			702			1154	
Approach Delay, s/veh		37.3			38.0			29.8			22.1	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	35.3	7.5	23.3	4.5	44.8	16.4	14.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	10.0	18.0	7.0	29.0	7.0	21.0	18.0	18.0				
Max Q Clear Time (g_c+I1), s	10.7	16.2	3.3	3.7	2.1	12.9	12.1	9.7				
Green Ext Time (p_c), s	0.0	0.8	0.0	0.5	0.0	3.7	0.3	0.7				
Intersection Summary												
HCM 6th Ctrl Delay				28.0								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 Int.31: Redlands Blvd & Cottonwood Ave

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	120	56	30	551	614	87
Future Volume (veh/h)	120	56	30	551	614	87
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	120	56	30	551	614	87
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	0	0	814	3430	1624	725
Arrive On Green	0.00	0.00	0.60	1.00	0.45	0.45
Sat Flow, veh/h	0		1810	3705	3705	1610
Grp Volume(v), veh/h	0.0		30	551	614	87
Grp Sat Flow(s),veh/h/ln			1810	1805	1805	1610
Q Serve(g_s), s			0.5	0.0	9.0	2.5
Cycle Q Clear(g_c), s			0.5	0.0	9.0	2.5
Prop In Lane			1.00			1.00
Lane Grp Cap(c), veh/h			814	3430	1625	725
V/C Ratio(X)			0.04	0.16	0.38	0.12
Avail Cap(c_a), veh/h			814	3430	1625	725
HCM Platoon Ratio			1.33	1.33	1.00	1.00
Upstream Filter(I)			0.95	0.95	0.92	0.92
Uniform Delay (d), s/veh			8.9	0.0	14.6	12.8
Incr Delay (d2), s/veh			0.0	0.1	0.6	0.3
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			0.2	0.0	3.6	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			9.0	0.1	15.2	13.1
LnGrp LOS			A	A	B	B
Approach Vol, veh/h				581	701	
Approach Delay, s/veh				0.6	14.9	
Approach LOS				A	B	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		80.0			40.0	40.0
Change Period (Y+Rc), s		4.0			4.0	4.0
Max Green Setting (Gmax), s		49.0			9.0	36.0
Max Q Clear Time (g_c+I1), s		2.0			2.5	11.0
Green Ext Time (p_c), s		4.3			0.0	4.7
Intersection Summary						
HCM 6th Ctrl Delay			8.4			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 Int.32: Redlands Blvd & Alessandro Blvd

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖	↑↑	↖	↖	↑↑	↖
Traffic Volume (veh/h)	218	754	27	108	579	74	49	334	141	112	413	241
Future Volume (veh/h)	218	754	27	108	579	74	49	334	141	112	413	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	218	754	27	108	579	74	49	334	141	112	413	241
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	311	944	421	279	912	407	105	1367	610	145	1447	645
Arrive On Green	0.09	0.26	0.26	0.08	0.25	0.25	0.06	0.38	0.38	0.03	0.13	0.13
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	218	754	27	108	579	74	49	334	141	112	413	241
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	4.8	15.6	1.0	2.3	11.4	2.9	2.1	5.1	4.8	4.9	8.3	10.9
Cycle Q Clear(g_c), s	4.8	15.6	1.0	2.3	11.4	2.9	2.1	5.1	4.8	4.9	8.3	10.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	311	944	421	279	912	407	105	1367	610	145	1447	645
V/C Ratio(X)	0.70	0.80	0.06	0.39	0.64	0.18	0.47	0.24	0.23	0.77	0.29	0.37
Avail Cap(c_a), veh/h	527	1173	523	307	948	423	158	1367	610	226	1447	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	35.4	27.6	22.2	35.0	26.6	23.4	36.5	17.0	16.9	38.2	24.4	25.5
Incr Delay (d2), s/veh	2.1	2.3	0.0	0.9	1.3	0.2	3.2	0.4	0.9	8.2	0.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	6.7	0.4	1.0	4.9	1.1	1.0	2.1	1.8	2.6	3.8	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.5	29.9	22.2	35.8	28.0	23.6	39.7	17.4	17.8	46.4	24.9	27.2
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	C	C
Approach Vol, veh/h		999			761			524			766	
Approach Delay, s/veh		31.3			28.7			19.6			28.7	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	34.3	10.4	24.9	8.6	36.1	11.1	24.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	10.0	21.0	7.0	26.0	7.0	24.0	12.0	21.0				
Max Q Clear Time (g_c+10), s	10.0	7.1	4.3	17.6	4.1	12.9	6.8	13.4				
Green Ext Time (p_c), s	0.1	2.2	0.1	3.3	0.0	2.7	0.3	2.5				

Intersection Summary

HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 Int.33: John F Kennedy Dr/Redlands Blvd & Cactus Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	92	91	198	58	95	62	413	163	98	397	114
Future Volume (veh/h)	198	92	91	198	58	95	62	413	163	98	397	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	198	92	91	198	58	95	62	413	163	98	397	114
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	241	162	144	241	161	144	118	1268	495	140	1848	824
Arrive On Green	0.13	0.09	0.09	0.13	0.09	0.09	0.07	0.50	0.50	0.08	0.51	0.51
Sat Flow, veh/h	1810	1807	1608	1810	1805	1610	1810	2537	990	1810	3610	1610
Grp Volume(v), veh/h	198	92	91	198	58	95	62	293	283	98	397	114
Grp Sat Flow(s),veh/h/ln	1810	1805	1611	1810	1805	1610	1810	1805	1722	1810	1805	1610
Q Serve(g_s), s	8.5	3.9	4.4	8.5	2.4	4.6	2.7	7.7	7.9	4.2	4.8	3.0
Cycle Q Clear(g_c), s	8.5	3.9	4.4	8.5	2.4	4.6	2.7	7.7	7.9	4.2	4.8	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	241	162	144	241	161	144	118	902	861	140	1848	824
V/C Ratio(X)	0.82	0.57	0.63	0.82	0.36	0.66	0.52	0.32	0.33	0.70	0.21	0.14
Avail Cap(c_a), veh/h	385	429	382	362	406	362	158	902	861	226	1848	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	34.9	35.1	33.8	34.3	35.3	36.2	11.9	12.0	36.0	10.7	10.3
Incr Delay (d2), s/veh	7.5	3.1	4.5	9.0	1.4	5.1	3.6	1.0	1.0	6.1	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	1.8	1.9	4.2	1.1	2.0	1.3	3.1	3.0	2.1	1.8	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	38.0	39.6	42.8	35.6	40.4	39.7	12.9	13.0	42.1	11.0	10.6
LnGrp LOS	D	D	D	D	D	D	D	B	B	D	B	B
Approach Vol, veh/h		381			351			638			609	
Approach Delay, s/veh		40.1			41.0			15.6			15.9	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	40.2	44.0	14.6	11.2	9.2	45.0	14.7	11.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	10.0	19.0	16.0	19.0	7.0	22.0	17.0	18.0				
Max Q Clear Time (g_c+1), s	10.2	9.9	10.5	6.4	4.7	6.8	10.5	6.6				
Green Ext Time (p_c), s	0.1	2.4	0.2	0.8	0.0	2.6	0.3	0.6				
Intersection Summary												
HCM 6th Ctrl Delay				24.9								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 Int.34: WLC Pkwy & Eucalyptus Ave

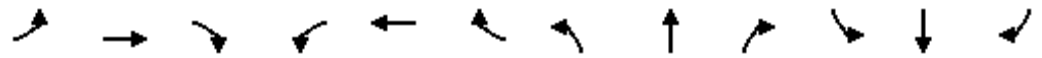


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	502	238	247	83	72	66	200	1045	346	114	1031	107
Future Volume (veh/h)	502	238	247	83	72	66	200	1045	346	114	1031	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	502	238	247	83	72	66	200	1045	346	114	1031	107
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	434	892	398	114	253	113	217	1229	403	127	1480	660
Arrive On Green	0.24	0.25	0.25	0.06	0.07	0.07	0.12	0.46	0.46	0.07	0.41	0.41
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	2672	876	1810	3610	1610
Grp Volume(v), veh/h	502	238	247	83	72	66	200	702	689	114	1031	107
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1742	1810	1805	1610
Q Serve(g_s), s	24.0	5.3	13.6	4.5	1.9	4.0	10.9	34.4	35.3	6.3	23.6	4.2
Cycle Q Clear(g_c), s	24.0	5.3	13.6	4.5	1.9	4.0	10.9	34.4	35.3	6.3	23.6	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	434	892	398	114	253	113	217	830	802	127	1480	660
V/C Ratio(X)	1.16	0.27	0.62	0.73	0.28	0.59	0.92	0.85	0.86	0.90	0.70	0.16
Avail Cap(c_a), veh/h	434	1155	515	181	650	290	217	830	802	127	1480	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	30.4	33.5	46.0	44.1	45.1	43.5	23.9	24.1	46.2	24.4	18.6
Incr Delay (d2), s/veh	93.3	0.2	1.6	8.5	0.6	4.8	39.9	10.4	11.6	50.7	2.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	2.3	5.4	2.3	0.9	1.7	7.3	16.3	16.4	4.6	10.3	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	131.3	30.5	35.1	54.5	44.7	49.8	83.4	34.2	35.7	96.9	27.1	19.2
LnGrp LOS	F	C	D	D	D	D	F	C	D	F	C	B
Approach Vol, veh/h		987			221			1591			1252	
Approach Delay, s/veh		82.9			49.9			41.0			32.8	
Approach LOS		F			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	50.0	10.3	28.7	16.0	45.0	28.0	11.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	35.0	10.0	32.0	12.0	30.0	24.0	18.0				
Max Q Clear Time (g_c+1/3), s	19.3	37.3	6.5	15.6	12.9	25.6	26.0	6.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.1	0.0	2.8	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay											49.2	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary
 Int.1: Kitching St & Iris Ave

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	971	126	665	1081	121	192	258	539	75	324	219
Future Volume (veh/h)	83	971	126	665	1081	121	192	258	539	75	324	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	971	126	665	1081	121	192	258	539	75	324	219
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	978	436	618	2000	978	181	362	323	97	321	212
Arrive On Green	0.06	0.27	0.27	0.34	0.55	0.55	0.10	0.20	0.20	0.05	0.15	0.15
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	1805	1610	1810	2081	1376
Grp Volume(v), veh/h	83	971	126	665	1081	121	192	258	539	75	280	263
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1610	1810	1805	1652
Q Serve(g_s), s	5.4	32.2	5.7	41.0	22.9	3.8	12.0	16.0	24.1	4.9	18.5	18.5
Cycle Q Clear(g_c), s	5.4	32.2	5.7	41.0	22.9	3.8	12.0	16.0	24.1	4.9	18.5	18.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.83
Lane Grp Cap(c), veh/h	106	978	436	618	2000	978	181	362	323	97	278	255
V/C Ratio(X)	0.78	0.99	0.29	1.08	0.54	0.12	1.06	0.71	1.67	0.77	1.01	1.03
Avail Cap(c_a), veh/h	181	978	436	618	2000	978	181	362	323	106	278	255
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	43.6	20.6	39.5	17.0	10.0	54.0	44.7	48.0	56.1	50.8	50.8
Incr Delay (d2), s/veh	11.9	27.2	1.7	51.5	0.7	0.2	84.0	11.3	314.2	27.4	55.5	65.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	17.9	3.1	26.7	9.4	1.4	9.7	8.3	37.8	3.0	12.6	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.6	70.8	22.3	91.0	17.7	10.2	138.0	56.1	362.1	83.5	106.3	115.8
LnGrp LOS	E	E	C	F	B	B	F	E	F	F	F	F
Approach Vol, veh/h		1180			1867			989			618	
Approach Delay, s/veh		65.4			43.3			238.8			107.6	
Approach LOS		E			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	45.0	36.5	16.0	22.5	11.0	70.5	10.4	28.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	41.0	32.5	12.0	18.5	12.0	61.5	7.0	23.5				
Max Q Clear Time (g_c+I1), s	43.0	34.2	14.0	20.5	7.4	24.9	6.9	26.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	10.6	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				99.0								
HCM 6th LOS				F								

HCM 6th Signalized Intersection Summary
 Int.2: Lasselle St & Alessandro Blvd

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖	↑↑	↖	↖	↑↑	↖
Traffic Volume (veh/h)	112	846	192	144	1371	71	275	522	213	69	401	141
Future Volume (veh/h)	112	846	192	144	1371	71	275	522	213	69	401	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	112	846	192	144	1371	71	275	522	213	69	401	141
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	200	1168	362	538	1668	754	537	1233	797	265	692	309
Arrive On Green	0.06	0.23	0.23	0.15	0.32	0.32	0.30	0.34	0.34	0.15	0.19	0.19
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	112	846	192	144	1371	71	275	522	213	69	401	141
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	3.7	18.1	12.6	4.3	29.3	0.0	15.1	13.4	0.0	4.1	12.1	9.3
Cycle Q Clear(g_c), s	3.7	18.1	12.6	4.3	29.3	0.0	15.1	13.4	0.0	4.1	12.1	9.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	200	1168	362	538	1668	754	537	1233	797	265	692	309
V/C Ratio(X)	0.56	0.72	0.53	0.27	0.82	0.09	0.51	0.42	0.27	0.26	0.58	0.46
Avail Cap(c_a), veh/h	234	1815	564	538	1859	813	537	1233	797	265	692	309
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.1	43.0	40.9	44.9	37.5	17.8	35.0	30.4	17.6	45.4	44.1	43.0
Incr Delay (d2), s/veh	2.4	0.9	1.2	0.2	2.1	0.0	0.8	1.1	0.8	0.5	3.5	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	7.8	5.1	1.9	12.6	1.1	6.8	6.0	3.6	1.9	5.8	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	43.9	42.1	45.0	39.7	17.8	35.8	31.5	18.5	45.9	47.6	47.8
LnGrp LOS	E	D	D	D	D	B	D	C	B	D	D	D
Approach Vol, veh/h		1150			1586			1010			611	
Approach Delay, s/veh		44.9			39.2			29.9			47.5	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.6	45.0	22.4	31.0	39.6	27.0	10.8	42.6				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	12.0	41.0	9.0	42.0	30.0	23.0	8.0	43.0				
Max Q Clear Time (g_c+10), s	10.1	15.4	6.3	20.1	17.1	14.1	5.7	31.3				
Green Ext Time (p_c), s	0.1	4.5	0.1	6.9	0.7	2.1	0.1	7.3				

Intersection Summary

HCM 6th Ctrl Delay	39.7
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.3: Lasselle St & Iris Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑	↖	↖↗	↑↑	↖↗
Traffic Volume (veh/h)	183	1092	429	765	1345	129	502	702	840	212	551	149
Future Volume (veh/h)	183	1092	429	765	1345	129	502	702	840	212	551	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	183	1092	429	765	1345	129	502	702	840	212	551	149
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	322	1288	400	936	2196	682	527	993	872	268	567	153
Arrive On Green	0.09	0.25	0.25	0.27	0.42	0.42	0.15	0.28	0.28	0.08	0.20	0.20
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	3510	3610	1610	3510	2811	757
Grp Volume(v), veh/h	183	1092	429	765	1345	129	502	702	840	212	353	347
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1755	1805	1610	1755	1805	1764
Q Serve(g_s), s	6.0	24.1	29.8	24.5	24.2	4.5	17.0	21.0	19.2	7.1	23.3	23.5
Cycle Q Clear(g_c), s	6.0	24.1	29.8	24.5	24.2	4.5	17.0	21.0	19.2	7.1	23.3	23.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.43
Lane Grp Cap(c), veh/h	322	1288	400	936	2196	682	527	993	872	268	364	356
V/C Ratio(X)	0.57	0.85	1.07	0.82	0.61	0.19	0.95	0.71	0.96	0.79	0.97	0.98
Avail Cap(c_a), veh/h	322	1288	400	936	2196	682	527	993	872	293	364	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.15	0.15	0.15	0.58	0.58	0.58	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	42.9	45.1	41.3	26.9	12.3	50.6	39.1	12.5	54.5	47.5	47.6
Incr Delay (d2), s/veh	0.4	1.1	40.8	3.4	0.7	0.4	27.8	4.2	22.7	12.6	40.2	41.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	10.3	16.3	11.0	10.0	2.3	9.5	9.8	16.9	3.6	14.5	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	44.1	85.9	44.7	27.7	12.6	78.4	43.4	35.2	67.1	87.7	89.5
LnGrp LOS	D	D	F	D	C	B	E	D	D	E	F	F
Approach Vol, veh/h		1704			2239			2044			912	
Approach Delay, s/veh		55.5			32.6			48.6			83.6	
Approach LOS		E			C			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.0	33.8	22.0	28.2	15.0	54.8	13.2	37.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	32.0	29.8	18.0	24.2	11.0	50.8	10.0	32.2				
Max Q Clear Time (g_c+20), s	20.5	31.8	19.0	25.5	8.0	26.2	9.1	23.0				
Green Ext Time (p_c), s	1.6	0.0	0.0	0.0	0.2	11.6	0.1	5.6				

Intersection Summary

HCM 6th Ctrl Delay	49.8
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.4: Nason St & Eucalyptus Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	311	297	431	363	32	222	859	477	22	1532	116
Future Volume (veh/h)	260	311	297	431	363	32	222	859	477	22	1532	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	260	311	297	431	363	32	222	859	477	22	1532	116
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	479	557	248	422	443	198	234	1519	678	205	1489	664
Arrive On Green	0.26	0.15	0.15	0.39	0.21	0.21	0.07	0.42	0.42	0.06	0.41	0.41
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	260	311	297	431	363	32	222	859	477	22	1532	116
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	14.8	9.6	18.5	28.0	11.5	2.0	7.6	21.7	14.1	0.7	49.5	2.4
Cycle Q Clear(g_c), s	14.8	9.6	18.5	28.0	11.5	2.0	7.6	21.7	14.1	0.7	49.5	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	479	557	248	422	443	198	234	1519	678	205	1489	664
V/C Ratio(X)	0.54	0.56	1.20	1.02	0.82	0.16	0.95	0.57	0.70	0.11	1.03	0.17
Avail Cap(c_a), veh/h	479	557	248	422	587	262	234	1519	678	205	1489	664
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	47.0	50.8	36.6	46.4	42.6	55.8	26.4	6.6	53.5	35.3	4.2
Incr Delay (d2), s/veh	1.3	1.3	120.7	45.7	5.9	0.3	44.6	1.5	6.0	0.2	31.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	4.4	15.8	16.1	5.1	0.8	4.8	9.6	5.5	0.3	27.5	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	48.2	171.5	82.4	52.3	42.9	100.4	27.9	12.7	53.8	66.3	4.8
LnGrp LOS	D	D	F	F	D	D	F	C	B	D	F	A
Approach Vol, veh/h		868			826			1558			1670	
Approach Delay, s/veh		87.7			67.6			33.6			61.8	
Approach LOS		F			E			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.0	54.5	32.0	22.5	12.0	53.5	35.8	18.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	50.5	28.0	18.5	8.0	49.5	27.0	19.5					
Max Q Clear Time (g_c+1), s	23.7	30.0	20.5	9.6	51.5	16.8	13.5					
Green Ext Time (p_c), s	0.0	9.1	0.0	0.0	0.0	0.0	0.5	1.2				

Intersection Summary

HCM 6th Ctrl Delay	58.4
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
 Int.5: Nason St & Alessandro Blvd

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖	↑↑↑	↖
Traffic Volume (veh/h)	208	542	336	389	928	275	258	759	119	105	1133	265
Future Volume (veh/h)	208	542	336	389	928	275	258	759	119	105	1133	265
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	208	542	336	389	928	275	258	759	119	105	1133	265
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	268	954	296	458	1235	383	739	1772	550	381	1772	550
Arrive On Green	0.08	0.18	0.18	0.13	0.24	0.24	0.21	0.34	0.34	0.21	0.34	0.34
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	3510	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	208	542	336	389	928	275	258	759	119	105	1133	265
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1755	1729	1610	1810	1729	1610
Q Serve(g_s), s	7.0	11.4	14.6	13.0	19.9	18.8	7.5	13.5	4.4	5.8	22.1	15.6
Cycle Q Clear(g_c), s	7.0	11.4	14.6	13.0	19.9	18.8	7.5	13.5	4.4	5.8	22.1	15.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	268	954	296	458	1235	383	739	1772	550	381	1772	550
V/C Ratio(X)	0.78	0.57	1.13	0.85	0.75	0.72	0.35	0.43	0.22	0.28	0.64	0.48
Avail Cap(c_a), veh/h	351	1254	389	585	1599	496	739	1772	550	381	1772	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	44.6	21.3	51.0	42.4	42.0	40.4	30.5	13.8	39.7	33.3	31.1
Incr Delay (d2), s/veh	6.3	0.4	84.0	9.2	1.5	3.5	0.3	0.8	0.9	0.4	1.8	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	4.9	12.4	6.3	8.7	7.8	3.3	5.8	2.5	2.7	9.5	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.7	45.1	105.3	60.2	43.9	45.5	40.6	31.2	14.7	40.1	35.1	34.1
LnGrp LOS	E	D	F	E	D	D	D	C	B	D	D	C
Approach Vol, veh/h		1086			1592			1136			1503	
Approach Delay, s/veh		66.7			48.2			31.6			35.2	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.3	45.0	19.7	26.1	29.3	45.0	13.2	32.6				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	41.0	41.0	20.0	29.0	14.0	41.0	12.0	37.0				
Max Q Clear Time (g_c+1), s	15.5	15.5	15.0	16.6	9.5	24.1	9.0	21.9				
Green Ext Time (p_c), s	0.1	6.2	0.7	4.0	0.4	8.4	0.2	6.6				

Intersection Summary

HCM 6th Ctrl Delay	44.8
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.6: Nason St & Iris Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔	↑	↔	↔↔	↑	↔
Traffic Volume (veh/h)	595	1378	20	30	1331	356	15	45	23	595	28	639
Future Volume (veh/h)	595	1378	20	30	1331	356	15	45	23	595	28	639
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	595	1378	20	30	1331	356	15	45	23	595	28	639
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	662	2334	725	271	1755	545	94	183	93	651	546	767
Arrive On Green	0.19	0.45	0.45	0.10	0.45	0.45	0.05	0.15	0.15	0.19	0.29	0.29
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1810	1185	606	3510	1900	1610
Grp Volume(v), veh/h	595	1378	20	30	1331	356	15	0	68	595	28	639
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1810	0	1791	1755	1900	1610
Q Serve(g_s), s	19.9	23.9	0.8	0.9	25.7	20.7	1.0	0.0	4.0	19.9	1.3	29.4
Cycle Q Clear(g_c), s	19.9	23.9	0.8	0.9	25.7	20.7	1.0	0.0	4.0	19.9	1.3	29.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	662	2334	725	271	1755	545	94	0	276	651	546	767
V/C Ratio(X)	0.90	0.59	0.03	0.11	0.76	0.65	0.16	0.00	0.25	0.91	0.05	0.83
Avail Cap(c_a), veh/h	731	2334	725	271	1755	545	106	0	276	673	546	767
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.36	0.36	0.36	0.69	0.69	0.69	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.6	24.7	18.4	50.1	28.9	27.5	54.4	0.0	44.6	47.9	30.9	14.5
Incr Delay (d2), s/veh	5.5	0.4	0.0	0.1	2.2	4.2	0.8	0.0	2.1	16.8	0.2	10.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	9.7	0.3	0.4	10.1	7.9	0.5	0.0	1.9	10.2	0.6	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	25.1	18.4	50.2	31.1	31.7	55.1	0.0	46.7	64.8	31.1	24.8
LnGrp LOS	D	C	B	D	C	C	E	A	D	E	C	C
Approach Vol, veh/h		1993			1717			83			1262	
Approach Delay, s/veh		33.4			31.5			48.3			43.8	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	58.0	10.2	38.5	26.6	44.6	26.2	22.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	54.0	54.0	7.0	34.5	25.0	37.5	23.0	18.5				
Max Q Clear Time (g_c+1), s	12.9	25.9	3.0	31.4	21.9	27.7	21.9	6.0				
Green Ext Time (p_c), s	0.0	12.3	0.0	0.9	0.8	6.8	0.3	0.2				

Intersection Summary

HCM 6th Ctrl Delay		35.6										
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
 Int.7: Eucalyptus Ave & Fir Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	617	17	38	581	191	31	33	32	188	12	136
Future Volume (veh/h)	159	617	17	38	581	191	31	33	32	188	12	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	159	617	17	38	581	191	31	33	32	188	12	136
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	302	1594	711	76	1143	510	64	57	41	507	752	671
Arrive On Green	0.17	0.44	0.44	0.04	0.32	0.32	0.10	0.10	0.10	0.28	0.42	0.42
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	239	558	398	1810	1805	1610
Grp Volume(v), veh/h	159	617	17	38	581	191	96	0	0	188	12	136
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1195	0	0	1810	1805	1610
Q Serve(g_s), s	9.6	13.8	0.7	2.5	15.7	11.0	3.7	0.0	0.0	10.0	0.5	6.5
Cycle Q Clear(g_c), s	9.6	13.8	0.7	2.5	15.7	11.0	10.1	0.0	0.0	10.0	0.5	6.5
Prop In Lane	1.00		1.00	1.00		1.00	0.32		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	302	1594	711	76	1143	510	163	0	0	507	752	671
V/C Ratio(X)	0.53	0.39	0.02	0.50	0.51	0.37	0.59	0.00	0.00	0.37	0.02	0.20
Avail Cap(c_a), veh/h	302	1594	711	136	1143	510	262	0	0	507	752	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.88	0.88	0.88	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.7	22.6	18.9	56.3	33.4	31.8	52.7	0.0	0.0	34.7	20.6	22.3
Incr Delay (d2), s/veh	1.4	0.6	0.1	4.4	1.4	1.8	3.4	0.0	0.0	2.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	6.0	0.3	1.2	7.1	4.6	3.0	0.0	0.0	4.7	0.2	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.1	23.2	19.0	60.7	34.8	33.6	56.1	0.0	0.0	36.7	20.6	23.0
LnGrp LOS	D	C	B	E	C	C	E	A	A	D	C	C
Approach Vol, veh/h		793			810			96			336	
Approach Delay, s/veh		27.9			35.8			56.1			30.6	
Approach LOS		C			D			E			C	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	57.0		54.0	24.0	42.0	37.6	16.4				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	49.0			50.0	20.0	38.0	26.0	20.0				
Max Q Clear Time (g_c+1), s	15.8			8.5	11.6	17.7	12.0	12.1				
Green Ext Time (p_c), s	0.0	4.8		1.0	0.2	4.6	0.4	0.2				
Intersection Summary												
HCM 6th Ctrl Delay											32.8	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 Int.8: Oliver St & Iris Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗		↖	↗	↖	↑	↗
Traffic Volume (veh/h)	339	940	44	45	1239	41	115	68	38	25	47	290
Future Volume (veh/h)	339	940	44	45	1239	41	115	68	38	25	47	290
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	339	940	44	45	1239	41	115	68	38	25	47	290
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	585	2402	746	159	1772	550	212	125	295	317	332	282
Arrive On Green	0.33	0.93	0.93	0.05	0.34	0.34	0.18	0.18	0.18	0.17	0.17	0.17
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1158	685	1610	1810	1900	1610
Grp Volume(v), veh/h	339	940	44	45	1239	41	183	0	38	25	47	290
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1842	0	1610	1810	1900	1610
Q Serve(g_s), s	9.6	2.5	0.3	1.5	24.8	2.1	10.8	0.0	2.4	1.4	2.5	21.0
Cycle Q Clear(g_c), s	9.6	2.5	0.3	1.5	24.8	2.1	10.8	0.0	2.4	1.4	2.5	21.0
Prop In Lane	1.00		1.00	1.00		1.00	0.63		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	585	2402	746	159	1772	550	338	0	295	317	333	282
V/C Ratio(X)	0.58	0.39	0.06	0.28	0.70	0.07	0.54	0.00	0.13	0.08	0.14	1.03
Avail Cap(c_a), veh/h	585	2402	746	205	1772	550	338	0	295	317	333	282
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.71	0.71	0.71	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	2.5	2.4	55.4	34.2	26.7	44.4	0.0	41.0	41.4	41.9	49.5
Incr Delay (d2), s/veh	1.0	0.3	0.1	1.0	2.3	0.3	6.1	0.0	0.9	0.5	0.9	61.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	0.7	0.1	0.7	10.7	0.8	5.5	0.0	1.0	0.7	1.3	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.5	2.8	2.5	56.4	36.5	26.9	50.6	0.0	41.9	41.9	42.8	110.8
LnGrp LOS	D	A	A	E	D	C	D	A	D	D	D	F
Approach Vol, veh/h		1323			1325			221			362	
Approach Delay, s/veh		11.7			36.9			49.1			97.2	
Approach LOS		B			D			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	59.6		25.0	24.0	45.0		26.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	54.0			21.0	20.0	41.0		22.0				
Max Q Clear Time (g_c+1), s	4.5			23.0	11.6	26.8		12.8				
Green Ext Time (p_c), s	0.0	8.6		0.0	0.8	7.6		0.7				

Intersection Summary

HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 Int.9: Moreno Beach Dr & SR-60 WB Ramps

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘		↗		↑↑	↗		↑↑	↗
Traffic Volume (veh/h)	0	0	0	324	0	11	0	590	653	0	632	149
Future Volume (veh/h)	0	0	0	324	0	11	0	590	653	0	632	149
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1900	0	1900	0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h				324	0	11	0	590	0	0	632	149
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				0	0	0	0	3490		0	3490	1556
Arrive On Green				0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.97	0.97
Sat Flow, veh/h				0		0	0	3705	1610	0	3705	1610
Grp Volume(v), veh/h				0.0		0	0	590	0	0	632	149
Grp Sat Flow(s),veh/h/ln				0		0	0	1805	1610	0	1805	1610
Q Serve(g_s), s							0.0	14.1	0.0	0.0	0.8	0.4
Cycle Q Clear(g_c), s							0.0	14.1	0.0	0.0	0.8	0.4
Prop In Lane							0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h							0	3490		0	3490	1556
V/C Ratio(X)							0.00	0.17		0.00	0.18	0.10
Avail Cap(c_a), veh/h							0	3490		0	3490	1556
HCM Platoon Ratio							1.00	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)							0.00	0.72	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh							0.0	6.2	0.0	0.0	0.1	0.1
Incr Delay (d2), s/veh							0.0	0.1	0.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							0.0	2.1	0.0	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh							0.0	6.2	0.0	0.0	0.2	0.2
LnGrp LOS							A	A		A	A	A
Approach Vol, veh/h								590	A		781	
Approach Delay, s/veh								6.2			0.2	
Approach LOS								A			A	
Timer - Assigned Phs		2				6						
Phs Duration (G+Y+Rc), s		120.0				120.0						
Change Period (Y+Rc), s		4.0				4.0						
Max Green Setting (Gmax), s		53.0				53.0						
Max Q Clear Time (g_c+I1), s		16.1				2.8						
Green Ext Time (p_c), s		4.5				5.6						
Intersection Summary												
HCM 6th Ctrl Delay				2.8								
HCM 6th LOS				A								
Notes												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 Int.10: Moreno Beach Dr & SR-60 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	12	675	0	0	0	0	984	386	88	867	0
Future Volume (veh/h)	258	12	675	0	0	0	0	984	386	88	867	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No		No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	176	0	771				0	984	386	88	867	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	489	0	871				0	1701	759	287	2393	0
Arrive On Green	0.27	0.00	0.27				0.00	0.94	0.94	0.32	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3705	1610	1810	3705	0
Grp Volume(v), veh/h	176	0	771				0	984	386	88	867	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1610	1810	1805	0
Q Serve(g_s), s	9.4	0.0	27.6				0.0	4.1	3.2	4.4	0.0	0.0
Cycle Q Clear(g_c), s	9.4	0.0	27.6				0.0	4.1	3.2	4.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	489	0	871				0	1701	759	287	2393	0
V/C Ratio(X)	0.36	0.00	0.89				0.00	0.58	0.51	0.31	0.36	0.00
Avail Cap(c_a), veh/h	588	0	1047				0	1701	759	287	2393	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.87	0.87	0.91	0.91	0.00
Uniform Delay (d), s/veh	35.4	0.0	42.0				0.0	1.9	1.9	36.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	8.1				0.0	1.3	2.1	2.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	11.8				0.0	1.1	1.1	2.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	0.0	50.1				0.0	3.2	4.0	38.5	0.4	0.0
LnGrp LOS	D	A	D				A	A	A	D	A	A
Approach Vol, veh/h		947						1370			955	
Approach Delay, s/veh		47.4						3.4			3.9	
Approach LOS		D						A			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	33.0	60.5	36.5	83.5								
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0								
Max Green Setting (Gmax), s	19.0	50.0	39.0	73.0								
Max Q Clear Time (g_c+I), s	10.4	6.1	29.6	2.0								
Green Ext Time (p_c), s	0.1	11.3	2.9	7.8								

Intersection Summary

HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 Int.11: Moreno Beach Dr & Eucalyptus Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	449	189	133	48	197	162	166	760	78	367	758	432
Future Volume (veh/h)	449	189	133	48	197	162	166	760	78	367	758	432
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	449	189	133	48	197	162	166	760	78	367	758	432
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	529	239	202	269	445	198	226	2420	751	443	2740	850
Arrive On Green	0.15	0.13	0.13	0.15	0.12	0.12	0.06	0.47	0.47	0.13	0.53	0.53
Sat Flow, veh/h	3510	1900	1610	1810	3610	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	449	189	133	48	197	162	166	760	78	367	758	432
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	14.9	11.6	8.0	2.8	6.1	11.8	5.6	11.0	1.9	12.2	9.7	20.8
Cycle Q Clear(g_c), s	14.9	11.6	8.0	2.8	6.1	11.8	5.6	11.0	1.9	12.2	9.7	20.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	529	239	202	269	445	198	226	2420	751	443	2740	850
V/C Ratio(X)	0.85	0.79	0.66	0.18	0.44	0.82	0.73	0.31	0.10	0.83	0.28	0.51
Avail Cap(c_a), veh/h	761	586	496	269	632	282	351	2420	751	673	2740	850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	49.6	50.9	36.1	44.7	48.8	51.3	55.1	20.0	6.4	51.2	15.6	18.3
Incr Delay (d2), s/veh	5.9	5.5	3.4	0.3	0.7	11.8	4.6	0.3	0.3	4.8	0.2	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	5.9	3.4	1.3	2.8	5.4	2.6	4.5	1.2	5.7	3.9	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.5	56.4	39.5	45.0	49.5	63.1	59.7	20.3	6.7	55.9	15.9	20.2
LnGrp LOS	E	E	D	D	D	E	E	C	A	E	B	C
Approach Vol, veh/h		771			407			1004			1557	
Approach Delay, s/veh		53.0			54.4			25.8			26.5	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.1	60.0	21.8	19.1	11.7	67.4	22.1	18.8				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	23.0	34.0	10.0	37.0	12.0	45.0	26.0	21.0				
Max Q Clear Time (g_c+1/4), s	14.2	13.0	4.8	13.6	7.6	22.8	16.9	13.8				
Green Ext Time (p_c), s	0.9	5.6	0.0	1.5	0.2	7.3	1.2	1.0				
Intersection Summary												
HCM 6th Ctrl Delay											34.8	
HCM 6th LOS											C	

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	468	63	17	408	3	37	2	31	0	1	5
Future Vol, veh/h	12	468	63	17	408	3	37	2	31	0	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	25	85	-	25	120	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	468	63	17	408	3	37	2	31	0	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	411	0	0	531	0	0	731	937	234	701	997	204
Stage 1	-	-	-	-	-	-	492	492	-	442	442	-
Stage 2	-	-	-	-	-	-	239	445	-	259	555	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1159	-	-	1047	-	-	313	267	774	329	246	809
Stage 1	-	-	-	-	-	-	532	551	-	570	580	-
Stage 2	-	-	-	-	-	-	749	578	-	729	516	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1159	-	-	1047	-	-	304	260	774	308	240	809
Mov Cap-2 Maneuver	-	-	-	-	-	-	410	370	-	308	240	-
Stage 1	-	-	-	-	-	-	527	545	-	564	571	-
Stage 2	-	-	-	-	-	-	731	569	-	690	511	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			12.6			11.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	410	726	1159	-	-	1047	-	-	580
HCM Lane V/C Ratio	0.09	0.045	0.01	-	-	0.016	-	-	0.01
HCM Control Delay (s)	14.7	10.2	8.1	-	-	8.5	-	-	11.3
HCM Lane LOS	B	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0.1	0	-	-	0	-	-	0

HCM 6th Signalized Intersection Summary
 Int.13: Moreno Beach Dr & Alessandro Blvd

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	147	514	114	285	780	41	195	786	272	65	667	232
Future Volume (veh/h)	147	514	114	285	780	41	195	786	272	65	667	232
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	514	114	285	780	41	195	786	272	65	667	232
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	207	660	295	493	955	426	1000	2550	791	181	1340	416
Arrive On Green	0.06	0.18	0.18	0.14	0.26	0.26	0.28	0.49	0.49	0.05	0.26	0.26
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	147	514	114	285	780	41	195	786	272	65	667	232
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	4.9	16.3	7.5	9.1	24.3	1.9	5.0	10.9	7.3	2.1	13.1	15.0
Cycle Q Clear(g_c), s	4.9	16.3	7.5	9.1	24.3	1.9	5.0	10.9	7.3	2.1	13.1	15.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	207	660	295	493	955	426	1000	2550	791	181	1340	416
V/C Ratio(X)	0.71	0.78	0.39	0.58	0.82	0.10	0.20	0.31	0.34	0.36	0.50	0.56
Avail Cap(c_a), veh/h	351	1113	496	585	1354	604	1000	2550	791	263	1340	416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	46.7	43.1	48.2	41.4	23.4	32.5	18.3	6.6	55.0	37.9	38.6
Incr Delay (d2), s/veh	4.5	2.0	0.8	0.8	2.2	0.1	0.1	0.3	1.2	1.2	1.3	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	7.5	3.1	4.1	11.0	0.9	2.2	4.4	0.3	1.0	5.7	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.0	48.7	43.9	49.1	43.6	23.5	32.6	18.6	7.7	56.2	39.2	43.9
LnGrp LOS	E	D	D	D	D	C	C	B	A	E	D	D
Approach Vol, veh/h		775			1106			1253			964	
Approach Delay, s/veh		50.2			44.2			18.4			41.5	
Approach LOS		D			D			B			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	63.0	20.9	26.0	38.2	35.0	11.1	35.8				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	9.0	38.0	20.0	37.0	16.0	31.0	12.0	45.0				
Max Q Clear Time (g_c+I1), s	4.1	12.9	11.1	18.3	7.0	17.0	6.9	26.3				
Green Ext Time (p_c), s	0.0	7.1	0.7	3.7	0.4	4.6	0.2	5.4				

Intersection Summary

HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
Int.14: Moreno Beach Dr & Cactus Ave

Moreno Valley Trade Center
10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗		↘	↗	↘	↘	↗	↘	↗	↗	↘
Traffic Volume (veh/h)	87	134	125	92	236	102	196	876	117	49	792	109
Future Volume (veh/h)	87	134	125	92	236	102	196	876	117	49	792	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	134	125	92	236	102	196	876	117	49	792	109
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	191	164	117	336	226	1222	3378	1153	165	1815	564
Arrive On Green	0.08	0.10	0.10	0.06	0.09	0.09	0.35	0.65	0.65	0.05	0.35	0.35
Sat Flow, veh/h	1810	1840	1581	1810	3610	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	87	131	128	92	236	102	196	876	117	49	792	109
Grp Sat Flow(s),veh/h/ln	1810	1805	1615	1810	1805	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	5.6	8.4	9.2	6.0	7.6	5.6	4.6	8.5	2.7	1.6	14.1	5.7
Cycle Q Clear(g_c), s	5.6	8.4	9.2	6.0	7.6	5.6	4.6	8.5	2.7	1.6	14.1	5.7
Prop In Lane	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	136	187	168	117	336	226	1222	3378	1153	165	1815	564
V/C Ratio(X)	0.64	0.70	0.76	0.79	0.70	0.45	0.16	0.26	0.10	0.30	0.44	0.19
Avail Cap(c_a), veh/h	271	376	337	271	752	411	1222	3378	1153	322	1815	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	52.0	52.3	55.3	52.8	30.8	27.0	8.8	5.2	55.3	29.9	27.2
Incr Delay (d2), s/veh	4.9	4.7	7.0	11.0	2.7	1.4	0.1	0.2	0.2	1.0	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	4.1	4.1	3.1	3.6	2.5	2.0	3.1	0.9	0.7	6.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	56.7	59.3	66.3	55.5	32.2	27.1	8.9	5.4	56.3	30.7	28.0
LnGrp LOS	E	E	E	E	E	C	C	A	A	E	C	C
Approach Vol, veh/h	346			430			1189			950		
Approach Delay, s/veh	58.2			52.3			11.6			31.7		
Approach LOS	E			D			B			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	82.2	11.8	16.5	45.8	46.0	13.0	15.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	50.0	18.0	25.0	19.0	42.0	18.0	25.0					
Max Q Clear Time (g_c+1), s	10.5	8.0	11.2	6.6	16.1	7.6	9.6					
Green Ext Time (p_c), s	0.0	8.0	0.1	1.2	0.5	6.4	0.1	1.6				
Intersection Summary												
HCM 6th Ctrl Delay	29.7											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary
 Int.15: Moreno Beach Dr & John F Kennedy Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	56	8	601	90	335	26	685	390	177	742	134
Future Volume (veh/h)	127	56	8	601	90	335	26	685	390	177	742	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	127	56	8	601	90	335	26	685	390	177	742	134
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	186	26	639	1177	525	867	2021	1196	231	1081	335
Arrive On Green	0.09	0.06	0.06	0.35	0.33	0.33	0.25	0.39	0.39	0.13	0.42	0.42
Sat Flow, veh/h	1810	3180	445	1810	3610	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	127	31	33	601	90	335	26	685	390	177	742	134
Grp Sat Flow(s),veh/h/ln	1810	1805	1820	1810	1805	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	8.3	2.0	2.1	38.6	2.1	21.3	0.7	11.1	9.9	5.8	14.0	5.6
Cycle Q Clear(g_c), s	8.3	2.0	2.1	38.6	2.1	21.3	0.7	11.1	9.9	5.8	14.0	5.6
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	155	105	106	639	1177	525	867	2021	1196	231	1081	335
V/C Ratio(X)	0.82	0.30	0.31	0.94	0.08	0.64	0.03	0.34	0.33	0.77	0.69	0.40
Avail Cap(c_a), veh/h	226	278	281	799	1700	758	867	2021	1196	263	1081	335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	54.0	54.1	54.2	37.6	28.0	34.4	34.3	25.8	5.2	51.2	31.8	19.4
Incr Delay (d2), s/veh	14.2	1.6	1.6	16.8	0.0	1.3	0.0	0.5	0.7	10.8	3.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4	1.0	1.0	19.8	0.9	8.5	0.3	4.7	3.2	2.8	5.1	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.2	55.7	55.8	54.4	28.0	35.7	34.3	26.2	6.0	62.0	35.2	22.8
LnGrp LOS	E	E	E	D	C	D	C	C	A	E	D	C
Approach Vol, veh/h		191			1026			1101			1053	
Approach Delay, s/veh		64.0			46.0			19.2			38.1	
Approach LOS		E			D			B			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.9	50.8	46.4	11.0	33.6	29.0	14.2	43.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	23.5	53.0	18.5	7.5	25.0	15.0	56.5					
Max Q Clear Time (g_c+1T), s	13.1	40.6	4.1	2.7	16.0	10.3	23.3					
Green Ext Time (p_c), s	0.1	4.5	1.7	0.2	0.0	3.7	0.1	1.8				
Intersection Summary												
HCM 6th Ctrl Delay				35.8								
HCM 6th LOS				D								

Intersection

Intersection Delay, s/veh 22.2
 Intersection LOS F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	289	55	806	215	25	352
Future Vol, veh/h	289	55	806	215	25	352
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	304	58	848	226	26	371
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left NB			WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right SB		WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	24.5	361.8	24.7
HCM LOS	C	F	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	7%
Vol Thru, %	79%	0%	0%	93%
Vol Right, %	21%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1021	289	55	377
LT Vol	0	289	0	25
Through Vol	806	0	0	352
RT Vol	215	0	55	0
Lane Flow Rate	1075	304	58	397
Geometry Grp	2	7	7	2
Degree of Util (X)	1.755	0.652	0.105	0.687
Departure Headway (Hd)	5.879	8.987	7.741	7.265
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	623	405	466	500
Service Time	3.899	6.687	5.441	5.265
HCM Lane V/C Ratio	1.726	0.751	0.124	0.794
HCM Control Delay	361.8	27	11.3	24.7
HCM Lane LOS	F	D	B	C
HCM 95th-tile Q	63.9	4.5	0.3	5.2

Intersection

Intersection Delay, s/veh 39.5
 Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	58	11	11	371	8	229	6	711	100	14	609	25
Future Vol, veh/h	58	11	11	371	8	229	6	711	100	14	609	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	58	11	11	371	8	229	6	711	100	14	609	25
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	20.6	163	346.3	203.6
HCM LOS	C	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	72%	61%	2%
Vol Thru, %	87%	14%	1%	94%
Vol Right, %	12%	14%	38%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	817	80	608	648
LT Vol	6	58	371	14
Through Vol	711	11	8	609
RT Vol	100	11	229	25
Lane Flow Rate	817	80	608	648
Geometry Grp	1	1	1	1
Degree of Util (X)	1.698	0.215	1.259	1.357
Departure Headway (Hd)	8.882	13.862	9.128	9.53
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	417	261	401	389
Service Time	6.882	11.862	7.128	7.53
HCM Lane V/C Ratio	1.959	0.307	1.516	1.666
HCM Control Delay	346.3	20.6	163	203.6
HCM Lane LOS	F	C	F	F
HCM 95th-tile Q	41.6	0.8	21.4	24.7

Intersection

Intersection Delay, s/veh 259.6
 Intersection LOS F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	81	898	282	202	702	51
Future Vol, veh/h	81	898	282	202	702	51
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	81	898	282	202	702	51
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	360.8	67.3	251.7
HCM LOS	F	F	F

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	93%	0%	58%
Vol Thru, %	0%	8%	42%
Vol Right, %	7%	92%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	753	979	484
LT Vol	702	0	282
Through Vol	0	81	202
RT Vol	51	898	0
Lane Flow Rate	753	979	484
Geometry Grp	1	1	1
Degree of Util (X)	1.484	1.74	0.956
Departure Headway (Hd)	8.18	7.654	9.501
Convergence, Y/N	Yes	Yes	Yes
Cap	452	490	387
Service Time	6.18	5.654	7.501
HCM Lane V/C Ratio	1.666	1.998	1.251
HCM Control Delay	251.7	360.8	67.3
HCM Lane LOS	F	F	F
HCM 95th-tile Q	33.9	49.7	10.7

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↗		↖	↕↗			↕↗			↕↗	
Traffic Vol, veh/h	2	291	83	64	354	0	31	0	33	2	0	0
Future Vol, veh/h	2	291	83	64	354	0	31	0	33	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	291	83	64	354	0	31	0	33	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	354	0	0	374	0	0	642	819	187	632	860	177
Stage 1	-	-	-	-	-	-	337	337	-	482	482	-
Stage 2	-	-	-	-	-	-	305	482	-	150	378	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1216	-	-	1196	-	-	363	312	830	369	296	842
Stage 1	-	-	-	-	-	-	656	645	-	540	557	-
Stage 2	-	-	-	-	-	-	685	557	-	843	619	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1216	-	-	1196	-	-	348	295	830	339	279	842
Mov Cap-2 Maneuver	-	-	-	-	-	-	456	396	-	432	374	-
Stage 1	-	-	-	-	-	-	655	644	-	539	527	-
Stage 2	-	-	-	-	-	-	648	527	-	808	618	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.3			11.8			13.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	594	1216	-	-	1196	-	-	432
HCM Lane V/C Ratio	0.108	0.002	-	-	0.054	-	-	0.005
HCM Control Delay (s)	11.8	8	-	-	8.2	-	-	13.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.2	-	-	0

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔			↔↔			↔			↔		
Traffic Vol, veh/h	4	102	2	4	154	37	1	0	6	8	0	1
Future Vol, veh/h	4	102	2	4	154	37	1	0	6	8	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	102	2	4	154	37	1	0	6	8	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	191	0	0	104	0	0	196	310	52	240	293	96
Stage 1	-	-	-	-	-	-	111	111	-	181	181	-
Stage 2	-	-	-	-	-	-	85	199	-	59	112	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1464	-	-	1500	-	-	*849	663	1011	789	677	*1052
Stage 1	-	-	-	-	-	-	*888	807	-	891	802	-
Stage 2	-	-	-	-	-	-	*992	787	-	951	807	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	1464	-	-	1500	-	-	*844	659	1011	781	673	*1052
Mov Cap-2 Maneuver	-	-	-	-	-	-	*844	659	-	781	673	-
Stage 1	-	-	-	-	-	-	*885	805	-	888	800	-
Stage 2	-	-	-	-	-	-	*988	785	-	943	805	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			8.7			9.5		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	983	1464	-	-	1500	-	-	804
HCM Lane V/C Ratio	0.007	0.003	-	-	0.003	-	-	0.011
HCM Control Delay (s)	8.7	7.5	0	-	7.4	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	110	0	0	191	52	1	0	18	12	0	0
Future Vol, veh/h	0	110	0	0	191	52	1	0	18	12	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	110	0	0	191	52	1	0	18	12	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	243	0	0	110	0	0	206	353	55	272	327	122
Stage 1	-	-	-	-	-	-	110	110	-	217	217	-
Stage 2	-	-	-	-	-	-	96	243	-	55	110	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1455	-	-	1493	-	-	*925	671	1007	827	695	*1024
Stage 1	-	-	-	-	-	-	*889	808	-	918	814	-
Stage 2	-	-	-	-	-	-	*965	792	-	956	808	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	1455	-	-	1493	-	-	*925	671	1007	812	695	*1024
Mov Cap-2 Maneuver	-	-	-	-	-	-	*925	671	-	812	695	-
Stage 1	-	-	-	-	-	-	*889	808	-	918	814	-
Stage 2	-	-	-	-	-	-	*965	792	-	939	808	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			8.7			9.5		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1002	1455	-	-	1493	-	-	812
HCM Lane V/C Ratio	0.019	-	-	-	-	-	-	0.015
HCM Control Delay (s)	8.7	0	-	-	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔			↔			↔	
Traffic Vol, veh/h	0	122	0	1	244	75	0	0	6	16	0	0
Future Vol, veh/h	0	122	0	1	244	75	0	0	6	16	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	122	0	1	244	75	0	0	6	16	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	319	0	0	122	0	0	246	443	61	345	406	160
Stage 1	-	-	-	-	-	-	122	122	-	284	284	-
Stage 2	-	-	-	-	-	-	124	321	-	61	122	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1415	-	-	1478	-	-	*938	638	998	809	672	*995
Stage 1	-	-	-	-	-	-	*875	799	-	906	800	-
Stage 2	-	-	-	-	-	-	*938	769	-	949	799	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	1415	-	-	1478	-	-	*937	637	998	803	671	*995
Mov Cap-2 Maneuver	-	-	-	-	-	-	*937	637	-	803	671	-
Stage 1	-	-	-	-	-	-	*875	799	-	906	800	-
Stage 2	-	-	-	-	-	-	*938	769	-	943	799	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			8.6			9.6		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	998	1415	-	-	1478	-	-	803
HCM Lane V/C Ratio	0.006	-	-	-	0.001	-	-	0.02
HCM Control Delay (s)	8.6	0	-	-	7.4	-	-	9.6
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	324	0	0	418	0	4
Future Vol, veh/h	324	0	0	418	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	324	0	0	418	0	4

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	162
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	861
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	861
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	861	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-
HCM Control Delay (s)	9.2	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

HCM 6th Signalized Intersection Summary
 Int.24: Redlands Blvd & Ironwood Ave

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕		↵	↕	↕	↵	↕	↕
Traffic Volume (veh/h)	99	141	65	70	73	21	88	495	116	21	1015	141
Future Volume (veh/h)	99	141	65	70	73	21	88	495	116	21	1015	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	99	141	65	70	73	21	88	495	116	21	1015	141
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	154	207	91	106	163	45	959	2505	1117	103	1624	725
Arrive On Green	0.08	0.08	0.08	0.06	0.06	0.06	0.55	1.00	1.00	0.03	0.45	0.45
Sat Flow, veh/h	1810	2440	1072	1810	2793	773	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	99	103	103	70	46	48	88	495	116	21	1015	141
Grp Sat Flow(s),veh/h/ln	1810	1805	1707	1810	1805	1761	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	6.4	6.6	7.1	4.5	3.0	3.2	1.4	0.0	0.0	0.7	25.8	6.3
Cycle Q Clear(g_c), s	6.4	6.6	7.1	4.5	3.0	3.2	1.4	0.0	0.0	0.7	25.8	6.3
Prop In Lane	1.00		0.63	1.00		0.44	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	154	153	145	106	106	103	959	2505	1117	103	1625	725
V/C Ratio(X)	0.64	0.67	0.71	0.66	0.44	0.46	0.09	0.20	0.10	0.20	0.62	0.19
Avail Cap(c_a), veh/h	317	316	299	302	301	293	959	2505	1117	205	1625	725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.1	53.3	53.5	55.3	54.6	54.7	20.1	0.0	0.0	56.9	25.2	19.9
Incr Delay (d2), s/veh	4.5	5.0	6.4	6.8	2.8	3.2	0.0	0.2	0.2	1.0	1.8	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.2	3.3	2.3	1.4	1.5	0.6	0.1	0.1	0.3	11.3	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	58.2	59.9	62.2	57.4	57.9	20.1	0.2	0.2	57.8	27.1	20.5
LnGrp LOS	E	E	E	E	E	E	C	A	A	E	C	C
Approach Vol, veh/h		305			164			699			1177	
Approach Delay, s/veh		58.6			59.6			2.7			26.8	
Approach LOS		E			E			A			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	87.3		14.2	36.8	58.0		11.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.0	56.0		21.0	9.0	54.0		20.0				
Max Q Clear Time (g_c+I1), s	2.7	2.0		9.1	3.4	27.8		6.5				
Green Ext Time (p_c), s	0.0	4.2		1.1	0.1	8.9		0.5				

Intersection Summary

HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 Int.25: Redlands Blvd & SR-60 WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↔	↗		↑↑	↗		↑↑	↗
Traffic Volume (veh/h)	0	0	0	295	0	128	0	678	364	0	704	453
Future Volume (veh/h)	0	0	0	295	0	128	0	678	364	0	704	453
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1900	1900	1900	0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h				335	0	85	0	678	0	0	704	453
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				429	0	191	0	2941		0	2941	1312
Arrive On Green				0.12	0.00	0.12	0.00	1.00	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3619	0	1610	0	3705	1610	0	3705	1610
Grp Volume(v), veh/h				335	0	85	0	678	0	0	704	453
Grp Sat Flow(s),veh/h/ln				1810	0	1610	0	1805	1610	0	1805	1610
Q Serve(g_s), s				10.8	0.0	5.9	0.0	0.0	0.0	0.0	5.4	8.7
Cycle Q Clear(g_c), s				10.8	0.0	5.9	0.0	0.0	0.0	0.0	5.4	8.7
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				429	0	191	0	2941		0	2941	1312
V/C Ratio(X)				0.78	0.00	0.44	0.00	0.23		0.00	0.24	0.35
Avail Cap(c_a), veh/h				1086	0	483	0	2941		0	2941	1312
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.93	0.00	0.00	0.88	0.88
Uniform Delay (d), s/veh				51.4	0.0	49.2	0.0	0.0	0.0	0.0	2.6	2.9
Incr Delay (d2), s/veh				3.1	0.0	1.6	0.0	0.2	0.0	0.0	0.2	0.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.1	0.0	2.5	0.0	0.1	0.0	0.0	1.5	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				54.5	0.0	50.8	0.0	0.2	0.0	0.0	2.7	3.5
LnGrp LOS				D	A	D	A	A		A	A	A
Approach Vol, veh/h					420			678	A		1157	
Approach Delay, s/veh					53.7			0.2			3.0	
Approach LOS					D			A			A	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		101.8				101.8		18.2				
Change Period (Y+Rc), s		4.0				4.0		4.0				
Max Green Setting (Gmax), s		76.0				76.0		36.0				
Max Q Clear Time (g_c+I1), s		2.0				10.7		12.8				
Green Ext Time (p_c), s		5.6				8.3		1.5				

Intersection Summary

HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 Int.26: Redlands Blvd & SR-60 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	0	374	0	0	0	0	814	168	0	938	61
Future Volume (veh/h)	228	0	374	0	0	0	0	814	168	0	938	61
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	152	0	455				0	814	168	0	938	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	312	0	555				0	2748	1226	0	2748	
Arrive On Green	0.17	0.00	0.17				0.00	0.76	0.76	0.00	0.76	0.00
Sat Flow, veh/h	1810	0	3220				0	3705	1610	0	3705	1610
Grp Volume(v), veh/h	152	0	455				0	814	168	0	938	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1610	0	1805	1610
Q Serve(g_s), s	9.1	0.0	16.3				0.0	8.3	3.3	0.0	10.1	0.0
Cycle Q Clear(g_c), s	9.1	0.0	16.3				0.0	8.3	3.3	0.0	10.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	312	0	555				0	2748	1226	0	2748	
V/C Ratio(X)	0.49	0.00	0.82				0.00	0.30	0.14	0.00	0.34	
Avail Cap(c_a), veh/h	618	0	1100				0	2748	1226	0	2748	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.00	0.96	0.00
Uniform Delay (d), s/veh	44.9	0.0	47.9				0.0	4.4	3.8	0.0	4.6	0.0
Incr Delay (d2), s/veh	1.2	0.0	3.1				0.0	0.3	0.2	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	6.8				0.0	2.8	1.0	0.0	3.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.1	0.0	51.0				0.0	4.7	4.1	0.0	5.0	0.0
LnGrp LOS	D	A	D				A	A	A	A	A	
Approach Vol, veh/h	607						982			938		
Approach Delay, s/veh	49.7						4.6			5.0		
Approach LOS	D						A			A		
Timer - Assigned Phs	2		4		6							
Phs Duration (G+Y+Rc), s	95.3		24.7		95.3							
Change Period (Y+Rc), s	4.0		4.0		4.0							
Max Green Setting (Gmax), s	71.0		41.0		71.0							
Max Q Clear Time (g_c+I1), s	10.3		18.3		12.1							
Green Ext Time (p_c), s	7.9		2.3		8.6							

Intersection Summary

HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection								
Intersection Delay, s/veh10.2								
Intersection LOS B								
Approach	EB		WB		NB		SB	
Entry Lanes	2		2		2		2	
Conflicting Circle Lanes	2		2		2		2	
Adj Approach Flow, veh/h	329		443		822		1312	
Demand Flow Rate, veh/h	329		443		822		1312	
Vehicles Circulating, veh/h	1132		776		451		237	
Vehicles Exiting, veh/h	417		497		1010		982	
Ped Vol Crossing Leg, #/h	0		0		0		0	
Ped Cap Adj	1.000		1.000		1.000		1.000	
Approach Delay, s/veh	12.7		9.4		9.1		10.5	
Approach LOS	B		A		A		B	
Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	R	LT	TR	LT	TR
Assumed Moves	L	TR	LT	R	LT	TR	LT	TR
RT Channelized								
Lane Util	0.298	0.702	0.343	0.657	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	98	231	152	291	386	436	617	695
Cap Entry Lane, veh/h	476	542	661	734	891	968	1085	1161
Entry HV Adj Factor	1.000	1.000	1.000	1.000	1.001	0.999	0.999	1.001
Flow Entry, veh/h	98	231	152	291	386	436	617	695
Cap Entry, veh/h	476	542	661	734	892	967	1085	1162
V/C Ratio	0.206	0.426	0.230	0.396	0.433	0.450	0.568	0.599
Control Delay, s/veh	10.5	13.6	8.2	10.1	9.2	9.0	10.4	10.6
LOS	B	B	A	B	A	A	B	B
95th %tile Queue, veh	1	2	1	2	2	2	4	4

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	9	0	823	962	48
Future Vol, veh/h	0	9	0	823	962	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	9	0	823	962	48

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	505	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.9	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.3	-
Pot Cap-1 Maneuver	0	518	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	518	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 518	-	-
HCM Lane V/C Ratio	- 0.017	-	-
HCM Control Delay (s)	- 12.1	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 0.1	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	9	0	823	921	49
Future Vol, veh/h	0	9	0	823	921	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	9	0	823	921	49

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	485	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.9	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.3	-
Pot Cap-1 Maneuver	0	533	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	533	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 533	-	-
HCM Lane V/C Ratio	- 0.017	-	-
HCM Control Delay (s)	- 11.9	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 0.1	-	-

HCM 6th Signalized Intersection Summary
 Int.30: Redlands Blvd & Encilia Ave

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘		↗	↗↘		↗	↗↘	↗
Traffic Volume (veh/h)	113	16	8	25	38	80	92	665	29	102	566	189
Future Volume (veh/h)	113	16	8	25	38	80	92	665	29	102	566	189
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	113	16	8	25	38	80	92	665	29	102	566	189
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	142	275	127	62	127	113	117	2236	97	129	2316	1033
Arrive On Green	0.08	0.11	0.11	0.03	0.07	0.07	0.13	1.00	1.00	0.07	0.64	0.64
Sat Flow, veh/h	1810	2397	1108	1810	1805	1610	1810	3524	154	1810	3610	1610
Grp Volume(v), veh/h	113	12	12	25	38	80	92	340	354	102	566	189
Grp Sat Flow(s),veh/h/ln	1810	1805	1700	1810	1805	1610	1810	1805	1872	1810	1805	1610
Q Serve(g_s), s	6.8	0.6	0.7	1.5	2.2	5.3	5.4	0.0	0.0	6.1	7.3	5.2
Cycle Q Clear(g_c), s	6.8	0.6	0.7	1.5	2.2	5.3	5.4	0.0	0.0	6.1	7.3	5.2
Prop In Lane	1.00		0.65	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	142	207	195	62	127	113	117	1145	1188	129	2316	1033
V/C Ratio(X)	0.80	0.06	0.06	0.41	0.30	0.71	0.79	0.30	0.30	0.79	0.24	0.18
Avail Cap(c_a), veh/h	280	459	433	148	328	293	263	1145	1188	263	2316	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	43.4	43.4	52.0	48.6	50.0	47.2	0.0	0.0	50.3	8.4	8.0
Incr Delay (d2), s/veh	9.7	0.1	0.1	4.3	1.3	7.8	11.1	0.7	0.6	10.1	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.3	0.3	0.7	1.0	2.4	2.7	0.2	0.2	3.1	2.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	43.5	43.6	56.3	49.9	57.8	58.3	0.7	0.6	60.4	8.6	8.4
LnGrp LOS	E	D	D	E	D	E	E	A	A	E	A	A
Approach Vol, veh/h		137			143			786			857	
Approach Delay, s/veh		56.7			55.5			7.4			14.7	
Approach LOS		E			E			A			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	73.8	7.7	16.6	11.1	74.6	12.6	11.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	16.0	41.0	9.0	28.0	16.0	41.0	17.0	20.0				
Max Q Clear Time (g_c+I1), s	8.1	2.0	3.5	2.7	7.4	9.3	8.8	7.3				
Green Ext Time (p_c), s	0.1	4.9	0.0	0.1	0.1	4.9	0.2	0.4				

Intersection Summary

HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
 Int.31: Redlands Blvd & Cottonwood Ave

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	51	39	591	595	32
Future Volume (veh/h)	34	51	39	591	595	32
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	51	39	591	595	32
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	0	0	691	3479	1969	878
Arrive On Green	0.00	0.00	0.76	1.00	0.73	0.73
Sat Flow, veh/h	0		1810	3705	3705	1610
Grp Volume(v), veh/h	0.0		39	591	595	32
Grp Sat Flow(s),veh/h/ln			1810	1805	1805	1610
Q Serve(g_s), s			0.6	0.0	6.4	0.6
Cycle Q Clear(g_c), s			0.6	0.0	6.4	0.6
Prop In Lane			1.00			1.00
Lane Grp Cap(c), veh/h			691	3479	1969	878
V/C Ratio(X)			0.06	0.17	0.30	0.04
Avail Cap(c_a), veh/h			691	3479	1969	878
HCM Platoon Ratio			2.00	2.00	1.33	1.33
Upstream Filter(I)			0.93	0.93	0.98	0.98
Uniform Delay (d), s/veh			8.1	0.0	7.7	6.9
Incr Delay (d2), s/veh			0.0	0.1	0.4	0.1
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			0.2	0.0	2.3	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			8.1	0.1	8.1	7.0
LnGrp LOS			A	A	A	A
Approach Vol, veh/h				630	627	
Approach Delay, s/veh				0.6	8.1	
Approach LOS				A	A	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		110.0			46.0	64.0
Change Period (Y+Rc), s		4.0			4.0	4.0
Max Green Setting (Gmax), s		77.0			13.0	60.0
Max Q Clear Time (g_c+I1), s		2.0			2.6	8.4
Green Ext Time (p_c), s		4.7			0.0	4.8
Intersection Summary						
HCM 6th Ctrl Delay			4.3			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 Int.32: Redlands Blvd & Alessandro Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖	↑↑	↖	↖	↑↑	↖
Traffic Volume (veh/h)	278	412	45	120	579	90	27	385	115	81	376	263
Future Volume (veh/h)	278	412	45	120	579	90	27	385	115	81	376	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	278	412	45	120	579	90	27	385	115	81	376	263
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	355	875	390	218	734	327	65	1776	792	105	1857	828
Arrive On Green	0.10	0.24	0.24	0.06	0.20	0.20	0.04	0.49	0.49	0.12	1.00	1.00
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	278	412	45	120	579	90	27	385	115	81	376	263
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	8.5	10.7	2.4	3.7	16.7	5.2	1.6	6.7	4.3	4.8	0.0	0.0
Cycle Q Clear(g_c), s	8.5	10.7	2.4	3.7	16.7	5.2	1.6	6.7	4.3	4.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	355	875	390	218	734	327	65	1776	792	105	1857	828
V/C Ratio(X)	0.78	0.47	0.12	0.55	0.79	0.27	0.42	0.22	0.15	0.77	0.20	0.32
Avail Cap(c_a), veh/h	606	1346	600	351	1083	483	148	1776	792	230	1857	828
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	48.3	35.6	32.5	50.1	41.6	37.0	51.9	15.9	15.3	47.9	0.0	0.0
Incr Delay (d2), s/veh	3.1	0.3	0.1	2.2	2.4	0.4	4.2	0.3	0.4	10.8	0.2	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	4.8	0.9	1.7	7.6	2.1	0.8	2.8	1.6	2.4	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.4	36.0	32.6	52.3	44.0	37.4	56.2	16.2	15.7	58.7	0.2	1.0
LnGrp LOS	D	D	C	D	D	D	E	B	B	E	A	A
Approach Vol, veh/h		735			789			527			720	
Approach Delay, s/veh		41.6			44.5			18.1			7.1	
Approach LOS		D			D			B			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	58.1	10.8	30.7	7.9	60.6	15.1	26.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	14.0	28.0	11.0	41.0	9.0	33.0	19.0	33.0				
Max Q Clear Time (g_c+1), s	10.8	8.7	5.7	12.7	3.6	2.0	10.5	18.7				
Green Ext Time (p_c), s	0.1	2.8	0.1	3.0	0.0	3.6	0.6	3.6				
Intersection Summary												
HCM 6th Ctrl Delay											29.0	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 Int.33: John F Kennedy Dr/Redlands Blvd & Cactus Ave

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	58	118	177	45	66	39	328	35	70	486	146
Future Volume (veh/h)	133	58	118	177	45	66	39	328	35	70	486	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	133	58	118	177	45	66	39	328	35	70	486	146
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	165	173	154	212	220	196	80	1929	204	102	2157	962
Arrive On Green	0.09	0.10	0.10	0.12	0.12	0.12	0.04	0.59	0.59	0.06	0.60	0.60
Sat Flow, veh/h	1810	1805	1610	1810	1805	1610	1810	3293	349	1810	3610	1610
Grp Volume(v), veh/h	133	58	118	177	45	66	39	179	184	70	486	146
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1837	1810	1805	1610
Q Serve(g_s), s	7.9	3.3	7.9	10.5	2.5	4.1	2.3	5.0	5.1	4.2	6.9	4.4
Cycle Q Clear(g_c), s	7.9	3.3	7.9	10.5	2.5	4.1	2.3	5.0	5.1	4.2	6.9	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	165	173	154	212	220	196	80	1057	1076	102	2157	962
V/C Ratio(X)	0.81	0.34	0.76	0.84	0.20	0.34	0.49	0.17	0.17	0.69	0.23	0.15
Avail Cap(c_a), veh/h	378	345	307	444	410	366	181	1057	1076	230	2157	962
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	46.5	48.5	47.5	43.5	44.2	51.3	10.5	10.5	51.0	10.3	9.8
Incr Delay (d2), s/veh	9.0	1.1	7.6	8.4	0.5	1.0	4.5	0.3	0.3	8.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	1.5	3.5	5.2	1.1	1.7	1.1	2.0	2.1	2.1	2.7	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.0	47.6	56.2	56.0	44.0	45.2	55.8	10.8	10.8	59.0	10.5	10.1
LnGrp LOS	E	D	E	E	D	D	E	B	B	E	B	B
Approach Vol, veh/h		309		288		402		702				
Approach Delay, s/veh		55.3		51.6		15.2		15.3				
Approach LOS		E		D		B		B				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	68.4	16.9	14.5	8.9	69.7	14.0	17.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	14.0	32.0	27.0	21.0	11.0	35.0	23.0	25.0				
Max Q Clear Time (g_c+10), s	10.2	7.1	12.5	9.9	4.3	8.9	9.9	6.1				
Green Ext Time (p_c), s	0.1	2.1	0.4	0.7	0.0	3.9	0.3	0.5				
Intersection Summary												
HCM 6th Ctrl Delay				28.7								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 Int.34: WLC Pkwy & Eucalyptus Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	21	143	178	25	84	156	1303	67	70	1020	354
Future Volume (veh/h)	94	21	143	178	25	84	156	1303	67	70	1020	354
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	94	21	143	178	25	84	156	1303	67	70	1020	354
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	120	396	177	211	577	257	188	1934	99	109	1841	821
Arrive On Green	0.07	0.11	0.11	0.12	0.16	0.16	0.10	0.55	0.55	0.06	0.51	0.51
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3493	179	1810	3610	1610
Grp Volume(v), veh/h	94	21	143	178	25	84	156	672	698	70	1020	354
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1868	1810	1805	1610
Q Serve(g_s), s	5.1	0.5	8.7	9.6	0.6	4.6	8.5	26.5	26.6	3.8	19.3	13.8
Cycle Q Clear(g_c), s	5.1	0.5	8.7	9.6	0.6	4.6	8.5	26.5	26.6	3.8	19.3	13.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	120	396	177	211	577	257	188	1000	1034	109	1841	821
V/C Ratio(X)	0.78	0.05	0.81	0.84	0.04	0.33	0.83	0.67	0.67	0.64	0.55	0.43
Avail Cap(c_a), veh/h	199	650	290	253	758	338	217	1000	1034	127	1841	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	39.9	43.5	43.3	35.5	37.2	44.0	15.9	15.9	46.0	16.7	15.4
Incr Delay (d2), s/veh	10.4	0.1	8.5	19.3	0.0	0.7	20.7	3.6	3.5	8.5	1.2	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.2	3.8	5.4	0.3	1.9	4.8	11.2	11.6	1.9	7.9	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.4	39.9	52.0	62.6	35.6	38.0	64.6	19.5	19.4	54.5	17.9	17.0
LnGrp LOS	E	D	D	E	D	D	E	B	B	D	B	B
Approach Vol, veh/h		258			287			1526			1444	
Approach Delay, s/veh		52.6			53.0			24.1			19.5	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	59.4	15.7	15.0	14.4	55.0	10.6	20.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	45.0	14.0	18.0	12.0	40.0	11.0	21.0					
Max Q Clear Time (g_c+1), s	28.6	11.6	10.7	10.5	21.3	7.1	6.6					
Green Ext Time (p_c), s	0.0	8.8	0.1	0.3	0.1	8.6	0.1	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			26.6									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 Int.1: Kitching St & Iris Ave

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	1123	176	760	1043	145	93	283	807	139	310	134
Future Volume (veh/h)	154	1123	176	760	1043	145	93	283	807	139	310	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	154	1123	176	760	1043	145	93	283	807	139	310	134
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	184	1023	456	633	1920	964	117	301	268	121	417	177
Arrive On Green	0.10	0.28	0.28	0.35	0.53	0.53	0.06	0.17	0.17	0.07	0.17	0.17
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	1805	1610	1810	2471	1045
Grp Volume(v), veh/h	154	1123	176	760	1043	145	93	283	807	139	225	219
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1610	1810	1805	1712
Q Serve(g_s), s	10.0	34.0	8.6	42.0	22.8	1.6	6.1	18.6	20.0	8.0	14.2	14.7
Cycle Q Clear(g_c), s	10.0	34.0	8.6	42.0	22.8	1.6	6.1	18.6	20.0	8.0	14.2	14.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	184	1023	456	633	1920	964	117	301	268	121	305	289
V/C Ratio(X)	0.84	1.10	0.39	1.20	0.54	0.15	0.80	0.94	3.01	1.15	0.74	0.76
Avail Cap(c_a), veh/h	302	1023	456	633	1920	964	136	301	268	121	305	289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.47	0.47	0.47	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	43.0	23.1	39.0	18.5	3.8	55.4	49.4	50.0	56.0	47.3	47.5
Incr Delay (d2), s/veh	10.3	58.8	2.5	97.4	0.5	0.2	24.3	38.7	913.2	128.6	14.7	17.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	23.3	3.6	35.4	9.5	0.6	3.6	11.6	76.1	8.0	7.6	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	101.8	25.6	136.4	19.0	4.0	79.7	88.1	963.2	184.6	62.0	64.5
LnGrp LOS	E	F	C	F	B	A	E	F	F	F	E	E
Approach Vol, veh/h		1453			1948			1183				583
Approach Delay, s/veh		88.5			63.7			684.4				92.2
Approach LOS		F			E			F				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	46.0	38.0	11.7	24.3	16.2	67.8	12.0	24.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	42.0	34.0	9.0	19.0	20.0	56.0	8.0	20.0				
Max Q Clear Time (g_c+I1), s	44.0	36.0	8.1	16.7	12.0	24.8	10.0	22.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.2	9.7	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	216.0
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary
 Int.2: Lasselle St & Alessandro Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔	↑↑	↔	↔	↑↑	↔
Traffic Volume (veh/h)	157	1535	253	191	1192	101	209	458	202	83	645	109
Future Volume (veh/h)	157	1535	253	191	1192	101	209	458	202	83	645	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	157	1535	253	191	1192	101	209	458	202	83	645	109
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	419	1754	544	247	1499	653	239	1233	663	211	1177	525
Arrive On Green	0.12	0.34	0.34	0.07	0.29	0.29	0.13	0.34	0.34	0.12	0.33	0.33
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	157	1535	253	191	1192	101	209	458	202	83	645	109
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	4.9	33.4	14.8	6.4	25.5	0.0	13.6	11.5	6.4	5.1	17.6	4.3
Cycle Q Clear(g_c), s	4.9	33.4	14.8	6.4	25.5	0.0	13.6	11.5	6.4	5.1	17.6	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	419	1754	544	247	1499	653	239	1233	663	211	1177	525
V/C Ratio(X)	0.37	0.88	0.46	0.77	0.80	0.15	0.87	0.37	0.30	0.39	0.55	0.21
Avail Cap(c_a), veh/h	419	1815	564	263	1772	738	317	1233	663	211	1177	525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	37.3	31.2	54.8	39.4	22.6	51.1	29.8	11.0	49.1	33.2	15.3
Incr Delay (d2), s/veh	0.6	5.0	0.6	8.9	1.5	0.1	18.5	0.9	1.2	1.2	1.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	14.8	5.8	3.1	10.9	1.8	7.4	5.1	2.9	2.4	8.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	42.4	31.8	63.7	40.9	22.7	69.5	30.6	12.2	50.3	35.0	16.2
LnGrp LOS	D	D	C	E	D	C	E	C	B	D	D	B
Approach Vol, veh/h		1945			1484			869			837	
Approach Delay, s/veh		41.5			42.6			35.7			34.1	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	45.0	12.4	44.6	19.9	43.1	18.3	38.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	12.0	41.0	9.0	42.0	21.0	32.0	10.0	41.0				
Max Q Clear Time (g_c+1), s	13.5	13.5	8.4	35.4	15.6	19.6	6.9	27.5				
Green Ext Time (p_c), s	0.1	4.0	0.0	5.2	0.3	3.8	0.1	7.2				

Intersection Summary

HCM 6th Ctrl Delay	39.6
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.3: Lasselle St & Iris Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	300	1240	500	1007	1532	164	341	654	644	379	816	164
Future Volume (veh/h)	300	1240	500	1007	1532	164	341	654	644	379	816	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	300	1240	500	1007	1532	164	341	654	644	379	816	164
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	439	1279	397	936	2014	625	322	831	800	432	784	157
Arrive On Green	0.13	0.25	0.25	0.27	0.39	0.39	0.09	0.23	0.23	0.12	0.26	0.26
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	3510	3610	1610	3510	2995	602
Grp Volume(v), veh/h	300	1240	500	1007	1532	164	341	654	644	379	492	488
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1755	1805	1610	1755	1805	1792
Q Serve(g_s), s	9.8	28.4	29.6	32.0	30.8	5.7	11.0	20.4	12.5	12.7	31.4	31.4
Cycle Q Clear(g_c), s	9.8	28.4	29.6	32.0	30.8	5.7	11.0	20.4	12.5	12.7	31.4	31.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	439	1279	397	936	2014	625	322	831	800	432	472	469
V/C Ratio(X)	0.68	0.97	1.26	1.08	0.76	0.26	1.06	0.79	0.81	0.88	1.04	1.04
Avail Cap(c_a), veh/h	439	1279	397	936	2014	625	322	831	800	439	472	469
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.22	0.22	0.22	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.2	44.7	45.2	44.0	31.9	11.9	54.5	43.4	10.3	51.7	44.3	44.3
Incr Delay (d2), s/veh	0.4	3.2	118.5	39.3	0.6	0.2	66.8	7.4	8.5	17.6	52.6	52.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	12.4	24.8	18.9	12.8	3.1	7.8	10.0	8.8	6.7	20.8	20.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	48.0	163.7	83.3	32.5	12.1	121.3	50.9	18.8	69.4	96.9	97.0
LnGrp LOS	D	D	F	F	C	B	F	D	B	E	F	F
Approach Vol, veh/h		2040			2703			1639			1359	
Approach Delay, s/veh		76.7			50.2			52.9			89.2	
Approach LOS		E			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.0	33.6	15.0	35.4	19.0	50.6	18.8	31.6				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	32.0	29.6	11.0	31.4	15.0	46.6	15.0	27.4				
Max Q Clear Time (g_c+R), s	34.0	31.6	13.0	33.4	11.8	32.8	14.7	22.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.3	9.3	0.0	3.0				
Intersection Summary												
HCM 6th Ctrl Delay			64.6									
HCM 6th LOS			E									

HCM 6th Signalized Intersection Summary
 Int.4: Nason St & Eucalyptus Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘↗	↑↑	↗	↘↗	↑↑	↗
Traffic Volume (veh/h)	77	544	209	536	429	15	125	1434	611	28	1195	117
Future Volume (veh/h)	77	544	209	536	429	15	125	1434	611	28	1195	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	544	209	536	429	15	125	1434	611	28	1195	117
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	557	248	498	1352	603	205	1369	611	205	1369	611
Arrive On Green	0.05	0.15	0.15	0.46	0.63	0.63	0.06	0.38	0.38	0.06	0.38	0.38
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	77	544	209	536	429	15	125	1434	611	28	1195	117
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	5.0	18.0	12.9	33.0	6.7	0.3	4.2	45.5	20.5	0.9	36.9	4.7
Cycle Q Clear(g_c), s	5.0	18.0	12.9	33.0	6.7	0.3	4.2	45.5	20.5	0.9	36.9	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	557	248	498	1352	603	205	1369	611	205	1369	611
V/C Ratio(X)	0.78	0.98	0.84	1.08	0.32	0.02	0.61	1.05	1.00	0.14	0.87	0.19
Avail Cap(c_a), veh/h	166	557	248	498	1352	603	205	1369	611	205	1369	611
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	50.5	35.8	32.4	15.3	9.0	55.2	37.3	7.5	53.6	34.6	16.2
Incr Delay (d2), s/veh	12.4	32.3	22.2	55.8	0.1	0.0	5.2	37.8	36.6	0.3	7.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	10.6	6.6	19.8	2.5	0.2	2.0	26.8	12.5	0.4	17.4	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.5	82.9	58.0	88.2	15.4	9.1	60.4	75.1	44.1	53.9	42.5	16.8
LnGrp LOS	E	F	E	F	B	A	E	F	F	D	D	B
Approach Vol, veh/h		830			980			2170			1340	
Approach Delay, s/veh		75.3			55.1			65.5			40.5	
Approach LOS		E			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.0	49.5	37.0	22.5	11.0	49.5	10.5	49.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	45.5	33.0	18.5	7.0	45.5	11.0	40.5					
Max Q Clear Time (g_c+1), s	47.5	35.0	20.0	6.2	38.9	7.0	8.7					
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	4.4	0.0	3.1				

Intersection Summary

HCM 6th Ctrl Delay	58.8
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
 Int.5: Nason St & Alessandro Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖	↑↑↑	↖
Traffic Volume (veh/h)	352	1084	282	160	841	155	346	1125	388	188	1063	229
Future Volume (veh/h)	352	1084	282	160	841	155	346	1125	388	188	1063	229
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	352	1084	282	160	841	155	346	1125	388	188	1063	229
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	430	1344	417	218	1031	320	715	1643	510	414	1772	550
Arrive On Green	0.12	0.26	0.26	0.06	0.20	0.20	0.20	0.32	0.32	0.23	0.34	0.34
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	3510	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	352	1084	282	160	841	155	346	1125	388	188	1063	229
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1755	1729	1610	1810	1729	1610
Q Serve(g_s), s	11.7	23.5	12.0	5.4	18.6	10.2	10.4	22.7	21.1	10.7	20.4	13.1
Cycle Q Clear(g_c), s	11.7	23.5	12.0	5.4	18.6	10.2	10.4	22.7	21.1	10.7	20.4	13.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	430	1344	417	218	1031	320	715	1643	510	414	1772	550
V/C Ratio(X)	0.82	0.81	0.68	0.73	0.82	0.48	0.48	0.68	0.76	0.45	0.60	0.42
Avail Cap(c_a), veh/h	527	1513	470	293	1167	362	715	1643	510	414	1772	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.55	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	41.6	16.1	55.3	46.0	42.6	42.2	35.8	24.3	39.8	32.7	30.3
Incr Delay (d2), s/veh	4.7	1.7	1.8	6.3	4.1	1.1	0.5	2.3	10.3	0.8	1.5	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	10.2	4.6	2.6	8.4	4.2	4.6	9.9	9.4	4.9	8.7	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.1	43.3	17.9	61.6	50.1	43.8	42.7	38.1	34.6	40.6	34.2	32.6
LnGrp LOS	E	D	B	E	D	D	D	D	C	D	C	C
Approach Vol, veh/h		1718			1156			1859			1480	
Approach Delay, s/veh		41.8			50.8			38.2			34.8	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.5	42.0	11.5	35.1	28.5	45.0	18.7	27.8				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	31.5	38.0	10.0	35.0	18.0	41.0	18.0	27.0				
Max Q Clear Time (g_c+1/2), s	11.7	24.7	7.4	25.5	12.4	22.4	13.7	20.6				
Green Ext Time (p_c), s	0.3	7.6	0.1	5.6	0.6	8.2	0.5	3.2				

Intersection Summary

HCM 6th Ctrl Delay	40.7
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.6: Nason St & Iris Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔	↑	↔	↔↔	↑	↔
Traffic Volume (veh/h)	584	1638	21	41	1624	678	34	47	42	397	71	853
Future Volume (veh/h)	584	1638	21	41	1624	678	34	47	42	397	71	853
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	584	1638	21	41	1624	678	34	47	42	397	71	853
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	674	2637	819	307	2094	650	106	143	127	410	404	652
Arrive On Green	0.19	0.51	0.51	0.03	0.13	0.13	0.06	0.15	0.15	0.12	0.21	0.21
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1810	925	826	3510	1900	1610
Grp Volume(v), veh/h	584	1638	21	41	1624	678	34	0	89	397	71	853
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1810	0	1751	1755	1900	1610
Q Serve(g_s), s	19.3	27.2	0.8	1.4	36.3	33.6	2.2	0.0	5.4	13.5	3.7	25.5
Cycle Q Clear(g_c), s	19.3	27.2	0.8	1.4	36.3	33.6	2.2	0.0	5.4	13.5	3.7	25.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	674	2637	819	307	2094	650	106	0	270	410	404	652
V/C Ratio(X)	0.87	0.62	0.03	0.13	0.78	1.04	0.32	0.00	0.33	0.97	0.18	1.31
Avail Cap(c_a), veh/h	936	2637	819	307	2094	650	106	0	270	410	404	652
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.31	0.31	0.31	0.87	0.87	0.87	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	21.2	14.7	53.8	46.8	24.9	54.2	0.0	45.2	52.8	38.7	22.4
Incr Delay (d2), s/veh	2.1	0.3	0.0	0.2	2.5	44.7	1.7	0.0	3.2	36.4	0.9	150.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	10.9	0.3	0.6	17.4	22.4	1.0	0.0	2.6	8.0	1.8	43.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	21.5	14.7	54.0	49.3	69.6	56.0	0.0	48.5	89.2	39.6	172.4
LnGrp LOS	D	C	B	D	D	F	E	A	D	F	D	F
Approach Vol, veh/h		2243			2343			123			1321	
Approach Delay, s/veh		28.7			55.2			50.5			140.3	
Approach LOS		C			E			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	65.0	11.0	29.5	27.1	52.4	18.0	22.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	10.5	61.0	7.0	25.5	32.0	39.5	14.0	18.5				
Max Q Clear Time (g_c+1), s	13.4	29.2	4.2	27.5	21.3	38.3	15.5	7.4				
Green Ext Time (p_c), s	0.0	16.2	0.0	0.0	1.7	1.1	0.0	0.3				

Intersection Summary

HCM 6th Ctrl Delay	63.9
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
 Int.7: Eucalyptus Ave & Fir Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	998	48	60	821	267	25	21	12	287	36	146
Future Volume (veh/h)	117	998	48	60	821	267	25	21	12	287	36	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	117	998	48	60	821	267	25	21	12	287	36	146
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	226	1472	657	91	1203	537	62	47	17	583	797	711
Arrive On Green	0.13	0.41	0.41	0.05	0.33	0.33	0.09	0.09	0.09	0.32	0.44	0.44
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	226	541	200	1810	1805	1610
Grp Volume(v), veh/h	117	998	48	60	821	267	58	0	0	287	36	146
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	967	0	0	1810	1805	1610
Q Serve(g_s), s	7.3	27.1	2.2	3.9	23.5	15.9	1.5	0.0	0.0	15.3	1.4	6.7
Cycle Q Clear(g_c), s	7.3	27.1	2.2	3.9	23.5	15.9	8.2	0.0	0.0	15.3	1.4	6.7
Prop In Lane	1.00		1.00	1.00		1.00	0.43		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	226	1472	657	91	1203	537	126	0	0	583	797	711
V/C Ratio(X)	0.52	0.68	0.07	0.66	0.68	0.50	0.46	0.00	0.00	0.49	0.05	0.21
Avail Cap(c_a), veh/h	226	1472	657	136	1203	537	221	0	0	583	797	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.44	0.44	0.79	0.79	0.79	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	29.1	21.7	56.0	34.5	32.0	53.1	0.0	0.0	32.7	19.1	20.6
Incr Delay (d2), s/veh	0.9	1.1	0.1	6.2	2.5	2.6	2.6	0.0	0.0	2.9	0.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	11.8	0.9	1.9	10.7	6.6	1.8	0.0	0.0	7.2	0.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	30.2	21.8	62.2	37.0	34.6	55.7	0.0	0.0	35.7	19.2	21.2
LnGrp LOS	D	C	C	E	D	C	E	A	A	D	B	C
Approach Vol, veh/h		1163			1148			58			469	
Approach Delay, s/veh		31.8			37.8			55.7			29.9	
Approach LOS		C			D			E			C	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.1	52.9		57.0	19.0	44.0	42.7	14.3				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	46.0			53.0	15.0	40.0	31.0	18.0				
Max Q Clear Time (g_c+1), s	29.1			8.7	9.3	25.5	17.3	10.2				
Green Ext Time (p_c), s	0.0	6.8		1.2	0.1	5.8	0.7	0.1				

Intersection Summary

HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 Int.8: Oliver St & Iris Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖		↖	↖	↖	↑	↖
Traffic Volume (veh/h)	132	1626	94	66	1184	16	76	15	45	37	24	153
Future Volume (veh/h)	132	1626	94	66	1184	16	76	15	45	37	24	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	132	1626	94	66	1184	16	76	15	45	37	24	153
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	234	2464	765	205	2421	751	254	50	268	302	317	268
Arrive On Green	0.04	0.32	0.32	0.06	0.47	0.47	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1523	301	1610	1810	1900	1610
Grp Volume(v), veh/h	132	1626	94	66	1184	16	91	0	45	37	24	153
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1824	0	1610	1810	1900	1610
Q Serve(g_s), s	4.4	32.5	5.0	2.2	18.9	0.6	5.3	0.0	2.9	2.1	1.3	10.5
Cycle Q Clear(g_c), s	4.4	32.5	5.0	2.2	18.9	0.6	5.3	0.0	2.9	2.1	1.3	10.5
Prop In Lane	1.00		1.00	1.00		1.00	0.84		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	234	2464	765	205	2421	751	304	0	268	302	317	268
V/C Ratio(X)	0.56	0.66	0.12	0.32	0.49	0.02	0.30	0.00	0.17	0.12	0.08	0.57
Avail Cap(c_a), veh/h	234	2464	765	205	2421	751	304	0	268	302	317	268
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	32.5	23.2	54.2	22.1	17.2	43.9	0.0	42.9	42.5	42.2	46.0
Incr Delay (d2), s/veh	2.1	1.0	0.2	0.9	0.7	0.1	2.5	0.0	1.3	0.8	0.5	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	14.5	2.0	1.0	7.8	0.3	2.6	0.0	1.3	1.0	0.6	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	33.5	23.4	55.1	22.8	17.3	46.4	0.0	44.2	43.4	42.7	54.6
LnGrp LOS	E	C	C	E	C	B	D	A	D	D	D	D
Approach Vol, veh/h		1852			1266			136			214	
Approach Delay, s/veh		34.7			24.4			45.7			51.3	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.0	61.0		24.0	12.0	60.0		24.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	57.0			20.0	8.0	56.0		20.0				
Max Q Clear Time (g_c+1), s	34.5			12.5	6.4	20.9		7.3				
Green Ext Time (p_c), s	0.0	13.5		0.4	0.1	10.9		0.4				

Intersection Summary

HCM 6th Ctrl Delay	32.4
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 Int.9: Moreno Beach Dr & SR-60 WB Ramps

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘		↗		↑↑	↗		↑↑	↗
Traffic Volume (veh/h)	0	0	0	405	0	57	0	779	919	0	612	132
Future Volume (veh/h)	0	0	0	405	0	57	0	779	919	0	612	132
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1900	0	1900	0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h				405	0	57	0	779	0	0	612	132
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				0	0	0	0	3490		0	3490	1556
Arrive On Green				0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.97
Sat Flow, veh/h				0		0	3705	1610		0	3705	1610
Grp Volume(v), veh/h				0.0		0	779	0	0	612	132	
Grp Sat Flow(s),veh/h/ln				0		1805	1610		0	1805	1610	
Q Serve(g_s), s						0.0	0.0	0.0	0.0	0.0	0.4	
Cycle Q Clear(g_c), s						0.0	0.0	0.0	0.0	0.0	0.4	
Prop In Lane						0.00		1.00	0.00		1.00	
Lane Grp Cap(c), veh/h						0	3490		0	3490	1556	
V/C Ratio(X)						0.00	0.22		0.00	0.18	0.08	
Avail Cap(c_a), veh/h						0	3490		0	3490	1556	
HCM Platoon Ratio						1.00	1.33	1.33	1.00	1.33	1.00	
Upstream Filter(I)						0.00	0.46	0.00	0.00	1.00	1.00	
Uniform Delay (d), s/veh						0.0	0.0	0.0	0.0	0.0	0.1	
Incr Delay (d2), s/veh						0.0	0.1	0.0	0.0	0.1	0.1	
Initial Q Delay(d3),s/veh						0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln						0.0	0.0	0.0	0.0	0.1	0.0	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh						0.0	0.1	0.0	0.0	0.1	0.2	
LnGrp LOS						A	A		A	A	A	
Approach Vol, veh/h							779	A		744		
Approach Delay, s/veh							0.1			0.1		
Approach LOS							A			A		
Timer - Assigned Phs		2				6						
Phs Duration (G+Y+Rc), s		120.0				120.0						
Change Period (Y+Rc), s		4.0				4.0						
Max Green Setting (Gmax), s		53.0				53.0						
Max Q Clear Time (g_c+I1), s		2.0				2.4						
Green Ext Time (p_c), s		6.6				5.4						

Intersection Summary

HCM 6th Ctrl Delay	0.1
HCM 6th LOS	A

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 Int.10: Moreno Beach Dr & SR-60 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	8	931	0	0	0	0	1349	574	90	926	0
Future Volume (veh/h)	350	8	931	0	0	0	0	1349	574	90	926	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	236	0	1058				0	1349	574	90	926	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	573	0	1020				0	1549	691	279	2226	0
Arrive On Green	0.32	0.00	0.32				0.00	0.57	0.57	0.21	0.82	0.00
Sat Flow, veh/h	1810	0	3220				0	3705	1610	1810	3705	0
Grp Volume(v), veh/h	236	0	1058				0	1349	574	90	926	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1610	1810	1805	0
Q Serve(g_s), s	12.3	0.0	38.0				0.0	38.3	34.9	5.1	8.4	0.0
Cycle Q Clear(g_c), s	12.3	0.0	38.0				0.0	38.3	34.9	5.1	8.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	573	0	1020				0	1549	691	279	2226	0
V/C Ratio(X)	0.41	0.00	1.04				0.00	0.87	0.83	0.32	0.42	0.00
Avail Cap(c_a), veh/h	573	0	1020				0	1549	691	279	2226	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	0.60	0.60	0.88	0.88	0.00
Uniform Delay (d), s/veh	32.2	0.0	41.0				0.0	22.9	22.2	42.4	4.9	0.0
Incr Delay (d2), s/veh	0.5	0.0	38.4				0.0	4.4	7.0	2.7	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	20.3				0.0	15.0	12.8	2.5	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	0.0	79.4				0.0	27.3	29.2	45.0	5.4	0.0
LnGrp LOS	C	A	F				A	C	C	D	A	A
Approach Vol, veh/h		1294						1923			1016	
Approach Delay, s/veh		70.8						27.9			8.9	
Approach LOS		E						C			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	32.5	55.5	42.0	78.0								
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0								
Max Green Setting (Gmax), s	10.5	51.5	38.0	74.0								
Max Q Clear Time (g_c+17), s	10.5	40.3	40.0	10.4								
Green Ext Time (p_c), s	0.1	8.2	0.0	8.5								

Intersection Summary

HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 Int.11: Moreno Beach Dr & Eucalyptus Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	713	299	235	104	239	491	236	719	52	437	963	502
Future Volume (veh/h)	713	299	235	104	239	491	236	719	52	437	963	502
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	713	299	235	104	239	491	236	719	52	437	963	502
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	783	361	306	512	903	403	358	1311	407	495	1513	470
Arrive On Green	0.22	0.19	0.19	0.28	0.25	0.25	0.10	0.25	0.25	0.14	0.29	0.29
Sat Flow, veh/h	3510	1900	1610	1810	3610	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	713	299	235	104	239	491	236	719	52	437	963	502
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	23.8	18.2	16.6	5.2	6.4	30.0	7.8	14.4	1.6	14.7	19.4	20.7
Cycle Q Clear(g_c), s	23.8	18.2	16.6	5.2	6.4	30.0	7.8	14.4	1.6	14.7	19.4	20.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	783	361	306	512	903	403	358	1311	407	495	1513	470
V/C Ratio(X)	0.91	0.83	0.77	0.20	0.26	1.22	0.66	0.55	0.13	0.88	0.64	1.07
Avail Cap(c_a), veh/h	848	728	617	512	903	403	358	1311	407	527	1513	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	45.5	46.7	46.1	32.7	36.1	45.0	51.9	38.9	9.8	50.6	37.0	14.9
Incr Delay (d2), s/veh	10.4	3.7	3.0	0.2	0.2	119.4	4.4	1.7	0.6	13.1	1.7	57.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	8.9	6.9	2.3	2.8	25.2	3.6	6.3	1.2	7.3	8.4	14.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.9	50.4	49.1	32.9	36.3	164.4	56.2	40.5	10.5	63.7	38.6	72.0
LnGrp LOS	E	D	D	C	D	F	E	D	B	E	D	F
Approach Vol, veh/h		1247			834			1007			1902	
Approach Delay, s/veh		53.3			111.3			42.7			53.2	
Approach LOS		D			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.9	34.3	37.9	26.8	16.2	39.0	30.8	34.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	10.0	27.0	13.0	46.0	10.0	35.0	29.0	30.0				
Max Q Clear Time (g_c+10), s	11.0	16.4	7.2	20.2	9.8	22.7	25.8	32.0				
Green Ext Time (p_c), s	0.3	3.7	0.1	2.7	0.0	6.8	1.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay											60.8	
HCM 6th LOS											E	

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	789	44	37	710	1	84	6	30	0	6	20
Future Vol, veh/h	16	789	44	37	710	1	84	6	30	0	6	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	25	85	-	25	120	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	16	789	44	37	710	1	84	6	30	0	6	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	711	0	0	833	0	0	1253	1606	395	1214	1649	355
Stage 1	-	-	-	-	-	-	821	821	-	784	784	-
Stage 2	-	-	-	-	-	-	432	785	-	430	865	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	898	-	-	809	-	-	131	106	610	140	100	647
Stage 1	-	-	-	-	-	-	339	391	-	357	407	-
Stage 2	-	-	-	-	-	-	577	407	-	579	374	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	898	-	-	809	-	-	115	99	610	124	94	647
Mov Cap-2 Maneuver	-	-	-	-	-	-	233	218	-	124	94	-
Stage 1	-	-	-	-	-	-	333	384	-	351	388	-
Stage 2	-	-	-	-	-	-	525	388	-	532	367	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.5			24.2			19.5		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	233	469	898	-	-	809	-	-	274
HCM Lane V/C Ratio	0.361	0.077	0.018	-	-	0.046	-	-	0.095
HCM Control Delay (s)	28.9	13.3	9.1	-	-	9.7	-	-	19.5
HCM Lane LOS	D	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.6	0.2	0.1	-	-	0.1	-	-	0.3

HCM 6th Signalized Intersection Summary
 Int.13: Moreno Beach Dr & Alessandro Blvd

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	280	899	165	323	632	134	119	958	315	112	1049	168
Future Volume (veh/h)	280	899	165	323	632	134	119	958	315	112	1049	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	280	899	165	323	632	134	119	958	315	112	1049	168
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	643	1065	475	388	803	358	536	2096	651	200	1599	496
Arrive On Green	0.18	0.30	0.30	0.11	0.22	0.22	0.15	0.40	0.40	0.06	0.31	0.31
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	280	899	165	323	632	134	119	958	315	112	1049	168
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	8.5	28.0	9.7	10.8	19.8	7.1	3.6	16.2	12.2	3.7	21.0	9.7
Cycle Q Clear(g_c), s	8.5	28.0	9.7	10.8	19.8	7.1	3.6	16.2	12.2	3.7	21.0	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	643	1065	475	388	803	358	536	2096	651	200	1599	496
V/C Ratio(X)	0.44	0.84	0.35	0.83	0.79	0.37	0.22	0.46	0.48	0.56	0.66	0.34
Avail Cap(c_a), veh/h	643	1264	564	497	1324	590	536	2096	651	234	1599	496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	39.7	33.2	52.3	44.0	28.0	44.6	26.1	13.1	55.1	36.0	32.0
Incr Delay (d2), s/veh	0.5	4.7	0.4	7.5	1.4	0.5	0.2	0.7	2.6	2.4	2.1	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	13.0	3.8	5.2	9.0	2.8	1.6	6.8	4.8	1.7	9.2	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	44.4	33.6	59.8	45.4	28.5	44.8	26.9	15.6	57.6	38.1	33.9
LnGrp LOS	D	D	C	E	D	C	D	C	B	E	D	C
Approach Vol, veh/h		1344			1089			1392			1329	
Approach Delay, s/veh		43.0			47.6			25.9			39.2	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	52.5	17.3	39.4	22.3	41.0	26.0	30.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	8.0	37.0	17.0	42.0	8.0	37.0	15.0	44.0				
Max Q Clear Time (g_c+I1), s	5.7	18.2	12.8	30.0	5.6	23.0	10.5	21.8				
Green Ext Time (p_c), s	0.1	7.8	0.5	5.4	0.1	6.7	0.4	4.9				

Intersection Summary

HCM 6th Ctrl Delay	38.4
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.14: Moreno Beach Dr & Cactus Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗	↖	↗	↗	↖
Traffic Volume (veh/h)	119	311	226	81	214	104	168	1043	115	155	1040	113
Future Volume (veh/h)	119	311	226	81	214	104	168	1043	115	155	1040	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	119	311	226	81	214	104	168	1043	115	155	1040	113
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	290	382	271	104	314	239	947	2897	992	215	1815	564
Arrive On Green	0.16	0.19	0.19	0.06	0.09	0.09	0.54	1.00	1.00	0.06	0.35	0.35
Sat Flow, veh/h	1810	2017	1430	1810	3610	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	119	277	260	81	214	104	168	1043	115	155	1040	113
Grp Sat Flow(s),veh/h/ln	1810	1805	1643	1810	1805	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	7.1	17.7	18.3	5.3	6.9	4.9	2.9	0.0	0.0	5.2	19.6	5.9
Cycle Q Clear(g_c), s	7.1	17.7	18.3	5.3	6.9	4.9	2.9	0.0	0.0	5.2	19.6	5.9
Prop In Lane	1.00		0.87	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	290	342	311	104	314	239	947	2897	992	215	1815	564
V/C Ratio(X)	0.41	0.81	0.83	0.78	0.68	0.44	0.18	0.36	0.12	0.72	0.57	0.20
Avail Cap(c_a), veh/h	290	466	424	226	812	461	947	2897	992	351	1815	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.3	46.6	46.8	55.8	53.2	24.9	20.9	0.0	0.0	55.3	31.7	27.3
Incr Delay (d2), s/veh	0.9	7.6	10.0	11.8	2.6	1.3	0.1	0.3	0.2	4.5	1.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	8.6	8.3	2.8	3.2	2.2	1.2	0.1	0.1	2.4	8.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	54.1	56.8	67.6	55.8	26.1	20.9	0.3	0.2	59.8	33.0	28.1
LnGrp LOS	D	D	E	E	E	C	C	A	A	E	C	C
Approach Vol, veh/h		656		399		1326		1308				
Approach Delay, s/veh		53.8		50.4		2.9		35.8				
Approach LOS		D		D		A		D				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.3	71.0	10.9	26.7	36.4	46.0	23.2	14.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	42.0	46.0	15.0	31.0	16.0	42.0	19.0	27.0				
Max Q Clear Time (g_c+1), s	17.2	2.0	7.3	20.3	4.9	21.6	9.1	8.9				
Green Ext Time (p_c), s	0.2	10.1	0.1	2.5	0.4	8.0	0.2	1.5				
Intersection Summary												
HCM 6th Ctrl Delay				28.7								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 Int.15: Moreno Beach Dr & John F Kennedy Dr

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗	↖	↖↗	↖↗↘	↖↗↘	↖	↖↗↘	↖
Traffic Volume (veh/h)	78	19	35	553	40	82	39	985	704	162	893	109
Future Volume (veh/h)	78	19	35	553	40	82	39	985	704	162	893	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	78	19	35	553	40	82	39	985	704	162	893	109
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	100	105	94	588	1185	529	775	2188	1203	215	1362	423
Arrive On Green	0.06	0.06	0.06	0.33	0.33	0.33	0.22	0.42	0.42	0.12	0.52	0.52
Sat Flow, veh/h	1810	1805	1610	1810	3610	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	78	19	35	553	40	82	39	985	704	162	893	109
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	3610	1610	3510	5187	1610	3510	5187	1610
Q Serve(g_s), s	5.1	1.2	2.5	35.6	0.9	4.3	1.1	16.3	23.6	5.4	15.0	3.7
Cycle Q Clear(g_c), s	5.1	1.2	2.5	35.6	0.9	4.3	1.1	16.3	23.6	5.4	15.0	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	105	94	588	1185	529	775	2188	1203	215	1362	423
V/C Ratio(X)	0.78	0.18	0.37	0.94	0.03	0.16	0.05	0.45	0.59	0.75	0.66	0.26
Avail Cap(c_a), veh/h	166	278	248	709	1640	731	775	2188	1203	234	1362	423
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	56.0	53.8	54.4	39.3	27.4	28.5	36.9	24.8	6.8	51.8	24.6	15.4
Incr Delay (d2), s/veh	12.4	0.8	2.4	18.6	0.0	0.1	0.0	0.7	2.1	10.8	2.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.6	1.1	18.6	0.4	1.7	0.5	6.8	7.6	2.6	5.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.3	54.6	56.8	57.9	27.4	28.7	36.9	25.4	8.9	62.6	26.8	16.7
LnGrp LOS	E	D	E	E	C	C	D	C	A	E	C	B
Approach Vol, veh/h		132			675			1728			1164	
Approach Delay, s/veh		63.3			52.6			19.0			30.8	
Approach LOS		E			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	54.6	43.0	11.0	30.5	35.5	10.6	43.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	30.5	47.0	18.5	7.0	31.5	11.0	54.5					
Max Q Clear Time (g_c+1T), s	25.6	37.6	4.5	3.1	17.0	7.1	6.3					
Green Ext Time (p_c), s	0.0	3.6	1.4	0.2	0.0	5.7	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay				30.4								
HCM 6th LOS				C								

Intersection

Intersection Delay, s/veh 29.9
 Intersection LOS F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	221	22	410	376	31	682
Future Vol, veh/h	221	22	410	376	31	682
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	233	23	432	396	33	718
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left NB			WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right SB		WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	20	157.7	136.7
HCM LOS	C	F	F

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	4%
Vol Thru, %	52%	0%	0%	96%
Vol Right, %	48%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	786	221	22	713
LT Vol	0	221	0	31
Through Vol	410	0	0	682
RT Vol	376	0	22	0
Lane Flow Rate	827	233	23	751
Geometry Grp	2	7	7	2
Degree of Util (X)	1.279	0.523	0.044	1.222
Departure Headway (Hd)	5.984	8.859	7.612	6.349
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	612	409	473	578
Service Time	3.984	6.559	5.312	4.349
HCM Lane V/C Ratio	1.351	0.57	0.049	1.299
HCM Control Delay	157.7	20.9	10.7	136.7
HCM Lane LOS	F	C	B	F
HCM 95th-tile Q	30.5	2.9	0.1	25.8

Intersection

Intersection Delay, s/veh 331
 Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	20	10	282	36	41	8	711	395	94	694	31
Future Vol, veh/h	26	20	10	282	36	41	8	711	395	94	694	31
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	26	20	10	282	36	41	8	711	395	94	694	31
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	17.7	35.1	484.3	273.5
HCM LOS	C	E	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	46%	79%	11%
Vol Thru, %	64%	36%	10%	85%
Vol Right, %	35%	18%	11%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1114	56	359	819
LT Vol	8	26	282	94
Through Vol	711	20	36	694
RT Vol	395	10	41	31
Lane Flow Rate	1114	56	359	819
Geometry Grp	1	1	1	1
Degree of Util (X)	2.022	0.138	0.737	1.535
Departure Headway (Hd)	7.34	12.657	9.563	8.199
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	512	285	381	450
Service Time	5.34	10.657	7.563	6.199
HCM Lane V/C Ratio	2.176	0.196	0.942	1.82
HCM Control Delay	484.3	17.7	35.1	273.5
HCM Lane LOS	F	C	E	F
HCM 95th-tile Q	68.1	0.5	5.7	36.3

Intersection

Intersection Delay, s/veh 178.3
 Intersection LOS F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	92	841	297	41	1025	361
Future Vol, veh/h	92	841	297	41	1025	361
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	92	841	297	41	1025	361
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	291.6	36.7	711.7
HCM LOS	F	E	F

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	74%	0%	88%
Vol Thru, %	0%	10%	12%
Vol Right, %	26%	90%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1386	933	338
LT Vol	1025	0	297
Through Vol	0	92	41
RT Vol	361	841	0
Lane Flow Rate	1386	933	338
Geometry Grp	1	1	1
Degree of Util (X)	2.531	1.566	0.673
Departure Headway (Hd)	7.544	9.604	12.079
Convergence, Y/N	Yes	Yes	Yes
Cap	499	392	304
Service Time	5.544	7.604	10.079
HCM Lane V/C Ratio	2.778	2.38	1.112
HCM Control Delay	711.7	291.6	36.7
HCM Lane LOS	F	F	E
HCM 95th-tile Q	96	33.2	4.5

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕			↕			↕	↕
Traffic Vol, veh/h	0	563	110	85	425	0	110	0	97	0	0	0
Future Vol, veh/h	0	563	110	85	425	0	110	0	97	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	563	110	85	425	0	110	0	97	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	425	0	0	673	0	0	1001	1213	337	877	1268	213
Stage 1	-	-	-	-	-	-	618	618	-	595	595	-
Stage 2	-	-	-	-	-	-	383	595	-	282	673	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1145	-	-	927	-	-	200	183	665	246	170	798
Stage 1	-	-	-	-	-	-	448	484	-	463	496	-
Stage 2	-	-	-	-	-	-	617	496	-	707	457	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1145	-	-	927	-	-	186	166	665	195	154	798
Mov Cap-2 Maneuver	-	-	-	-	-	-	310	288	-	312	255	-
Stage 1	-	-	-	-	-	-	448	484	-	463	450	-
Stage 2	-	-	-	-	-	-	560	450	-	604	457	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.5			22.2			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	413	1145	-	-	927	-	-	-
HCM Lane V/C Ratio	0.501	-	-	-	0.092	-	-	-
HCM Control Delay (s)	22.2	0	-	-	9.3	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	2.7	0	-	-	0.3	-	-	-

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	5	333	0	13	216	53	0	0	3	50	0	5
Future Vol, veh/h	5	333	0	13	216	53	0	0	3	50	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	333	0	13	216	53	0	0	3	50	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	269	0	0	333	0	0	477	638	167	446	612	135
Stage 1	-	-	-	-	-	-	343	343	-	269	269	-
Stage 2	-	-	-	-	-	-	134	295	-	177	343	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1393	-	-	1238	-	-	*555	441	854	584	456	*1038
Stage 1	-	-	-	-	-	-	*651	641	-	819	751	-
Stage 2	-	-	-	-	-	-	*979	731	-	813	641	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	1393	-	-	1238	-	-	*546	433	854	575	448	*1038
Mov Cap-2 Maneuver	-	-	-	-	-	-	*546	433	-	575	448	-
Stage 1	-	-	-	-	-	-	*648	638	-	816	742	-
Stage 2	-	-	-	-	-	-	*963	723	-	807	638	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.4			9.2			11.6		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	854	1393	-	-	1238	-	-	599
HCM Lane V/C Ratio	0.004	0.004	-	-	0.011	-	-	0.092
HCM Control Delay (s)	9.2	7.6	0	-	7.9	0	-	11.6
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	383	0	7	269	75	0	0	3	75	0	0
Future Vol, veh/h	0	383	0	7	269	75	0	0	3	75	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	383	0	7	269	75	0	0	3	75	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	344	0	0	383	0	0	532	741	192	513	704	172
Stage 1	-	-	-	-	-	-	383	383	-	321	321	-
Stage 2	-	-	-	-	-	-	149	358	-	192	383	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1375	-	-	1187	-	-	*573	416	823	593	438	*999
Stage 1	-	-	-	-	-	-	*617	616	-	849	764	-
Stage 2	-	-	-	-	-	-	*942	734	-	797	616	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	1375	-	-	1187	-	-	*571	413	823	587	435	*999
Mov Cap-2 Maneuver	-	-	-	-	-	-	*571	413	-	587	435	-
Stage 1	-	-	-	-	-	-	*617	616	-	849	759	-
Stage 2	-	-	-	-	-	-	*936	729	-	794	616	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			9.4			12		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	823	1375	-	-	1187	-	-	587
HCM Lane V/C Ratio	0.004	-	-	-	0.006	-	-	0.128
HCM Control Delay (s)	9.4	0	-	-	8.1	0	-	12
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↕	↕↕			↕↕			↕↕	
Traffic Vol, veh/h	0	457	0	3	344	107	0	0	2	99	0	0
Future Vol, veh/h	0	457	0	3	344	107	0	0	2	99	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	457	0	3	344	107	0	0	2	99	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	451	0	0	457	0	0	635	914	229	633	861	226
Stage 1	-	-	-	-	-	-	457	457	-	404	404	-
Stage 2	-	-	-	-	-	-	178	457	-	229	457	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1318	-	-	1114	-	-	*545	353	780	546	381	*960
Stage 1	-	-	-	-	-	-	*558	571	-	843	752	-
Stage 2	-	-	-	-	-	-	*905	709	-	759	571	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	1318	-	-	1114	-	-	*544	351	780	544	380	*960
Mov Cap-2 Maneuver	-	-	-	-	-	-	*544	351	-	544	380	-
Stage 1	-	-	-	-	-	-	*558	571	-	843	750	-
Stage 2	-	-	-	-	-	-	*903	707	-	757	571	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			9.6			13.1		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	780	1318	-	-	1114	-	-	544
HCM Lane V/C Ratio	0.003	-	-	-	0.003	-	-	0.182
HCM Control Delay (s)	9.6	0	-	-	8.2	-	-	13.1
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.7

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	660	0	0	510	0	5
Future Vol, veh/h	660	0	0	510	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	660	0	0	510	0	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	330
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	-	0	672
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	672
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	672	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-
HCM Control Delay (s)	10.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

HCM 6th Signalized Intersection Summary
 Int.24: Redlands Blvd & Ironwood Ave

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖↗	↕	↖	↖↗	↕	↖
Traffic Volume (veh/h)	164	118	77	59	100	66	59	982	49	44	960	222
Future Volume (veh/h)	164	118	77	59	100	66	59	982	49	44	960	222
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	164	118	77	59	100	66	59	982	49	44	960	222
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	207	247	150	131	155	95	807	1624	725	807	1624	725
Arrive On Green	0.11	0.11	0.11	0.07	0.07	0.07	0.46	0.90	0.90	0.23	0.45	0.45
Sat Flow, veh/h	1810	2156	1313	1810	2151	1317	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	164	97	98	59	83	83	59	982	49	44	960	222
Grp Sat Flow(s),veh/h/ln	1810	1805	1664	1810	1805	1663	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	10.6	6.1	6.6	3.8	5.3	5.9	1.1	7.2	0.4	1.2	23.9	10.6
Cycle Q Clear(g_c), s	10.6	6.1	6.6	3.8	5.3	5.9	1.1	7.2	0.4	1.2	23.9	10.6
Prop In Lane	1.00		0.79	1.00		0.79	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	207	207	191	131	130	120	807	1625	725	807	1625	725
V/C Ratio(X)	0.79	0.47	0.51	0.45	0.63	0.69	0.07	0.60	0.07	0.05	0.59	0.31
Avail Cap(c_a), veh/h	347	346	319	302	301	277	807	1625	725	807	1625	725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	49.7	50.0	53.4	54.1	54.4	25.3	3.7	3.3	36.0	24.7	21.1
Incr Delay (d2), s/veh	6.6	1.7	2.1	2.4	5.0	7.0	0.0	1.6	0.2	0.0	1.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	2.8	2.9	1.8	2.6	2.7	0.5	1.8	0.2	0.5	10.5	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	51.4	52.1	55.8	59.1	61.3	25.3	5.2	3.5	36.1	26.3	22.1
LnGrp LOS	E	D	D	E	E	E	C	A	A	D	C	C
Approach Vol, veh/h		359			225			1090			1226	
Approach Delay, s/veh		54.8			59.1			6.2			25.9	
Approach LOS		D			E			A			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	31.6	58.0		17.8	31.6	58.0		12.7				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.0	54.0		23.0	7.0	54.0		20.0				
Max Q Clear Time (g_c+I1), s	3.2	9.2		12.6	3.1	25.9		7.9				
Green Ext Time (p_c), s	0.0	9.2		1.2	0.0	8.9		0.8				

Intersection Summary

HCM 6th Ctrl Delay	24.7
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 Int.25: Redlands Blvd & SR-60 WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↔	↗		↑↑	↗		↑↑	↗
Traffic Volume (veh/h)	0	0	0	311	0	68	0	1070	362	0	715	475
Future Volume (veh/h)	0	0	0	311	0	68	0	1070	362	0	715	475
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1900	1900	1900	0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h				332	0	45	0	1070	0	0	715	475
Peak Hour Factor				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				422	0	188	0	2949		0	2949	1315
Arrive On Green				0.12	0.00	0.12	0.00	1.00	0.00	0.00	1.00	1.00
Sat Flow, veh/h				3619	0	1610	0	3705	1610	0	3705	1610
Grp Volume(v), veh/h				332	0	45	0	1070	0	0	715	475
Grp Sat Flow(s),veh/h/ln				1810	0	1610	0	1805	1610	0	1805	1610
Q Serve(g_s), s				10.7	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				10.7	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				422	0	188	0	2949		0	2949	1315
V/C Ratio(X)				0.79	0.00	0.24	0.00	0.36		0.00	0.24	0.36
Avail Cap(c_a), veh/h				1025	0	456	0	2949		0	2949	1315
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.86	0.00	0.00	0.90	0.90
Uniform Delay (d), s/veh				51.6	0.0	48.2	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				3.3	0.0	0.7	0.0	0.3	0.0	0.0	0.2	0.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.0	0.0	1.3	0.0	0.1	0.0	0.0	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				54.9	0.0	48.8	0.0	0.3	0.0	0.0	0.2	0.7
LnGrp LOS				D	A	D	A	A		A	A	A
Approach Vol, veh/h					377			1070	A		1190	
Approach Delay, s/veh					54.1			0.3			0.4	
Approach LOS					D			A			A	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		102.0				102.0		18.0				
Change Period (Y+Rc), s		4.0				4.0		4.0				
Max Green Setting (Gmax), s		78.0				78.0		34.0				
Max Q Clear Time (g_c+I1), s		2.0				2.0		12.7				
Green Ext Time (p_c), s		10.7				8.6		1.3				

Intersection Summary

HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
 Int.26: Redlands Blvd & SR-60 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	511	0	548	0	0	0	0	920	204	0	966	59
Future Volume (veh/h)	511	0	548	0	0	0	0	920	204	0	966	59
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	687	0	359				0	920	204	0	966	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	952	0	423				0	2420	1079	0	2420	
Arrive On Green	0.26	0.00	0.26				0.00	1.00	1.00	0.00	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	3705	1610	0	3705	1610
Grp Volume(v), veh/h	687	0	359				0	920	204	0	966	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1610	0	1805	1610
Q Serve(g_s), s	20.7	0.0	25.4				0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	20.7	0.0	25.4				0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	952	0	423				0	2420	1079	0	2420	
V/C Ratio(X)	0.72	0.00	0.85				0.00	0.38	0.19	0.00	0.40	
Avail Cap(c_a), veh/h	1598	0	711				0	2420	1079	0	2420	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.00	0.96	0.00
Uniform Delay (d), s/veh	40.2	0.0	41.9				0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	4.9				0.0	0.5	0.4	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	0.0	10.6				0.0	0.2	0.1	0.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	0.0	46.9				0.0	0.5	0.4	0.0	0.5	0.0
LnGrp LOS	D	A	D				A	A	A	A	A	
Approach Vol, veh/h	1046						1124			966		
Approach Delay, s/veh	43.2						0.4			0.5		
Approach LOS	D						A			A		
Timer - Assigned Phs	2		4		6							
Phs Duration (G+Y+Rc), s	84.4		35.6		84.4							
Change Period (Y+Rc), s	4.0		4.0		4.0							
Max Green Setting (Gmax), s	59.0		53.0		59.0							
Max Q Clear Time (g_c+I1), s	2.0		27.4		2.0							
Green Ext Time (p_c), s	9.4		4.2		9.0							

Intersection Summary

HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection									
Intersection Delay, s/veh42.8									
Intersection LOS E									
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		2		
Conflicting Circle Lanes	2		2		2		2		
Adj Approach Flow, veh/h	665		646		1274		1514		
Demand Flow Rate, veh/h	665		646		1274		1514		
Vehicles Circulating, veh/h	1450		924		696		446		
Vehicles Exiting, veh/h	510		1046		1419		1124		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	140.4		16.0		30.0		22.1		
Approach LOS	F		C		D		C		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	
Designated Moves	L	LTR	LT	R	LT	TR	LT	TR	
Assumed Moves	L	TR	LT	R	LT	TR	LT	TR	
RT Channelized									
Lane Util	0.203	0.797	0.361	0.639	0.470	0.530	0.470	0.530	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328	
Entry Flow, veh/h	135	530	233	413	599	675	712	802	
Cap Entry Lane, veh/h	356	414	577	647	712	786	896	972	
Entry HV Adj Factor	1.000	1.000	1.000	1.000	1.000	1.000	0.999	1.001	
Flow Entry, veh/h	135	530	233	413	599	675	712	802	
Cap Entry, veh/h	356	414	577	647	711	786	895	972	
V/C Ratio	0.380	1.280	0.404	0.638	0.842	0.859	0.795	0.825	
Control Delay, s/veh	18.1	171.6	12.4	18.0	30.1	29.8	21.6	22.5	
LOS	C	F	B	C	D	D	C	C	
95th %tile Queue, veh	2	23	2	5	10	10	8	10	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	55	0	1275	1349	69
Future Vol, veh/h	0	55	0	1275	1349	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	55	0	1275	1349	69

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	709	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.9	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.3	-
Pot Cap-1 Maneuver	0	381	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	381	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 381	-	-
HCM Lane V/C Ratio	- 0.144	-	-
HCM Control Delay (s)	- 16	-	-
HCM Lane LOS	- C	-	-
HCM 95th %tile Q(veh)	- 0.5	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	55	0	1275	1341	63
Future Vol, veh/h	0	55	0	1275	1341	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	55	0	1275	1341	63

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	702	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.9	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.3	-
Pot Cap-1 Maneuver	0	385	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	385	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 385	-	-
HCM Lane V/C Ratio	- 0.143	-	-
HCM Control Delay (s)	- 15.9	-	-
HCM Lane LOS	- C	-	-
HCM 95th %tile Q(veh)	- 0.5	-	-

HCM 6th Signalized Intersection Summary
 Int.30: Redlands Blvd & Encilia Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	419	94	44	31	48	160	131	672	38	231	877	272
Future Volume (veh/h)	419	94	44	31	48	160	131	672	38	231	877	272
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	419	94	44	31	48	160	131	672	38	231	877	272
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	407	758	335	79	234	209	158	1112	63	226	1291	576
Arrive On Green	0.22	0.31	0.31	0.04	0.13	0.13	0.09	0.32	0.32	0.13	0.36	0.36
Sat Flow, veh/h	1810	2435	1076	1810	1805	1610	1810	3473	196	1810	3610	1610
Grp Volume(v), veh/h	419	68	70	31	48	160	131	349	361	231	877	272
Grp Sat Flow(s),veh/h/ln	1810	1805	1706	1810	1805	1610	1810	1805	1865	1810	1805	1610
Q Serve(g_s), s	18.0	2.2	2.3	1.3	1.9	7.7	5.7	13.0	13.1	10.0	16.5	5.2
Cycle Q Clear(g_c), s	18.0	2.2	2.3	1.3	1.9	7.7	5.7	13.0	13.1	10.0	16.5	5.2
Prop In Lane	1.00		0.63	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	407	562	531	79	234	209	158	578	597	226	1291	576
V/C Ratio(X)	1.03	0.12	0.13	0.39	0.20	0.77	0.83	0.60	0.60	1.02	0.68	0.47
Avail Cap(c_a), veh/h	407	564	533	249	406	362	158	578	597	226	1291	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	19.7	19.8	37.2	31.1	33.6	35.9	22.9	22.9	35.0	21.8	4.8
Incr Delay (d2), s/veh	52.3	0.1	0.1	3.2	0.4	5.8	28.3	4.5	4.4	65.4	2.9	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.4	0.9	0.9	0.6	0.8	3.3	3.7	6.0	6.2	8.4	7.1	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.3	19.8	19.9	40.4	31.5	39.4	64.2	27.4	27.3	100.4	24.7	7.6
LnGrp LOS	F	B	B	D	C	D	E	C	C	F	C	A
Approach Vol, veh/h		557			239			841			1380	
Approach Delay, s/veh		67.6			37.9			33.1			34.0	
Approach LOS		E			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	29.6	7.5	28.9	11.0	32.6	22.0	14.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	10.0	18.0	11.0	25.0	7.0	21.0	18.0	18.0				
Max Q Clear Time (g_c+I1), s	12.0	15.1	3.3	4.3	7.7	18.5	20.0	9.7				
Green Ext Time (p_c), s	0.0	1.2	0.0	0.7	0.0	1.6	0.0	0.7				

Intersection Summary												
HCM 6th Ctrl Delay				40.3								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary
 Int.31: Redlands Blvd & Cottonwood Ave



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	120	56	30	679	733	87
Future Volume (veh/h)	120	56	30	679	733	87
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	120	56	30	679	733	87
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	0	0	950	3430	1354	604
Arrive On Green	0.00	0.00	0.70	1.00	0.50	0.50
Sat Flow, veh/h	0		1810	3705	3705	1610
Grp Volume(v), veh/h	0.0		30	679	733	87
Grp Sat Flow(s),veh/h/ln			1810	1805	1805	1610
Q Serve(g_s), s			0.4	0.0	11.2	2.3
Cycle Q Clear(g_c), s			0.4	0.0	11.2	2.3
Prop In Lane			1.00			1.00
Lane Grp Cap(c), veh/h			950	3430	1354	604
V/C Ratio(X)			0.03	0.20	0.54	0.14
Avail Cap(c_a), veh/h			950	3430	1354	604
HCM Platoon Ratio			1.33	1.33	1.33	1.33
Upstream Filter(I)			0.91	0.91	0.35	0.35
Uniform Delay (d), s/veh			5.8	0.0	15.3	13.1
Incr Delay (d2), s/veh			0.0	0.1	0.5	0.2
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			0.2	0.1	4.0	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			5.8	0.1	15.9	13.3
LnGrp LOS			A	A	B	B
Approach Vol, veh/h				709	820	
Approach Delay, s/veh				0.4	15.6	
Approach LOS				A	B	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		80.0			46.0	34.0
Change Period (Y+Rc), s		4.0			4.0	4.0
Max Green Setting (Gmax), s		49.0			15.0	30.0
Max Q Clear Time (g_c+I1), s		2.0			2.4	13.2
Green Ext Time (p_c), s		5.5			0.0	5.0
Intersection Summary						
HCM 6th Ctrl Delay			8.5			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 Int.32: Redlands Blvd & Alessandro Blvd

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖	↑↑	↖	↖	↑↑	↖
Traffic Volume (veh/h)	303	754	27	108	579	74	49	366	141	112	443	321
Future Volume (veh/h)	303	754	27	108	579	74	49	366	141	112	443	321
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	303	754	27	108	579	74	49	366	141	112	443	321
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	397	944	421	279	823	367	105	1367	610	145	1447	645
Arrive On Green	0.11	0.26	0.26	0.08	0.23	0.23	0.06	0.38	0.38	0.03	0.13	0.13
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	303	754	27	108	579	74	49	366	141	112	443	321
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	6.7	15.6	1.0	2.3	11.8	3.0	2.1	5.6	4.8	4.9	8.9	14.8
Cycle Q Clear(g_c), s	6.7	15.6	1.0	2.3	11.8	3.0	2.1	5.6	4.8	4.9	8.9	14.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	397	944	421	279	823	367	105	1367	610	145	1447	645
V/C Ratio(X)	0.76	0.80	0.06	0.39	0.70	0.20	0.47	0.27	0.23	0.77	0.31	0.50
Avail Cap(c_a), veh/h	527	1173	523	307	948	423	158	1367	610	226	1447	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	34.4	27.6	22.2	35.0	28.4	25.0	36.5	17.2	16.9	38.2	24.6	27.2
Incr Delay (d2), s/veh	3.2	2.2	0.0	0.9	2.0	0.3	3.2	0.5	0.9	8.1	0.5	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	6.7	0.4	1.0	5.1	1.1	1.0	2.3	1.8	2.6	4.2	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	29.8	22.2	35.8	30.4	25.2	39.7	17.7	17.8	46.3	25.2	29.9
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	C	C
Approach Vol, veh/h		1084			761			556			876	
Approach Delay, s/veh		31.8			30.7			19.6			29.6	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	34.3	10.4	24.9	8.6	36.1	13.0	22.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	10.0	21.0	7.0	26.0	7.0	24.0	12.0	21.0				
Max Q Clear Time (g_c+10), s	10.0	7.6	4.3	17.6	4.1	16.8	8.7	13.8				
Green Ext Time (p_c), s	0.1	2.4	0.1	3.3	0.0	2.4	0.3	2.4				
Intersection Summary												
HCM 6th Ctrl Delay											28.9	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 Int.33: John F Kennedy Dr/Redlands Blvd & Cactus Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑		↖	↑↑		↖	↑↑		↖	↑↑	↖
Traffic Volume (veh/h)	203	92	91	198	58	100	62	434	163	103	417	119
Future Volume (veh/h)	203	92	91	198	58	100	62	434	163	103	417	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	203	92	91	198	58	100	62	434	163	103	417	119
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	246	173	154	241	167	149	118	1269	472	142	1826	815
Arrive On Green	0.14	0.10	0.10	0.13	0.09	0.09	0.07	0.49	0.49	0.08	0.51	0.51
Sat Flow, veh/h	1810	1807	1608	1810	1805	1610	1810	2575	958	1810	3610	1610
Grp Volume(v), veh/h	203	92	91	198	58	100	62	303	294	103	417	119
Grp Sat Flow(s),veh/h/ln	1810	1805	1611	1810	1805	1610	1810	1805	1728	1810	1805	1610
Q Serve(g_s), s	8.7	3.9	4.3	8.5	2.4	4.8	2.7	8.2	8.3	4.4	5.2	3.2
Cycle Q Clear(g_c), s	8.7	3.9	4.3	8.5	2.4	4.8	2.7	8.2	8.3	4.4	5.2	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	246	173	154	241	167	149	118	889	851	142	1826	815
V/C Ratio(X)	0.82	0.53	0.59	0.82	0.35	0.67	0.52	0.34	0.35	0.72	0.23	0.15
Avail Cap(c_a), veh/h	385	429	382	362	406	362	158	889	851	226	1826	815
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	34.5	34.7	33.8	34.0	35.1	36.2	12.4	12.4	36.0	11.0	10.5
Incr Delay (d2), s/veh	8.0	2.5	3.6	9.0	1.2	5.2	3.6	1.0	1.1	6.8	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	1.8	1.8	4.2	1.1	2.1	1.3	3.3	3.2	2.2	2.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	37.0	38.3	42.8	35.3	40.3	39.7	13.4	13.5	42.8	11.3	10.9
LnGrp LOS	D	D	D	D	D	D	D	B	B	D	B	B
Approach Vol, veh/h		386			356			659			639	
Approach Delay, s/veh		39.8			40.9			15.9			16.3	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	43.4	14.6	11.7	9.2	44.5	14.9	11.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	10.0	19.0	16.0	19.0	7.0	22.0	17.0	18.0				
Max Q Clear Time (g_c+1), s	10.4	10.3	10.5	6.3	4.7	7.2	10.7	6.8				
Green Ext Time (p_c), s	0.1	2.4	0.2	0.8	0.0	2.7	0.3	0.6				

Intersection Summary

HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 Int.34: WLC Pkwy & Eucalyptus Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	507	238	267	83	72	66	221	1045	346	114	1031	112
Future Volume (veh/h)	507	238	267	83	72	66	221	1045	346	114	1031	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	507	238	267	83	72	66	221	1045	346	114	1031	112
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	434	892	398	114	253	113	217	1229	403	127	1480	660
Arrive On Green	0.24	0.25	0.25	0.06	0.07	0.07	0.12	0.46	0.46	0.07	0.41	0.41
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	2672	876	1810	3610	1610
Grp Volume(v), veh/h	507	238	267	83	72	66	221	702	689	114	1031	112
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1742	1810	1805	1610
Q Serve(g_s), s	24.0	5.3	15.0	4.5	1.9	4.0	12.0	34.4	35.3	6.3	23.6	4.4
Cycle Q Clear(g_c), s	24.0	5.3	15.0	4.5	1.9	4.0	12.0	34.4	35.3	6.3	23.6	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	434	892	398	114	253	113	217	830	802	127	1480	660
V/C Ratio(X)	1.17	0.27	0.67	0.73	0.28	0.59	1.02	0.85	0.86	0.90	0.70	0.17
Avail Cap(c_a), veh/h	434	1155	515	181	650	290	217	830	802	127	1480	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	30.4	34.0	46.0	44.1	45.1	44.0	23.9	24.1	46.2	24.4	18.7
Incr Delay (d2), s/veh	97.6	0.2	2.2	8.5	0.6	4.8	65.7	10.4	11.6	50.7	2.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh	12.2	2.3	6.0	2.3	0.9	1.7	9.3	16.3	16.4	4.6	10.3	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	135.6	30.5	36.2	54.5	44.7	49.8	109.7	34.2	35.7	96.9	27.1	19.3
LnGrp LOS	F	C	D	D	D	D	F	C	D	F	C	B
Approach Vol, veh/h		1012			221			1612			1257	
Approach Delay, s/veh		84.7			49.9			45.2			32.7	
Approach LOS		F			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.0	50.0	10.3	28.7	16.0	45.0	28.0	11.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	35.0	10.0	32.0	12.0	30.0	24.0	18.0					
Max Q Clear Time (g_c+10), s	37.3	6.5	17.0	14.0	25.6	26.0	6.0					
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.0	2.8	0.0	0.4				

Intersection Summary

HCM 6th Ctrl Delay	51.4
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.10: Moreno Beach Dr & SR-60 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↑	↗	↖	↑	
Traffic Volume (veh/h)	44	2	513	0	0	0	0	554	121	13	296	0
Future Volume (veh/h)	44	2	513	0	0	0	0	554	121	13	296	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	676				0	667	146	16	357	0
Peak Hour Factor	0.83	0.83	0.83				0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	0	435	737				0	982	832	279	1338	0
Arrive On Green	0.00	0.00	0.23				0.00	0.52	0.52	0.31	1.00	0.00
Sat Flow, veh/h	0	1900	3220				0	1900	1610	1810	1900	0
Grp Volume(v), veh/h	0	0	676				0	667	146	16	357	0
Grp Sat Flow(s),veh/h/ln	0	1900	1610				0	1900	1610	1810	1900	0
Q Serve(g_s), s	0.0	0.0	24.6				0.0	31.4	5.8	0.7	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	24.6				0.0	31.4	5.8	0.7	0.0	0.0
Prop In Lane	0.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	435	737				0	982	832	279	1338	0
V/C Ratio(X)	0.00	0.00	0.92				0.00	0.68	0.18	0.06	0.27	0.00
Avail Cap(c_a), veh/h	0	466	789				0	982	832	279	1338	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.00	0.00	1.00				0.00	0.90	0.90	0.97	0.97	0.00
Uniform Delay (d), s/veh	0.0	0.0	45.1				0.0	21.6	15.4	35.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	14.9				0.0	3.4	0.4	0.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	11.3				0.0	14.5	2.2	0.4	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	60.0				0.0	25.0	15.8	35.7	0.5	0.0
LnGrp LOS	A	A	E				A	C	B	D	A	A
Approach Vol, veh/h		676						813			373	
Approach Delay, s/veh		60.0						23.3			2.0	
Approach LOS		E						C			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	32.5	66.0	31.5	88.5								
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0								
Max Green Setting (Gmax), s	10.5	60.1	29.4	82.6								
Max Q Clear Time (g_c+1), s	12.7	33.4	26.6	2.0								
Green Ext Time (p_c), s	0.0	5.6	0.9	2.4								

Intersection Summary

HCM 6th Ctrl Delay	32.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 Int.16: San Timoteo Canyon Rd & Alessandro Rd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	202	49	585	180	16	177
Future Volume (veh/h)	202	49	585	180	16	177
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	213	52	616	189	17	186
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	0	0	1325	407	144	1542
Arrive On Green	0.00	0.00	0.95	0.95	0.95	0.95
Sat Flow, veh/h	0		1395	428	100	1623
Grp Volume(v), veh/h	0.0		0	805	203	0
Grp Sat Flow(s),veh/h/ln			0	1823	1723	0
Q Serve(g_s), s			0.0	3.2	0.0	0.0
Cycle Q Clear(g_c), s			0.0	3.2	0.5	0.0
Prop In Lane				0.23	0.08	
Lane Grp Cap(c), veh/h			0	1732	1686	0
V/C Ratio(X)			0.00	0.46	0.12	0.00
Avail Cap(c_a), veh/h			0	1732	1686	0
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh			0.0	0.2	0.1	0.0
Incr Delay (d2), s/veh			0.0	0.9	0.1	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			0.0	0.4	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			0.0	1.1	0.3	0.0
LnGrp LOS			A	A	A	A
Approach Vol, veh/h			805		203	
Approach Delay, s/veh			1.1		0.3	
Approach LOS			A		A	
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc), s		80.0				80.0
Change Period (Y+Rc), s		4.0				4.0
Max Green Setting (Gmax), s		54.0				54.0
Max Q Clear Time (g_c+I1), s		5.2				2.5
Green Ext Time (p_c), s		7.8				1.4
Intersection Summary						
HCM 6th Ctrl Delay			0.9			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 Int.17: San Timoteo Canyon Rd & Live Oak Canyon Rd

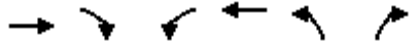
Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	8	1	1	248	1	146	1	609	83	9	380	3
Future Volume (veh/h)	8	1	1	248	1	146	1	609	83	9	380	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	1	1	258	1	152	1	634	86	9	396	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	391	49	40	361	1	169	45	974	132	53	1102	8
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1017	162	131	943	4	555	0	1638	222	13	1852	14
Grp Volume(v), veh/h	10	0	0	411	0	0	721	0	0	408	0	0
Grp Sat Flow(s),veh/h/ln	1310	0	0	1502	0	0	1860	0	0	1878	0	0
Q Serve(g_s), s	0.0	0.0	0.0	20.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	20.9	0.0	0.0	20.5	0.0	0.0	8.9	0.0	0.0
Prop In Lane	0.80		0.10	0.63		0.37	0.00		0.12	0.02		0.01
Lane Grp Cap(c), veh/h	481	0	0	531	0	0	1151	0	0	1163	0	0
V/C Ratio(X)	0.02	0.00	0.00	0.77	0.00	0.00	0.63	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	573	0	0	636	0	0	1151	0	0	1163	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.4	0.0	0.0	26.6	0.0	0.0	10.7	0.0	0.0	8.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.9	0.0	0.0	2.6	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	7.8	0.0	0.0	8.0	0.0	0.0	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4	0.0	0.0	31.5	0.0	0.0	13.3	0.0	0.0	9.2	0.0	0.0
LnGrp LOS	B	A	A	C	A	A	B	A	A	A	A	A
Approach Vol, veh/h		10			411			721			408	
Approach Delay, s/veh		19.4			31.5			13.3			9.2	
Approach LOS		B			C			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.6		28.4		51.6		28.4				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		42.0		30.0		42.0		30.0				
Max Q Clear Time (g_c+I1), s		22.5		2.3		10.9		22.9				
Green Ext Time (p_c), s		5.2		0.0		2.8		1.5				
Intersection Summary												
HCM 6th Ctrl Delay				17.1								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
 Int.18: Redlands Blvd & San Timoteo Canyon Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	↙
Traffic Volume (veh/h)	33	575	128	115	565	25
Future Volume (veh/h)	33	575	128	115	565	25
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	37	639	142	128	654	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1291	1094	169	152	0	0
Arrive On Green	0.95	0.95	0.24	0.24	0.00	0.00
Sat Flow, veh/h	1800	1525	922	831	0	
Grp Volume(v), veh/h	37	639	270	0	0.0	
Grp Sat Flow(s),veh/h/ln	1800	1525	1754	0		
Q Serve(g_s), s	0.1	3.5	11.7	0.0		
Cycle Q Clear(g_c), s	0.1	3.5	11.7	0.0		
Prop In Lane		1.00	0.53			
Lane Grp Cap(c), veh/h	1291	1094	321	0		
V/C Ratio(X)	0.03	0.58	0.84	0.00		
Avail Cap(c_a), veh/h	1291	1094	482	0		
HCM Platoon Ratio	1.33	1.33	1.33	1.33		
Upstream Filter(I)	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	0.5	0.6	29.2	0.0		
Incr Delay (d2), s/veh	0.0	2.3	8.3	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	1.1	5.2	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.6	2.9	37.5	0.0		
LnGrp LOS	A	A	D	A		
Approach Vol, veh/h	676			270		
Approach Delay, s/veh	2.8			37.5		
Approach LOS	A			D		
Timer - Assigned Phs		2			6	
Phs Duration (G+Y+Rc), s		61.4			18.6	
Change Period (Y+Rc), s		4.0			4.0	
Max Green Setting (Gmax), s		20.0			22.0	
Max Q Clear Time (g_c+I1), s		5.5			13.7	
Green Ext Time (p_c), s		2.5			0.9	
Intersection Summary						
HCM 6th Ctrl Delay			12.7			
HCM 6th LOS			B			
Notes						
User approved volume balancing among the lanes for turning movement.						

HCM 6th Signalized Intersection Summary
 Int.32: Redlands Blvd & Alessandro Blvd

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕	↕		↕	
Traffic Volume (veh/h)	119	45	23	73	148	15	19	325	62	16	311	97
Future Volume (veh/h)	119	45	23	73	148	15	19	325	62	16	311	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	131	49	25	80	163	16	21	357	68	18	342	107
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	264	87	490	121	224	19	75	1076	959	64	809	246
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	613	288	1610	205	738	62	47	1807	1610	29	1358	412
Grp Volume(v), veh/h	180	0	25	259	0	0	378	0	68	467	0	0
Grp Sat Flow(s),veh/h/ln	900	0	1610	1005	0	0	1854	0	1610	1799	0	0
Q Serve(g_s), s	0.0	0.0	0.9	7.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	14.7	0.0	0.9	21.7	0.0	0.0	8.0	0.0	1.4	11.1	0.0	0.0
Prop In Lane	0.73		1.00	0.31		0.06	0.06		1.00	0.04		0.23
Lane Grp Cap(c), veh/h	352	0	490	365	0	0	1152	0	959	1118	0	0
V/C Ratio(X)	0.51	0.00	0.05	0.71	0.00	0.00	0.33	0.00	0.07	0.42	0.00	0.00
Avail Cap(c_a), veh/h	431	0	584	462	0	0	1152	0	959	1118	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.00	0.66	1.00	0.00	0.00	1.00	0.00	1.00	0.97	0.00	0.00
Uniform Delay (d), s/veh	24.1	0.0	19.7	27.6	0.0	0.0	8.2	0.0	6.8	8.8	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	3.7	0.0	0.0	0.8	0.0	0.1	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.3	5.1	0.0	0.0	3.1	0.0	0.5	4.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	0.0	19.7	31.3	0.0	0.0	8.9	0.0	7.0	9.9	0.0	0.0
LnGrp LOS	C	A	B	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		205		259			446			467		
Approach Delay, s/veh		24.2		31.3			8.6			9.9		
Approach LOS		C		C			A			A		
Timer - Assigned Phs		2		4			6			8		
Phs Duration (G+Y+Rc), s		51.7		28.3			51.7			28.3		
Change Period (Y+Rc), s		4.0		4.0			4.0			4.0		
Max Green Setting (Gmax), s		43.0		29.0			43.0			29.0		
Max Q Clear Time (g_c+I1), s		10.0		16.7			13.1			23.7		
Green Ext Time (p_c), s		2.8		0.9			3.4			0.6		
Intersection Summary												
HCM 6th Ctrl Delay				15.6								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
 Int.10: Moreno Beach Dr & SR-60 EB Ramps

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↑	↗	↘	↑	
Traffic Volume (veh/h)	65	2	678	0	0	0	0	789	168	8	337	0
Future Volume (veh/h)	65	2	678	0	0	0	0	789	168	8	337	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	764				0	805	171	8	344	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	0	428	725				0	990	839	279	1346	0
Arrive On Green	0.00	0.00	0.22				0.00	1.00	1.00	0.31	1.00	0.00
Sat Flow, veh/h	0	1900	3220				0	1900	1610	1810	1900	0
Grp Volume(v), veh/h	0	0	764				0	805	171	8	344	0
Grp Sat Flow(s),veh/h/ln	0	1900	1610				0	1900	1610	1810	1900	0
Q Serve(g_s), s	0.0	0.0	27.0				0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	27.0				0.0	0.0	0.0	0.4	0.0	0.0
Prop In Lane	0.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	428	725				0	990	839	279	1346	0
V/C Ratio(X)	0.00	0.00	1.05				0.00	0.81	0.20	0.03	0.26	0.00
Avail Cap(c_a), veh/h	0	428	725				0	990	839	279	1346	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	0.00	0.00	1.00				0.00	0.82	0.82	0.97	0.97	0.00
Uniform Delay (d), s/veh	0.0	0.0	46.5				0.0	0.0	0.0	35.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	48.7				0.0	6.1	0.5	0.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	15.6				0.0	1.7	0.1	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	95.2				0.0	6.1	0.5	35.4	0.4	0.0
LnGrp LOS	A	A	F				A	A	A	D	A	A
Approach Vol, veh/h		764						976			352	
Approach Delay, s/veh		95.2						5.1			1.2	
Approach LOS		F						A			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	32.5	66.5	31.0	89.0								
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0								
Max Green Setting (Gmax), s	10.5	62.5	27.0	85.0								
Max Q Clear Time (g_c+I), s	12.4	2.0	29.0	2.0								
Green Ext Time (p_c), s	0.0	8.4	0.0	2.3								

Intersection Summary

HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 Int.16: San Timoteo Canyon Rd & Alessandro Rd

Moreno Valley Trade Center
 10/28/2020



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	191	14	218	227	25	446
Future Volume (veh/h)	191	14	218	227	25	446
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	199	15	227	236	26	465
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	0	0	768	798	98	1608
Arrive On Green	0.00	0.00	0.95	0.95	0.95	0.95
Sat Flow, veh/h	0		808	840	53	1693
Grp Volume(v), veh/h	0.0		0	463	491	0
Grp Sat Flow(s),veh/h/ln			0	1649	1746	0
Q Serve(g_s), s			0.0	1.6	0.0	0.0
Cycle Q Clear(g_c), s			0.0	1.6	1.5	0.0
Prop In Lane				0.51	0.05	
Lane Grp Cap(c), veh/h			0	1566	1706	0
V/C Ratio(X)			0.00	0.30	0.29	0.00
Avail Cap(c_a), veh/h			0	1566	1706	0
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh			0.0	0.1	0.1	0.0
Incr Delay (d2), s/veh			0.0	0.5	0.4	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			0.0	0.2	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			0.0	0.6	0.6	0.0
LnGrp LOS			A	A	A	A
Approach Vol, veh/h			463		491	
Approach Delay, s/veh			0.6		0.6	
Approach LOS			A		A	
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc), s		80.0				80.0
Change Period (Y+Rc), s		4.0				4.0
Max Green Setting (Gmax), s		49.0				49.0
Max Q Clear Time (g_c+I1), s		3.6				3.5
Green Ext Time (p_c), s		3.6				3.7
Intersection Summary						
HCM 6th Ctrl Delay			0.6			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 Int.17: San Timoteo Canyon Rd & Live Oak Canyon Rd

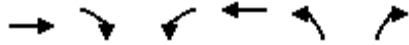
Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	2	2	3	244	5	13	1	420	294	27	587	3
Future Volume (veh/h)	2	2	3	244	5	13	1	420	294	27	587	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	2	3	249	5	13	1	429	300	28	599	3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	139	164	376	6	15	45	715	499	75	1227	6
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.69	0.69	0.69	0.69	0.69	0.69
Sat Flow, veh/h	373	652	768	1355	27	71	0	1042	727	40	1786	9
Grp Volume(v), veh/h	7	0	0	267	0	0	730	0	0	630	0	0
Grp Sat Flow(s),veh/h/ln1793	0	0	0	1453	0	0	1769	0	0	1835	0	0
Q Serve(g_s), s	0.0	0.0	0.0	13.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	14.1	0.0	0.0	17.6	0.0	0.0	12.5	0.0	0.0
Prop In Lane	0.29		0.43	0.93		0.05	0.00		0.41	0.04		0.00
Lane Grp Cap(c), veh/h	441	0	0	397	0	0	1260	0	0	1307	0	0
V/C Ratio(X)	0.02	0.00	0.00	0.67	0.00	0.00	0.58	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	601	0	0	541	0	0	1260	0	0	1307	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh24.8	0.0	0.0	0.0	30.3	0.0	0.0	6.7	0.0	0.0	5.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.1	0.0	0.0	0.0	5.0	0.0	0.0	5.8	0.0	0.0	4.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	0.0	0.0	32.3	0.0	0.0	8.6	0.0	0.0	7.2	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		7			267			730			630	
Approach Delay, s/veh		24.9			32.3			8.6			7.2	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		58.9		21.1		58.9		21.1				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		47.0		25.0		47.0		25.0				
Max Q Clear Time (g_c+I1), s		19.6		2.3		14.5		16.1				
Green Ext Time (p_c), s		6.1		0.0		5.1		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				12.0								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
 Int.18: Redlands Blvd & San Timoteo Canyon Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	↙
Traffic Volume (veh/h)	46	721	242	31	670	89
Future Volume (veh/h)	46	721	242	31	670	89
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	728	244	31	761	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1367	1158	291	37	0	0
Arrive On Green	0.72	0.72	0.18	0.18	0.00	0.00
Sat Flow, veh/h	1900	1610	1614	205	0	
Grp Volume(v), veh/h	46	728	275	0	0.0	
Grp Sat Flow(s),veh/h/ln	1900	1610	1819	0		
Q Serve(g_s), s	0.6	18.5	11.7	0.0		
Cycle Q Clear(g_c), s	0.6	18.5	11.7	0.0		
Prop In Lane		1.00	0.89			
Lane Grp Cap(c), veh/h	1367	1158	329	0		
V/C Ratio(X)	0.03	0.63	0.84	0.00		
Avail Cap(c_a), veh/h	1367	1158	455	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	3.2	5.7	31.6	0.0		
Incr Delay (d2), s/veh	0.0	2.6	9.5	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.2	5.3	5.8	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.3	8.3	41.1	0.0		
LnGrp LOS	A	A	D	A		
Approach Vol, veh/h	774			275		
Approach Delay, s/veh	8.0			41.1		
Approach LOS	A			D		
Timer - Assigned Phs		2			6	
Phs Duration (G+Y+Rc), s		61.6			18.4	
Change Period (Y+Rc), s		4.0			4.0	
Max Green Setting (Gmax), s		19.0			20.0	
Max Q Clear Time (g_c+I1), s		20.5			13.7	
Green Ext Time (p_c), s		0.0			0.8	
Intersection Summary						
HCM 6th Ctrl Delay			16.7			
HCM 6th LOS			B			

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 Int.32: Redlands Blvd & Alessandro Blvd

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕	↕		↕	
Traffic Volume (veh/h)	170	146	20	52	74	19	17	314	72	31	365	153
Future Volume (veh/h)	170	146	20	52	74	19	17	314	72	31	365	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	177	152	21	54	77	20	18	327	75	32	380	159
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	268	189	590	98	125	25	68	969	859	76	651	262
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	542	516	1610	102	342	68	39	1815	1610	53	1220	491
Grp Volume(v), veh/h	329	0	21	151	0	0	345	0	75	571	0	0
Grp Sat Flow(s),veh/h/ln1058	0	1610	511	0	0	1854	0	1610	1764	0	0	0
Q Serve(g_s), s	0.0	0.0	0.7	3.3	0.0	0.0	0.0	0.0	1.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	24.0	0.0	0.7	27.2	0.0	0.0	8.3	0.0	1.8	17.2	0.0	0.0
Prop In Lane	0.54		1.00	0.36		0.13	0.05		1.00	0.06		0.28
Lane Grp Cap(c), veh/h	457	0	590	248	0	0	1037	0	859	989	0	0
V/C Ratio(X)	0.72	0.00	0.04	0.61	0.00	0.00	0.33	0.00	0.09	0.58	0.00	0.00
Avail Cap(c_a), veh/h	470	0	604	262	0	0	1037	0	859	989	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.49	0.00	0.49	1.00	0.00	0.00	1.00	0.00	1.00	0.95	0.00	0.00
Uniform Delay (d), s/veh	23.3	0.0	16.3	23.3	0.0	0.0	10.6	0.0	9.1	12.7	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0	3.7	0.0	0.0	0.9	0.0	0.2	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln5.7	0.0	0.0	0.2	3.0	0.0	0.0	3.4	0.0	0.6	6.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	0.0	16.3	26.9	0.0	0.0	11.5	0.0	9.3	15.0	0.0	0.0
LnGrp LOS	C	A	B	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		350			151			420			571	
Approach Delay, s/veh		25.4			26.9			11.1			15.0	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.7		33.3		46.7		33.3				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		42.0		30.0		42.0		30.0				
Max Q Clear Time (g_c+I1), s		10.3		26.0		19.2		29.2				
Green Ext Time (p_c), s		2.6		0.8		4.1		0.1				

Intersection Summary

HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
 Int.10: Moreno Beach Dr & SR-60 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕	↗	↖	↕	
Traffic Volume (veh/h)	246	11	654	0	0	0	0	749	256	78	471	0
Future Volume (veh/h)	246	11	654	0	0	0	0	749	256	78	471	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	296	372	548				0	902	308	94	567	0
Peak Hour Factor	0.83	0.83	0.83				0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	323	406	632				0	1273	568	280	1028	0
Arrive On Green	0.39	0.39	0.39				0.00	0.35	0.35	0.16	0.54	0.00
Sat Flow, veh/h	824	1035	1610				0	3705	1610	1810	1900	0
Grp Volume(v), veh/h	668	0	548				0	902	308	94	567	0
Grp Sat Flow(s),veh/h/ln	1859	0	1610				0	1805	1610	1810	1900	0
Q Serve(g_s), s	40.9	0.0	37.6				0.0	25.9	18.4	5.6	23.4	0.0
Cycle Q Clear(g_c), s	40.9	0.0	37.6				0.0	25.9	18.4	5.6	23.4	0.0
Prop In Lane	0.44		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	729	0	632				0	1273	568	280	1028	0
V/C Ratio(X)	0.92	0.00	0.87				0.00	0.71	0.54	0.34	0.55	0.00
Avail Cap(c_a), veh/h	790	0	684				0	1273	568	280	1028	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	0.81	0.81	0.90	0.90	0.00
Uniform Delay (d), s/veh	34.6	0.0	33.6				0.0	33.5	31.1	45.2	18.0	0.0
Incr Delay (d2), s/veh	14.7	0.0	10.8				0.0	2.7	3.0	2.9	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	0.0	16.3				0.0	11.7	7.6	2.7	10.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.2	0.0	44.4				0.0	36.3	34.1	48.1	19.9	0.0
LnGrp LOS	D	A	D				A	D	C	D	B	A
Approach Vol, veh/h		1216						1210			661	
Approach Delay, s/veh		47.1						35.7			23.9	
Approach LOS		D						D			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	32.6	46.3	51.1	68.9								
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0								
Max Green Setting (Gmax), s	10.6	38.4	51.0	61.0								
Max Q Clear Time (g_c+1), s	17.6	27.9	42.9	25.4								
Green Ext Time (p_c), s	0.1	5.3	4.2	4.2								

Intersection Summary

HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 Int.11: Moreno Beach Dr & Eucalyptus Ave

Moreno Valley Trade Center

10/28/2020

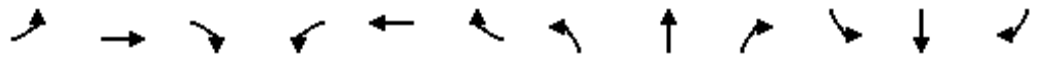


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (veh/h)	218	104	115	39	44	99	155	692	75	307	643	176
Future Volume (veh/h)	218	104	115	39	44	99	155	692	75	307	643	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	263	125	139	47	53	119	187	834	90	370	775	212
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	322	205	174	84	118	731	217	1158	517	709	2139	954
Arrive On Green	0.09	0.11	0.11	0.05	0.06	0.06	0.12	0.32	0.32	0.39	0.59	0.59
Sat Flow, veh/h	3510	1900	1610	1810	1900	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	263	125	139	47	53	119	187	834	90	370	775	212
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	8.8	7.5	10.1	3.1	3.2	1.2	12.2	24.5	4.0	18.8	13.4	7.4
Cycle Q Clear(g_c), s	8.8	7.5	10.1	3.1	3.2	1.2	12.2	24.5	4.0	18.8	13.4	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	322	205	174	84	118	731	217	1158	517	709	2139	954
V/C Ratio(X)	0.82	0.61	0.80	0.56	0.45	0.16	0.86	0.72	0.17	0.52	0.36	0.22
Avail Cap(c_a), veh/h	380	372	315	121	293	879	317	1158	517	709	2139	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.74	0.74
Uniform Delay (d), s/veh	53.5	51.1	52.3	56.0	54.3	9.1	51.8	36.0	20.4	27.9	12.7	11.5
Incr Delay (d2), s/veh	10.9	2.8	8.0	5.8	2.6	0.1	14.8	3.9	0.7	0.5	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	3.8	4.5	1.5	1.6	1.2	6.4	11.3	2.0	8.2	5.4	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.4	53.9	60.2	61.9	56.9	9.2	66.6	39.9	21.1	28.4	13.0	11.9
LnGrp LOS	E	D	E	E	E	A	E	D	C	C	B	B
Approach Vol, veh/h		527			219			1111			1357	
Approach Delay, s/veh		60.8			32.1			42.9			17.0	
Approach LOS		E			C			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	51.0	42.5	9.5	16.9	18.4	75.1	15.0	11.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	31.0	38.5	8.0	23.5	21.0	51.5	13.0	18.5				
Max Q Clear Time (g_c+Q), s	20.8	26.5	5.1	12.1	14.2	15.4	10.8	5.2				
Green Ext Time (p_c), s	1.0	4.8	0.0	0.8	0.3	7.3	0.2	0.5				
Intersection Summary												
HCM 6th Ctrl Delay											34.2	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
 Int.13: Moreno Beach Dr & Alessandro Blvd

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	189	109	69	332	30	186	711	74	20	541	221
Future Volume (veh/h)	140	189	109	69	332	30	186	711	74	20	541	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	156	210	121	77	369	33	207	790	82	22	601	246
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	166	232	134	189	375	34	271	891	92	55	773	655
Arrive On Green	0.09	0.21	0.21	0.10	0.22	0.22	0.15	0.53	0.53	0.03	0.41	0.41
Sat Flow, veh/h	1810	1131	652	1810	1719	154	1810	1693	176	1810	1900	1610
Grp Volume(v), veh/h	156	0	331	77	0	402	207	0	872	22	601	246
Grp Sat Flow(s),veh/h/ln	1810	0	1783	1810	0	1872	1810	0	1868	1810	1900	1610
Q Serve(g_s), s	10.3	0.0	21.7	4.8	0.0	25.6	13.2	0.0	49.7	1.4	32.9	9.4
Cycle Q Clear(g_c), s	10.3	0.0	21.7	4.8	0.0	25.6	13.2	0.0	49.7	1.4	32.9	9.4
Prop In Lane	1.00		0.37	1.00		0.08	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	166	0	366	189	0	409	271	0	983	55	773	655
V/C Ratio(X)	0.94	0.00	0.90	0.41	0.00	0.98	0.76	0.00	0.89	0.40	0.78	0.38
Avail Cap(c_a), veh/h	166	0	434	189	0	409	271	0	983	106	773	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.35	0.00	0.35	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.2	0.0	46.5	50.3	0.0	46.7	48.9	0.0	25.2	57.1	30.9	13.4
Incr Delay (d2), s/veh	52.5	0.0	19.8	0.5	0.0	22.3	12.0	0.0	11.7	4.7	7.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.0	11.6	2.2	0.0	14.4	6.9	0.0	24.3	0.7	16.5	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	106.7	0.0	66.3	50.8	0.0	69.0	61.0	0.0	36.9	61.8	38.5	15.0
LnGrp LOS	F	A	E	D	A	E	E	A	D	E	D	B
Approach Vol, veh/h		487			479			1079			869	
Approach Delay, s/veh		79.3			66.1			41.5			32.4	
Approach LOS		E			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	67.2	16.5	28.7	22.0	52.8	15.0	30.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	59.8	8.0	29.2	18.0	48.8	11.0	26.2				
Max Q Clear Time (g_c+I1), s	3.4	51.7	6.8	23.7	15.2	34.9	12.3	27.6				
Green Ext Time (p_c), s	0.0	3.9	0.0	0.9	0.2	4.2	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	49.1
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.16: San Timoteo Canyon Rd & Alessandro Rd

Moreno Valley Trade Center
 10/28/2020



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	239	54	676	205	24	226
Future Volume (veh/h)	239	54	676	205	24	226
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	252	57	712	216	25	238
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	0	0	1281	389	148	1382
Arrive On Green	0.00	0.00	0.97	0.97	0.97	0.97
Sat Flow, veh/h	0		1326	402	119	1430
Grp Volume(v), veh/h	0.0		0	928	263	0
Grp Sat Flow(s),veh/h/ln			0	1728	1549	0
Q Serve(g_s), s			0.0	4.6	0.0	0.0
Cycle Q Clear(g_c), s			0.0	4.6	0.7	0.0
Prop In Lane				0.23	0.10	
Lane Grp Cap(c), veh/h			0	1670	1530	0
V/C Ratio(X)			0.00	0.56	0.17	0.00
Avail Cap(c_a), veh/h			0	1670	1530	0
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh			0.0	0.1	0.1	0.0
Incr Delay (d2), s/veh			0.0	1.3	0.2	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			0.0	0.6	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			0.0	1.5	0.3	0.0
LnGrp LOS			A	A	A	A
Approach Vol, veh/h			928		263	
Approach Delay, s/veh			1.5		0.3	
Approach LOS			A		A	
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc), s		120.0				120.0
Change Period (Y+Rc), s		4.0				4.0
Max Green Setting (Gmax), s		85.0				85.0
Max Q Clear Time (g_c+I1), s		6.6				2.7
Green Ext Time (p_c), s		10.5				2.0
Intersection Summary						
HCM 6th Ctrl Delay			1.2			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 Int.17: San Timoteo Canyon Rd & Live Oak Canyon Rd

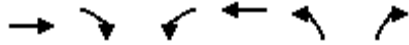
Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	9	10	10	276	8	167	1	706	95	10	464	9
Future Volume (veh/h)	9	10	10	276	8	167	1	706	95	10	464	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	10	10	288	8	174	1	735	99	10	483	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	186	206	186	356	9	186	30	980	132	39	1089	20
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	437	615	554	919	26	555	0	1639	221	14	1821	34
Grp Volume(v), veh/h	29	0	0	470	0	0	835	0	0	502	0	0
Grp Sat Flow(s),veh/h/ln1606	0	0	0	1499	0	0	1860	0	0	1869	0	0
Q Serve(g_s), s	0.0	0.0	0.0	35.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	36.4	0.0	0.0	39.3	0.0	0.0	17.4	0.0	0.0
Prop In Lane	0.31		0.34	0.61		0.37	0.00		0.12	0.02		0.02
Lane Grp Cap(c), veh/h	578	0	0	551	0	0	1142	0	0	1148	0	0
V/C Ratio(X)	0.05	0.00	0.00	0.85	0.00	0.00	0.73	0.00	0.00	0.44	0.00	0.00
Avail Cap(c_a), veh/h	652	0	0	623	0	0	1142	0	0	1148	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.9	0.0	0.0	38.5	0.0	0.0	17.6	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	10.1	0.0	0.0	4.1	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	14.7	0.0	0.0	17.2	0.0	0.0	7.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.0	0.0	0.0	48.6	0.0	0.0	21.7	0.0	0.0	14.4	0.0	0.0
LnGrp LOS	C	A	A	D	A	A	C	A	A	B	A	A
Approach Vol, veh/h		29			470			835			502	
Approach Delay, s/veh		27.0			48.6			21.7			14.4	
Approach LOS		C			D			C			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.8		44.2		75.8		44.2				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		66.0		46.0		66.0		46.0				
Max Q Clear Time (g_c+I1), s		41.3		3.3		19.4		38.4				
Green Ext Time (p_c), s		7.0		0.1		3.8		1.9				
Intersection Summary												
HCM 6th Ctrl Delay				26.7								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 Int.18: Redlands Blvd & San Timoteo Canyon Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	↙
Traffic Volume (veh/h)	36	683	144	128	669	33
Future Volume (veh/h)	36	683	144	128	669	33
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	759	160	142	778	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1493	1265	206	1805	0	0
Arrive On Green	0.79	0.79	0.11	0.95	0.00	0.00
Sat Flow, veh/h	1900	1610	1810	1900	0	
Grp Volume(v), veh/h	40	759	160	142	0.0	
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900		
Q Serve(g_s), s	0.4	15.3	6.9	0.3		
Cycle Q Clear(g_c), s	0.4	15.3	6.9	0.3		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	1493	1265	206	1805		
V/C Ratio(X)	0.03	0.60	0.77	0.08		
Avail Cap(c_a), veh/h	1493	1265	407	1805		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	1.9	3.5	34.4	0.1		
Incr Delay (d2), s/veh	0.0	2.1	6.1	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	3.4	3.3	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	1.9	5.6	40.6	0.2		
LnGrp LOS	A	A	D	A		
Approach Vol, veh/h	799			302		
Approach Delay, s/veh	5.4			21.6		
Approach LOS	A			C		
Timer - Assigned Phs	1	2			6	
Phs Duration (G+Y+Rc), s	33.1	66.9			80.0	
Change Period (Y+Rc), s	4.0	4.0			4.0	
Max Green Setting (Gmax), s	18.0	20.0			42.0	
Max Q Clear Time (g_c+1), s	10.9	17.3			2.3	
Green Ext Time (p_c), s	0.3	1.0			0.8	

Intersection Summary

HCM 6th Ctrl Delay		9.8	
HCM 6th LOS		A	

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 Int.25: Redlands Blvd & SR-60 WB Ramps

Moreno Valley Trade Center

11/05/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↔		↖	↕		↖	↗	
Traffic Volume (veh/h)	9	5	9	134	10	111	15	469	246	424	428	8
Future Volume (veh/h)	9	5	9	134	10	111	15	469	246	424	428	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	6	11	158	12	131	18	552	289	499	504	9
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	42	23	57	152	12	126	320	870	455	513	904	16
Arrive On Green	0.04	0.04	0.04	0.17	0.17	0.17	0.35	0.76	0.76	0.47	0.81	0.81
Sat Flow, veh/h	1191	650	1610	903	69	749	1810	2292	1198	1810	1861	33
Grp Volume(v), veh/h	17	0	11	301	0	0	18	435	406	499	0	513
Grp Sat Flow(s),veh/h/ln	1840	0	1610	1720	0	0	1810	1805	1684	1810	0	1894
Q Serve(g_s), s	1.1	0.0	0.8	20.2	0.0	0.0	0.8	13.4	13.5	32.3	0.0	11.2
Cycle Q Clear(g_c), s	1.1	0.0	0.8	20.2	0.0	0.0	0.8	13.4	13.5	32.3	0.0	11.2
Prop In Lane	0.65		1.00	0.52		0.44	1.00		0.71	1.00		0.02
Lane Grp Cap(c), veh/h	65	0	57	290	0	0	320	685	639	513	0	920
V/C Ratio(X)	0.26	0.00	0.19	1.04	0.00	0.00	0.06	0.63	0.64	0.97	0.00	0.56
Avail Cap(c_a), veh/h	284	0	248	290	0	0	320	685	639	513	0	920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.84	0.84	0.84	0.63	0.00	0.63
Uniform Delay (d), s/veh	56.3	0.0	56.2	49.9	0.0	0.0	32.1	10.6	10.6	31.2	0.0	6.9
Incr Delay (d2), s/veh	2.1	0.0	1.6	63.6	0.0	0.0	0.1	3.7	4.0	25.0	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.3	13.7	0.0	0.0	0.4	4.0	3.8	15.3	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	0.0	57.8	113.5	0.0	0.0	32.2	14.3	14.6	56.2	0.0	8.4
LnGrp LOS	E	A	E	F	A	A	C	B	B	E	A	A
Approach Vol, veh/h		28			301			859				1012
Approach Delay, s/veh		58.2			113.5			14.8				32.0
Approach LOS		E			F			B				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	38.0	49.6		8.2	25.3	62.3		24.2				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	34.0	31.3		18.5	7.0	58.3		20.2				
Max Q Clear Time (g_c+I1), s	34.3	15.5		3.1	2.8	13.2		22.2				
Green Ext Time (p_c), s	0.0	5.0		0.0	0.0	3.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.32: Redlands Blvd & Alessandro Blvd

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕	↕		↕	
Traffic Volume (veh/h)	126	61	26	114	196	86	26	368	79	40	358	106
Future Volume (veh/h)	126	61	26	114	196	86	26	368	79	40	358	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	138	67	29	125	215	95	29	404	87	44	393	116
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	282	124	664	159	254	99	78	862	785	89	631	178
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	502	300	1610	246	615	240	62	1769	1610	84	1295	366
Grp Volume(v), veh/h	205	0	29	435	0	0	433	0	87	553	0	0
Grp Sat Flow(s),veh/h/ln	802	0	1610	1101	0	0	1831	0	1610	1745	0	0
Q Serve(g_s), s	0.0	0.0	0.9	16.0	0.0	0.0	0.0	0.0	2.3	3.4	0.0	0.0
Cycle Q Clear(g_c), s	15.7	0.0	0.9	31.7	0.0	0.0	12.1	0.0	2.3	18.1	0.0	0.0
Prop In Lane	0.67		1.00	0.29		0.22	0.07		1.00	0.08		0.21
Lane Grp Cap(c), veh/h	406	0	664	512	0	0	941	0	785	899	0	0
V/C Ratio(X)	0.50	0.00	0.04	0.85	0.00	0.00	0.46	0.00	0.11	0.62	0.00	0.00
Avail Cap(c_a), veh/h	406	0	664	512	0	0	941	0	785	899	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.00	0.67	1.00	0.00	0.00	1.00	0.00	1.00	0.95	0.00	0.00
Uniform Delay (d), s/veh	17.9	0.0	14.1	25.8	0.0	0.0	13.6	0.0	11.1	15.1	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	12.7	0.0	0.0	1.6	0.0	0.3	3.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.3	9.6	0.0	0.0	5.2	0.0	0.8	7.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	0.0	14.1	38.6	0.0	0.0	15.2	0.0	11.4	18.1	0.0	0.0
LnGrp LOS	B	A	B	D	A	A	B	A	B	B	A	A
Approach Vol, veh/h		234			435			520			553	
Approach Delay, s/veh		18.0			38.6			14.6			18.1	
Approach LOS		B			D			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		43.0		37.0		43.0		37.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		39.0		33.0		39.0		33.0				
Max Q Clear Time (g_c+I1), s		14.1		17.7		20.1		33.7				
Green Ext Time (p_c), s		3.2		1.2		3.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay					22.1							
HCM 6th LOS					C							

HCM 6th Signalized Intersection Summary
 Int.34: WLC Pkwy & Eucalyptus Ave

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	136	80	1241	971	217
Future Volume (veh/h)	60	136	80	1241	971	217
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	82	186	110	1700	1330	297
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	0	0	145	1805	1558	1320
Arrive On Green	0.00	0.00	0.08	0.95	0.82	0.82
Sat Flow, veh/h	0		1810	1900	1900	1610
Grp Volume(v), veh/h	0.0		110	1700	1330	297
Grp Sat Flow(s),veh/h/ln			1810	1900	1900	1610
Q Serve(g_s), s			4.8	34.0	33.6	3.3
Cycle Q Clear(g_c), s			4.8	34.0	33.6	3.3
Prop In Lane			1.00			1.00
Lane Grp Cap(c), veh/h			145	1805	1558	1320
V/C Ratio(X)			0.76	0.94	0.85	0.22
Avail Cap(c_a), veh/h			158	1805	1558	1320
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh			36.1	1.0	4.3	1.6
Incr Delay (d2), s/veh			17.7	11.3	6.2	0.4
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			2.8	5.7	7.6	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			53.8	12.2	10.5	2.0
LnGrp LOS			D	B	B	A
Approach Vol, veh/h			1810	1627		
Approach Delay, s/veh			14.8	8.9		
Approach LOS			B	A		
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		80.0			10.4	69.6
Change Period (Y+Rc), s		4.0			4.0	4.0
Max Green Setting (Gmax), s		54.0			7.0	43.0
Max Q Clear Time (g_c+I1), s		36.0			6.8	35.6
Green Ext Time (p_c), s		16.7			0.0	6.1
Intersection Summary						
HCM 6th Ctrl Delay			12.0			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
 Int.10: Moreno Beach Dr & SR-60 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕	↗	↖	↕	
Traffic Volume (veh/h)	333	8	863	0	0	0	0	1016	302	86	550	0
Future Volume (veh/h)	333	8	863	0	0	0	0	1016	302	86	550	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	340	408	614				0	1037	308	88	561	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	345	414	657				0	1215	542	280	997	0
Arrive On Green	0.41	0.41	0.41				0.00	0.34	0.34	0.31	1.00	0.00
Sat Flow, veh/h	844	1013	1610				0	3705	1610	1810	1900	0
Grp Volume(v), veh/h	748	0	614				0	1037	308	88	561	0
Grp Sat Flow(s),veh/h/ln	1858	0	1610				0	1805	1610	1810	1900	0
Q Serve(g_s), s	47.9	0.0	43.8				0.0	32.1	18.8	4.5	0.0	0.0
Cycle Q Clear(g_c), s	47.9	0.0	43.8				0.0	32.1	18.8	4.5	0.0	0.0
Prop In Lane	0.45		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	759	0	657				0	1215	542	280	997	0
V/C Ratio(X)	0.99	0.00	0.93				0.00	0.85	0.57	0.31	0.56	0.00
Avail Cap(c_a), veh/h	759	0	657				0	1215	542	280	998	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.80	0.80	0.88	0.88	0.00
Uniform Delay (d), s/veh	35.2	0.0	34.0				0.0	37.0	32.6	36.5	0.0	0.0
Incr Delay (d2), s/veh	29.1	0.0	20.5				0.0	6.3	3.4	2.6	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.2	0.0	20.4				0.0	15.0	7.8	2.1	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.3	0.0	54.5				0.0	43.3	36.1	39.1	2.0	0.0
LnGrp LOS	E	A	D				A	D	D	D	A	A
Approach Vol, veh/h		1362						1345			649	
Approach Delay, s/veh		59.8						41.7			7.0	
Approach LOS		E						D			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	32.6	44.4	53.0	67.0								
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0								
Max Green Setting (Gmax), s	10.6	40.4	49.0	63.0								
Max Q Clear Time (g_c+I), s	10.5	34.1	49.9	2.0								
Green Ext Time (p_c), s	0.1	4.0	0.0	4.3								

Intersection Summary

HCM 6th Ctrl Delay	42.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 Int.11: Moreno Beach Dr & Eucalyptus Ave

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↑	↖	↖	↑↑	↖	↖	↑↑	↖
Traffic Volume (veh/h)	384	80	208	100	104	336	171	596	50	260	879	279
Future Volume (veh/h)	384	80	208	100	104	336	171	596	50	260	879	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	409	85	221	106	111	357	182	634	53	277	935	297
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	480	298	253	250	301	530	371	1446	645	310	1324	590
Arrive On Green	0.14	0.16	0.16	0.14	0.16	0.16	0.20	0.40	0.40	0.17	0.37	0.37
Sat Flow, veh/h	3510	1900	1610	1810	1900	1610	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	409	85	221	106	111	357	182	634	53	277	935	297
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	13.7	4.7	16.1	6.4	6.3	19.0	10.7	15.3	1.6	18.0	26.6	11.7
Cycle Q Clear(g_c), s	13.7	4.7	16.1	6.4	6.3	19.0	10.7	15.3	1.6	18.0	26.6	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	480	298	253	250	301	530	371	1446	645	310	1324	590
V/C Ratio(X)	0.85	0.29	0.87	0.42	0.37	0.67	0.49	0.44	0.08	0.89	0.71	0.50
Avail Cap(c_a), veh/h	614	412	349	250	301	530	371	1446	645	437	1324	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.69	0.69	0.69
Uniform Delay (d), s/veh	50.6	44.6	49.4	47.3	45.1	34.7	42.2	26.2	9.7	48.7	32.5	13.6
Incr Delay (d2), s/veh	8.7	0.5	15.7	1.1	0.8	3.3	1.0	1.0	0.2	11.6	2.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	2.3	7.6	3.0	3.0	9.4	4.9	6.8	1.0	9.1	11.9	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	45.1	65.1	48.5	45.9	38.0	43.2	27.1	9.9	60.3	34.7	15.7
LnGrp LOS	E	D	E	D	D	D	D	C	A	E	C	B
Approach Vol, veh/h		715			574			869			1509	
Approach Delay, s/veh		59.4			41.5			29.4			35.7	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.5	52.1	20.6	22.8	28.6	48.0	20.4	23.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	29.0	35.0	14.0	26.0	20.0	44.0	21.0	19.0				
Max Q Clear Time (g_c+20), s	20.0	17.3	8.4	18.1	12.7	28.6	15.7	21.0				
Green Ext Time (p_c), s	0.6	4.3	0.1	0.7	0.3	6.9	0.7	0.0				

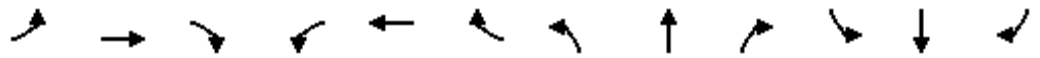
Intersection Summary

HCM 6th Ctrl Delay	39.7
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
 Int.13: Moreno Beach Dr & Alessandro Blvd

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	267	302	157	134	213	49	113	669	91	43	847	160
Future Volume (veh/h)	267	302	157	134	213	49	113	669	91	43	847	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	281	318	165	141	224	52	119	704	96	45	892	168
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	287	296	153	151	262	61	121	797	109	82	885	750
Arrive On Green	0.16	0.25	0.25	0.08	0.18	0.18	0.07	0.49	0.49	0.05	0.47	0.47
Sat Flow, veh/h	1810	1178	611	1810	1491	346	1810	1637	223	1810	1900	1610
Grp Volume(v), veh/h	281	0	483	141	0	276	119	0	800	45	892	168
Grp Sat Flow(s),veh/h/ln	1810	0	1790	1810	0	1838	1810	0	1860	1810	1900	1610
Q Serve(g_s), s	18.6	0.0	30.1	9.3	0.0	17.5	7.9	0.0	46.5	2.9	55.9	4.3
Cycle Q Clear(g_c), s	18.6	0.0	30.1	9.3	0.0	17.5	7.9	0.0	46.5	2.9	55.9	4.3
Prop In Lane	1.00		0.34	1.00		0.19	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	287	0	449	151	0	323	121	0	906	82	885	750
V/C Ratio(X)	0.98	0.00	1.08	0.94	0.00	0.85	0.99	0.00	0.88	0.55	1.01	0.22
Avail Cap(c_a), veh/h	287	0	449	151	0	323	121	0	906	106	885	750
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.66	0.00	0.66	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.3	0.0	45.0	54.7	0.0	48.0	55.9	0.0	27.7	56.1	32.0	6.4
Incr Delay (d2), s/veh	47.7	0.0	64.3	41.9	0.0	13.7	77.5	0.0	12.2	5.6	32.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	0.0	21.3	6.0	0.0	9.2	6.2	0.0	23.0	1.5	32.6	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.0	0.0	109.2	96.6	0.0	61.7	133.5	0.0	39.9	61.7	64.2	7.1
LnGrp LOS	F	A	F	F	A	E	F	A	D	E	F	A
Approach Vol, veh/h		764			417			919			1105	
Approach Delay, s/veh		105.1			73.5			52.0			55.4	
Approach LOS		F			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	62.5	14.0	34.1	12.0	59.9	23.0	25.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	56.9	10.0	30.1	8.0	55.9	19.0	21.1				
Max Q Clear Time (g_c+I1), s	4.9	48.5	11.3	32.1	9.9	57.9	20.6	19.5				
Green Ext Time (p_c), s	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.3				

Intersection Summary

HCM 6th Ctrl Delay	68.6
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
 Int.16: San Timoteo Canyon Rd & Alessandro Rd

Moreno Valley Trade Center

10/28/2020



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	211	21	282	258	28	507
Future Volume (veh/h)	211	21	282	258	28	507
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	220	22	294	269	29	528
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	0	0	822	752	96	1602
Arrive On Green	0.00	0.00	0.95	0.95	0.95	0.95
Sat Flow, veh/h	0		866	792	51	1686
Grp Volume(v), veh/h	0.0		0	563	557	0
Grp Sat Flow(s),veh/h/ln			0	1657	1738	0
Q Serve(g_s), s			0.0	2.1	0.0	0.0
Cycle Q Clear(g_c), s			0.0	2.1	1.8	0.0
Prop In Lane				0.48	0.05	
Lane Grp Cap(c), veh/h			0	1575	1698	0
V/C Ratio(X)			0.00	0.36	0.33	0.00
Avail Cap(c_a), veh/h			0	1575	1698	0
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh			0.0	0.2	0.1	0.0
Incr Delay (d2), s/veh			0.0	0.6	0.5	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			0.0	0.3	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			0.0	0.8	0.7	0.0
LnGrp LOS			A	A	A	A
Approach Vol, veh/h			563		557	
Approach Delay, s/veh			0.8		0.7	
Approach LOS			A		A	
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc), s		80.0				80.0
Change Period (Y+Rc), s		4.0				4.0
Max Green Setting (Gmax), s		50.0				50.0
Max Q Clear Time (g_c+I1), s		4.1				3.8
Green Ext Time (p_c), s		4.6				4.4
Intersection Summary						
HCM 6th Ctrl Delay			0.7			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 Int.17: San Timoteo Canyon Rd & Live Oak Canyon Rd

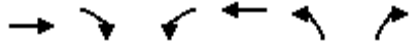
Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	9	10	9	269	14	21	8	480	324	31	649	10
Future Volume (veh/h)	9	10	9	269	14	21	8	480	324	31	649	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	10	9	274	14	21	8	490	331	32	662	10
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	167	182	137	395	16	24	49	698	466	75	1156	17
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	450	763	575	1297	66	99	5	1056	705	43	1749	26
Grp Volume(v), veh/h	28	0	0	309	0	0	829	0	0	704	0	0
Grp Sat Flow(s),veh/h/ln1788	0	0	0	1463	0	0	1766	0	0	1818	0	0
Q Serve(g_s), s	0.0	0.0	0.0	15.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.0	16.3	0.0	0.0	23.8	0.0	0.0	16.0	0.0	0.0
Prop In Lane	0.32		0.32	0.89		0.07	0.01		0.40	0.05		0.01
Lane Grp Cap(c), veh/h	487	0	0	434	0	0	1213	0	0	1249	0	0
V/C Ratio(X)	0.06	0.00	0.00	0.71	0.00	0.00	0.68	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	586	0	0	523	0	0	1213	0	0	1249	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh23.5	0.0	0.0	0.0	29.2	0.0	0.0	8.6	0.0	0.0	7.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	3.6	0.0	0.0	3.1	0.0	0.0	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.4	0.0	0.0	0.0	5.9	0.0	0.0	8.3	0.0	0.0	5.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	0.0	0.0	32.8	0.0	0.0	11.8	0.0	0.0	9.2	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	B	A	A	A	A	A
Approach Vol, veh/h		28		309			829			704		
Approach Delay, s/veh		23.6		32.8			11.8			9.2		
Approach LOS		C		C			B			A		
Timer - Assigned Phs		2		4			6			8		
Phs Duration (G+Y+Rc), s		56.9		23.1			56.9			23.1		
Change Period (Y+Rc), s		4.0		4.0			4.0			4.0		
Max Green Setting (Gmax), s		48.0		24.0			48.0			24.0		
Max Q Clear Time (g_c+11), s		25.8		3.0			18.0			18.3		
Green Ext Time (p_c), s		6.9		0.1			5.9			0.9		
Intersection Summary												
HCM 6th Ctrl Delay				14.4								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
 Int.18: Redlands Blvd & San Timoteo Canyon Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	51	803	267	39	754	103
Future Volume (veh/h)	51	803	267	39	754	103
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	811	270	39	859	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1380	1169	315	1805	0	0
Arrive On Green	0.73	0.73	0.17	0.95	0.00	0.00
Sat Flow, veh/h	1900	1610	1810	1900	0	
Grp Volume(v), veh/h	52	811	270	39	0.0	
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900		
Q Serve(g_s), s	0.6	22.2	11.6	0.1		
Cycle Q Clear(g_c), s	0.6	22.2	11.6	0.1		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	1380	1169	315	1805		
V/C Ratio(X)	0.04	0.69	0.86	0.02		
Avail Cap(c_a), veh/h	1380	1169	407	1805		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	3.1	6.0	32.1	0.1		
Incr Delay (d2), s/veh	0.1	3.4	13.5	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.2	6.4	6.1	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.1	9.4	45.6	0.1		
LnGrp LOS	A	A	D	A		
Approach Vol, veh/h	863			309		
Approach Delay, s/veh	9.1			39.9		
Approach LOS	A			D		
Timer - Assigned Phs	1	2			6	
Phs Duration (G+Y+Rc), s	7.9	62.1			80.0	
Change Period (Y+Rc), s	4.0	4.0			4.0	
Max Green Setting (Gmax), s	13.0	19.0			41.0	
Max Q Clear Time (g_c+M), s	13.6	24.2			2.1	
Green Ext Time (p_c), s	0.3	0.0			0.2	

Intersection Summary

HCM 6th Ctrl Delay		17.2	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 Int.25: Redlands Blvd & SR-60 WB Ramps

Moreno Valley Trade Center

11/05/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↔		↖	↕		↖	↗	
Traffic Volume (veh/h)	9	7	3	133	0	46	4	841	338	446	545	9
Future Volume (veh/h)	9	7	3	133	0	46	4	841	338	446	545	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	7	3	136	0	47	4	858	345	455	556	9
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	28	22	44	158	0	55	13	797	319	726	1325	21
Arrive On Green	0.03	0.03	0.03	0.12	0.00	0.12	0.01	0.32	0.32	0.40	0.71	0.71
Sat Flow, veh/h	1040	809	1610	1303	0	450	1810	2516	1008	1810	1864	30
Grp Volume(v), veh/h	16	0	3	183	0	0	4	615	588	455	0	565
Grp Sat Flow(s),veh/h/ln	1848	0	1610	1754	0	0	1810	1805	1719	1810	0	1895
Q Serve(g_s), s	1.0	0.0	0.2	12.3	0.0	0.0	0.3	38.0	38.0	24.1	0.0	14.8
Cycle Q Clear(g_c), s	1.0	0.0	0.2	12.3	0.0	0.0	0.3	38.0	38.0	24.1	0.0	14.8
Prop In Lane	0.56		1.00	0.74		0.26	1.00		0.59	1.00		0.02
Lane Grp Cap(c), veh/h	51	0	44	213	0	0	13	572	544	726	0	1346
V/C Ratio(X)	0.32	0.00	0.07	0.86	0.00	0.00	0.30	1.08	1.08	0.63	0.00	0.42
Avail Cap(c_a), veh/h	285	0	248	270	0	0	106	572	544	726	0	1346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.61	0.61	0.61	0.49	0.00	0.49
Uniform Delay (d), s/veh	57.3	0.0	56.9	51.7	0.0	0.0	59.3	41.0	41.0	28.8	0.0	7.2
Incr Delay (d2), s/veh	3.5	0.0	0.6	19.3	0.0	0.0	7.7	51.8	54.5	0.8	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.1	6.5	0.0	0.0	0.1	24.9	24.1	10.5	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.8	0.0	57.5	71.0	0.0	0.0	66.9	92.8	95.5	29.6	0.0	7.6
LnGrp LOS	E	A	E	E	A	A	E	F	F	C	A	A
Approach Vol, veh/h		19			183			1207			1020	
Approach Delay, s/veh		60.3			71.0			94.0			17.4	
Approach LOS		E			E			F			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	52.1	42.0		7.3	4.9	89.3		18.6				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	29.0	38.0		18.5	7.0	60.0		18.5				
Max Q Clear Time (g_c+I1), s	26.1	40.0		3.0	2.3	16.8		14.3				
Green Ext Time (p_c), s	0.5	0.0		0.0	0.0	4.3		0.3				

Intersection Summary

HCM 6th Ctrl Delay	59.9
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
 Int.32: Redlands Blvd & Alessandro Blvd

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕	↕		↕	↕
Traffic Volume (veh/h)	179	198	23	79	104	64	47	350	116	107	423	167
Future Volume (veh/h)	179	198	23	79	104	64	47	350	116	107	423	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	186	206	24	82	108	67	49	365	121	111	441	174
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	232	196	584	59	71	25	113	801	865	150	520	195
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	456	540	1610	0	197	69	117	1490	1610	183	968	363
Grp Volume(v), veh/h	392	0	24	257	0	0	414	0	121	726	0	0
Grp Sat Flow(s),veh/h/ln	995	0	1610	266	0	0	1607	0	1610	1514	0	0
Q Serve(g_s), s	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	3.0	24.5	0.0	0.0
Cycle Q Clear(g_c), s	29.0	0.0	0.8	29.0	0.0	0.0	10.3	0.0	3.0	34.8	0.0	0.0
Prop In Lane	0.47		1.00	0.32		0.26	0.12		1.00	0.15		0.24
Lane Grp Cap(c), veh/h	427	0	584	156	0	0	914	0	865	866	0	0
V/C Ratio(X)	0.92	0.00	0.04	1.65	0.00	0.00	0.45	0.00	0.14	0.84	0.00	0.00
Avail Cap(c_a), veh/h	427	0	584	156	0	0	914	0	865	866	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.13	0.00	0.13	1.00	0.00	0.00	1.00	0.00	1.00	0.88	0.00	0.00
Uniform Delay (d), s/veh	26.4	0.0	16.5	23.4	0.0	0.0	10.9	0.0	9.3	16.8	0.0	0.0
Incr Delay (d2), s/veh	4.7	0.0	0.0	319.1	0.0	0.0	1.6	0.0	0.3	8.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	0.0	0.3	15.7	0.0	0.0	4.3	0.0	1.0	12.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	0.0	16.5	342.4	0.0	0.0	12.6	0.0	9.6	25.4	0.0	0.0
LnGrp LOS	C	A	B	F	A	A	B	A	A	C	A	A
Approach Vol, veh/h		416			257			535			726	
Approach Delay, s/veh		30.3			342.4			11.9			25.4	
Approach LOS		C			F			B			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.0		33.0		47.0		33.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		43.0		29.0		43.0		29.0				
Max Q Clear Time (g_c+I1), s		12.3		31.0		36.8		31.0				
Green Ext Time (p_c), s		3.4		0.0		2.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				64.8								
HCM 6th LOS				E								

HCM 6th Signalized Intersection Summary
 Int.34: WLC Pkwy & Eucalyptus Ave

Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	175	156	211	995	982	75
Future Volume (veh/h)	175	156	211	995	982	75
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	246	220	297	1401	1383	106
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	0	0	226	1805	1472	1248
Arrive On Green	0.00	0.00	0.13	0.95	0.77	0.77
Sat Flow, veh/h	0		1810	1900	1900	1610
Grp Volume(v), veh/h	0.0		297	1401	1383	106
Grp Sat Flow(s),veh/h/ln			1810	1900	1900	1610
Q Serve(g_s), s			10.0	11.2	48.2	1.3
Cycle Q Clear(g_c), s			10.0	11.2	48.2	1.3
Prop In Lane			1.00			1.00
Lane Grp Cap(c), veh/h			226	1805	1473	1248
V/C Ratio(X)			1.31	0.78	0.94	0.08
Avail Cap(c_a), veh/h			226	1805	1473	1248
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh			35.0	0.4	7.4	2.2
Incr Delay (d2), s/veh			168.7	3.3	12.9	0.1
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			14.9	1.7	16.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			203.7	3.7	20.3	2.3
LnGrp LOS			F	A	C	A
Approach Vol, veh/h				1698	1489	
Approach Delay, s/veh				38.7	19.0	
Approach LOS				D	B	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		80.0			14.0	66.0
Change Period (Y+Rc), s		4.0			4.0	4.0
Max Green Setting (Gmax), s		54.0			10.0	40.0
Max Q Clear Time (g_c+I1), s		13.2			12.0	50.2
Green Ext Time (p_c), s		23.6			0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			29.5			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary
 Int.11: Moreno Beach Dr & Eucalyptus Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	449	189	133	48	197	162	166	760	78	367	758	432
Future Volume (veh/h)	449	189	133	48	197	162	166	760	78	367	758	432
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	449	189	133	48	197	162	166	760	78	367	758	432
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	529	239	202	247	403	383	226	2480	770	443	2800	869
Arrive On Green	0.15	0.13	0.13	0.14	0.11	0.11	0.06	0.48	0.48	0.13	0.54	0.54
Sat Flow, veh/h	3510	1900	1610	1810	3610	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	449	189	133	48	197	162	166	760	78	367	758	432
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	14.9	11.6	8.0	2.8	6.2	10.2	5.6	10.7	1.9	12.2	9.4	20.2
Cycle Q Clear(g_c), s	14.9	11.6	8.0	2.8	6.2	10.2	5.6	10.7	1.9	12.2	9.4	20.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	529	239	202	247	403	383	226	2480	770	443	2800	869
V/C Ratio(X)	0.85	0.79	0.66	0.19	0.49	0.42	0.73	0.31	0.10	0.83	0.27	0.50
Avail Cap(c_a), veh/h	761	586	496	247	632	485	351	2480	770	673	2800	869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	49.6	50.9	36.1	45.9	50.1	38.8	55.1	19.1	6.4	51.2	14.9	17.4
Incr Delay (d2), s/veh	5.9	5.5	3.4	0.4	0.9	0.7	4.6	0.3	0.3	4.8	0.2	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	5.9	3.4	1.3	2.8	4.1	2.6	4.4	1.2	5.7	3.7	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.5	56.4	39.5	46.3	51.0	39.5	59.7	19.5	6.7	55.9	15.1	19.2
LnGrp LOS	E	E	D	D	D	D	E	B	A	E	B	B
Approach Vol, veh/h		771			407			1004			1557	
Approach Delay, s/veh		53.0			45.9			25.1			25.8	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.1	61.4	20.4	19.1	11.7	68.8	22.1	17.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	23.0	34.0	10.0	37.0	12.0	45.0	26.0	21.0				
Max Q Clear Time (g_c+M), s	14.2	12.7	4.8	13.6	7.6	22.2	16.9	12.2				
Green Ext Time (p_c), s	0.9	5.7	0.0	1.5	0.2	7.4	1.2	1.2				

Intersection Summary

HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 Int.16: San Timoteo Canyon Rd & Alessandro Rd

Moreno Valley Trade Center
 10/28/2020



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	289	55	806	215	25	352
Future Volume (veh/h)	289	55	806	215	25	352
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	304	58	848	226	26	371
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	0	0	1301	347	111	1487
Arrive On Green	0.00	0.00	0.95	0.95	0.95	0.95
Sat Flow, veh/h	0		1369	365	66	1565
Grp Volume(v), veh/h	0.0		0	1074	397	0
Grp Sat Flow(s),veh/h/ln			0	1734	1631	0
Q Serve(g_s), s			0.0	6.5	0.0	0.0
Cycle Q Clear(g_c), s			0.0	6.5	1.1	0.0
Prop In Lane				0.21	0.07	
Lane Grp Cap(c), veh/h			0	1648	1598	0
V/C Ratio(X)			0.00	0.65	0.25	0.00
Avail Cap(c_a), veh/h			0	1648	1598	0
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh			0.0	0.3	0.1	0.0
Incr Delay (d2), s/veh			0.0	2.0	0.4	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			0.0	0.9	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			0.0	2.3	0.5	0.0
LnGrp LOS			A	A	A	A
Approach Vol, veh/h			1074		397	
Approach Delay, s/veh			2.3		0.5	
Approach LOS			A		A	
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc), s		80.0				80.0
Change Period (Y+Rc), s		4.0				4.0
Max Green Setting (Gmax), s		54.0				54.0
Max Q Clear Time (g_c+I1), s		8.5				3.1
Green Ext Time (p_c), s		13.5				3.1
Intersection Summary						
HCM 6th Ctrl Delay			1.8			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 Int.17: San Timoteo Canyon Rd & Live Oak Canyon Rd

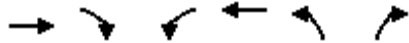
Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	58	11	11	371	8	229	6	711	100	14	609	25
Future Volume (veh/h)	58	11	11	371	8	229	6	711	100	14	609	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	58	11	11	371	8	229	6	711	100	14	609	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	457	87	74	454	8	235	47	792	111	53	867	35
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	919	211	180	925	20	571	4	1624	227	15	1779	72
Grp Volume(v), veh/h	80	0	0	608	0	0	817	0	0	648	0	0
Grp Sat Flow(s),veh/h/ln	1311	0	0	1515	0	0	1854	0	0	1866	0	0
Q Serve(g_s), s	0.0	0.0	0.0	28.7	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.0	31.4	0.0	0.0	32.2	0.0	0.0	21.4	0.0	0.0
Prop In Lane	0.72		0.14	0.61		0.38	0.01		0.12	0.02		0.04
Lane Grp Cap(c), veh/h	618	0	0	698	0	0	949	0	0	956	0	0
V/C Ratio(X)	0.13	0.00	0.00	0.87	0.00	0.00	0.86	0.00	0.00	0.68	0.00	0.00
Avail Cap(c_a), veh/h	618	0	0	698	0	0	949	0	0	956	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.5	0.0	0.0	22.8	0.0	0.0	18.7	0.0	0.0	16.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	11.6	0.0	0.0	10.1	0.0	0.0	3.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	12.6	0.0	0.0	15.0	0.0	0.0	9.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.6	0.0	0.0	34.4	0.0	0.0	28.8	0.0	0.0	19.9	0.0	0.0
LnGrp LOS	B	A	A	C	A	A	C	A	A	B	A	A
Approach Vol, veh/h		80			608			817			648	
Approach Delay, s/veh		14.6			34.4			28.8			19.9	
Approach LOS		B			C			C			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		43.0		37.0		43.0		37.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		39.0		33.0		39.0		33.0				
Max Q Clear Time (g_c+I1), s		34.2		4.7		23.4		33.4				
Green Ext Time (p_c), s		2.4		0.4		4.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				27.2								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 Int.18: Redlands Blvd & San Timoteo Canyon Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	81	898	282	202	702	51
Future Volume (veh/h)	81	898	282	202	702	51
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	81	898	282	202	750	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1368	1159	326	1805	0	0
Arrive On Green	0.72	0.72	0.18	0.95	0.00	0.00
Sat Flow, veh/h	1900	1610	1810	1900	0	
Grp Volume(v), veh/h	81	898	282	202	0.0	
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900		
Q Serve(g_s), s	1.0	28.2	12.1	0.5		
Cycle Q Clear(g_c), s	1.0	28.2	12.1	0.5		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	1368	1159	326	1805		
V/C Ratio(X)	0.06	0.77	0.87	0.11		
Avail Cap(c_a), veh/h	1368	1159	407	1805		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	3.3	7.1	31.9	0.1		
Incr Delay (d2), s/veh	0.1	5.1	14.8	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.3	8.4	6.5	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.4	12.2	46.7	0.2		
LnGrp LOS	A	B	D	A		
Approach Vol, veh/h	979			484		
Approach Delay, s/veh	11.4			27.3		
Approach LOS	B			C		
Timer - Assigned Phs	1	2			6	
Phs Duration (G+Y+Rc), s	18.4	61.6			80.0	
Change Period (Y+Rc), s	4.0	4.0			4.0	
Max Green Setting (Gmax), s	18.0	19.0			41.0	
Max Q Clear Time (g_c+M), s	11.5	30.2			2.5	
Green Ext Time (p_c), s	0.3	0.0			1.2	

Intersection Summary

HCM 6th Ctrl Delay		16.7	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection									
Intersection Delay, s/veh10.1									
Intersection LOS B									
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		2		
Conflicting Circle Lanes	2		2		2		2		
Adj Approach Flow, veh/h	329		443		822		1312		
Demand Flow Rate, veh/h	329		443		822		1312		
Vehicles Circulating, veh/h	1132		776		451		237		
Vehicles Exiting, veh/h	417		497		1010		982		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	12.0		9.4		9.1		10.5		
Approach LOS	B		A		A		B		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR	
Assumed Moves	LT	TR	LT	R	LT	TR	LT	TR	
RT Channelized									
Lane Util	0.471	0.529	0.343	0.657	0.470	0.530	0.470	0.530	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328	
Entry Flow, veh/h	155	174	152	291	386	436	617	695	
Cap Entry Lane, veh/h	476	542	661	734	891	968	1085	1161	
Entry HV Adj Factor	0.998	1.002	1.000	1.000	1.001	0.999	0.999	1.001	
Flow Entry, veh/h	155	174	152	291	386	436	617	695	
Cap Entry, veh/h	475	544	661	734	892	967	1085	1162	
V/C Ratio	0.325	0.321	0.230	0.396	0.433	0.450	0.568	0.599	
Control Delay, s/veh	12.8	11.3	8.2	10.1	9.2	9.0	10.4	10.6	
LOS	B	B	A	B	A	A	B	B	
95th %tile Queue, veh	1	1	1	2	2	2	4	4	

HCM 6th Signalized Intersection Summary
 Int.11: Moreno Beach Dr & Eucalyptus Ave

Moreno Valley Trade Center
 10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	713	299	235	104	239	491	236	719	52	437	963	502
Future Volume (veh/h)	713	299	235	104	239	491	236	719	52	437	963	502
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	713	299	235	104	239	491	236	719	52	437	963	502
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	793	357	303	348	557	487	494	1753	544	522	1794	557
Arrive On Green	0.23	0.19	0.19	0.19	0.15	0.15	0.14	0.34	0.34	0.15	0.35	0.35
Sat Flow, veh/h	3510	1900	1610	1810	3610	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	713	299	235	104	239	491	236	719	52	437	963	502
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	1805	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	23.7	18.2	16.7	5.9	7.2	18.5	7.4	12.8	1.6	14.5	17.9	19.7
Cycle Q Clear(g_c), s	23.7	18.2	16.7	5.9	7.2	18.5	7.4	12.8	1.6	14.5	17.9	19.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	793	357	303	348	557	487	494	1753	544	522	1794	557
V/C Ratio(X)	0.90	0.84	0.78	0.30	0.43	1.01	0.48	0.41	0.10	0.84	0.54	0.90
Avail Cap(c_a), veh/h	907	578	490	348	557	487	494	1753	544	848	1794	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	45.1	46.9	46.3	41.6	46.0	41.8	47.5	30.5	10.1	49.7	31.5	11.4
Incr Delay (d2), s/veh	8.4	4.4	3.2	0.5	0.5	42.6	0.7	0.7	0.3	3.3	0.9	17.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	9.0	6.9	2.7	3.3	20.0	3.3	5.5	1.1	6.6	7.6	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	51.3	49.5	42.0	46.5	84.4	48.2	31.2	10.4	53.0	32.5	28.6
LnGrp LOS	D	D	D	D	D	F	D	C	B	D	C	C
Approach Vol, veh/h		1247			834			1007			1902	
Approach Delay, s/veh		52.2			68.3			34.1			36.2	
Approach LOS		D			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.8	44.6	27.0	26.6	20.9	45.5	31.1	22.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	29.0	25.5	13.0	36.5	13.0	41.5	31.0	18.5				
Max Q Clear Time (g_c+10), s	14.5	14.8	7.9	20.2	9.4	21.7	25.7	20.5				
Green Ext Time (p_c), s	1.3	3.8	0.1	2.4	0.3	9.0	1.4	0.0				
Intersection Summary												
HCM 6th Ctrl Delay											45.1	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary
 Int.16: San Timoteo Canyon Rd & Alessandro Rd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	221	22	410	376	31	682
Future Volume (veh/h)	221	22	410	376	31	682
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	233	23	432	396	33	718
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	0	0	821	753	84	1605
Arrive On Green	0.00	0.00	0.95	0.95	0.95	0.95
Sat Flow, veh/h	0		865	793	39	1690
Grp Volume(v), veh/h	0.0		0	828	751	0
Grp Sat Flow(s),veh/h/ln			0	1657	1729	0
Q Serve(g_s), s			0.0	4.0	0.0	0.0
Cycle Q Clear(g_c), s			0.0	4.0	2.9	0.0
Prop In Lane				0.48	0.04	
Lane Grp Cap(c), veh/h			0	1574	1689	0
V/C Ratio(X)			0.00	0.53	0.44	0.00
Avail Cap(c_a), veh/h			0	1574	1689	0
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh			0.0	0.2	0.2	0.0
Incr Delay (d2), s/veh			0.0	1.3	0.9	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			0.0	0.6	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			0.0	1.5	1.0	0.0
LnGrp LOS			A	A	A	A
Approach Vol, veh/h			828		751	
Approach Delay, s/veh			1.5		1.0	
Approach LOS			A		A	
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc), s		80.0				80.0
Change Period (Y+Rc), s		4.0				4.0
Max Green Setting (Gmax), s		54.0				54.0
Max Q Clear Time (g_c+I1), s		6.0				4.9
Green Ext Time (p_c), s		8.4				7.0
Intersection Summary						
HCM 6th Ctrl Delay			1.3			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 Int.17: San Timoteo Canyon Rd & Live Oak Canyon Rd

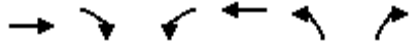
Moreno Valley Trade Center

10/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	26	20	10	282	36	41	8	711	395	94	694	31
Future Volume (veh/h)	26	20	10	282	36	41	8	711	395	94	694	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	20	10	282	36	41	8	711	395	94	694	31
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	229	169	72	360	36	41	48	769	424	116	745	32
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	688	713	305	1177	150	171	4	1161	640	99	1125	48
Grp Volume(v), veh/h	56	0	0	359	0	0	1114	0	0	819	0	0
Grp Sat Flow(s),veh/h/ln	1706	0	0	1499	0	0	1805	0	0	1272	0	0
Q Serve(g_s), s	0.0	0.0	0.0	17.1	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.0	19.0	0.0	0.0	43.9	0.0	0.0	50.0	0.0	0.0
Prop In Lane	0.46		0.18	0.79		0.11	0.01		0.35	0.11		0.04
Lane Grp Cap(c), veh/h	471	0	0	436	0	0	1241	0	0	893	0	0
V/C Ratio(X)	0.12	0.00	0.00	0.82	0.00	0.00	0.90	0.00	0.00	0.92	0.00	0.00
Avail Cap(c_a), veh/h	471	0	0	436	0	0	1241	0	0	893	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.0	0.0	0.0	30.4	0.0	0.0	12.1	0.0	0.0	10.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	12.0	0.0	0.0	10.4	0.0	0.0	15.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	8.1	0.0	0.0	17.2	0.0	0.0	12.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	0.0	0.0	42.4	0.0	0.0	22.5	0.0	0.0	26.6	0.0	0.0
LnGrp LOS	C	A	A	D	A	A	C	A	A	C	A	A
Approach Vol, veh/h		56			359			1114			819	
Approach Delay, s/veh		24.1			42.4			22.5			26.6	
Approach LOS		C			D			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.0		23.0		57.0		23.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		53.0		19.0		53.0		19.0				
Max Q Clear Time (g_c+I1), s		45.9		3.9		52.0		21.0				
Green Ext Time (p_c), s		4.8		0.2		0.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				27.0								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 Int.18: Redlands Blvd & San Timoteo Canyon Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	92	841	297	41	1025	361
Future Volume (veh/h)	92	841	297	41	1025	361
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	92	841	297	41	693	717
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1358	1151	335	1805	0	0
Arrive On Green	0.71	0.71	0.19	0.95	0.00	0.00
Sat Flow, veh/h	1900	1610	1810	1900	0	
Grp Volume(v), veh/h	92	841	297	41	0.0	
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900		
Q Serve(g_s), s	1.2	24.9	12.8	0.1		
Cycle Q Clear(g_c), s	1.2	24.9	12.8	0.1		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	1358	1151	335	1805		
V/C Ratio(X)	0.07	0.73	0.89	0.02		
Avail Cap(c_a), veh/h	1358	1151	339	1805		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	3.4	6.8	31.8	0.1		
Incr Delay (d2), s/veh	0.1	4.1	23.3	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.4	7.4	7.6	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.5	10.9	55.1	0.1		
LnGrp LOS	A	B	E	A		
Approach Vol, veh/h	933			338		
Approach Delay, s/veh	10.2			48.4		
Approach LOS	B			D		
Timer - Assigned Phs	1	2			6	
Phs Duration (G+Y+Rc), s	18.8	61.2			80.0	
Change Period (Y+Rc), s	4.0	4.0			4.0	
Max Green Setting (Gmax), s	15.0	19.0			38.0	
Max Q Clear Time (g_c+M), s	14.8	26.9			2.1	
Green Ext Time (p_c), s	0.0	0.0			0.2	

Intersection Summary

HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection									
Intersection Delay, s/veh28.3									
Intersection LOS D									
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		2		
Conflicting Circle Lanes	2		2		2		2		
Adj Approach Flow, veh/h	665		646		1274		1514		
Demand Flow Rate, veh/h	665		646		1274		1514		
Vehicles Circulating, veh/h	1450		924		696		446		
Vehicles Exiting, veh/h	510		1046		1419		1124		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	50.9		16.0		30.0		22.1		
Approach LOS	F		C		D		C		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR	
Assumed Moves	LT	TR	LT	R	LT	TR	LT	TR	
RT Channelized									
Lane Util	0.471	0.529	0.361	0.639	0.470	0.530	0.470	0.530	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328	
Entry Flow, veh/h	313	352	233	413	599	675	712	802	
Cap Entry Lane, veh/h	356	414	577	647	712	786	896	972	
Entry HV Adj Factor	0.999	1.001	1.000	1.000	1.000	1.000	0.999	1.001	
Flow Entry, veh/h	313	352	233	413	599	675	712	802	
Cap Entry, veh/h	355	414	577	647	711	786	895	972	
V/C Ratio	0.880	0.850	0.404	0.638	0.842	0.859	0.795	0.825	
Control Delay, s/veh	56.4	46.0	12.4	18.0	30.1	29.8	21.6	22.5	
LOS	F	E	B	C	D	D	C	C	
95th %tile Queue, veh	8	8	2	5	10	10	8	10	

APPENDIX D: LEVEL OF SERVICE WORKSHEETS (FREEWAY)

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-I-15 to Etiwanda Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4727	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1406
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.60
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	21.6
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Etiwanda Ave. to Country Village Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3889	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1156
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	17.8
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Country Village Rd. to Pedley Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3254	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	968
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	14.9
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pedley Rd. to Pyrite St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3538	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1052
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.45
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	16.2
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pyrite St. to Byrne Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4470	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1329
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.57
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	20.4
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Byrne Rd. to Valley Way	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5455	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2163
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.92
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	56.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	38.1
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Valley Way to Rubidoux Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5457	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2164
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.92
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	56.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	38.2
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Rubidoux Blvd. to Market St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5677	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2251
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.96
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	54.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	41.2
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Market St. to Main St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6008	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2382
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.01
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-EB-Main St. to SR-91	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	4	Segment Type	Freeway
Segment Length (Ls), ft	700	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	1.70	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	4805	631	66	556
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	5715	751	79	661
Weaving Flow Rate (vw), pc/h	1412	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	5794	Density-Based Capacity (cIWL), pc/h/ln		2110
Total Flow Rate (v), pc/h	7206	Demand Flow-Based Capacity (cIW), pc/h		12245
Volume Ratio (VR)	0.196	Weaving Segment Capacity (cw), veh/h		7469
Minimum Lane Change Rate (LCMIN), lc/h	661	Adjusted Weaving Area Capacity, pc/h		8440
Maximum Weaving Length (LMAX), ft	4495	Volume-to-Capacity Ratio (v/c)		0.85

Speed and Density

Non-Weaving Vehicle Index (INW)	689	Average Weaving Speed (Sw), mi/h	52.6
Non-Weaving Lane Change Rate (LCNW), lc/h	803	Average Non-Weaving Speed (SNW), mi/h	56.6
Weaving Lane Change Rate (LCW), lc/h	937	Average Speed (S), mi/h	55.8
Weaving Lane Change Rate (LCAII), lc/h	1740	Density (D), pc/mi/ln	32.3
Weaving Intensity Factor (W)	0.464	Level of Service (LOS)	D

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-SR-91to 3rd St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1100	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	Yes

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	5587	1283	48	564
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	6645	1526	57	671
Weaving Flow Rate (vw), pc/h	2197	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	6702	Density-Based Capacity (cIWL), pc/h/ln		2220
Total Flow Rate (v), pc/h	8899	Demand Flow-Based Capacity (cIW), pc/h		14170
Volume Ratio (VR)	0.247	Weaving Segment Capacity (cw), veh/h		9824
Minimum Lane Change Rate (LCMIN), lc/h	1526	Adjusted Weaving Area Capacity, pc/h		11101
Maximum Weaving Length (LMAX), ft	3456	Volume-to-Capacity Ratio (v/c)		0.80

Speed and Density

Non-Weaving Vehicle Index (INW)	1474	Average Weaving Speed (Sw), mi/h	49.4
Non-Weaving Lane Change Rate (LCNW), lc/h	1595	Average Non-Weaving Speed (SNW), mi/h	50.5
Weaving Lane Change Rate (LCW), lc/h	2190	Average Speed (S), mi/h	50.2
Weaving Lane Change Rate (LCAII), lc/h	3785	Density (D), pc/mi/ln	35.5
Weaving Intensity Factor (W)	0.599	Level of Service (LOS)	E

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-3rd St. to University Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1300	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	6426	396	19	444
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	7643	471	23	528
Weaving Flow Rate (vw), pc/h	999	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	7666	Density-Based Capacity (cIWL), pc/h/ln		2217
Total Flow Rate (v), pc/h	8665	Demand Flow-Based Capacity (cIW), pc/h		20870
Volume Ratio (VR)	0.115	Weaving Segment Capacity (cW), veh/h		9810
Minimum Lane Change Rate (LCMIN), lc/h	999	Adjusted Weaving Area Capacity, pc/h		11085
Maximum Weaving Length (LMAX), ft	3686	Volume-to-Capacity Ratio (v/c)		0.78

Speed and Density

Non-Weaving Vehicle Index (INW)	1993	Average Weaving Speed (SW), mi/h	48.0
Non-Weaving Lane Change Rate (LCNW), lc/h	3399	Average Non-Weaving Speed (SNW), mi/h	54.5
Weaving Lane Change Rate (LCW), lc/h	1742	Average Speed (S), mi/h	53.7
Weaving Lane Change Rate (LCAII), lc/h	5141	Density (D), pc/mi/ln	32.3
Weaving Intensity Factor (W)	0.669	Level of Service (LOS)	D

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-University Ave. to Martin Luther King Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	1100	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	6146	253	14	676
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	7310	301	17	804
Weaving Flow Rate (vw), pc/h	1105	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	7327	Density-Based Capacity (cIWL), pc/h/ln		2190
Total Flow Rate (v), pc/h	8432	Demand Flow-Based Capacity (cIW), pc/h		18321
Volume Ratio (VR)	0.131	Weaving Segment Capacity (cw), veh/h		9691
Minimum Lane Change Rate (LCMIN), Ic/h	804	Adjusted Weaving Area Capacity, pc/h		10950
Maximum Weaving Length (LMAX), ft	3843	Volume-to-Capacity Ratio (v/c)		0.77

Speed and Density

Non-Weaving Vehicle Index (INW)	1612	Average Weaving Speed (SW), mi/h	49.7
Non-Weaving Lane Change Rate (LCNW), Ic/h	2189	Average Non-Weaving Speed (SNW), mi/h	56.1
Weaving Lane Change Rate (LCW), Ic/h	1468	Average Speed (S), mi/h	55.2
Weaving Lane Change Rate (LCAII), Ic/h	3657	Density (D), pc/mi/ln	30.6
Weaving Intensity Factor (W)	0.583	Level of Service (LOS)	D

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Martin Luther King Blvd. to Central Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6599	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1962
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.84
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	60.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	32.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Central Ave. to Box Springs Rd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	2800	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	5466	403	20	508
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	6501	479	24	604
Weaving Flow Rate (vw), pc/h	1083	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	6525	Density-Based Capacity (cIWL), pc/h/ln		2312
Total Flow Rate (v), pc/h	7608	Demand Flow-Based Capacity (cIW), pc/h		16901
Volume Ratio (VR)	0.142	Weaving Segment Capacity (cW), veh/h		10231
Minimum Lane Change Rate (LCMIN), Ic/h	604	Adjusted Weaving Area Capacity, pc/h		11560
Maximum Weaving Length (LMAX), ft	3952	Volume-to-Capacity Ratio (v/c)		0.66

Speed and Density

Non-Weaving Vehicle Index (INW)	3654	Average Weaving Speed (SW), mi/h	55.7
Non-Weaving Lane Change Rate (LCNW), Ic/h	3144	Average Non-Weaving Speed (SNW), mi/h	58.3
Weaving Lane Change Rate (LCW), Ic/h	1778	Average Speed (S), mi/h	57.9
Weaving Lane Change Rate (LCAII), Ic/h	4922	Density (D), pc/mi/ln	26.3
Weaving Intensity Factor (W)	0.353	Level of Service (LOS)	C

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Box Springs Rd. to I-215	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5869	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1745
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	27.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-I-215 to Day St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1200	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	2683	1251	29	275
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	3191	1488	34	327
Weaving Flow Rate (vw), pc/h	1815	Freeway Max Capacity (cIFL), pc/h/ln	2400	
Non-Weaving Flow Rate (vNW), pc/h	3225	Density-Based Capacity (cIWL), pc/h/ln	2135	
Total Flow Rate (v), pc/h	5040	Demand Flow-Based Capacity (cIW), pc/h	9722	
Volume Ratio (VR)	0.360	Weaving Segment Capacity (cw), veh/h	8604	
Minimum Lane Change Rate (LCMIN), lc/h	1488	Adjusted Weaving Area Capacity, pc/h	9722	
Maximum Weaving Length (LMAX), ft	4670	Volume-to-Capacity Ratio (v/c)	0.52	

Speed and Density

Non-Weaving Vehicle Index (INW)	774	Average Weaving Speed (Sw), mi/h	54.0
Non-Weaving Lane Change Rate (LCNW), lc/h	352	Average Non-Weaving Speed (SNW), mi/h	54.4
Weaving Lane Change Rate (LCW), lc/h	2192	Average Speed (S), mi/h	54.3
Weaving Lane Change Rate (LCAII), lc/h	2544	Density (D), pc/mi/ln	18.6
Weaving Intensity Factor (W)	0.409	Level of Service (LOS)	B

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Day St. to Pigeon Pass Rd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	4	Segment Type	Freeway
Segment Length (Ls), ft	1200	Number of Maneuver Lanes (NWL), In	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	2401	391	21	1533
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	2856	465	25	1823
Weaving Flow Rate (vw), pc/h	2288	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	2881	Density-Based Capacity (cIWL), pc/h/ln		2063
Total Flow Rate (v), pc/h	5169	Demand Flow-Based Capacity (cIW), pc/h		7901
Volume Ratio (VR)	0.443	Weaving Segment Capacity (cW), veh/h		6992
Minimum Lane Change Rate (LCMIN), Ic/h	465	Adjusted Weaving Area Capacity, pc/h		7901
Maximum Weaving Length (LMAX), ft	5602	Volume-to-Capacity Ratio (v/c)		0.65

Speed and Density

Non-Weaving Vehicle Index (INW)	691	Average Weaving Speed (SW), mi/h	58.9
Non-Weaving Lane Change Rate (LCNW), Ic/h	473	Average Non-Weaving Speed (SNW), mi/h	60.4
Weaving Lane Change Rate (LCW), Ic/h	916	Average Speed (S), mi/h	59.7
Weaving Lane Change Rate (LCAII), Ic/h	1389	Density (D), pc/mi/ln	21.6
Weaving Intensity Factor (W)	0.254	Level of Service (LOS)	C

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pigeon Pass Rd. to Heacock St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2792	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1660
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.71
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	26.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Heacock St. to Perris Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2492	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1482
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.63
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	23.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Perris Blvd. to Nason St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2236	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1330
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.57
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	20.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Nason St. to Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1707	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	677
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.29
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	10.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1287	420
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	1531	500
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.21	0.25

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.473
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	310
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	56.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.699	Outer Lanes Freeway Speed (SO), mi/h	76.8
Flow in Lanes 1 and 2 (v12), pc/h	1221	Ramp Junction Speed (S), mi/h	60.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	8.5
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.0

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Between Moreno Beach Dr. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1287	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	766
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	11.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	700
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1287	124
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	1531	147
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.35	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.293
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	1531	Ramp Junction Speed (S), mi/h	61.8
Flow Entering Ramp-Infl. Area (vR12), pc/h	1678	Average Density (D), pc/mi/ln	13.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.2

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp to Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1411	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	839
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	13.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Between Redlands Blvd. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1221	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	726
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	11.3
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1221	93
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	1452	111
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.33	0.06

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.284
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	1452	Ramp Junction Speed (S), mi/h	62.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	1563	Average Density (D), pc/mi/ln	12.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.7

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-East of Redlands Blvd. On-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1314	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	782
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	12.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-East of Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1462	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	870
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	13.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1397	65
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	1662	77
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.35	0.04

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.435
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	57.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	76.8
Flow in Lanes 1 and 2 (v12), pc/h	1662	Ramp Junction Speed (S), mi/h	57.8
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	14.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	17.0

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Between Redlands Blvd. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1397	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	831
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	12.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center- Westbound-Redlands Blvd. On- Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	850
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1397	492
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	1662	585
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.47	0.29

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.298
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	61.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	1662	Ramp Junction Speed (S), mi/h	61.7
Flow Entering Ramp-Infl. Area (vR12), pc/h	2247	Average Density (D), pc/mi/ln	18.2
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	17.5

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Redlands Blvd. On-Ramp to Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1889	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1124
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	17.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center- Westbound-Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1803	86
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	2145	102
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.45	0.05

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.437
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	57.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	76.8
Flow in Lanes 1 and 2 (v12), pc/h	2145	Ramp Junction Speed (S), mi/h	57.8
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	18.6
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	21.1

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Between Moreno Beach Dr. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1803	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1072
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.46
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	16.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Moreno Beach Dr. to Nason St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	3	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	2070	415	5	153
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	2462	494	6	182
Weaving Flow Rate (vw), pc/h	676	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	2468	Density-Based Capacity (cIWL), pc/h/ln		2194
Total Flow Rate (v), pc/h	3144	Demand Flow-Based Capacity (cIW), pc/h		11163
Volume Ratio (VR)	0.215	Weaving Segment Capacity (cW), veh/h		5825
Minimum Lane Change Rate (LCMIN), Ic/h	182	Adjusted Weaving Area Capacity, pc/h		6582
Maximum Weaving Length (LMAX), ft	4690	Volume-to-Capacity Ratio (v/c)		0.48

Speed and Density

Non-Weaving Vehicle Index (INW)	987	Average Weaving Speed (SW), mi/h	61.5
Non-Weaving Lane Change Rate (LCNW), Ic/h	1015	Average Non-Weaving Speed (SNW), mi/h	63.7
Weaving Lane Change Rate (LCW), Ic/h	531	Average Speed (S), mi/h	63.2
Weaving Lane Change Rate (LCAII), Ic/h	1546	Density (D), pc/mi/ln	16.6
Weaving Intensity Factor (W)	0.184	Level of Service (LOS)	B

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Nason St. Perris Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2485	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1478
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.63
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	23.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Perris Blvd. to Heacock St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2456	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1460
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.62
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	22.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Heacock St. to Pigeon Pass Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1997	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1188
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	18.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pigeon Pass Rd. to Day St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	2103	692	34	385
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	2501	823	40	458
Weaving Flow Rate (vw), pc/h	1281	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	2541	Density-Based Capacity (cIWL), pc/h/ln		2097
Total Flow Rate (v), pc/h	3822	Demand Flow-Based Capacity (cIW), pc/h		7164
Volume Ratio (VR)	0.335	Weaving Segment Capacity (cW), veh/h		5568
Minimum Lane Change Rate (LCMIN), lc/h	1281	Adjusted Weaving Area Capacity, pc/h		6292
Maximum Weaving Length (LMAX), ft	5962	Volume-to-Capacity Ratio (v/c)		0.61

Speed and Density

Non-Weaving Vehicle Index (INW)	1016	Average Weaving Speed (SW), mi/h	57.9
Non-Weaving Lane Change Rate (LCNW), lc/h	1030	Average Non-Weaving Speed (SNW), mi/h	54.7
Weaving Lane Change Rate (LCW), lc/h	1630	Average Speed (S), mi/h	55.7
Weaving Lane Change Rate (LCAII), lc/h	2660	Density (D), pc/mi/ln	22.9
Weaving Intensity Factor (W)	0.283	Level of Service (LOS)	C

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Day St. to I-215	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2400	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1428
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.61
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	22.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-I-215 to Box Springs Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5252	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1562
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	24.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Box Springs Rd. to Central Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	4	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	6107	1056	55	598
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	7264	1256	65	711
Weaving Flow Rate (vw), pc/h	1967	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	7329	Density-Based Capacity (cIWL), pc/h/ln		2316
Total Flow Rate (v), pc/h	9296	Demand Flow-Based Capacity (cIW), pc/h		16509
Volume Ratio (VR)	0.212	Weaving Segment Capacity (cW), veh/h		8199
Minimum Lane Change Rate (LCMIN), lc/h	0	Adjusted Weaving Area Capacity, pc/h		9264
Maximum Weaving Length (LMAX), ft	3093	Volume-to-Capacity Ratio (v/c)		1.00

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), lc/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Central Ave. to Martin Luther King Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5297	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1575
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	24.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-WB-Martin Luther King Blvd. to University Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	4	Segment Type	Freeway
Segment Length (Ls), ft	1100	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	5154	1003	28	554
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	6130	1193	33	659
Weaving Flow Rate (vw), pc/h	1852	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	6163	Density-Based Capacity (cIWL), pc/h/ln		2113
Total Flow Rate (v), pc/h	8015	Demand Flow-Based Capacity (cIW), pc/h		10390
Volume Ratio (VR)	0.231	Weaving Segment Capacity (cW), veh/h		7480
Minimum Lane Change Rate (LCMIN), Ic/h	1852	Adjusted Weaving Area Capacity, pc/h		8452
Maximum Weaving Length (LMAX), ft	4856	Volume-to-Capacity Ratio (v/c)		0.95

Speed and Density

Non-Weaving Vehicle Index (INW)	1356	Average Weaving Speed (SW), mi/h	50.1
Non-Weaving Lane Change Rate (LCNW), Ic/h	1265	Average Non-Weaving Speed (SNW), mi/h	47.0
Weaving Lane Change Rate (LCW), Ic/h	2277	Average Speed (S), mi/h	47.7
Weaving Lane Change Rate (LCAII), Ic/h	3542	Density (D), pc/mi/ln	42.0
Weaving Intensity Factor (W)	0.569	Level of Service (LOS)	E

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-University Ave. to 3rd St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	1400	Number of Maneuver Lanes (NWL), In	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	5688	209	11	469
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	6765	249	13	558
Weaving Flow Rate (vw), pc/h	807	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	6778	Density-Based Capacity (cIWL), pc/h/ln		2352
Total Flow Rate (v), pc/h	7585	Demand Flow-Based Capacity (cIW), pc/h		33019
Volume Ratio (VR)	0.106	Weaving Segment Capacity (cW), veh/h		10408
Minimum Lane Change Rate (LCMIN), Ic/h	249	Adjusted Weaving Area Capacity, pc/h		11760
Maximum Weaving Length (LMAX), ft	2032	Volume-to-Capacity Ratio (v/c)		0.64

Speed and Density

Non-Weaving Vehicle Index (INW)	1898	Average Weaving Speed (SW), mi/h	51.1
Non-Weaving Lane Change Rate (LCNW), Ic/h	3040	Average Non-Weaving Speed (SNW), mi/h	60.9
Weaving Lane Change Rate (LCW), Ic/h	1028	Average Speed (S), mi/h	59.7
Weaving Lane Change Rate (LCAII), Ic/h	4068	Density (D), pc/mi/ln	25.4
Weaving Intensity Factor (W)	0.524	Level of Service (LOS)	C

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center- Westbound-3rd St. to SR-91	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	1150	Number of Maneuver Lanes (NWL), In	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	4754	1020	88	1143
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	5654	1213	105	1360
Weaving Flow Rate (vw), pc/h	2573	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	5759	Density-Based Capacity (cIWL), pc/h/ln		2173
Total Flow Rate (v), pc/h	8332	Demand Flow-Based Capacity (cIW), pc/h		11327
Volume Ratio (VR)	0.309	Weaving Segment Capacity (cW), veh/h		9616
Minimum Lane Change Rate (LCMIN), Ic/h	1213	Adjusted Weaving Area Capacity, pc/h		10866
Maximum Weaving Length (LMAX), ft	4115	Volume-to-Capacity Ratio (v/c)		0.77

Speed and Density

Non-Weaving Vehicle Index (INW)	1325	Average Weaving Speed (SW), mi/h	52.7
Non-Weaving Lane Change Rate (LCNW), Ic/h	928	Average Non-Weaving Speed (SNW), mi/h	53.3
Weaving Lane Change Rate (LCW), Ic/h	1898	Average Speed (S), mi/h	53.1
Weaving Lane Change Rate (LCAII), Ic/h	2826	Density (D), pc/mi/ln	31.4
Weaving Intensity Factor (W)	0.459	Level of Service (LOS)	D

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-SR-91 to Main St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6338	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2513
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.07
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Main St. to Market St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5830	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2311
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.98
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	53.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	43.4
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Market St. to Rubidoux Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4223	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1674
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.71
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	26.2
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Rubidoux Blvd. to Valley Way	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4059	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1609
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.68
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	25.0
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Valley Way to Pyrite St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3889	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1156
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	17.8
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pyrite St. to Pedley Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3862	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1148
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	17.7
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pedley Rd. to Country Village Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3845	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1143
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	17.6
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Country Village Rd. to Etiwanda Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4558	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1355
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.58
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	20.8
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Etiwanda Ave. to I-15	Unit	United States Customary

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4394	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1045
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.44
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	16.1
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-I-15 to Etiwanda Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5166	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1536
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	23.7
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Etiwanda Ave. to Country Village Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4218	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1254
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.53
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.3
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Country Village Rd. to Pedley Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3499	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1040
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.44
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	16.0
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pedley Rd. to Pyrite St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3822	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1136
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	17.5
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pyrite St. to Byrne Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4307	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1281
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.55
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.7
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Byrne Rd. to Valley Way	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5263	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2087
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.89
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	35.8
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Valley Way to Rubidoux Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5265	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2087
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.89
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	35.8
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Rubidoux Blvd. to Market St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5480	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2173
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.92
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	56.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	38.5
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Market St. to Main St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6437	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2552
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.09
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-EB-Main St. to SR-91	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	4	Segment Type	Freeway
Segment Length (Ls), ft	700	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	3827	548	61	551
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	4552	652	73	655
Weaving Flow Rate (vw), pc/h	1307	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	4625	Density-Based Capacity (cIWL), pc/h/ln		2091
Total Flow Rate (v), pc/h	5932	Demand Flow-Based Capacity (cIW), pc/h		10909
Volume Ratio (VR)	0.220	Weaving Segment Capacity (cw), veh/h		7402
Minimum Lane Change Rate (LCMIN), Ic/h	655	Adjusted Weaving Area Capacity, pc/h		8364
Maximum Weaving Length (LMAX), ft	4742	Volume-to-Capacity Ratio (v/c)		0.71

Speed and Density

Non-Weaving Vehicle Index (INW)	108	Average Weaving Speed (Sw), mi/h	54.7
Non-Weaving Lane Change Rate (LCNW), Ic/h	562	Average Non-Weaving Speed (SNW), mi/h	58.2
Weaving Lane Change Rate (LCW), Ic/h	812	Average Speed (S), mi/h	57.4
Weaving Lane Change Rate (LCAII), Ic/h	1374	Density (D), pc/mi/ln	25.8
Weaving Intensity Factor (W)	0.385	Level of Service (LOS)	C

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-SR-91 to 3rd St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1100	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	Yes

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	5248	906	34	415
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	6242	1078	40	494
Weaving Flow Rate (vw), pc/h	1572	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	6282	Density-Based Capacity (cIWL), pc/h/ln		2257
Total Flow Rate (v), pc/h	7854	Demand Flow-Based Capacity (cIW), pc/h		17500
Volume Ratio (VR)	0.200	Weaving Segment Capacity (cw), veh/h		9987
Minimum Lane Change Rate (LCMIN), lc/h	1078	Adjusted Weaving Area Capacity, pc/h		11285
Maximum Weaving Length (LMAX), ft	2970	Volume-to-Capacity Ratio (v/c)		0.70

Speed and Density

Non-Weaving Vehicle Index (INW)	1382	Average Weaving Speed (Sw), mi/h	51.9
Non-Weaving Lane Change Rate (LCNW), lc/h	1200	Average Non-Weaving Speed (SNW), mi/h	54.7
Weaving Lane Change Rate (LCW), lc/h	1742	Average Speed (S), mi/h	54.1
Weaving Lane Change Rate (LCAII), lc/h	2942	Density (D), pc/mi/ln	29.0
Weaving Intensity Factor (W)	0.491	Level of Service (LOS)	D

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-EB-3rd St. to University Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1300	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	5686	853	23	469
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	6763	1015	27	558
Weaving Flow Rate (vw), pc/h	1573	Freeway Max Capacity (cIFL), pc/h/ln	2400	
Non-Weaving Flow Rate (vNW), pc/h	6790	Density-Based Capacity (cIWL), pc/h/ln	2162	
Total Flow Rate (v), pc/h	8363	Demand Flow-Based Capacity (cIW), pc/h	12766	
Volume Ratio (VR)	0.188	Weaving Segment Capacity (cw), veh/h	9567	
Minimum Lane Change Rate (LCMIN), lc/h	1015	Adjusted Weaving Area Capacity, pc/h	10810	
Maximum Weaving Length (LMAX), ft	4414	Volume-to-Capacity Ratio (v/c)	0.77	

Speed and Density

Non-Weaving Vehicle Index (INW)	1765	Average Weaving Speed (Sw), mi/h	49.6
Non-Weaving Lane Change Rate (LCNW), lc/h	2616	Average Non-Weaving Speed (SNW), mi/h	54.7
Weaving Lane Change Rate (LCW), lc/h	1758	Average Speed (S), mi/h	53.7
Weaving Lane Change Rate (LCAII), lc/h	4374	Density (D), pc/mi/ln	31.1
Weaving Intensity Factor (W)	0.589	Level of Service (LOS)	D

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-EB-University Ave. to Martin Luther King Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	1100	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	6272	712	11	267
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	7460	847	13	318
Weaving Flow Rate (vw), pc/h	1165	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	7473	Density-Based Capacity (cIWL), pc/h/ln		2187
Total Flow Rate (v), pc/h	8638	Demand Flow-Based Capacity (cIW), pc/h		17778
Volume Ratio (VR)	0.135	Weaving Segment Capacity (cW), veh/h		9677
Minimum Lane Change Rate (LCMIN), Ic/h	318	Adjusted Weaving Area Capacity, pc/h		10934
Maximum Weaving Length (LMAX), ft	3882	Volume-to-Capacity Ratio (v/c)		0.79

Speed and Density

Non-Weaving Vehicle Index (INW)	1644	Average Weaving Speed (SW), mi/h	50.7
Non-Weaving Lane Change Rate (LCNW), Ic/h	2328	Average Non-Weaving Speed (SNW), mi/h	59.4
Weaving Lane Change Rate (LCW), Ic/h	982	Average Speed (S), mi/h	58.1
Weaving Lane Change Rate (LCAII), Ic/h	3310	Density (D), pc/mi/ln	29.7
Weaving Intensity Factor (W)	0.539	Level of Service (LOS)	D

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Martin Luther King Blvd. to Central Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	7891	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2346
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.00
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Central Ave. to Box Springs Rd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	2800	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	7252	1160	23	443
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	8626	1380	27	527
Weaving Flow Rate (vw), pc/h	1907	Freeway Max Capacity (cIFL), pc/h/ln	2400	
Non-Weaving Flow Rate (vNW), pc/h	8653	Density-Based Capacity (cIWL), pc/h/ln	2282	
Total Flow Rate (v), pc/h	10560	Demand Flow-Based Capacity (cIW), pc/h	13260	
Volume Ratio (VR)	0.181	Weaving Segment Capacity (cW), veh/h	10098	
Minimum Lane Change Rate (LCMIN), Ic/h	527	Adjusted Weaving Area Capacity, pc/h	11410	
Maximum Weaving Length (LMAX), ft	4343	Volume-to-Capacity Ratio (v/c)	0.93	

Speed and Density

Non-Weaving Vehicle Index (INW)	4846	Average Weaving Speed (SW), mi/h	55.0
Non-Weaving Lane Change Rate (LCNW), Ic/h	3619	Average Non-Weaving Speed (SNW), mi/h	56.1
Weaving Lane Change Rate (LCW), Ic/h	1701	Average Speed (S), mi/h	55.9
Weaving Lane Change Rate (LCAII), Ic/h	5320	Density (D), pc/mi/ln	37.8
Weaving Intensity Factor (W)	0.375	Level of Service (LOS)	E

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Box Springs Rd. to I-215	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8412	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2501
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.07
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-EB-I-215 to Day St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1200	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	4012	1013	28	583
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	4772	1205	33	693
Weaving Flow Rate (vw), pc/h	1898	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	4805	Density-Based Capacity (cIWL), pc/h/ln		2198
Total Flow Rate (v), pc/h	6703	Demand Flow-Based Capacity (cIW), pc/h		12367
Volume Ratio (VR)	0.283	Weaving Segment Capacity (cw), veh/h		9726
Minimum Lane Change Rate (LCMIN), lc/h	1205	Adjusted Weaving Area Capacity, pc/h		10990
Maximum Weaving Length (LMAX), ft	3836	Volume-to-Capacity Ratio (v/c)		0.61

Speed and Density

Non-Weaving Vehicle Index (INW)	1153	Average Weaving Speed (Sw), mi/h	53.9
Non-Weaving Lane Change Rate (LCNW), lc/h	677	Average Non-Weaving Speed (SNW), mi/h	54.9
Weaving Lane Change Rate (LCW), lc/h	1909	Average Speed (S), mi/h	54.6
Weaving Lane Change Rate (LCAII), lc/h	2586	Density (D), pc/mi/ln	24.6
Weaving Intensity Factor (W)	0.414	Level of Service (LOS)	C

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-EB-Day St. to Pigeon Pass Rd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	4	Segment Type	Freeway
Segment Length (Ls), ft	1200	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	3938	691	36	1087
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	4684	822	43	1293
Weaving Flow Rate (vw), pc/h	2115	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	4727	Density-Based Capacity (cIWL), pc/h/ln		2177
Total Flow Rate (v), pc/h	6842	Demand Flow-Based Capacity (cIW), pc/h		11327
Volume Ratio (VR)	0.309	Weaving Segment Capacity (cw), veh/h		7707
Minimum Lane Change Rate (LCMIN), lc/h	822	Adjusted Weaving Area Capacity, pc/h		8708
Maximum Weaving Length (LMAX), ft	4115	Volume-to-Capacity Ratio (v/c)		0.79

Speed and Density

Non-Weaving Vehicle Index (INW)	1134	Average Weaving Speed (Sw), mi/h	55.6
Non-Weaving Lane Change Rate (LCNW), lc/h	854	Average Non-Weaving Speed (SNW), mi/h	55.9
Weaving Lane Change Rate (LCW), lc/h	1273	Average Speed (S), mi/h	55.8
Weaving Lane Change Rate (LCAII), lc/h	2127	Density (D), pc/mi/ln	30.7
Weaving Intensity Factor (W)	0.355	Level of Service (LOS)	D

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pigeon Pass Rd. to Heacock St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2792	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1660
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.71
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	26.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Heacock St. to Perris Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3314	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1971
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.84
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	32.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Perris Blvd. to Nason St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2880	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1713
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.73
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	27.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Nason St. to Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2204	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	874
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	13.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1626	578
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	1934	687
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.27	0.34

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.490
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	399
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	56.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.680	Outer Lanes Freeway Speed (SO), mi/h	76.8
Flow in Lanes 1 and 2 (v12), pc/h	1535	Ramp Junction Speed (S), mi/h	59.6
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	10.8
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	15.7

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Between Moreno Beach Dr. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1626	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	967
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	15.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	700
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1626	173
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	1934	206
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.45	0.10

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.305
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	61.5
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	1934	Ramp Junction Speed (S), mi/h	61.5
Flow Entering Ramp-Infl. Area (vR12), pc/h	2140	Average Density (D), pc/mi/ln	17.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	17.8

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp to Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1799	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1070
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.46
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	16.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Between Redlands Blvd. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1269	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	754
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.32
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	11.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1269	101
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	1509	120
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.34	0.06

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.285
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	1509	Ramp Junction Speed (S), mi/h	62.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	1629	Average Density (D), pc/mi/ln	13.1
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.2

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-East of Redlands Blvd. On-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1370	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	814
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	12.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-East of Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1601	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	952
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	14.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1559	42
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	1854	50
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.39	0.03

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.432
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	57.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	76.8
Flow in Lanes 1 and 2 (v12), pc/h	1854	Ramp Junction Speed (S), mi/h	57.9
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	16.0
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	18.6

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Between Redlands Blvd. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1559	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	927
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.40
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	14.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center- Westbound-Redlands Blvd. On- Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	850
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1559	468
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	1854	557
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.50	0.28

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.305
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	61.5
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	1854	Ramp Junction Speed (S), mi/h	61.5
Flow Entering Ramp-Infl. Area (vR12), pc/h	2411	Average Density (D), pc/mi/ln	19.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	18.8

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Redlands Blvd. On-Ramp to Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2027	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1206
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	18.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1931	96
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	2297	114
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.48	0.06

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.438
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	57.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	76.8
Flow in Lanes 1 and 2 (v12), pc/h	2297	Ramp Junction Speed (S), mi/h	57.7
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	19.9
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	22.4

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Between Moreno Beach Dr. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1931	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1148
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	17.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-WB-Moreno Beach Dr. to Nason St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	3	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	2188	446	6	195
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	2602	530	7	232
Weaving Flow Rate (vw), pc/h	762	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	2609	Density-Based Capacity (cIWL), pc/h/ln		2186
Total Flow Rate (v), pc/h	3371	Demand Flow-Based Capacity (cIW), pc/h		10619
Volume Ratio (VR)	0.226	Weaving Segment Capacity (cW), veh/h		5804
Minimum Lane Change Rate (LCMIN), Ic/h	232	Adjusted Weaving Area Capacity, pc/h		6558
Maximum Weaving Length (LMAX), ft	4804	Volume-to-Capacity Ratio (v/c)		0.51

Speed and Density

Non-Weaving Vehicle Index (INW)	1044	Average Weaving Speed (SW), mi/h	61.1
Non-Weaving Lane Change Rate (LCNW), Ic/h	1044	Average Non-Weaving Speed (SNW), mi/h	62.9
Weaving Lane Change Rate (LCW), Ic/h	581	Average Speed (S), mi/h	62.5
Weaving Lane Change Rate (LCAII), Ic/h	1625	Density (D), pc/mi/ln	18.0
Weaving Intensity Factor (W)	0.192	Level of Service (LOS)	B

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Nason St. Perris Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2634	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1566
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	24.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Perris Blvd. to Heacock St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2865	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1704
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.73
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	27.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Heacock St. to Pigeon Pass Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2678	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1592
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.68
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	25.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pigeon Pass Rd. to Day St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	3	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	2609	352	19	677
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	3103	419	23	805
Weaving Flow Rate (vw), pc/h	1224	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	3126	Density-Based Capacity (cIWL), pc/h/ln		2141
Total Flow Rate (v), pc/h	4350	Demand Flow-Based Capacity (cIW), pc/h		8541
Volume Ratio (VR)	0.281	Weaving Segment Capacity (cW), veh/h		5684
Minimum Lane Change Rate (LCMIN), Ic/h	1224	Adjusted Weaving Area Capacity, pc/h		6423
Maximum Weaving Length (LMAX), ft	5381	Volume-to-Capacity Ratio (v/c)		0.68

Speed and Density

Non-Weaving Vehicle Index (INW)	1250	Average Weaving Speed (SW), mi/h	57.7
Non-Weaving Lane Change Rate (LCNW), Ic/h	1150	Average Non-Weaving Speed (SNW), mi/h	54.2
Weaving Lane Change Rate (LCW), Ic/h	1573	Average Speed (S), mi/h	55.1
Weaving Lane Change Rate (LCAII), Ic/h	2723	Density (D), pc/mi/ln	26.3
Weaving Intensity Factor (W)	0.288	Level of Service (LOS)	C

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Day St. I-215	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2993	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1780
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.76
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	28.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-I-215 to Box Springs Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6677	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1986
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.85
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	33.3
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-WB-Box Springs Rd. to Central Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	4	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), In	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	6706	670	35	520
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	7976	797	42	618
Weaving Flow Rate (vw), pc/h	1415	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	8018	Density-Based Capacity (cIWL), pc/h/ln		2364
Total Flow Rate (v), pc/h	9433	Demand Flow-Based Capacity (cIW), pc/h		23333
Volume Ratio (VR)	0.150	Weaving Segment Capacity (cW), veh/h		8369
Minimum Lane Change Rate (LCMIN), lc/h	797	Adjusted Weaving Area Capacity, pc/h		9456
Maximum Weaving Length (LMAX), ft	2465	Volume-to-Capacity Ratio (v/c)		1.00

Speed and Density

Non-Weaving Vehicle Index (INW)	3207	Average Weaving Speed (SW), mi/h	52.7
Non-Weaving Lane Change Rate (LCNW), lc/h	3477	Average Non-Weaving Speed (SNW), mi/h	52.9
Weaving Lane Change Rate (LCW), lc/h	1417	Average Speed (S), mi/h	52.9
Weaving Lane Change Rate (LCAII), lc/h	4894	Density (D), pc/mi/ln	44.6
Weaving Intensity Factor (W)	0.458	Level of Service (LOS)	F

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Central Ave. to Martin Luther King Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4974	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1479
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.63
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	23.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-WB-Martin Luther King Blvd. to University Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	4	Segment Type	Freeway
Segment Length (Ls), ft	1100	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	4768	585	12	518
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	5671	696	14	616
Weaving Flow Rate (vw), pc/h	1312	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	5685	Density-Based Capacity (cIWL), pc/h/ln		2146
Total Flow Rate (v), pc/h	6997	Demand Flow-Based Capacity (cIW), pc/h		12766
Volume Ratio (VR)	0.188	Weaving Segment Capacity (cW), veh/h		7597
Minimum Lane Change Rate (LCMIN), Ic/h	1312	Adjusted Weaving Area Capacity, pc/h		8584
Maximum Weaving Length (LMAX), ft	4414	Volume-to-Capacity Ratio (v/c)		0.82

Speed and Density

Non-Weaving Vehicle Index (INW)	1251	Average Weaving Speed (SW), mi/h	52.6
Non-Weaving Lane Change Rate (LCNW), Ic/h	997	Average Non-Weaving Speed (SNW), mi/h	52.2
Weaving Lane Change Rate (LCW), Ic/h	1737	Average Speed (S), mi/h	52.3
Weaving Lane Change Rate (LCAII), Ic/h	2734	Density (D), pc/mi/ln	33.4
Weaving Intensity Factor (W)	0.464	Level of Service (LOS)	D

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-WB-University Ave. to 3rd St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1400	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	4943	434	22	410
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	5879	516	26	488
Weaving Flow Rate (vw), pc/h	1004	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	5905	Density-Based Capacity (cIWL), pc/h/ln		2322
Total Flow Rate (v), pc/h	6909	Demand Flow-Based Capacity (cIW), pc/h		24138
Volume Ratio (VR)	0.145	Weaving Segment Capacity (cw), veh/h		10275
Minimum Lane Change Rate (LCMIN), lc/h	516	Adjusted Weaving Area Capacity, pc/h		11610
Maximum Weaving Length (LMAX), ft	2416	Volume-to-Capacity Ratio (v/c)		0.60

Speed and Density

Non-Weaving Vehicle Index (INW)	1653	Average Weaving Speed (Sw), mi/h	52.8
Non-Weaving Lane Change Rate (LCNW), lc/h	2095	Average Non-Weaving Speed (SNW), mi/h	59.7
Weaving Lane Change Rate (LCW), lc/h	1295	Average Speed (S), mi/h	58.6
Weaving Lane Change Rate (LCAII), lc/h	3390	Density (D), pc/mi/ln	23.6
Weaving Intensity Factor (W)	0.454	Level of Service (LOS)	C

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-WB-3rd St. to SR-91	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1150	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	4452	886	92	926
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	5295	1054	109	1101
Weaving Flow Rate (vw), pc/h	2155	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	5404	Density-Based Capacity (cIWL), pc/h/ln		2193
Total Flow Rate (v), pc/h	7559	Demand Flow-Based Capacity (cIW), pc/h		12281
Volume Ratio (VR)	0.285	Weaving Segment Capacity (cw), veh/h		9704
Minimum Lane Change Rate (LCMIN), lc/h	1054	Adjusted Weaving Area Capacity, pc/h		10965
Maximum Weaving Length (LMAX), ft	3858	Volume-to-Capacity Ratio (v/c)		0.69

Speed and Density

Non-Weaving Vehicle Index (INW)	1243	Average Weaving Speed (Sw), mi/h	53.8
Non-Weaving Lane Change Rate (LCNW), lc/h	774	Average Non-Weaving Speed (SNW), mi/h	55.2
Weaving Lane Change Rate (LCW), lc/h	1739	Average Speed (S), mi/h	54.8
Weaving Lane Change Rate (LCAII), lc/h	2513	Density (D), pc/mi/ln	27.6
Weaving Intensity Factor (W)	0.419	Level of Service (LOS)	C

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-SR-91 to Main St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3413	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1353
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.58
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	20.8
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Main St. to Market St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4298	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1704
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.73
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	26.8
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Market St. to Rubidoux Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4602	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1825
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.78
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	29.2
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Rubidoux Blvd. to Valley Way	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4421	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1753
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	27.7
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Valley Way to Pyrite St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4218	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1254
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.53
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.3
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pyrite St. to Pedley Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4185	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1244
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.53
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.1
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pedley Rd. to Country Village Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4166	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1239
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.53
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.1
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Country Village Rd. to Etiwanda Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5016	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1492
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.63
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	23.0
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Etiwanda Ave. to I-15	Unit	United States Customary

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3905	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	929
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.40
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	14.3
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-I-15 to Etiwanda Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4778	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1421
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.60
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	21.9
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Etiwanda Ave. to Country Village Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3940	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1172
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.50
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	18.0
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Country Village Rd. to Pedley Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3304	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	982
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.42
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	15.1
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pedley Rd. to Pyrite St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3589	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1067
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.45
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	16.4
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pyrite St. to Byrne Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4521	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1344
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.57
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	20.7
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Byrne Rd. to Valley Way	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5506	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2183
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.93
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	56.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	38.8
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Valley Way to Rubidoux Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5515	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2187
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.93
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	56.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	38.9
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Rubidoux Blvd. to Market St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5735	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2274
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.97
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	54.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	42.0
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Market St. to Main St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6066	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2405
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.02
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-EB-Main St. to SR-91	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	4	Segment Type	Freeway
Segment Length (Ls), ft	700	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	1.70	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	4863	638	66	556
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	5784	759	79	661
Weaving Flow Rate (vw), pc/h	1420	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	5863	Density-Based Capacity (cIWL), pc/h/ln		2110
Total Flow Rate (v), pc/h	7283	Demand Flow-Based Capacity (cIW), pc/h		12308
Volume Ratio (VR)	0.195	Weaving Segment Capacity (cW), veh/h		7469
Minimum Lane Change Rate (LCMIN), lc/h	661	Adjusted Weaving Area Capacity, pc/h		8440
Maximum Weaving Length (LMAX), ft	4485	Volume-to-Capacity Ratio (v/c)		0.86

Speed and Density

Non-Weaving Vehicle Index (INW)	698	Average Weaving Speed (SW), mi/h	52.5
Non-Weaving Lane Change Rate (LCNW), lc/h	817	Average Non-Weaving Speed (SNW), mi/h	56.5
Weaving Lane Change Rate (LCW), lc/h	937	Average Speed (S), mi/h	55.7
Weaving Lane Change Rate (LCAII), lc/h	1754	Density (D), pc/mi/ln	32.7
Weaving Intensity Factor (W)	0.467	Level of Service (LOS)	D

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-SR-91to 3rd St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	1100	Number of Maneuver Lanes (NWL), In	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	Yes

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	5653	1313	48	564
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	6724	1562	57	671
Weaving Flow Rate (vw), pc/h	2233	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	6781	Density-Based Capacity (cIWL), pc/h/ln		2219
Total Flow Rate (v), pc/h	9014	Demand Flow-Based Capacity (cIW), pc/h		14113
Volume Ratio (VR)	0.248	Weaving Segment Capacity (cW), veh/h		9819
Minimum Lane Change Rate (LCMIN), Ic/h	1562	Adjusted Weaving Area Capacity, pc/h		11095
Maximum Weaving Length (LMAX), ft	3467	Volume-to-Capacity Ratio (v/c)		0.81

Speed and Density

Non-Weaving Vehicle Index (INW)	1492	Average Weaving Speed (SW), mi/h	49.1
Non-Weaving Lane Change Rate (LCNW), Ic/h	1671	Average Non-Weaving Speed (SNW), mi/h	50.1
Weaving Lane Change Rate (LCW), Ic/h	2226	Average Speed (S), mi/h	49.8
Weaving Lane Change Rate (LCAII), Ic/h	3897	Density (D), pc/mi/ln	36.2
Weaving Intensity Factor (W)	0.613	Level of Service (LOS)	E

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-3rd St. to University Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1300	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	6522	396	19	444
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	7757	471	23	528
Weaving Flow Rate (vw), pc/h	999	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	7780	Density-Based Capacity (cIWL), pc/h/ln		2218
Total Flow Rate (v), pc/h	8779	Demand Flow-Based Capacity (cIW), pc/h		21053
Volume Ratio (VR)	0.114	Weaving Segment Capacity (cw), veh/h		9815
Minimum Lane Change Rate (LCMIN), lc/h	471	Adjusted Weaving Area Capacity, pc/h		11090
Maximum Weaving Length (LMAX), ft	3676	Volume-to-Capacity Ratio (v/c)		0.79

Speed and Density

Non-Weaving Vehicle Index (INW)	2023	Average Weaving Speed (SW), mi/h	49.0
Non-Weaving Lane Change Rate (LCNW), lc/h	3424	Average Non-Weaving Speed (SNW), mi/h	58.2
Weaving Lane Change Rate (LCW), lc/h	1214	Average Speed (S), mi/h	57.0
Weaving Lane Change Rate (LCAII), lc/h	4638	Density (D), pc/mi/ln	30.8
Weaving Intensity Factor (W)	0.617	Level of Service (LOS)	D

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-University Ave. to Martin Luther King Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1100	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	6242	253	14	676
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	7424	301	17	804
Weaving Flow Rate (wv), pc/h	1105	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	7441	Density-Based Capacity (ciWL), pc/h/ln		2192
Total Flow Rate (v), pc/h	8546	Demand Flow-Based Capacity (ciW), pc/h		18605
Volume Ratio (VR)	0.129	Weaving Segment Capacity (cw), veh/h		9700
Minimum Lane Change Rate (LCMIN), lc/h	804	Adjusted Weaving Area Capacity, pc/h		10960
Maximum Weaving Length (LMAX), ft	3823	Volume-to-Capacity Ratio (v/c)		0.78

Speed and Density

Non-Weaving Vehicle Index (INW)	1637	Average Weaving Speed (SW), mi/h	49.4
Non-Weaving Lane Change Rate (LCNW), lc/h	2297	Average Non-Weaving Speed (SNW), mi/h	56.0
Weaving Lane Change Rate (LCW), lc/h	1468	Average Speed (S), mi/h	55.0
Weaving Lane Change Rate (LCAII), lc/h	3765	Density (D), pc/mi/ln	31.1
Weaving Intensity Factor (W)	0.597	Level of Service (LOS)	D

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Martin Luther King Blvd. to Central Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6702	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1993
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.85
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	33.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Central Ave. to Box Springs Rd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	2800	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	5569	418	20	508
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	6624	497	24	604
Weaving Flow Rate (vw), pc/h	1101	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	6648	Density-Based Capacity (ciWL), pc/h/ln		2312
Total Flow Rate (v), pc/h	7749	Demand Flow-Based Capacity (ciW), pc/h		16901
Volume Ratio (VR)	0.142	Weaving Segment Capacity (cw), veh/h		10231
Minimum Lane Change Rate (LCMIN), lc/h	604	Adjusted Weaving Area Capacity, pc/h		11560
Maximum Weaving Length (LMAX), ft	3952	Volume-to-Capacity Ratio (v/c)		0.67

Speed and Density

Non-Weaving Vehicle Index (INW)	3723	Average Weaving Speed (SW), mi/h	55.6
Non-Weaving Lane Change Rate (LCNW), lc/h	3172	Average Non-Weaving Speed (SNW), mi/h	58.2
Weaving Lane Change Rate (LCW), lc/h	1778	Average Speed (S), mi/h	57.8
Weaving Lane Change Rate (LCAII), lc/h	4950	Density (D), pc/mi/ln	26.8
Weaving Intensity Factor (W)	0.354	Level of Service (LOS)	C

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Box Springs Rd. to I-215	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5987	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1780
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.76
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	28.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-I-215 to Day St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1200	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	2805	1251	29	275
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	3336	1488	34	327
Weaving Flow Rate (vw), pc/h	1815	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	3370	Density-Based Capacity (cIWL), pc/h/ln		2143
Total Flow Rate (v), pc/h	5185	Demand Flow-Based Capacity (cIW), pc/h		10000
Volume Ratio (VR)	0.350	Weaving Segment Capacity (cW), veh/h		8850
Minimum Lane Change Rate (LCMIN), lc/h	1488	Adjusted Weaving Area Capacity, pc/h		10000
Maximum Weaving Length (LMAX), ft	4560	Volume-to-Capacity Ratio (v/c)		0.52

Speed and Density

Non-Weaving Vehicle Index (INW)	809	Average Weaving Speed (SW), mi/h	53.9
Non-Weaving Lane Change Rate (LCNW), lc/h	382	Average Non-Weaving Speed (SNW), mi/h	54.3
Weaving Lane Change Rate (LCW), lc/h	2192	Average Speed (S), mi/h	54.2
Weaving Lane Change Rate (LCAII), lc/h	2574	Density (D), pc/mi/ln	19.1
Weaving Intensity Factor (W)	0.413	Level of Service (LOS)	B

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Day St. to Pigeon Pass Rd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	4	Segment Type	Freeway
Segment Length (Ls), ft	1200	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	2523	395	21	1533
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	3001	470	25	1823
Weaving Flow Rate (vw), pc/h	2293	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	3026	Density-Based Capacity (ciWL), pc/h/ln		2074
Total Flow Rate (v), pc/h	5319	Demand Flow-Based Capacity (ciW), pc/h		8121
Volume Ratio (VR)	0.431	Weaving Segment Capacity (cw), veh/h		7187
Minimum Lane Change Rate (LCMIN), lc/h	470	Adjusted Weaving Area Capacity, pc/h		8121
Maximum Weaving Length (LMAX), ft	5465	Volume-to-Capacity Ratio (v/c)		0.65

Speed and Density

Non-Weaving Vehicle Index (INW)	726	Average Weaving Speed (SW), mi/h	58.7
Non-Weaving Lane Change Rate (LCNW), lc/h	503	Average Non-Weaving Speed (SNW), mi/h	60.2
Weaving Lane Change Rate (LCW), lc/h	921	Average Speed (S), mi/h	59.5
Weaving Lane Change Rate (LCAII), lc/h	1424	Density (D), pc/mi/ln	22.3
Weaving Intensity Factor (W)	0.259	Level of Service (LOS)	C

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pigeon Pass Rd. to Heacock St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2921	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1737
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.74
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	27.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Heacock St. to Perris Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2629	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1564
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	24.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Perris Blvd. to Nason St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2384	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1418
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.61
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	22.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Nason St. to Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1859	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	737
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	11.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1336	523
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	1589	622
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.22	0.31

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.484
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	298
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	56.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.692	Outer Lanes Freeway Speed (SO), mi/h	76.8
Flow in Lanes 1 and 2 (v12), pc/h	1291	Ramp Junction Speed (S), mi/h	59.4
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	8.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.6

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Between Moreno Beach Dr. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1336	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	794
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	12.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	700
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1336	124
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	1589	147
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.36	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.294
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	61.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	1589	Ramp Junction Speed (S), mi/h	61.8
Flow Entering Ramp-Infl. Area (vR12), pc/h	1736	Average Density (D), pc/mi/ln	14.0
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.6

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp to Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1460	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	868
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	13.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Between Redlands Blvd. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1221	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	726
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	11.3
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1221	101
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	1452	120
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.33	0.06

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.284
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	1452	Ramp Junction Speed (S), mi/h	62.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	1572	Average Density (D), pc/mi/ln	12.7
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.7

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-East of Redlands Blvd. On-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1322	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	786
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	12.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-East of Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1493	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	888
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.38
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	13.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1397	96
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	1662	114
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.35	0.06

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.438
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	57.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	76.8
Flow in Lanes 1 and 2 (v12), pc/h	1662	Ramp Junction Speed (S), mi/h	57.7
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	14.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	17.0

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Between Redlands Blvd. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1397	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	831
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	12.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center- Westbound-Redlands Blvd. On- Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	850
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1397	509
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	1662	605
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.47	0.30

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.299
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	61.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	1662	Ramp Junction Speed (S), mi/h	61.6
Flow Entering Ramp-Infl. Area (vR12), pc/h	2267	Average Density (D), pc/mi/ln	18.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	17.6

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Redlands Blvd. On-Ramp to Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1906	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1134
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	17.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center- Westbound-Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1820	86
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	2165	102
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.45	0.05

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.437
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	57.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	76.8
Flow in Lanes 1 and 2 (v12), pc/h	2165	Ramp Junction Speed (S), mi/h	57.8
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	18.7
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	21.3

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Between Moreno Beach Dr. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1820	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1082
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.46
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	16.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Moreno Beach Dr. to Nason St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	3	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	2087	442	5	154
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	2482	526	6	183
Weaving Flow Rate (vw), pc/h	709	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	2488	Density-Based Capacity (cIWL), pc/h/ln		2189
Total Flow Rate (v), pc/h	3197	Demand Flow-Based Capacity (cIW), pc/h		10811
Volume Ratio (VR)	0.222	Weaving Segment Capacity (cw), veh/h		5812
Minimum Lane Change Rate (LCMIN), Ic/h	183	Adjusted Weaving Area Capacity, pc/h		6567
Maximum Weaving Length (LMAX), ft	4762	Volume-to-Capacity Ratio (v/c)		0.49

Speed and Density

Non-Weaving Vehicle Index (INW)	995	Average Weaving Speed (SW), mi/h	61.4
Non-Weaving Lane Change Rate (LCNW), Ic/h	1019	Average Non-Weaving Speed (SNW), mi/h	63.6
Weaving Lane Change Rate (LCW), Ic/h	532	Average Speed (S), mi/h	63.1
Weaving Lane Change Rate (LCAII), Ic/h	1551	Density (D), pc/mi/ln	16.9
Weaving Intensity Factor (W)	0.185	Level of Service (LOS)	B

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Nason St. Perris Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2528	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1504
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.64
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	23.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Perris Blvd. to Heacock St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2496	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1484
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.63
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	23.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Heacock St. to Pigeon Pass Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2036	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1211
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.52
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	18.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pigeon Pass Rd. to Day St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	2141	692	34	385
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	2547	823	40	458
Weaving Flow Rate (vw), pc/h	1281	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	2587	Density-Based Capacity (ciWL), pc/h/ln		2100
Total Flow Rate (v), pc/h	3868	Demand Flow-Based Capacity (ciW), pc/h		7251
Volume Ratio (VR)	0.331	Weaving Segment Capacity (cw), veh/h		5576
Minimum Lane Change Rate (LCMIN), lc/h	1281	Adjusted Weaving Area Capacity, pc/h		6301
Maximum Weaving Length (LMAX), ft	5919	Volume-to-Capacity Ratio (v/c)		0.61

Speed and Density

Non-Weaving Vehicle Index (INW)	1035	Average Weaving Speed (SW), mi/h	57.8
Non-Weaving Lane Change Rate (LCNW), lc/h	1039	Average Non-Weaving Speed (SNW), mi/h	54.6
Weaving Lane Change Rate (LCW), lc/h	1630	Average Speed (S), mi/h	55.6
Weaving Lane Change Rate (LCAII), lc/h	2669	Density (D), pc/mi/ln	23.2
Weaving Intensity Factor (W)	0.284	Level of Service (LOS)	C

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Day St. to I-215	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2437	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1450
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.62
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	22.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-I-215 to Box Springs Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5289	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1573
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	24.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Box Springs Rd. to Central Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	4	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	6143	1056	55	601
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	7307	1256	65	715
Weaving Flow Rate (vw), pc/h	1971	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	7372	Density-Based Capacity (ciWL), pc/h/ln		2317
Total Flow Rate (v), pc/h	9343	Demand Flow-Based Capacity (ciW), pc/h		16588
Volume Ratio (VR)	0.211	Weaving Segment Capacity (cw), veh/h		8202
Minimum Lane Change Rate (LCMIN), lc/h	0	Adjusted Weaving Area Capacity, pc/h		9268
Maximum Weaving Length (LMAX), ft	3083	Volume-to-Capacity Ratio (v/c)		1.01

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), lc/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Central Ave. to Martin Luther King Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5330	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1585
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.68
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	24.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-WB-Martin Luther King Blvd. to University Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	4	Segment Type	Freeway
Segment Length (Ls), ft	1100	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	5186	1003	28	555
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	6168	1193	33	660
Weaving Flow Rate (vw), pc/h	1853	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	6201	Density-Based Capacity (cIWL), pc/h/ln		2113
Total Flow Rate (v), pc/h	8054	Demand Flow-Based Capacity (cIW), pc/h		10435
Volume Ratio (VR)	0.230	Weaving Segment Capacity (cw), veh/h		7480
Minimum Lane Change Rate (LCMIN), Ic/h	1853	Adjusted Weaving Area Capacity, pc/h		8452
Maximum Weaving Length (LMAX), ft	4845	Volume-to-Capacity Ratio (v/c)		0.95

Speed and Density

Non-Weaving Vehicle Index (INW)	1364	Average Weaving Speed (SW), mi/h	50.0
Non-Weaving Lane Change Rate (LCNW), Ic/h	1297	Average Non-Weaving Speed (SNW), mi/h	47.0
Weaving Lane Change Rate (LCW), Ic/h	2278	Average Speed (S), mi/h	47.7
Weaving Lane Change Rate (LCAII), Ic/h	3575	Density (D), pc/mi/ln	42.2
Weaving Intensity Factor (W)	0.573	Level of Service (LOS)	E

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-University Ave. to 3rd St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	1400	Number of Maneuver Lanes (NWL), In	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	5719	209	11	469
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	6802	249	13	558
Weaving Flow Rate (vw), pc/h	807	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	6815	Density-Based Capacity (cIWL), pc/h/ln		2352
Total Flow Rate (v), pc/h	7622	Demand Flow-Based Capacity (cIW), pc/h		33019
Volume Ratio (VR)	0.106	Weaving Segment Capacity (cw), veh/h		10408
Minimum Lane Change Rate (LCMIN), lc/h	249	Adjusted Weaving Area Capacity, pc/h		11760
Maximum Weaving Length (LMAX), ft	2032	Volume-to-Capacity Ratio (v/c)		0.65

Speed and Density

Non-Weaving Vehicle Index (INW)	1908	Average Weaving Speed (SW), mi/h	51.0
Non-Weaving Lane Change Rate (LCNW), lc/h	3079	Average Non-Weaving Speed (SNW), mi/h	60.9
Weaving Lane Change Rate (LCW), lc/h	1028	Average Speed (S), mi/h	59.7
Weaving Lane Change Rate (LCAII), lc/h	4107	Density (D), pc/mi/ln	25.5
Weaving Intensity Factor (W)	0.528	Level of Service (LOS)	C

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center- Westbound-3rd St. to SR-91	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	1150	Number of Maneuver Lanes (NWL), In	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	4785	1020	88	1143
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	5691	1213	105	1360
Weaving Flow Rate (vw), pc/h	2573	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	5796	Density-Based Capacity (ciWL), pc/h/ln		2175
Total Flow Rate (v), pc/h	8369	Demand Flow-Based Capacity (ciW), pc/h		11401
Volume Ratio (VR)	0.307	Weaving Segment Capacity (cw), veh/h		9624
Minimum Lane Change Rate (LCMIN), lc/h	1213	Adjusted Weaving Area Capacity, pc/h		10875
Maximum Weaving Length (LMAX), ft	4093	Volume-to-Capacity Ratio (v/c)		0.77

Speed and Density

Non-Weaving Vehicle Index (INW)	1333	Average Weaving Speed (SW), mi/h	52.6
Non-Weaving Lane Change Rate (LCNW), lc/h	962	Average Non-Weaving Speed (SNW), mi/h	53.2
Weaving Lane Change Rate (LCW), lc/h	1898	Average Speed (S), mi/h	53.0
Weaving Lane Change Rate (LCAII), lc/h	2860	Density (D), pc/mi/ln	31.6
Weaving Intensity Factor (W)	0.464	Level of Service (LOS)	D

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-SR-91 to Main St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6363	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2523
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.07
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Main St. to Market St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5854	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2321
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.99
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	53.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	43.8
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Market St. to Rubidoux Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4246	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1683
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	26.3
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Rubidoux Blvd. to Valley Way	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4083	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1619
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.69
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	25.2
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Valley Way to Pyrite St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3911	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1163
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	17.9
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pyrite St. to Pedley Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3884	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1155
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	17.8
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pedley Rd. to Country Village Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3867	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1150
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	17.7
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Country Village Rd. to Etiwanda Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4580	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1362
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.58
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	21.0
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Etiwanda Ave. to I-15	Unit	United States Customary

Geometric Data

Number of Lanes, In	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4417	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1051
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.45
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	16.2
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-I-15 to Etiwanda Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5230	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1555
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.66
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	24.0
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Etiwanda Ave. to Country Village Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4282	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1273
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.54
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.6
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Country Village Rd. to Pedley Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3563	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1060
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.45
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	16.3
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pedley Rd. to Pyrite St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3886	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1156
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	17.8
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pyrite St. to Byrne Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4371	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1300
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.55
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	20.0
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Byrne Rd. to Valley Way	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5327	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2112
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.90
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	57.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	36.5
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Valley Way to Rubidoux Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5340	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2117
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.90
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	57.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	36.7
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Rubidoux Blvd. to Market St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5555	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2202
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.94
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	55.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	39.4
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Market St. to Main St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6511	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2581
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.10
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-EB-Main St. to SR-91	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	4	Segment Type	Freeway
Segment Length (Ls), ft	700	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	3902	558	61	551
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	4641	664	73	655
Weaving Flow Rate (vw), pc/h	1319	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	4714	Density-Based Capacity (cIWL), pc/h/ln		2092
Total Flow Rate (v), pc/h	6033	Demand Flow-Based Capacity (cIW), pc/h		10959
Volume Ratio (VR)	0.219	Weaving Segment Capacity (cW), veh/h		7406
Minimum Lane Change Rate (LCMIN), Ic/h	655	Adjusted Weaving Area Capacity, pc/h		8368
Maximum Weaving Length (LMAX), ft	4731	Volume-to-Capacity Ratio (v/c)		0.72

Speed and Density

Non-Weaving Vehicle Index (INW)	110	Average Weaving Speed (SW), mi/h	54.6
Non-Weaving Lane Change Rate (LCNW), Ic/h	580	Average Non-Weaving Speed (SNW), mi/h	58.0
Weaving Lane Change Rate (LCW), Ic/h	812	Average Speed (S), mi/h	57.2
Weaving Lane Change Rate (LCAII), Ic/h	1392	Density (D), pc/mi/ln	26.4
Weaving Intensity Factor (W)	0.389	Level of Service (LOS)	C

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-SR-91 to 3rd St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1100	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	Yes

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	5334	949	34	415
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	6344	1129	40	494
Weaving Flow Rate (vw), pc/h	1623	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	6384	Density-Based Capacity (cIWL), pc/h/ln		2255
Total Flow Rate (v), pc/h	8007	Demand Flow-Based Capacity (cIW), pc/h		17241
Volume Ratio (VR)	0.203	Weaving Segment Capacity (cW), veh/h		9978
Minimum Lane Change Rate (LCMIN), lc/h	1129	Adjusted Weaving Area Capacity, pc/h		11275
Maximum Weaving Length (LMAX), ft	3001	Volume-to-Capacity Ratio (v/c)		0.71

Speed and Density

Non-Weaving Vehicle Index (INW)	1404	Average Weaving Speed (SW), mi/h	51.4
Non-Weaving Lane Change Rate (LCNW), lc/h	1295	Average Non-Weaving Speed (SNW), mi/h	54.2
Weaving Lane Change Rate (LCW), lc/h	1793	Average Speed (S), mi/h	53.6
Weaving Lane Change Rate (LCAII), lc/h	3088	Density (D), pc/mi/ln	29.9
Weaving Intensity Factor (W)	0.510	Level of Service (LOS)	D

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-EB-3rd St. to University Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	1300	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	5814	853	23	469
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	6915	1015	27	558
Weaving Flow Rate (vw), pc/h	1573	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	6942	Density-Based Capacity (cIWL), pc/h/ln		2164
Total Flow Rate (v), pc/h	8515	Demand Flow-Based Capacity (cIW), pc/h		12973
Volume Ratio (VR)	0.185	Weaving Segment Capacity (cW), veh/h		9576
Minimum Lane Change Rate (LCMIN), Ic/h	1015	Adjusted Weaving Area Capacity, pc/h		10820
Maximum Weaving Length (LMAX), ft	4383	Volume-to-Capacity Ratio (v/c)		0.79

Speed and Density

Non-Weaving Vehicle Index (INW)	1805	Average Weaving Speed (SW), mi/h	49.2
Non-Weaving Lane Change Rate (LCNW), Ic/h	2776	Average Non-Weaving Speed (SNW), mi/h	54.5
Weaving Lane Change Rate (LCW), Ic/h	1758	Average Speed (S), mi/h	53.4
Weaving Lane Change Rate (LCAII), Ic/h	4534	Density (D), pc/mi/ln	31.9
Weaving Intensity Factor (W)	0.606	Level of Service (LOS)	D

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-EB-University Ave. to Martin Luther King Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	1100	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	6400	712	11	267
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	7612	847	13	318
Weaving Flow Rate (vw), pc/h	1165	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	7625	Density-Based Capacity (cIWL), pc/h/ln		2189
Total Flow Rate (v), pc/h	8790	Demand Flow-Based Capacity (cIW), pc/h		18045
Volume Ratio (VR)	0.133	Weaving Segment Capacity (cw), veh/h		9686
Minimum Lane Change Rate (LCMIN), Ic/h	318	Adjusted Weaving Area Capacity, pc/h		10945
Maximum Weaving Length (LMAX), ft	3863	Volume-to-Capacity Ratio (v/c)		0.80

Speed and Density

Non-Weaving Vehicle Index (INW)	1678	Average Weaving Speed (SW), mi/h	50.3
Non-Weaving Lane Change Rate (LCNW), Ic/h	2475	Average Non-Weaving Speed (SNW), mi/h	59.3
Weaving Lane Change Rate (LCW), Ic/h	982	Average Speed (S), mi/h	57.9
Weaving Lane Change Rate (LCAII), Ic/h	3457	Density (D), pc/mi/ln	30.4
Weaving Intensity Factor (W)	0.558	Level of Service (LOS)	D

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Martin Luther King Blvd. to Central Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8029	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2388
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.02
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Central Ave. to Box Springs Rd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	2800	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	7391	1182	23	443
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	8791	1406	27	527
Weaving Flow Rate (vw), pc/h	1933	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	8818	Density-Based Capacity (cIWL), pc/h/ln		2283
Total Flow Rate (v), pc/h	10751	Demand Flow-Based Capacity (cIW), pc/h		13333
Volume Ratio (VR)	0.180	Weaving Segment Capacity (cw), veh/h		10102
Minimum Lane Change Rate (LCMIN), lc/h	527	Adjusted Weaving Area Capacity, pc/h		11415
Maximum Weaving Length (LMAX), ft	4333	Volume-to-Capacity Ratio (v/c)		0.94

Speed and Density

Non-Weaving Vehicle Index (INW)	4938	Average Weaving Speed (SW), mi/h	54.9
Non-Weaving Lane Change Rate (LCNW), lc/h	3655	Average Non-Weaving Speed (SNW), mi/h	55.9
Weaving Lane Change Rate (LCW), lc/h	1701	Average Speed (S), mi/h	55.7
Weaving Lane Change Rate (LCAII), lc/h	5356	Density (D), pc/mi/ln	38.6
Weaving Intensity Factor (W)	0.377	Level of Service (LOS)	E

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Box Springs Rd. to I-215	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8572	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2549
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.09
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-EB-I-215 to Day St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	1200	Number of Maneuver Lanes (NWL), In	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	4177	1013	28	583
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	4968	1205	33	693
Weaving Flow Rate (vw), pc/h	1898	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	5001	Density-Based Capacity (cIWL), pc/h/ln		2205
Total Flow Rate (v), pc/h	6899	Demand Flow-Based Capacity (cIW), pc/h		12727
Volume Ratio (VR)	0.275	Weaving Segment Capacity (cW), veh/h		9757
Minimum Lane Change Rate (LCMIN), Ic/h	1205	Adjusted Weaving Area Capacity, pc/h		11025
Maximum Weaving Length (LMAX), ft	3751	Volume-to-Capacity Ratio (v/c)		0.63

Speed and Density

Non-Weaving Vehicle Index (INW)	1200	Average Weaving Speed (SW), mi/h	53.8
Non-Weaving Lane Change Rate (LCNW), Ic/h	718	Average Non-Weaving Speed (SNW), mi/h	54.7
Weaving Lane Change Rate (LCW), Ic/h	1909	Average Speed (S), mi/h	54.4
Weaving Lane Change Rate (LCAII), Ic/h	2627	Density (D), pc/mi/ln	25.4
Weaving Intensity Factor (W)	0.419	Level of Service (LOS)	C

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-EB-Day St. to Pigeon Pass Rd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	4	Segment Type	Freeway
Segment Length (Ls), ft	1200	Number of Maneuver Lanes (NWL), In	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	4103	696	36	1087
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	4880	828	43	1293
Weaving Flow Rate (vw), pc/h	2121	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	4923	Density-Based Capacity (cIWL), pc/h/ln		2184
Total Flow Rate (v), pc/h	7044	Demand Flow-Based Capacity (cIW), pc/h		11628
Volume Ratio (VR)	0.301	Weaving Segment Capacity (cW), veh/h		7731
Minimum Lane Change Rate (LCMIN), Ic/h	828	Adjusted Weaving Area Capacity, pc/h		8736
Maximum Weaving Length (LMAX), ft	4029	Volume-to-Capacity Ratio (v/c)		0.81

Speed and Density

Non-Weaving Vehicle Index (INW)	1182	Average Weaving Speed (SW), mi/h	55.4
Non-Weaving Lane Change Rate (LCNW), Ic/h	894	Average Non-Weaving Speed (SNW), mi/h	55.6
Weaving Lane Change Rate (LCW), Ic/h	1279	Average Speed (S), mi/h	55.5
Weaving Lane Change Rate (LCAII), Ic/h	2173	Density (D), pc/mi/ln	31.7
Weaving Intensity Factor (W)	0.361	Level of Service (LOS)	D

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pigeon Pass Rd. to Heacock St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4804	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2857
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.22
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Heacock St. to Perris Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3501	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2082
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.89
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	35.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Perris Blvd. to Nason St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3083	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1834
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.78
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	29.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Nason St. to Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2412	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	956
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	14.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1691	721
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	2011	858
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.28	0.43

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.505
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	380
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	55.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.670	Outer Lanes Freeway Speed (SO), mi/h	76.8
Flow in Lanes 1 and 2 (v12), pc/h	1631	Ramp Junction Speed (S), mi/h	58.9
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	11.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	16.5

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Between Moreno Beach Dr. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1691	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1006
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	15.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	700
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1691	173
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	2011	206
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.46	0.10

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.308
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	61.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	2011	Ramp Junction Speed (S), mi/h	61.4
Flow Entering Ramp-Infl. Area (vR12), pc/h	2217	Average Density (D), pc/mi/ln	18.1
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	18.4

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp to Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1864	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1108
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.47
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	17.3
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Between Redlands Blvd. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1269	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	754
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.32
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	11.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1269	143
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	1509	170
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.35	0.09

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.286
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	62.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	1509	Ramp Junction Speed (S), mi/h	62.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	1679	Average Density (D), pc/mi/ln	13.5
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.5

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-East of Redlands Blvd. On-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1412	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	840
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	13.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-East of Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1645	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	978
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.42
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	15.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1559	86
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	1854	102
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.39	0.05

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.437
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	57.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	76.8
Flow in Lanes 1 and 2 (v12), pc/h	1854	Ramp Junction Speed (S), mi/h	57.8
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	16.0
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	18.6

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Between Redlands Blvd. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1559	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	927
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.40
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	14.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center- Westbound-Redlands Blvd. On- Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	850
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1559	532
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	1854	633
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.52	0.32

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.308
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	61.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	1854	Ramp Junction Speed (S), mi/h	61.4
Flow Entering Ramp-Infl. Area (vR12), pc/h	2487	Average Density (D), pc/mi/ln	20.3
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	19.3

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Redlands Blvd. On-Ramp to Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2091	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1244
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.53
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1995	96
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	2373	114
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.49	0.06

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.438
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	57.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	76.8
Flow in Lanes 1 and 2 (v12), pc/h	2373	Ramp Junction Speed (S), mi/h	57.7
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	20.6
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	23.1

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Between Moreno Beach Dr. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1995	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1186
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	18.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-WB-Moreno Beach Dr. to Nason St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	3	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	2252	583	6	200
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	2679	693	7	238
Weaving Flow Rate (vw), pc/h	931	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	2686	Density-Based Capacity (cIWL), pc/h/ln		2161
Total Flow Rate (v), pc/h	3617	Demand Flow-Based Capacity (cIW), pc/h		9339
Volume Ratio (VR)	0.257	Weaving Segment Capacity (cw), veh/h		5737
Minimum Lane Change Rate (LCMIN), lc/h	238	Adjusted Weaving Area Capacity, pc/h		6482
Maximum Weaving Length (LMAX), ft	5127	Volume-to-Capacity Ratio (v/c)		0.56

Speed and Density

Non-Weaving Vehicle Index (INW)	1074	Average Weaving Speed (SW), mi/h	61.1
Non-Weaving Lane Change Rate (LCNW), lc/h	1060	Average Non-Weaving Speed (SNW), mi/h	62.5
Weaving Lane Change Rate (LCW), lc/h	587	Average Speed (S), mi/h	62.1
Weaving Lane Change Rate (LCAII), lc/h	1647	Density (D), pc/mi/ln	19.4
Weaving Intensity Factor (W)	0.194	Level of Service (LOS)	B

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Nason St. Perris Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2830	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1683
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	26.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Perris Blvd. to Heacock St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3046	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1812
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.77
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	29.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Heacock St. to Pigeon Pass Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2849	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1694
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	26.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pigeon Pass Rd. to Day St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	2775	352	19	677
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	3301	419	23	805
Weaving Flow Rate (vw), pc/h	1224	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	3324	Density-Based Capacity (ciWL), pc/h/ln		2151
Total Flow Rate (v), pc/h	4548	Demand Flow-Based Capacity (ciW), pc/h		8922
Volume Ratio (VR)	0.269	Weaving Segment Capacity (cw), veh/h		5711
Minimum Lane Change Rate (LCMIN), lc/h	1224	Adjusted Weaving Area Capacity, pc/h		6453
Maximum Weaving Length (LMAX), ft	5254	Volume-to-Capacity Ratio (v/c)		0.70

Speed and Density

Non-Weaving Vehicle Index (INW)	1330	Average Weaving Speed (SW), mi/h	57.4
Non-Weaving Lane Change Rate (LCNW), lc/h	1248	Average Non-Weaving Speed (SNW), mi/h	53.9
Weaving Lane Change Rate (LCW), lc/h	1573	Average Speed (S), mi/h	54.8
Weaving Lane Change Rate (LCAII), lc/h	2821	Density (D), pc/mi/ln	27.7
Weaving Intensity Factor (W)	0.296	Level of Service (LOS)	C

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Day St. I-215	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3154	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1876
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.80
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	30.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-I-215 to Box Springs Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6833	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2032
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.87
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	34.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-WB-Box Springs Rd. to Central Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	4	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), In	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	6862	670	35	520
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	8162	797	42	618
Weaving Flow Rate (vw), pc/h	1415	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	8204	Density-Based Capacity (cIWL), pc/h/ln		2367
Total Flow Rate (v), pc/h	9619	Demand Flow-Based Capacity (cIW), pc/h		23810
Volume Ratio (VR)	0.147	Weaving Segment Capacity (cw), veh/h		8379
Minimum Lane Change Rate (LCMIN), Ic/h	0	Adjusted Weaving Area Capacity, pc/h		9468
Maximum Weaving Length (LMAX), ft	2436	Volume-to-Capacity Ratio (v/c)		1.02

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), Ic/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), Ic/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), Ic/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Central Ave. to Martin Luther King Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5110	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1520
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	23.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-WB-Martin Luther King Blvd. to University Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	4	Segment Type	Freeway
Segment Length (Ls), ft	1100	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	4895	585	12	518
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	5822	696	14	616
Weaving Flow Rate (vw), pc/h	1312	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	5836	Density-Based Capacity (cIWL), pc/h/ln		2150
Total Flow Rate (v), pc/h	7148	Demand Flow-Based Capacity (cIW), pc/h		13043
Volume Ratio (VR)	0.184	Weaving Segment Capacity (cw), veh/h		7611
Minimum Lane Change Rate (LCMIN), Ic/h	1312	Adjusted Weaving Area Capacity, pc/h		8600
Maximum Weaving Length (LMAX), ft	4373	Volume-to-Capacity Ratio (v/c)		0.83

Speed and Density

Non-Weaving Vehicle Index (INW)	1284	Average Weaving Speed (SW), mi/h	52.5
Non-Weaving Lane Change Rate (LCNW), Ic/h	1028	Average Non-Weaving Speed (SNW), mi/h	52.0
Weaving Lane Change Rate (LCW), Ic/h	1737	Average Speed (S), mi/h	52.1
Weaving Lane Change Rate (LCAII), Ic/h	2765	Density (D), pc/mi/ln	34.3
Weaving Intensity Factor (W)	0.468	Level of Service (LOS)	D

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-WB-University Ave. to 3rd St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	1400	Number of Maneuver Lanes (NWL), In	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	5070	434	22	410
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	6030	516	26	488
Weaving Flow Rate (vw), pc/h	1004	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	6056	Density-Based Capacity (cIWL), pc/h/ln		2325
Total Flow Rate (v), pc/h	7060	Demand Flow-Based Capacity (cIW), pc/h		24648
Volume Ratio (VR)	0.142	Weaving Segment Capacity (cW), veh/h		10288
Minimum Lane Change Rate (LCMIN), Ic/h	516	Adjusted Weaving Area Capacity, pc/h		11625
Maximum Weaving Length (LMAX), ft	2386	Volume-to-Capacity Ratio (v/c)		0.61

Speed and Density

Non-Weaving Vehicle Index (INW)	1696	Average Weaving Speed (SW), mi/h	52.4
Non-Weaving Lane Change Rate (LCNW), Ic/h	2259	Average Non-Weaving Speed (SNW), mi/h	59.5
Weaving Lane Change Rate (LCW), Ic/h	1295	Average Speed (S), mi/h	58.4
Weaving Lane Change Rate (LCAII), Ic/h	3554	Density (D), pc/mi/ln	24.2
Weaving Intensity Factor (W)	0.471	Level of Service (LOS)	C

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-WB-3rd St. to SR-91	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	1150	Number of Maneuver Lanes (NWL), In	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	4578	886	92	926
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	5445	1054	109	1101
Weaving Flow Rate (vw), pc/h	2155	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	5554	Density-Based Capacity (cIWL), pc/h/ln		2197
Total Flow Rate (v), pc/h	7709	Demand Flow-Based Capacity (cIW), pc/h		12500
Volume Ratio (VR)	0.280	Weaving Segment Capacity (cW), veh/h		9722
Minimum Lane Change Rate (LCMIN), Ic/h	1054	Adjusted Weaving Area Capacity, pc/h		10985
Maximum Weaving Length (LMAX), ft	3804	Volume-to-Capacity Ratio (v/c)		0.70

Speed and Density

Non-Weaving Vehicle Index (INW)	1277	Average Weaving Speed (SW), mi/h	53.7
Non-Weaving Lane Change Rate (LCNW), Ic/h	804	Average Non-Weaving Speed (SNW), mi/h	55.0
Weaving Lane Change Rate (LCW), Ic/h	1739	Average Speed (S), mi/h	54.6
Weaving Lane Change Rate (LCAII), Ic/h	2543	Density (D), pc/mi/ln	28.2
Weaving Intensity Factor (W)	0.423	Level of Service (LOS)	D

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-SR-91 to Main St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3500	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1388
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	21.4
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Main St. to Market St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4375	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1735
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.74
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	27.4
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Market St. to Rubidoux Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4679	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1855
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.79
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	29.9
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Rubidoux Blvd. to Valley Way	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4498	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1783
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.76
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	28.3
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Valley Way to Pyrite St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4285	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1274
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.54
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.6
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pyrite St. to Pedley Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4252	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1264
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.54
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.4
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pedley Rd. to Country Village Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4233	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1259
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.54
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.4
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Country Village Rd. to Etiwanda Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5083	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1512
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.64
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	23.3
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	Existing With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Etiwanda Ave. to I-15	Unit	United States Customary

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3972	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	945
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.40
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	14.5
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-I-15 to Etiwanda Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6845	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	2036
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.87
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	34.3
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Etiwanda Ave. to Country Village Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6406	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1905
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.81
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	31.0
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Country Village Rd. to Pedley Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5957	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1771
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	28.1
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pedley Rd. to Pyrite St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6382	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1898
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.81
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	30.9
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pyrite St. to Byrne Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	7187	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2137
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.91
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	57.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	37.3
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Byrne Rd. to Valley Way	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8375	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	3320
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.41
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Valley Way to Rubidoux Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8879	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	3520
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.50
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Rubidoux Blvd. to Market St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8862	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	3514
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.50
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Market St. to Main St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	9019	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	3576
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.52
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-EB-Main St. to SR-91	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	4	Segment Type	Freeway
Segment Length (Ls), ft	700	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	1.70	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	7242	887	80	631
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	8614	1055	95	751
Weaving Flow Rate (vw), pc/h	1806	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	8709	Density-Based Capacity (cIWL), pc/h/ln		2128
Total Flow Rate (v), pc/h	10515	Demand Flow-Based Capacity (cIW), pc/h		13953
Volume Ratio (VR)	0.172	Weaving Segment Capacity (cw), veh/h		7533
Minimum Lane Change Rate (LCMIN), lc/h	0	Adjusted Weaving Area Capacity, pc/h		8512
Maximum Weaving Length (LMAX), ft	4252	Volume-to-Capacity Ratio (v/c)		1.24

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), lc/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-SR-91to 3rd St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1100	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	Yes

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	7540	1967	49	681
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	8968	2340	58	810
Weaving Flow Rate (vw), pc/h	3150	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	9026	Density-Based Capacity (ciWL), pc/h/ln		2210
Total Flow Rate (v), pc/h	12176	Demand Flow-Based Capacity (ciW), pc/h		13514
Volume Ratio (VR)	0.259	Weaving Segment Capacity (cw), veh/h		9779
Minimum Lane Change Rate (LCMIN), lc/h	0	Adjusted Weaving Area Capacity, pc/h		11050
Maximum Weaving Length (LMAX), ft	3582	Volume-to-Capacity Ratio (v/c)		1.10

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), lc/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-3rd St. to University Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	1300	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	8820	562	23	688
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	10491	668	27	818
Weaving Flow Rate (wv), pc/h	1486	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	10518	Density-Based Capacity (ciWL), pc/h/ln		2211
Total Flow Rate (v), pc/h	12004	Demand Flow-Based Capacity (ciW), pc/h		19355
Volume Ratio (VR)	0.124	Weaving Segment Capacity (cw), veh/h		9784
Minimum Lane Change Rate (LCMIN), Ic/h	0	Adjusted Weaving Area Capacity, pc/h		11055
Maximum Weaving Length (LMAX), ft	3774	Volume-to-Capacity Ratio (v/c)		1.09

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), Ic/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), Ic/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), Ic/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-University Ave. to Martin Luther King Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1100	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	8476	595	17	906
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	10081	708	20	1078
Weaving Flow Rate (vw), pc/h	1786	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	10101	Density-Based Capacity (ciWL), pc/h/ln		2176
Total Flow Rate (v), pc/h	11887	Demand Flow-Based Capacity (ciW), pc/h		16000
Volume Ratio (VR)	0.150	Weaving Segment Capacity (cw), veh/h		9629
Minimum Lane Change Rate (LCMIN), lc/h	0	Adjusted Weaving Area Capacity, pc/h		10880
Maximum Weaving Length (LMAX), ft	4031	Volume-to-Capacity Ratio (v/c)		1.09

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), lc/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAI), lc/h	-	Density (D), pc/mi/ln	-

Weaving Intensity Factor (W)	-	Level of Service (LOS)	F
------------------------------	---	------------------------	---

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Martin Luther King Blvd. to Central Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	10400	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	3092
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.32
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Central Ave. to Box Springs Rd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	2800	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	9088	908	23	927
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	10809	1080	27	1103
Weaving Flow Rate (wv), pc/h	2183	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	10836	Density-Based Capacity (ciWL), pc/h/ln		2292
Total Flow Rate (v), pc/h	13019	Demand Flow-Based Capacity (ciW), pc/h		14286
Volume Ratio (VR)	0.168	Weaving Segment Capacity (cw), veh/h		10142
Minimum Lane Change Rate (LCMIN), lc/h	0	Adjusted Weaving Area Capacity, pc/h		11460
Maximum Weaving Length (LMAX), ft	4212	Volume-to-Capacity Ratio (v/c)		1.14

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), lc/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Box Springs Rd. to I-215	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	7892	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	2347
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.00
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-I-215 to Day St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1200	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	2250	1979	31	1148
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	2676	2354	37	1365
Weaving Flow Rate (vw), pc/h	3719	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	2713	Density-Based Capacity (cIWL), pc/h/ln		1942
Total Flow Rate (v), pc/h	6432	Demand Flow-Based Capacity (cIW), pc/h		6055
Volume Ratio (VR)	0.578	Weaving Segment Capacity (cw), veh/h		5359
Minimum Lane Change Rate (LCMIN), lc/h	0	Adjusted Weaving Area Capacity, pc/h		6055
Maximum Weaving Length (LMAX), ft	7186	Volume-to-Capacity Ratio (v/c)		1.06

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), lc/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Day St. to Pigeon Pass Rd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	4	Segment Type	Freeway
Segment Length (Ls), ft	1200	Number of Maneuver Lanes (NWL), In	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	2540	660	21	1689
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	3021	785	25	2009
Weaving Flow Rate (wv), pc/h	2794	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	3046	Density-Based Capacity (ciWL), pc/h/ln		2032
Total Flow Rate (v), pc/h	5840	Demand Flow-Based Capacity (ciW), pc/h		7322
Volume Ratio (VR)	0.478	Weaving Segment Capacity (cw), veh/h		6480
Minimum Lane Change Rate (LCMIN), lc/h	785	Adjusted Weaving Area Capacity, pc/h		7322
Maximum Weaving Length (LMAX), ft	6004	Volume-to-Capacity Ratio (v/c)		0.80

Speed and Density

Non-Weaving Vehicle Index (INW)	731	Average Weaving Speed (SW), mi/h	57.2
Non-Weaving Lane Change Rate (LCNW), lc/h	507	Average Non-Weaving Speed (SNW), mi/h	57.3
Weaving Lane Change Rate (LCW), lc/h	1236	Average Speed (S), mi/h	57.3
Weaving Lane Change Rate (LCAII), lc/h	1743	Density (D), pc/mi/ln	25.5
Weaving Intensity Factor (W)	0.303	Level of Service (LOS)	C

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pigeon Pass Rd. to Heacock St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3397	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	2020
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.86
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	34.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Heacock St. to Perris Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3230	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1921
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.82
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	60.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	31.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Perris Blvd. to Nason St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3042	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1809
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.77
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	29.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Nason St. to Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2384	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	945
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.40
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	14.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1721	664
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	2047	790
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.28	0.40

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.499
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	412
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	56.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.672	Outer Lanes Freeway Speed (SO), mi/h	76.8
Flow in Lanes 1 and 2 (v12), pc/h	1635	Ramp Junction Speed (S), mi/h	59.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	11.5

Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	16.5
------------------------	---	---	------

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Between Moreno Beach Dr. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1721	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1024
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.44
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	16.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	700
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1721	353
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	2047	420
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.51	0.21

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.318
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	61.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	2047	Ramp Junction Speed (S), mi/h	61.1
Flow Entering Ramp-Infl. Area (vR12), pc/h	2467	Average Density (D), pc/mi/ln	20.2

Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	20.2
------------------------	---	---	------

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp to Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2074	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1234
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.53
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Between Redlands Blvd. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1666	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	991
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.42
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	15.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1666	180
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	1982	214
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.46	0.11

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.300
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	61.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	1982	Ramp Junction Speed (S), mi/h	61.6
Flow Entering Ramp-Infl. Area (vR12), pc/h	2196	Average Density (D), pc/mi/ln	17.8

Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	17.6
------------------------	---	---	------

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-East of Redlands Blvd. On-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1846	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1098
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.47
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	17.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-East of Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3087	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1836
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.78
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	29.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	2763	324
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	3286	385
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.68	0.19

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.463
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	57.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	76.8
Flow in Lanes 1 and 2 (v12), pc/h	3286	Ramp Junction Speed (S), mi/h	57.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	28.8

Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	30.9
------------------------	---	---	------

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Between Redlands Blvd. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2763	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1643
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.70
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	25.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Redlands Blvd. On-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	850
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	2763	719
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	3286	855
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.86	0.43

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.507
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	55.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	3286	Ramp Junction Speed (S), mi/h	55.8
Flow Entering Ramp-Infl. Area (vR12), pc/h	4141	Average Density (D), pc/mi/ln	37.1

Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	32.1
------------------------	---	---	------

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Redlands Blvd. On-Ramp to Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3482	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2071
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.88
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (flw)	0.0	Average Speed (S), mi/h	58.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	35.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	3308	174
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	3935	207
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.82	0.10

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.447
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	57.5
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	76.8
Flow in Lanes 1 and 2 (v12), pc/h	3935	Ramp Junction Speed (S), mi/h	57.5
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	34.2

Level of Service (LOS)	E	Density in Ramp Influence Area (DR), pc/mi/ln	36.5
------------------------	---	---	------

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Between Moreno Beach Dr. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3308	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1968
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.84
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	60.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	32.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Moreno Beach Dr. to Nason St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	3	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	3474	557	6	391
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	4132	663	7	465
Weaving Flow Rate (wv), pc/h	1128	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	4139	Density-Based Capacity (ciWL), pc/h/ln		2195
Total Flow Rate (v), pc/h	5267	Demand Flow-Based Capacity (ciW), pc/h		11215
Volume Ratio (VR)	0.214	Weaving Segment Capacity (cw), veh/h		5828
Minimum Lane Change Rate (LCMIN), lc/h	465	Adjusted Weaving Area Capacity, pc/h		6585
Maximum Weaving Length (LMAX), ft	4680	Volume-to-Capacity Ratio (v/c)		0.80

Speed and Density

Non-Weaving Vehicle Index (INW)	1656	Average Weaving Speed (SW), mi/h	57.3
Non-Weaving Lane Change Rate (LCNW), lc/h	2045	Average Non-Weaving Speed (SNW), mi/h	58.2
Weaving Lane Change Rate (LCW), lc/h	814	Average Speed (S), mi/h	58.0
Weaving Lane Change Rate (LCAII), lc/h	2859	Density (D), pc/mi/ln	30.3
Weaving Intensity Factor (W)	0.300	Level of Service (LOS)	D

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Nason St. Perris Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4047	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2407
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.03
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Perris Blvd. to Heacock St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3212	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1910
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.82
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	60.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	31.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Heacock St. to Pigeon Pass Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2311	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1374
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	21.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pigeon Pass Rd. to Day St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	3	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	1960	420	7	653
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	2331	500	8	777
Weaving Flow Rate (wv), pc/h	1277	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	2339	Density-Based Capacity (ciWL), pc/h/ln		2082
Total Flow Rate (v), pc/h	3616	Demand Flow-Based Capacity (ciW), pc/h		6799
Volume Ratio (VR)	0.353	Weaving Segment Capacity (cw), veh/h		5528
Minimum Lane Change Rate (LCMIN), lc/h	1277	Adjusted Weaving Area Capacity, pc/h		6246
Maximum Weaving Length (LMAX), ft	6159	Volume-to-Capacity Ratio (v/c)		0.58

Speed and Density

Non-Weaving Vehicle Index (INW)	936	Average Weaving Speed (SW), mi/h	58.0
Non-Weaving Lane Change Rate (LCNW), lc/h	988	Average Non-Weaving Speed (SNW), mi/h	55.0
Weaving Lane Change Rate (LCW), lc/h	1626	Average Speed (S), mi/h	56.0
Weaving Lane Change Rate (LCAII), lc/h	2614	Density (D), pc/mi/ln	21.5
Weaving Intensity Factor (W)	0.279	Level of Service (LOS)	C

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Day St. to I-215	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2401	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1428
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.61
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	22.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-I-215 to Box Springs Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5515	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1640
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.70
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	25.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Box Springs Rd. to Central Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	4	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), In	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	6174	1243	57	637
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	7343	1478	68	758
Weaving Flow Rate (wv), pc/h	2236	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	7411	Density-Based Capacity (ciWL), pc/h/ln		2301
Total Flow Rate (v), pc/h	9647	Demand Flow-Based Capacity (ciW), pc/h		15086
Volume Ratio (VR)	0.232	Weaving Segment Capacity (cw), veh/h		8146
Minimum Lane Change Rate (LCMIN), Ic/h	0	Adjusted Weaving Area Capacity, pc/h		9205
Maximum Weaving Length (LMAX), ft	3300	Volume-to-Capacity Ratio (v/c)		1.05

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), Ic/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), Ic/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), Ic/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Central Ave. to Martin Luther King Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5919	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1760
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	28.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-WB-Martin Luther King Blvd. to University Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	4	Segment Type	Freeway
Segment Length (Ls), ft	1100	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	5536	1100	29	507
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	6585	1308	34	603
Weaving Flow Rate (wv), pc/h	1911	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	6619	Density-Based Capacity (ciWL), pc/h/ln		2118
Total Flow Rate (v), pc/h	8530	Demand Flow-Based Capacity (ciW), pc/h		10714
Volume Ratio (VR)	0.224	Weaving Segment Capacity (cw), veh/h		7498
Minimum Lane Change Rate (LCMIN), Ic/h	0	Adjusted Weaving Area Capacity, pc/h		8472
Maximum Weaving Length (LMAX), ft	4783	Volume-to-Capacity Ratio (v/c)		1.01

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), Ic/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), Ic/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), Ic/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-University Ave. to 3rd St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1400	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	6125	210	12	511
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	7285	250	14	608
Weaving Flow Rate (wv), pc/h	858	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	7299	Density-Based Capacity (ciWL), pc/h/ln		2352
Total Flow Rate (v), pc/h	8157	Demand Flow-Based Capacity (ciW), pc/h		33333
Volume Ratio (VR)	0.105	Weaving Segment Capacity (cw), veh/h		10408
Minimum Lane Change Rate (LCMIN), lc/h	250	Adjusted Weaving Area Capacity, pc/h		11760
Maximum Weaving Length (LMAX), ft	2022	Volume-to-Capacity Ratio (v/c)		0.69

Speed and Density

Non-Weaving Vehicle Index (INW)	2044	Average Weaving Speed (SW), mi/h	50.4
Non-Weaving Lane Change Rate (LCNW), lc/h	3317	Average Non-Weaving Speed (SNW), mi/h	60.4
Weaving Lane Change Rate (LCW), lc/h	1029	Average Speed (S), mi/h	59.2
Weaving Lane Change Rate (LCAII), lc/h	4346	Density (D), pc/mi/ln	27.6
Weaving Intensity Factor (W)	0.552	Level of Service (LOS)	C

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-3rd St. to SR-91	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	1150	Number of Maneuver Lanes (NWL), In	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	3998	1208	92	2338
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	4755	1437	109	2781
Weaving Flow Rate (wv), pc/h	4218	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	4864	Density-Based Capacity (ciWL), pc/h/ln		2041
Total Flow Rate (v), pc/h	9082	Demand Flow-Based Capacity (ciW), pc/h		7543
Volume Ratio (VR)	0.464	Weaving Segment Capacity (cw), veh/h		6676
Minimum Lane Change Rate (LCMIN), Ic/h	0	Adjusted Weaving Area Capacity, pc/h		7544
Maximum Weaving Length (LMAX), ft	5843	Volume-to-Capacity Ratio (v/c)		1.20

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), Ic/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), Ic/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), Ic/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-SR-91 to Main St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6924	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2745
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.17
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Main St. to Market St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6404	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2539
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.08
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Market St. to Rubidoux Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4600	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1824
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.78
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	29.2
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Rubidoux Blvd. to Valley Way	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4262	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1690
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	26.5
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Valley Way to Pyrite St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4083	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1214
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.52
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	18.7
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pyrite St. to Pedley Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4055	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1206
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	18.6
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pedley Rd. to Country Village Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4037	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1200
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	18.5
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Country Village Rd. to Etiwanda Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4786	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1423
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.61
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	21.9
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Etiwanda Ave. to I-15	Unit	United States Customary

Geometric Data

Number of Lanes, In	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4614	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1098
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.47
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	16.9
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-I-15 to Etiwanda Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5425	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1613
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.69
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	25.0
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Etiwanda Ave. to Country Village Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4466	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1328
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.57
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	20.4
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Country Village Rd. to Pedley Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4016	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1194
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	18.4
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pedley Rd. to Pyrite St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4405	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1310
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.56
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	20.2
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pyrite St. to Byrne Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4972	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1478
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.63
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	22.8
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Byrne Rd. to Valley Way	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5526	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	2191
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.93
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	56.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	39.1
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Valley Way to Rubidoux Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6273	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2487
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.06
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Rubidoux Blvd. to Market St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6201	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2459
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.05
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Market St. to Main St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	7322	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2903
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.24
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-EB-Main St. to SR-91	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	4	Segment Type	Freeway
Segment Length (Ls), ft	700	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	4180	538	74	632
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	4972	640	88	752
Weaving Flow Rate (vw), pc/h	1392	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	5060	Density-Based Capacity (ciWL), pc/h/ln		2094
Total Flow Rate (v), pc/h	6452	Demand Flow-Based Capacity (ciW), pc/h		11111
Volume Ratio (VR)	0.216	Weaving Segment Capacity (cw), veh/h		7413
Minimum Lane Change Rate (LCMIN), lc/h	752	Adjusted Weaving Area Capacity, pc/h		8376
Maximum Weaving Length (LMAX), ft	4700	Volume-to-Capacity Ratio (v/c)		0.77

Speed and Density

Non-Weaving Vehicle Index (INW)	118	Average Weaving Speed (SW), mi/h	53.6
Non-Weaving Lane Change Rate (LCNW), lc/h	651	Average Non-Weaving Speed (SNW), mi/h	56.8
Weaving Lane Change Rate (LCW), lc/h	909	Average Speed (S), mi/h	56.1
Weaving Lane Change Rate (LCAII), lc/h	1560	Density (D), pc/mi/ln	28.8
Weaving Intensity Factor (W)	0.425	Level of Service (LOS)	D

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-SR-91 to 3rd St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1100	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	Yes

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	5702	1197	27	417
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	6782	1424	32	496
Weaving Flow Rate (vw), pc/h	1920	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	6814	Density-Based Capacity (cIWL), pc/h/ln		2241
Total Flow Rate (v), pc/h	8734	Demand Flow-Based Capacity (cIW), pc/h		15909
Volume Ratio (VR)	0.220	Weaving Segment Capacity (cw), veh/h		9916
Minimum Lane Change Rate (LCMIN), lc/h	1424	Adjusted Weaving Area Capacity, pc/h		11205
Maximum Weaving Length (LMAX), ft	3176	Volume-to-Capacity Ratio (v/c)		0.78

Speed and Density

Non-Weaving Vehicle Index (INW)	1499	Average Weaving Speed (SW), mi/h	49.4
Non-Weaving Lane Change Rate (LCNW), lc/h	1702	Average Non-Weaving Speed (SNW), mi/h	51.4
Weaving Lane Change Rate (LCW), lc/h	2088	Average Speed (S), mi/h	50.9
Weaving Lane Change Rate (LCAII), lc/h	3790	Density (D), pc/mi/ln	34.3
Weaving Intensity Factor (W)	0.600	Level of Service (LOS)	D

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-EB-3rd St. to University Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1300	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	6470	923	21	429
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	7696	1098	25	510
Weaving Flow Rate (vw), pc/h	1608	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	7721	Density-Based Capacity (ciWL), pc/h/ln		2174
Total Flow Rate (v), pc/h	9329	Demand Flow-Based Capacity (ciW), pc/h		13953
Volume Ratio (VR)	0.172	Weaving Segment Capacity (cw), veh/h		9620
Minimum Lane Change Rate (LCMIN), lc/h	1098	Adjusted Weaving Area Capacity, pc/h		10870
Maximum Weaving Length (LMAX), ft	4252	Volume-to-Capacity Ratio (v/c)		0.86

Speed and Density

Non-Weaving Vehicle Index (INW)	2007	Average Weaving Speed (SW), mi/h	47.7
Non-Weaving Lane Change Rate (LCNW), lc/h	3411	Average Non-Weaving Speed (SNW), mi/h	53.1
Weaving Lane Change Rate (LCW), lc/h	1841	Average Speed (S), mi/h	52.1
Weaving Lane Change Rate (LCAII), lc/h	5252	Density (D), pc/mi/ln	35.8
Weaving Intensity Factor (W)	0.680	Level of Service (LOS)	E

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-EB-University Ave. to Martin Luther King Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	1100	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	6753	708	16	640
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	8032	842	19	761
Weaving Flow Rate (wv), pc/h	1603	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	8051	Density-Based Capacity (ciWL), pc/h/ln		2163
Total Flow Rate (v), pc/h	9654	Demand Flow-Based Capacity (ciW), pc/h		14458
Volume Ratio (VR)	0.166	Weaving Segment Capacity (cw), veh/h		9571
Minimum Lane Change Rate (LCMIN), lc/h	761	Adjusted Weaving Area Capacity, pc/h		10815
Maximum Weaving Length (LMAX), ft	4192	Volume-to-Capacity Ratio (v/c)		0.89

Speed and Density

Non-Weaving Vehicle Index (INW)	1771	Average Weaving Speed (SW), mi/h	48.1
Non-Weaving Lane Change Rate (LCNW), lc/h	2881	Average Non-Weaving Speed (SNW), mi/h	55.3
Weaving Lane Change Rate (LCW), lc/h	1425	Average Speed (S), mi/h	54.0
Weaving Lane Change Rate (LCAII), lc/h	4306	Density (D), pc/mi/ln	35.8
Weaving Intensity Factor (W)	0.663	Level of Service (LOS)	E

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Martin Luther King Blvd. to Central Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8427	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2506
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.07
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Central Ave. to Box Springs Rd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	2800	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	7533	1212	24	794
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	8960	1442	29	944
Weaving Flow Rate (wv), pc/h	2386	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	8989	Density-Based Capacity (ciWL), pc/h/ln		2259
Total Flow Rate (v), pc/h	11375	Demand Flow-Based Capacity (ciW), pc/h		11429
Volume Ratio (VR)	0.210	Weaving Segment Capacity (cw), veh/h		9996
Minimum Lane Change Rate (LCMIN), lc/h	0	Adjusted Weaving Area Capacity, pc/h		11295
Maximum Weaving Length (LMAX), ft	4639	Volume-to-Capacity Ratio (v/c)		1.01

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), lc/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Box Springs Rd. to I-215	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8942	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	2659
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.14
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-EB-I-215 to Day St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1200	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	4776	1289	15	317
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	5681	1533	18	377
Weaving Flow Rate (vw), pc/h	1910	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	5699	Density-Based Capacity (ciWL), pc/h/ln		2224
Total Flow Rate (v), pc/h	7609	Demand Flow-Based Capacity (ciW), pc/h		13944
Volume Ratio (VR)	0.251	Weaving Segment Capacity (cw), veh/h		9841
Minimum Lane Change Rate (LCMIN), lc/h	1533	Adjusted Weaving Area Capacity, pc/h		11120
Maximum Weaving Length (LMAX), ft	3498	Volume-to-Capacity Ratio (v/c)		0.68

Speed and Density

Non-Weaving Vehicle Index (INW)	1368	Average Weaving Speed (SW), mi/h	51.6
Non-Weaving Lane Change Rate (LCNW), lc/h	1081	Average Non-Weaving Speed (SNW), mi/h	51.7
Weaving Lane Change Rate (LCW), lc/h	2237	Average Speed (S), mi/h	51.7
Weaving Lane Change Rate (LCAII), lc/h	3318	Density (D), pc/mi/ln	29.4
Weaving Intensity Factor (W)	0.504	Level of Service (LOS)	D

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-EB-Day St. to Pigeon Pass Rd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	4	Segment Type	Freeway
Segment Length (Ls), ft	1200	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	4138	1164	22	1926
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	4922	1384	26	2291
Weaving Flow Rate (vw), pc/h	3675	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	4948	Density-Based Capacity (cIWL), pc/h/ln		2078
Total Flow Rate (v), pc/h	8623	Demand Flow-Based Capacity (cIW), pc/h		8216
Volume Ratio (VR)	0.426	Weaving Segment Capacity (cw), veh/h		7271
Minimum Lane Change Rate (LCMIN), lc/h	0	Adjusted Weaving Area Capacity, pc/h		8216
Maximum Weaving Length (LMAX), ft	5408	Volume-to-Capacity Ratio (v/c)		1.05

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), lc/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pigeon Pass Rd. to Heacock St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4685	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2786
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.19
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Heacock St. to Perris Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4033	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	2398
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.02
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Perris Blvd. to Nason St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3806	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	2264
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.97
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	54.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	41.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Nason St. to Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4511	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1788
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.76
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	28.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	3571	940
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	4247	1118
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.59	0.56

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.529
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1245
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	55.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.602	Outer Lanes Freeway Speed (SO), mi/h	75.8
Flow in Lanes 1 and 2 (v12), pc/h	3002	Ramp Junction Speed (S), mi/h	60.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	23.6

Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	28.3
------------------------	---	---	------

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Between Moreno Beach Dr. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3571	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2124
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.91
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	57.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	37.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	700
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	3571	484
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	4247	576
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	1.00	0.29

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.757
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	48.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	4247	Ramp Junction Speed (S), mi/h	48.8
Flow Entering Ramp-Infl. Area (vR12), pc/h	4823	Average Density (D), pc/mi/ln	49.4

Level of Service (LOS)	E	Density in Ramp Influence Area (DR), pc/mi/ln	38.5
------------------------	---	---	------

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp to Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4055	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2412
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.03
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Between Redlands Blvd. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3132	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1862
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.80
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	30.3
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	3132	160
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	3725	190
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.82	0.10

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.461
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	57.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	3725	Ramp Junction Speed (S), mi/h	57.1
Flow Entering Ramp-Infl. Area (vR12), pc/h	3915	Average Density (D), pc/mi/ln	34.3

Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	31.0
------------------------	---	---	------

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-East of Redlands Blvd. On-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3292	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1958
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.84
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	60.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	32.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-East of Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2969	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1766
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	28.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	2658	310
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	3161	369
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.66	0.18

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.461
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	57.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	76.8
Flow in Lanes 1 and 2 (v12), pc/h	3161	Ramp Junction Speed (S), mi/h	57.1
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	27.7

Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	29.9
------------------------	---	---	------

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Between Redlands Blvd. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2658	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1580
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	24.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Redlands Blvd. On-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	850
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	2658	585
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	3161	696
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.80	0.35

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.446
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	57.5
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	3161	Ramp Junction Speed (S), mi/h	57.5
Flow Entering Ramp-Infl. Area (vR12), pc/h	3857	Average Density (D), pc/mi/ln	33.5

Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	30.0
------------------------	---	---	------

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Redlands Blvd. On-Ramp to Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3243	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1928
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.82
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	60.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	31.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	2997	246
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	3565	293
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.74	0.15

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.454
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	57.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	76.8
Flow in Lanes 1 and 2 (v12), pc/h	3565	Ramp Junction Speed (S), mi/h	57.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	31.1

Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	33.3
------------------------	---	---	------

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Between Moreno Beach Dr. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2997	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1782
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.76
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	28.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-WB-Moreno Beach Dr. to Nason St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	3	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	3561	734	7	171
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	4236	873	8	203
Weaving Flow Rate (wv), pc/h	1076	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	4244	Density-Based Capacity (ciWL), pc/h/ln		2204
Total Flow Rate (v), pc/h	5320	Demand Flow-Based Capacity (ciW), pc/h		11881
Volume Ratio (VR)	0.202	Weaving Segment Capacity (cw), veh/h		5852
Minimum Lane Change Rate (LCMIN), lc/h	203	Adjusted Weaving Area Capacity, pc/h		6612
Maximum Weaving Length (LMAX), ft	4557	Volume-to-Capacity Ratio (v/c)		0.80

Speed and Density

Non-Weaving Vehicle Index (INW)	1698	Average Weaving Speed (SW), mi/h	57.8
Non-Weaving Lane Change Rate (LCNW), lc/h	2149	Average Non-Weaving Speed (SNW), mi/h	60.0
Weaving Lane Change Rate (LCW), lc/h	552	Average Speed (S), mi/h	59.5
Weaving Lane Change Rate (LCAII), lc/h	2701	Density (D), pc/mi/ln	29.8
Weaving Intensity Factor (W)	0.286	Level of Service (LOS)	D

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Nason St. Perris Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3119	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1855
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.79
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	30.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Perris Blvd. to Heacock St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3446	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2050
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.88
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	35.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Heacock St. to Pigeon Pass Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3032	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1803
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.77
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	29.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pigeon Pass Rd. to Day St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	3	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	3184	462	7	153
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	3787	550	8	182
Weaving Flow Rate (wv), pc/h	732	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	3795	Density-Based Capacity (ciWL), pc/h/ln		2235
Total Flow Rate (v), pc/h	4527	Demand Flow-Based Capacity (ciW), pc/h		14815
Volume Ratio (VR)	0.162	Weaving Segment Capacity (cw), veh/h		5934
Minimum Lane Change Rate (LCMIN), lc/h	732	Adjusted Weaving Area Capacity, pc/h		6705
Maximum Weaving Length (LMAX), ft	4151	Volume-to-Capacity Ratio (v/c)		0.68

Speed and Density

Non-Weaving Vehicle Index (INW)	1518	Average Weaving Speed (SW), mi/h	57.5
Non-Weaving Lane Change Rate (LCNW), lc/h	1706	Average Non-Weaving Speed (SNW), mi/h	57.5
Weaving Lane Change Rate (LCW), lc/h	1081	Average Speed (S), mi/h	57.5
Weaving Lane Change Rate (LCAII), lc/h	2787	Density (D), pc/mi/ln	26.2
Weaving Intensity Factor (W)	0.294	Level of Service (LOS)	C

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Day St. I-215	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3560	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	2117
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.90
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	57.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	36.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-I-215 to Box Springs Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8017	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	2384
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.02
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-WB-Box Springs Rd. to Central Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	4	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), In	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	8490	1208	50	528
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	10098	1437	59	628
Weaving Flow Rate (wv), pc/h	2065	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	10157	Density-Based Capacity (ciWL), pc/h/ln		2350
Total Flow Rate (v), pc/h	12222	Demand Flow-Based Capacity (ciW), pc/h		20710
Volume Ratio (VR)	0.169	Weaving Segment Capacity (cw), veh/h		8319
Minimum Lane Change Rate (LCMIN), Ic/h	0	Adjusted Weaving Area Capacity, pc/h		9400
Maximum Weaving Length (LMAX), ft	2656	Volume-to-Capacity Ratio (v/c)		1.30

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), Ic/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), Ic/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), Ic/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Central Ave. to Martin Luther King Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6565	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1952
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.83
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	60.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	32.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-WB-Martin Luther King Blvd. to University Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	4	Segment Type	Freeway
Segment Length (Ls), ft	1100	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	6189	656	13	587
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	7361	780	15	698
Weaving Flow Rate (wv), pc/h	1478	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	7376	Density-Based Capacity (ciWL), pc/h/ln		2163
Total Flow Rate (v), pc/h	8854	Demand Flow-Based Capacity (ciW), pc/h		14371
Volume Ratio (VR)	0.167	Weaving Segment Capacity (cw), veh/h		7657
Minimum Lane Change Rate (LCMIN), Ic/h	0	Adjusted Weaving Area Capacity, pc/h		8652
Maximum Weaving Length (LMAX), ft	4202	Volume-to-Capacity Ratio (v/c)		1.02

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), Ic/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), Ic/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), Ic/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-WB-University Ave. to 3rd St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1400	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	6405	468	13	439
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	7618	557	15	522
Weaving Flow Rate (vw), pc/h	1079	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	7633	Density-Based Capacity (ciWL), pc/h/ln		2338
Total Flow Rate (v), pc/h	8712	Demand Flow-Based Capacity (ciW), pc/h		28226
Volume Ratio (VR)	0.124	Weaving Segment Capacity (cw), veh/h		10346
Minimum Lane Change Rate (LCMIN), lc/h	557	Adjusted Weaving Area Capacity, pc/h		11690
Maximum Weaving Length (LMAX), ft	2208	Volume-to-Capacity Ratio (v/c)		0.75

Speed and Density

Non-Weaving Vehicle Index (INW)	2137	Average Weaving Speed (SW), mi/h	49.6
Non-Weaving Lane Change Rate (LCNW), lc/h	3391	Average Non-Weaving Speed (SNW), mi/h	57.6
Weaving Lane Change Rate (LCW), lc/h	1336	Average Speed (S), mi/h	56.5
Weaving Lane Change Rate (LCAII), lc/h	4727	Density (D), pc/mi/ln	30.8
Weaving Intensity Factor (W)	0.590	Level of Service (LOS)	D

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-WB-3rd St. to SR-91	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1150	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	5497	1164	101	1377
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	6538	1384	120	1638
Weaving Flow Rate (vw), pc/h	3022	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	6658	Density-Based Capacity (ciWL), pc/h/ln		2171
Total Flow Rate (v), pc/h	9680	Demand Flow-Based Capacity (ciW), pc/h		11218
Volume Ratio (VR)	0.312	Weaving Segment Capacity (cw), veh/h		9607
Minimum Lane Change Rate (LCMIN), lc/h	1384	Adjusted Weaving Area Capacity, pc/h		10855
Maximum Weaving Length (LMAX), ft	4147	Volume-to-Capacity Ratio (v/c)		0.89

Speed and Density

Non-Weaving Vehicle Index (INW)	1531	Average Weaving Speed (SW), mi/h	49.6
Non-Weaving Lane Change Rate (LCNW), lc/h	1793	Average Non-Weaving Speed (SNW), mi/h	50.7
Weaving Lane Change Rate (LCW), lc/h	2069	Average Speed (S), mi/h	50.4
Weaving Lane Change Rate (LCAII), lc/h	3862	Density (D), pc/mi/ln	38.4
Weaving Intensity Factor (W)	0.588	Level of Service (LOS)	E

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-SR-91 to Main St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6133	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2432
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.03
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Main St. to Market St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6787	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	2691
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.15
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Market St. to Rubidoux Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	7400	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2934
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.25
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Rubidoux Blvd. to Valley Way	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6491	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2573
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.10
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Valley Way to Pyrite St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5808	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1727
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.73
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	27.2
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pyrite St. to Pedley Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6222	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1850
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.79
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.1
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	29.8
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pedley Rd. to Country Village Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6181	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1838
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.78
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	29.5
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Country Village Rd. to Etiwanda Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6574	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1955
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.83
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	60.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	32.3
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Etiwanda Ave. to I-15	Unit	United States Customary

Geometric Data

Number of Lanes, In	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5257	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1251
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.53
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.2
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-I-15 to Etiwanda Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6896	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2050
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.87
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	34.7
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Etiwanda Ave. to Country Village Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6457	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1920
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.82
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	31.4
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Country Village Rd. to Pedley Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6008	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1786
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.76
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	28.4
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pedley Rd. to Pyrite St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6433	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1913
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.81
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	31.2
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pyrite St. to Byrne Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	7238	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2152
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.92
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	57.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	37.8
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Byrne Rd. to Valley Way	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8426	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	3341
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.42
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Valley Way to Rubidoux Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8937	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	3543
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.51
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Rubidoux Blvd. to Market St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8920	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	3537
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.50
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Market St. to Main St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	9077	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	3599
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.53
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-EB-Main St. to SR-91	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	4	Segment Type	Freeway
Segment Length (Ls), ft	700	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	1.70	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	7300	895	80	631
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	8683	1065	95	751
Weaving Flow Rate (vw), pc/h	1816	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	8778	Density-Based Capacity (ciWL), pc/h/ln		2129
Total Flow Rate (v), pc/h	10594	Demand Flow-Based Capacity (ciW), pc/h		14035
Volume Ratio (VR)	0.171	Weaving Segment Capacity (cw), veh/h		7537
Minimum Lane Change Rate (LCMIN), Ic/h	0	Adjusted Weaving Area Capacity, pc/h		8516
Maximum Weaving Length (LMAX), ft	4242	Volume-to-Capacity Ratio (v/c)		1.24

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), Ic/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), Ic/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), Ic/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-SR-91to 3rd St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1100	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	Yes

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	7606	1997	49	681
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	9047	2375	58	810
Weaving Flow Rate (vw), pc/h	3185	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	9105	Density-Based Capacity (ciWL), pc/h/ln		2210
Total Flow Rate (v), pc/h	12290	Demand Flow-Based Capacity (ciW), pc/h		13514
Volume Ratio (VR)	0.259	Weaving Segment Capacity (cw), veh/h		9779
Minimum Lane Change Rate (LCMIN), lc/h	0	Adjusted Weaving Area Capacity, pc/h		11050
Maximum Weaving Length (LMAX), ft	3582	Volume-to-Capacity Ratio (v/c)		1.11

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), lc/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-3rd St. to University Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1300	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	8915	562	23	688
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	10604	668	27	818
Weaving Flow Rate (wv), pc/h	1486	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	10631	Density-Based Capacity (ciWL), pc/h/ln		2211
Total Flow Rate (v), pc/h	12117	Demand Flow-Based Capacity (ciW), pc/h		19512
Volume Ratio (VR)	0.123	Weaving Segment Capacity (cw), veh/h		9784
Minimum Lane Change Rate (LCMIN), lc/h	0	Adjusted Weaving Area Capacity, pc/h		11055
Maximum Weaving Length (LMAX), ft	3764	Volume-to-Capacity Ratio (v/c)		1.10

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), lc/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-University Ave. to Martin Luther King Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (L _s), ft	1100	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V _i), veh/h	8572	595	17	906
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (f _{HV})	0.885	0.885	0.885	0.885
Flow Rate (v _i), pc/h	10196	708	20	1078
Weaving Flow Rate (v _w), pc/h	1786	Freeway Max Capacity (c _{iFL}), pc/h/ln		2400
Non-Weaving Flow Rate (v _{NW}), pc/h	10216	Density-Based Capacity (c _{iWL}), pc/h/ln		2177
Total Flow Rate (v), pc/h	12002	Demand Flow-Based Capacity (c _{iW}), pc/h		16107
Volume Ratio (VR)	0.149	Weaving Segment Capacity (c _w), veh/h		9633
Minimum Lane Change Rate (LC _{MIN}), lc/h	0	Adjusted Weaving Area Capacity, pc/h		10885
Maximum Weaving Length (L _{MAX}), ft	4021	Volume-to-Capacity Ratio (v/c)		1.10

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (S _w), mi/h	-
Non-Weaving Lane Change Rate (LC _{NW}), lc/h	-	Average Non-Weaving Speed (S _{NW}), mi/h	-
Weaving Lane Change Rate (LC _w), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LC _{All}), lc/h	-	Density (D), pc/mi/ln	-

Weaving Intensity Factor (W)	-	Level of Service (LOS)	F
------------------------------	---	------------------------	---

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Martin Luther King Blvd. to Central Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	10503	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	3123
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.33
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Central Ave. to Box Springs Rd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	2800	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	9191	923	23	627
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	10932	1098	27	746
Weaving Flow Rate (wv), pc/h	1844	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	10959	Density-Based Capacity (ciWL), pc/h/ln		2310
Total Flow Rate (v), pc/h	12803	Demand Flow-Based Capacity (ciW), pc/h		16667
Volume Ratio (VR)	0.144	Weaving Segment Capacity (cw), veh/h		10222
Minimum Lane Change Rate (LCMIN), Ic/h	0	Adjusted Weaving Area Capacity, pc/h		11550
Maximum Weaving Length (LMAX), ft	3972	Volume-to-Capacity Ratio (v/c)		1.11

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), Ic/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), Ic/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), Ic/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Box Springs Rd. to I-215	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8010	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2382
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.02
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-I-215 to Day St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1200	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	2372	1979	31	1148
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	2821	2354	37	1365
Weaving Flow Rate (vw), pc/h	3719	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	2858	Density-Based Capacity (ciWL), pc/h/ln		1954
Total Flow Rate (v), pc/h	6577	Demand Flow-Based Capacity (ciW), pc/h		6195
Volume Ratio (VR)	0.565	Weaving Segment Capacity (cw), veh/h		5482
Minimum Lane Change Rate (LCMIN), lc/h	0	Adjusted Weaving Area Capacity, pc/h		6194
Maximum Weaving Length (LMAX), ft	7030	Volume-to-Capacity Ratio (v/c)		1.06

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), lc/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Day St. to Pigeon Pass Rd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	4	Segment Type	Freeway
Segment Length (Ls), ft	1200	Number of Maneuver Lanes (NWL), In	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	2661	663	21	1689
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	3165	789	25	2009
Weaving Flow Rate (wv), pc/h	2798	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	3190	Density-Based Capacity (ciWL), pc/h/ln		2042
Total Flow Rate (v), pc/h	5988	Demand Flow-Based Capacity (ciW), pc/h		7495
Volume Ratio (VR)	0.467	Weaving Segment Capacity (cw), veh/h		6633
Minimum Lane Change Rate (LCMIN), lc/h	789	Adjusted Weaving Area Capacity, pc/h		7495
Maximum Weaving Length (LMAX), ft	5877	Volume-to-Capacity Ratio (v/c)		0.80

Speed and Density

Non-Weaving Vehicle Index (INW)	766	Average Weaving Speed (SW), mi/h	57.0
Non-Weaving Lane Change Rate (LCNW), lc/h	537	Average Non-Weaving Speed (SNW), mi/h	57.1
Weaving Lane Change Rate (LCW), lc/h	1240	Average Speed (S), mi/h	57.1
Weaving Lane Change Rate (LCAII), lc/h	1777	Density (D), pc/mi/ln	26.2
Weaving Intensity Factor (W)	0.308	Level of Service (LOS)	C

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pigeon Pass Rd. to Heacock St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3527	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2098
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.90
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	57.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	36.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Heacock St. to Perris Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3366	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2002
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.85
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	33.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	10/13/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Perris Blvd. to Nason St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3190	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1897
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.81
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	31.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Nason St. to Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2535	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1005
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	15.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1770	766
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	2105	911
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.29	0.46

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.510
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	400
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	55.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.665	Outer Lanes Freeway Speed (SO), mi/h	76.8
Flow in Lanes 1 and 2 (v12), pc/h	1705	Ramp Junction Speed (S), mi/h	58.8
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	11.9

Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	17.1
------------------------	---	---	------

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Between Moreno Beach Dr. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1770	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1052
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.45
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	16.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	700
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1770	353
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	2105	420
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.53	0.21

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.321
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	61.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	2105	Ramp Junction Speed (S), mi/h	61.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	2525	Average Density (D), pc/mi/ln	20.7

Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	20.7
------------------------	---	---	------

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp to Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2123	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1262
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.54
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Between Redlands Blvd. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1666	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	991
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.42
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	15.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1666	188
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	1982	224
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.46	0.11

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.300
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	61.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	1982	Ramp Junction Speed (S), mi/h	61.6
Flow Entering Ramp-Infl. Area (vR12), pc/h	2206	Average Density (D), pc/mi/ln	17.9

Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	17.6
------------------------	---	---	------

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-East of Redlands Blvd. On-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1854	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1102
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.47
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	17.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-East of Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3118	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1854
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.79
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	30.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	2763	356
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	3286	423
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.68	0.21

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.466
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	57.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	76.8
Flow in Lanes 1 and 2 (v12), pc/h	3286	Ramp Junction Speed (S), mi/h	57.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	28.8

Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	30.9
------------------------	---	---	------

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Between Redlands Blvd. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2763	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1643
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.70
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	25.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Redlands Blvd. On-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	850
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	2763	736
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	3286	875
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.87	0.44

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.512
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	55.7
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	3286	Ramp Junction Speed (S), mi/h	55.7
Flow Entering Ramp-Infl. Area (vR12), pc/h	4161	Average Density (D), pc/mi/ln	37.4

Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	32.3
------------------------	---	---	------

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Redlands Blvd. On-Ramp to Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3499	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2081
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.89
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	35.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	3324	178
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	3954	212
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.82	0.11

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.447
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	57.5
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	76.8
Flow in Lanes 1 and 2 (v12), pc/h	3954	Ramp Junction Speed (S), mi/h	57.5
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	34.4

Level of Service (LOS)	E	Density in Ramp Influence Area (DR), pc/mi/ln	36.7
------------------------	---	---	------

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Between Moreno Beach Dr. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3324	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1977
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.84
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	33.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Moreno Beach Dr. to Nason St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	3490	584	6	392
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	4151	695	7	466
Weaving Flow Rate (wv), pc/h	1161	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	4158	Density-Based Capacity (ciWL), pc/h/ln		2192
Total Flow Rate (v), pc/h	5319	Demand Flow-Based Capacity (ciW), pc/h		11009
Volume Ratio (VR)	0.218	Weaving Segment Capacity (cw), veh/h		5820
Minimum Lane Change Rate (LCMIN), lc/h	466	Adjusted Weaving Area Capacity, pc/h		6576
Maximum Weaving Length (LMAX), ft	4721	Volume-to-Capacity Ratio (v/c)		0.81

Speed and Density

Non-Weaving Vehicle Index (INW)	1663	Average Weaving Speed (SW), mi/h	57.3
Non-Weaving Lane Change Rate (LCNW), lc/h	2063	Average Non-Weaving Speed (SNW), mi/h	58.1
Weaving Lane Change Rate (LCW), lc/h	815	Average Speed (S), mi/h	57.9
Weaving Lane Change Rate (LCAII), lc/h	2878	Density (D), pc/mi/ln	30.6
Weaving Intensity Factor (W)	0.301	Level of Service (LOS)	D

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Nason St. Perris Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3678	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2188
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.93
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	55.8
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	39.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Perris Blvd. to Heacock St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3253	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1934
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.83
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	60.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	32.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Heacock St. to Pigeon Pass Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2349	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1397
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.60
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	21.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pigeon Pass Rd. to Day St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	3	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	1998	420	7	653
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	2376	500	8	777
Weaving Flow Rate (wv), pc/h	1277	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	2384	Density-Based Capacity (ciWL), pc/h/ln		2085
Total Flow Rate (v), pc/h	3661	Demand Flow-Based Capacity (ciW), pc/h		6877
Volume Ratio (VR)	0.349	Weaving Segment Capacity (cw), veh/h		5536
Minimum Lane Change Rate (LCMIN), lc/h	1277	Adjusted Weaving Area Capacity, pc/h		6255
Maximum Weaving Length (LMAX), ft	6115	Volume-to-Capacity Ratio (v/c)		0.59

Speed and Density

Non-Weaving Vehicle Index (INW)	954	Average Weaving Speed (SW), mi/h	58.0
Non-Weaving Lane Change Rate (LCNW), lc/h	997	Average Non-Weaving Speed (SNW), mi/h	54.9
Weaving Lane Change Rate (LCW), lc/h	1626	Average Speed (S), mi/h	55.9
Weaving Lane Change Rate (LCAII), lc/h	2623	Density (D), pc/mi/ln	21.8
Weaving Intensity Factor (W)	0.280	Level of Service (LOS)	C

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Day St. to I-215	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2438	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1450
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.62
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	22.6
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-I-215 to Box Springs Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5551	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1650
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.70
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	26.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Box Springs Rd. to Central Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	4	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), In	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	6210	1243	57	640
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	7386	1478	68	761
Weaving Flow Rate (wv), pc/h	2239	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	7454	Density-Based Capacity (ciWL), pc/h/ln		2301
Total Flow Rate (v), pc/h	9693	Demand Flow-Based Capacity (ciW), pc/h		15152
Volume Ratio (VR)	0.231	Weaving Segment Capacity (cw), veh/h		8146
Minimum Lane Change Rate (LCMIN), Ic/h	0	Adjusted Weaving Area Capacity, pc/h		9205
Maximum Weaving Length (LMAX), ft	3290	Volume-to-Capacity Ratio (v/c)		1.05

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), Ic/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), Ic/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), Ic/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Central Ave. to Martin Luther King Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5952	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1770
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.76
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	28.3
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-WB-Martin Luther King Blvd. to University Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	4	Segment Type	Freeway
Segment Length (Ls), ft	1100	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	5568	1100	29	507
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	6623	1308	34	603
Weaving Flow Rate (wv), pc/h	1911	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	6657	Density-Based Capacity (ciWL), pc/h/ln		2119
Total Flow Rate (v), pc/h	8568	Demand Flow-Based Capacity (ciW), pc/h		10762
Volume Ratio (VR)	0.223	Weaving Segment Capacity (cw), veh/h		7501
Minimum Lane Change Rate (LCMIN), lc/h	0	Adjusted Weaving Area Capacity, pc/h		8476
Maximum Weaving Length (LMAX), ft	4773	Volume-to-Capacity Ratio (v/c)		1.01

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), lc/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-University Ave. to 3rd St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	1400	Number of Maneuver Lanes (NWL), In	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	6157	210	12	511
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	7323	250	14	608
Weaving Flow Rate (wv), pc/h	858	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	7337	Density-Based Capacity (ciWL), pc/h/ln		2352
Total Flow Rate (v), pc/h	8195	Demand Flow-Based Capacity (ciW), pc/h		33333
Volume Ratio (VR)	0.105	Weaving Segment Capacity (cw), veh/h		10408
Minimum Lane Change Rate (LCMIN), Ic/h	250	Adjusted Weaving Area Capacity, pc/h		11760
Maximum Weaving Length (LMAX), ft	2022	Volume-to-Capacity Ratio (v/c)		0.70

Speed and Density

Non-Weaving Vehicle Index (INW)	2054	Average Weaving Speed (SW), mi/h	50.4
Non-Weaving Lane Change Rate (LCNW), Ic/h	3325	Average Non-Weaving Speed (SNW), mi/h	60.3
Weaving Lane Change Rate (LCW), Ic/h	1029	Average Speed (S), mi/h	59.1
Weaving Lane Change Rate (LCAII), Ic/h	4354	Density (D), pc/mi/ln	27.7
Weaving Intensity Factor (W)	0.553	Level of Service (LOS)	C

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-3rd St. to SR-91	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	1150	Number of Maneuver Lanes (NWL), In	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	4029	1208	92	2338
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	4792	1437	109	2781
Weaving Flow Rate (wv), pc/h	4218	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	4901	Density-Based Capacity (ciWL), pc/h/ln		2042
Total Flow Rate (v), pc/h	9119	Demand Flow-Based Capacity (ciW), pc/h		7559
Volume Ratio (VR)	0.463	Weaving Segment Capacity (cw), veh/h		6690
Minimum Lane Change Rate (LCMIN), Ic/h	0	Adjusted Weaving Area Capacity, pc/h		7559
Maximum Weaving Length (LMAX), ft	5831	Volume-to-Capacity Ratio (v/c)		1.21

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), Ic/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), Ic/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), Ic/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-SR-91 to Main St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6949	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2755
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.17
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Main St. to Market St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6428	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2549
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.08
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Market St. to Rubidoux Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4623	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1833
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.78
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	29.4
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Rubidoux Blvd. to Valley Way	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4286	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1699
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	26.7
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Valley Way to Pyrite St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4106	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1221
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.52
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	18.8
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pyrite St. to Pedley Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4077	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1212
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.52
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	18.6
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pedley Rd. to Country Village Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4059	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1207
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	18.6
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Country Village Rd. to Etiwanda Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4808	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1430
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.61
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	22.0
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Etiwanda Ave. to I-15	Unit	United States Customary

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4636	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1103
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.47
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	17.0
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-I-15 to Etiwanda Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5489	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1632
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.69
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	25.4
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Etiwanda Ave. to Country Village Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4530	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1347
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.57
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	20.7
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Country Village Rd. to Pedley Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4080	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1213
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.52
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	18.7
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pedley Rd. to Pyrite St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4470	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1329
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.57
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	20.4
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pyrite St. to Byrne Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5036	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1498
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.64
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	64.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	23.1
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Byrne Rd. to Valley Way	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5590	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2216
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.94
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	55.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	39.9
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Valley Way to Rubidoux Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6347	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2516
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.07
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Rubidoux Blvd. to Market St.	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6276	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2488
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.06
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Market St. to Main St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	7397	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2933
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.25
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-EB-Main St. to SR-91	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	4	Segment Type	Freeway
Segment Length (Ls), ft	700	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	4255	549	74	632
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	5061	653	88	752
Weaving Flow Rate (vw), pc/h	1405	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	5149	Density-Based Capacity (cIWL), pc/h/ln		2096
Total Flow Rate (v), pc/h	6554	Demand Flow-Based Capacity (cIW), pc/h		11215
Volume Ratio (VR)	0.214	Weaving Segment Capacity (cw), veh/h		7420
Minimum Lane Change Rate (LCMIN), lc/h	752	Adjusted Weaving Area Capacity, pc/h		8384
Maximum Weaving Length (LMAX), ft	4680	Volume-to-Capacity Ratio (v/c)		0.78

Speed and Density

Non-Weaving Vehicle Index (INW)	120	Average Weaving Speed (SW), mi/h	53.5
Non-Weaving Lane Change Rate (LCNW), lc/h	670	Average Non-Weaving Speed (SNW), mi/h	56.7
Weaving Lane Change Rate (LCW), lc/h	909	Average Speed (S), mi/h	56.0
Weaving Lane Change Rate (LCAII), lc/h	1579	Density (D), pc/mi/ln	29.3
Weaving Intensity Factor (W)	0.429	Level of Service (LOS)	D

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-SR-91 to 3rd St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1100	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	Yes

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	5788	1239	27	417
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	6884	1474	32	496
Weaving Flow Rate (vw), pc/h	1970	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	6916	Density-Based Capacity (cIWL), pc/h/ln		2240
Total Flow Rate (v), pc/h	8886	Demand Flow-Based Capacity (cIW), pc/h		15766
Volume Ratio (VR)	0.222	Weaving Segment Capacity (cw), veh/h		9912
Minimum Lane Change Rate (LCMIN), lc/h	1474	Adjusted Weaving Area Capacity, pc/h		11200
Maximum Weaving Length (LMAX), ft	3196	Volume-to-Capacity Ratio (v/c)		0.79

Speed and Density

Non-Weaving Vehicle Index (INW)	1522	Average Weaving Speed (SW), mi/h	49.0
Non-Weaving Lane Change Rate (LCNW), lc/h	1800	Average Non-Weaving Speed (SNW), mi/h	50.9
Weaving Lane Change Rate (LCW), lc/h	2138	Average Speed (S), mi/h	50.5
Weaving Lane Change Rate (LCAII), lc/h	3938	Density (D), pc/mi/ln	35.2
Weaving Intensity Factor (W)	0.618	Level of Service (LOS)	E

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-EB-3rd St. to University Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1300	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	6598	923	21	429
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	7848	1098	25	510
Weaving Flow Rate (vw), pc/h	1608	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	7873	Density-Based Capacity (ciWL), pc/h/ln		2176
Total Flow Rate (v), pc/h	9481	Demand Flow-Based Capacity (ciW), pc/h		14118
Volume Ratio (VR)	0.170	Weaving Segment Capacity (cw), veh/h		9629
Minimum Lane Change Rate (LCMIN), lc/h	1098	Adjusted Weaving Area Capacity, pc/h		10880
Maximum Weaving Length (LMAX), ft	4232	Volume-to-Capacity Ratio (v/c)		0.87

Speed and Density

Non-Weaving Vehicle Index (INW)	2047	Average Weaving Speed (SW), mi/h	47.7
Non-Weaving Lane Change Rate (LCNW), lc/h	3445	Average Non-Weaving Speed (SNW), mi/h	53.0
Weaving Lane Change Rate (LCW), lc/h	1841	Average Speed (S), mi/h	52.0
Weaving Lane Change Rate (LCAII), lc/h	5286	Density (D), pc/mi/ln	36.5
Weaving Intensity Factor (W)	0.684	Level of Service (LOS)	E

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-EB-University Ave. to Martin Luther King Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	1100	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	6881	708	16	640
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	8184	842	19	761
Weaving Flow Rate (wv), pc/h	1603	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	8203	Density-Based Capacity (ciWL), pc/h/ln		2166
Total Flow Rate (v), pc/h	9806	Demand Flow-Based Capacity (ciW), pc/h		14724
Volume Ratio (VR)	0.163	Weaving Segment Capacity (cw), veh/h		9585
Minimum Lane Change Rate (LCMIN), lc/h	761	Adjusted Weaving Area Capacity, pc/h		10831
Maximum Weaving Length (LMAX), ft	4161	Volume-to-Capacity Ratio (v/c)		0.91

Speed and Density

Non-Weaving Vehicle Index (INW)	1805	Average Weaving Speed (SW), mi/h	47.7
Non-Weaving Lane Change Rate (LCNW), lc/h	3029	Average Non-Weaving Speed (SNW), mi/h	55.1
Weaving Lane Change Rate (LCW), lc/h	1425	Average Speed (S), mi/h	53.7
Weaving Lane Change Rate (LCAII), lc/h	4454	Density (D), pc/mi/ln	36.5
Weaving Intensity Factor (W)	0.681	Level of Service (LOS)	E

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Martin Luther King Blvd. to Central Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8566	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2547
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.09
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Central Ave. to Box Springs Rd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	2800	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	7672	1234	24	794
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	9125	1468	29	944
Weaving Flow Rate (wv), pc/h	2412	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	9154	Density-Based Capacity (ciWL), pc/h/ln		2260
Total Flow Rate (v), pc/h	11566	Demand Flow-Based Capacity (ciW), pc/h		11483
Volume Ratio (VR)	0.209	Weaving Segment Capacity (cw), veh/h		10000
Minimum Lane Change Rate (LCMIN), lc/h	0	Adjusted Weaving Area Capacity, pc/h		11299
Maximum Weaving Length (LMAX), ft	4628	Volume-to-Capacity Ratio (v/c)		1.02

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), lc/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Box Springs Rd. to I-215	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	9102	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2706
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.16
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-EB-I-215 to Day St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1200	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	4941	1289	15	317
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	5877	1533	18	377
Weaving Flow Rate (vw), pc/h	1910	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	5895	Density-Based Capacity (ciWL), pc/h/ln		2229
Total Flow Rate (v), pc/h	7805	Demand Flow-Based Capacity (ciW), pc/h		14286
Volume Ratio (VR)	0.245	Weaving Segment Capacity (cw), veh/h		9863
Minimum Lane Change Rate (LCMIN), lc/h	1533	Adjusted Weaving Area Capacity, pc/h		11145
Maximum Weaving Length (LMAX), ft	3435	Volume-to-Capacity Ratio (v/c)		0.70

Speed and Density

Non-Weaving Vehicle Index (INW)	1415	Average Weaving Speed (SW), mi/h	51.0
Non-Weaving Lane Change Rate (LCNW), lc/h	1274	Average Non-Weaving Speed (SNW), mi/h	51.5
Weaving Lane Change Rate (LCW), lc/h	2237	Average Speed (S), mi/h	51.4
Weaving Lane Change Rate (LCAII), lc/h	3511	Density (D), pc/mi/ln	30.4
Weaving Intensity Factor (W)	0.527	Level of Service (LOS)	D

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-EB-Day St. to Pigeon Pass Rd.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	4	Segment Type	Freeway
Segment Length (Ls), ft	1200	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	4304	1169	22	1926
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	5119	1390	26	2291
Weaving Flow Rate (vw), pc/h	3681	Freeway Max Capacity (cIFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	5145	Density-Based Capacity (cIWL), pc/h/ln		2086
Total Flow Rate (v), pc/h	8826	Demand Flow-Based Capacity (cIW), pc/h		8393
Volume Ratio (VR)	0.417	Weaving Segment Capacity (cw), veh/h		7384
Minimum Lane Change Rate (LCMIN), lc/h	0	Adjusted Weaving Area Capacity, pc/h		8344
Maximum Weaving Length (LMAX), ft	5306	Volume-to-Capacity Ratio (v/c)		1.06

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), lc/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Pigeon Pass Rd. to Heacock St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4861	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2891
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.23
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Heacock St. to Perris Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4220	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2510
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.07
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Perris Blvd. to Nason St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4009	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2384
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.02
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Nason St. to Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4719	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1871
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.80
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	30.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	3636	1083
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	4325	1288
Capacity (c), pc/h	7200	2000
Volume-to-Capacity Ratio (v/c)	0.60	0.64

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.544
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1236
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	54.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.593	Outer Lanes Freeway Speed (SO), mi/h	75.9
Flow in Lanes 1 and 2 (v12), pc/h	3089	Ramp Junction Speed (S), mi/h	59.5
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	24.2

Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	29.0
------------------------	---	---	------

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Between Moreno Beach Dr. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3636	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	2162
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.92
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	56.4
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	38.3
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	700
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	3636	484
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	4325	576
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	1.02	0.29

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	787.8	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	-
Downstream Equilibrium Distance (LEQ), ft	0.0	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	-
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	-
Flow in Lanes 1 and 2 (v12), pc/h	4325	Ramp Junction Speed (S), mi/h	-
Flow Entering Ramp-Infl. Area (vR12), pc/h	4901	Average Density (D), pc/mi/ln	-

Level of Service (LOS)	F	Density in Ramp Influence Area (DR), pc/mi/ln	-
------------------------	---	---	---

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp to Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4120	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2450
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.05
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Between Redlands Blvd. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3132	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1862
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.80
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	30.3
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. On-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	3132	201
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	3725	239
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.83	0.12

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.470
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	56.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	3725	Ramp Junction Speed (S), mi/h	56.8
Flow Entering Ramp-Infl. Area (vR12), pc/h	3964	Average Density (D), pc/mi/ln	34.9

Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	31.3
------------------------	---	---	------

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-East of Redlands Blvd. On-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3334	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1983
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.85
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.7
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	33.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-East of Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3012	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1792
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.76
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	28.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Redlands Blvd. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	2658	354
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	3161	421
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.66	0.21

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.466
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	57.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	76.8
Flow in Lanes 1 and 2 (v12), pc/h	3161	Ramp Junction Speed (S), mi/h	57.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	27.7

Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	29.9
------------------------	---	---	------

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Between Redlands Blvd. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2658	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1580
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	24.7
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Merge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Redlands Blvd. On-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	850
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	2658	649
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	3161	772
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.82	0.39

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.461
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	57.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	3161	Ramp Junction Speed (S), mi/h	57.1
Flow Entering Ramp-Infl. Area (vR12), pc/h	3933	Average Density (D), pc/mi/ln	34.4

Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	30.5
------------------------	---	---	------

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Redlands Blvd. On-Ramp to Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3307	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1966
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.84
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	60.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	32.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Diverge Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Eastbound-Moreno Beach Dr. Off-Ramp	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	70.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	3062	246
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	13.00	13.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885
Flow Rate (vi),pc/h	3642	293
Capacity (c), pc/h	4800	2000
Volume-to-Capacity Ratio (v/c)	0.76	0.15

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.454
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	57.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	76.8
Flow in Lanes 1 and 2 (v12), pc/h	3642	Ramp Junction Speed (S), mi/h	57.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	31.8

Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	34.0
------------------------	---	---	------

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Between Moreno Beach Dr. Ramps	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3062	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1821
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.78
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	29.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-WB-Moreno Beach Dr. to Nason St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	3	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	3625	871	7	176
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	4312	1036	8	209
Weaving Flow Rate (wv), pc/h	1245	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	4320	Density-Based Capacity (ciWL), pc/h/ln		2187
Total Flow Rate (v), pc/h	5565	Demand Flow-Based Capacity (ciW), pc/h		10714
Volume Ratio (VR)	0.224	Weaving Segment Capacity (cw), veh/h		5806
Minimum Lane Change Rate (LCMIN), lc/h	209	Adjusted Weaving Area Capacity, pc/h		6560
Maximum Weaving Length (LMAX), ft	4783	Volume-to-Capacity Ratio (v/c)		0.85

Speed and Density

Non-Weaving Vehicle Index (INW)	1728	Average Weaving Speed (SW), mi/h	57.5
Non-Weaving Lane Change Rate (LCNW), lc/h	2223	Average Non-Weaving Speed (SNW), mi/h	59.6
Weaving Lane Change Rate (LCW), lc/h	558	Average Speed (S), mi/h	59.1
Weaving Lane Change Rate (LCAII), lc/h	2781	Density (D), pc/mi/ln	31.4
Weaving Intensity Factor (W)	0.293	Level of Service (LOS)	D

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Nason St. Perris Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3315	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1972
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.84
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	32.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Perris Blvd. to Heacock St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3628	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2158
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.92
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	56.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	38.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Heacock St. to Pigeon Pass Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3203	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1905
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.81
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	60.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	31.3
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pigeon Pass Rd. to Day St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	3	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	3350	462	7	153
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	3985	550	8	182
Weaving Flow Rate (wv), pc/h	732	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	3993	Density-Based Capacity (ciWL), pc/h/ln		2241
Total Flow Rate (v), pc/h	4725	Demand Flow-Based Capacity (ciW), pc/h		15484
Volume Ratio (VR)	0.155	Weaving Segment Capacity (cw), veh/h		5950
Minimum Lane Change Rate (LCMIN), Ic/h	732	Adjusted Weaving Area Capacity, pc/h		6723
Maximum Weaving Length (LMAX), ft	4081	Volume-to-Capacity Ratio (v/c)		0.70

Speed and Density

Non-Weaving Vehicle Index (INW)	1597	Average Weaving Speed (SW), mi/h	57.0
Non-Weaving Lane Change Rate (LCNW), Ic/h	1900	Average Non-Weaving Speed (SNW), mi/h	57.2
Weaving Lane Change Rate (LCW), Ic/h	1081	Average Speed (S), mi/h	57.2
Weaving Lane Change Rate (LCAII), Ic/h	2981	Density (D), pc/mi/ln	27.5
Weaving Intensity Factor (W)	0.310	Level of Service (LOS)	C

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Day St. I-215	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3722	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2214
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.95
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	55.2
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	40.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-I-215 to Box Springs Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8173	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2430
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.04
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-WB-Box Springs Rd. to Central Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	4	Segment Type	Freeway
Segment Length (Ls), ft	2000	Number of Maneuver Lanes (NWL), In	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	8647	1208	50	528
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	10285	1437	59	628
Weaving Flow Rate (wv), pc/h	2065	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	10344	Density-Based Capacity (ciWL), pc/h/ln		2352
Total Flow Rate (v), pc/h	12409	Demand Flow-Based Capacity (ciW), pc/h		21084
Volume Ratio (VR)	0.166	Weaving Segment Capacity (cw), veh/h		8326
Minimum Lane Change Rate (LCMIN), Ic/h	0	Adjusted Weaving Area Capacity, pc/h		9408
Maximum Weaving Length (LMAX), ft	2626	Volume-to-Capacity Ratio (v/c)		1.32

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), Ic/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), Ic/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), Ic/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Central Ave. to Martin Luther King Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	64.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6702	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1993
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2342
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2342
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.85
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	59.6
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	33.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	64.2		

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-WB-Martin Luther King Blvd. to University Ave.	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	4	Segment Type	Freeway
Segment Length (Ls), ft	1100	Number of Maneuver Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	6315	656	13	587
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	7511	780	15	698
Weaving Flow Rate (wv), pc/h	1478	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	7526	Density-Based Capacity (ciWL), pc/h/ln		2165
Total Flow Rate (v), pc/h	9004	Demand Flow-Based Capacity (ciW), pc/h		14634
Volume Ratio (VR)	0.164	Weaving Segment Capacity (cw), veh/h		7664
Minimum Lane Change Rate (LCMIN), Ic/h	0	Adjusted Weaving Area Capacity, pc/h		8660
Maximum Weaving Length (LMAX), ft	4171	Volume-to-Capacity Ratio (v/c)		1.04

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), Ic/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), Ic/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), Ic/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-WB-University Ave. to 3rd St.	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (Ls), ft	1400	Number of Maneuver Lanes (NWL), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	6531	468	13	439
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	7768	557	15	522
Weaving Flow Rate (vw), pc/h	1079	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	7783	Density-Based Capacity (ciWL), pc/h/ln		2340
Total Flow Rate (v), pc/h	8862	Demand Flow-Based Capacity (ciW), pc/h		28689
Volume Ratio (VR)	0.122	Weaving Segment Capacity (cw), veh/h		10355
Minimum Lane Change Rate (LCMIN), lc/h	557	Adjusted Weaving Area Capacity, pc/h		11701
Maximum Weaving Length (LMAX), ft	2188	Volume-to-Capacity Ratio (v/c)		0.76

Speed and Density

Non-Weaving Vehicle Index (INW)	2179	Average Weaving Speed (SW), mi/h	49.5
Non-Weaving Lane Change Rate (LCNW), lc/h	3425	Average Non-Weaving Speed (SNW), mi/h	57.5
Weaving Lane Change Rate (LCW), lc/h	1336	Average Speed (S), mi/h	56.4
Weaving Lane Change Rate (LCAII), lc/h	4761	Density (D), pc/mi/ln	31.4
Weaving Intensity Factor (W)	0.594	Level of Service (LOS)	D

HCS7 Freeway Weaving Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-WB-3rd St. to SR-91	Unit	United States Customary

Geometric Data

Number of Lanes (N), In	5	Segment Type	Freeway
Segment Length (Ls), ft	1150	Number of Maneuver Lanes (NWL), In	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), Ic	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), Ic	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	2.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	5623	1164	101	1377
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	13.00	13.00	13.00	13.00
Heavy Vehicle Adjustment Factor (fHV)	0.885	0.885	0.885	0.885
Flow Rate (vi), pc/h	6688	1384	120	1638
Weaving Flow Rate (vw), pc/h	3022	Freeway Max Capacity (ciFL), pc/h/ln		2400
Non-Weaving Flow Rate (vNW), pc/h	6808	Density-Based Capacity (ciWL), pc/h/ln		2175
Total Flow Rate (v), pc/h	9830	Demand Flow-Based Capacity (ciW), pc/h		11401
Volume Ratio (VR)	0.307	Weaving Segment Capacity (cw), veh/h		9624
Minimum Lane Change Rate (LCMIN), lc/h	1384	Adjusted Weaving Area Capacity, pc/h		10875
Maximum Weaving Length (LMAX), ft	4093	Volume-to-Capacity Ratio (v/c)		0.90

Speed and Density

Non-Weaving Vehicle Index (INW)	1566	Average Weaving Speed (SW), mi/h	49.3
Non-Weaving Lane Change Rate (LCNW), lc/h	1940	Average Non-Weaving Speed (SNW), mi/h	50.6
Weaving Lane Change Rate (LCW), lc/h	2069	Average Speed (S), mi/h	50.2
Weaving Lane Change Rate (LCAII), lc/h	4009	Density (D), pc/mi/ln	39.2
Weaving Intensity Factor (W)	0.605	Level of Service (LOS)	E

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-SR-91 to Main St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6220	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2466
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.05
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Main St. to Market St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6864	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	2721
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.16
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Market St. to Rubidoux Blvd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	7377	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	2925
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.24
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Rubidoux Blvd. to Valley Way	Unit	United States Customary

Geometric Data

Number of Lanes, In	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6567	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	2604
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.11
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Valley Way to Pyrite St.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5875	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1747
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.74
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	63.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	27.6
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pyrite St. to Pedley Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6288	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1870
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.80
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	61.9
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	30.2
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Pedley Rd. to Country Village Rd.	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6248	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1858
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.79
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	62.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	30.0
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Country Village Rd. to Etiwanda Ave.	Unit	United States Customary

Geometric Data

Number of Lanes, In	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6641	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	1975
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.84
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	60.3
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	32.8
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS _{adj}), mi/h	65.0		

HCS7 Basic Freeway Report

Project Information

Analyst		Date	3/18/2020
Agency	Translutions	Analysis Year	General Plan Build-Out With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Moreno Valley Trade Center-Westbound-Etiwanda Ave. to I-15	Unit	United States Customary

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5323	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1266
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.54
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	19.5
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFSadj), mi/h	65.0		

APPENDIX E: QUEUE WORKSHEETS

Queues
Int.1: Kitching St & Iris Ave



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	66	854	143	789	65	165	337	44	368
v/c Ratio	0.51	0.59	0.66	0.46	0.07	0.69	0.30	0.42	0.44
Control Delay	67.8	30.2	87.1	14.2	1.3	64.0	18.9	67.0	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.8	30.2	87.1	14.2	1.3	64.0	18.9	67.0	24.8
Queue Length 50th (ft)	50	265	118	112	1	123	58	34	70
Queue Length 95th (ft)	98	353	m169	125	m4	190	98	74	124
Internal Link Dist (ft)		905		3280			601		658
Turn Bay Length (ft)	135		115			180		200	
Base Capacity (vph)	135	1439	285	1702	945	315	1121	105	830
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.59	0.50	0.46	0.07	0.52	0.30	0.42	0.44

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.2: Lasselle St & Alessandro Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	34	263	167	129	584	21	272	400	179	24	449
v/c Ratio	0.32	0.57	0.35	0.65	0.93	0.03	0.92	0.43	0.17	0.23	0.69
Control Delay	62.8	44.2	13.6	70.4	37.0	0.1	85.9	24.6	1.9	59.5	41.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	44.2	13.6	70.4	37.0	0.1	85.9	24.6	1.9	59.5	41.5
Queue Length 50th (ft)	26	167	28	83	308	0	209	232	3	18	318
Queue Length 95th (ft)	55	229	69	130	299	m0	#314	291	20	43	395
Internal Link Dist (ft)		830			5181			381			397
Turn Bay Length (ft)	175		65	150		25	200		120	150	
Base Capacity (vph)	105	529	535	240	665	721	300	933	1090	105	652
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.50	0.31	0.54	0.88	0.03	0.91	0.43	0.16	0.23	0.69

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

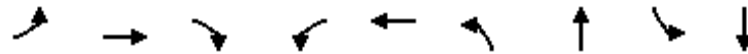
Queues
Int.3: Lasselle St & Iris Ave



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	114	915	581	675	387	612	504	131	574
v/c Ratio	0.49	0.67	0.79	0.32	0.66	0.52	0.53	0.57	0.71
Control Delay	44.5	21.0	34.1	10.6	53.1	34.6	14.8	64.8	47.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.5	21.0	34.1	10.6	53.1	34.6	14.8	64.8	47.0
Queue Length 50th (ft)	45	213	110	52	146	201	183	51	211
Queue Length 95th (ft)	76	260	136	69	200	259	266	85	275
Internal Link Dist (ft)		3280		4567		390			301
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	233	1374	817	2087	583	1184	993	233	811
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.67	0.71	0.32	0.66	0.52	0.51	0.56	0.71

Intersection Summary

Queues
Int.4: Nason St & Eucalyptus Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	272	246	257	180	216	107	998	20	1535
v/c Ratio	0.92	0.52	0.75	0.67	0.51	0.89	0.48	0.19	0.83
Control Delay	85.9	51.4	34.3	45.6	32.4	113.0	16.6	58.3	29.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.9	51.4	34.3	45.6	32.4	113.0	16.6	58.3	29.8
Queue Length 50th (ft)	209	95	81	75	43	84	192	15	500
Queue Length 95th (ft)	#273	105	113	#192	51	#148	264	35	493
Internal Link Dist (ft)		585			1543		334		544
Turn Bay Length (ft)	200		25	200		300		175	
Base Capacity (vph)	300	709	437	267	558	120	2061	105	1859
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.35	0.59	0.67	0.39	0.89	0.48	0.19	0.83

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
Int.5: Nason St & Alessandro Blvd

Moreno Valley Trade Center
03/30/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	90	214	94	132	427	176	92	552	30	73	864	105
v/c Ratio	0.36	0.21	0.18	0.49	0.80	0.30	0.53	0.34	0.04	0.49	0.40	0.14
Control Delay	38.5	14.5	1.2	50.7	39.2	3.1	62.4	25.2	0.1	63.4	27.2	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	14.5	1.2	50.7	39.2	3.1	62.4	25.2	0.1	63.4	27.2	4.6
Queue Length 50th (ft)	35	31	0	41	338	6	69	148	0	55	169	0
Queue Length 95th (ft)	57	35	0	69	401	19	114	217	0	96	231	26
Internal Link Dist (ft)		5181			402			545			744	
Turn Bay Length (ft)	250		125	250		250	275		275	270		330
Base Capacity (vph)	260	1353	664	292	744	739	210	1619	789	180	2161	741
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.16	0.14	0.45	0.57	0.24	0.44	0.34	0.04	0.41	0.40	0.14

Intersection Summary

Queues
Int.6: Nason St & Iris Ave

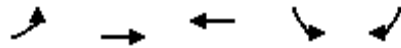


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	353	938	18	680	147	13	54	172	21	328
v/c Ratio	0.48	0.38	0.16	0.48	0.27	0.12	0.17	0.44	0.03	0.31
Control Delay	36.4	14.5	80.4	17.4	1.7	56.5	40.4	44.9	26.2	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.4	14.5	80.4	17.4	1.7	56.5	40.4	44.9	26.2	4.5
Queue Length 50th (ft)	118	92	15	78	1	10	32	116	9	36
Queue Length 95th (ft)	160	216	m36	95	4	29	66	175	28	64
Internal Link Dist (ft)		4567		3001			126		440	
Turn Bay Length (ft)	260		150		160	100		200		200
Base Capacity (vph)	729	2465	135	1426	550	105	314	391	721	1057
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.38	0.13	0.48	0.27	0.12	0.17	0.44	0.03	0.31

Intersection Summary

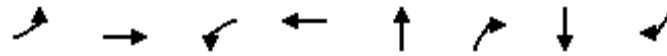
m Volume for 95th percentile queue is metered by upstream signal.

Queues
 Int.7: Eucalyptus Ave & Fir Ave



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	72	328	345	151	56
v/c Ratio	0.23	0.15	0.24	0.25	0.10
Control Delay	23.6	4.2	30.1	29.7	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	23.6	4.2	30.1	29.7	7.5
Queue Length 50th (ft)	26	38	109	84	0
Queue Length 95th (ft)	45	22	142	122	23
Internal Link Dist (ft)		1543	3135	387	
Turn Bay Length (ft)	200			250	400
Base Capacity (vph)	361	2135	1439	616	588
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.15	0.24	0.25	0.10

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	261	580	34	473	124	33	54	222
v/c Ratio	0.58	0.24	0.29	0.37	0.42	0.09	0.14	0.43
Control Delay	30.1	8.4	59.4	37.8	50.6	0.5	39.9	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	8.4	59.4	37.8	50.6	0.5	39.9	8.0
Queue Length 50th (ft)	175	43	26	110	88	0	34	0
Queue Length 95th (ft)	280	49	59	142	147	0	70	62
Internal Link Dist (ft)		3001		948	104		471	
Turn Bay Length (ft)	225		250			50		480
Base Capacity (vph)	451	2429	135	1293	293	355	390	512
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.24	0.25	0.37	0.42	0.09	0.14	0.43

Intersection Summary

Queues

Int.9: Moreno Beach Dr & SR-60 WB Ramps



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	97	5	239	402	93	246
v/c Ratio	0.54	0.01	0.21	0.31	0.27	0.16
Control Delay	62.3	15.0	7.5	0.9	43.8	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.3	15.0	7.5	0.9	43.8	2.4
Queue Length 50th (ft)	73	0	107	0	62	27
Queue Length 95th (ft)	121	8	58	0	109	52
Internal Link Dist (ft)	602		780			399
Turn Bay Length (ft)	150			200	175	
Base Capacity (vph)	571	526	1158	1301	345	1585
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.01	0.21	0.31	0.27	0.16

Intersection Summary

Queues
 Int.10: Moreno Beach Dr & SR-60 EB Ramps



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	55	482	619	146	359
v/c Ratio	0.30	0.81	0.60	0.16	0.73
Control Delay	51.7	15.5	27.8	6.3	48.8
Queue Delay	0.0	0.0	2.5	0.0	0.0
Total Delay	51.7	15.5	30.3	6.3	48.8
Queue Length 50th (ft)	41	0	308	0	270
Queue Length 95th (ft)	68	55	507	80	343
Internal Link Dist (ft)	650		465		780
Turn Bay Length (ft)		590			
Base Capacity (vph)	377	718	1026	935	489
Starvation Cap Reductn	0	0	278	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.15	0.67	0.83	0.16	0.73

Intersection Summary

Queues
Int.11: Moreno Beach Dr & Eucalyptus Ave

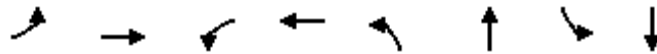
Moreno Valley Trade Center
03/30/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	227	77	95	24	40	45	113	493	20	164	480	182
v/c Ratio	0.60	0.30	0.30	0.21	0.31	0.18	0.38	0.24	0.02	0.67	0.25	0.19
Control Delay	49.7	44.5	7.9	65.6	64.3	1.6	48.7	15.0	0.1	57.3	30.1	14.7
Queue Delay	0.3	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.0	44.5	7.9	65.6	64.3	1.7	48.7	15.0	0.1	57.3	30.1	14.7
Queue Length 50th (ft)	61	61	7	17	31	0	79	98	0	129	151	43
Queue Length 95th (ft)	83	90	21	43	62	0	125	148	0	m180	203	m91
Internal Link Dist (ft)		3135			329			398				465
Turn Bay Length (ft)	225		150	115		140	240		100	120		150
Base Capacity (vph)	554	490	504	135	332	410	300	2064	974	406	1950	956
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	67	0	0	0	0	51	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.16	0.19	0.18	0.12	0.13	0.38	0.24	0.02	0.40	0.25	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	71	193	46	288	126	586	11	503
v/c Ratio	0.50	0.50	0.40	0.79	0.66	0.49	0.10	0.53
Control Delay	40.1	15.9	64.3	61.4	58.9	7.8	55.9	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	15.9	64.3	61.4	58.9	7.8	55.9	24.9
Queue Length 50th (ft)	53	41	35	212	98	67	8	268
Queue Length 95th (ft)	103	75	75	295	164	111	28	422
Internal Link Dist (ft)		4719		5204		865		432
Turn Bay Length (ft)	100		175		125		275	
Base Capacity (vph)	155	481	121	458	225	1189	105	949
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.40	0.38	0.63	0.56	0.49	0.10	0.53
Intersection Summary								

Queues
Int.14: Moreno Beach Dr & Cactus Ave



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	85	206	35	179	36	137	669	64	21	514
v/c Ratio	0.52	0.54	0.13	0.68	0.09	0.63	0.31	0.05	0.16	0.19
Control Delay	62.1	31.0	42.7	61.9	0.4	62.1	12.1	1.4	59.3	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.1	31.0	42.7	61.9	0.4	62.1	12.1	1.4	59.3	16.6
Queue Length 50th (ft)	64	40	24	134	0	76	84	0	16	105
Queue Length 95th (ft)	105	68	48	185	0	135	127	5	m32	145
Internal Link Dist (ft)		687		395			2586			392
Turn Bay Length (ft)	150		150			200			200	
Base Capacity (vph)	270	1074	274	459	419	376	2171	1259	135	2712
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.19	0.13	0.39	0.09	0.36	0.31	0.05	0.16	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.15: Moreno Beach Dr & John F Kennedy Dr



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	106	45	274	67	346	12	428	269	184	500
v/c Ratio	0.58	0.33	0.75	0.23	0.64	0.11	0.18	0.23	0.70	0.16
Control Delay	63.8	57.3	58.0	43.8	10.1	55.7	21.6	1.1	78.3	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.8	57.3	58.0	43.8	10.1	55.7	21.6	1.1	78.3	7.0
Queue Length 50th (ft)	80	32	203	46	0	9	70	0	149	34
Queue Length 95th (ft)	120	62	242	73	44	26	106	13	200	48
Internal Link Dist (ft)		308		732			605			2586
Turn Bay Length (ft)	100		325			275		250	350	
Base Capacity (vph)	240	300	511	585	737	107	2421	1296	376	3061
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.15	0.54	0.11	0.47	0.11	0.18	0.21	0.49	0.16

Intersection Summary

Queues
 Int.24: Redlands Blvd & Ironwood Ave



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	134	19	31	496	4	805	132
v/c Ratio	0.69	0.08	0.30	0.33	0.04	0.57	0.11
Control Delay	64.8	34.1	57.5	0.9	54.3	10.1	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.8	34.1	57.5	0.9	54.3	10.1	3.4
Queue Length 50th (ft)	94	9	25	7	3	279	14
Queue Length 95th (ft)	143	29	57	14	14	396	34
Internal Link Dist (ft)	568	292		1754		810	
Turn Bay Length (ft)			325		350		85
Base Capacity (vph)	259	303	105	1490	105	1423	1226
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.06	0.30	0.33	0.04	0.57	0.11

Intersection Summary

Queues
Int.25: Redlands Blvd & SR-60 WB Ramps



Lane Group	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	3	4	81	6	469	182	419	393
v/c Ratio	0.03	0.02	0.38	0.06	0.46	0.17	0.83	0.25
Control Delay	54.0	0.3	8.6	45.2	14.1	0.5	43.8	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.0	0.3	8.6	45.2	14.1	0.5	43.8	2.4
Queue Length 50th (ft)	2	0	0	4	137	0	302	19
Queue Length 95th (ft)	12	0	15	m10	257	2	327	110
Internal Link Dist (ft)	367		575		1453			1754
Turn Bay Length (ft)		25		125		250	325	
Base Capacity (vph)	283	348	367	105	1029	1217	522	1590
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.01	0.22	0.06	0.46	0.15	0.80	0.25

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.26: Redlands Blvd & SR-60 EB Ramps



Lane Group	EBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	265	86	535	424	43
v/c Ratio	0.78	0.40	0.37	0.36	0.03
Control Delay	54.0	54.3	5.3	6.2	0.1
Queue Delay	0.0	0.0	0.2	0.0	0.0
Total Delay	54.0	54.3	5.5	6.2	0.1
Queue Length 50th (ft)	165	63	157	44	0
Queue Length 95th (ft)	242	101	70	50	0
Internal Link Dist (ft)	606		500	1453	
Turn Bay Length (ft)		300			70
Base Capacity (vph)	570	240	1442	1189	1363
Starvation Cap Reductn	0	0	301	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.46	0.36	0.47	0.36	0.03

Intersection Summary

Queues
 Int.27: Redlands Blvd & Eucalyptus Ave



Lane Group	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	54	15	20	16	554	442	90
v/c Ratio	0.39	0.05	0.04	0.15	0.36	0.31	0.06
Control Delay	42.1	1.6	0.2	56.2	4.3	1.8	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay	42.1	1.6	0.2	56.2	4.3	1.9	0.4
Queue Length 50th (ft)	38	1	0	12	60	4	1
Queue Length 95th (ft)	55	m1	0	31	157	59	3
Internal Link Dist (ft)	280		225		339	500	
Turn Bay Length (ft)				100			390
Base Capacity (vph)	315	315	607	135	1557	1447	1520
Starvation Cap Reductn	0	0	0	0	0	265	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.05	0.03	0.12	0.36	0.37	0.06

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
 Int.31: Redlands Blvd & Cottonwood Ave



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	35	49	26	444	392	33
v/c Ratio	0.23	0.27	0.18	0.27	0.26	0.03
Control Delay	41.9	15.3	41.0	2.1	4.2	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.9	15.3	41.0	2.1	4.2	1.9
Queue Length 50th (ft)	21	0	15	37	31	0
Queue Length 95th (ft)	43	28	35	61	112	8
Internal Link Dist (ft)	1175			2549	2540	
Turn Bay Length (ft)	300		100			200
Base Capacity (vph)	631	597	256	1639	1535	1311
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.08	0.10	0.27	0.26	0.03
Intersection Summary						

Queues
Int.1: Kitching St & Iris Ave



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	109	921	127	716	71	57	201	53	258
v/c Ratio	0.57	0.54	0.62	0.41	0.07	0.42	0.25	0.39	0.31
Control Delay	62.0	24.0	55.1	5.2	0.1	61.9	23.9	60.7	25.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.0	24.0	55.1	5.2	0.1	61.9	23.9	60.7	25.6
Queue Length 50th (ft)	82	262	105	37	0	43	38	40	52
Queue Length 95th (ft)	136	336	m168	44	m0	86	76	81	96
Internal Link Dist (ft)		905		3280			601		658
Turn Bay Length (ft)	135		115			180		200	
Base Capacity (vph)	270	1690	285	1748	942	165	806	165	822
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.54	0.45	0.41	0.08	0.35	0.25	0.32	0.31

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.2: Lasselle St & Alessandro Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	69	432	224	103	293	23	177	402	114	15	429
v/c Ratio	0.27	0.85	0.43	0.66	0.67	0.04	0.77	0.43	0.11	0.14	0.60
Control Delay	47.4	57.2	18.3	61.6	24.6	0.3	71.9	24.3	3.3	56.9	35.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	57.2	18.3	61.6	24.6	0.3	71.9	24.3	3.3	56.9	35.6
Queue Length 50th (ft)	46	311	63	83	107	1	132	224	3	11	280
Queue Length 95th (ft)	95	421	131	#155	221	m0	#224	328	30	34	406
Internal Link Dist (ft)		830			5181			381			397
Turn Bay Length (ft)	175		65	150		25	200		120	150	
Base Capacity (vph)	267	585	579	169	601	551	255	929	1016	105	721
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.74	0.39	0.61	0.49	0.04	0.69	0.43	0.11	0.14	0.60

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

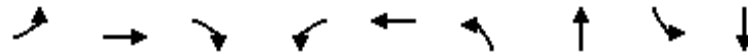
Queues
Int.3: Lasselle St & Iris Ave



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	149	755	668	763	236	585	427	195	808
v/c Ratio	0.57	0.63	0.81	0.39	0.62	0.51	0.44	0.61	0.75
Control Delay	42.4	17.7	34.1	14.9	59.0	35.5	12.2	60.5	42.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	17.7	34.1	14.9	59.0	35.5	12.2	60.5	42.5
Queue Length 50th (ft)	59	163	131	74	91	196	137	75	293
Queue Length 95th (ft)	94	195	160	94	135	253	202	114	368
Internal Link Dist (ft)		3280		4567		390			301
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	262	1193	904	1959	379	1147	1016	350	1079
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.63	0.74	0.39	0.62	0.51	0.42	0.56	0.75

Intersection Summary

Queues
Int.4: Nason St & Eucalyptus Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	41	164	55	164	185	48	1014	23	887
v/c Ratio	0.39	0.51	0.22	0.68	0.28	0.34	0.47	0.20	0.43
Control Delay	65.7	57.2	2.0	42.4	22.7	58.9	14.8	57.3	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.7	57.2	2.0	42.4	22.7	58.9	14.8	57.3	16.2
Queue Length 50th (ft)	31	64	0	79	28	36	220	17	199
Queue Length 95th (ft)	70	98	0	177	34	76	339	44	295
Internal Link Dist (ft)		585			1543		334		544
Turn Bay Length (ft)	200		25	200		300		175	
Base Capacity (vph)	105	601	367	318	1018	150	2168	114	2078
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.27	0.15	0.52	0.18	0.32	0.47	0.20	0.43

Intersection Summary

Queues
Int.5: Nason St & Alessandro Blvd

Moreno Valley Trade Center
03/30/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	107	312	67	24	222	59	69	710	79	64	713	74
v/c Ratio	0.40	0.40	0.15	0.12	0.73	0.16	0.37	0.35	0.08	0.44	0.25	0.08
Control Delay	28.1	13.8	1.9	56.8	70.9	10.2	54.9	16.7	1.3	61.1	16.7	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.1	13.8	1.9	56.8	70.9	10.2	54.9	16.7	1.3	61.1	16.7	1.0
Queue Length 50th (ft)	39	79	7	10	177	2	50	155	0	48	110	0
Queue Length 95th (ft)	m54	m86	m9	m22	255	m13	97	248	11	92	160	8
Internal Link Dist (ft)		5181			402			545			744	
Turn Bay Length (ft)	250		125	250		250	275		275	270		330
Base Capacity (vph)	350	1052	554	262	506	517	210	2045	966	196	2817	931
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.30	0.12	0.09	0.44	0.11	0.33	0.35	0.08	0.33	0.25	0.08

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

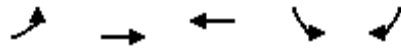


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	240	607	21	788	163	17	41	120	56	429
v/c Ratio	0.36	0.25	0.19	0.52	0.28	0.15	0.10	0.42	0.08	0.42
Control Delay	33.2	10.4	53.8	17.5	1.4	56.4	31.2	50.7	29.6	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.2	10.4	53.8	17.5	1.4	56.4	31.2	50.7	29.6	7.1
Queue Length 50th (ft)	81	54	17	71	0	13	16	85	24	73
Queue Length 95th (ft)	111	69	46	86	3	37	52	146	69	130
Internal Link Dist (ft)		4567		3001			126		440	
Turn Bay Length (ft)	260		150		160	100		200		200
Base Capacity (vph)	904	2455	135	1512	586	135	417	285	717	1032
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.25	0.16	0.52	0.28	0.13	0.10	0.42	0.08	0.42

Intersection Summary

Queues

Int.7: Eucalyptus Ave & Fir Ave

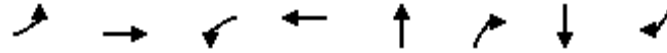


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	35	365	537	168	41
v/c Ratio	0.20	0.17	0.30	0.28	0.07
Control Delay	33.0	3.7	17.4	31.0	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.0	3.7	17.4	31.0	8.5
Queue Length 50th (ft)	17	29	145	95	0
Queue Length 95th (ft)	m37	17	142	154	26
Internal Link Dist (ft)		1543	3135	387	
Turn Bay Length (ft)	200			250	400
Base Capacity (vph)	225	2166	1782	601	565
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.16	0.17	0.30	0.28	0.07

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.8: Oliver St & Iris Ave



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	55	601	55	671	57	36	14	49
v/c Ratio	0.26	0.28	0.40	0.34	0.15	0.08	0.04	0.12
Control Delay	36.7	10.6	60.3	28.7	40.2	0.4	40.8	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.7	10.6	60.3	28.7	40.2	0.4	40.8	0.6
Queue Length 50th (ft)	38	50	41	143	36	0	9	0
Queue Length 95th (ft)	81	59	83	179	74	0	28	0
Internal Link Dist (ft)		3001		948	104		471	
Turn Bay Length (ft)	225		250			50		480
Base Capacity (vph)	240	2138	255	1945	379	429	348	392
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.28	0.22	0.34	0.15	0.08	0.04	0.13

Intersection Summary

Queues

Int.9: Moreno Beach Dr & SR-60 WB Ramps



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	99	9	266	475	39	255
v/c Ratio	0.54	0.03	0.19	0.32	0.25	0.16
Control Delay	61.4	16.8	5.2	0.9	53.6	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.4	16.8	5.2	0.9	53.6	2.5
Queue Length 50th (ft)	74	0	54	37	28	29
Queue Length 95th (ft)	126	13	128	0	63	60
Internal Link Dist (ft)	602		780			399
Turn Bay Length (ft)	150			200	175	
Base Capacity (vph)	676	399	1419	1495	195	1580
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.02	0.19	0.32	0.20	0.16

Intersection Summary

Queues

Int.10: Moreno Beach Dr & SR-60 EB Ramps

03/30/2020



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	68	536	637	171	336
v/c Ratio	0.33	0.82	0.61	0.18	0.73
Control Delay	51.0	14.6	12.6	0.4	47.5
Queue Delay	0.0	0.0	1.0	0.0	0.0
Total Delay	51.0	14.6	13.6	0.4	47.5
Queue Length 50th (ft)	51	0	123	0	254
Queue Length 95th (ft)	84	104	182	0	360
Internal Link Dist (ft)	650		465		780
Turn Bay Length (ft)		590			
Base Capacity (vph)	392	769	1037	953	458
Starvation Cap Reductn	0	0	186	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.17	0.70	0.75	0.18	0.73

Intersection Summary

Queues
Int.11: Moreno Beach Dr & Eucalyptus Ave

Moreno Valley Trade Center
03/30/2020



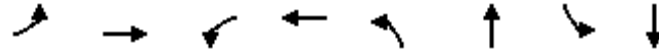
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	360	41	144	35	61	133	121	350	5	60	584	256
v/c Ratio	0.70	0.11	0.33	0.30	0.41	0.53	0.60	0.17	0.01	0.39	0.30	0.26
Control Delay	42.3	28.3	7.8	61.7	62.3	18.6	63.0	13.9	0.0	46.4	12.7	1.9
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	28.3	7.8	61.7	62.3	18.6	63.0	13.9	0.0	46.4	12.7	1.9
Queue Length 50th (ft)	118	17	20	27	46	5	91	67	0	44	75	0
Queue Length 95th (ft)	158	38	28	60	90	62	148	108	0	m59	140	m22
Internal Link Dist (ft)		3135			337			398			465	
Turn Bay Length (ft)	225		150	115		140	240		100	120		150
Base Capacity (vph)	729	601	609	135	348	404	285	2075	978	165	1915	977
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	28	0	0	0	0	1	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.07	0.24	0.26	0.18	0.33	0.42	0.17	0.01	0.36	0.30	0.26

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.13: Moreno Beach Dr & Alessandro Blvd

Moreno Valley Trade Center
03/30/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	85	267	46	129	59	512	19	693
v/c Ratio	0.55	0.79	0.40	0.43	0.49	0.43	0.18	0.62
Control Delay	44.3	36.9	64.2	46.6	58.6	14.8	58.1	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	36.9	64.2	46.6	58.6	14.8	58.1	21.8
Queue Length 50th (ft)	63	176	35	85	39	234	14	376
Queue Length 95th (ft)	117	254	75	143	66	445	40	545
Internal Link Dist (ft)		4719		5204		865		432
Turn Bay Length (ft)	100		175		125		275	
Base Capacity (vph)	180	425	116	349	124	1201	105	1113
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.63	0.40	0.37	0.48	0.43	0.18	0.62
Intersection Summary								

Queues
Int.14: Moreno Beach Dr & Cactus Ave



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	101	335	20	119	24	119	393	28	48	614
v/c Ratio	0.56	0.47	0.18	0.59	0.09	0.60	0.19	0.03	0.25	0.22
Control Delay	62.8	28.9	56.8	62.2	0.6	69.8	19.0	2.3	37.5	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	28.9	56.8	62.2	0.6	69.8	19.0	2.3	37.5	6.4
Queue Length 50th (ft)	76	77	15	89	0	97	72	0	35	28
Queue Length 95th (ft)	129	117	41	146	0	158	169	0	m55	44
Internal Link Dist (ft)		687		395			2586			392
Turn Bay Length (ft)	150		150			200			200	
Base Capacity (vph)	300	1080	165	411	442	345	2069	1111	210	2799
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.31	0.12	0.29	0.05	0.34	0.19	0.03	0.23	0.22

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.15: Moreno Beach Dr & John F Kennedy Dr

03/30/2020



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	51	20	312	26	72	14	366	210	132	532
v/c Ratio	0.39	0.17	0.79	0.08	0.19	0.13	0.13	0.16	0.63	0.16
Control Delay	61.8	37.5	58.0	38.5	2.4	56.7	17.7	0.8	59.8	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.8	37.5	58.0	38.5	2.4	56.7	17.7	0.8	59.8	5.8
Queue Length 50th (ft)	38	7	230	18	0	11	46	0	81	10
Queue Length 95th (ft)	80	32	304	38	9	33	98	15	148	93
Internal Link Dist (ft)		308		732			605			2586
Turn Bay Length (ft)	100		325			275		250	350	
Base Capacity (vph)	150	285	601	775	729	105	2720	1431	300	3239
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.07	0.52	0.03	0.10	0.13	0.13	0.15	0.44	0.16

Intersection Summary

Queues
Int.24: Redlands Blvd & Ironwood Ave



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	153	31	13	722	6	808	194
v/c Ratio	0.70	0.12	0.12	0.50	0.06	0.57	0.16
Control Delay	62.2	35.4	53.5	1.4	54.8	10.4	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.2	35.4	53.5	1.4	54.8	10.4	3.7
Queue Length 50th (ft)	109	16	10	5	5	194	16
Queue Length 95th (ft)	172	43	m20	12	19	497	58
Internal Link Dist (ft)	568	292		1754		810	
Turn Bay Length (ft)			325		350		85
Base Capacity (vph)	297	349	105	1457	105	1424	1232
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.09	0.12	0.50	0.06	0.57	0.16

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.25: Redlands Blvd & SR-60 WB Ramps



Lane Group	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	6	1	43	3	696	100	387	438
v/c Ratio	0.05	0.00	0.20	0.03	0.59	0.08	1.07	0.28
Control Delay	54.7	0.0	2.1	63.3	15.7	3.8	110.0	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	0.0	2.1	63.3	15.7	3.8	110.0	6.3
Queue Length 50th (ft)	5	0	0	2	194	2	-335	34
Queue Length 95th (ft)	19	0	0	m0	507	m26	#520	307
Internal Link Dist (ft)	367		575		1453			1754
Turn Bay Length (ft)		25		125		250	325	
Base Capacity (vph)	292	348	367	105	1183	1183	361	1591
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.00	0.12	0.03	0.59	0.08	1.07	0.28

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
 Int.26: Redlands Blvd & SR-60 EB Ramps



Lane Group	EBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	562	73	396	433	39
v/c Ratio	0.85	0.52	0.36	0.47	0.03
Control Delay	45.0	65.1	14.7	21.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	65.1	14.7	21.1	0.1
Queue Length 50th (ft)	369	56	132	266	0
Queue Length 95th (ft)	454	106	287	159	0
Internal Link Dist (ft)	606		500	1453	
Turn Bay Length (ft)		300			70
Base Capacity (vph)	806	150	1095	917	1425
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.70	0.49	0.36	0.47	0.03

Intersection Summary

Queues
Int.27: Redlands Blvd & Eucalyptus Ave



Lane Group	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	36	23	25	14	412	537	44
v/c Ratio	0.29	0.09	0.04	0.13	0.26	0.36	0.03
Control Delay	47.5	8.0	0.1	56.7	3.7	2.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.5	8.0	0.1	56.7	3.7	2.1	0.1
Queue Length 50th (ft)	28	0	0	11	76	61	0
Queue Length 95th (ft)	62	6	0	33	122	68	m1
Internal Link Dist (ft)	276		225		310	500	
Turn Bay Length (ft)				100			390
Base Capacity (vph)	285	267	694	105	1585	1481	1457
Starvation Cap Reductn	0	0	0	0	0	76	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.09	0.04	0.13	0.26	0.38	0.03

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
 Int.31: Redlands Blvd & Cottonwood Ave



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	17	19	19	383	466	35
v/c Ratio	0.10	0.11	0.11	0.22	0.28	0.02
Control Delay	30.4	15.3	30.8	1.5	3.1	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.4	15.3	30.8	1.5	3.1	1.7
Queue Length 50th (ft)	7	0	8	0	0	0
Queue Length 95th (ft)	23	18	26	51	140	9
Internal Link Dist (ft)	1175			2549	2540	
Turn Bay Length (ft)	300		100			200
Base Capacity (vph)	477	441	175	1739	1678	1430
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.04	0.11	0.22	0.28	0.02

Intersection Summary

Queues
Int.1: Kitching St & Iris Ave



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	66	859	146	790	65	165	354	44	368
v/c Ratio	0.51	0.60	0.66	0.46	0.07	0.69	0.31	0.42	0.44
Control Delay	67.8	30.4	86.6	9.0	0.3	64.0	18.1	67.0	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.8	30.4	86.6	9.0	0.3	64.0	18.1	67.0	24.8
Queue Length 50th (ft)	50	267	116	73	1	123	58	34	70
Queue Length 95th (ft)	98	356	m166	95	m0	190	100	74	124
Internal Link Dist (ft)		905		3280			601		658
Turn Bay Length (ft)	135		115			180		200	
Base Capacity (vph)	135	1435	285	1702	945	315	1128	105	830
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.60	0.51	0.46	0.07	0.52	0.31	0.42	0.44

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	34	282	167	130	588	21	272	400	184	24	449
v/c Ratio	0.32	0.76	0.41	0.45	0.93	0.03	0.92	0.43	0.16	0.23	0.69
Control Delay	62.8	58.2	15.9	32.4	41.1	0.1	85.9	24.7	1.9	59.5	41.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	58.2	15.9	32.4	41.1	0.1	85.9	24.7	1.9	59.5	41.7
Queue Length 50th (ft)	26	209	32	52	163	0	209	232	0	18	318
Queue Length 95th (ft)	55	249	70	126	374	m0	#314	291	22	43	395
Internal Link Dist (ft)		830			5181			381			397
Turn Bay Length (ft)	175		65	150		25	200		120	150	
Base Capacity (vph)	105	522	529	292	665	692	300	931	1155	105	650
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.54	0.32	0.45	0.88	0.03	0.91	0.43	0.16	0.23	0.69

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

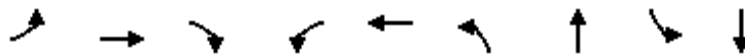
Queues
Int.3: Lasselle St & Iris Ave



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	114	935	584	680	387	612	520	131	574
v/c Ratio	0.49	0.68	0.79	0.32	0.66	0.52	0.54	0.57	0.71
Control Delay	44.3	21.3	34.2	11.4	53.1	34.8	15.3	64.8	47.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	21.3	34.2	11.4	53.1	34.8	15.3	64.8	47.4
Queue Length 50th (ft)	45	220	158	57	146	202	194	51	211
Queue Length 95th (ft)	76	248	224	82	200	260	281	85	276
Internal Link Dist (ft)		3280		4567		390			301
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	233	1378	817	2095	583	1178	991	233	805
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.68	0.71	0.32	0.66	0.52	0.52	0.56	0.71

Intersection Summary

Queues
Int.4: Nason St & Eucalyptus Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	272	266	257	182	220	107	1003	20	1535
v/c Ratio	0.92	0.55	0.76	0.69	0.51	0.85	0.49	0.19	0.83
Control Delay	85.9	51.9	37.9	46.1	32.0	103.1	16.7	58.3	30.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.9	51.9	37.9	46.1	32.0	103.1	16.7	58.3	30.5
Queue Length 50th (ft)	209	102	91	75	43	83	196	15	510
Queue Length 95th (ft)	#273	114	125	185	54	#143	266	35	496
Internal Link Dist (ft)		585			1543		334		544
Turn Bay Length (ft)	200		25	200		300		175	
Base Capacity (vph)	300	679	414	264	558	126	2056	105	1841
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.39	0.62	0.69	0.39	0.85	0.49	0.19	0.83

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
Int.5: Nason St & Alessandro Blvd

Moreno Valley Trade Center
03/30/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	90	237	94	135	432	176	92	552	38	73	864	105
v/c Ratio	0.39	0.59	0.36	0.16	0.80	0.30	0.53	0.34	0.05	0.49	0.40	0.14
Control Delay	40.3	30.7	5.2	20.6	33.5	1.4	62.4	24.6	0.1	63.4	26.6	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.3	30.7	5.2	20.6	33.5	1.4	62.4	24.6	0.1	63.4	26.6	4.4
Queue Length 50th (ft)	21	62	4	23	257	0	69	149	0	55	171	0
Queue Length 95th (ft)	47	89	12	43	274	1	114	211	0	96	224	26
Internal Link Dist (ft)		5181			402			545			744	
Turn Bay Length (ft)	250		125	250		250	275		275	270		330
Base Capacity (vph)	237	1323	651	830	744	739	210	1634	795	180	2183	748
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.18	0.14	0.16	0.58	0.24	0.44	0.34	0.05	0.41	0.40	0.14

Intersection Summary

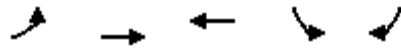


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	353	978	18	688	147	13	54	172	21	328
v/c Ratio	0.48	0.40	0.16	0.48	0.27	0.12	0.17	0.44	0.03	0.31
Control Delay	37.8	15.6	80.7	16.4	1.7	56.5	40.4	44.9	26.2	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.8	15.6	80.7	16.4	1.7	56.5	40.4	44.9	26.2	4.5
Queue Length 50th (ft)	122	93	14	75	1	10	32	116	9	37
Queue Length 95th (ft)	165	201	m34	93	3	29	66	175	28	64
Internal Link Dist (ft)		4567		3001			126		440	
Turn Bay Length (ft)	260		150		160	100		200		200
Base Capacity (vph)	729	2468	135	1426	550	105	314	391	721	1057
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.40	0.13	0.48	0.27	0.12	0.17	0.44	0.03	0.31

Intersection Summary

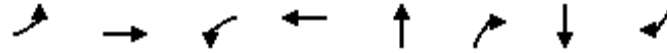
m Volume for 95th percentile queue is metered by upstream signal.

Queues
 Int.7: Eucalyptus Ave & Fir Ave



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	72	352	350	151	56
v/c Ratio	0.22	0.16	0.25	0.25	0.10
Control Delay	22.4	4.2	17.9	29.7	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	4.2	17.9	29.7	7.5
Queue Length 50th (ft)	25	41	110	84	0
Queue Length 95th (ft)	43	23	66	122	23
Internal Link Dist (ft)		1543	3135	387	
Turn Bay Length (ft)	200			250	400
Base Capacity (vph)	391	2135	1393	616	588
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.18	0.16	0.25	0.25	0.10

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	261	618	34	481	124	33	54	222
v/c Ratio	0.51	0.26	0.29	0.45	0.37	0.08	0.15	0.45
Control Delay	25.6	8.8	59.4	42.6	46.5	0.4	41.8	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	8.8	59.4	42.6	46.5	0.4	41.8	8.6
Queue Length 50th (ft)	183	41	26	119	85	0	35	0
Queue Length 95th (ft)	265	47	59	153	143	0	72	64
Internal Link Dist (ft)		3001		948	104		471	
Turn Bay Length (ft)	225		250			50		480
Base Capacity (vph)	511	2386	135	1078	339	392	358	488
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.26	0.25	0.45	0.37	0.08	0.15	0.45

Intersection Summary

Queues

Int.9: Moreno Beach Dr & SR-60 WB Ramps



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	97	5	241	446	93	259
v/c Ratio	0.54	0.01	0.20	0.33	0.31	0.16
Control Delay	61.4	16.0	8.8	0.9	47.2	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.4	16.0	8.8	0.9	47.2	2.5
Queue Length 50th (ft)	73	0	80	0	64	29
Queue Length 95th (ft)	119	9	148	0	112	58
Internal Link Dist (ft)	602		780			399
Turn Bay Length (ft)	150			200	175	
Base Capacity (vph)	631	488	1202	1342	300	1582
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.01	0.20	0.33	0.31	0.16

Intersection Summary

Queues
 Int.10: Moreno Beach Dr & SR-60 EB Ramps



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	55	618	667	146	373
v/c Ratio	0.27	0.85	0.65	0.16	0.81
Control Delay	48.7	15.2	10.7	0.4	52.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	48.7	15.2	10.7	0.4	52.0
Queue Length 50th (ft)	41	0	100	0	286
Queue Length 95th (ft)	65	52	88	0	362
Internal Link Dist (ft)	650		465		780
Turn Bay Length (ft)		590			
Base Capacity (vph)	392	834	1034	938	458
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.14	0.74	0.65	0.16	0.81

Intersection Summary

Queues
Int.11: Moreno Beach Dr & Eucalyptus Ave



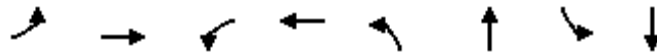
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	227	100	95	27	45	93	113	493	34	313	480	182
v/c Ratio	0.60	0.33	0.27	0.26	0.33	0.42	0.59	0.37	0.05	0.55	0.23	0.18
Control Delay	41.3	33.5	8.1	60.4	59.8	11.5	63.0	29.4	0.1	28.8	12.3	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.3	33.5	8.1	60.4	59.8	11.5	63.0	29.4	0.1	28.8	12.3	3.3
Queue Length 50th (ft)	76	65	8	21	35	1	85	144	0	122	56	0
Queue Length 95th (ft)	101	101	24	49	68	19	128	189	0	m194	120	m23
Internal Link Dist (ft)		3135			345			398				465
Turn Bay Length (ft)	225		150	115		140	240		100	120		150
Base Capacity (vph)	446	443	467	105	316	367	257	1335	671	571	2094	1013
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.23	0.20	0.26	0.14	0.25	0.44	0.37	0.05	0.55	0.23	0.18

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.13: Moreno Beach Dr & Alessandro Blvd

Moreno Valley Trade Center
03/30/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	71	230	52	295	126	615	11	503
v/c Ratio	0.52	0.72	0.28	0.80	0.65	0.52	0.10	0.53
Control Delay	51.6	17.4	52.9	61.4	51.5	24.6	55.9	25.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.6	17.4	52.9	61.4	51.5	24.6	55.9	25.0
Queue Length 50th (ft)	26	43	37	217	96	449	8	270
Queue Length 95th (ft)	79	67	78	302	125	556	28	425
Internal Link Dist (ft)		4719		5204		865		432
Turn Bay Length (ft)	100		175		125		275	
Base Capacity (vph)	150	451	196	464	227	1180	105	945
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.51	0.27	0.64	0.56	0.52	0.10	0.53
Intersection Summary								

Queues
Int.14: Moreno Beach Dr & Cactus Ave



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	85	206	35	179	36	137	700	64	21	521
v/c Ratio	0.52	0.54	0.13	0.68	0.08	0.63	0.33	0.05	0.13	0.19
Control Delay	62.1	31.0	42.7	62.0	0.4	72.9	14.1	0.5	52.2	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.1	31.0	42.7	62.0	0.4	72.9	14.1	0.5	52.2	18.0
Queue Length 50th (ft)	64	40	24	134	0	110	122	0	10	47
Queue Length 95th (ft)	105	68	48	185	0	164	166	3	m24	120
Internal Link Dist (ft)		687		395			2586			392
Turn Bay Length (ft)	150		150			200			200	
Base Capacity (vph)	270	1074	271	443	457	376	2099	1228	180	2713
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.19	0.13	0.40	0.08	0.36	0.33	0.05	0.12	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.15: Moreno Beach Dr & John F Kennedy Dr



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	106	45	278	67	346	12	460	288	184	508
v/c Ratio	0.57	0.33	0.76	0.23	0.64	0.11	0.19	0.24	0.70	0.17
Control Delay	62.7	57.3	58.1	43.9	10.1	55.7	21.9	1.2	52.8	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.7	57.3	58.1	43.9	10.1	55.7	21.9	1.2	52.8	7.0
Queue Length 50th (ft)	79	32	206	46	0	9	76	0	112	24
Queue Length 95th (ft)	119	62	245	74	45	26	115	13	116	37
Internal Link Dist (ft)		308		732			605			2586
Turn Bay Length (ft)	100		325			275		250	350	
Base Capacity (vph)	285	300	511	538	705	107	2413	1298	376	3056
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.15	0.54	0.12	0.49	0.11	0.19	0.22	0.49	0.17

Intersection Summary

Queues
Int.24: Redlands Blvd & Ironwood Ave



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	134	19	31	503	4	840	132
v/c Ratio	0.69	0.08	0.30	0.34	0.04	0.59	0.11
Control Delay	64.8	34.1	55.3	0.9	54.3	10.6	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.8	34.1	55.3	0.9	54.3	10.6	3.5
Queue Length 50th (ft)	94	9	25	7	3	301	15
Queue Length 95th (ft)	143	29	m55	13	14	426	35
Internal Link Dist (ft)	568	292		1754		810	
Turn Bay Length (ft)			325		350		85
Base Capacity (vph)	259	303	105	1490	105	1423	1225
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.06	0.30	0.34	0.04	0.59	0.11

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.25: Redlands Blvd & SR-60 WB Ramps

03/30/2020



Lane Group	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	3	4	121	6	476	219	419	428
v/c Ratio	0.03	0.02	0.53	0.06	0.47	0.20	0.83	0.27
Control Delay	54.0	0.3	18.5	43.4	14.1	0.6	43.3	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.0	0.3	18.5	43.4	14.1	0.6	43.3	3.3
Queue Length 50th (ft)	2	0	2	5	139	0	289	21
Queue Length 95th (ft)	12	0	51	m8	221	3	336	179
Internal Link Dist (ft)	367		575		1453			1754
Turn Bay Length (ft)		25		125		250	325	
Base Capacity (vph)	283	348	371	120	1011	1214	522	1568
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.01	0.33	0.05	0.47	0.18	0.80	0.27

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
 Int.26: Redlands Blvd & SR-60 EB Ramps



Lane Group	EBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	342	99	581	504	43
v/c Ratio	0.82	0.44	0.43	0.48	0.03
Control Delay	53.3	55.2	7.5	11.5	0.5
Queue Delay	0.0	0.0	0.2	0.0	0.0
Total Delay	53.3	55.2	7.6	11.5	0.5
Queue Length 50th (ft)	220	73	119	99	0
Queue Length 95th (ft)	300	115	133	122	3
Internal Link Dist (ft)	606		500	1453	
Turn Bay Length (ft)		300			70
Base Capacity (vph)	579	225	1353	1052	1308
Starvation Cap Reductn	0	0	208	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.59	0.44	0.51	0.48	0.03

Intersection Summary

Queues
Int.27: Redlands Blvd & Eucalyptus Ave



Lane Group	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	100	127	43	48	574	537	152
v/c Ratio	0.56	0.30	0.32	0.40	0.40	0.43	0.12
Control Delay	74.4	19.4	39.8	64.1	7.3	4.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay	74.4	19.4	39.8	64.1	7.3	5.1	0.5
Queue Length 50th (ft)	79	19	17	36	142	91	2
Queue Length 95th (ft)	118	56	46	67	211	115	4
Internal Link Dist (ft)	280		225		339	500	
Turn Bay Length (ft)				100			390
Base Capacity (vph)	302	423	294	120	1429	1241	1330
Starvation Cap Reductn	0	0	0	0	0	134	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.30	0.15	0.40	0.40	0.49	0.11
Intersection Summary							

Queues
 Int.31: Redlands Blvd & Cottonwood Ave



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	35	49	26	551	414	33
v/c Ratio	0.26	0.29	0.20	0.33	0.26	0.02
Control Delay	48.8	17.1	47.8	2.2	3.9	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.8	17.1	47.8	2.2	3.9	1.6
Queue Length 50th (ft)	24	0	18	50	34	0
Queue Length 95th (ft)	48	30	39	81	120	7
Internal Link Dist (ft)	1175			2549	2540	
Turn Bay Length (ft)	300		100			200
Base Capacity (vph)	348	350	226	1666	1572	1342
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.14	0.12	0.33	0.26	0.02

Intersection Summary

Queues
Int.1: Kitching St & Iris Ave



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	109	926	148	721	71	57	223	53	258
v/c Ratio	0.59	0.57	0.57	0.40	0.07	0.42	0.29	0.39	0.33
Control Delay	64.0	25.7	49.8	4.2	0.1	61.9	22.4	60.7	26.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.0	25.7	49.8	4.2	0.1	61.9	22.4	60.7	26.4
Queue Length 50th (ft)	82	273	122	34	0	43	39	40	53
Queue Length 95th (ft)	139	351	m189	40	m0	86	78	81	97
Internal Link Dist (ft)		905		3280			601		658
Turn Bay Length (ft)	135		115			180		200	
Base Capacity (vph)	240	1631	315	1808	968	165	775	165	780
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.57	0.47	0.40	0.07	0.35	0.29	0.32	0.33

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.2: Lasselle St & Alessandro Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	69	455	224	109	315	23	177	402	120	15	429
v/c Ratio	0.26	0.86	0.42	0.66	0.68	0.04	0.77	0.45	0.12	0.14	0.62
Control Delay	47.1	57.2	17.7	74.7	37.1	0.8	71.9	25.8	3.6	56.9	37.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.1	57.2	17.7	74.7	37.1	0.8	71.9	25.8	3.6	56.9	37.8
Queue Length 50th (ft)	46	327	62	88	255	1	132	230	4	11	287
Queue Length 95th (ft)	95	443	129	#152	343	m1	#224	337	33	34	418
Internal Link Dist (ft)		830			5181			381			397
Turn Bay Length (ft)	175		65	150		25	200		120	150	
Base Capacity (vph)	270	601	592	182	633	571	255	901	1005	105	693
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.76	0.38	0.60	0.50	0.04	0.69	0.45	0.12	0.14	0.62

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

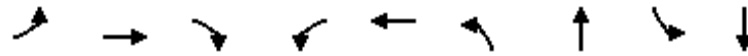
Queues
Int.3: Lasselle St & Iris Ave



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	149	785	690	790	236	585	450	195	808
v/c Ratio	0.57	0.64	0.83	0.39	0.67	0.53	0.46	0.61	0.76
Control Delay	41.6	17.4	34.2	14.5	62.4	36.8	13.2	60.5	43.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	17.4	34.2	14.5	62.4	36.8	13.2	60.5	43.1
Queue Length 50th (ft)	59	173	129	75	92	199	151	75	295
Queue Length 95th (ft)	94	200	161	94	136	258	226	114	370
Internal Link Dist (ft)		3280		4567		390			301
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	262	1224	904	2020	350	1105	998	350	1067
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.64	0.76	0.39	0.67	0.53	0.45	0.56	0.76
Intersection Summary									

Queues
Int.4: Nason St & Eucalyptus Ave

Moreno Valley Trade Center
03/30/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	41	186	55	169	206	48	1020	23	887
v/c Ratio	0.39	0.54	0.21	0.68	0.30	0.41	0.48	0.20	0.42
Control Delay	65.7	57.2	1.8	37.9	18.9	64.7	15.5	57.3	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.7	57.2	1.8	37.9	18.9	64.7	15.5	57.3	15.8
Queue Length 50th (ft)	31	73	0	54	23	36	226	17	195
Queue Length 95th (ft)	70	109	0	155	32	77	350	44	291
Internal Link Dist (ft)		585			1543		334		544
Turn Bay Length (ft)	200		25	200		300		175	
Base Capacity (vph)	105	601	367	331	1048	120	2136	114	2093
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.31	0.15	0.51	0.20	0.40	0.48	0.20	0.42

Intersection Summary

Queues
Int.5: Nason St & Alessandro Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	107	342	67	36	250	59	69	710	91	64	713	74
v/c Ratio	0.40	0.41	0.15	0.17	0.74	0.15	0.37	0.36	0.10	0.44	0.26	0.08
Control Delay	47.4	34.7	3.0	64.0	46.0	2.0	54.9	18.0	2.0	61.1	17.9	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	34.7	3.0	64.0	46.0	2.0	54.9	18.0	2.0	61.1	17.9	1.1
Queue Length 50th (ft)	29	78	3	12	111	0	50	160	0	48	113	0
Queue Length 95th (ft)	m45	m85	m5	m27	203	m2	97	260	19	92	168	9
Internal Link Dist (ft)		5181			402			545			744	
Turn Bay Length (ft)	250		125	250		250	275		275	270		330
Base Capacity (vph)	324	1083	567	262	538	542	210	1986	941	196	2733	907
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.32	0.12	0.14	0.46	0.11	0.33	0.36	0.10	0.33	0.26	0.08

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	240	657	21	836	163	17	41	120	56	429
v/c Ratio	0.36	0.27	0.19	0.55	0.28	0.16	0.10	0.42	0.08	0.42
Control Delay	32.2	11.6	60.8	16.8	1.8	57.2	31.2	50.7	29.2	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.2	11.6	60.8	16.8	1.8	57.2	31.2	50.7	29.2	8.3
Queue Length 50th (ft)	86	53	17	203	0	13	16	85	24	92
Queue Length 95th (ft)	110	75	m46	233	0	37	52	146	68	152
Internal Link Dist (ft)		4567		3001			126		440	
Turn Bay Length (ft)	260		150		160	100		200		200
Base Capacity (vph)	904	2455	135	1512	586	106	417	285	721	1016
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.27	0.16	0.55	0.28	0.16	0.10	0.42	0.08	0.42

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

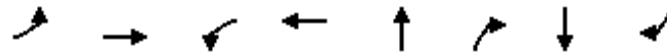
Queues
Int.7: Eucalyptus Ave & Fir Ave



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	35	394	563	168	41
v/c Ratio	0.19	0.18	0.32	0.28	0.07
Control Delay	31.6	3.6	21.0	31.0	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	3.6	21.0	31.0	8.5
Queue Length 50th (ft)	16	30	178	95	0
Queue Length 95th (ft)	m35	17	152	154	26
Internal Link Dist (ft)		1543	3135	387	
Turn Bay Length (ft)	200			250	400
Base Capacity (vph)	240	2166	1761	601	565
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.15	0.18	0.32	0.28	0.07

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	55	653	55	721	57	36	14	49
v/c Ratio	0.22	0.30	0.40	0.38	0.16	0.09	0.04	0.12
Control Delay	29.4	10.4	60.3	30.3	41.1	0.4	40.8	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.4	10.4	60.3	30.3	41.1	0.4	40.8	0.6
Queue Length 50th (ft)	37	58	41	159	37	0	9	0
Queue Length 95th (ft)	75	66	83	198	75	0	28	0
Internal Link Dist (ft)		3001		948	104		471	
Turn Bay Length (ft)	225		250					
Base Capacity (vph)	285	2182	240	1884	364	417	348	392
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.30	0.23	0.38	0.16	0.09	0.04	0.13
Intersection Summary								

Queues

Int.9: Moreno Beach Dr & SR-60 WB Ramps



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	99	9	282	637	39	272
v/c Ratio	0.52	0.03	0.19	0.42	0.37	0.17
Control Delay	59.9	19.0	4.3	0.8	64.8	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.9	19.0	4.3	0.8	64.8	2.6
Queue Length 50th (ft)	74	0	66	38	30	33
Queue Length 95th (ft)	126	14	m108	0	67	65
Internal Link Dist (ft)	602		780			399
Turn Bay Length (ft)	150			200	175	
Base Capacity (vph)	812	324	1469	1528	105	1573
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.03	0.19	0.42	0.37	0.17

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.10: Moreno Beach Dr & SR-60 EB Ramps



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	68	692	805	171	352
v/c Ratio	0.32	0.86	0.75	0.18	0.86
Control Delay	50.2	15.7	14.6	0.4	61.3
Queue Delay	0.0	0.0	0.9	0.0	0.0
Total Delay	50.2	15.7	15.5	0.4	61.3
Queue Length 50th (ft)	50	0	117	0	275
Queue Length 95th (ft)	87	130	#594	1	#431
Internal Link Dist (ft)	650		465		780
Turn Bay Length (ft)		590			
Base Capacity (vph)	347	868	1075	974	411
Starvation Cap Reductn	0	0	90	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.80	0.82	0.18	0.86

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
Int.11: Moreno Beach Dr & Eucalyptus Ave

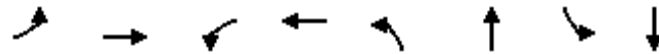
Moreno Valley Trade Center
03/30/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	360	70	144	51	87	309	121	350	22	239	584	256
v/c Ratio	0.70	0.19	0.34	0.39	0.48	0.71	0.60	0.25	0.03	0.55	0.32	0.27
Control Delay	43.5	29.3	7.9	70.7	63.7	19.7	63.0	27.5	0.1	33.4	15.4	2.5
Queue Delay	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.7	29.3	7.9	70.7	63.7	19.7	63.0	27.5	0.1	33.4	15.4	2.5
Queue Length 50th (ft)	120	28	20	38	62	9	91	95	0	107	85	0
Queue Length 95th (ft)	177	64	27	m78	m111	88	148	153	0	m151	m164	m21
Internal Link Dist (ft)		3135			328			398			465	
Turn Bay Length (ft)	225		150	115		140	240		100	120		150
Base Capacity (vph)	642	617	622	150	427	602	259	1380	690	436	1852	953
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	29	0	0	0	0	2	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.11	0.23	0.34	0.20	0.52	0.47	0.25	0.03	0.55	0.32	0.27

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	85	317	83	177	59	551	19	693
v/c Ratio	0.36	0.84	0.60	0.63	0.51	0.49	0.18	0.66
Control Delay	27.1	39.7	71.6	56.9	77.5	10.5	58.1	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.1	39.7	71.6	56.9	77.5	10.5	58.1	24.9
Queue Length 50th (ft)	41	162	63	128	32	261	14	414
Queue Length 95th (ft)	100	291	117	194	#104	540	40	574
Internal Link Dist (ft)		4719		5204		865		432
Turn Bay Length (ft)	100		175		125		275	
Base Capacity (vph)	250	436	150	408	115	1128	105	1056
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.73	0.55	0.43	0.51	0.49	0.18	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues
Int.14: Moreno Beach Dr & Cactus Ave



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	101	335	20	119	24	119	432	28	48	651
v/c Ratio	0.56	0.47	0.18	0.59	0.05	0.60	0.22	0.03	0.18	0.23
Control Delay	62.8	28.9	56.8	62.2	0.2	68.9	27.8	4.1	32.3	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	28.9	56.8	62.2	0.2	68.9	27.8	4.1	32.3	6.1
Queue Length 50th (ft)	76	77	15	89	0	97	88	0	32	10
Queue Length 95th (ft)	129	117	41	146	0	158	228	12	m50	92
Internal Link Dist (ft)		687		395			2586			392
Turn Bay Length (ft)	150		150			200			200	
Base Capacity (vph)	300	1080	165	411	552	345	1924	1049	300	2800
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.31	0.12	0.29	0.04	0.34	0.22	0.03	0.16	0.23

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.15: Moreno Beach Dr & John F Kennedy Dr



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	51	20	334	26	72	14	407	233	132	570
v/c Ratio	0.39	0.17	0.80	0.07	0.18	0.13	0.15	0.18	0.63	0.18
Control Delay	61.8	37.5	57.2	37.1	2.2	56.7	18.7	1.1	53.3	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.8	37.5	57.2	37.1	2.2	56.7	18.7	1.1	53.3	6.9
Queue Length 50th (ft)	38	7	245	18	0	11	53	0	88	8
Queue Length 95th (ft)	80	32	321	37	8	33	111	25	149	126
Internal Link Dist (ft)		308		732			605			2586
Turn Bay Length (ft)	100		325			275		250	350	
Base Capacity (vph)	150	285	616	791	741	105	2655	1447	300	3181
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.07	0.54	0.03	0.10	0.13	0.15	0.16	0.44	0.18

Intersection Summary

Queues
Int.24: Redlands Blvd & Ironwood Ave



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	153	31	13	763	6	853	194
v/c Ratio	0.71	0.12	0.12	0.52	0.06	0.60	0.16
Control Delay	63.6	35.8	54.9	1.5	54.8	10.8	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.6	35.8	54.9	1.5	54.8	10.8	3.7
Queue Length 50th (ft)	109	16	10	5	5	212	16
Queue Length 95th (ft)	174	43	m18	10	19	532	58
Internal Link Dist (ft)	568	292		1754		810	
Turn Bay Length (ft)			325		350		85
Base Capacity (vph)	285	335	105	1462	105	1429	1236
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.09	0.12	0.52	0.06	0.60	0.16

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.25: Redlands Blvd & SR-60 WB Ramps



Lane Group	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	6	1	90	3	737	184	387	482
v/c Ratio	0.05	0.00	0.41	0.03	0.63	0.15	1.07	0.30
Control Delay	54.7	0.0	10.2	58.3	21.5	4.6	109.8	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	0.0	10.2	58.3	21.5	4.6	109.8	6.7
Queue Length 50th (ft)	5	0	0	2	351	29	-336	39
Queue Length 95th (ft)	19	0	30	m0	585	m52	#522	357
Internal Link Dist (ft)	367		575		1453			1754
Turn Bay Length (ft)		25		125		250	325	
Base Capacity (vph)	292	348	373	105	1179	1206	361	1587
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.00	0.24	0.03	0.63	0.15	1.07	0.30

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
 Int.26: Redlands Blvd & SR-60 EB Ramps



Lane Group	EBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	641	120	522	525	39
v/c Ratio	0.90	0.73	0.51	0.66	0.03
Control Delay	48.4	79.9	22.7	29.7	0.1
Queue Delay	0.0	0.0	0.3	0.0	0.0
Total Delay	48.4	79.9	23.1	29.7	0.1
Queue Length 50th (ft)	419	94	306	370	1
Queue Length 95th (ft)	570	#186	426	202	0
Internal Link Dist (ft)	606		500	1453	
Turn Bay Length (ft)		300			70
Base Capacity (vph)	785	165	1031	794	1362
Starvation Cap Reductn	0	0	147	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.82	0.73	0.59	0.66	0.03

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues
Int.27: Redlands Blvd & Eucalyptus Ave



Lane Group	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	133	163	54	145	516	643	111
v/c Ratio	0.63	0.31	0.38	0.65	0.37	0.59	0.09
Control Delay	65.5	14.7	40.3	62.9	7.9	7.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay	65.5	14.7	40.3	62.9	7.9	8.0	0.3
Queue Length 50th (ft)	105	32	22	109	134	124	0
Queue Length 95th (ft)	168	62	62	170	242	235	m0
Internal Link Dist (ft)	276		225		310	500	
Turn Bay Length (ft)				100			390
Base Capacity (vph)	279	540	284	248	1387	1095	1260
Starvation Cap Reductn	0	0	0	0	0	56	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.30	0.19	0.58	0.37	0.62	0.09

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
 Int.31: Redlands Blvd & Cottonwood Ave



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	17	19	19	519	593	35
v/c Ratio	0.10	0.11	0.11	0.30	0.35	0.02
Control Delay	30.8	15.3	31.1	1.7	3.5	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	15.3	31.1	1.7	3.5	1.7
Queue Length 50th (ft)	7	0	8	0	0	0
Queue Length 95th (ft)	24	18	26	74	193	9
Internal Link Dist (ft)	1175			2549	2540	
Turn Bay Length (ft)	300		100			200
Base Capacity (vph)	461	427	174	1740	1679	1431
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.04	0.11	0.30	0.35	0.02

Intersection Summary

Queues
Int.1: Kitching St & Iris Ave



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	87	1056	190	1013	98	201	504	71	455
v/c Ratio	0.56	0.73	0.77	0.62	0.11	0.78	0.52	0.47	0.61
Control Delay	66.7	34.0	84.6	11.6	1.0	69.2	24.1	63.5	31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.7	34.0	84.6	11.6	1.0	69.2	24.1	63.5	31.0
Queue Length 50th (ft)	65	362	151	99	0	150	100	53	103
Queue Length 95th (ft)	119	453	m202	m142	m4	231	155	103	163
Internal Link Dist (ft)		905		3280			601		658
Turn Bay Length (ft)	135		115			180		200	
Base Capacity (vph)	180	1441	285	1646	916	300	968	150	752
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.73	0.67	0.62	0.11	0.67	0.52	0.47	0.61

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	54	505	204	170	920	39	320	471	223	65	571
v/c Ratio	0.51	0.86	0.35	0.84	1.26	0.05	1.19	0.61	0.24	0.62	1.04
Control Delay	72.4	53.9	14.7	64.2	159.3	0.6	158.7	34.4	4.2	80.3	91.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.4	53.9	14.7	64.2	159.3	0.6	158.7	34.4	4.2	80.3	91.6
Queue Length 50th (ft)	41	358	47	116	-921	0	-298	305	19	50	-502
Queue Length 95th (ft)	77	435	91	m#161	#1016	m1	#417	374	42	#97	#623
Internal Link Dist (ft)		830			5181			381			397
Turn Bay Length (ft)	175		65	150		25	200		120	150	
Base Capacity (vph)	105	617	604	210	728	810	270	766	925	105	548
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.82	0.34	0.81	1.26	0.05	1.19	0.61	0.24	0.62	1.04

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	138	1226	722	952	506	712	752	176	680
v/c Ratio	0.53	0.88	0.85	0.43	0.91	0.71	0.87	0.63	0.95
Control Delay	46.5	35.8	47.6	8.7	71.9	43.7	28.7	63.8	69.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.5	35.8	47.6	8.7	71.9	43.7	28.7	63.8	69.5
Queue Length 50th (ft)	52	157	298	58	201	262	310	69	268
Queue Length 95th (ft)	m78	301	#379	69	#300	332	#532	107	#389
Internal Link Dist (ft)		3280		4567		390			301
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	262	1389	846	2220	554	1003	861	291	717
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.88	0.85	0.43	0.91	0.71	0.87	0.60	0.95

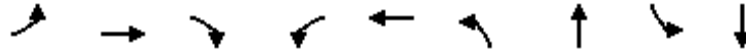
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.4: Nason St & Eucalyptus Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	326	284	309	224	261	138	1245	22	1858
v/c Ratio	1.09	0.50	0.86	0.84	0.52	1.04	0.65	0.21	1.07
Control Delay	124.0	48.8	50.1	70.5	42.8	142.6	22.4	58.9	71.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	124.0	48.8	50.1	70.5	42.8	142.6	22.4	58.9	71.9
Queue Length 50th (ft)	~283	104	137	168	90	~138	379	17	~835
Queue Length 95th (ft)	#357	122	177	#244	114	#213	353	37	660
Internal Link Dist (ft)		585			1543		334		544
Turn Bay Length (ft)	200		25	200		300		175	
Base Capacity (vph)	300	676	407	268	555	133	1906	105	1744
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.42	0.76	0.84	0.47	1.04	0.65	0.21	1.07

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
Int.5: Nason St & Alessandro Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	113	313	277	439	606	312	156	694	127	120	1221	121
v/c Ratio	0.54	0.35	0.48	0.77	0.91	0.42	0.74	0.55	0.20	0.61	0.69	0.19
Control Delay	65.4	43.9	15.5	47.4	50.5	5.2	71.1	34.7	5.8	63.9	37.7	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.4	43.9	15.5	47.4	50.5	5.2	71.1	34.7	5.8	63.9	37.7	6.1
Queue Length 50th (ft)	38	84	34	155	452	17	117	238	0	89	312	0
Queue Length 95th (ft)	m55	m118	m83	m163	m469	m20	176	277	36	141	336	36
Internal Link Dist (ft)		5181			402			545			744	
Turn Bay Length (ft)	250		125	250		250	275		275	270		330
Base Capacity (vph)	211	904	581	642	697	762	240	1253	643	225	1757	627
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.35	0.48	0.68	0.87	0.41	0.65	0.55	0.20	0.53	0.69	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

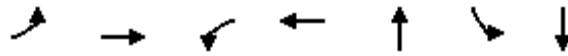


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	512	1293	31	1005	255	14	67	301	32	409
v/c Ratio	0.77	0.59	0.30	0.76	0.45	0.13	0.21	0.67	0.04	0.38
Control Delay	52.8	26.2	53.5	15.9	2.3	56.7	38.9	48.9	24.3	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.8	26.2	53.5	15.9	2.3	56.7	38.9	48.9	24.3	6.3
Queue Length 50th (ft)	205	290	25	84	3	11	38	211	14	69
Queue Length 95th (ft)	m236	325	m38	97	4	31	77	288	37	105
Internal Link Dist (ft)		4567		3001			126		440	
Turn Bay Length (ft)	260		150		160	100		200		200
Base Capacity (vph)	729	2182	105	1318	564	105	326	451	797	1072
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.59	0.30	0.76	0.45	0.13	0.21	0.67	0.04	0.38

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

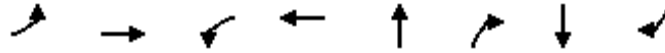
Queues
Int.7: Eucalyptus Ave & Fir Ave



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	80	419	7	501	54	196	73
v/c Ratio	0.49	0.22	0.06	0.31	0.08	0.36	0.11
Control Delay	59.4	20.3	50.0	10.2	19.9	28.8	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.4	20.3	50.0	10.2	19.9	28.8	8.0
Queue Length 50th (ft)	67	110	6	93	21	107	5
Queue Length 95th (ft)	m106	150	m16	121	48	151	36
Internal Link Dist (ft)		1543		3135	84		387
Turn Bay Length (ft)	200					250	
Base Capacity (vph)	315	1905	135	1600	692	548	674
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.22	0.05	0.31	0.08	0.36	0.11

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	347	868	39	902	180	40	78	270
v/c Ratio	0.66	0.33	0.37	0.75	0.59	0.11	0.24	0.53
Control Delay	23.2	3.5	64.8	47.0	54.8	0.6	44.9	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.2	3.5	64.8	47.0	54.8	0.6	44.9	9.3
Queue Length 50th (ft)	250	49	30	237	130	0	53	0
Queue Length 95th (ft)	350	54	66	284	205	0	99	71
Internal Link Dist (ft)		3001		948	104		471	
Turn Bay Length (ft)	225		250			50		480
Base Capacity (vph)	526	2596	105	1206	307	367	326	505
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.33	0.37	0.75	0.59	0.11	0.24	0.53

Intersection Summary

Queues

Int.9: Moreno Beach Dr & SR-60 WB Ramps



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	243	8	532	568	133	354
v/c Ratio	0.73	0.01	0.49	0.42	0.52	0.25
Control Delay	57.9	11.1	1.4	0.1	55.8	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.9	11.1	1.4	0.1	55.8	5.9
Queue Length 50th (ft)	178	0	12	0	97	74
Queue Length 95th (ft)	237	9	m88	m0	157	135
Internal Link Dist (ft)	602		780			399
Turn Bay Length (ft)	150			200	175	
Base Capacity (vph)	601	587	1088	1345	255	1420
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.01	0.49	0.42	0.52	0.25

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
 Int.10: Moreno Beach Dr & SR-60 EB Ramps



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	309	652	854	308	648
v/c Ratio	1.08	0.81	1.08	0.39	1.06
Control Delay	122.8	12.6	86.0	6.7	98.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	122.8	12.6	86.0	6.7	98.0
Queue Length 50th (ft)	~267	0	~746	38	~559
Queue Length 95th (ft)	#394	56	#865	54	#691
Internal Link Dist (ft)	650		465		780
Turn Bay Length (ft)		590			
Base Capacity (vph)	287	804	791	791	613
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.08	0.81	1.08	0.39	1.06

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues
Int.11: Moreno Beach Dr & Eucalyptus Ave

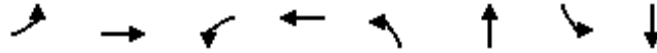
Moreno Valley Trade Center
03/30/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	263	102	139	45	48	71	187	834	77	220	775	212
v/c Ratio	0.69	0.46	0.44	0.39	0.35	0.27	0.57	0.43	0.08	0.74	0.41	0.23
Control Delay	44.6	45.2	10.8	64.3	59.3	2.6	52.2	19.4	1.2	42.9	12.4	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay	44.6	45.2	10.8	64.3	59.3	2.6	52.2	19.5	1.2	42.9	12.4	1.4
Queue Length 50th (ft)	67	81	19	34	36	0	133	206	0	140	195	14
Queue Length 95th (ft)	81	127	55	67	68	0	191	273	5	m148	m198	m21
Internal Link Dist (ft)		3135			340			398				465
Turn Bay Length (ft)	225		150	115		140	240		100	120		150
Base Capacity (vph)	408	387	440	120	292	380	330	1947	925	345	1878	929
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	14	0	352	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.26	0.32	0.38	0.16	0.19	0.57	0.52	0.08	0.64	0.41	0.23

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	156	293	70	394	207	843	22	847
v/c Ratio	0.87	0.68	0.44	1.04	1.25	0.82	0.21	0.97
Control Delay	93.3	52.0	62.0	103.1	188.5	18.4	58.9	54.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.3	52.0	62.0	103.1	188.5	18.4	58.9	54.7
Queue Length 50th (ft)	101	217	51	~328	~206	643	17	611
Queue Length 95th (ft)	#239	314	#126	#528	#364	#849	45	#898
Internal Link Dist (ft)		4719		5204		865		432
Turn Bay Length (ft)	100		175		125		275	
Base Capacity (vph)	180	485	158	379	165	1026	105	873
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.60	0.44	1.04	1.25	0.82	0.21	0.97

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
Int.14: Moreno Beach Dr & Cactus Ave



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	99	294	79	268	115	223	910	102	56	725
v/c Ratio	0.56	0.38	0.51	0.77	0.21	0.58	0.49	0.10	0.43	0.38
Control Delay	62.7	21.3	63.3	60.4	5.7	36.0	12.5	0.6	59.1	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.7	21.3	63.3	60.4	5.7	36.0	12.5	0.6	59.1	17.3
Queue Length 50th (ft)	74	52	59	199	0	157	95	0	46	84
Queue Length 95th (ft)	118	74	102	252	32	220	141	3	m55	m145
Internal Link Dist (ft)		687		395			2586			392
Turn Bay Length (ft)	150		150			200			200	
Base Capacity (vph)	229	1024	195	490	537	406	1841	1037	150	1885
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.29	0.41	0.55	0.21	0.55	0.49	0.10	0.37	0.38

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.15: Moreno Beach Dr & John F Kennedy Dr



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	121	67	456	101	394	30	709	415	209	797
v/c Ratio	0.64	0.44	0.84	0.21	0.56	0.27	0.39	0.34	0.77	0.33
Control Delay	66.9	57.6	52.8	32.8	5.9	60.2	33.3	1.3	61.4	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.9	57.6	52.8	32.8	5.9	60.2	33.3	1.3	61.4	11.9
Queue Length 50th (ft)	91	47	329	60	0	23	156	0	114	121
Queue Length 95th (ft)	136	82	352	83	36	49	205	12	141	130
Internal Link Dist (ft)		308		732			605			2586
Turn Bay Length (ft)	100		325			275		250	350	
Base Capacity (vph)	225	291	619	688	836	110	1829	1258	317	2437
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.23	0.74	0.15	0.47	0.27	0.39	0.33	0.66	0.33

Intersection Summary

Queues
Int.24: Redlands Blvd & Ironwood Ave



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	218	48	60	591	15	907	158
v/c Ratio	0.80	0.17	0.57	0.43	0.14	0.69	0.14
Control Delay	65.1	32.2	60.7	1.1	56.8	16.3	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.1	32.2	60.7	1.1	56.8	16.3	5.1
Queue Length 50th (ft)	149	22	50	2	11	413	24
Queue Length 95th (ft)	211	51	m58	6	32	546	49
Internal Link Dist (ft)	568	292		1754		810	
Turn Bay Length (ft)			325		350		85
Base Capacity (vph)	329	346	105	1372	105	1312	1135
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.14	0.57	0.43	0.14	0.69	0.14

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.25: Redlands Blvd & SR-60 WB Ramps



Lane Group	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	17	11	261	18	545	253	499	477
v/c Ratio	0.15	0.05	0.73	0.17	0.85	0.26	0.87	0.39
Control Delay	56.3	0.4	51.2	51.7	43.3	1.1	45.1	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.3	0.4	51.2	51.7	43.3	1.1	45.1	5.7
Queue Length 50th (ft)	13	0	164	13	397	0	344	111
Queue Length 95th (ft)	35	0	228	m20	#579	m31	#567	177
Internal Link Dist (ft)	367		575		1453			1754
Turn Bay Length (ft)		25		125		250	325	
Base Capacity (vph)	283	348	366	105	639	994	571	1230
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.03	0.71	0.17	0.85	0.25	0.87	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.26: Redlands Blvd & SR-60 EB Ramps



Lane Group	EBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	542	158	654	569	74
v/c Ratio	0.89	0.70	0.57	0.66	0.06
Control Delay	50.1	67.8	17.6	23.6	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	67.8	17.6	23.6	1.0
Queue Length 50th (ft)	341	119	295	210	0
Queue Length 95th (ft)	468	170	368	293	m9
Internal Link Dist (ft)	606		500	1453	
Turn Bay Length (ft)		300			70
Base Capacity (vph)	690	225	1157	856	1319
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.79	0.70	0.57	0.66	0.06

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	38	58	44	577	473	37
v/c Ratio	0.26	0.31	0.34	0.35	0.31	0.03
Control Delay	44.9	15.8	49.3	2.4	4.8	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	15.8	49.3	2.4	4.8	1.5
Queue Length 50th (ft)	21	0	25	54	89	0
Queue Length 95th (ft)	49	31	56	88	133	7
Internal Link Dist (ft)	1175			2549	2540	
Turn Bay Length (ft)	300		100			200
Base Capacity (vph)	468	461	131	1646	1512	1292
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.13	0.34	0.35	0.31	0.03
Intersection Summary						

Queues
Int.1: Kitching St & Iris Ave



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	156	1194	210	899	115	87	284	95	355
v/c Ratio	0.70	0.75	0.64	0.49	0.12	0.58	0.45	0.63	0.58
Control Delay	66.4	31.3	35.7	7.9	1.2	68.4	26.5	72.0	38.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.4	31.3	35.7	7.9	1.2	68.4	26.5	72.0	38.5
Queue Length 50th (ft)	117	398	163	135	6	65	55	72	98
Queue Length 95th (ft)	186	486	m209	m152	m13	120	98	130	150
Internal Link Dist (ft)		905		3280			601		658
Turn Bay Length (ft)	135		115			180		200	
Base Capacity (vph)	270	1582	330	1818	1008	165	632	165	607
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.75	0.64	0.49	0.11	0.53	0.45	0.58	0.58

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.2: Lasselle St & Alessandro Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	98	745	273	137	590	58	215	479	164	38	530
v/c Ratio	0.49	1.02	0.40	1.01	0.90	0.08	1.02	0.68	0.21	0.36	0.97
Control Delay	61.3	76.5	16.6	132.5	28.1	0.2	120.7	38.9	6.3	64.4	73.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.3	76.5	16.6	132.5	28.1	0.2	120.7	38.9	6.3	64.4	73.2
Queue Length 50th (ft)	74	-614	82	-109	246	0	-177	320	21	29	402
Queue Length 95th (ft)	#162	#851	155	m#204	325	m1	#333	447	54	66	#627
Internal Link Dist (ft)		830			5181			381			397
Turn Bay Length (ft)	175		65	150		25	200		120	150	
Base Capacity (vph)	200	728	691	135	728	754	210	700	784	105	548
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	1.02	0.40	1.01	0.81	0.08	1.02	0.68	0.21	0.36	0.97

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

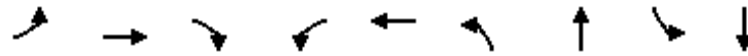


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	190	1032	925	1069	303	677	583	266	948
v/c Ratio	0.62	0.89dr	0.96	0.50	0.94	0.70	0.61	0.76	0.96
Control Delay	81.0	42.4	56.5	19.1	92.2	44.4	17.2	67.3	63.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.0	42.4	56.5	19.1	92.2	44.4	17.2	67.3	63.8
Queue Length 50th (ft)	76	150	381	168	122	250	240	105	378
Queue Length 95th (ft)	m104	210	#504	138	#210	317	355	#163	#516
Internal Link Dist (ft)		3280		4567		390			301
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	321	1196	963	2117	321	962	963	350	984
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.86	0.96	0.50	0.94	0.70	0.61	0.76	0.96

Intersection Summary

- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.
- dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Queues
Int.4: Nason St & Eucalyptus Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	59	202	85	227	220	91	1312	25	1095
v/c Ratio	0.45	0.56	0.32	0.80	0.30	0.70	0.63	0.24	0.57
Control Delay	63.7	57.2	6.6	44.7	22.5	81.6	19.3	59.8	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.7	57.2	6.6	44.7	22.5	81.6	19.3	59.8	20.6
Queue Length 50th (ft)	44	80	0	123	75	70	368	19	293
Queue Length 95th (ft)	89	116	23	#189	103	#147	483	49	387
Internal Link Dist (ft)		585			1543		334		544
Turn Bay Length (ft)	200		25	200		300		175	
Base Capacity (vph)	150	559	350	315	887	135	2072	105	1916
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.36	0.24	0.72	0.25	0.67	0.63	0.24	0.57

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
Int.5: Nason St & Alessandro Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	142	486	147	159	351	164	258	1074	399	199	909	99
v/c Ratio	0.65	0.68	0.35	0.58	0.87	0.35	0.64	0.67	0.44	0.75	0.48	0.15
Control Delay	37.9	22.0	4.4	58.6	63.8	10.5	50.2	30.2	6.7	66.6	30.8	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.9	22.0	4.4	58.6	63.8	10.5	50.2	30.2	6.7	66.6	30.8	3.7
Queue Length 50th (ft)	52	135	23	63	265	15	182	354	32	149	201	0
Queue Length 95th (ft)	m58	m145	m27	m76	m308	m29	275	451	110	226	245	27
Internal Link Dist (ft)		5181			402			545			744	
Turn Bay Length (ft)	250		125	250		250	275		275	270		330
Base Capacity (vph)	220	752	440	291	443	502	406	1600	899	315	1893	664
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.65	0.33	0.55	0.79	0.33	0.64	0.67	0.44	0.63	0.48	0.15

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	344	884	33	1071	314	34	85	240	72	600
v/c Ratio	0.62	0.32	0.31	0.53	0.40	0.32	0.29	0.81	0.13	0.74
Control Delay	42.8	16.1	40.5	12.1	1.6	62.8	33.1	68.9	32.5	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.8	16.1	40.5	12.1	1.6	62.8	33.1	68.9	32.5	22.0
Queue Length 50th (ft)	134	183	25	82	0	26	38	177	42	256
Queue Length 95th (ft)	m159	m215	m51	171	3	61	87	#285	80	304
Internal Link Dist (ft)		4567		3001			126		440	
Turn Bay Length (ft)	260		150		160	100		200		200
Base Capacity (vph)	846	2722	105	2021	781	105	297	330	564	936
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.32	0.31	0.53	0.40	0.32	0.29	0.73	0.13	0.64

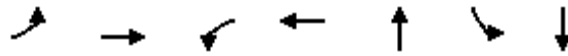
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

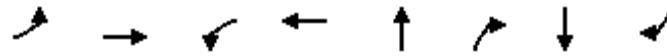
Queues
Int.7: Eucalyptus Ave & Fir Ave



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	39	458	13	699	32	269	85
v/c Ratio	0.31	0.26	0.11	0.43	0.04	0.47	0.12
Control Delay	52.4	12.6	55.8	19.4	19.1	29.4	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.4	12.6	55.8	19.4	19.1	29.4	11.3
Queue Length 50th (ft)	19	24	10	146	12	151	17
Queue Length 95th (ft)	m36	153	m29	192	33	231	49
Internal Link Dist (ft)		1543		3135	82		387
Turn Bay Length (ft)	200		100			250	
Base Capacity (vph)	165	1734	135	1628	744	570	738
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.26	0.10	0.43	0.04	0.47	0.12

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	95	1032	69	973	88	47	63	126
v/c Ratio	0.54	0.54	0.45	0.55	0.26	0.13	0.14	0.26
Control Delay	64.9	21.0	61.0	33.4	44.5	3.0	38.2	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.9	21.0	61.0	33.4	44.5	3.0	38.2	8.1
Queue Length 50th (ft)	79	272	52	221	59	0	39	0
Queue Length 95th (ft)	m130	87	97	267	109	10	81	51
Internal Link Dist (ft)		3001		948	104		471	
Turn Bay Length (ft)	225		250			50		480
Base Capacity (vph)	240	1922	210	1770	334	363	448	488
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.54	0.33	0.55	0.26	0.13	0.14	0.26

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.9: Moreno Beach Dr & SR-60 WB Ramps



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	268	20	606	666	62	401
v/c Ratio	0.73	0.04	0.50	0.45	0.44	0.29
Control Delay	56.1	9.5	1.4	0.1	62.6	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.1	9.5	1.4	0.1	62.6	7.0
Queue Length 50th (ft)	197	0	8	0	46	92
Queue Length 95th (ft)	266	16	m77	m0	93	175
Internal Link Dist (ft)	602		780			399
Turn Bay Length (ft)	150			200	175	
Base Capacity (vph)	556	529	1210	1471	150	1387
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.04	0.50	0.45	0.41	0.29

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
 Int.10: Moreno Beach Dr & SR-60 EB Ramps



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	348	724	868	308	633
v/c Ratio	1.05	0.85	1.10	0.39	1.12
Control Delay	110.1	16.3	86.5	8.2	120.7
Queue Delay	0.0	0.0	1.2	0.0	0.0
Total Delay	110.1	16.3	87.7	8.2	120.7
Queue Length 50th (ft)	~293	32	~741	63	~575
Queue Length 95th (ft)	#480	#259	#978	m111	#807
Internal Link Dist (ft)	650		465		780
Turn Bay Length (ft)		590			
Base Capacity (vph)	332	847	791	790	566
Starvation Cap Reductn	0	0	12	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.05	0.85	1.11	0.39	1.12

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

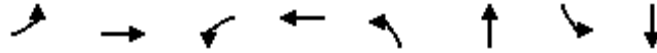
Queues
Int.11: Moreno Beach Dr & Eucalyptus Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	409	56	221	90	84	182	182	634	36	97	935	297
v/c Ratio	0.81	0.37	0.67	0.33	0.50	0.59	0.71	0.33	0.04	0.55	0.53	0.33
Control Delay	55.3	48.7	19.1	48.5	61.5	15.3	65.6	17.3	0.1	67.4	12.1	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.6	0.0
Total Delay	55.3	48.7	19.1	48.5	61.5	15.4	65.6	17.4	0.1	67.4	12.7	1.1
Queue Length 50th (ft)	161	42	26	62	63	0	136	141	0	72	124	0
Queue Length 95th (ft)	#226	84	110	115	112	67	#236	212	0	m70	m163	m5
Internal Link Dist (ft)		3135			331			398			465	
Turn Bay Length (ft)	225		150	115		140	240		100	120		150
Base Capacity (vph)	525	372	493	275	292	402	255	1936	920	206	1777	906
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	427	0
Spillback Cap Reductn	0	0	0	0	0	14	0	236	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.15	0.45	0.33	0.29	0.47	0.71	0.37	0.04	0.47	0.69	0.33

Intersection Summary

- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	281	432	104	229	119	761	45	1060
v/c Ratio	1.10	0.98	0.99	0.79	1.13	0.76	0.43	1.11
Control Delay	123.2	75.5	142.1	66.4	171.0	20.8	67.5	92.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	123.2	75.5	142.1	66.4	171.0	20.8	67.5	92.6
Queue Length 50th (ft)	~254	337	82	166	~110	539	34	~936
Queue Length 95th (ft)	#422	#537	#199	#290	#233	339	75	#1195
Internal Link Dist (ft)		4719		5204		865		432
Turn Bay Length (ft)	100		175		125		275	
Base Capacity (vph)	255	443	105	291	105	999	105	956
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.10	0.98	0.99	0.79	1.13	0.76	0.43	1.11

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
Int.14: Moreno Beach Dr & Cactus Ave



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	119	524	48	201	72	168	620	73	118	910
v/c Ratio	0.60	0.64	0.38	0.71	0.15	0.49	0.34	0.07	0.60	0.43
Control Delay	63.0	33.2	61.2	61.9	3.4	33.1	11.1	0.4	60.6	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	33.2	61.2	61.9	3.4	33.1	11.1	0.4	60.6	22.4
Queue Length 50th (ft)	89	140	36	150	0	120	58	0	88	116
Queue Length 95th (ft)	146	180	76	219	17	78	82	0	m72	m131
Internal Link Dist (ft)		687		395			2586			392
Turn Bay Length (ft)	150		150			200			200	
Base Capacity (vph)	258	1043	150	411	530	345	1800	1025	257	2129
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.50	0.32	0.49	0.14	0.49	0.34	0.07	0.46	0.43

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.15: Moreno Beach Dr & John F Kennedy Dr



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	66	37	374	41	85	21	645	336	161	892
v/c Ratio	0.52	0.28	0.81	0.09	0.18	0.20	0.28	0.26	0.67	0.30
Control Delay	68.7	34.7	55.6	33.2	2.9	58.6	24.2	1.4	45.9	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.7	34.7	55.6	33.2	2.9	58.6	24.2	1.4	45.9	13.9
Queue Length 50th (ft)	50	11	272	25	0	16	120	0	117	176
Queue Length 95th (ft)	98	46	351	48	17	43	189	32	180	283
Internal Link Dist (ft)		308		732			605			2586
Turn Bay Length (ft)	100		325			275		250	350	
Base Capacity (vph)	135	292	601	791	741	105	2345	1382	305	2967
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.13	0.62	0.05	0.11	0.20	0.28	0.24	0.53	0.30

Intersection Summary

Queues
Int.24: Redlands Blvd & Ironwood Ave



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	211	116	58	818	44	909	219
v/c Ratio	0.88	0.32	0.55	0.65	0.42	0.72	0.20
Control Delay	76.3	24.4	59.0	3.5	67.0	19.0	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.3	24.4	59.0	3.5	67.0	19.0	6.3
Queue Length 50th (ft)	148	41	48	23	34	457	40
Queue Length 95th (ft)	#257	92	m67	26	74	687	80
Internal Link Dist (ft)	568	292		1754		810	
Turn Bay Length (ft)			325		350		85
Base Capacity (vph)	287	431	105	1263	105	1264	1102
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.27	0.55	0.65	0.42	0.72	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.25: Redlands Blvd & SR-60 WB Ramps



Lane Group	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	16	3	136	4	817	261	455	521
v/c Ratio	0.14	0.01	0.57	0.04	0.73	0.22	1.26	0.34
Control Delay	56.2	0.0	22.2	61.2	26.8	4.7	173.7	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.2	0.0	22.2	61.2	26.8	4.7	173.7	10.4
Queue Length 50th (ft)	12	0	14	3	360	35	-434	134
Queue Length 95th (ft)	35	0	73	m5	m#778	m55	#644	378
Internal Link Dist (ft)	367		575		1453			1754
Turn Bay Length (ft)		25		125		250	325	
Base Capacity (vph)	285	348	370	105	1114	1192	361	1518
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.01	0.37	0.04	0.73	0.22	1.26	0.34

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
 Int.26: Redlands Blvd & SR-60 EB Ramps



Lane Group	EBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	725	154	533	540	58
v/c Ratio	0.94	0.79	0.55	0.77	0.04
Control Delay	52.0	79.8	23.3	37.6	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	52.0	79.8	23.3	37.6	0.9
Queue Length 50th (ft)	487	118	283	435	0
Queue Length 95th (ft)	#738	#228	393	#311	4
Internal Link Dist (ft)	606		500	1453	
Turn Bay Length (ft)		300			70
Base Capacity (vph)	802	195	968	699	1336
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.90	0.79	0.55	0.77	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues
Int.31: Redlands Blvd & Cottonwood Ave



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	19	37	31	471	615	38
v/c Ratio	0.11	0.19	0.18	0.28	0.40	0.03
Control Delay	30.6	13.3	32.3	2.1	5.5	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.6	13.3	32.3	2.1	5.5	2.0
Queue Length 50th (ft)	9	0	15	39	57	0
Queue Length 95th (ft)	26	24	36	67	206	9
Internal Link Dist (ft)	1175			2549	2540	
Turn Bay Length (ft)	300		100			200
Base Capacity (vph)	460	439	174	1661	1541	1317
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.08	0.18	0.28	0.40	0.03

Intersection Summary

Queues
Int.1: Kitching St & Iris Ave



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	87	1060	193	1014	98	201	520	71	455
v/c Ratio	0.56	0.74	0.77	0.62	0.11	0.78	0.53	0.47	0.61
Control Delay	66.7	34.3	88.7	8.8	0.4	69.2	23.7	63.5	31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.7	34.3	88.7	8.8	0.4	69.2	23.7	63.5	31.0
Queue Length 50th (ft)	65	365	155	76	0	150	101	53	103
Queue Length 95th (ft)	119	455	m202	m112	m0	231	157	103	163
Internal Link Dist (ft)		905		3280			601		658
Turn Bay Length (ft)	135		115			180		200	
Base Capacity (vph)	180	1436	285	1646	916	300	976	150	752
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.74	0.68	0.62	0.11	0.67	0.53	0.47	0.61

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	54	523	204	171	923	39	320	471	228	65	571
v/c Ratio	0.51	0.89	0.35	0.84	1.27	0.05	1.19	0.61	0.25	0.62	1.04
Control Delay	72.4	57.4	14.7	82.1	151.8	0.1	158.7	34.4	4.7	80.3	91.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.4	57.4	14.7	82.1	151.8	0.1	158.7	34.4	4.7	80.3	91.6
Queue Length 50th (ft)	41	376	47	117	-917	0	-298	305	23	50	-502
Queue Length 95th (ft)	77	455	91	m#163	#988	m0	#417	374	46	#97	#623
Internal Link Dist (ft)		830			5181			381			397
Turn Bay Length (ft)	175		65	150		25	200		120	150	
Base Capacity (vph)	105	617	604	210	728	810	270	766	921	105	548
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.85	0.34	0.81	1.27	0.05	1.19	0.61	0.25	0.62	1.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	138	1246	726	956	506	712	768	176	680
v/c Ratio	0.53	0.86	0.88	0.42	0.96	0.72	0.89	0.67	0.95
Control Delay	47.1	30.9	34.2	8.0	82.2	44.1	28.8	67.3	69.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.1	30.9	34.2	8.0	82.2	44.1	28.8	67.3	69.5
Queue Length 50th (ft)	55	326	123	58	203	262	312	69	268
Queue Length 95th (ft)	m80	391	#273	69	#311	332	#542	#109	#389
Internal Link Dist (ft)		3280		4567		390			301
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	262	1455	846	2262	525	992	874	262	717
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.86	0.86	0.42	0.96	0.72	0.88	0.67	0.95

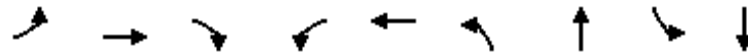
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.4: Nason St & Eucalyptus Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	326	304	309	225	265	138	1250	22	1858
v/c Ratio	1.09	0.54	0.85	0.84	0.53	1.31	0.66	0.21	1.03
Control Delay	124.0	49.4	49.7	63.0	33.9	237.5	22.5	58.9	60.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	124.0	49.4	49.7	63.0	33.9	237.5	22.5	58.9	60.4
Queue Length 50th (ft)	~283	113	137	125	55	~138	382	17	~835
Queue Length 95th (ft)	#357	129	177	#242	80	#213	354	37	660
Internal Link Dist (ft)		585			1543		334		544
Turn Bay Length (ft)	200		25	200		300		175	
Base Capacity (vph)	300	676	407	267	555	105	1905	105	1798
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.45	0.76	0.84	0.48	1.31	0.66	0.21	1.03

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
Int.5: Nason St & Alessandro Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	113	336	277	442	611	312	156	694	136	120	1221	121
v/c Ratio	0.54	0.38	0.48	0.77	0.92	0.42	0.74	0.56	0.21	0.61	0.70	0.19
Control Delay	41.5	18.7	3.7	47.1	50.3	5.0	71.1	34.9	5.8	63.9	37.9	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	18.7	3.7	47.1	50.3	5.0	71.1	34.9	5.8	63.9	37.9	6.1
Queue Length 50th (ft)	45	66	10	151	457	17	117	238	0	89	312	0
Queue Length 95th (ft)	m55	m92	m21	m158	m474	m20	176	277	36	141	336	36
Internal Link Dist (ft)		5181			402			545			744	
Turn Bay Length (ft)	250		125	250		250	275		275	270		330
Base Capacity (vph)	211	906	582	642	697	761	240	1247	647	225	1749	624
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.37	0.48	0.69	0.88	0.41	0.65	0.56	0.21	0.53	0.70	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

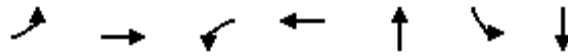


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	512	1333	31	1013	255	14	67	301	32	409
v/c Ratio	0.77	0.61	0.30	0.77	0.45	0.13	0.21	0.67	0.04	0.38
Control Delay	47.6	23.6	54.2	16.7	2.3	56.7	38.9	48.9	24.3	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.6	23.6	54.2	16.7	2.3	56.7	38.9	48.9	24.3	6.3
Queue Length 50th (ft)	193	275	25	84	3	11	38	211	14	69
Queue Length 95th (ft)	m232	291	m38	113	4	31	77	288	37	105
Internal Link Dist (ft)		4567		3001			126		440	
Turn Bay Length (ft)	260		150		160	100		200		200
Base Capacity (vph)	729	2184	105	1318	563	105	326	451	797	1072
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.61	0.30	0.77	0.45	0.13	0.21	0.67	0.04	0.38

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

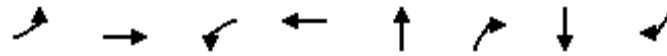
Queues
Int.7: Eucalyptus Ave & Fir Ave



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	80	443	7	506	54	196	73
v/c Ratio	0.31	0.23	0.07	0.36	0.08	0.36	0.11
Control Delay	24.9	5.2	61.7	10.0	19.9	28.8	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.9	5.2	61.7	10.0	19.9	28.8	8.0
Queue Length 50th (ft)	32	32	5	59	21	107	5
Queue Length 95th (ft)	m52	59	m18	63	48	151	36
Internal Link Dist (ft)		1543		3135	84		387
Turn Bay Length (ft)	200					250	
Base Capacity (vph)	300	1916	135	1424	692	548	674
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.23	0.05	0.36	0.08	0.36	0.11

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	347	906	39	910	180	40	78	270
v/c Ratio	0.66	0.35	0.37	0.74	0.58	0.11	0.25	0.55
Control Delay	23.1	3.5	64.8	46.0	54.1	0.6	46.0	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.1	3.5	64.8	46.0	54.1	0.6	46.0	9.7
Queue Length 50th (ft)	264	49	30	238	130	0	53	0
Queue Length 95th (ft)	359	50	66	284	204	0	100	72
Internal Link Dist (ft)		3001		948	104		471	
Turn Bay Length (ft)	225		250			50		480
Base Capacity (vph)	526	2626	105	1236	312	371	311	494
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.35	0.37	0.74	0.58	0.11	0.25	0.55

Intersection Summary

Queues

Int.9: Moreno Beach Dr & SR-60 WB Ramps



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	243	8	534	611	133	367
v/c Ratio	0.72	0.01	0.50	0.46	0.49	0.26
Control Delay	57.4	10.9	2.8	0.1	53.8	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.4	10.9	2.8	0.1	53.8	6.0
Queue Length 50th (ft)	178	0	73	0	96	78
Queue Length 95th (ft)	237	9	m103	m0	155	141
Internal Link Dist (ft)	602		780			399
Turn Bay Length (ft)	150			200	175	
Base Capacity (vph)	601	603	1069	1339	270	1417
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.01	0.50	0.46	0.49	0.26

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
 Int.10: Moreno Beach Dr & SR-60 EB Ramps



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	309	788	902	308	661
v/c Ratio	0.93	0.93	1.12	0.39	1.20
Control Delay	83.4	25.5	88.1	3.4	148.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	83.4	25.5	88.1	3.4	148.1
Queue Length 50th (ft)	238	80	~812	20	-633
Queue Length 95th (ft)	#358	#215	#887	25	#763
Internal Link Dist (ft)	650		465		780
Turn Bay Length (ft)		590			
Base Capacity (vph)	332	851	807	799	550
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.93	0.93	1.12	0.39	1.20

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues
Int.11: Moreno Beach Dr & Eucalyptus Ave

Moreno Valley Trade Center
03/30/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	263	125	139	47	53	119	187	834	90	370	775	212
v/c Ratio	0.73	0.49	0.41	0.41	0.36	0.44	0.71	0.52	0.12	0.85	0.40	0.22
Control Delay	53.6	44.7	14.9	64.9	58.7	8.6	62.9	26.1	2.2	39.4	16.9	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	53.6	44.7	14.9	64.9	58.7	8.7	62.9	26.2	2.2	39.4	16.9	4.6
Queue Length 50th (ft)	96	93	24	36	40	0	140	240	0	223	144	9
Queue Length 95th (ft)	131	138	66	70	73	18	188	288	12	m218	m162	m11
Internal Link Dist (ft)		3135			326			398			465	
Turn Bay Length (ft)	225		150	115		140	240		100	120		150
Base Capacity (vph)	379	372	428	120	292	380	335	1603	782	436	1947	957
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	5	0	105	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.34	0.32	0.39	0.18	0.32	0.56	0.56	0.12	0.85	0.40	0.22

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	156	331	77	402	207	872	22	847
v/c Ratio	0.87	0.85	0.45	1.04	1.25	0.86	0.21	0.98
Control Delay	93.9	71.9	62.3	103.1	187.6	20.4	58.9	56.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.9	71.9	62.3	103.1	187.6	20.4	58.9	56.4
Queue Length 50th (ft)	105	254	58	~336	~207	677	17	615
Queue Length 95th (ft)	#241	354	#141	#537	#366	#912	45	#903
Internal Link Dist (ft)		4719		5204		865		432
Turn Bay Length (ft)	100		175		125		275	
Base Capacity (vph)	180	458	173	386	165	1015	105	867
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.72	0.45	1.04	1.25	0.86	0.21	0.98

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues
Int.14: Moreno Beach Dr & Cactus Ave



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	99	294	79	268	115	223	940	102	56	732
v/c Ratio	0.56	0.38	0.52	0.77	0.21	0.49	0.51	0.10	0.45	0.43
Control Delay	63.2	21.2	64.6	60.5	5.9	29.6	13.2	0.6	60.6	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	21.2	64.6	60.5	5.9	29.6	13.2	0.6	60.6	21.0
Queue Length 50th (ft)	74	52	59	199	0	151	107	0	45	106
Queue Length 95th (ft)	119	74	103	252	33	216	146	3	m53	m160
Internal Link Dist (ft)		687		395			2586			392
Turn Bay Length (ft)	150		150			200			200	
Base Capacity (vph)	228	1024	180	475	534	466	1857	1031	135	1697
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.29	0.44	0.56	0.22	0.48	0.51	0.10	0.41	0.43

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.15: Moreno Beach Dr & John F Kennedy Dr



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	121	67	459	101	394	30	741	433	209	804
v/c Ratio	0.64	0.44	0.84	0.20	0.58	0.27	0.41	0.36	0.77	0.33
Control Delay	66.9	57.6	52.9	32.7	8.0	60.2	33.4	1.4	60.6	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.9	57.6	52.9	32.7	8.0	60.2	33.4	1.4	60.6	13.0
Queue Length 50th (ft)	91	47	331	60	20	23	166	1	103	156
Queue Length 95th (ft)	136	82	355	83	55	49	207	11	#152	178
Internal Link Dist (ft)		308		732			605			2586
Turn Bay Length (ft)	100		325			275		250	350	
Base Capacity (vph)	225	291	620	688	814	110	1824	1261	288	2430
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.23	0.74	0.15	0.48	0.27	0.41	0.34	0.73	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	218	48	60	598	15	943	158
v/c Ratio	0.81	0.17	0.57	0.43	0.14	0.72	0.14
Control Delay	66.4	32.5	58.7	1.2	56.9	16.9	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.4	32.5	58.7	1.2	56.9	16.9	5.0
Queue Length 50th (ft)	149	22	49	2	11	447	24
Queue Length 95th (ft)	213	51	m54	m8	32	573	48
Internal Link Dist (ft)	568	292		1754		810	
Turn Bay Length (ft)			325		350		85
Base Capacity (vph)	317	332	105	1376	105	1316	1137
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.14	0.57	0.43	0.14	0.72	0.14

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.25: Redlands Blvd & SR-60 WB Ramps



Lane Group	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	17	11	301	18	552	289	499	513
v/c Ratio	0.15	0.05	0.71	0.17	0.95	0.28	0.91	0.45
Control Delay	56.3	0.4	47.8	45.3	54.1	1.0	50.9	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.3	0.4	47.8	45.3	54.1	1.0	50.9	7.5
Queue Length 50th (ft)	13	0	195	14	-457	4	374	159
Queue Length 95th (ft)	35	0	271	m19	m#594	m12	#569	200
Internal Link Dist (ft)	367		575		1453			1754
Turn Bay Length (ft)		25		125		250	325	
Base Capacity (vph)	283	348	426	105	580	1020	549	1148
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.03	0.71	0.17	0.95	0.28	0.91	0.45

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
 Int.26: Redlands Blvd & SR-60 EB Ramps



Lane Group	EBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	618	170	700	649	74
v/c Ratio	0.94	0.83	0.63	0.79	0.06
Control Delay	53.9	82.2	20.7	27.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	53.9	82.2	20.7	27.9	0.3
Queue Length 50th (ft)	384	130	363	257	1
Queue Length 95th (ft)	#607	#201	406	326	m2
Internal Link Dist (ft)	606		500	1453	
Turn Bay Length (ft)		300			70
Base Capacity (vph)	701	213	1105	824	1374
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.88	0.80	0.63	0.79	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	38	58	44	685	495	37
v/c Ratio	0.27	0.32	0.36	0.41	0.33	0.03
Control Delay	48.2	16.7	53.4	2.7	5.2	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.2	16.7	53.4	2.7	5.2	1.5
Queue Length 50th (ft)	23	0	27	71	95	0
Queue Length 95th (ft)	51	33	59	113	140	7
Internal Link Dist (ft)	1175			2549	2540	
Turn Bay Length (ft)	300		100			200
Base Capacity (vph)	335	347	123	1658	1494	1278
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.17	0.36	0.41	0.33	0.03

Intersection Summary

Queues
Int.1: Kitching St & Iris Ave



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	156	1199	231	904	115	87	306	95	355
v/c Ratio	0.70	0.77	0.67	0.50	0.11	0.58	0.46	0.67	0.58
Control Delay	66.4	32.4	31.4	8.5	0.2	69.0	24.8	76.3	38.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.4	32.4	31.4	8.5	0.2	69.0	24.8	76.3	38.5
Queue Length 50th (ft)	117	401	100	72	0	66	55	72	98
Queue Length 95th (ft)	186	489	m162	m95	m0	#127	101	#145	150
Internal Link Dist (ft)		905		3280			601		658
Turn Bay Length (ft)	135		115			180		200	
Base Capacity (vph)	270	1553	345	1818	1045	150	662	150	607
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.77	0.67	0.50	0.11	0.58	0.46	0.63	0.58

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.2: Lasselle St & Alessandro Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	98	768	273	143	612	58	215	479	169	38	530
v/c Ratio	0.52	1.05	0.40	1.06	0.91	0.08	1.02	0.68	0.22	0.36	0.97
Control Delay	63.7	85.3	16.6	142.6	28.9	0.2	120.7	38.9	6.3	64.4	73.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.7	85.3	16.6	142.6	28.9	0.2	120.7	38.9	6.3	64.4	73.2
Queue Length 50th (ft)	75	-651	82	-124	244	1	-177	320	22	29	402
Queue Length 95th (ft)	#162	#890	155	m#213	m#417	m1	#333	447	55	66	#627
Internal Link Dist (ft)		830			5181			381			397
Turn Bay Length (ft)	175		65	150		25	200		120	150	
Base Capacity (vph)	187	728	691	135	728	766	210	700	785	105	548
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	1.05	0.40	1.06	0.84	0.08	1.02	0.68	0.22	0.36	0.97

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.3: Lasselle St & Iris Ave



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	190	1061	947	1096	303	677	605	266	948
v/c Ratio	0.62	0.89	0.98	0.52	0.94	0.70	0.63	0.76	0.96
Control Delay	62.0	29.8	61.9	20.4	92.2	44.4	17.9	67.3	63.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.0	29.8	61.9	20.4	92.2	44.4	17.9	67.3	63.8
Queue Length 50th (ft)	61	168	379	258	122	250	256	105	378
Queue Length 95th (ft)	m91	#166	#522	224	#210	317	377	#163	#516
Internal Link Dist (ft)		3280		4567		390			301
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	321	1193	963	2119	321	962	963	350	984
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.89	0.98	0.52	0.94	0.70	0.63	0.76	0.96

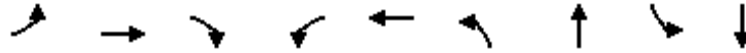
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.4: Nason St & Eucalyptus Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	59	224	85	232	241	91	1317	25	1095
v/c Ratio	0.45	0.58	0.31	0.80	0.32	0.70	0.65	0.24	0.58
Control Delay	63.7	56.7	6.2	51.0	28.7	81.6	20.5	59.8	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.7	56.7	6.2	51.0	28.7	81.6	20.5	59.8	21.8
Queue Length 50th (ft)	44	88	0	152	94	70	377	19	298
Queue Length 95th (ft)	89	125	23	#180	107	#147	511	49	406
Internal Link Dist (ft)		585			1543		334		544
Turn Bay Length (ft)	200		25	200		300		175	
Base Capacity (vph)	150	559	350	330	917	135	2034	105	1876
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.40	0.24	0.70	0.26	0.67	0.65	0.24	0.58

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
Int.5: Nason St & Alessandro Blvd

Moreno Valley Trade Center
03/30/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	142	516	147	170	379	164	258	1074	411	199	909	99
v/c Ratio	0.65	0.69	0.34	0.61	0.89	0.34	0.64	0.69	0.47	0.75	0.50	0.15
Control Delay	37.1	21.0	4.0	55.0	61.0	8.8	50.2	31.5	7.9	66.6	31.8	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	21.0	4.0	55.0	61.0	8.8	50.2	31.5	7.9	66.6	31.8	3.8
Queue Length 50th (ft)	52	141	22	68	290	21	182	360	42	149	204	0
Queue Length 95th (ft)	m56	m146	m25	m76	m313	m28	275	458	128	226	248	27
Internal Link Dist (ft)		5181			402			545			744	
Turn Bay Length (ft)	250		125	250		250	275		275	270		330
Base Capacity (vph)	220	782	447	291	459	514	406	1560	880	315	1836	647
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.66	0.33	0.58	0.83	0.32	0.64	0.69	0.47	0.63	0.50	0.15

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	344	935	33	1118	314	34	85	240	72	600
v/c Ratio	0.61	0.34	0.31	0.55	0.40	0.32	0.29	0.83	0.13	0.74
Control Delay	39.5	12.4	40.5	10.9	2.1	62.8	33.1	72.2	33.1	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.5	12.4	40.5	10.9	2.1	62.8	33.1	72.2	33.1	22.3
Queue Length 50th (ft)	117	155	25	71	0	26	38	179	42	262
Queue Length 95th (ft)	m136	m192	m49	344	3	61	87	#297	81	302
Internal Link Dist (ft)		4567		3001			126		440	
Turn Bay Length (ft)	260		150		160	100		200		200
Base Capacity (vph)	875	2743	105	2031	778	105	297	315	556	943
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.34	0.31	0.55	0.40	0.32	0.29	0.76	0.13	0.64

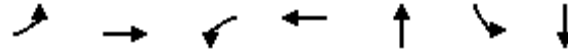
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

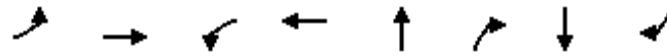
Queues
Int.7: Eucalyptus Ave & Fir Ave



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	39	487	13	726	32	269	85
v/c Ratio	0.31	0.28	0.11	0.45	0.04	0.47	0.12
Control Delay	51.3	13.1	49.8	15.7	19.1	29.4	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.3	13.1	49.8	15.7	19.1	29.4	11.3
Queue Length 50th (ft)	19	24	9	155	12	151	17
Queue Length 95th (ft)	m36	180	m23	267	33	231	49
Internal Link Dist (ft)		1543		3135	82		387
Turn Bay Length (ft)	200		100			250	
Base Capacity (vph)	165	1734	135	1624	744	570	738
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.28	0.10	0.45	0.04	0.47	0.12

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	95	1084	69	1023	88	47	63	126
v/c Ratio	0.54	0.56	0.45	0.58	0.26	0.13	0.14	0.26
Control Delay	58.2	18.3	61.0	33.9	44.5	3.0	38.2	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.2	18.3	61.0	33.9	44.5	3.0	38.2	8.1
Queue Length 50th (ft)	78	265	52	236	59	0	39	0
Queue Length 95th (ft)	m130	101	97	283	109	10	81	51
Internal Link Dist (ft)		3001		948	104		471	
Turn Bay Length (ft)	225		250			50		480
Base Capacity (vph)	270	1924	240	1770	334	363	448	488
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.56	0.29	0.58	0.26	0.13	0.14	0.26

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.9: Moreno Beach Dr & SR-60 WB Ramps



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	268	20	623	827	62	418
v/c Ratio	0.71	0.04	0.51	0.56	0.48	0.30
Control Delay	54.2	9.5	1.5	0.9	66.2	7.3
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	54.2	9.5	1.5	1.2	66.2	7.3
Queue Length 50th (ft)	195	0	19	0	47	100
Queue Length 95th (ft)	263	16	m73	m0	94	188
Internal Link Dist (ft)	602		780			399
Turn Bay Length (ft)	150			200	175	
Base Capacity (vph)	571	525	1213	1474	135	1377
Starvation Cap Reductn	0	0	0	195	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.04	0.51	0.65	0.46	0.30

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
 Int.10: Moreno Beach Dr & SR-60 EB Ramps



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	348	881	1037	308	649
v/c Ratio	0.92	1.00	1.31	0.40	1.25
Control Delay	77.6	42.3	170.1	6.0	170.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	77.6	42.3	170.1	6.0	170.7
Queue Length 50th (ft)	266	~205	~1040	77	~640
Queue Length 95th (ft)	#444	#508	#1261	m86	#874
Internal Link Dist (ft)	650		465		780
Turn Bay Length (ft)		590			
Base Capacity (vph)	377	879	791	770	518
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.92	1.00	1.31	0.40	1.25

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.11: Moreno Beach Dr & Eucalyptus Ave

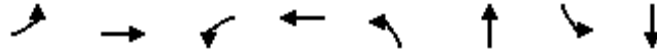
Moreno Valley Trade Center
03/30/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	409	85	221	106	111	357	182	634	53	277	935	297
v/c Ratio	0.81	0.49	0.64	0.37	0.54	0.73	0.76	0.41	0.07	0.82	0.54	0.33
Control Delay	50.5	47.2	12.8	48.4	59.7	14.0	70.7	26.2	2.2	51.9	14.0	1.4
Queue Delay	0.4	0.0	0.0	0.0	0.0	0.7	0.0	0.3	0.0	0.0	0.6	0.0
Total Delay	50.9	47.2	12.8	48.4	59.7	14.7	70.7	26.5	2.2	51.9	14.6	1.4
Queue Length 50th (ft)	161	56	17	74	83	0	138	181	0	172	138	5
Queue Length 95th (ft)	#227	94	33	128	135	88	#248	252	12	m165	m172	m4
Internal Link Dist (ft)		3135			324			398				465
Turn Bay Length (ft)	225		150	115		140	240		100	120		150
Base Capacity (vph)	525	348	476	288	300	556	240	1548	739	361	1741	892
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	423	0
Spillback Cap Reductn	10	0	0	0	0	46	0	401	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.24	0.46	0.37	0.37	0.70	0.76	0.55	0.07	0.77	0.71	0.33

Intersection Summary

- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	281	483	141	276	119	800	45	1060
v/c Ratio	1.10	1.17	1.04	0.95	1.13	0.80	0.43	1.11
Control Delay	126.2	137.9	143.4	90.4	169.7	22.9	67.5	92.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	126.2	137.9	143.4	90.4	169.7	22.9	67.5	92.6
Queue Length 50th (ft)	~254	~444	~118	209	~110	576	34	~936
Queue Length 95th (ft)	#431	#659	#250	#379	#237	401	75	#1195
Internal Link Dist (ft)		4719		5204		865		432
Turn Bay Length (ft)	100		175		125		275	
Base Capacity (vph)	255	413	135	291	105	994	105	956
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.10	1.17	1.04	0.95	1.13	0.80	0.43	1.11

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues
Int.14: Moreno Beach Dr & Cactus Ave



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	119	524	48	201	72	168	659	73	118	947
v/c Ratio	0.60	0.64	0.38	0.71	0.15	0.45	0.37	0.07	0.60	0.46
Control Delay	63.0	33.2	61.2	61.9	3.4	28.8	10.6	0.3	59.2	23.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	33.2	61.2	61.9	3.4	28.8	10.6	0.3	59.2	23.9
Queue Length 50th (ft)	89	140	36	150	0	117	58	0	88	121
Queue Length 95th (ft)	146	180	76	219	17	54	82	0	m69	m143
Internal Link Dist (ft)		687		395			2586			392
Turn Bay Length (ft)	150		150			200			200	
Base Capacity (vph)	258	1043	150	411	530	376	1800	1025	257	2045
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.50	0.32	0.49	0.14	0.45	0.37	0.07	0.46	0.46

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.15: Moreno Beach Dr & John F Kennedy Dr



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	66	37	396	41	85	21	685	359	161	930
v/c Ratio	0.52	0.28	0.82	0.09	0.18	0.20	0.30	0.28	0.68	0.32
Control Delay	68.7	34.7	54.9	32.0	2.8	58.6	25.4	1.4	43.4	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.7	34.7	54.9	32.0	2.8	58.6	25.4	1.4	43.4	14.9
Queue Length 50th (ft)	50	11	287	24	0	16	131	0	118	201
Queue Length 95th (ft)	98	46	368	47	17	43	205	33	181	310
Internal Link Dist (ft)		308		732			605			2586
Turn Bay Length (ft)	100		325			275		250	350	
Base Capacity (vph)	135	292	616	807	754	105	2282	1381	293	2907
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.13	0.64	0.05	0.11	0.20	0.30	0.26	0.55	0.32

Intersection Summary



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	211	116	58	860	44	954	219
v/c Ratio	0.88	0.32	0.51	0.68	0.42	0.76	0.20
Control Delay	78.1	25.0	80.7	9.8	67.0	20.7	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.1	25.0	80.7	9.8	67.0	20.7	6.4
Queue Length 50th (ft)	148	42	48	65	34	532	43
Queue Length 95th (ft)	#265	94	m64	264	74	741	78
Internal Link Dist (ft)	568	292		1754		810	
Turn Bay Length (ft)			325		350		85
Base Capacity (vph)	277	416	113	1266	105	1258	1096
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.28	0.51	0.68	0.42	0.76	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.25: Redlands Blvd & SR-60 WB Ramps



Lane Group	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	16	3	183	4	858	345	455	565
v/c Ratio	0.14	0.01	0.66	0.04	0.79	0.28	1.32	0.38
Control Delay	56.2	0.0	31.0	57.5	32.4	4.9	198.0	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.2	0.0	31.0	57.5	32.4	4.9	198.0	12.9
Queue Length 50th (ft)	12	0	48	3	478	51	-447	209
Queue Length 95th (ft)	35	0	117	m4	m#845	m68	#657	436
Internal Link Dist (ft)	367		575		1453			1754
Turn Bay Length (ft)		25		125		250	325	
Base Capacity (vph)	285	348	372	105	1089	1223	345	1478
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.01	0.49	0.04	0.79	0.28	1.32	0.38

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Int.26: Redlands Blvd & SR-60 EB Ramps



Lane Group	EBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	804	201	659	631	58
v/c Ratio	1.01	1.03	0.71	0.95	0.04
Control Delay	66.2	125.1	28.9	56.5	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	66.2	125.1	28.9	56.5	1.3
Queue Length 50th (ft)	~602	~166	385	510	0
Queue Length 95th (ft)	#877	#320	529	#687	17
Internal Link Dist (ft)	606		500	1453	
Turn Bay Length (ft)		300			70
Base Capacity (vph)	797	195	934	665	1342
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.01	1.03	0.71	0.95	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

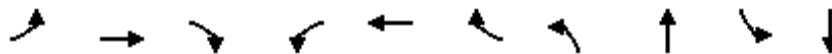
Queues
Int.31: Redlands Blvd & Cottonwood Ave



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	19	37	31	607	741	38
v/c Ratio	0.11	0.19	0.18	0.37	0.48	0.03
Control Delay	30.6	13.3	32.3	2.5	6.4	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.6	13.3	32.3	2.5	6.4	2.0
Queue Length 50th (ft)	9	0	15	56	76	0
Queue Length 95th (ft)	26	24	36	94	277	9
Internal Link Dist (ft)	1175			2549	2540	
Turn Bay Length (ft)	300		100			200
Base Capacity (vph)	460	439	174	1661	1541	1317
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.08	0.18	0.37	0.48	0.03

Intersection Summary

Queues
Int.1: Kitching St & Iris Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	83	967	126	662	1080	121	192	782	75	543
v/c Ratio	0.54	0.99	0.24	1.07	0.55	0.11	1.07	0.83	0.71	0.87
Control Delay	65.7	70.3	8.2	73.1	3.8	0.2	137.1	31.8	90.1	55.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.7	70.3	8.2	73.1	3.8	0.2	137.1	31.8	90.1	55.0
Queue Length 50th (ft)	62	393	5	~582	40	0	~164	163	58	174
Queue Length 95th (ft)	115	#537	52	m#737	m97	m0	#314	242	#138	#269
Internal Link Dist (ft)		905			3280			601		658
Turn Bay Length (ft)	135		150	115			180		200	
Base Capacity (vph)	180	977	523	616	1971	1073	180	943	105	621
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.99	0.24	1.07	0.55	0.11	1.07	0.83	0.71	0.87

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

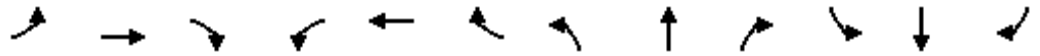
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.2: Lasselle St & Alessandro Blvd

10/28/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	112	831	192	143	1368	71	275	522	209	69	401	141
v/c Ratio	0.49	0.66	0.40	0.25	0.77	0.09	0.63	0.38	0.21	0.51	0.51	0.31
Control Delay	61.6	43.4	16.7	35.8	19.1	0.3	47.8	28.4	7.1	66.3	45.0	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.6	43.4	16.7	35.8	19.1	0.3	47.8	28.4	7.1	66.3	45.0	8.5
Queue Length 50th (ft)	43	214	46	57	389	0	189	158	34	52	150	0
Queue Length 95th (ft)	74	239	104	95	438	m1	283	207	83	101	203	55
Internal Link Dist (ft)		830			5181			381			397	
Turn Bay Length (ft)	175		65	150		25	200		120	150		150
Base Capacity (vph)	235	1815	641	581	1858	754	451	1385	987	150	783	461
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.46	0.30	0.25	0.74	0.09	0.61	0.38	0.21	0.46	0.51	0.31

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.3: Lasselle St & Iris Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	183	1073	429	762	1341	129	502	702	825	212	700
v/c Ratio	0.57	0.83	0.68	0.82	0.61	0.17	0.96	0.72	0.93	0.74	0.97
Control Delay	57.5	21.6	5.7	37.1	15.5	0.7	80.7	44.8	34.5	69.8	72.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.5	21.6	5.7	37.1	15.5	0.7	80.7	44.8	34.5	69.8	72.0
Queue Length 50th (ft)	77	190	22	294	136	0	201	260	349	84	276
Queue Length 95th (ft)	m86	m223	m35	373	157	m1	#308	331	#708	#135	#401
Internal Link Dist (ft)		3280			4567			390			301
Turn Bay Length (ft)	200		150	220		150	200		200	200	
Base Capacity (vph)	321	1288	630	933	2195	751	525	972	886	291	725
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.83	0.68	0.82	0.61	0.17	0.96	0.72	0.93	0.73	0.97

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.4: Nason St & Eucalyptus Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	260	296	297	430	360	32	222	859	473	22	1532	116
v/c Ratio	0.63	0.61	0.84	1.02	0.72	0.09	0.80	0.50	0.49	0.11	1.01	0.16
Control Delay	49.4	54.0	45.0	75.2	32.6	0.8	76.8	24.2	7.0	54.9	61.4	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.4	54.0	45.0	75.2	32.6	0.8	76.8	24.2	7.0	54.9	61.4	4.3
Queue Length 50th (ft)	179	112	108	~359	113	0	90	261	44	8	~667	0
Queue Length 95th (ft)	276	160	#241	#561	159	m2	#169	326	132	22	#807	35
Internal Link Dist (ft)		585			1543			334			544	
Turn Bay Length (ft)	200		150	200		150	300		150	175		150
Base Capacity (vph)	416	556	380	421	586	392	276	1719	967	204	1513	745
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.53	0.78	1.02	0.61	0.08	0.80	0.50	0.49	0.11	1.01	0.16

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.5: Nason St & Alessandro Blvd

Moreno Valley Trade Center
10/28/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	208	523	336	387	924	275	258	759	112	105	1133	265
v/c Ratio	0.62	0.48	0.65	0.75	0.68	0.44	0.68	0.37	0.16	0.54	0.55	0.34
Control Delay	44.2	25.9	21.4	37.5	24.9	4.1	61.2	27.3	4.9	61.2	30.2	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.2	25.9	21.4	37.5	24.9	4.1	61.2	27.3	4.9	61.2	30.2	5.8
Queue Length 50th (ft)	87	148	188	118	228	11	99	155	0	77	253	10
Queue Length 95th (ft)	127	180	266	169	249	28	144	204	36	136	319	70
Internal Link Dist (ft)		5181			402			545			744	
Turn Bay Length (ft)	250		125	250		250	275		275	270		330
Base Capacity (vph)	360	1253	559	583	1599	687	408	2068	715	210	2068	791
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.42	0.60	0.66	0.58	0.40	0.63	0.37	0.16	0.50	0.55	0.34

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	595	1344	20	30	1324	356	15	68	595	28	639
v/c Ratio	0.84	0.52	0.02	0.15	0.80	0.53	0.14	0.23	0.90	0.04	0.66
Control Delay	42.1	17.6	0.0	51.9	36.9	15.8	56.9	35.8	66.1	29.3	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	17.6	0.0	51.9	36.9	15.8	56.9	35.8	66.1	29.3	15.3
Queue Length 50th (ft)	234	319	0	12	394	179	11	34	233	14	218
Queue Length 95th (ft)	m269	m368	m0	m20	447	261	34	78	#330	39	330
Internal Link Dist (ft)		4567			3001			126		440	
Turn Bay Length (ft)	260		150	150		160	100		200		200
Base Capacity (vph)	729	2588	865	204	1656	676	105	300	671	650	980
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.52	0.02	0.15	0.80	0.53	0.14	0.23	0.89	0.04	0.65

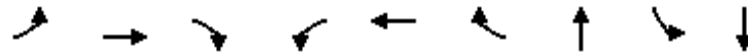
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.7: Eucalyptus Ave & Fir Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	159	598	17	38	577	191	96	188	148
v/c Ratio	0.56	0.37	0.02	0.32	0.49	0.29	0.59	0.36	0.11
Control Delay	52.7	19.8	1.6	48.8	35.4	10.7	56.2	37.5	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.7	19.8	1.6	48.8	35.4	10.7	56.2	37.5	4.6
Queue Length 50th (ft)	123	206	0	30	216	33	59	116	2
Queue Length 95th (ft)	196	241	m2	m65	276	92	112	195	23
Internal Link Dist (ft)		1543			3135		178		387
Turn Bay Length (ft)	200		150	250		150		250	
Base Capacity (vph)	285	1637	777	135	1173	653	270	519	1376
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.37	0.02	0.28	0.49	0.29	0.36	0.36	0.11

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.8: Oliver St & Iris Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	339	906	44	45	1232	41	183	38	25	47	290
v/c Ratio	0.65	0.37	0.06	0.22	0.66	0.06	0.54	0.10	0.08	0.14	0.56
Control Delay	44.4	14.3	1.5	56.7	34.5	0.7	51.3	0.5	42.3	43.3	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	14.3	1.5	56.7	34.5	0.7	51.3	0.5	42.3	43.3	9.4
Queue Length 50th (ft)	137	99	0	17	291	0	130	0	16	31	0
Queue Length 95th (ft)	m178	m114	m4	37	343	4	207	0	42	67	78
Internal Link Dist (ft)		3001			948		104			471	
Turn Bay Length (ft)	225		150	250		150		50	250		480
Base Capacity (vph)	525	2429	799	204	1858	631	337	392	315	332	521
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.37	0.06	0.22	0.66	0.06	0.54	0.10	0.08	0.14	0.56

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.9: Moreno Beach Dr & SR-60 WB Ramps



Lane Group	WBL	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	324	11	588	615	621	149
v/c Ratio	0.77	0.03	0.23	0.38	0.25	0.13
Control Delay	54.7	14.9	6.1	1.6	7.6	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	14.9	6.1	1.6	7.6	1.6
Queue Length 50th (ft)	236	0	53	27	82	0
Queue Length 95th (ft)	307	14	66	37	138	24
Internal Link Dist (ft)			780		399	
Turn Bay Length (ft)	150					150
Base Capacity (vph)	887	799	2525	1615	2525	1174
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.01	0.23	0.38	0.25	0.13

Intersection Summary

Queues

Int.10: Moreno Beach Dr & SR-60 EB Ramps

10/28/2020



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	232	302	298	944	386	88	856
v/c Ratio	0.67	0.67	0.65	0.60	0.42	0.18	0.32
Control Delay	52.6	22.5	21.4	21.0	8.5	40.8	4.1
Queue Delay	0.0	0.0	0.0	0.4	0.3	0.0	0.0
Total Delay	52.6	22.5	21.4	21.4	8.8	40.8	4.1
Queue Length 50th (ft)	175	85	77	244	89	47	64
Queue Length 95th (ft)	240	175	163	301	160	103	100
Internal Link Dist (ft)		650		465			780
Turn Bay Length (ft)			590				
Base Capacity (vph)	500	570	582	1564	918	476	2637
Starvation Cap Reductn	0	0	0	229	163	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.53	0.51	0.71	0.51	0.18	0.32

Intersection Summary

Queues
Int.11: Moreno Beach Dr & Eucalyptus Ave

Moreno Valley Trade Center
10/28/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	449	170	133	46	193	122	166	760	67	243	758	432
v/c Ratio	0.75	0.54	0.35	0.21	0.54	0.45	0.52	0.30	0.08	0.61	0.29	0.42
Control Delay	42.7	39.2	10.1	47.8	56.8	14.1	57.5	20.6	0.2	58.9	17.7	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	42.7	39.2	10.1	47.8	56.8	14.1	57.5	20.6	0.2	58.9	17.7	4.3
Queue Length 50th (ft)	184	136	47	32	76	0	64	126	0	98	100	12
Queue Length 95th (ft)	236	205	72	67	111	56	97	191	0	128	178	63
Internal Link Dist (ft)		3135			340			398				465
Turn Bay Length (ft)	225		150	115		140	240		100	120		150
Base Capacity (vph)	758	585	589	231	631	383	363	2505	860	671	2617	1029
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	117
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.29	0.23	0.20	0.31	0.32	0.46	0.30	0.08	0.36	0.29	0.47

Intersection Summary

Queues
Int.13: Moreno Beach Dr & Alessandro Blvd

Moreno Valley Trade Center
10/28/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	147	480	114	279	773	41	195	786	246	65	667	232
v/c Ratio	0.49	0.71	0.27	0.44	0.76	0.08	0.42	0.33	0.28	0.28	0.35	0.31
Control Delay	25.8	80.2	27.7	45.8	44.5	0.3	40.9	18.4	3.1	56.2	29.6	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.8	80.2	27.7	45.8	44.5	0.3	40.9	18.4	3.1	56.2	29.6	5.3
Queue Length 50th (ft)	32	207	45	100	288	0	63	95	2	25	136	0
Queue Length 95th (ft)	91	264	91	137	330	0	86	146	28	47	195	60
Internal Link Dist (ft)		4719			5204			865			432	
Turn Bay Length (ft)	100		150	175		150	125		150	275		150
Base Capacity (vph)	357	1113	605	646	1353	679	466	2347	865	265	1902	739
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.43	0.19	0.43	0.57	0.06	0.42	0.33	0.28	0.25	0.35	0.31

Intersection Summary

Queues
Int.14: Moreno Beach Dr & Cactus Ave

Moreno Valley Trade Center
10/28/2020



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	87	259	92	236	102	196	850	117	49	786	109
v/c Ratio	0.52	0.55	0.53	0.60	0.28	0.37	0.27	0.10	0.22	0.29	0.12
Control Delay	62.3	30.2	62.5	57.1	6.9	36.4	4.8	0.2	31.0	19.9	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.3	30.2	62.5	57.1	6.9	36.4	4.8	0.2	31.0	19.9	7.6
Queue Length 50th (ft)	65	51	69	93	0	71	31	0	17	201	26
Queue Length 95th (ft)	115	92	120	132	34	107	59	0	29	252	62
Internal Link Dist (ft)		687		395			2586			392	
Turn Bay Length (ft)	150		150		150	200		150	200		150
Base Capacity (vph)	270	796	270	752	405	525	3122	1293	321	2669	888
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.33	0.34	0.31	0.25	0.37	0.27	0.09	0.15	0.29	0.12

Intersection Summary

Queues

Int.15: Moreno Beach Dr & John F Kennedy Dr

10/28/2020



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	127	64	598	90	335	26	659	375	177	736	134
v/c Ratio	0.66	0.27	0.87	0.08	0.45	0.13	0.37	0.28	0.53	0.34	0.18
Control Delay	67.9	49.4	48.1	26.1	4.9	55.2	32.9	1.1	30.1	15.1	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.9	49.4	48.1	26.1	4.9	55.2	32.9	1.1	30.1	15.1	3.1
Queue Length 50th (ft)	95	22	417	24	2	10	145	0	42	202	17
Queue Length 95th (ft)	160	45	527	40	60	25	208	26	62	262	29
Internal Link Dist (ft)		308		732			605			2586	
Turn Bay Length (ft)	100		325		150	275		250	350		150
Base Capacity (vph)	225	552	797	1699	935	204	1789	1388	336	2170	752
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.12	0.75	0.05	0.36	0.13	0.37	0.27	0.53	0.34	0.18

Intersection Summary

Queues
Int.24: Redlands Blvd & Ironwood Ave



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	99	206	70	94	88	489	116	21	985	141
v/c Ratio	0.55	0.52	0.46	0.30	0.34	0.20	0.10	0.10	0.45	0.14
Control Delay	61.8	41.3	61.2	41.5	46.8	7.4	1.4	54.7	14.5	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.8	41.3	61.2	41.5	46.8	7.4	1.4	54.7	14.5	5.8
Queue Length 50th (ft)	74	58	53	28	34	46	0	8	202	17
Queue Length 95th (ft)	126	94	98	54	51	105	16	21	307	54
Internal Link Dist (ft)		568		292		2103			810	
Turn Bay Length (ft)	250		250		325		150	350		85
Base Capacity (vph)	315	647	300	598	262	2445	1131	205	2188	1011
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.32	0.23	0.16	0.34	0.20	0.10	0.10	0.45	0.14

Intersection Summary

Queues

Int.25: Redlands Blvd & SR-60 WB Ramps



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	138	135	105	672	333	674	464
v/c Ratio	0.63	0.62	0.37	0.23	0.21	0.23	0.33
Control Delay	61.7	58.1	11.8	3.3	0.3	2.2	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.7	58.1	11.8	3.3	0.3	2.2	0.6
Queue Length 50th (ft)	108	103	0	61	0	32	0
Queue Length 95th (ft)	170	168	50	77	0	40	4
Internal Link Dist (ft)		1428		787		2103	
Turn Bay Length (ft)			300		500		300
Base Capacity (vph)	485	468	509	2907	1615	2907	1391
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.29	0.21	0.23	0.21	0.23	0.33

Intersection Summary

Queues
 Int.26: Redlands Blvd & SR-60 EB Ramps



Lane Group	EBL	EBT	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	187	179	175	777	158	874	61
v/c Ratio	0.67	0.49	0.46	0.28	0.12	0.31	0.04
Control Delay	58.2	16.5	12.5	4.8	1.0	5.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.2	16.5	12.5	4.8	1.0	5.4	0.0
Queue Length 50th (ft)	145	30	13	77	0	53	0
Queue Length 95th (ft)	210	97	74	135	19	192	0
Internal Link Dist (ft)		1600		824		787	
Turn Bay Length (ft)			350		350		350
Base Capacity (vph)	585	607	626	2781	1280	2781	1615
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.29	0.28	0.28	0.12	0.31	0.04

Intersection Summary

Queues
Int.30: Redlands Blvd & Encilia Ave



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	84	18	25	118	2	687	97	552	114
v/c Ratio	0.49	0.04	0.20	0.39	0.02	0.32	0.53	0.21	0.09
Control Delay	56.0	38.1	52.0	22.7	58.5	15.2	56.6	6.5	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	38.1	52.0	22.7	58.5	15.2	56.6	6.5	1.4
Queue Length 50th (ft)	57	4	17	13	1	113	66	55	0
Queue Length 95th (ft)	104	16	45	42	m10	155	116	128	19
Internal Link Dist (ft)		580		407		2540		288	
Turn Bay Length (ft)	250		250		250		200		150
Base Capacity (vph)	278	904	147	654	262	2179	262	2618	1206
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.02	0.17	0.18	0.01	0.32	0.37	0.21	0.09

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
 Int.31: Redlands Blvd & Cottonwood Ave



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	34	51	39	501	576	32
v/c Ratio	0.26	0.31	0.29	0.16	0.20	0.02
Control Delay	52.8	18.3	69.7	0.4	7.5	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.8	18.3	69.7	0.4	7.5	5.4
Queue Length 50th (ft)	23	0	21	2	78	0
Queue Length 95th (ft)	55	37	67	3	179	27
Internal Link Dist (ft)	1175			2549	2540	
Turn Bay Length (ft)	300		100			200
Base Capacity (vph)	410	406	262	3183	2926	1315
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.13	0.15	0.16	0.20	0.02

Intersection Summary

Queues
Int.32: Redlands Blvd & Alessandro Blvd

Moreno Valley Trade Center
10/28/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	218	412	45	120	579	90	27	363	115	81	371	250
v/c Ratio	0.56	0.46	0.09	0.42	0.72	0.18	0.22	0.22	0.14	0.47	0.21	0.27
Control Delay	51.9	35.8	0.4	52.1	44.8	0.8	56.4	28.3	9.4	66.6	13.0	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.9	35.8	0.4	52.1	44.8	0.8	56.4	28.3	9.4	66.6	13.0	1.3
Queue Length 50th (ft)	76	130	0	42	200	0	19	94	0	52	65	0
Queue Length 95th (ft)	111	160	0	71	241	0	49	176	32	111	67	10
Internal Link Dist (ft)		5204			516			2415			2549	
Turn Bay Length (ft)	250		50	250		150	250		150	250		150
Base Capacity (vph)	604	1345	682	350	1083	602	148	1617	816	230	1779	922
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.31	0.07	0.34	0.53	0.15	0.18	0.22	0.14	0.35	0.21	0.27

Intersection Summary

Queues
 Int.33: John F Kennedy Dr/Redlands Blvd & Cactus Ave

Moreno Valley Trade Center

10/28/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	129	176	177	107	39	348	69	483	145
v/c Ratio	0.60	0.50	0.67	0.28	0.29	0.17	0.43	0.22	0.14
Control Delay	56.8	22.9	56.6	22.9	53.2	13.5	48.6	16.1	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.8	22.9	56.6	22.9	53.2	13.5	48.6	16.1	7.8
Queue Length 50th (ft)	88	21	120	15	27	58	44	124	6
Queue Length 95th (ft)	143	54	183	41	60	108	85	222	75
Internal Link Dist (ft)		598		685		468		117	
Turn Bay Length (ft)	250		250		250		250		150
Base Capacity (vph)	377	714	443	797	180	2014	229	2161	1025
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.25	0.40	0.13	0.22	0.17	0.30	0.22	0.14

Intersection Summary

Queues
Int.34: WLC Pkwy & Eucalyptus Ave

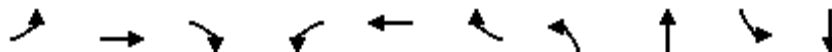


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	93	21	140	178	25	84	141	1370	70	1020	350
v/c Ratio	0.53	0.07	0.54	0.76	0.05	0.25	0.59	0.69	0.41	0.57	0.39
Control Delay	54.3	42.1	15.3	62.9	39.1	2.8	50.7	19.8	49.2	20.3	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.3	42.1	15.3	62.9	39.1	2.8	50.7	19.8	49.2	20.3	9.0
Queue Length 50th (ft)	57	6	0	110	7	0	86	324	43	230	52
Queue Length 95th (ft)	107	17	54	#204	20	8	141	482	84	350	139
Internal Link Dist (ft)		417			273			257		347	
Turn Bay Length (ft)	240		150	250		150	100		150		100
Base Capacity (vph)	198	649	407	252	758	451	253	1998	171	1797	902
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.03	0.34	0.71	0.03	0.19	0.56	0.69	0.41	0.57	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
Int.1: Kitching St & Iris Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	154	1118	176	740	1038	145	93	1069	139	444
v/c Ratio	0.69	1.00	0.31	1.20	0.55	0.14	0.89	1.15	1.32	0.76
Control Delay	66.2	69.7	16.9	120.7	3.1	0.2	117.5	104.8	240.8	52.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.2	69.7	16.9	120.7	3.1	0.2	117.5	104.8	240.8	52.2
Queue Length 50th (ft)	115	~458	48	~712	36	0	73	~330	~139	156
Queue Length 95th (ft)	184	#611	107	m#878	m72	m0	#176	#467	#271	216
Internal Link Dist (ft)		905			3280			601		658
Turn Bay Length (ft)	135		150	115			180		200	
Base Capacity (vph)	270	1113	560	616	1900	1053	105	929	105	586
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	1.00	0.31	1.20	0.55	0.14	0.89	1.15	1.32	0.76

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.2: Lasselle St & Alessandro Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	157	1514	253	186	1172	101	209	458	197	83	645	109
v/c Ratio	0.38	0.84	0.40	0.72	0.74	0.13	0.78	0.37	0.27	0.46	0.61	0.20
Control Delay	53.3	41.1	17.2	80.3	11.0	0.3	68.3	30.7	8.1	59.9	40.0	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.3	41.1	17.2	80.3	11.0	0.3	68.3	30.7	8.1	59.9	40.0	6.0
Queue Length 50th (ft)	59	391	74	66	95	0	156	140	35	62	230	0
Queue Length 95th (ft)	97	454	146	m#113	99	m0	237	186	70	115	301	39
Internal Link Dist (ft)		830			5181			381			397	
Turn Bay Length (ft)	175		65	150		25	200		120	150		150
Base Capacity (vph)	411	1815	641	262	1772	754	315	1241	729	180	1062	558
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.83	0.39	0.71	0.66	0.13	0.66	0.37	0.27	0.46	0.61	0.20

Intersection Summary

- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	300	1213	500	987	1507	164	341	654	623	379	980
v/c Ratio	0.69	0.95	0.92	1.06	0.75	0.23	1.06	0.79	0.76	0.87	1.05
Control Delay	50.3	29.4	16.0	71.7	19.0	2.6	119.4	51.5	19.0	72.9	85.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	29.4	16.0	71.7	19.0	2.6	119.4	51.5	19.0	72.9	85.1
Queue Length 50th (ft)	126	284	101	~437	182	0	~150	252	204	150	~429
Queue Length 95th (ft)	m117	m250	m84	m#503	m217	m5	#245	323	295	#232	#563
Internal Link Dist (ft)		3280			4567			390			301
Turn Bay Length (ft)	200		150	220		150	200		200	200	
Base Capacity (vph)	437	1279	541	933	2014	699	321	828	824	437	935
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.95	0.92	1.06	0.75	0.23	1.06	0.79	0.76	0.87	1.05

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.4: Nason St & Eucalyptus Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	77	523	209	531	409	15	125	1434	606	28	1195	117
v/c Ratio	0.53	0.94	0.58	1.07	0.31	0.02	0.61	0.96	0.73	0.14	0.87	0.17
Control Delay	66.3	76.5	25.2	88.4	10.7	0.4	68.5	49.9	22.5	55.3	43.0	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.3	76.5	25.2	88.4	10.7	0.4	68.5	49.9	22.5	55.3	43.0	4.9
Queue Length 50th (ft)	58	213	54	~463	91	0	49	~635	236	10	447	0
Queue Length 95th (ft)	109	#320	135	#685	121	m0	82	#775	397	26	543	37
Internal Link Dist (ft)		585			1543			334			544	
Turn Bay Length (ft)	200		150	200		150	300		150	175		150
Base Capacity (vph)	165	556	360	496	1325	645	204	1500	830	204	1368	685
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.94	0.58	1.07	0.31	0.02	0.61	0.96	0.73	0.14	0.87	0.17

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.5: Nason St & Alessandro Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	352	1057	282	150	816	155	346	1125	377	188	1063	229
v/c Ratio	0.70	0.74	0.49	0.54	0.74	0.33	0.73	0.62	0.51	0.65	0.55	0.31
Control Delay	31.6	18.8	7.8	35.9	30.6	5.6	59.4	35.0	12.0	58.3	31.6	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	18.8	7.8	35.9	30.6	5.6	59.4	35.0	12.0	58.3	31.6	4.7
Queue Length 50th (ft)	145	295	103	46	235	27	132	277	60	137	248	0
Queue Length 95th (ft)	m177	339	m119	78	279	56	183	329	156	215	296	54
Internal Link Dist (ft)		5181			402			545			744	
Turn Bay Length (ft)	250		125	250		250	275		275	270		330
Base Capacity (vph)	530	1516	603	294	1169	483	525	1817	742	315	1947	749
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.70	0.47	0.51	0.70	0.32	0.66	0.62	0.51	0.60	0.55	0.31

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

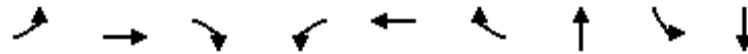


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	584	1590	21	41	1579	678	34	89	397	71	853
v/c Ratio	0.63	0.55	0.02	0.20	0.93	0.86	0.32	0.30	0.97	0.15	0.95
Control Delay	28.3	17.8	0.0	58.0	50.6	30.4	62.8	32.4	91.3	38.4	43.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	17.8	0.0	58.0	50.6	30.4	62.8	32.4	91.3	38.4	43.6
Queue Length 50th (ft)	164	407	0	17	462	318	26	39	160	45	~522
Queue Length 95th (ft)	m195	m442	m0	m36	#530	#478	61	90	#261	87	#935
Internal Link Dist (ft)		4567			3001			126		440	
Turn Bay Length (ft)	260		150	150		160	100		200		200
Base Capacity (vph)	933	2883	949	204	1707	791	105	299	408	473	894
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.55	0.02	0.20	0.93	0.86	0.32	0.30	0.97	0.15	0.95

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.7: Eucalyptus Ave & Fir Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	117	971	48	60	796	267	58	287	182
v/c Ratio	0.52	0.66	0.07	0.48	0.66	0.40	0.48	0.46	0.12
Control Delay	48.5	25.2	4.9	68.3	29.6	8.3	57.5	34.9	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.5	25.2	4.9	68.3	29.6	8.3	57.5	34.9	5.3
Queue Length 50th (ft)	93	388	6	48	213	28	37	176	7
Queue Length 95th (ft)	m112	m394	m10	m84	283	m83	79	276	30
Internal Link Dist (ft)		1543			3135		178		387
Turn Bay Length (ft)	200		150	250		150		250	
Base Capacity (vph)	225	1468	705	135	1203	672	221	626	1484
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.66	0.07	0.44	0.66	0.40	0.26	0.46	0.12

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.8: Oliver St & Iris Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	132	1578	94	66	1139	16	91	45	37	24	153
v/c Ratio	0.58	0.62	0.11	0.32	0.47	0.02	0.30	0.13	0.12	0.08	0.38
Control Delay	40.9	8.4	1.1	58.7	22.7	0.1	47.0	2.7	43.9	43.0	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.9	8.4	1.1	58.7	22.7	0.1	47.0	2.7	43.9	43.0	9.8
Queue Length 50th (ft)	54	58	0	25	215	0	63	0	25	16	0
Queue Length 95th (ft)	m79	m107	m0	49	255	0	114	9	57	41	59
Internal Link Dist (ft)		3001			948		104			471	
Turn Bay Length (ft)	225		150	250		150		50	250		480
Base Capacity (vph)	233	2551	836	204	2420	797	304	337	302	319	398
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.62	0.11	0.32	0.47	0.02	0.30	0.13	0.12	0.08	0.38

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.9: Moreno Beach Dr & SR-60 WB Ramps



Lane Group	WBL	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	405	57	764	769	596	132
v/c Ratio	0.79	0.11	0.33	0.48	0.25	0.12
Control Delay	50.8	7.2	9.9	1.8	10.1	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	7.2	9.9	1.8	10.1	2.2
Queue Length 50th (ft)	290	0	114	26	94	0
Queue Length 95th (ft)	360	28	135	45	155	27
Internal Link Dist (ft)			780		399	
Turn Bay Length (ft)	150					150
Base Capacity (vph)	887	823	2347	1615	2347	1096
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.07	0.33	0.48	0.25	0.12

Intersection Summary

Queues
 Int.10: Moreno Beach Dr & SR-60 EB Ramps



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	315	416	405	1184	574	90	910
v/c Ratio	0.70	0.82	0.78	0.77	0.58	0.24	0.38
Control Delay	48.1	38.8	35.1	20.3	6.1	43.9	6.6
Queue Delay	0.0	0.0	0.0	0.9	0.5	0.0	0.0
Total Delay	48.1	38.8	35.1	21.2	6.7	43.9	6.6
Queue Length 50th (ft)	227	210	189	274	111	53	131
Queue Length 95th (ft)	316	337	303	364	m179	108	171
Internal Link Dist (ft)		650		465			780
Turn Bay Length (ft)			590				
Base Capacity (vph)	543	579	593	1546	995	379	2424
Starvation Cap Reductn	0	0	0	142	139	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.72	0.68	0.84	0.67	0.24	0.38

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.11: Moreno Beach Dr & Eucalyptus Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	713	272	235	89	214	326	236	719	36	268	963	502
v/c Ratio	0.89	0.75	0.47	0.32	0.50	0.73	0.81	0.35	0.05	0.64	0.43	0.53
Control Delay	35.1	33.1	4.0	48.7	52.9	17.9	75.6	27.4	0.1	61.6	23.8	7.7
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	35.2	33.1	4.0	48.7	52.9	17.9	75.6	27.4	0.1	61.6	23.8	7.8
Queue Length 50th (ft)	176	114	7	62	83	24	94	141	0	96	138	17
Queue Length 95th (ft)	#289	158	15	114	114	113	#158	207	0	m138	242	107
Internal Link Dist (ft)		3135			341			398			465	
Turn Bay Length (ft)	225		150	115		140	240		100	120		150
Base Capacity (vph)	846	728	764	280	902	623	291	2066	714	526	2258	941
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	58
Spillback Cap Reductn	4	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.37	0.31	0.32	0.24	0.52	0.81	0.35	0.05	0.51	0.43	0.57

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.13: Moreno Beach Dr & Alessandro Blvd

Moreno Valley Trade Center
10/28/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	280	851	165	288	587	134	119	958	278	112	1049	168
v/c Ratio	0.40	0.78	0.29	0.67	0.73	0.29	0.51	0.50	0.37	0.46	0.54	0.24
Control Delay	20.3	44.4	16.1	58.3	48.2	7.2	46.8	19.6	3.2	59.6	32.0	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	44.4	16.1	58.3	48.2	7.2	46.8	19.6	3.2	59.6	32.0	9.1
Queue Length 50th (ft)	43	254	29	111	223	0	46	98	2	43	235	18
Queue Length 95th (ft)	101	284	m54	155	265	47	67	144	34	74	308	72
Internal Link Dist (ft)		4719			5204			865			432	
Turn Bay Length (ft)	100		150	175		150	125		150	275		150
Base Capacity (vph)	708	1263	642	496	1323	677	233	1917	748	252	1937	686
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.67	0.26	0.58	0.44	0.20	0.51	0.50	0.37	0.44	0.54	0.24

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.14: Moreno Beach Dr & Cactus Ave



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	119	537	81	214	104	168	1006	115	155	1005	113
v/c Ratio	0.42	0.76	0.50	0.57	0.26	0.41	0.38	0.11	0.50	0.40	0.13
Control Delay	48.7	41.3	62.0	57.1	5.5	34.2	5.0	0.2	47.2	10.4	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.7	41.3	62.0	57.1	5.5	34.2	5.0	0.2	47.2	10.4	2.0
Queue Length 50th (ft)	84	154	61	84	0	64	32	0	43	113	4
Queue Length 95th (ft)	133	203	109	122	26	102	56	0	68	264	12
Internal Link Dist (ft)		687		395			2586			392	
Turn Bay Length (ft)	150		150		150	200		150	200		150
Base Capacity (vph)	315	982	225	812	415	408	2680	1127	359	2533	849
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.55	0.36	0.26	0.25	0.41	0.38	0.10	0.43	0.40	0.13

Intersection Summary

Queues

Int.15: Moreno Beach Dr & John F Kennedy Dr

10/28/2020



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	78	54	533	40	82	39	948	683	162	858	109
v/c Ratio	0.54	0.24	0.86	0.03	0.14	0.19	0.47	0.49	0.51	0.36	0.14
Control Delay	66.5	28.2	50.7	25.9	2.1	56.2	30.5	1.7	37.5	12.4	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.5	28.2	50.7	25.9	2.1	56.2	30.5	1.7	37.5	12.4	1.4
Queue Length 50th (ft)	59	7	373	11	0	14	209	3	40	228	10
Queue Length 95th (ft)	110	28	492	22	15	34	280	35	64	139	3
Internal Link Dist (ft)		308		732			605			2586	
Turn Bay Length (ft)	100		325		150	275		250	350		150
Base Capacity (vph)	165	532	706	1639	797	204	2022	1438	319	2383	805
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.10	0.75	0.02	0.10	0.19	0.47	0.47	0.51	0.36	0.14

Intersection Summary

Queues
Int.24: Redlands Blvd & Ironwood Ave



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	164	195	59	166	59	942	49	44	917	222
v/c Ratio	0.67	0.37	0.41	0.50	0.29	0.43	0.05	0.22	0.42	0.22
Control Delay	62.1	29.1	60.6	36.6	58.0	14.6	1.0	56.6	14.4	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.1	29.1	60.6	36.6	58.0	14.6	1.0	56.6	14.4	7.1
Queue Length 50th (ft)	123	43	44	39	23	197	0	17	191	36
Queue Length 95th (ft)	185	75	86	73	45	303	7	37	293	90
Internal Link Dist (ft)		568		292		2088			810	
Turn Bay Length (ft)	250		250		325		150	350		85
Base Capacity (vph)	345	713	300	620	204	2206	1018	204	2206	1029
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.27	0.20	0.27	0.29	0.43	0.05	0.22	0.42	0.22

Intersection Summary

Queues

Int.25: Redlands Blvd & SR-60 WB Ramps

10/28/2020



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	135	137	61	1030	280	672	475
v/c Ratio	0.55	0.56	0.23	0.37	0.17	0.24	0.35
Control Delay	42.3	39.3	10.5	4.2	0.2	3.6	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	39.3	10.5	4.2	0.2	3.6	1.2
Queue Length 50th (ft)	73	70	0	74	0	42	0
Queue Length 95th (ft)	123	123	32	136	0	81	25
Internal Link Dist (ft)		1235		813		2088	
Turn Bay Length (ft)			300		500		300
Base Capacity (vph)	515	501	503	2761	1615	2761	1347
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.27	0.12	0.37	0.17	0.24	0.35

Intersection Summary

Queues
 Int.26: Redlands Blvd & SR-60 EB Ramps



Lane Group	EBL	EBT	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	342	329	312	799	159	878	59
v/c Ratio	0.72	0.70	0.62	0.34	0.14	0.37	0.04
Control Delay	46.8	39.7	28.4	10.8	2.1	11.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	39.7	28.4	10.8	2.1	11.2	0.0
Queue Length 50th (ft)	252	215	146	132	0	149	0
Queue Length 95th (ft)	313	284	213	222	30	249	0
Internal Link Dist (ft)		1677		814		813	
Turn Bay Length (ft)			350		350		350
Base Capacity (vph)	743	705	725	2364	1112	2364	1615
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.47	0.43	0.34	0.14	0.37	0.04

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	235	98	31	208	3	699	201	788	165
v/c Ratio	0.70	0.10	0.20	0.46	0.02	0.60	0.59	0.40	0.17
Control Delay	41.7	21.3	37.2	13.5	32.3	32.3	36.3	13.3	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.7	21.3	37.2	13.5	32.3	32.3	36.3	13.3	2.8
Queue Length 50th (ft)	110	16	15	12	1	197	92	105	0
Queue Length 95th (ft)	177	37	41	42	m7	#281	151	223	33
Internal Link Dist (ft)		580		196		2540		288	
Turn Bay Length (ft)	250		250		250		200		150
Base Capacity (vph)	406	1303	157	842	157	1173	343	1947	952
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.08	0.20	0.25	0.02	0.60	0.59	0.40	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
 Int.31: Redlands Blvd & Cottonwood Ave



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	120	56	30	551	614	87
v/c Ratio	0.50	0.21	0.17	0.19	0.23	0.07
Control Delay	38.7	10.6	42.6	2.1	9.5	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.7	10.6	42.6	2.1	9.5	6.3
Queue Length 50th (ft)	57	0	17	3	32	0
Queue Length 95th (ft)	102	30	m43	25	221	56
Internal Link Dist (ft)	1175			2549	2540	
Turn Bay Length (ft)	300		100			200
Base Capacity (vph)	518	504	203	2901	2667	1215
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.11	0.15	0.19	0.23	0.07

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.32: Redlands Blvd & Alessandro Blvd

Moreno Valley Trade Center
10/28/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	218	754	27	108	579	74	49	334	141	112	413	241
v/c Ratio	0.50	0.68	0.05	0.35	0.67	0.14	0.31	0.27	0.21	0.54	0.29	0.31
Control Delay	36.3	27.9	0.1	37.9	31.3	0.6	35.3	17.3	5.9	35.6	21.6	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	27.9	0.1	37.9	31.3	0.6	35.3	17.3	5.9	35.6	21.6	12.5
Queue Length 50th (ft)	53	173	0	26	134	0	24	64	7	60	63	0
Queue Length 95th (ft)	84	226	0	51	186	0	m45	97	41	113	161	143
Internal Link Dist (ft)		5204			516			2411			2549	
Turn Bay Length (ft)	250		50	250		150	250		150	250		150
Base Capacity (vph)	525	1173	607	306	952	556	159	1250	675	226	1444	790
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.64	0.04	0.35	0.61	0.13	0.31	0.27	0.21	0.50	0.29	0.31

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
 Int.33: John F Kennedy Dr/Redlands Blvd & Cactus Ave



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	198	183	198	153	62	576	98	397	114
v/c Ratio	0.65	0.43	0.66	0.37	0.32	0.37	0.45	0.24	0.14
Control Delay	40.8	20.7	41.8	17.2	37.2	16.3	29.4	8.5	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.8	20.7	41.8	17.2	37.2	16.3	29.4	8.5	4.6
Queue Length 50th (ft)	93	23	93	14	29	89	33	52	0
Queue Length 95th (ft)	153	51	155	41	63	157	33	125	69
Internal Link Dist (ft)		598		685		468		121	
Turn Bay Length (ft)	250		250		250		250		150
Base Capacity (vph)	383	862	361	810	191	1549	244	1636	799
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.21	0.55	0.19	0.32	0.37	0.40	0.24	0.14

Intersection Summary

Queues
Int.34: WLC Pkwy & Eucalyptus Ave

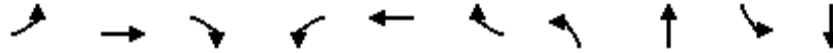


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	502	238	247	83	72	66	200	1391	114	1031	107
v/c Ratio	1.16	0.29	0.44	0.51	0.26	0.22	0.62	0.95	0.49	0.78	0.15
Control Delay	130.5	33.3	7.0	54.4	45.6	1.7	46.6	43.0	47.2	34.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	130.5	33.3	7.0	54.4	45.6	1.7	46.6	43.0	47.2	34.9	0.5
Queue Length 50th (ft)	~381	67	0	51	23	0	118	445	68	315	0
Queue Length 95th (ft)	#580	101	61	100	45	0	187	#665	120	#471	1
Internal Link Dist (ft)		417			273			257		347	
Turn Bay Length (ft)	240		150	250		150	100		150		100
Base Capacity (vph)	433	1155	684	180	649	442	321	1471	234	1324	709
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.16	0.21	0.36	0.46	0.11	0.15	0.62	0.95	0.49	0.78	0.15

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
Int.1: Kitching St & Iris Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	83	971	126	665	1081	121	192	797	75	543
v/c Ratio	0.54	0.99	0.24	1.08	0.55	0.11	1.07	0.84	0.71	0.87
Control Delay	65.7	71.2	8.2	74.7	3.8	0.2	137.1	32.0	90.1	55.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.7	71.2	8.2	74.7	3.8	0.2	137.1	32.0	90.1	55.0
Queue Length 50th (ft)	62	395	5	~585	40	0	~164	165	58	174
Queue Length 95th (ft)	115	#541	52	m#740	m98	m0	#314	245	#138	#269
Internal Link Dist (ft)		905			3280			601		658
Turn Bay Length (ft)	135		150	115			180		200	
Base Capacity (vph)	180	977	523	616	1971	1073	180	952	105	621
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.99	0.24	1.08	0.55	0.11	1.07	0.84	0.71	0.87

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.2: Lasselle St & Alessandro Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	112	846	192	144	1371	71	275	522	213	69	401	141
v/c Ratio	0.48	0.67	0.40	0.25	0.77	0.09	0.66	0.39	0.22	0.47	0.50	0.30
Control Delay	60.9	43.3	16.5	35.3	18.1	0.2	49.9	29.5	6.3	62.8	44.3	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.9	43.3	16.5	35.3	18.1	0.2	49.9	29.5	6.3	62.8	44.3	8.4
Queue Length 50th (ft)	43	217	46	57	328	0	194	162	27	52	149	0
Queue Length 95th (ft)	74	242	103	95	439	m1	283	213	77	99	203	55
Internal Link Dist (ft)		830			5181			381			397	
Turn Bay Length (ft)	175		65	150		25	200		120	150		150
Base Capacity (vph)	241	1815	641	585	1868	770	451	1350	984	180	809	471
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.47	0.30	0.25	0.73	0.09	0.61	0.39	0.22	0.38	0.50	0.30

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.3: Lasselle St & Iris Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	183	1092	429	765	1345	129	502	702	840	212	700
v/c Ratio	0.57	0.85	0.69	0.82	0.61	0.17	0.96	0.72	0.95	0.74	0.97
Control Delay	57.5	22.4	5.8	37.1	15.5	0.7	80.7	44.8	37.4	69.8	72.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.5	22.4	5.8	37.1	15.5	0.7	80.7	44.8	37.4	69.8	72.0
Queue Length 50th (ft)	77	198	24	295	136	0	201	260	363	84	276
Queue Length 95th (ft)	m86	m231	m36	374	157	m1	#308	331	#765	#135	#401
Internal Link Dist (ft)		3280			4567			390			301
Turn Bay Length (ft)	200		150	220		150	200		200	200	
Base Capacity (vph)	321	1288	626	933	2195	751	525	972	886	291	725
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.85	0.69	0.82	0.61	0.17	0.96	0.72	0.95	0.73	0.97

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.4: Nason St & Eucalyptus Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	260	311	297	431	363	32	222	859	477	22	1532	116
v/c Ratio	0.63	0.63	0.84	1.02	0.72	0.09	0.81	0.50	0.49	0.11	1.01	0.16
Control Delay	49.3	54.8	44.6	75.1	31.6	0.8	77.2	24.3	6.9	54.9	61.8	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.3	54.8	44.6	75.1	31.6	0.8	77.2	24.3	6.9	54.9	61.8	4.3
Queue Length 50th (ft)	179	118	108	~361	111	0	90	261	44	8	~667	0
Queue Length 95th (ft)	276	167	#241	#561	149	m2	#169	326	133	22	#807	35
Internal Link Dist (ft)		585			1543			334			544	
Turn Bay Length (ft)	200		150	200		150	300		150	175		150
Base Capacity (vph)	415	556	380	421	586	392	274	1716	968	204	1511	744
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.56	0.78	1.02	0.62	0.08	0.81	0.50	0.49	0.11	1.01	0.16

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.5: Nason St & Alessandro Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	208	542	336	389	928	275	258	759	119	105	1133	265
v/c Ratio	0.62	0.49	0.65	0.75	0.68	0.44	0.68	0.37	0.17	0.54	0.55	0.34
Control Delay	45.2	27.2	21.9	37.5	24.7	4.1	61.2	27.3	5.4	61.2	30.3	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.2	27.2	21.9	37.5	24.7	4.1	61.2	27.3	5.4	61.2	30.3	5.8
Queue Length 50th (ft)	87	155	188	118	227	11	99	155	0	77	253	10
Queue Length 95th (ft)	127	187	264	169	250	28	144	204	41	136	319	70
Internal Link Dist (ft)		5181			402			545			744	
Turn Bay Length (ft)	250		125	250		250	275		275	270		330
Base Capacity (vph)	360	1253	559	583	1599	687	408	2066	715	210	2066	791
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.43	0.60	0.67	0.58	0.40	0.63	0.37	0.17	0.50	0.55	0.34

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	595	1378	20	30	1331	356	15	68	595	28	639
v/c Ratio	0.84	0.54	0.02	0.13	0.80	0.53	0.14	0.23	0.90	0.04	0.66
Control Delay	41.7	18.4	0.0	50.0	37.1	15.9	56.9	35.8	66.1	29.3	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.7	18.4	0.0	50.0	37.1	15.9	56.9	35.8	66.1	29.3	15.3
Queue Length 50th (ft)	235	339	0	12	397	185	11	34	233	14	218
Queue Length 95th (ft)	m261	m379	m0	m20	450	262	34	78	#330	39	330
Internal Link Dist (ft)		4567			3001			126		440	
Turn Bay Length (ft)	260		150	150		160	100		200		200
Base Capacity (vph)	729	2550	853	248	1656	676	105	300	671	650	980
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.54	0.02	0.12	0.80	0.53	0.14	0.23	0.89	0.04	0.65

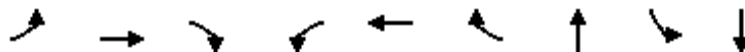
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.7: Eucalyptus Ave & Fir Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	159	617	17	38	581	191	96	188	148
v/c Ratio	0.53	0.38	0.02	0.32	0.51	0.30	0.59	0.36	0.11
Control Delay	50.7	19.9	1.6	47.9	36.0	10.8	56.2	37.5	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.7	19.9	1.6	47.9	36.0	10.8	56.2	37.5	4.6
Queue Length 50th (ft)	122	217	0	29	221	50	59	116	2
Queue Length 95th (ft)	195	254	m2	m65	289	92	112	195	23
Internal Link Dist (ft)		1543			3135		178		387
Turn Bay Length (ft)	200		150	250		150		250	
Base Capacity (vph)	300	1637	777	135	1143	641	270	519	1376
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.38	0.02	0.28	0.51	0.30	0.36	0.36	0.11

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.8: Oliver St & Iris Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	339	940	44	45	1239	41	183	38	25	47	290
v/c Ratio	0.58	0.39	0.06	0.22	0.70	0.07	0.54	0.10	0.08	0.14	0.56
Control Delay	40.1	13.9	1.4	56.7	36.7	0.7	51.3	0.5	42.3	43.3	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	13.9	1.4	56.7	36.7	0.7	51.3	0.5	42.3	43.3	9.4
Queue Length 50th (ft)	136	99	0	17	302	0	130	0	16	31	0
Queue Length 95th (ft)	m176	m114	m4	37	356	4	207	0	42	67	78
Internal Link Dist (ft)		3001			948		104			471	
Turn Bay Length (ft)	225		150	250		150		50	250		480
Base Capacity (vph)	583	2429	799	204	1772	605	337	392	315	332	521
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.39	0.06	0.22	0.70	0.07	0.54	0.10	0.08	0.14	0.56

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.9: Moreno Beach Dr & SR-60 WB Ramps

10/28/2020



Lane Group	WBL	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	324	11	590	653	632	149
v/c Ratio	0.77	0.03	0.23	0.40	0.25	0.13
Control Delay	54.7	14.9	6.0	2.1	7.6	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	14.9	6.0	2.1	7.6	1.6
Queue Length 50th (ft)	236	0	50	37	84	0
Queue Length 95th (ft)	307	14	63	52	141	24
Internal Link Dist (ft)			780		399	
Turn Bay Length (ft)	150					150
Base Capacity (vph)	887	799	2525	1615	2525	1174
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.01	0.23	0.40	0.25	0.13

Intersection Summary

Queues
 Int.10: Moreno Beach Dr & SR-60 EB Ramps



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	232	362	351	984	386	88	867
v/c Ratio	0.60	0.78	0.74	0.65	0.43	0.19	0.34
Control Delay	47.0	33.9	30.7	20.6	8.0	42.2	5.0
Queue Delay	0.0	0.0	0.0	0.5	0.3	0.0	0.0
Total Delay	47.0	33.9	30.7	21.1	8.3	42.2	5.0
Queue Length 50th (ft)	171	161	142	259	93	47	71
Queue Length 95th (ft)	226	251	226	319	167	105	121
Internal Link Dist (ft)		650		465			780
Turn Bay Length (ft)			590				
Base Capacity (vph)	557	597	611	1504	898	468	2560
Starvation Cap Reductn	0	0	0	180	152	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.61	0.57	0.74	0.52	0.19	0.34

Intersection Summary

Queues
Int.11: Moreno Beach Dr & Eucalyptus Ave

Moreno Valley Trade Center
10/28/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	449	189	133	48	197	162	166	760	78	367	758	432
v/c Ratio	0.75	0.57	0.34	0.23	0.54	0.53	0.52	0.33	0.10	0.71	0.29	0.42
Control Delay	42.1	39.3	9.7	49.4	56.6	13.8	57.5	23.6	0.2	59.2	16.3	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	42.1	39.3	9.7	49.4	56.6	13.8	57.5	23.6	0.2	59.2	16.3	3.6
Queue Length 50th (ft)	184	151	47	34	77	0	64	136	0	142	94	10
Queue Length 95th (ft)	236	224	70	70	113	63	97	206	0	175	170	51
Internal Link Dist (ft)		3135			340			398			465	
Turn Bay Length (ft)	225		150	115		140	240		100	120		150
Base Capacity (vph)	758	585	589	218	631	416	363	2316	807	671	2609	1027
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	122
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.32	0.23	0.22	0.31	0.39	0.46	0.33	0.10	0.55	0.29	0.48

Intersection Summary

Queues
Int.13: Moreno Beach Dr & Alessandro Blvd

Moreno Valley Trade Center
10/28/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	147	514	114	285	780	41	195	786	272	65	667	232
v/c Ratio	0.49	0.72	0.26	0.48	0.77	0.08	0.42	0.34	0.31	0.28	0.35	0.31
Control Delay	26.4	80.4	27.3	47.1	44.5	0.3	40.8	18.6	3.3	56.2	29.8	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.4	80.4	27.3	47.1	44.5	0.3	40.8	18.6	3.3	56.2	29.8	5.3
Queue Length 50th (ft)	32	222	45	103	291	0	60	94	2	25	136	0
Queue Length 95th (ft)	90	280	90	141	332	0	87	148	34	47	196	60
Internal Link Dist (ft)		4719			5204			865			432	
Turn Bay Length (ft)	100		150	175		150	125		150	275		150
Base Capacity (vph)	357	1113	605	629	1353	679	466	2339	877	265	1894	737
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.46	0.19	0.45	0.58	0.06	0.42	0.34	0.31	0.25	0.35	0.31

Intersection Summary

Queues
Int.14: Moreno Beach Dr & Cactus Ave

Moreno Valley Trade Center
10/28/2020



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	87	259	92	236	102	196	876	117	49	792	109
v/c Ratio	0.52	0.55	0.53	0.60	0.28	0.35	0.28	0.10	0.22	0.30	0.12
Control Delay	62.3	30.2	62.5	57.1	6.9	34.9	4.7	0.2	30.4	19.7	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.3	30.2	62.5	57.1	6.9	34.9	4.7	0.2	30.4	19.7	7.7
Queue Length 50th (ft)	65	51	69	93	0	71	31	0	17	202	27
Queue Length 95th (ft)	115	92	120	132	34	107	59	0	28	254	64
Internal Link Dist (ft)		687		395			2586			392	
Turn Bay Length (ft)	150		150		150	200		150	200		150
Base Capacity (vph)	270	796	270	752	405	554	3122	1293	321	2626	876
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.33	0.34	0.31	0.25	0.35	0.28	0.09	0.15	0.30	0.12

Intersection Summary

Queues

Int.15: Moreno Beach Dr & John F Kennedy Dr



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	127	64	601	90	335	26	685	390	177	742	134
v/c Ratio	0.66	0.27	0.87	0.08	0.45	0.12	0.39	0.30	0.53	0.35	0.18
Control Delay	67.9	49.4	47.8	25.9	4.9	54.6	33.3	1.1	30.0	15.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.9	49.4	47.8	25.9	4.9	54.6	33.3	1.1	30.0	15.3	3.2
Queue Length 50th (ft)	95	22	416	24	3	9	153	0	45	205	20
Queue Length 95th (ft)	160	45	532	40	60	25	217	27	62	264	29
Internal Link Dist (ft)		308		732			605			2586	
Turn Bay Length (ft)	100		325		150	275		250	350		150
Base Capacity (vph)	225	552	797	1699	935	218	1777	1388	336	2144	744
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.12	0.75	0.05	0.36	0.12	0.39	0.28	0.53	0.35	0.18

Intersection Summary

Queues
Int.24: Redlands Blvd & Ironwood Ave



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	99	206	70	94	88	495	116	21	1015	141
v/c Ratio	0.55	0.52	0.46	0.30	0.34	0.20	0.10	0.10	0.46	0.14
Control Delay	61.8	41.3	61.2	41.5	48.3	8.3	2.4	54.7	14.7	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.8	41.3	61.2	41.5	48.3	8.3	2.4	54.7	14.7	5.8
Queue Length 50th (ft)	74	58	53	28	32	46	0	8	211	17
Queue Length 95th (ft)	126	94	98	54	55	125	25	21	319	54
Internal Link Dist (ft)		568		292		2091			810	
Turn Bay Length (ft)	250		250		325		150	350		85
Base Capacity (vph)	315	647	300	598	262	2445	1131	205	2188	1011
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.32	0.23	0.16	0.34	0.20	0.10	0.10	0.46	0.14

Intersection Summary

Queues

Int.25: Redlands Blvd & SR-60 WB Ramps



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	153	155	115	678	364	704	453
v/c Ratio	0.64	0.66	0.37	0.24	0.23	0.25	0.33
Control Delay	60.1	58.5	10.9	3.5	0.3	2.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.1	58.5	10.9	3.5	0.3	2.5	0.6
Queue Length 50th (ft)	120	119	0	66	0	37	0
Queue Length 95th (ft)	181	184	52	82	0	45	5
Internal Link Dist (ft)		1229		803		2091	
Turn Bay Length (ft)			300		500		300
Base Capacity (vph)	514	495	540	2865	1615	2865	1375
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.31	0.21	0.24	0.23	0.25	0.33

Intersection Summary

Queues
 Int.26: Redlands Blvd & SR-60 EB Ramps



Lane Group	EBL	EBT	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	205	199	198	814	168	938	61
v/c Ratio	0.68	0.53	0.52	0.30	0.13	0.34	0.04
Control Delay	56.8	19.8	19.2	5.5	1.1	6.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.8	19.8	19.2	5.5	1.1	6.3	0.0
Queue Length 50th (ft)	158	47	45	87	0	60	0
Queue Length 95th (ft)	223	118	112	154	21	299	0
Internal Link Dist (ft)		1625		820		803	
Turn Bay Length (ft)			350		350		350
Base Capacity (vph)	585	597	612	2732	1263	2732	1615
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.33	0.32	0.30	0.13	0.34	0.04
Intersection Summary							

Queues
Int.30: Redlands Blvd & Encilia Ave

Moreno Valley Trade Center
10/28/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	113	24	25	118	92	694	102	566	189
v/c Ratio	0.56	0.04	0.20	0.39	0.51	0.34	0.54	0.26	0.18
Control Delay	56.8	30.1	52.0	22.7	61.9	18.0	56.7	12.9	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.8	30.1	52.0	22.7	61.9	18.0	56.7	12.9	2.6
Queue Length 50th (ft)	77	4	17	13	68	114	70	98	0
Queue Length 95th (ft)	130	17	45	42	122	152	120	166	37
Internal Link Dist (ft)		580		407		2540		288	
Turn Bay Length (ft)	250		250		250		200		150
Base Capacity (vph)	278	879	147	654	262	2045	262	2145	1036
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.03	0.17	0.18	0.35	0.34	0.39	0.26	0.18

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	34	51	39	591	595	32
v/c Ratio	0.26	0.31	0.23	0.19	0.21	0.02
Control Delay	52.8	18.3	68.2	3.4	7.6	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.8	18.3	68.2	3.4	7.6	4.8
Queue Length 50th (ft)	23	0	29	114	147	3
Queue Length 95th (ft)	55	37	m65	4	201	19
Internal Link Dist (ft)	1175			2549	2540	
Turn Bay Length (ft)	300		100			200
Base Capacity (vph)	410	406	213	3183	2848	1281
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.13	0.18	0.19	0.21	0.02

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.32: Redlands Blvd & Alessandro Blvd

Moreno Valley Trade Center
10/28/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	278	412	45	120	579	90	27	385	115	81	376	263
v/c Ratio	0.63	0.43	0.09	0.42	0.72	0.18	0.22	0.25	0.15	0.47	0.22	0.29
Control Delay	51.7	34.0	0.3	52.1	44.8	0.8	56.5	30.1	9.8	71.2	13.2	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.7	34.0	0.3	52.1	44.8	0.8	56.5	30.1	9.8	71.2	13.2	1.3
Queue Length 50th (ft)	97	126	0	42	200	0	19	102	0	60	46	0
Queue Length 95th (ft)	136	154	0	71	241	0	49	186	36	112	63	12
Internal Link Dist (ft)		5204			516			2415			2549	
Turn Bay Length (ft)	250		50	250		150	250		150	250		150
Base Capacity (vph)	604	1345	682	350	1083	602	148	1557	792	230	1719	907
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.31	0.07	0.34	0.53	0.15	0.18	0.25	0.15	0.35	0.22	0.29

Intersection Summary

Queues
 Int.33: John F Kennedy Dr/Redlands Blvd & Cactus Ave

Moreno Valley Trade Center

10/28/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	133	176	177	111	39	363	70	486	146
v/c Ratio	0.61	0.50	0.67	0.29	0.29	0.18	0.44	0.22	0.14
Control Delay	56.8	22.9	56.6	22.5	53.2	13.6	49.5	14.2	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.8	22.9	56.6	22.5	53.2	13.6	49.5	14.2	6.1
Queue Length 50th (ft)	90	21	120	15	27	61	41	125	10
Queue Length 95th (ft)	147	54	183	42	60	113	75	223	77
Internal Link Dist (ft)		598		685		468		117	
Turn Bay Length (ft)	250		250		250		250		150
Base Capacity (vph)	377	714	443	798	180	2013	229	2161	1025
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.25	0.40	0.14	0.22	0.18	0.31	0.22	0.14

Intersection Summary

Queues
Int.34: WLC Pkwy & Eucalyptus Ave

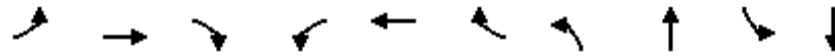


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	94	21	143	178	25	84	156	1370	70	1020	354
v/c Ratio	0.54	0.07	0.55	0.76	0.05	0.24	0.61	0.69	0.41	0.58	0.40
Control Delay	54.6	42.0	15.6	62.9	39.0	2.8	50.3	19.9	49.2	21.2	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.6	42.0	15.6	62.9	39.0	2.8	50.3	19.9	49.2	21.2	9.4
Queue Length 50th (ft)	58	6	0	110	7	0	95	324	43	235	54
Queue Length 95th (ft)	109	17	56	#204	20	8	153	484	84	356	143
Internal Link Dist (ft)		417			273			257		347	
Turn Bay Length (ft)	240		150	250		150	100		150		100
Base Capacity (vph)	198	649	407	252	758	451	265	1995	171	1760	889
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.03	0.35	0.71	0.03	0.19	0.59	0.69	0.41	0.58	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
Int.1: Kitching St & Iris Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	154	1123	176	760	1043	145	93	1090	139	444
v/c Ratio	0.67	1.10	0.32	1.20	0.57	0.15	0.72	1.15dr	1.16	0.75
Control Delay	64.1	99.7	13.9	127.3	17.2	2.3	83.1	94.9	179.9	51.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.1	99.7	13.9	127.3	17.2	2.3	83.1	94.9	179.9	51.5
Queue Length 50th (ft)	115	~518	33	~709	151	9	72	~326	~127	156
Queue Length 95th (ft)	180	#654	93	m#856	m191	m20	#152	#462	#259	216
Internal Link Dist (ft)		905			3280			601		658
Turn Bay Length (ft)	135		150	115			180		200	
Base Capacity (vph)	300	1022	542	631	1827	987	135	967	120	594
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	1.10	0.32	1.20	0.57	0.15	0.69	1.13	1.16	0.75

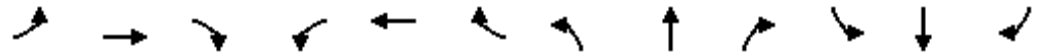
Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.
- dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Queues

Int.2: Lasselle St & Alessandro Blvd

10/28/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	157	1535	253	191	1192	101	209	458	202	83	645	109
v/c Ratio	0.39	0.85	0.40	0.73	0.74	0.13	0.78	0.37	0.28	0.46	0.61	0.20
Control Delay	53.8	41.5	17.2	81.3	11.0	0.3	68.3	30.8	8.3	59.9	40.1	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.8	41.5	17.2	81.3	11.0	0.3	68.3	30.8	8.3	59.9	40.1	6.0
Queue Length 50th (ft)	59	399	74	68	94	0	156	140	36	62	230	0
Queue Length 95th (ft)	97	462	146	m#115	110	m0	237	186	73	115	301	39
Internal Link Dist (ft)		830			5181			381			397	
Turn Bay Length (ft)	175		65	150		25	200		120	150		150
Base Capacity (vph)	400	1815	641	262	1772	760	315	1237	728	180	1058	557
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.85	0.39	0.73	0.67	0.13	0.66	0.37	0.28	0.46	0.61	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	300	1240	500	1007	1532	164	341	654	644	379	980
v/c Ratio	0.69	0.97	0.92	1.08	0.76	0.23	1.06	0.79	0.78	0.87	1.05
Control Delay	65.3	38.7	26.5	78.4	19.2	2.6	119.4	51.5	20.4	72.9	85.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	38.7	26.5	78.4	19.2	2.6	119.4	51.5	20.4	72.9	85.1
Queue Length 50th (ft)	121	373	311	~454	190	0	~150	252	215	150	~429
Queue Length 95th (ft)	m108	m334	m269	m#505	m215	m4	#245	323	314	#232	#563
Internal Link Dist (ft)		3280			4567			390			301
Turn Bay Length (ft)	200		150	220		150	200		200	200	
Base Capacity (vph)	437	1279	541	933	2014	699	321	828	824	437	935
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.97	0.92	1.08	0.76	0.23	1.06	0.79	0.78	0.87	1.05

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.4: Nason St & Eucalyptus Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	77	544	209	536	429	15	125	1434	611	28	1195	117
v/c Ratio	0.53	0.98	0.58	1.08	0.32	0.02	0.61	0.96	0.74	0.14	0.87	0.17
Control Delay	66.3	84.0	25.4	90.7	10.5	0.4	68.5	49.9	22.7	55.3	43.0	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.3	84.0	25.4	90.7	10.5	0.4	68.5	49.9	22.7	55.3	43.0	4.9
Queue Length 50th (ft)	58	223	54	~472	94	0	49	~635	240	10	447	0
Queue Length 95th (ft)	109	#340	135	#695	125	m0	82	#775	404	26	543	37
Internal Link Dist (ft)		585			1543			334			544	
Turn Bay Length (ft)	200		150	200		150	300		150	175		150
Base Capacity (vph)	165	556	359	496	1325	645	204	1500	831	204	1368	685
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.98	0.58	1.08	0.32	0.02	0.61	0.96	0.74	0.14	0.87	0.17

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.5: Nason St & Alessandro Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	352	1084	282	160	841	155	346	1125	388	188	1063	229
v/c Ratio	0.69	0.75	0.48	0.57	0.76	0.33	0.73	0.63	0.53	0.65	0.55	0.31
Control Delay	31.3	18.9	7.6	36.9	29.8	5.3	59.4	35.4	12.9	58.3	31.9	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.3	18.9	7.6	36.9	29.8	5.3	59.4	35.4	12.9	58.3	31.9	4.7
Queue Length 50th (ft)	145	305	104	48	241	25	132	277	67	137	248	0
Queue Length 95th (ft)	m174	349	m112	84	283	52	183	329	168	215	296	54
Internal Link Dist (ft)		5181			402			545			744	
Turn Bay Length (ft)	250		125	250		250	275		275	270		330
Base Capacity (vph)	526	1514	599	296	1174	485	525	1798	736	315	1928	744
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.72	0.47	0.54	0.72	0.32	0.66	0.63	0.53	0.60	0.55	0.31

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

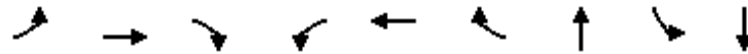


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	584	1638	21	41	1624	678	34	89	397	71	853
v/c Ratio	0.63	0.59	0.02	0.14	0.95	0.86	0.32	0.30	0.97	0.15	0.95
Control Delay	28.0	18.1	0.0	53.2	53.8	31.6	62.8	32.4	91.3	38.4	43.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	18.1	0.0	53.2	53.8	31.6	62.8	32.4	91.3	38.4	43.6
Queue Length 50th (ft)	163	420	0	16	478	325	26	39	160	45	~522
Queue Length 95th (ft)	m193	m452	m0	m34	#558	#489	61	90	#261	87	#935
Internal Link Dist (ft)		4567			3001			126		440	
Turn Bay Length (ft)	260		150	150		160	100		200		200
Base Capacity (vph)	933	2761	914	306	1707	784	105	299	408	473	894
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.59	0.02	0.13	0.95	0.86	0.32	0.30	0.97	0.15	0.95

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.7: Eucalyptus Ave & Fir Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	117	998	48	60	821	267	58	287	182
v/c Ratio	0.52	0.68	0.07	0.48	0.68	0.40	0.48	0.46	0.12
Control Delay	48.3	25.6	4.9	66.5	30.6	8.5	57.5	34.9	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.3	25.6	4.9	66.5	30.6	8.5	57.5	34.9	5.3
Queue Length 50th (ft)	93	402	7	47	238	43	37	176	7
Queue Length 95th (ft)	m109	m401	m10	m77	296	m71	79	276	30
Internal Link Dist (ft)		1543			3135		178		387
Turn Bay Length (ft)	200		150	250		150		250	
Base Capacity (vph)	225	1468	705	135	1203	668	221	626	1484
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.68	0.07	0.44	0.68	0.40	0.26	0.46	0.12

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.8: Oliver St & Iris Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	132	1626	94	66	1184	16	91	45	37	24	153
v/c Ratio	0.58	0.64	0.11	0.32	0.49	0.02	0.30	0.13	0.12	0.08	0.38
Control Delay	40.2	9.0	1.4	58.7	23.0	0.1	47.0	2.7	43.9	43.0	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	9.0	1.4	58.7	23.0	0.1	47.0	2.7	43.9	43.0	9.8
Queue Length 50th (ft)	54	61	0	25	226	0	63	0	25	16	0
Queue Length 95th (ft)	m77	m119	m2	49	268	0	114	9	57	41	59
Internal Link Dist (ft)	3001				948	104				471	
Turn Bay Length (ft)	225		150	250	150		50	250			480
Base Capacity (vph)	233	2551	836	204	2420	797	304	337	302	319	398
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.64	0.11	0.32	0.49	0.02	0.30	0.13	0.12	0.08	0.38

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.9: Moreno Beach Dr & SR-60 WB Ramps



Lane Group	WBL	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	405	57	779	919	612	132
v/c Ratio	0.79	0.11	0.33	0.57	0.26	0.12
Control Delay	50.8	7.2	3.5	4.6	10.1	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	7.2	3.5	4.6	10.1	2.2
Queue Length 50th (ft)	290	0	29	125	96	0
Queue Length 95th (ft)	360	28	m47	m141	160	27
Internal Link Dist (ft)			780		399	
Turn Bay Length (ft)	150					150
Base Capacity (vph)	887	823	2347	1615	2347	1096
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.07	0.33	0.57	0.26	0.12

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
 Int.10: Moreno Beach Dr & SR-60 EB Ramps



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	315	490	484	1349	574	90	926
v/c Ratio	0.63	0.90	0.87	0.87	0.60	0.28	0.40
Control Delay	42.2	48.9	44.1	24.1	4.2	58.1	7.0
Queue Delay	0.0	0.0	0.0	3.5	0.7	0.0	0.0
Total Delay	42.2	48.9	44.1	27.6	5.0	58.1	7.0
Queue Length 50th (ft)	214	283	261	356	22	66	96
Queue Length 95th (ft)	316	#496	#452	450	m0	121	145
Internal Link Dist (ft)		650		465			780
Turn Bay Length (ft)			590				
Base Capacity (vph)	543	573	588	1549	959	319	2309
Starvation Cap Reductn	0	0	0	130	145	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.86	0.82	0.95	0.71	0.28	0.40

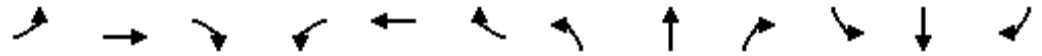
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.11: Moreno Beach Dr & Eucalyptus Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	713	299	235	104	239	491	236	719	52	437	963	502
v/c Ratio	0.89	0.75	0.45	0.28	0.35	0.90	0.81	0.47	0.09	0.82	0.51	0.59
Control Delay	35.2	30.2	3.5	40.9	42.0	39.0	75.6	37.9	0.3	58.7	29.0	6.6
Queue Delay	2.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	30.2	3.5	40.9	42.0	39.1	75.6	37.9	0.3	58.7	29.0	6.6
Queue Length 50th (ft)	169	119	6	65	83	158	94	180	0	157	217	14
Queue Length 95th (ft)	#293	163	14	120	115	293	#158	229	0	m#230	273	m94
Internal Link Dist (ft)		3135			341			398			465	
Turn Bay Length (ft)	225		150	115		140	240		100	120		150
Base Capacity (vph)	846	728	764	378	902	623	291	1532	560	543	1884	855
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	11
Spillback Cap Reductn	53	0	0	0	0	4	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.41	0.31	0.28	0.26	0.79	0.81	0.47	0.09	0.80	0.51	0.59

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.13: Moreno Beach Dr & Alessandro Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	280	899	165	323	632	134	119	958	315	112	1049	168
v/c Ratio	0.39	0.79	0.28	0.72	0.73	0.28	0.51	0.52	0.42	0.48	0.57	0.25
Control Delay	21.2	42.8	15.3	59.7	47.0	6.9	46.6	20.4	3.6	60.9	33.5	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.2	42.8	15.3	59.7	47.0	6.9	46.6	20.4	3.6	60.9	33.5	9.3
Queue Length 50th (ft)	47	258	25	124	240	1	44	98	2	43	244	18
Queue Length 95th (ft)	112	302	m55	173	279	46	68	147	43	74	308	72
Internal Link Dist (ft)		4719			5204			865			432	
Turn Bay Length (ft)	100		150	175		150	125		150	275		150
Base Capacity (vph)	711	1263	641	496	1323	676	233	1852	751	241	1856	663
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.71	0.26	0.65	0.48	0.20	0.51	0.52	0.42	0.46	0.57	0.25

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.14: Moreno Beach Dr & Cactus Ave



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	119	537	81	214	104	168	1043	115	155	1040	113
v/c Ratio	0.42	0.76	0.50	0.57	0.26	0.36	0.39	0.11	0.50	0.43	0.14
Control Delay	48.7	41.3	62.0	57.1	5.5	30.7	4.8	0.2	50.8	10.0	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.7	41.3	62.0	57.1	5.5	30.7	4.8	0.2	50.8	10.0	2.1
Queue Length 50th (ft)	84	154	61	84	0	62	32	0	49	89	5
Queue Length 95th (ft)	133	203	109	122	26	101	56	0	m69	294	m14
Internal Link Dist (ft)		687		395			2586			392	
Turn Bay Length (ft)	150		150		150	200		150	200		150
Base Capacity (vph)	315	982	225	812	415	466	2680	1127	359	2447	824
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.55	0.36	0.26	0.25	0.36	0.39	0.10	0.43	0.43	0.14

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.15: Moreno Beach Dr & John F Kennedy Dr

10/28/2020



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	78	54	553	40	82	39	985	704	162	893	109
v/c Ratio	0.54	0.24	0.87	0.03	0.13	0.19	0.50	0.51	0.51	0.38	0.14
Control Delay	66.5	28.2	51.7	25.6	2.1	56.2	31.4	1.9	37.5	12.8	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.5	28.2	51.7	25.6	2.1	56.2	31.4	1.9	37.5	12.8	1.5
Queue Length 50th (ft)	59	7	387	11	0	14	223	7	40	241	13
Queue Length 95th (ft)	110	28	518	22	15	34	293	40	65	142	3
Internal Link Dist (ft)		308		732			605			2586	
Turn Bay Length (ft)	100		325		150	275		250	350		150
Base Capacity (vph)	165	532	706	1639	797	204	1984	1432	319	2346	795
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.10	0.78	0.02	0.10	0.19	0.50	0.49	0.51	0.38	0.14

Intersection Summary

Queues
Int.24: Redlands Blvd & Ironwood Ave



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	164	195	59	166	59	982	49	44	960	222
v/c Ratio	0.67	0.37	0.41	0.50	0.29	0.45	0.05	0.22	0.44	0.22
Control Delay	62.1	29.1	60.6	36.6	56.0	18.2	5.0	56.6	14.7	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.1	29.1	60.6	36.6	56.0	18.2	5.0	56.6	14.7	7.4
Queue Length 50th (ft)	123	43	44	39	19	231	2	17	203	37
Queue Length 95th (ft)	185	75	86	73	48	324	18	37	310	92
Internal Link Dist (ft)		568		292		2077			810	
Turn Bay Length (ft)	250		250		325		150	350		85
Base Capacity (vph)	345	713	300	620	204	2206	1018	204	2206	1028
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.27	0.20	0.27	0.29	0.45	0.05	0.22	0.44	0.22

Intersection Summary

Queues

Int.25: Redlands Blvd & SR-60 WB Ramps

10/28/2020



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	159	159	61	1070	362	715	475
v/c Ratio	0.66	0.67	0.23	0.37	0.22	0.25	0.34
Control Delay	61.1	59.0	12.2	5.0	0.3	3.2	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	59.0	12.2	5.0	0.3	3.2	0.8
Queue Length 50th (ft)	125	123	0	147	0	53	0
Queue Length 95th (ft)	189	191	38	166	0	73	10
Internal Link Dist (ft)		1179		812		2077	
Turn Bay Length (ft)			300		500		300
Base Capacity (vph)	485	470	478	2860	1615	2860	1378
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.34	0.13	0.37	0.22	0.25	0.34

Intersection Summary

Queues
 Int.26: Redlands Blvd & SR-60 EB Ramps



Lane Group	EBL	EBT	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	368	351	340	920	204	966	59
v/c Ratio	0.71	0.68	0.66	0.40	0.19	0.42	0.04
Control Delay	44.4	33.8	32.6	12.8	2.2	19.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	33.8	32.6	12.8	2.2	19.0	0.0
Queue Length 50th (ft)	267	206	186	171	0	271	0
Queue Length 95th (ft)	325	274	250	282	36	461	0
Internal Link Dist (ft)		1674		825		812	
Turn Bay Length (ft)			350		350		350
Base Capacity (vph)	757	725	722	2283	1096	2283	1615
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.48	0.47	0.40	0.19	0.42	0.04

Intersection Summary

Queues
Int.30: Redlands Blvd & Encilia Ave



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	419	138	31	208	131	710	231	877	272
v/c Ratio	0.70	0.09	0.18	0.46	0.71	0.88	0.88	0.91	0.44
Control Delay	30.6	11.2	35.8	13.5	45.4	47.0	69.3	43.6	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.6	11.2	35.8	13.5	45.4	47.0	69.3	43.6	6.9
Queue Length 50th (ft)	179	12	15	12	49	203	114	224	8
Queue Length 95th (ft)	285	35	39	42	#154	#288	#260	#339	65
Internal Link Dist (ft)		580		196		2540		288	
Turn Bay Length (ft)	250		250		250		200		150
Base Capacity (vph)	599	1463	248	842	185	811	263	966	616
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.09	0.13	0.25	0.71	0.88	0.88	0.91	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
 Int.31: Redlands Blvd & Cottonwood Ave



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	120	56	30	679	733	87
v/c Ratio	0.50	0.21	0.13	0.23	0.29	0.07
Control Delay	38.7	10.6	34.3	2.0	4.3	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.7	10.6	34.3	2.0	4.3	1.4
Queue Length 50th (ft)	57	0	16	3	0	0
Queue Length 95th (ft)	102	30	m38	28	m180	m7
Internal Link Dist (ft)	1175			2549	2540	
Turn Bay Length (ft)	300		100			200
Base Capacity (vph)	518	504	338	2901	2558	1170
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.11	0.09	0.23	0.29	0.07

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.32: Redlands Blvd & Alessandro Blvd

Moreno Valley Trade Center
10/28/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	303	754	27	108	579	74	49	366	141	112	443	321
v/c Ratio	0.62	0.67	0.05	0.35	0.69	0.15	0.31	0.30	0.21	0.54	0.31	0.39
Control Delay	38.4	27.5	0.1	37.9	32.6	0.6	34.8	17.5	6.0	29.0	25.6	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.4	27.5	0.1	37.9	32.6	0.6	34.8	17.5	6.0	29.0	25.6	16.9
Queue Length 50th (ft)	73	172	0	26	137	0	24	71	8	60	122	113
Queue Length 95th (ft)	113	226	0	51	186	0	m43	106	42	111	173	182
Internal Link Dist (ft)		5204			516			2411			2549	
Turn Bay Length (ft)	250		50	250		150	250		150	250		150
Base Capacity (vph)	525	1176	608	306	947	554	159	1235	669	226	1428	833
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.64	0.04	0.35	0.61	0.13	0.31	0.30	0.21	0.50	0.31	0.39

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
 Int.33: John F Kennedy Dr/Redlands Blvd & Cactus Ave



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	203	183	198	158	62	597	103	417	119
v/c Ratio	0.66	0.43	0.66	0.38	0.32	0.39	0.46	0.26	0.15
Control Delay	41.1	20.6	41.8	16.9	37.2	16.9	28.4	10.0	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	20.6	41.8	16.9	37.2	16.9	28.4	10.0	5.4
Queue Length 50th (ft)	95	23	93	14	29	95	35	61	9
Queue Length 95th (ft)	156	51	155	41	63	167	36	132	73
Internal Link Dist (ft)		598		685		468		121	
Turn Bay Length (ft)	250		250		250		250		150
Base Capacity (vph)	383	862	361	812	191	1535	247	1632	797
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.21	0.55	0.19	0.32	0.39	0.42	0.26	0.15

Intersection Summary

Queues
Int.34: WLC Pkwy & Eucalyptus Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	507	238	267	83	72	66	221	1391	114	1031	112
v/c Ratio	1.17	0.29	0.47	0.51	0.26	0.22	0.61	0.95	0.49	0.83	0.17
Control Delay	134.6	33.3	7.2	54.4	45.6	1.7	44.1	43.0	47.2	38.7	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	134.6	33.3	7.2	54.4	45.6	1.7	44.1	43.0	47.2	38.7	0.9
Queue Length 50th (ft)	~387	67	1	51	23	0	129	445	68	325	0
Queue Length 95th (ft)	#586	101	64	100	45	0	206	#665	120	#471	4
Internal Link Dist (ft)		417			273			257		347	
Turn Bay Length (ft)	240		150	250		150	100		150		100
Base Capacity (vph)	433	1155	697	180	649	442	363	1471	234	1239	675
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.17	0.21	0.38	0.46	0.11	0.15	0.61	0.95	0.49	0.83	0.17

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
 Int.10: Moreno Beach Dr & SR-60 EB Ramps

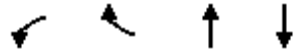


Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	339	334	667	146	16	357
v/c Ratio	0.82	0.64	0.70	0.17	0.04	0.24
Control Delay	33.8	10.2	9.7	0.4	41.1	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	10.2	9.7	0.4	41.1	6.1
Queue Length 50th (ft)	107	0	178	0	11	49
Queue Length 95th (ft)	168	52	88	0	31	143
Internal Link Dist (ft)	650		465			780
Turn Bay Length (ft)		590				
Base Capacity (vph)	538	628	951	881	440	1478
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.53	0.70	0.17	0.04	0.24
Intersection Summary						

Queues

Int.16: San Timoteo Canyon Rd & Alessandro Rd

10/28/2020



Lane Group	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	213	52	805	203
v/c Ratio	0.67	0.17	0.60	0.16
Control Delay	40.6	16.3	10.8	4.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	40.6	16.3	10.8	4.3
Queue Length 50th (ft)	100	10	5	26
Queue Length 95th (ft)	161	38	474	55
Internal Link Dist (ft)	398		611	223
Turn Bay Length (ft)		25		
Base Capacity (vph)	406	385	1340	1282
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.52	0.14	0.60	0.16
Intersection Summary				

Queues

Int.18: Redlands Blvd & San Timoteo Canyon Rd

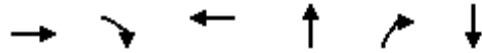


Lane Group	EBT	EBR	WBT	NBL
Lane Group Flow (vph)	37	639	270	656
v/c Ratio	0.08	0.52	0.72	0.51
Control Delay	27.9	5.9	40.0	21.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	27.9	5.9	40.0	21.3
Queue Length 50th (ft)	14	138	125	126
Queue Length 95th (ft)	m34	222	191	193
Internal Link Dist (ft)	1892		246	305
Turn Bay Length (ft)		350		150
Base Capacity (vph)	450	1226	482	1281
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.08	0.52	0.56	0.51

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
 Int.32: Redlands Blvd & Alessandro Blvd



Lane Group	EBT	EBR	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	180	25	259	378	68	467
v/c Ratio	0.81	0.07	0.79	0.30	0.06	0.38
Control Delay	54.8	9.0	45.1	7.0	2.0	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.8	9.0	45.1	7.0	2.0	7.3
Queue Length 50th (ft)	86	0	120	66	0	80
Queue Length 95th (ft)	143	17	181	141	15	173
Internal Link Dist (ft)	5204		516	2390		2549
Turn Bay Length (ft)		50			1000	
Base Capacity (vph)	358	601	525	1242	1111	1229
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.04	0.49	0.30	0.06	0.38

Intersection Summary

Queues

Int.10: Moreno Beach Dr & SR-60 EB Ramps

10/28/2020



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	386	374	805	171	8	344
v/c Ratio	0.88	0.63	0.81	0.19	0.02	0.24
Control Delay	45.3	9.2	16.7	0.5	45.1	4.8
Queue Delay	0.0	0.0	1.1	0.0	0.0	0.0
Total Delay	45.3	9.2	17.8	0.5	45.1	4.8
Queue Length 50th (ft)	166	0	378	0	6	55
Queue Length 95th (ft)	#318	87	199	0	21	108
Internal Link Dist (ft)	650		465			780
Turn Bay Length (ft)		590				
Base Capacity (vph)	493	635	989	911	345	1416
Starvation Cap Reductn	0	0	55	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.59	0.86	0.19	0.02	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

Int.16: San Timoteo Canyon Rd & Alessandro Rd



Lane Group	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	199	15	463	491
v/c Ratio	0.64	0.05	0.37	0.39
Control Delay	39.2	16.4	1.6	6.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	39.2	16.4	1.6	6.2
Queue Length 50th (ft)	93	2	0	79
Queue Length 95th (ft)	148	16	1	163
Internal Link Dist (ft)	398		611	223
Turn Bay Length (ft)		25		
Base Capacity (vph)	491	447	1237	1250
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.41	0.03	0.37	0.39

Intersection Summary

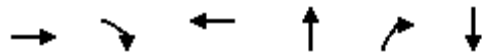


Lane Group	EBT	EBR	WBT	NBL
Lane Group Flow (vph)	46	728	275	767
v/c Ratio	0.10	0.60	0.73	0.54
Control Delay	25.9	7.0	41.2	20.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.9	7.0	41.2	20.0
Queue Length 50th (ft)	16	147	128	144
Queue Length 95th (ft)	m35	321	200	210
Internal Link Dist (ft)	1892		246	305
Turn Bay Length (ft)		350		150
Base Capacity (vph)	451	1213	455	1420
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.10	0.60	0.60	0.54

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.32: Redlands Blvd & Alessandro Blvd



Lane Group	EBT	EBR	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	329	21	151	345	75	571
v/c Ratio	0.81	0.04	0.40	0.31	0.07	0.52
Control Delay	41.2	10.7	23.0	9.6	2.6	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.2	10.7	23.0	9.6	2.6	11.6
Queue Length 50th (ft)	150	2	55	76	0	138
Queue Length 95th (ft)	220	16	94	151	18	274
Internal Link Dist (ft)	5204		516	2381		2549
Turn Bay Length (ft)		50			1000	
Base Capacity (vph)	528	614	480	1121	1014	1096
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.03	0.31	0.31	0.07	0.52
Intersection Summary						

Queues
 Int.10: Moreno Beach Dr & SR-60 EB Ramps



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	569	528	902	308	94	567
v/c Ratio	0.87	0.71	0.78	0.42	0.26	0.54
Control Delay	46.1	20.5	34.6	7.9	59.2	15.1
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay	46.1	20.5	34.7	7.9	59.2	15.1
Queue Length 50th (ft)	378	181	222	15	69	157
Queue Length 95th (ft)	461	253	317	84	115	286
Internal Link Dist (ft)	650		465			780
Turn Bay Length (ft)		590			250	
Base Capacity (vph)	721	798	1155	726	356	1046
Starvation Cap Reductn	0	0	19	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.66	0.79	0.42	0.26	0.54

Intersection Summary

Queues
Int.11: Moreno Beach Dr & Eucalyptus Ave

Moreno Valley Trade Center
10/28/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	263	125	139	47	53	119	187	834	90	370	775	212
v/c Ratio	0.73	0.56	0.45	0.41	0.36	0.19	0.71	0.55	0.12	0.72	0.38	0.22
Control Delay	50.2	46.9	15.5	64.9	58.7	3.3	62.9	29.1	2.5	44.0	15.8	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.2	46.9	15.5	64.9	58.7	3.3	62.9	29.1	2.5	44.0	15.8	4.1
Queue Length 50th (ft)	94	95	32	36	40	0	140	260	0	269	157	10
Queue Length 95th (ft)	129	140	68	70	73	21	188	311	13	326	214	m41
Internal Link Dist (ft)		3135			326			398			465	
Turn Bay Length (ft)	225		150	115		140	240		100	120		150
Base Capacity (vph)	379	372	428	120	292	640	323	1519	747	511	2013	985
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.34	0.32	0.39	0.18	0.19	0.58	0.55	0.12	0.72	0.38	0.22

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	156	331	77	402	207	872	22	601	246
v/c Ratio	0.95	0.72	0.53	0.98	0.77	0.87	0.21	0.78	0.31
Control Delay	110.2	57.8	66.8	85.4	51.5	21.0	58.9	39.3	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	110.2	57.8	66.8	85.4	51.5	21.0	58.9	39.3	4.9
Queue Length 50th (ft)	103	254	57	309	161	655	17	398	8
Queue Length 95th (ft)	#253	354	#129	#515	#277	#916	45	549	59
Internal Link Dist (ft)		4719		5204		865		432	
Turn Bay Length (ft)	100		175		125		275		
Base Capacity (vph)	165	489	149	412	270	1004	105	772	792
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.68	0.52	0.98	0.77	0.87	0.21	0.78	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

Int.16: San Timoteo Canyon Rd & Alessandro Rd



Lane Group	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	252	57	928	263
v/c Ratio	0.80	0.19	0.71	0.22
Control Delay	65.3	30.1	5.7	5.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	65.3	30.1	5.7	5.6
Queue Length 50th (ft)	187	25	126	54
Queue Length 95th (ft)	272	61	203	96
Internal Link Dist (ft)	398		611	223
Turn Bay Length (ft)		25		
Base Capacity (vph)	384	358	1314	1198
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.66	0.16	0.71	0.22

Intersection Summary

Queues
 Int.18: Redlands Blvd & San Timoteo Canyon Rd



Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Group Flow (vph)	40	759	160	142	780
v/c Ratio	0.07	0.58	0.58	0.14	0.59
Control Delay	21.1	4.0	39.1	10.2	22.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.1	4.0	39.1	10.2	22.2
Queue Length 50th (ft)	14	40	75	34	156
Queue Length 95th (ft)	39	124	126	63	212
Internal Link Dist (ft)	272			246	305
Turn Bay Length (ft)		250	250		250
Base Capacity (vph)	609	1315	406	997	1315
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.07	0.58	0.39	0.14	0.59

Intersection Summary

Queues

Int.25: Redlands Blvd & SR-60 WB Ramps



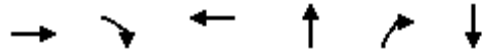
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	17	11	301	18	841	499	513
v/c Ratio	0.15	0.05	0.75	0.17	0.74	0.91	0.44
Control Delay	56.3	0.4	51.2	55.9	38.6	49.2	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.3	0.4	51.2	55.9	38.6	49.2	6.8
Queue Length 50th (ft)	13	0	198	14	316	316	101
Queue Length 95th (ft)	35	0	268	m31	366	#544	198
Internal Link Dist (ft)	367		575		1453		1754
Turn Bay Length (ft)		25		125		325	
Base Capacity (vph)	283	348	403	105	1139	550	1173
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.03	0.75	0.17	0.74	0.91	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	205	29	435	433	87	553
v/c Ratio	0.66	0.05	0.88	0.42	0.09	0.55
Control Delay	32.5	6.0	43.4	12.7	3.0	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	6.0	43.4	12.7	3.0	14.4
Queue Length 50th (ft)	86	0	192	115	0	156
Queue Length 95th (ft)	143	15	279	217	22	295
Internal Link Dist (ft)	5204		516	2370		2549
Turn Bay Length (ft)		50			1000	
Base Capacity (vph)	388	683	609	1028	956	1002
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.04	0.71	0.42	0.09	0.55
Intersection Summary						



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	82	186	110	1700	1330	297
v/c Ratio	0.39	0.53	0.47	1.14	1.11	0.28
Control Delay	37.8	11.2	38.7	86.0	80.3	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.8	11.2	38.7	86.0	80.3	6.1
Queue Length 50th (ft)	39	0	52	~1005	~798	38
Queue Length 95th (ft)	62	26	77	#913	#796	63
Internal Link Dist (ft)	417			257	347	
Turn Bay Length (ft)	240		100			100
Base Capacity (vph)	406	507	232	1490	1202	1061
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.37	0.47	1.14	1.11	0.28

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

Int.10: Moreno Beach Dr & SR-60 EB Ramps



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	630	599	1037	308	88	561
v/c Ratio	0.93	0.78	0.82	0.41	0.32	0.55
Control Delay	54.7	24.2	34.2	5.3	45.9	17.2
Queue Delay	0.0	0.0	0.5	0.0	0.0	0.0
Total Delay	54.7	24.2	34.6	5.3	45.9	17.2
Queue Length 50th (ft)	451	235	314	51	66	280
Queue Length 95th (ft)	#698	404	391	55	120	345
Internal Link Dist (ft)	650		465			780
Turn Bay Length (ft)		590			250	
Base Capacity (vph)	693	787	1258	746	279	1019
Starvation Cap Reductn	0	0	39	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.76	0.85	0.41	0.32	0.55

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues
Int.11: Moreno Beach Dr & Eucalyptus Ave

Moreno Valley Trade Center
10/28/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	409	85	221	106	111	357	182	634	53	277	935	297
v/c Ratio	0.76	0.49	0.64	0.35	0.57	0.60	0.61	0.43	0.07	0.78	0.59	0.36
Control Delay	34.1	53.6	14.3	47.1	62.2	28.4	55.9	28.7	0.2	63.0	28.6	11.1
Queue Delay	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0
Total Delay	34.5	53.6	14.3	47.1	62.2	28.4	55.9	28.7	0.2	63.0	29.1	11.1
Queue Length 50th (ft)	87	50	17	73	83	177	132	182	0	220	261	52
Queue Length 95th (ft)	110	79	33	127	138	234	211	285	0	m267	m348	m118
Internal Link Dist (ft)		3135			324			398			465	
Turn Bay Length (ft)	225		150	115		140	240		100	120		150
Base Capacity (vph)	612	411	523	299	300	666	300	1486	734	442	1598	826
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	263	0
Spillback Cap Reductn	30	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.21	0.42	0.35	0.37	0.54	0.61	0.43	0.07	0.63	0.70	0.36

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	281	483	141	276	119	800	45	892	168
v/c Ratio	0.99	1.03	0.94	0.83	0.99	0.87	0.43	1.01	0.21
Control Delay	91.0	90.9	114.2	68.3	120.2	25.9	67.5	64.7	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.0	90.9	114.2	68.3	120.2	25.9	67.5	64.7	6.9
Queue Length 50th (ft)	230	~398	111	203	96	593	34	~689	21
Queue Length 95th (ft)	#401	#613	#238	#346	#224	#524	75	#971	61
Internal Link Dist (ft)		4719		5204		865		432	
Turn Bay Length (ft)	100		175		125		275		
Base Capacity (vph)	285	467	150	331	120	923	105	885	815
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	1.03	0.94	0.83	0.99	0.87	0.43	1.01	0.21

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

Int.16: San Timoteo Canyon Rd & Alessandro Rd



Lane Group	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	220	22	563	557
v/c Ratio	0.67	0.07	0.46	0.46
Control Delay	39.3	16.4	4.5	7.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	39.3	16.4	4.5	7.3
Queue Length 50th (ft)	103	4	40	100
Queue Length 95th (ft)	159	21	163	206
Internal Link Dist (ft)	398		611	223
Turn Bay Length (ft)		25		
Base Capacity (vph)	470	429	1221	1222
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.47	0.05	0.46	0.46

Intersection Summary

Queues

Int.18: Redlands Blvd & San Timoteo Canyon Rd



Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Group Flow (vph)	52	811	270	39	866
v/c Ratio	0.10	0.67	0.76	0.04	0.64
Control Delay	23.5	9.9	44.5	9.9	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	23.5	9.9	44.5	9.9	22.0
Queue Length 50th (ft)	23	202	126	9	172
Queue Length 95th (ft)	m30	358	204	23	233
Internal Link Dist (ft)	277			246	305
Turn Bay Length (ft)		250	250		250
Base Capacity (vph)	504	1203	406	973	1357
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.67	0.67	0.04	0.64

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

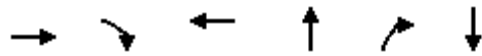
Queues
Int.25: Redlands Blvd & SR-60 WB Ramps



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	16	3	183	4	1203	455	565
v/c Ratio	0.14	0.01	0.69	0.04	0.65	1.04	0.38
Control Delay	56.2	0.0	33.2	54.2	23.2	99.4	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.2	0.0	33.2	54.2	23.2	99.4	7.0
Queue Length 50th (ft)	12	0	49	3	288	~382	68
Queue Length 95th (ft)	35	0	120	15	504	#587	324
Internal Link Dist (ft)	367		575		1453		1754
Turn Bay Length (ft)		25		125		325	
Base Capacity (vph)	285	348	372	105	1853	436	1490
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.01	0.49	0.04	0.65	1.04	0.38

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	392	24	257	414	121	726
v/c Ratio	0.91	0.04	0.69	0.44	0.13	0.79
Control Delay	51.8	10.9	31.1	12.3	3.6	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.8	10.9	31.1	12.3	3.6	22.3
Queue Length 50th (ft)	175	3	94	104	0	273
Queue Length 95th (ft)	#331	18	180	170	28	#507
Internal Link Dist (ft)	5204		516	2388		2549
Turn Bay Length (ft)		50			290	
Base Capacity (vph)	470	594	400	942	967	915
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.04	0.64	0.44	0.13	0.79

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	246	220	297	1401	1383	106
v/c Ratio	0.72	0.45	1.03	1.04	1.46	0.13
Control Delay	42.3	7.3	99.3	50.4	233.3	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	7.3	99.3	50.4	233.3	8.0
Queue Length 50th (ft)	115	0	~171	~777	~959	18
Queue Length 95th (ft)	138	21	#246	#565	#843	31
Internal Link Dist (ft)	417			257	347	
Turn Bay Length (ft)	240		100			100
Base Capacity (vph)	406	533	289	1349	950	824
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.41	1.03	1.04	1.46	0.13

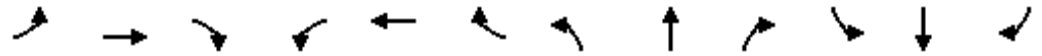
Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues
Int.11: Moreno Beach Dr & Eucalyptus Ave

Moreno Valley Trade Center

10/28/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	449	189	133	48	197	162	166	760	78	367	758	432
v/c Ratio	0.75	0.57	0.34	0.23	0.55	0.33	0.52	0.33	0.10	0.70	0.29	0.42
Control Delay	42.1	39.3	9.7	49.7	57.2	24.7	57.5	23.6	0.2	58.8	16.1	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	42.1	39.3	9.7	49.7	57.2	24.7	57.5	23.6	0.2	58.8	16.1	3.6
Queue Length 50th (ft)	184	151	47	34	77	70	64	136	0	142	94	10
Queue Length 95th (ft)	236	224	70	71	114	117	97	206	0	173	166	47
Internal Link Dist (ft)		3135			340			398			465	
Turn Bay Length (ft)	225		150	115		140	240		100	120		150
Base Capacity (vph)	758	585	589	215	631	554	363	2317	807	672	2617	1029
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	124
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.32	0.23	0.22	0.31	0.29	0.46	0.33	0.10	0.55	0.29	0.48

Intersection Summary

Queues

Int.16: San Timoteo Canyon Rd & Alessandro Rd



Lane Group	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	304	58	1074	397
v/c Ratio	0.84	0.17	0.88	0.40
Control Delay	52.2	18.9	20.0	7.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	52.2	18.9	20.0	7.0
Queue Length 50th (ft)	144	14	503	76
Queue Length 95th (ft)	#268	44	m594	125
Internal Link Dist (ft)	398		611	223
Turn Bay Length (ft)		25		
Base Capacity (vph)	384	361	1216	1002
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.79	0.16	0.88	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
 Int.18: Redlands Blvd & San Timoteo Canyon Rd



Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Group Flow (vph)	81	898	282	202	753
v/c Ratio	0.16	0.75	0.78	0.21	0.55
Control Delay	20.8	12.7	45.6	11.4	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	12.7	45.6	11.4	20.7
Queue Length 50th (ft)	33	288	131	52	145
Queue Length 95th (ft)	m37	m350	#229	89	198
Internal Link Dist (ft)	1892			246	305
Turn Bay Length (ft)		350	250		250
Base Capacity (vph)	496	1192	406	973	1357
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.16	0.75	0.69	0.21	0.55

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

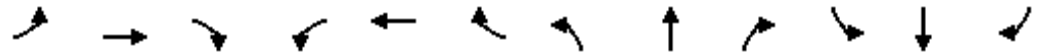
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
Int.11: Moreno Beach Dr & Eucalyptus Ave

Moreno Valley Trade Center

10/28/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	713	299	235	104	239	491	236	719	52	437	963	502
v/c Ratio	0.86	0.76	0.45	0.40	0.59	0.80	0.62	0.44	0.09	0.62	0.46	0.54
Control Delay	31.2	33.8	3.6	52.1	56.0	38.4	59.0	36.2	0.3	46.1	26.6	5.8
Queue Delay	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	32.8	33.8	3.6	52.1	56.0	38.5	59.0	36.2	0.3	46.1	26.6	5.9
Queue Length 50th (ft)	145	124	6	73	94	285	91	168	0	137	183	22
Queue Length 95th (ft)	248	172	14	132	131	376	135	233	0	m181	247	m50
Internal Link Dist (ft)		3135			341			398				465
Turn Bay Length (ft)	225		150	115		140	240		100	120		150
Base Capacity (vph)	904	577	654	258	556	681	379	1631	588	855	2116	929
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	56
Spillback Cap Reductn	74	0	0	0	0	2	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.52	0.36	0.40	0.43	0.72	0.62	0.44	0.09	0.51	0.46	0.58

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Int.16: San Timoteo Canyon Rd & Alessandro Rd



Lane Group	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	233	23	828	751
v/c Ratio	0.72	0.08	0.67	0.62
Control Delay	43.2	18.1	6.9	9.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	43.2	18.1	6.9	9.4
Queue Length 50th (ft)	109	5	166	168
Queue Length 95th (ft)	178	23	m233	296
Internal Link Dist (ft)	398		611	223
Turn Bay Length (ft)		25		
Base Capacity (vph)	384	352	1232	1215
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.61	0.07	0.67	0.62

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
 Int.18: Redlands Blvd & San Timoteo Canyon Rd



Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Group Flow (vph)	92	841	297	41	1386
v/c Ratio	0.20	0.70	0.89	0.05	0.93
Control Delay	23.7	7.5	62.6	11.5	32.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	23.7	7.5	62.6	11.5	32.8
Queue Length 50th (ft)	35	226	146	11	312
Queue Length 95th (ft)	m42	m202	#284	27	#461
Internal Link Dist (ft)	1892			246	305
Turn Bay Length (ft)		350	150		250
Base Capacity (vph)	457	1194	338	902	1497
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.70	0.88	0.05	0.93

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX F: VMT WORKSHEETS

MVTC
Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	1,400.00	1000sqft	32.14	1,400,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Mobile Land Use Mitigation - Project provides a density of 28.17 employees/acre. The project will construct the trail as required by the City.

Mobile Commute Mitigation - The project will implement a voluntary trip reduction program. The program will be voluntary for employees to choose.

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	OperationalYear	2014	2022

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.5494	4.2938	6.1686	0.0147	1.0395	0.1857	1.2252	0.3589	0.1727	0.5316	0.0000	1,125.1505	1,125.1505	0.1291	0.0000	1,127.8619
2022	0.5504	3.5634	6.9513	0.0192	1.0247	0.1423	1.1670	0.2759	0.1331	0.4090	0.0000	1,414.8000	1,414.8000	0.0980	0.0000	1,416.8576
2023	16.3943	1.0931	2.2623	6.1800e-003	0.3172	0.0465	0.3638	0.0853	0.0435	0.1288	0.0000	456.0249	456.0249	0.0394	0.0000	456.8531
Total	17.4941	8.9503	15.3822	0.0401	2.3814	0.3745	2.7560	0.7201	0.3493	1.0694	0.0000	2,995.9755	2,995.9755	0.2665	0.0000	3,001.5725

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.5494	4.2938	6.1686	0.0147	1.0395	0.1857	1.2252	0.3589	0.1727	0.5316	0.0000	1,125.1501	1,125.1501	0.1291	0.0000	1,127.8614
2022	0.5504	3.5634	6.9513	0.0192	1.0247	0.1423	1.1670	0.2759	0.1331	0.4090	0.0000	1,414.7997	1,414.7997	0.0980	0.0000	1,416.8572
2023	16.3943	1.0931	2.2623	6.1800e-003	0.3172	0.0465	0.3638	0.0853	0.0435	0.1288	0.0000	456.0248	456.0248	0.0394	0.0000	456.8530
Total	17.4941	8.9502	15.3822	0.0401	2.3814	0.3745	2.7560	0.7201	0.3493	1.0694	0.0000	2,995.9745	2,995.9745	0.2665	0.0000	3,001.5715

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	6.6828	1.6000e-004	0.0179	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0347	0.0347	9.0000e-005	0.0000	0.0367
Energy	0.0162	0.1469	0.1234	8.8000e-004		0.0112	0.0112		0.0112	0.0112	0.0000	1,369.7916	1,369.7916	0.0587	0.0144	1,375.4996
Mobile	1.8410	6.2409	22.3722	0.0832	5.8943	0.1256	6.0200	1.5750	0.1158	1.6908	0.0000	5,711.2369	5,711.2369	0.1560	0.0000	5,714.5133
Waste						0.0000	0.0000		0.0000	0.0000	267.1361	0.0000	267.1361	15.7873	0.0000	598.6692
Water						0.0000	0.0000		0.0000	0.0000	102.7109	1,206.3505	1,309.0614	10.6049	0.2606	1,612.5391
Total	8.5400	6.3880	22.5135	0.0840	5.8943	0.1369	6.0312	1.5750	0.1270	1.7021	369.8471	8,287.4137	8,657.2607	26.6069	0.2750	9,301.2578

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	6.6828	1.6000e-004	0.0179	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0347	0.0347	9.0000e-005	0.0000	0.0367
Energy	0.0162	0.1469	0.1234	8.8000e-004		0.0112	0.0112		0.0112	0.0112	0.0000	1,369.7916	1,369.7916	0.0587	0.0144	1,375.4996
Mobile	1.7977	5.9041	21.3653	0.0782	5.5328	0.1183	5.6511	1.4784	0.1091	1.5875	0.0000	5,368.6307	5,368.6307	0.1471	0.0000	5,371.7197
Waste						0.0000	0.0000		0.0000	0.0000	267.1361	0.0000	267.1361	15.7873	0.0000	598.6692
Water						0.0000	0.0000		0.0000	0.0000	102.7109	1,206.3505	1,309.0614	10.6029	0.2602	1,612.3752
Total	8.4967	6.0512	21.5065	0.0791	5.5328	0.1295	5.6624	1.4784	0.1203	1.5987	369.8471	7,944.8075	8,314.6545	26.5961	0.2746	8,958.3004

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.51	5.27	4.47	5.94	6.13	5.36	6.12	6.13	5.33	6.07	0.00	4.13	3.96	0.04	0.15	3.69

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2021	2/11/2021	5	30	
2	Site Preparation	Site Preparation	2/12/2021	3/11/2021	5	20	
3	Grading	Grading	3/12/2021	5/13/2021	5	45	
4	Building Construction	Building Construction	5/14/2021	4/13/2023	5	500	
5	Paving	Paving	4/14/2023	6/1/2023	5	35	
6	Architectural Coating	Architectural Coating	6/2/2023	7/20/2023	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 2,100,000; Non-Residential Outdoor: 700,000 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	588.00	229.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	118.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0429	0.4191	0.4242	6.0000e-004		0.0199	0.0199		0.0186	0.0186	0.0000	52.4525	52.4525	0.0148	0.0000	52.7638
Total	0.0429	0.4191	0.4242	6.0000e-004		0.0199	0.0199		0.0186	0.0186	0.0000	52.4525	52.4525	0.0148	0.0000	52.7638

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-004	7.2000e-004	7.2800e-003	3.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.6000e-004	1.0000e-005	6.7000e-004	0.0000	1.7622	1.7622	7.0000e-005	0.0000	1.7636	
Total	5.0000e-004	7.2000e-004	7.2800e-003	3.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.6000e-004	1.0000e-005	6.7000e-004	0.0000	1.7622	1.7622	7.0000e-005	0.0000	1.7636	

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0429	0.4191	0.4242	6.0000e-004		0.0199	0.0199		0.0186	0.0186	0.0000	52.4524	52.4524	0.0148	0.0000	52.7637
Total	0.0429	0.4191	0.4242	6.0000e-004		0.0199	0.0199		0.0186	0.0186	0.0000	52.4524	52.4524	0.0148	0.0000	52.7637

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-004	7.2000e-004	7.2800e-003	3.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.6000e-004	1.0000e-005	6.7000e-004	0.0000	1.7622	1.7622	7.0000e-005	0.0000	1.7636
Total	5.0000e-004	7.2000e-004	7.2800e-003	3.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.6000e-004	1.0000e-005	6.7000e-004	0.0000	1.7622	1.7622	7.0000e-005	0.0000	1.7636

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0341	0.3501	0.3085	3.9000e-004		0.0170	0.0170		0.0156	0.0156	0.0000	34.3701	34.3701	0.0111	0.0000	34.6035
Total	0.0341	0.3501	0.3085	3.9000e-004	0.1807	0.0170	0.1977	0.0993	0.0156	0.1150	0.0000	34.3701	34.3701	0.0111	0.0000	34.6035

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	5.8000e-004	5.8200e-003	2.0000e-005	1.9800e-003	1.0000e-005	1.9900e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.4097	1.4097	6.0000e-005	0.0000	1.4109
Total	4.0000e-004	5.8000e-004	5.8200e-003	2.0000e-005	1.9800e-003	1.0000e-005	1.9900e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.4097	1.4097	6.0000e-005	0.0000	1.4109

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0341	0.3501	0.3085	3.9000e-004		0.0170	0.0170		0.0156	0.0156	0.0000	34.3700	34.3700	0.0111	0.0000	34.6035
Total	0.0341	0.3501	0.3085	3.9000e-004	0.1807	0.0170	0.1977	0.0993	0.0156	0.1150	0.0000	34.3700	34.3700	0.0111	0.0000	34.6035

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	5.8000e-004	5.8200e-003	2.0000e-005	1.9800e-003	1.0000e-005	1.9900e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.4097	1.4097	6.0000e-005	0.0000	1.4109
Total	4.0000e-004	5.8000e-004	5.8200e-003	2.0000e-005	1.9800e-003	1.0000e-005	1.9900e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.4097	1.4097	6.0000e-005	0.0000	1.4109

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1952	0.0000	0.1952	0.0809	0.0000	0.0809	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0944	1.0011	0.8271	1.3900e-003		0.0453	0.0453		0.0417	0.0417	0.0000	122.0437	122.0437	0.0395	0.0000	122.8726
Total	0.0944	1.0011	0.8271	1.3900e-003	0.1952	0.0453	0.2405	0.0809	0.0417	0.1226	0.0000	122.0437	122.0437	0.0395	0.0000	122.8726

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-003	1.4500e-003	0.0146	6.0000e-005	4.9500e-003	3.0000e-005	4.9800e-003	1.3100e-003	3.0000e-005	1.3400e-003	0.0000	3.5244	3.5244	1.4000e-004	0.0000	3.5273
Total	1.0000e-003	1.4500e-003	0.0146	6.0000e-005	4.9500e-003	3.0000e-005	4.9800e-003	1.3100e-003	3.0000e-005	1.3400e-003	0.0000	3.5244	3.5244	1.4000e-004	0.0000	3.5273

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1952	0.0000	0.1952	0.0809	0.0000	0.0809	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0944	1.0011	0.8271	1.3900e-003		0.0453	0.0453		0.0417	0.0417	0.0000	122.0435	122.0435	0.0395	0.0000	122.8724
Total	0.0944	1.0011	0.8271	1.3900e-003	0.1952	0.0453	0.2405	0.0809	0.0417	0.1226	0.0000	122.0435	122.0435	0.0395	0.0000	122.8724

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-003	1.4500e-003	0.0146	6.0000e-005	4.9500e-003	3.0000e-005	4.9800e-003	1.3100e-003	3.0000e-005	1.3400e-003	0.0000	3.5244	3.5244	1.4000e-004	0.0000	3.5273
Total	1.0000e-003	1.4500e-003	0.0146	6.0000e-005	4.9500e-003	3.0000e-005	4.9800e-003	1.3100e-003	3.0000e-005	1.3400e-003	0.0000	3.5244	3.5244	1.4000e-004	0.0000	3.5273

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1571	1.4392	1.3726	2.2300e-003		0.0793	0.0793		0.0745	0.0745	0.0000	191.4621	191.4621	0.0461	0.0000	192.4308
Total	0.1571	1.4392	1.3726	2.2300e-003		0.0793	0.0793		0.0745	0.0745	0.0000	191.4621	191.4621	0.0461	0.0000	192.4308

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1110	0.9246	1.6304	3.9500e-003	0.1178	0.0209	0.1387	0.0337	0.0192	0.0529	0.0000	335.8984	335.8984	2.2200e-003	0.0000	335.9451
Worker	0.1080	0.1570	1.5782	6.0700e-003	0.5364	3.2900e-003	0.5397	0.1424	3.0500e-003	0.1455	0.0000	382.2275	382.2275	0.0151	0.0000	382.5443
Total	0.2191	1.0816	3.2086	0.0100	0.6543	0.0242	0.6784	0.1762	0.0223	0.1984	0.0000	718.1259	718.1259	0.0173	0.0000	718.4894

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1571	1.4392	1.3726	2.2300e-003		0.0793	0.0793		0.0745	0.0745	0.0000	191.4619	191.4619	0.0461	0.0000	192.4306
Total	0.1571	1.4392	1.3726	2.2300e-003		0.0793	0.0793		0.0745	0.0745	0.0000	191.4619	191.4619	0.0461	0.0000	192.4306

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1110	0.9246	1.6304	3.9500e-003	0.1178	0.0209	0.1387	0.0337	0.0192	0.0529	0.0000	335.8984	335.8984	2.2200e-003	0.0000	335.9451
Worker	0.1080	0.1570	1.5782	6.0700e-003	0.5364	3.2900e-003	0.5397	0.1424	3.0500e-003	0.1455	0.0000	382.2275	382.2275	0.0151	0.0000	382.5443
Total	0.2191	1.0816	3.2086	0.0100	0.6543	0.0242	0.6784	0.1762	0.0223	0.1984	0.0000	718.1259	718.1259	0.0173	0.0000	718.4894

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2209	2.0197	2.1226	3.4900e-003		0.1047	0.1047		0.0986	0.0986	0.0000	299.9946	299.9946	0.0718	0.0000	301.5017
Total	0.2209	2.0197	2.1226	3.4900e-003		0.1047	0.1047		0.0986	0.0986	0.0000	299.9946	299.9946	0.0718	0.0000	301.5017

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1693	1.3122	2.4966	6.1800e-003	0.1846	0.0324	0.2169	0.0528	0.0298	0.0826	0.0000	525.5065	525.5065	3.5600e-003	0.0000	525.5813
Worker	0.1602	0.2315	2.3321	9.5000e-003	0.8402	5.1900e-003	0.8454	0.2231	4.8100e-003	0.2279	0.0000	589.2990	589.2990	0.0227	0.0000	589.7746
Total	0.3295	1.5436	4.8287	0.0157	1.0247	0.0375	1.0623	0.2759	0.0346	0.3105	0.0000	1,114.8054	1,114.8054	0.0262	0.0000	1,115.3559

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2209	2.0197	2.1226	3.4900e-003		0.1047	0.1047		0.0986	0.0986	0.0000	299.9943	299.9943	0.0718	0.0000	301.5013
Total	0.2209	2.0197	2.1226	3.4900e-003		0.1047	0.1047		0.0986	0.0986	0.0000	299.9943	299.9943	0.0718	0.0000	301.5013

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1693	1.3122	2.4966	6.1800e-003	0.1846	0.0324	0.2169	0.0528	0.0298	0.0826	0.0000	525.5065	525.5065	3.5600e-003	0.0000	525.5813
Worker	0.1602	0.2315	2.3321	9.5000e-003	0.8402	5.1900e-003	0.8454	0.2231	4.8100e-003	0.2279	0.0000	589.2990	589.2990	0.0227	0.0000	589.7746
Total	0.3295	1.5436	4.8287	0.0157	1.0247	0.0375	1.0623	0.2759	0.0346	0.3105	0.0000	1,114.8054	1,114.8054	0.0262	0.0000	1,115.3559

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0580	0.5296	0.5997	9.9000e-004		0.0258	0.0258		0.0243	0.0243	0.0000	85.4125	85.4125	0.0203	0.0000	85.8386
Total	0.0580	0.5296	0.5997	9.9000e-004		0.0258	0.0258		0.0243	0.0243	0.0000	85.4125	85.4125	0.0203	0.0000	85.8386

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0449	0.2968	0.6852	1.7500e-003	0.0525	9.0900e-003	0.0616	0.0150	8.3600e-003	0.0234	0.0000	148.8151	148.8151	9.2000e-004	0.0000	148.8344
Worker	0.0433	0.0623	0.6284	2.7000e-003	0.2391	1.4900e-003	0.2406	0.0635	1.3800e-003	0.0649	0.0000	165.3394	165.3394	6.2100e-003	0.0000	165.4698
Total	0.0881	0.3591	1.3136	4.4500e-003	0.2917	0.0106	0.3022	0.0785	9.7400e-003	0.0883	0.0000	314.1546	314.1546	7.1300e-003	0.0000	314.3042

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0580	0.5296	0.5997	9.9000e-004		0.0258	0.0258		0.0243	0.0243	0.0000	85.4124	85.4124	0.0203	0.0000	85.8385
Total	0.0580	0.5296	0.5997	9.9000e-004		0.0258	0.0258		0.0243	0.0243	0.0000	85.4124	85.4124	0.0203	0.0000	85.8385

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0449	0.2968	0.6852	1.7500e-003	0.0525	9.0900e-003	0.0616	0.0150	8.3600e-003	0.0234	0.0000	148.8151	148.8151	9.2000e-004	0.0000	148.8344
Worker	0.0433	0.0623	0.6284	2.7000e-003	0.2391	1.4900e-003	0.2406	0.0635	1.3800e-003	0.0649	0.0000	165.3394	165.3394	6.2100e-003	0.0000	165.4698
Total	0.0881	0.3591	1.3136	4.4500e-003	0.2917	0.0106	0.3022	0.0785	9.7400e-003	0.0883	0.0000	314.1546	314.1546	7.1300e-003	0.0000	314.3042

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0177	0.1750	0.2500	3.9000e-004		8.7700e-003	8.7700e-003		8.0700e-003	8.0700e-003	0.0000	34.3013	34.3013	0.0111	0.0000	34.5343
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0177	0.1750	0.2500	3.9000e-004		8.7700e-003	8.7700e-003		8.0700e-003	8.0700e-003	0.0000	34.3013	34.3013	0.0111	0.0000	34.5343

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2000e-004	7.5000e-004	7.5800e-003	3.0000e-005	2.8900e-003	2.0000e-005	2.9000e-003	7.7000e-004	2.0000e-005	7.8000e-004	0.0000	1.9949	1.9949	7.0000e-005	0.0000	1.9965
Total	5.2000e-004	7.5000e-004	7.5800e-003	3.0000e-005	2.8900e-003	2.0000e-005	2.9000e-003	7.7000e-004	2.0000e-005	7.8000e-004	0.0000	1.9949	1.9949	7.0000e-005	0.0000	1.9965

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0177	0.1750	0.2500	3.9000e-004		8.7700e-003	8.7700e-003		8.0700e-003	8.0700e-003	0.0000	34.3013	34.3013	0.0111	0.0000	34.5343
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0177	0.1750	0.2500	3.9000e-004		8.7700e-003	8.7700e-003		8.0700e-003	8.0700e-003	0.0000	34.3013	34.3013	0.0111	0.0000	34.5343

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2000e-004	7.5000e-004	7.5800e-003	3.0000e-005	2.8900e-003	2.0000e-005	2.9000e-003	7.7000e-004	2.0000e-005	7.8000e-004	0.0000	1.9949	1.9949	7.0000e-005	0.0000	1.9965
Total	5.2000e-004	7.5000e-004	7.5800e-003	3.0000e-005	2.8900e-003	2.0000e-005	2.9000e-003	7.7000e-004	2.0000e-005	7.8000e-004	0.0000	1.9949	1.9949	7.0000e-005	0.0000	1.9965

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	16.2225					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.3500e-003	0.0228	0.0317	5.0000e-005		1.2400e-003	1.2400e-003		1.2400e-003	1.2400e-003	0.0000	4.4682	4.4682	2.7000e-004	0.0000	4.4738
Total	16.2259	0.0228	0.0317	5.0000e-005		1.2400e-003	1.2400e-003		1.2400e-003	1.2400e-003	0.0000	4.4682	4.4682	2.7000e-004	0.0000	4.4738

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1100e-003	5.9100e-003	0.0597	2.6000e-004	0.0227	1.4000e-004	0.0228	6.0300e-003	1.3000e-004	6.1600e-003	0.0000	15.6934	15.6934	5.9000e-004	0.0000	15.7058
Total	4.1100e-003	5.9100e-003	0.0597	2.6000e-004	0.0227	1.4000e-004	0.0228	6.0300e-003	1.3000e-004	6.1600e-003	0.0000	15.6934	15.6934	5.9000e-004	0.0000	15.7058

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	16.2225					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.3500e-003	0.0228	0.0317	5.0000e-005		1.2400e-003	1.2400e-003		1.2400e-003	1.2400e-003	0.0000	4.4682	4.4682	2.7000e-004	0.0000	4.4738
Total	16.2259	0.0228	0.0317	5.0000e-005		1.2400e-003	1.2400e-003		1.2400e-003	1.2400e-003	0.0000	4.4682	4.4682	2.7000e-004	0.0000	4.4738

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1100e-003	5.9100e-003	0.0597	2.6000e-004	0.0227	1.4000e-004	0.0228	6.0300e-003	1.3000e-004	6.1600e-003	0.0000	15.6934	15.6934	5.9000e-004	0.0000	15.7058	
Total	4.1100e-003	5.9100e-003	0.0597	2.6000e-004	0.0227	1.4000e-004	0.0228	6.0300e-003	1.3000e-004	6.1600e-003	0.0000	15.6934	15.6934	5.9000e-004	0.0000	15.7058	

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Improve Pedestrian Network

Implement Trip Reduction Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.7977	5.9041	21.3653	0.0782	5.5328	0.1183	5.6511	1.4784	0.1091	1.5875	0.0000	5,368.6307	5,368.6307	0.1471	0.0000	5,371.7197
Unmitigated	1.8410	6.2409	22.3722	0.0832	5.8943	0.1256	6.0200	1.5750	0.1158	1.6908	0.0000	5,711.2369	5,711.2369	0.1560	0.0000	5,714.5133

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	3,626.00	3,626.00	3,626.00	15,540,009	14,587,005
Total	3,626.00	3,626.00	3,626.00	15,540,009	14,587,005

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.455053	0.068720	0.179384	0.173358	0.046633	0.007435	0.012315	0.044769	0.000875	0.001066	0.006136	0.000807	0.003449

5.0 Energy Detail

5.1 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,209.9136	1,209.9136	0.0556	0.0115	1,214.6486
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,209.9136	1,209.9136	0.0556	0.0115	1,214.6486
NaturalGas Mitigated	0.0162	0.1469	0.1234	8.8000e-004		0.0112	0.0112		0.0112	0.0112	0.0000	159.8780	159.8780	3.0600e-003	2.9300e-003	160.8510
NaturalGas Unmitigated	0.0162	0.1469	0.1234	8.8000e-004		0.0112	0.0112		0.0112	0.0112	0.0000	159.8780	159.8780	3.0600e-003	2.9300e-003	160.8510

5.2 Energy by Land Use - NaturalGas
Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Pail	2.996e+006	0.0162	0.1469	0.1234	8.8000e-004		0.0112	0.0112		0.0112	0.0112	0.0000	159.8780	159.8780	3.0600e-003	2.9300e-003	160.8510
Total		0.0162	0.1469	0.1234	8.8000e-004		0.0112	0.0112		0.0112	0.0112	0.0000	159.8780	159.8780	3.0600e-003	2.9300e-003	160.8510

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Rail	2.996e+006	0.0162	0.1469	0.1234	8.8000e-004		0.0112	0.0112		0.0112	0.0112	0.0000	159.8780	159.8780	3.0600e-003	2.9300e-003	160.8510
Total		0.0162	0.1469	0.1234	8.8000e-004		0.0112	0.0112		0.0112	0.0112	0.0000	159.8780	159.8780	3.0600e-003	2.9300e-003	160.8510

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No Rail	4.228e+006	1,209.9136	0.0556	0.0115	1,214.6486
Total		1,209.9136	0.0556	0.0115	1,214.6486

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No Pail	4.228e+006	1,209.9136	0.0556	0.0115	1,214.6486
Total		1,209.9136	0.0556	0.0115	1,214.6486

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	6.6828	1.6000e-004	0.0179	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0347	0.0347	9.0000e-005	0.0000	0.0367
Unmitigated	6.6828	1.6000e-004	0.0179	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0347	0.0347	9.0000e-005	0.0000	0.0367

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.6223					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	5.0589					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.6600e-003	1.6000e-004	0.0179	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0347	0.0347	9.0000e-005	0.0000	0.0367
Total	6.6828	1.6000e-004	0.0179	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0347	0.0347	9.0000e-005	0.0000	0.0367

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Consumer Products	5.0589					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.6600e-003	1.6000e-004	0.0179	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0347	0.0347	9.0000e-005	0.0000	0.0367
Architectural Coating	1.6223					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.6828	1.6000e-004	0.0179	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0347	0.0347	9.0000e-005	0.0000	0.0367

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,309.0614	10.6029	0.2602	1,612.3752
Unmitigated	1,309.0614	10.6049	0.2606	1,612.5391

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No Rail	323.75 / 0	1,309.0614	10.6049	0.2606	1,612.5391
Total		1,309.0614	10.6049	0.2606	1,612.5391

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No Pail	323.75 / 0	1,309.0614	10.6029	0.2602	1,612.3752
Total		1,309.0614	10.6029	0.2602	1,612.3752

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	267.1361	15.7873	0.0000	598.6692
Unmitigated	267.1361	15.7873	0.0000	598.6692

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Unrefrigerated Warehouse-No Pail	1316	267.1361	15.7873	0.0000	598.6692
Total		267.1361	15.7873	0.0000	598.6692

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Unrefrigerated Warehouse-No Pail	1316	267.1361	15.7873	0.0000	598.6692
Total		267.1361	15.7873	0.0000	598.6692

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Vegetation
