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**APPENDIX D20.1**  
**Traffic Impact Analysis Memo 2023**

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May 11, 2023

Octavio Duran  
Assistant City Engineer  
City of Jurupa Valley

**Subject:** *Traffic Analysis Memorandum for the proposed District at Jurupa Valley in the City of Jurupa Valley, CA*

Dear Mr. Duran,

Kimley-Horn and Associates, Inc. has prepared a Focused Traffic Analysis memorandum, per request from City of Jurupa Valley staff, for the proposed District at Jurupa Valley Specific Plan in the City of Jurupa Valley (the Project). See **Figure 1** for Site Vicinity. The memorandum has been prepared to evaluate the project-related traffic impacts associated with the proposed project.

This memo augments the original *District at Jurupa Valley Traffic Impact Analysis* (TIA) completed by Kimley-Horn dated July 2022. Specifically, the following are addressed in regard to traffic in association with the Project implementation:

- Changes in Project conditions based on the original TIA. One option reviewed within the TIA was the condition a hook-ramp to SR-60 for truck circulation within the Project. This hook-ramp is not considered feasible, and an alternative truck circulation plan has been included in this analysis. See **Figure 2** for alternative truck access.
- Street classifications sections for internal roadways and a summary verification table based on capacity analysis.
- Trail network for pedestrian connectivity throughout the internal Project.
- Changes in Project Opening Years from 2023 and 2026 for Phases 1 and 2, respectively to 2025 and 2028.

## **EXECUTIVE SUMMARY**

- The District at Jurupa Valley Specific Plan would permit development of up to 1,196 residential units (4 existing + 1,192 proposed); approximately 3 million square feet of commercial and industrial land uses (including warehouse and logistic uses as permitted by the Agua Mansa Warehouse and Distribution Overlay Zone proposed to be applied to a portion of the Project site); a hotel with conference and hospitality area; and 11.1 acres of parks and open space. **Figure 3** depicts the Project Land Use Plan.
- Consistent with TIA (Kimley-Horn, 2022), after applying internal capture, pass-by, and passenger car equivalents (PCE), Phase 1 of the project is estimated to generate 21,628 daily PCE trips, 1,402 PCE trips (928 inbound and 474 outbound) in the morning peak hour and 1,695 PCE trips (707 inbound and 988 outbound) in the evening peak hour.

- Phase 2 of the project is expected to be completed in 2028. After applying internal capture, pass-by, and PCE, the total project is expected to generate 36,525 daily PCE trips, 1,964 PCE trips (1,159 inbound and 805 outbound) in the morning peak hour and 2,893 PCE trips (1,366 inbound and 1,527 outbound) in the evening peak hour.
- The project impacts at nine (9) study intersections were evaluated as part of this memorandum for Opening Year 2025, Opening Year 2028, and Horizon Year 2045, including the addition of the project traffic to the scenarios. The nine intersections reflect the change in Project condition omitting the originally considered hook ramp. As an alternative to the hook ramp, internal truck circulation was changed, which constitutes potential increase in trips for only these nine intersections. See **Figure 4** for the Study Intersections. The traffic impacts outside of these nine intersections included in the TIA would not change as the internal truck circulation would not result in additional traffic to the offsite intersections.

Based on the intersection Level of Service (LOS) analysis, improvements were recommended consistent with the TIA at the following deficient intersections for all scenarios:

- #1(#12) – Rubidoux Blvd at 26<sup>th</sup> St: AM – LOS F, PM – LOS F
  - #5 (#16) – Rubidoux Blvd at 30<sup>th</sup> St/SR-60 WB Off-Ramp: AM – LOS F, PM – LOS F
  - #6 (#17) – Rubidoux Blvd at SR-60 WB On-Ramp: AM – LOS F, PM – LOS F
  - #7 (#18) – Rubidoux Blvd at SR-60 EB Off-Ramp/Frontage Rd: AM – LOS F, PM – LOS F
- The recommended improvements are the same as identified within the TIA dated July 2022. See Section Improvements and Recommendations. Note that eight of the nine intersections were reviewed as part of the TIA and the study area intersection reference numbers from the TIA are included throughout this document with the notation of (#XX).
  - The proposed project would pay a fair share towards these recommended improvements based on projects cumulative effect (TIA, 2022).
  - Based on the Opening Year comparison, with reasonable cumulative project absorption rates and ambient annual growth, the traffic volumes in the TIA were conservative and the change in Opening Years would not result in any changes to the analysis conclusions.

**PROJECT DESCRIPTION**

The proposed Project consists of a new specific plan (The District at Jurupa Valley Specific Plan) that would replace the Emerald Meadows Ranch Specific Plan (SP-337) that was adopted by Riverside County in 2005, prior to the City's incorporation. The District at Jurupa Valley Specific Plan contains approximately 248.3 acres; see **Figure 1** for Site Vicinity. The development plan allows for a variety of residential and non-residential uses that incorporate strong employment opportunities through the warehouse/industrial and commercial land uses that would generate demand for retail services and businesses. In addition to economic development, the residential land uses will support the General Plan's Housing Element by providing new housing opportunities to meet the City's Regional Housing Needs Assessment.

The District at Jurupa Valley Specific Plan would permit development of up to 1,196 residential units (4 existing + 1,192 proposed<sup>1</sup>); approximately 3 million square feet of commercial and industrial land uses (including warehouse and logistic uses as permitted by the Agua Mansa Warehouse and Distribution Overlay District proposed to be applied to a portion of the Project site); a hotel with conference and hospitality area; and 11.1 acres of parks and open space. The proposed Specific Plan land use components are shown in **Figure 3** and the **Table 1** below.

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<sup>1</sup> It should be noted that the existing conditions includes the 4 residential properties shown as Not A Part (NAP) on the Tentative Map.

Figure 1 – Vicinity Map



Figure 2 – Alternative Internal Truck Access

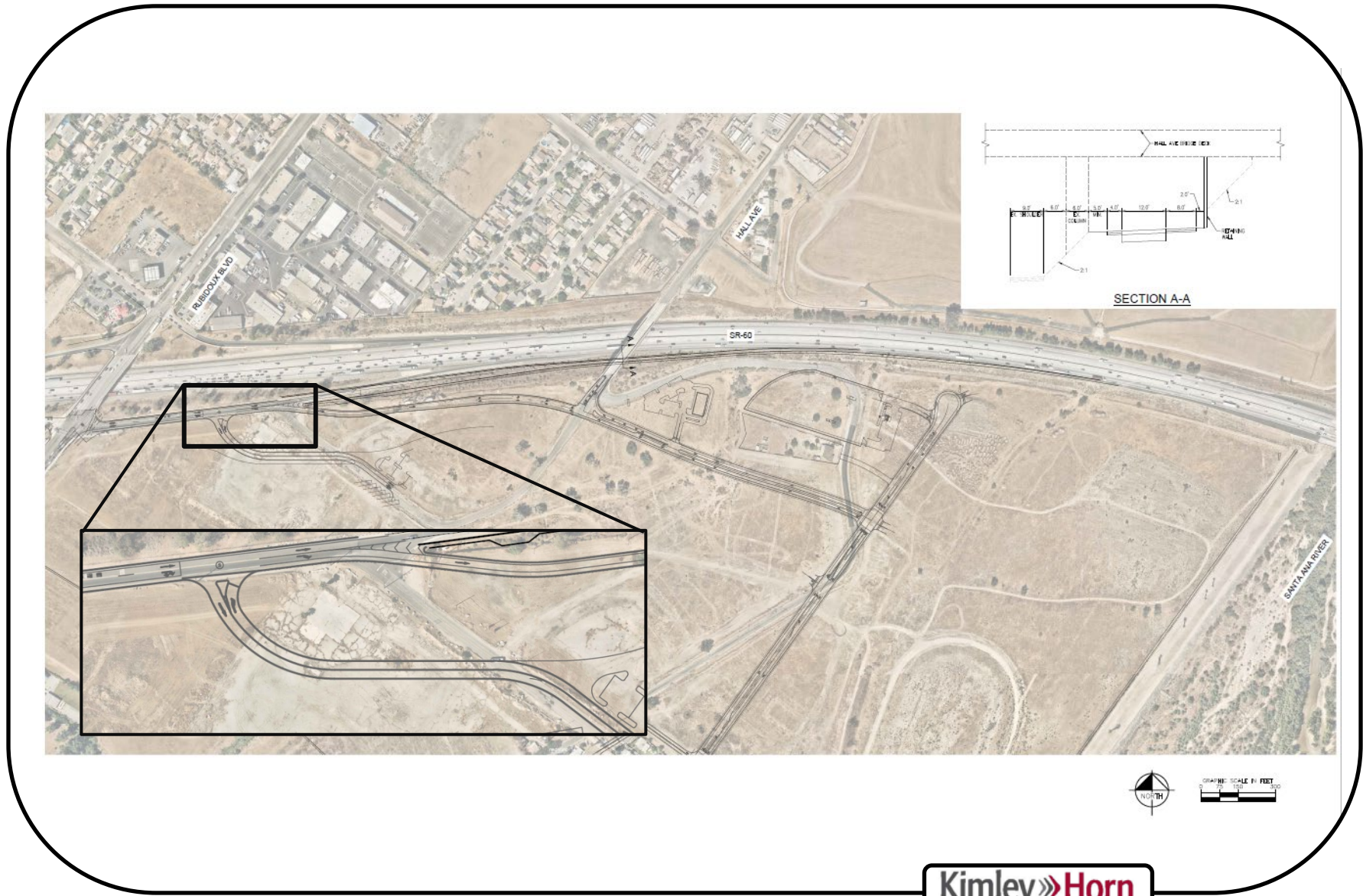
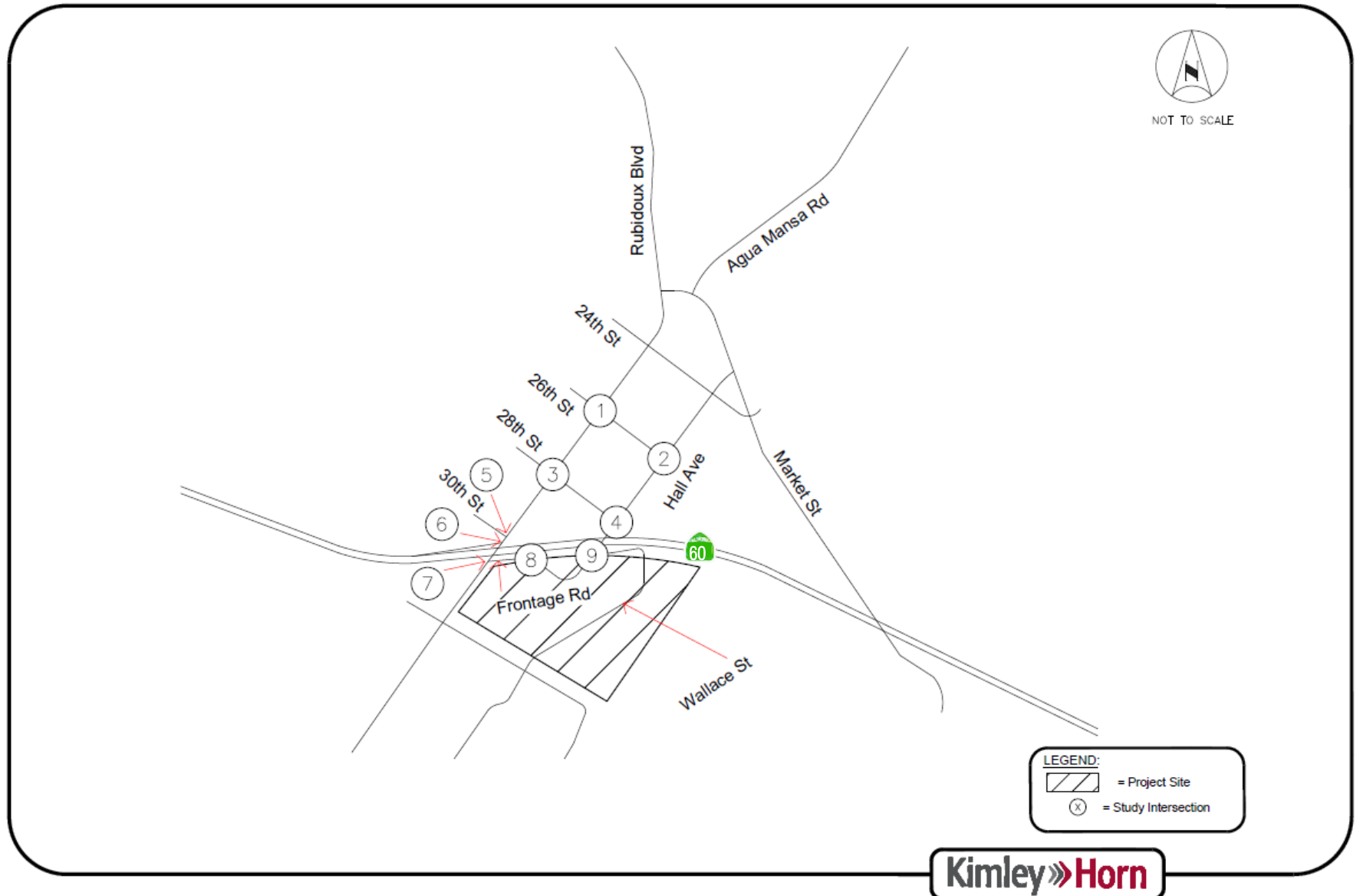


Figure 3 – Project Land Use Plan



Figure 4 – Study Intersections





**Table 1 – Land Use Table**

Land Use	Gross Acreage <sup>1</sup>	Non-Residential Square Feet <sup>2</sup>	Hotel Rooms <sup>3</sup>	Dwelling Unit
<b>Commercial</b>				
Neighborhood	20.4	160,000	---	---
Retail	70.3	1,200,000	---	---
Existing Non-Conforming	1.1			
Tourist	5.9	112,500	160	---
<b>Commercial Sub-Total</b>	<b>97.7</b>	<b>1,472,500</b>	<b>160</b>	<b>--</b>
<b>Residential</b>				
High Density Residential <sup>2</sup> Up to 30 du/acre	42.0	---	---	1,196
<b>Residential Sub-Total</b>	<b>42.0</b>	<b>-</b>	<b>-</b>	<b>1,196</b>
<b>Business Park</b>				
Business Park <sup>4</sup>	6.8	30,000	---	---
Existing Non-Conforming	1.0			---
<b>Business Park Sub-Total</b>	<b>7.8</b>	<b>30,000</b>	<b>-</b>	<b>-</b>
<b>Industrial/Logistics</b>				
Industrial	67.3	1,500,000	---	---
<b>Industrial Sub-total</b>	<b>67.3</b>	<b>1,500,000</b>	<b>-</b>	<b>-</b>
<b>Open Space</b>				
Public Park/Open Space	11.1	---	---	---
<b>Open Space Sub-Total</b>	<b>11.1</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Public Improvements</b>				
Public Streets	15.8	---	---	---
Public Parkway	-	---	---	---
Public Facility	6.6	---	---	---
<b>Public Imp Sub-Total</b>	<b>22.4</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTALS</b>	<b>248.3 AC</b>	<b>3,002,500 SF</b>	<b>160 Rooms</b>	<b>1,196 Units</b>

**Notes:**

- Gross Acreage includes Existing Non-Conforming properties. Future redevelopment of the non-conforming properties would default to the respective Specific Plan land use designation. Gross Acreage is inclusive of roadway and access easements. Gross Acreages are rounded to the nearest tenths based on the TTM.
- Hotel Square Feet are estimated for the purpose of FAR calculation only. Subsequent development applications may exceed the total square feet, provided that the maximum FAR is not exceeded.
- Hotel Rooms are the basis of trip generation for technical study purpose and represents the maximum number of hotel rooms.
- Adjustments to Commercial Tourist and Business Park total square feet can be made if the maximum FAR is maintained and in accordance with Section 2.5.3 and 2.5.4 as appropriate, and Section 5.5.2 of the Specific Plan.

The residential area of the specific plan would include up to 1,192 multi-family unit types and assumed 4 existing units, for a total of 1,196 residential units. The residential uses would be clustered in the southern portion of the Project site, adjacent to existing residential uses, and away from SR-60. The Specific Plan would include requirements for community amenities (i.e., pools, children play areas, social gathering spots, etc.) for the residents, and traffic calming devices designed to divert truck traffic away from the proposed residential neighborhoods, as well as existing residential neighborhoods in the vicinity of the Project site.

The commercial area of the specific plan would include a neighborhood shopping center to serve the local area including a grocery store, restaurants, retail stores, and community services. There would also be an area designated for larger big-box retailers to serve regional consumers that may include furniture and product showrooms with on-site assembly and inventory storage. A tourist commercial component would include a hotel, EV charging facility, a conference facility, and tourist facility.

The industrial area would have a maximum of 1.5 million square feet of building area with supporting parking for employees, trucks, and trailers on approximately 67.3 acres. An approximately 30,000 square foot business park would be included on approximately 7.8 acres. There would be a buffer between the industrial/logistics use and the proposed residential uses to the south. Truck traffic into and out of this area would be prohibited from traveling into the proposed and existing residential areas.

The Project would provide approximately 11.1 acres of both active and passive open space<sup>2</sup>. The Project would have paseos and walking trails that would link the open space to the various neighborhoods including a possible link to the Santa Ana River. Project street improvements would include both on-site and off-site roadways as well as the vacation of certain existing roads or portions of street rights-of-way within the Project site boundaries. The Project would be required to install sewer, water, storm drain and dry utilities throughout the site in size and capacity to meet the requirements of the development. The Project would be developed over several phases subject to market factors. Requested entitlements include a new Specific Plan, General Plan Amendment to change the underlying land use designations to accommodate the proposed multi-use Project; establish the Agua Mansa Warehouse and Distribution Center Overlay on the Industrial Logistics use, establish an Integrated Use Overlay on a portion of the Commercial Retail use, Change of Zone to modify the existing Specific Plan Zone from the Emerald Meadows Ranch Specific Plan to the District at Jurupa Valley Specific Plan, a Development Agreement, Tentative Tract Map 38318 (including reserving the right to file Multiple Final Maps), site development permits, and conditional use permits as required by the Specific Plan.

Construction of the project will take place over multiple years based on market demand. The anticipated phasing of the buildout of the Specific Plan, however, multiple phases may occur concurrently, overlapping schedules, and/or in a different order than currently anticipated. Phased development will maintain the necessary parking and access to support the development.

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<sup>2</sup> 10 acres has been assumed as public park for the purposes of trip generation.

Development within Specific Plan shall be supported by the necessary infrastructure as needed, subject to federal, state, and local codes.

Subsequent subdivision approvals will include proposals for infrastructure improvements needed to support each proposed building. These improvements shall be consistent with the overall infrastructure plans serving the Specific Plan.

The project will be phased to:

- Provide for the orderly build-out of the community based upon market demand.
- Provide adequate infrastructure to service the project; and
- Phases may occur concurrently or in alternative order so long as the associated infrastructure is provided.

The project is anticipated to be built in two major phases with sub-phasing. Changes to phasing shall not require an amendment to the Specific Plan. Ultimate project design will vary as individual projects are proposed, reviewed, and constructed over a period of years. All internal roadways will be built to ultimate classification as defined by the Specific Plan during Phase 1 of the Project in order to provide access to external roadways from all access and egress locations.

### **Reason for Memo**

This memo augments the original *District at Jurupa Valley Traffic Impact Analysis* (TIA) completed by Kimley-Horn dated July 2022. Specifically, the following are addressed in regard to traffic in association with the Project implementation:

- Changes in Project conditions based on the original TIA. One option reviewed within the TIA was the condition a hook-ramp to SR-60 for truck circulation within the Project. This hook-ramp is not considered feasible, and an alternative truck circulation plan has been included in this analysis. See **Figure 2** for alternative truck access.
- Street classifications sections for internal roadways and a summary verification table based on capacity analysis.
- Trail network for pedestrian connectivity throughout the internal Project.
- Changes in Project Opening Years from 2023 and 2026 for Phases 1 and 2, respectively to 2025 and 2028.

### **OPENING YEAR COMPARISON**

Originally the Opening Years for Phases 1 and 2 were 2023 and 2026, respectively. Under these Opening Years, Kimley-Horn assumed all cumulative projects would be fully built and occupied for analysis purposes, which resulted in highly conservative volumes. After applying an ambient annual growth rate of 2.0% to the new Opening Years, and 30% absorption for Phase 1 and 80% absorption for Phase 2, it was found that the traffic volumes in the TIA were conservative and the change in Opening Years would not result in changes to the analysis conclusions. Results of the comparison are provided in **Appendix F**.

## ANALYSIS SCENARIOS AND METHODOLOGY

### Analysis Scenarios

This focused traffic analysis provides an evaluation of morning and evening peak hour intersection operations for the following scenarios:

- Opening Year 2025 (Phase 1) Cumulative Plus Project
- Opening Year 2028 (Phase 2) Cumulative Plus Project
- Horizon Year 2045 Plus Project

### Study Locations

This focused traffic analysis includes documentation of the analysis of future conditions at the following nine study intersections:

1. Rubidoux Boulevard at 28<sup>th</sup> Street (Referenced #14 within TIA, 2022)
2. Hall Avenue at 28<sup>th</sup> Street (Referenced #15 within TIA, 2022)
3. Rubidoux Blvd at 26<sup>th</sup> Street (Referenced #12 within TIA, 2022)
4. Hall Avenue at 26<sup>th</sup> Street (Referenced #13 within TIA, 2022)
5. Rubidoux Boulevard at 30<sup>th</sup> Street/SR-60 WB Off-Ramp (Referenced #16 within TIA, 2022)
6. Rubidoux Boulevard at SR-60 WB On-Ramp (Referenced #17 within TIA, 2022)
7. Rubidoux Boulevard at SR-60 EB Off-Ramp/Frontage Road (Referenced #18 within TIA, 2022)
8. New Access Road at Frontage Road/SR-60 EB On-Ramp
9. Hall Avenue at Wallace Street (Referenced #10 within TIA, 2022)

Note that eight of the nine intersections were reviewed as part of the TIA and the study area intersection reference numbers from the TIA are included throughout this document with the notation of (#XX).

The nine intersections reflect the change in Project condition omitting the originally considered hook ramp. As an alternative to the hook ramp, internal truck circulation was changed, which constitutes potential increase in trips for only these nine intersections. See **Figure 4** for the Study Intersections. The traffic impacts outside of these nine intersections included in the TIA would not change as the internal truck circulation would not result in additional traffic to the offsite intersections evaluated

**Intersection Analysis – HCM Methodology**

This study includes evaluation of morning and evening peak hour operations at eight existing intersections and one future intersection located in the City of Jurupa Valley. Peak hour intersection operations at signalized and unsignalized intersections were evaluated using the methods prescribed in the Highway Capacity Manual (HCM) 6, consistent with the City of Jurupa Valley *TIA Guidelines* (November 2020).

The City of Jurupa Valley's TIA guidelines require analysis of traffic operations to be based on the vehicular delay methodologies of the HCM (Transportation Research Board Special Report 209). The City does not designate a specific software to be used in the analysis but allows the use of one of several software packages that are consistent with the HCM methodologies. The intersection analysis for the proposed project has been accomplished using the Vistro software program and using the specified input parameters outlined in the City's TIA guidelines.

Per the HCM Methodology, Level of Service (LOS) for signalized intersections is defined in terms of average vehicle delay. Specifically, LOS criteria are stated in terms of the average control delay per vehicle for the peak 15-minute period within the hour analyzed. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time in addition to the stop delay. The tables on the following page provide a description of the operating characteristics of each Level of Service and define the LOS in terms of average seconds of delay for signalized and unsignalized intersections.

For unsignalized intersections, the HCM methodology analysis determines the average total delay for each vehicle making any movement from the stop-controlled minor street, as well as left turns from the major street. Delay values are calculated based on the relationship between traffic on the major street and the availability of acceptable gaps in the traffic stream through which conflicting traffic movements can be made.

<b>LEVEL OF SERVICE DEFINITIONS</b>	
<b>Level of Service</b>	<b>Description</b>
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted but not objectionably S.
D	This level encompasses a zone of increasing restriction, approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

<b>LEVEL OF SERVICE CRITERIA FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS</b>		
<b>Level of Service</b>	<b>Signalized Intersection (Average delay per vehicle, in seconds) <sup>1</sup></b>	<b>Unsignalized Intersections (Average delay per vehicle, in seconds) <sup>2</sup></b>
A	≤ 10	0 – 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

<sup>1</sup> Source: Highway Capacity Manual (HCM 6<sup>th</sup> Edition), Exhibit 18-4.

<sup>2</sup> Source: Highway Capacity Manual (HCM 6<sup>th</sup> Edition), Exhibits 19-1 and 20-2.

## Level of Service Standards and Measure of Significance

### Signalized Intersections

The City’s General Plan defines the minimum acceptable intersection LOS as LOD D. Any signalized study intersection operating at an acceptable LOS without project traffic in which the addition of project traffic causes the intersection to degrade to LOS E or F shall identify improvements to improve operations to LOS D or better. LOS E may be deemed acceptable by the City Council in designated planning areas and for multimodal mobility corridors that include facilities for at least three transportation modes in addition to motor vehicles, and that support transit-oriented development and walkable communities. LOS F is not considered acceptable level of service for other than the horizon year unless previously adopted for that intersection in the City’s General Plan.

Any signalized study intersection that is operating at LOS E or F without project traffic where the project increases delay by 3.0 or more seconds shall identify improvements to offset the increase in delay. Note that no changes in the traffic signal operation between the Background and “With-Project” conditions shall be included when determining the project’s impact at the intersection unless changes are being proposed as part of the project’s mitigation program.

### Unsignalized Intersection

Consistent with the acceptable LOS for the Jurupa Valley General Plan, the City considers the following unsignalized intersection criteria when identifying operational deficiencies:

An operational improvement would be required if the study determines that either sections a) or both sections b) and c) occur:

- a) The addition of project related traffic causes the intersection to degrade from an acceptable LOS D or better to LOS E or F.

OR

- b) The project adds 5.0 seconds or more of delay to an intersection that is already projected to operate without project traffic at a LOS E or F<sup>3</sup>.

AND

- c) The intersection meets the peak-hour traffic signal warrant after the additional of project traffic.

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<sup>3</sup> City of Jurupa Valley Traffic Impact Assessment Guidance dated November 2020.

If the conditions above are satisfied, the improvements should be identified that achieve the following:

- LOD D or better for case a) above or to pre-project LOS and delay case for b) above

### **Existing Street System**

Regional access to the site is provided primarily by the Pomona/Moreno Valley Freeway (SR-60) the Riverside Freeway (SR-91), and the I-215. The SR-60 Freeway borders the project site to the north and access to the SR-91 and I-215 Freeways are located approximately 1.75 miles east of the project site. Other facilities that provide regional access to the site include the I-10, located approximately 4 miles to the north of the site; and the I-15 Freeway, located approximately 9 miles to the west of the project site.

Existing lane configurations and intersection controls at the study intersections are shown on **Figure 5**. A copy of the City of Jurupa Valley's Hierarchy of Streets Plan is provided on **Figure 6**. Additionally, proposed circulation plan for the Project is detailed in **Figure 7** and described below.



Figure 5 – Existing Lane Configuration and Traffic Control

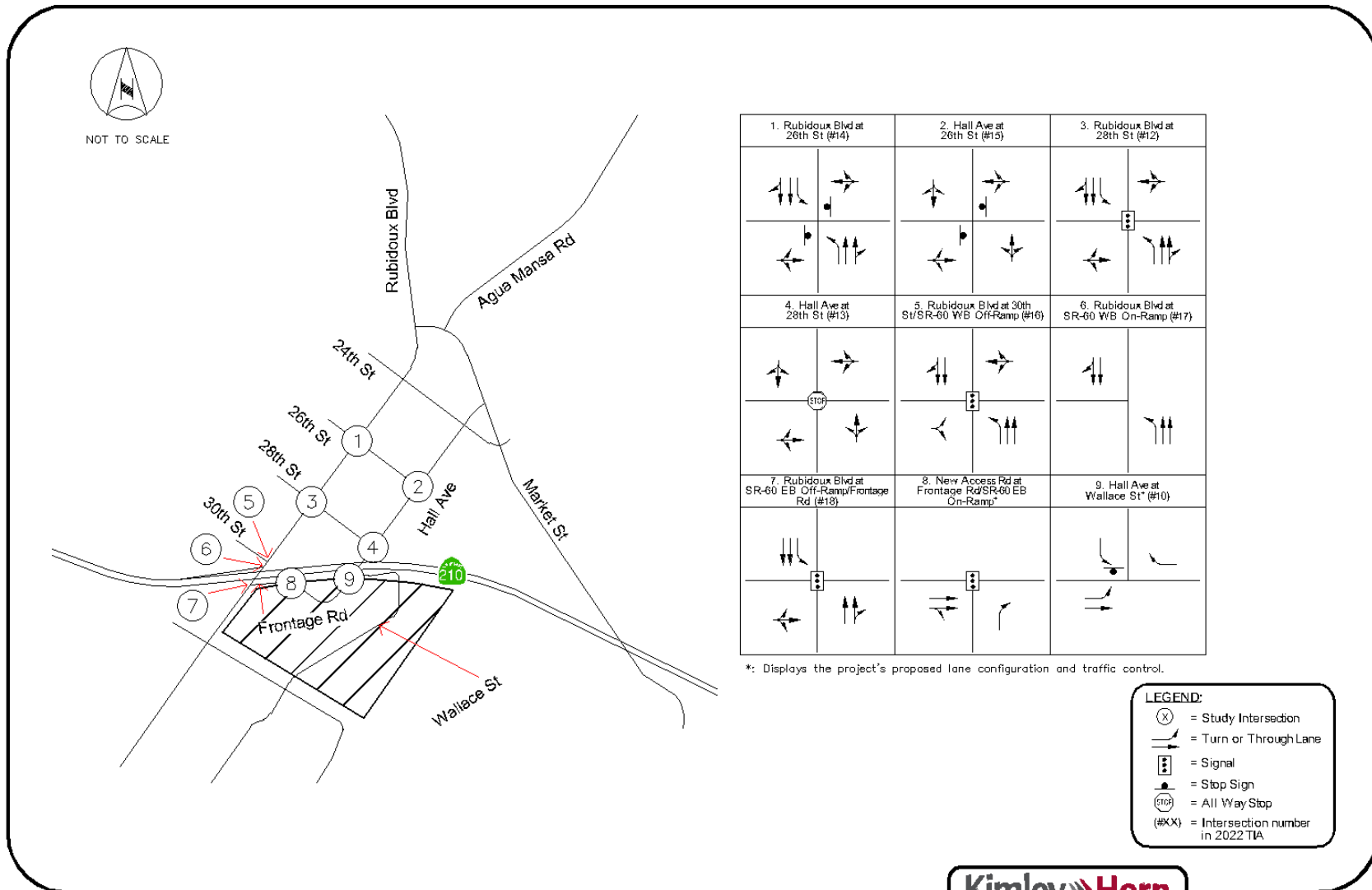
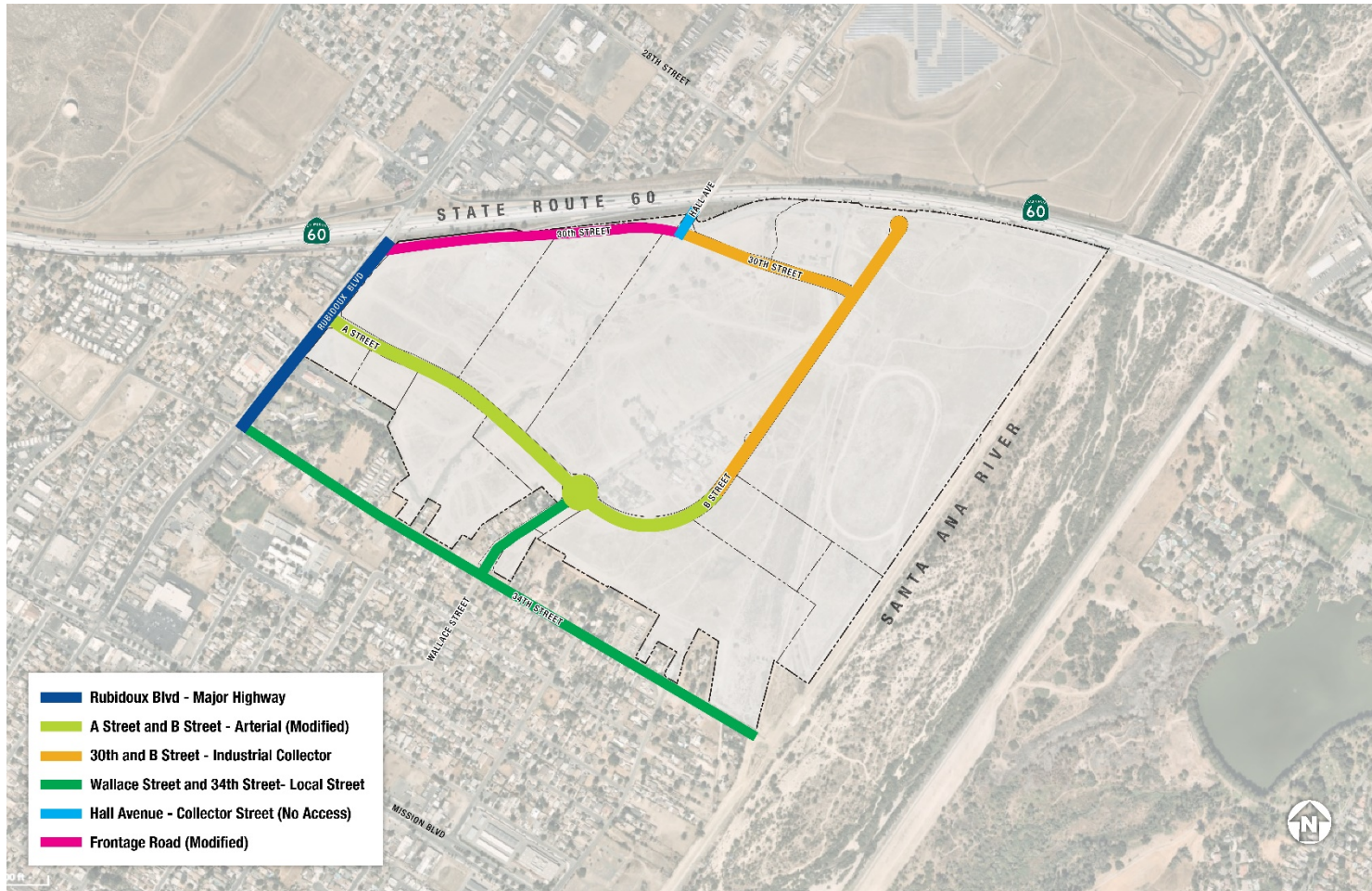


Figure 6 – City of Jurupa Valley – Hierarchy of Streets Plan



Source: City of Jurupa Valley 2017 General Plan, Figure 3-8: Street Classifications (2017)

Figure 7 – The District at Jurupa Valley Draft Specific Plan Circulation Plan



## PROJECT TRAFFIC

### Project Trip Generation

Trip generation estimates for the project are based on daily and peak hourly trip generation rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11<sup>th</sup> Edition). ITE trip generation estimates for the project are based on the trip generation rates for the following ITE Land Uses:

- Warehousing (Land Use 150)
- High-Cube Fulfillment Center Warehouse (Land Use 155)
- High-Cube Cold Storage Warehouse (Land Use 157)
- Multifamily Housing (Low Rise) (Land Use 220)
- Hotel (Land Use 310)
- Public Park (Land Use 411)
- Business Park (Land Use 770)
- Free Standing Discount Store (Land Use 815)
- Shopping Center (>150k) (Land Use 820)
- Supermarket (Land Use 850)
- Furniture Store (Land Use 890)
- Fast-Food Restaurant w/ Drive-thru (Land Use 934)

Not all trips from the project are anticipated to be new. Some trips are expected to be captured by the internal land uses, or from the existing flow of traffic passing the site. Internal capture and pass-by trip reductions were applied to the project based on methodology within the ITE Trip Generation Manual (11<sup>th</sup> Edition) and the National Cooperative Highway Research Program (NCHRP) 684 Internal Trip Capture Estimation Tool.

Trips generation rates and the resulting trip generation estimates for the Districts at Jurupa Valley are summarized on **Table 2** and **3** for the project's Phase 1 and Phase 2, respectively. Internal capture worksheets are included in **Appendix A**.

After applying internal capture, pass-by, and PCE, Phase 1 of the project is estimated to generate 21,628 daily PCE trips, 1,402 PCE trips (928 inbound and 474 outbound) in the morning peak hour and 1,695 PCE trips (707 inbound and 988 outbound) in the evening peak hour.

Phase 2 of the project is expected to be completed in 2028. After applying internal capture, pass-by, and PCE, the total project is expected to generate 36,525 daily PCE trips, 1,964 PCE trips (1,159 inbound and 805 outbound) in the morning peak hour and 2,893 PCE trips (1,366 inbound and 1,527 outbound) in the evening peak hour.

TABLE 2  
SUMMARY OF PROJECT TRIP GENERATION ESTIMATES  
THE DISTRICTS AT JURUPA VALLEY - PHASE 1

Land Use	Quantity	Unit	Trip Generation Estimates							
			Daily	AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
<b>Industrial Uses</b>										
Warehousing	750.00	KSF	1,283	98	29	127	38	98	136	
Passenger Vehicles (73%)			937	72	21	93	28	72	100	
Trucks (27%)			346	26	8	34	10	26	36	
High-Cube Fulfillment Center Warehouse (Non-Sort)	300.00	KSF	543	37	9	46	19	29	48	
Passenger Vehicles (92%)			500	34	8	42	17	27	44	
Trucks (8%)			43	3	1	4	2	2	4	
High-Cube Fulfillment Center Warehouse (Sort)	300.00	KSF	1,932	212	50	262	140	220	360	
Passenger Vehicles (97%)			1874	206	49	255	136	213	349	
Trucks (3%)			58	6	2	8	4	7	11	
High-Cube Cold Storage Warehouse	150.00	KSF	318	13	4	17	5	13	18	
Passenger Vehicles (55.3%)			176	7	2	9	3	7	10	
Trucks (44.7%)			142	6	2	8	2	6	8	
Total Industrial Passenger Car Trips			3,487	319	80	399	184	319	503	
Total Industrial Truck Trips			589	41	13	54	18	41	59	
<b>Residential and Commercial Uses</b>										
Multifamily Housing (Low-Rise)	298	DU	2,009	29	91	120	96	56	152	
Business Park	30.00	KSF	373	34	6	40	10	27	37	
Shopping Center (>150k)	200.00	KSF	7,402	104	64	168	326	354	680	
Furniture Store	100.00	KSF	630	19	8	27	24	28	52	
Furniture Warehousing	900.00	KSF	1,539	118	35	153	45	117	162	
Passenger Vehicles (73%)			1123	86	26	112	33	85	118	
Trucks (27%)			416	32	9	41	12	32	44	
Fast-Food Restaurant w/ Drive-thru	12.50	KSF	5,844	284	273	557	215	198	413	
Total Residential and Commercial Trips Before Internal Capture/Pass-by			17,797	588	477	1,065	716	780	1,496	
Internal Capture <sup>1</sup> (Daily: 9%, AM: 9%, PM: 25%)			-1,373	-40	-40	-80	-157	-157	-314	
Pass-By Reduction for Shopping Center (PM: 25%) <sup>2</sup>			-127	0	0	0	-60	-67	-127	
Pass-By Reduction for Fast-Food w/ Drive-thru (AM: 41%, PM: 25%) <sup>2</sup>			-254	-90	-86	-176	-41	-37	-78	
<b>Total Proposed Project Non-PCE Trips</b>			<b>20,119</b>	<b>818</b>	<b>444</b>	<b>1,262</b>	<b>660</b>	<b>879</b>	<b>1,539</b>	
<b>PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)</b>										
Vehicle Type	Truck Mix <sup>3</sup>	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
<b>WAREHOUSING</b>										
Passenger Vehicles		937	1.0	937	72	21	93	28	72	100
2-Axle Trucks	4.6%	130	1.5	195	15	4	19	6	15	21
3-Axle Trucks	6.1%	172	2.0	344	26	8	34	10	26	36
4+ Axle Trucks	16.3%	460	3.0	1,380	106	31	137	41	105	146
<b>HIGH-CUBE FULFILLMENT CENTER WAREHOUSE (NON-SORT)</b>										
Passenger Vehicles		500	1.0	500	34	8	42	17	27	44
2-Axle Trucks	1.4%	8	1.5	12	1	0	1	0	1	1
3-Axle Trucks	1.8%	10	2.0	20	1	0	1	1	1	2
4+ Axle Trucks	4.8%	26	3.0	78	5	1	6	3	4	7
<b>HIGH-CUBE FULFILLMENT CENTER WAREHOUSE (SORT)</b>										
Passenger Vehicles		1,874	1.0	1,874	206	49	255	136	213	349
2-Axle Trucks	0.5%	10	1.5	15	2	0	2	1	2	3
3-Axle Trucks	0.7%	14	2.0	28	3	1	4	2	3	5
4+ Axle Trucks	1.8%	35	3.0	105	11	3	14	8	12	20
<b>HIGH-CUBE COLD STORAGE WAREHOUSE<sup>4</sup></b>										
Passenger Vehicles		176	1.0	176	7	2	9	3	7	10
2-Axle Trucks	15.5%	49	1.5	74	3	1	4	1	3	4
3-Axle Trucks	4.9%	16	2.0	32	1	0	1	0	1	1
4+ Axle Trucks	24.3%	77	3.0	231	9	3	12	4	9	13
Total Truck PCE Trips				2,514	183	52	235	77	182	259
<b>Total Proposed Project PCE Trips</b>				<b>21,628</b>	<b>928</b>	<b>474</b>	<b>1,402</b>	<b>707</b>	<b>988</b>	<b>1,695</b>

<sup>1</sup> Source: Institute of Transportation Engineers publication: Trip Generation Manual, 11th Edition

<sup>2</sup> See Internal Capture Worksheets. Maximum internal capture was capped at 25%. Maximum combined internal capture and pass-by percentage was capped at 50%.

<sup>3</sup> Truck percentage based on Institute of Transportation Engineers (ITE) Trip Generation Manual - Supplement, 10th Edition and truck splits by axle-type based on the Truck Trip Generation Study - City of Fontana, August 2003. See attachment G for truck split calculations.

<sup>4</sup> Source: SCAQMD Warehouse Truck Trip Study (July 2014)

TABLE 3  
SUMMARY OF PROJECT TRIP GENERATION ESTIMATES  
THE DISTRICTS AT JURUPA VALLEY - PHASE 2

Land Use	Quantity	Unit	Trip Generation Estimates							
			Daily	AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
<b>Industrial Uses</b>										
Warehousing	750.00	KSF	1,283	98	29	127	38	98	136	
Passenger Vehicles (73%)			937	72	21	93	28	72	100	
Trucks (27%)			346	26	8	34	10	26	36	
High-Cube Fulfillment Center Warehouse (Non-Sort)	300.00	KSF	543	37	9	46	19	29	48	
Passenger Vehicles (92%)			500	34	8	42	17	27	44	
Trucks (8%)			43	3	1	4	2	2	4	
High-Cube Fulfillment Center Warehouse (Sort)	300.00	KSF	1,932	212	50	262	140	220	360	
Passenger Vehicles (97%)			1874	206	49	255	136	213	349	
Trucks (3%)			58	6	2	8	4	7	11	
High-Cube Cold Storage Warehouse	150.00	KSF	318	13	4	17	5	13	18	
Passenger Vehicles (55.3%)			176	7	2	9	3	7	10	
Trucks (44.7%)			142	6	2	8	2	6	8	
Total Industrial Passenger Car Trips			3,487	319	80	399	184	319	503	
Total Industrial Truck Trips			589	41	13	54	18	41	59	
<b>Residential and Commercial Uses</b>										
Multifamily Housing (Low-Rise)	1,192	DU	8,034	114	362	476	383	225	608	
Hotel	160	Room	1,278	41	32	73	48	46	94	
Public Park	10	Acre	8	0	0	0	1	1	2	
Business Park	30.00	KSF	373	34	6	40	10	27	37	
Free Standing Discount Store	120.00	KSF	6,464	99	42	141	292	292	584	
Shopping Center (>150k)	200.00	KSF	7,402	104	64	168	326	354	680	
Supermarket	40.00	KSF	3,754	67	47	114	179	179	358	
Furniture Store	100.00	KSF	630	19	8	27	24	28	52	
Furniture Warehousing	900.00	KSF	1,539	118	35	153	45	117	162	
Passenger Vehicles (73%)			1123	86	26	112	33	85	118	
Trucks (27%)			416	32	9	41	12	32	44	
Fast-Food Restaurant w/ Drive-thru	12.50	KSF	5,844	284	273	557	215	198	413	
Total Residential and Commercial Trips Before Internal Capture/Pass-by			35,326	880	869	1,749	1,523	1,467	2,990	
Internal Capture <sup>1</sup> (Daily: 15%, AM: 15%, PM: 25%)			-3,947	-106	-106	-190	-271	-271	-484	
Pass-By Reduction for Shopping Center (PM: 25%) <sup>2</sup>			-127	0	0	0	-60	-67	-127	
Pass-By Reduction for Supermarket (PM: 25%) <sup>2</sup>			-68	0	0	0	-34	-34	-68	
Pass-By Reduction for Fast-Food w/ Drive-thru (AM: 35%, PM: 25%) <sup>2</sup>			-244	-85	-81	-166	-41	-37	-78	
Total Residential and Commercial Passenger Car Trips			30,524	657	673	1,330	1,105	1,026	2,131	
Total Residential and Commercial Truck Trips			416	32	9	41	12	32	44	
<b>Total Proposed Project Non-PCE Trips</b>			<b>35,016</b>	<b>1,049</b>	<b>775</b>	<b>1,824</b>	<b>1,319</b>	<b>1,418</b>	<b>2,737</b>	
<b>PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)</b>										
Vehicle Type	Truck Mix <sup>3</sup>	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
<b>WAREHOUSING</b>										
Passenger Vehicles		937	1.0	937	72	21	93	28	72	100
2-Axle Trucks	4.6%	130	1.5	195	15	4	19	6	15	21
3-Axle Trucks	6.1%	172	2.0	344	26	8	34	10	26	36
4+ Axle Trucks	16.3%	460	3.0	1,380	106	31	137	41	105	146
<b>HIGH-CUBE FULFILLMENT CENTER WAREHOUSE (NON-SORT)</b>										
Passenger Vehicles		500	1.0	500	34	8	42	17	27	44
2-Axle Trucks	1.4%	8	1.5	12	1	0	1	0	1	1
3-Axle Trucks	1.8%	10	2.0	20	1	0	1	1	1	2
4+ Axle Trucks	4.8%	26	3.0	78	5	1	6	3	4	7
<b>HIGH-CUBE FULFILLMENT CENTER WAREHOUSE (SORT)</b>										
Passenger Vehicles		1,874	1.0	1,874	206	49	255	136	213	349
2-Axle Trucks	0.5%	10	1.5	15	2	0	2	1	2	3
3-Axle Trucks	0.7%	14	2.0	28	3	1	4	2	3	5
4+ Axle Trucks	1.8%	35	3.0	105	11	3	14	8	12	20
<b>HIGH-CUBE COLD STORAGE WAREHOUSE<sup>4</sup></b>										
Passenger Vehicles		176	1.0	176	7	2	9	3	7	10
2-Axle Trucks	15.5%	49	1.5	74	3	1	4	1	3	4
3-Axle Trucks	4.9%	16	2.0	32	1	0	1	0	1	1
4+ Axle Trucks	24.3%	77	3.0	231	9	3	12	4	9	13
Total Truck PCE Trips				2,514	183	52	235	77	182	259
Total Proposed Project PCE Trips				36,525	1,159	805	1,964	1,366	1,527	2,893
Approved Project Trips (Emerald Meadows Ranch EIR)				21,702	704	992	1,696	1,143	883	2,026
<b>Net Project Trips (Proposed-Approved)</b>				<b>14,823</b>	<b>455</b>	<b>-187</b>	<b>268</b>	<b>223</b>	<b>644</b>	<b>867</b>
<sup>1</sup> Source: Institute of Transportation Engineers publication: <u>Trip Generation Manual</u> , 11th Edition <sup>2</sup> See Internal Capture Worksheets. Maximum internal capture was capped at 25%. Maximum combined internal capture and pass-by percentage was capped at 50%. <sup>3</sup> Truck percentage based on Institute of Transportation Engineers (ITE) <u>Trip Generation Manual - Supplement</u> , 10th Edition and truck splits by axle-type based on the Truck Trip Generation Study - City of Fontana, August 2003. See attachment G for truck split calculations. <sup>4</sup> Source: SCAQMD Warehouse Truck Trip Study (July 2014)										

Compared to the approved Emerald Meadows Ranch EIR, the project is estimated to generate 14,823 more daily PCE trips, 268 more PCE trips (455 more inbound and 187 less outbound) in the morning peak hour, and 867 more PCE trips (223 more inbound and 644 more outbound) in the evening peak hour.

### **Trip Distribution and Assignment**

Project trip distribution assumptions for the project site were developed taking into account the proposed site uses, existing travel patterns, and routes to and from the freeway system. Trip distributions were separated based on proposed land uses into four categories: industrial, residential, regional retail, and local retail. The industrial, residential, and regional retail land uses were assumed to utilize the freeway systems more frequently, while the local retail was assumed to typically make use of the local roadway network. All land use trip distributions and truck routes were utilized in project Phase 1 and Phase 2. Trip distribution assumptions are shown on **Figure 8A-D**. Truck inbound and outbound circulation is shown on **Figure 9A and 9B**. Based on the trip distribution and assignment assumptions, the new trips to be added to the street system by the proposed project were calculated and are shown on **Figures 10 and 11** for Phase 1 and 2, respectively. Project trip distribution percentages and project trip assignment volumes for each intersection have been provided in **Appendix B**.

Figure 8A – Project Trip Distribution (Industrial)

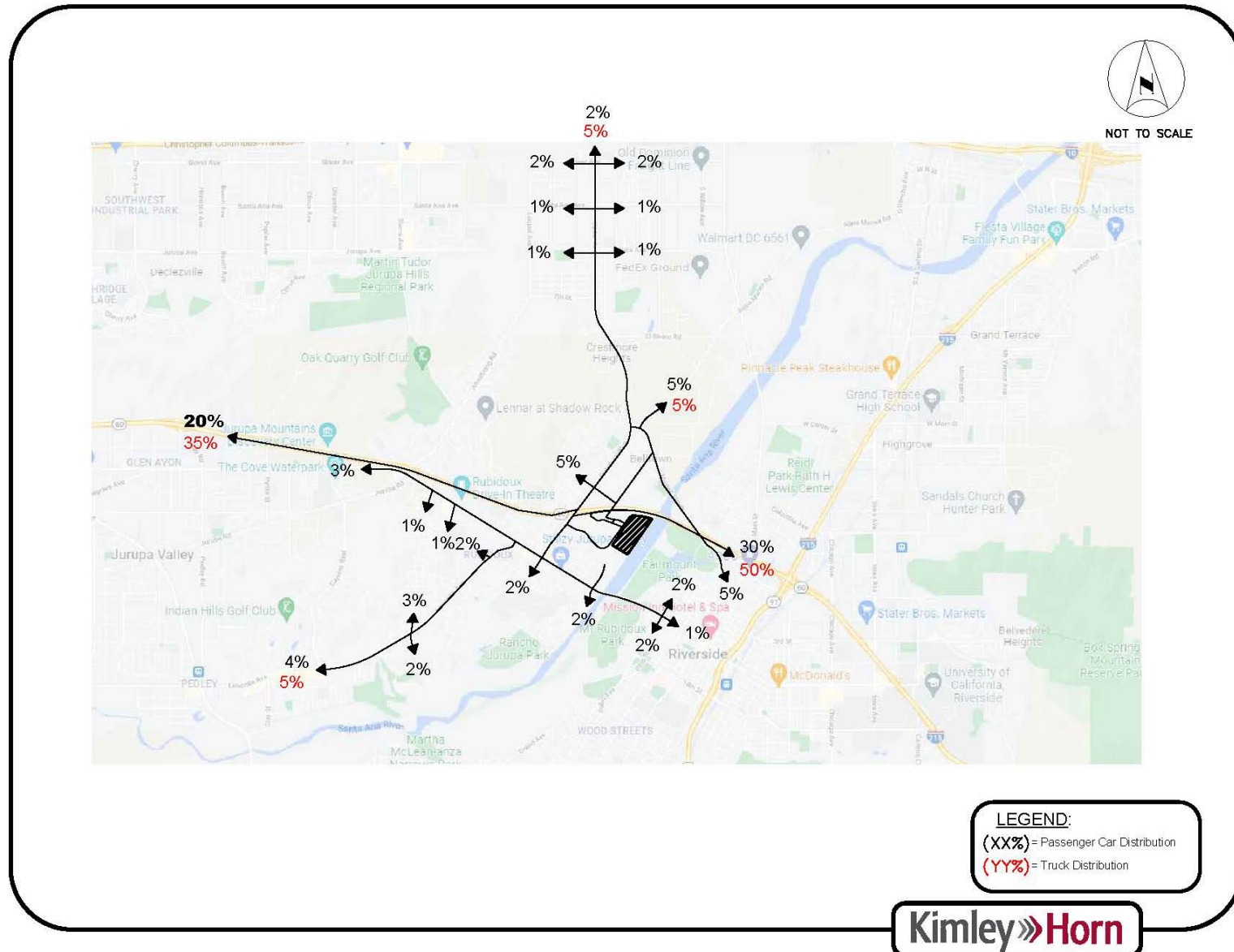




Figure 8B– Project Trip Distribution (Southern Residential)

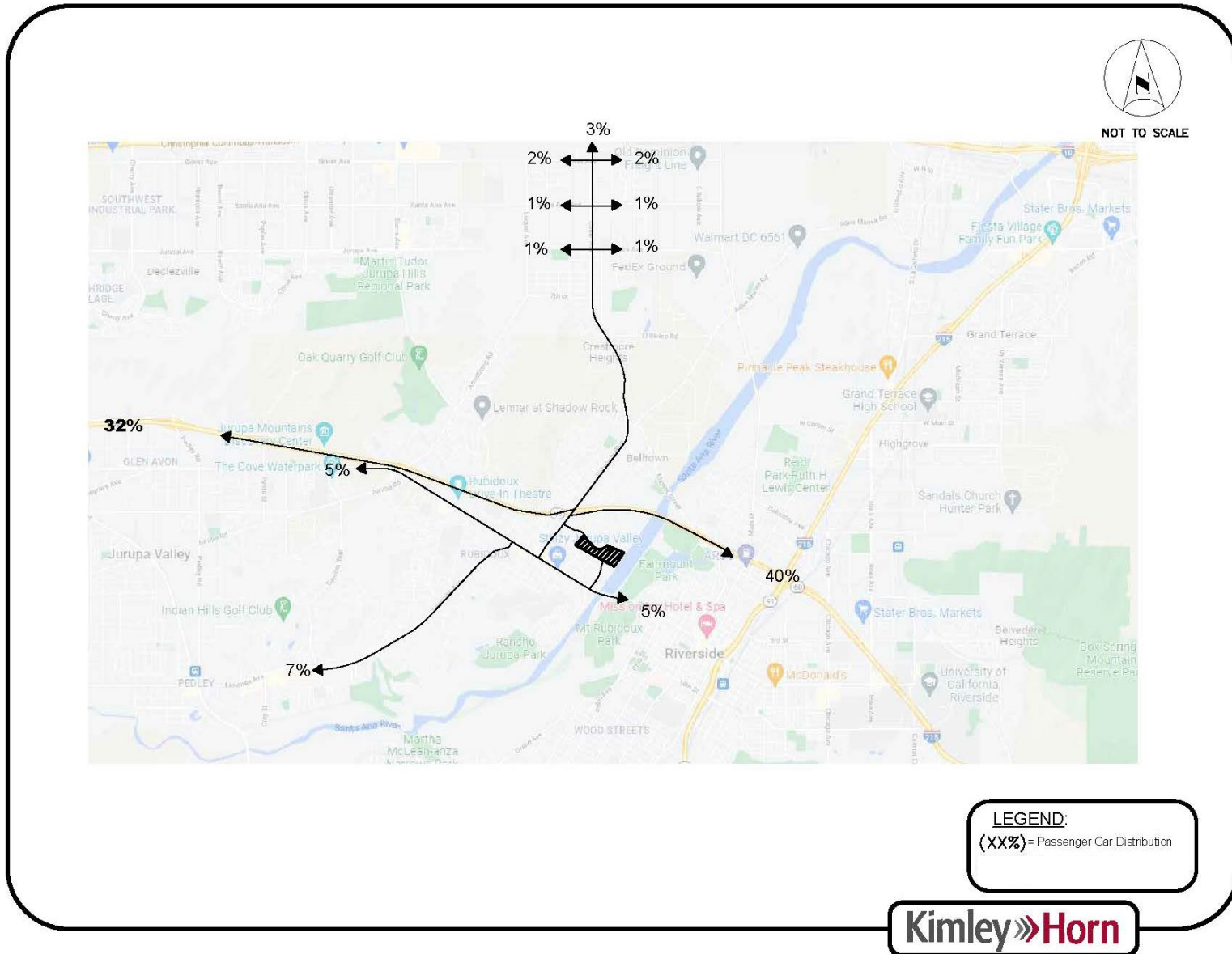




Figure 8D – Project Trip Distribution (Local Retail)

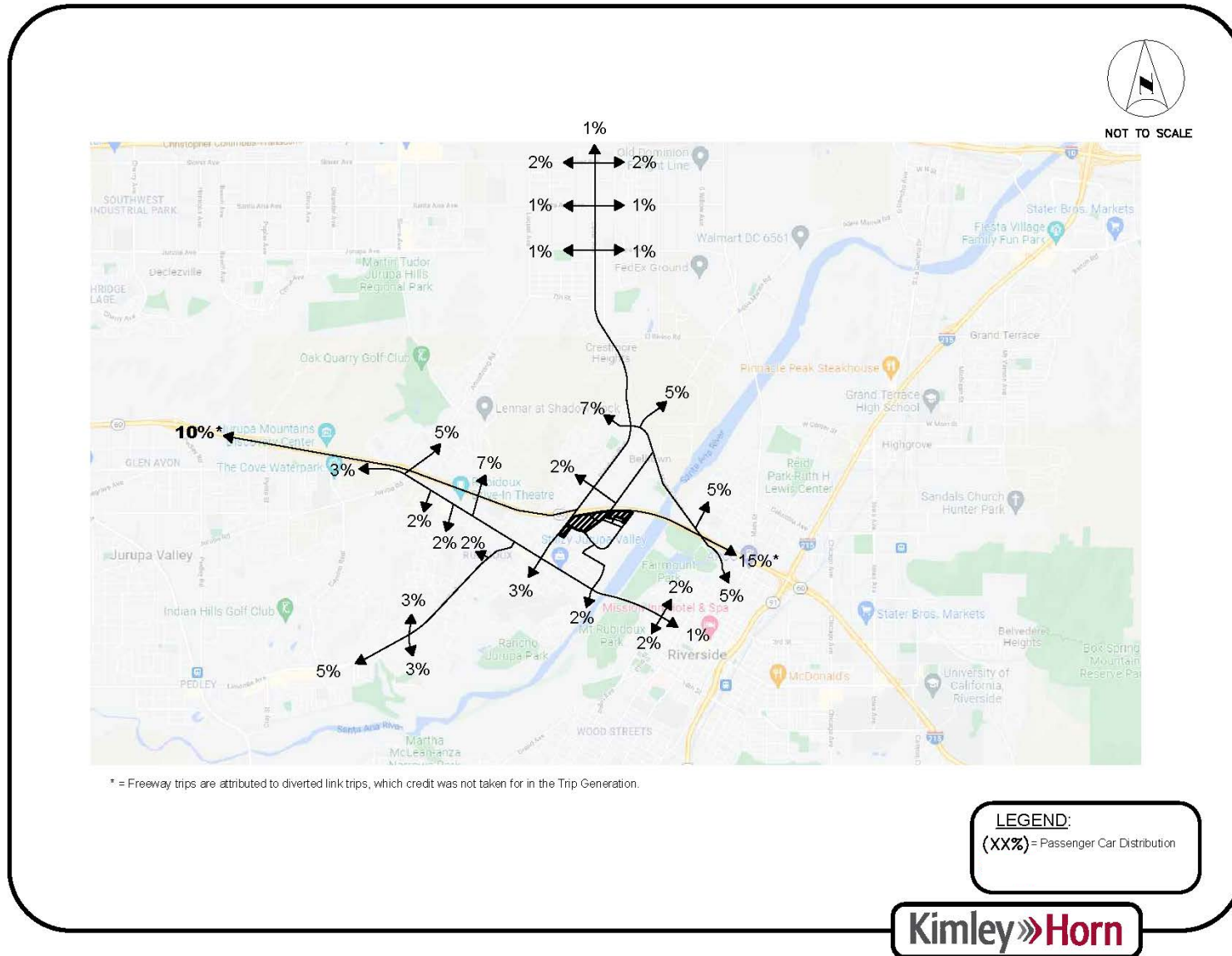


Figure 9A - Inbound Truck Circulation Plan

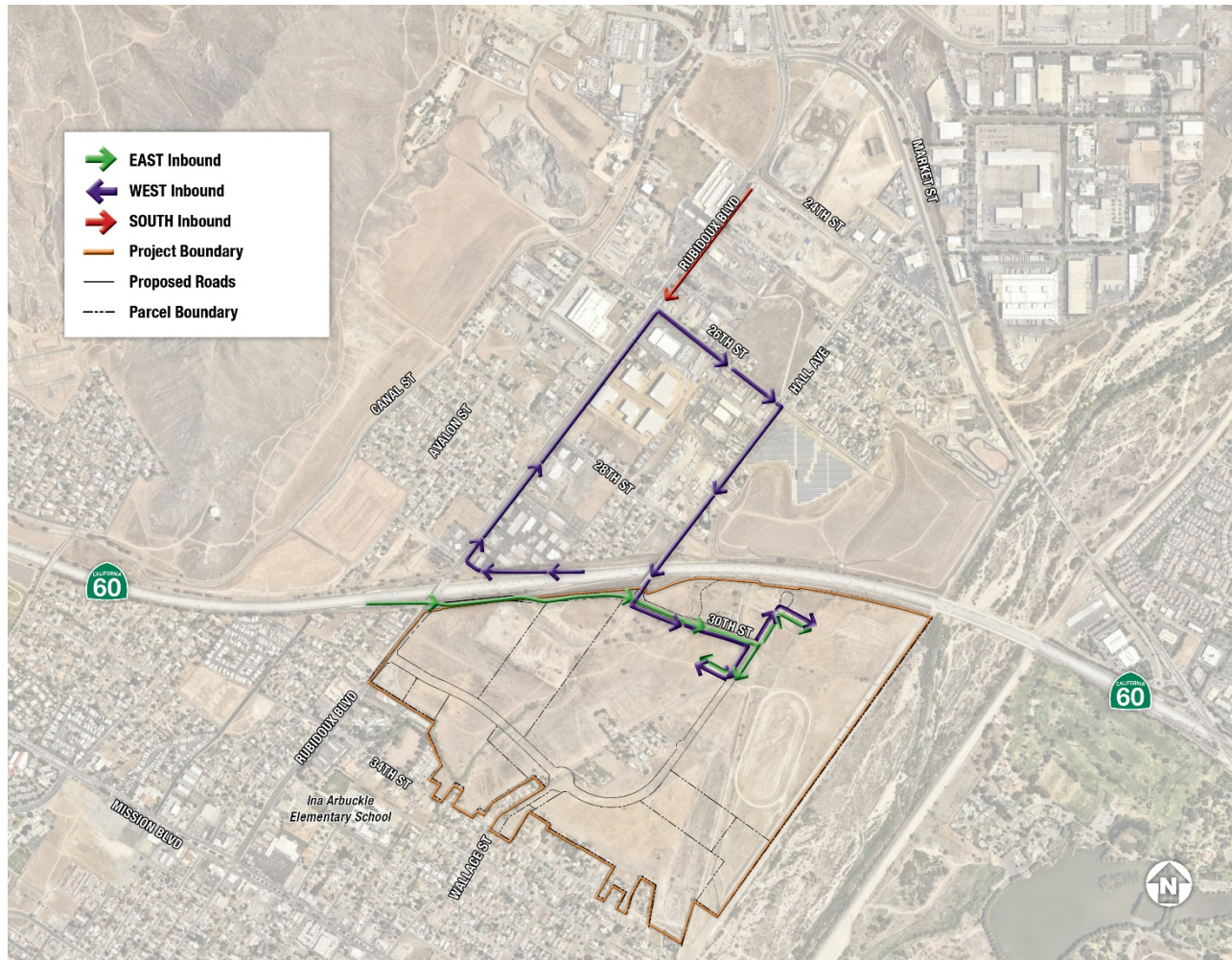


Figure 9B – Outbound Truck Circulation Plan

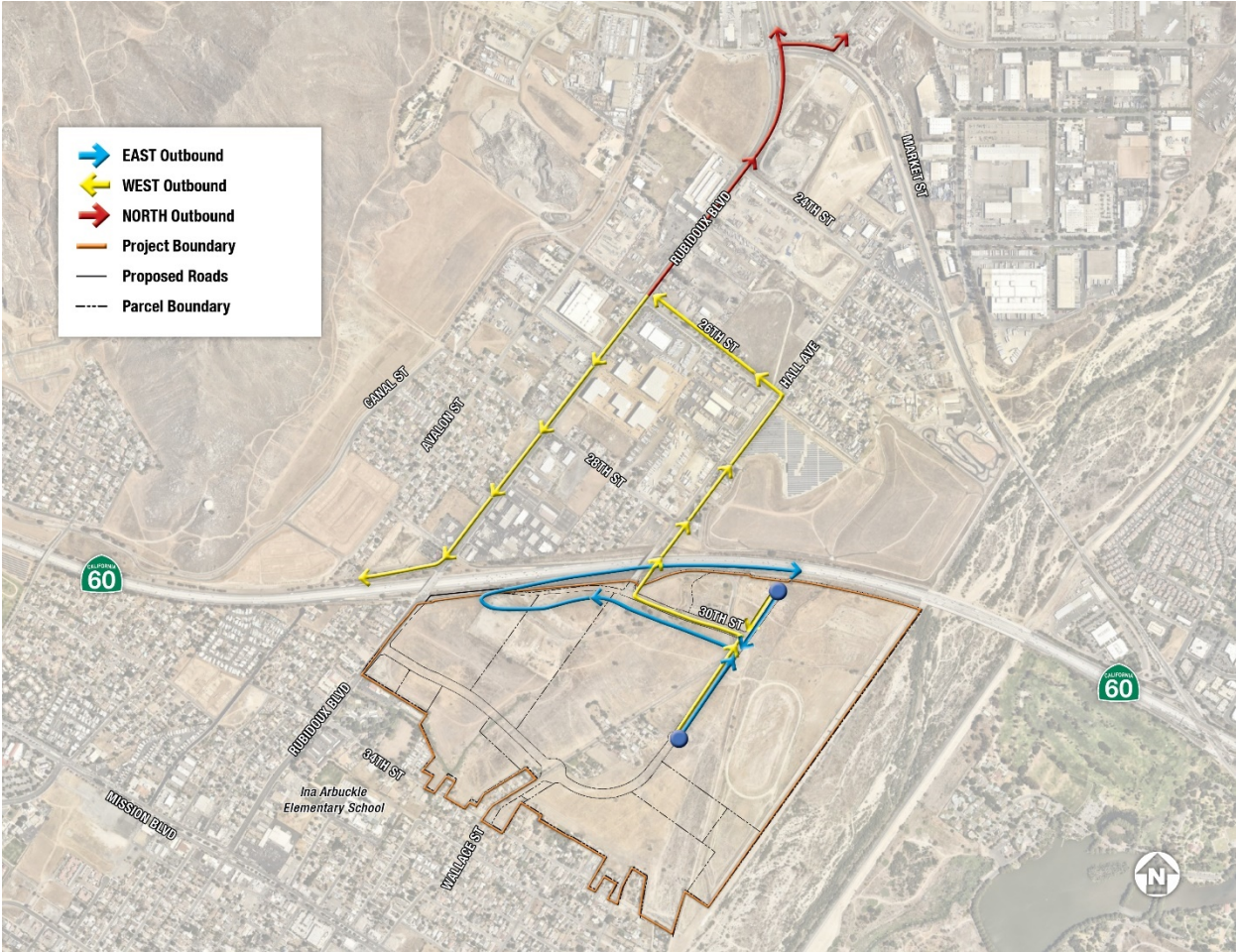


Figure 10 – Project-Related Traffic Volumes (Phase 1)

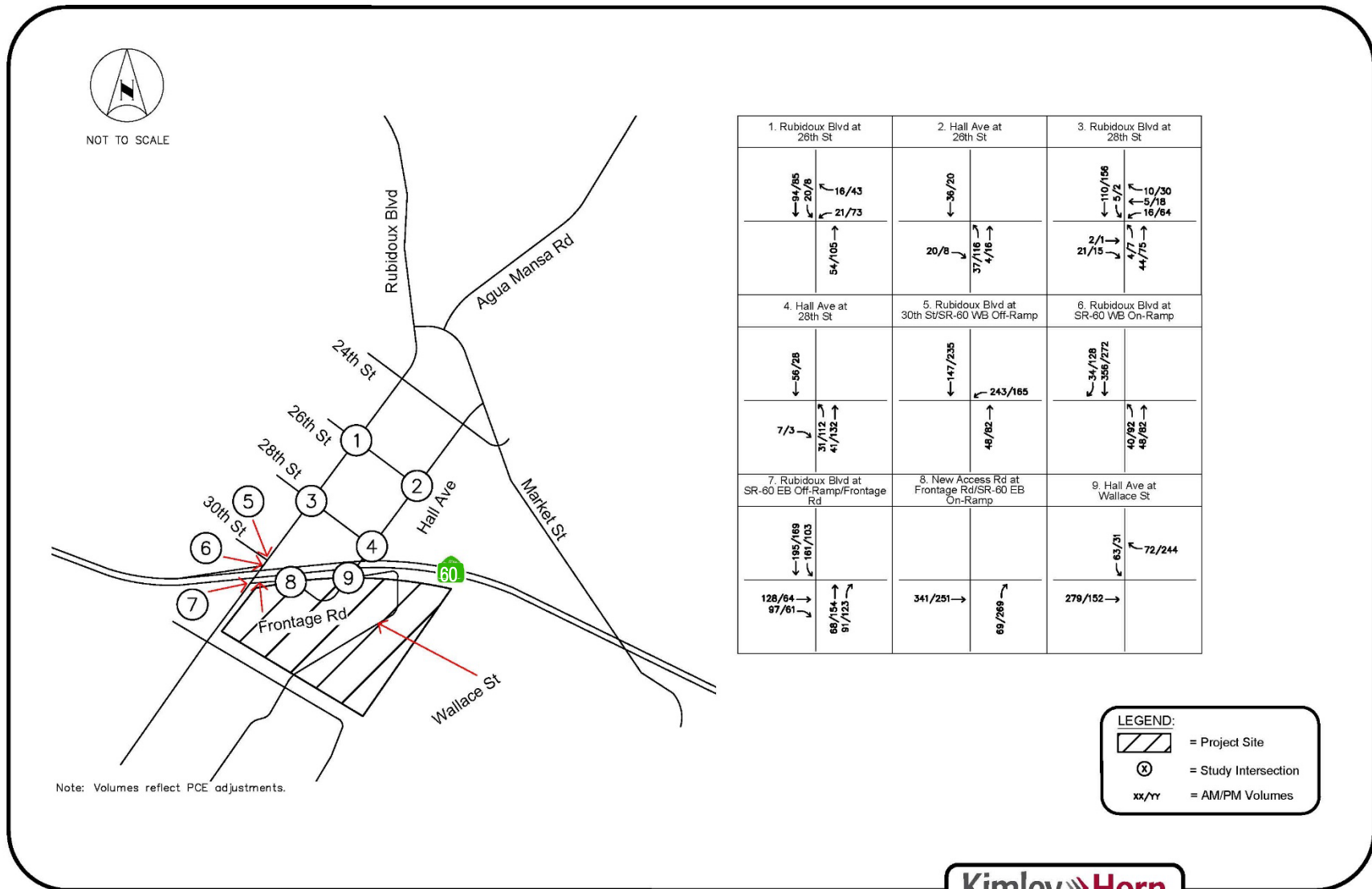
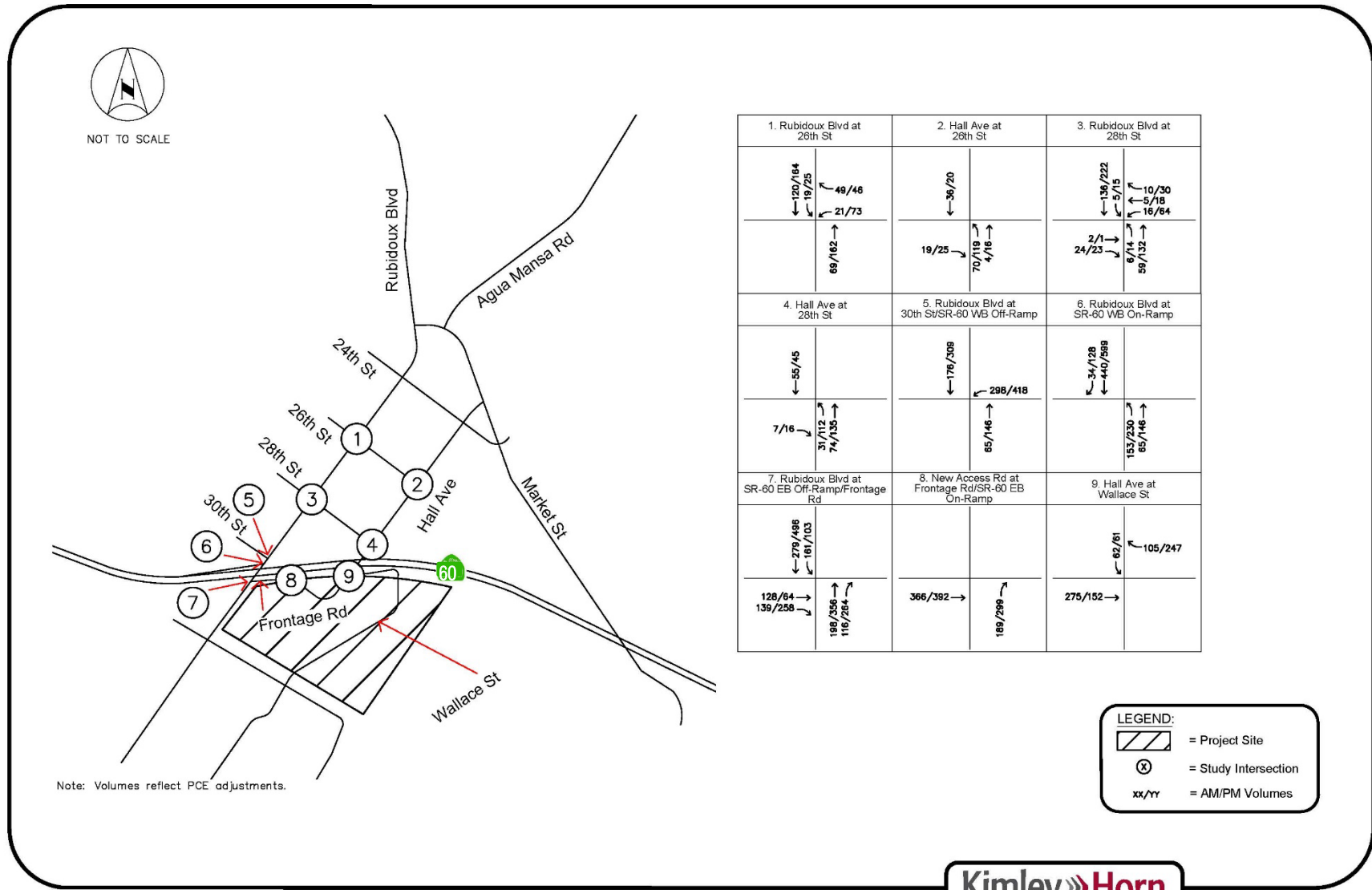


Figure 11 – Project-Related Traffic Volumes (Phase 2)



**PROPOSED SPECIFIC PLAN STREET SECTIONS**

The roadway cross sections proposed within the Specific Plan were evaluated for adequacy based on capacities from the City of Jurupa Valley and County of Riverside guidelines and are shown on Table 4- Internal Roadway Analysis and Classification.

Table 4: Internal Roadway Analysis and Classification

Internal Roadway Analysis	Classification	# of Lanes	Total LOS D Capacity for Lanes	Forecasted Volume
Wallace Street	Local Street	2-lanes	2,800	2,700
A Street	Arterial (Modified)	4-lanes	32,300 <sup>1</sup>	32,210
B Street	Arterial (Modified)	4-lanes	32,300 <sup>1</sup>	11,912
	Industrial Collector	2-lanes	11,300	3,166
30th Street	Industrial Collector	2-lanes	11,300	3,293
	Local Street (Modified)	2-lanes	2,800	1,375
Hall Avenue	Collector	2-lanes	11,200	6,012

1 - Capacity based on County of Riverside Maximum Two-Way Traffic Volume Service Level D

The internal site circulation within the Project and defined within the Specific Plan are composed of a core backbone roadway that provides access and connectivity between each Land Use area and circulation through the Specific Plan area. Internal roadway classifications within the project include:

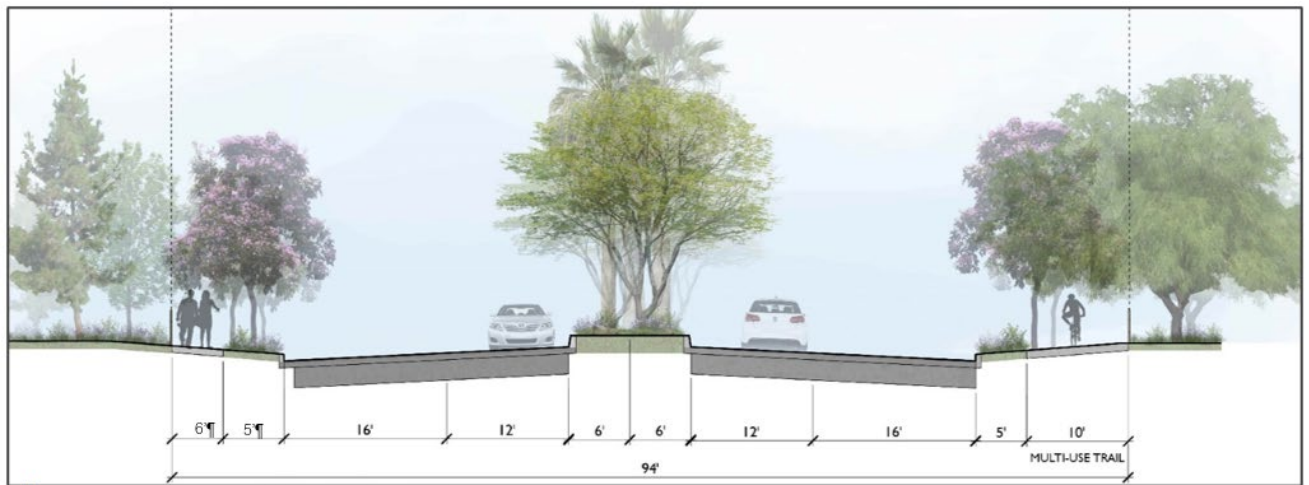
- A Street- Modified Arterial
- B Street – Modified Arterial and Industrial Collector
- 30<sup>th</sup> Street - Industrial Collector and Modified Local Street (Frontage Road-Two-Lane Ramp and One-Lane Ramp).
- Hall Street - Collector
- Wallace Street – Local Street



**A Street**

Modified Arterial: A Street is classified as a Modified Arterial and serves as the primary circulation route for east to westbound movements to and from Rubidoux Boulevard within the Specific Plan area. The street section accommodates 94-feet of right-of-way with one 16-foot and one 12-foot travel lanes in each direction. One side of the parkways include 11-foot parkway inclusive of a 6-foot sidewalk along the northern commercial retail side and 15-foot parkway inclusive of a 10-foot multi-use trail along the southern residential right-of-way. The modification is the introduction of raised median for enhanced landscape and project specific parkway widths as the planned development accommodate greater landscape setbacks from right-of-way. See **Figure 12-** Modified Arterial Cross Section.

**Figure 12- Modified Arterial Cross Section (A & B Street)**

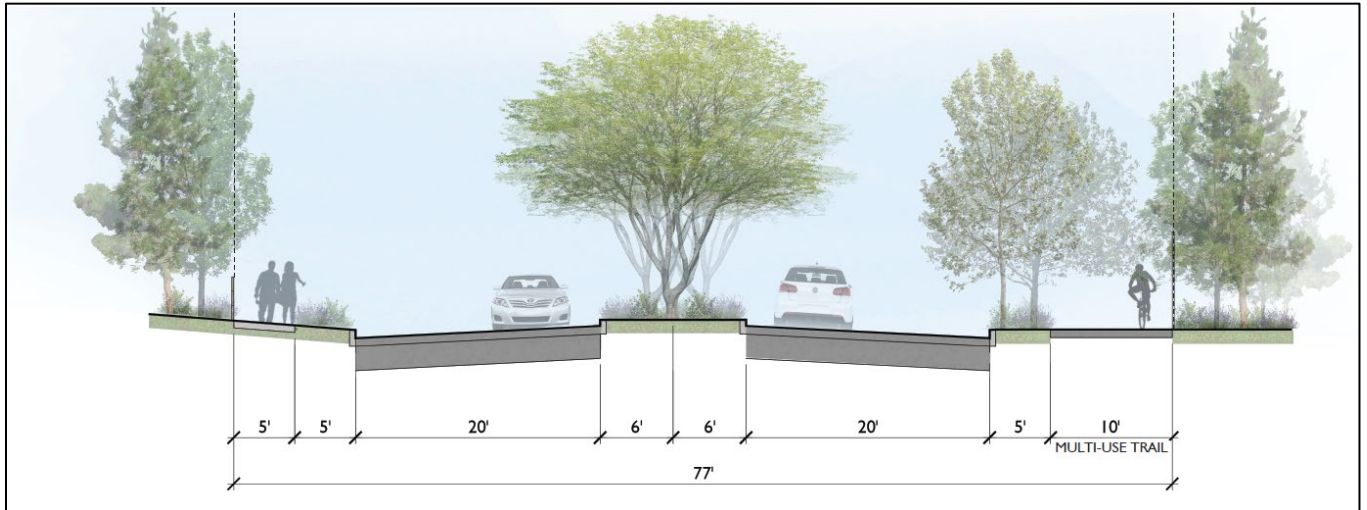


**B Street:**

Modified Arterial: B Street is classified as a Modified Arterial between the roundabout and the landscaped paseo within the Industrial Land Use area. The Modified Arterial section for B Street is identical to the cross section described under “A” Street. See **Figure 12-** Modified Arterial Cross Section.

Industrial Collector: Beyond the landscaped paseo, B Street is classified as an Industrial Collector. Typical section for an Industrial Collector measures 77 feet from R.O.W with two travel lanes measuring 20 feet in each direction, with 6-inch curb and gutter divided by raised median. One side of the parkways include 10-foot parkway inclusive of a 5-foot sidewalk along the eastern commercial retail side and 15-foot parkway inclusive of a 10-foot multi-use trail along the western industrial right-of-way (see **Figure 13-** Industrial Collector Cross Section).

Figure 13- Industrial Collector Cross Section (B Street)



**30<sup>th</sup> Street**

30<sup>th</sup> Street contains three different street sections including industrial collector, and a frontage road, which is inclusive of a two-lane ramp and one lane ramp as modified local streets throughout the Specific Plan area.

As an industrial collector, 30<sup>th</sup> Street extends from “B” Street to Hall Avenue. Industrial Collector measures 77 feet from right-of-way with two travel lanes measuring 20 feet in each direction, with 6-inch curb and gutter divided by raised median. Along 30<sup>th</sup> Street each side of the parkways include 10-foot parkway inclusive of a 5-foot sidewalk. The parkway depicted in **Figure 14**, Industrial Collector Cross Section along the eastern portion of the industrial collector is also what shall be included along the western side of the parkway along 30<sup>th</sup> Street. No multi-use trail will be along 30<sup>th</sup> Street.

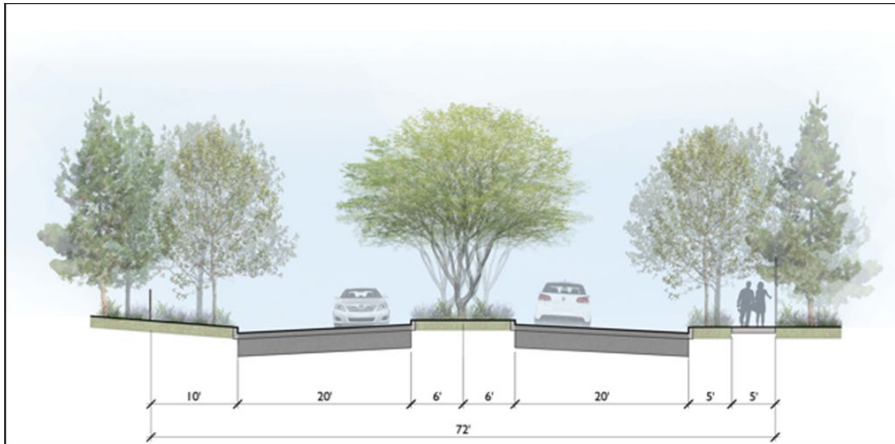
Frontage Road: 30<sup>th</sup> Street is a two-lane ramp from the Hall Avenue terminus to 200 feet west. The two-lane ramp typical section measures 48 feet from right-of-way. And includes two 12-foot travel lanes, with 4 or 8-foot shoulder until reaching a guardrail (See **Figure 15**- Two-Laned Ramp). The modification is due to no sidewalks to discourage pedestrian accessibility to this roadway that feeds into Caltrans right-of-way. Additionally, there are no planned pedestrian access points from this portion of 30<sup>th</sup> Street to the future uses due to the significant grade difference.

30<sup>th</sup> Street narrows into a one-lane road using the one-lane ramp typical section toward 30<sup>th</sup> Street and the SR-60 Eastbound Onramp. The one-lane ramp typical section measures 32 feet from right of way with one 12-foot travel lane, 4 or 8-foot shoulder, with a 4-foot buffer for the guardrail. Traffic from one of the two lanes will merge onto SR-60 Eastbound ramp as 30<sup>th</sup> Street develops into a one-lane ramp continuing into the project site.

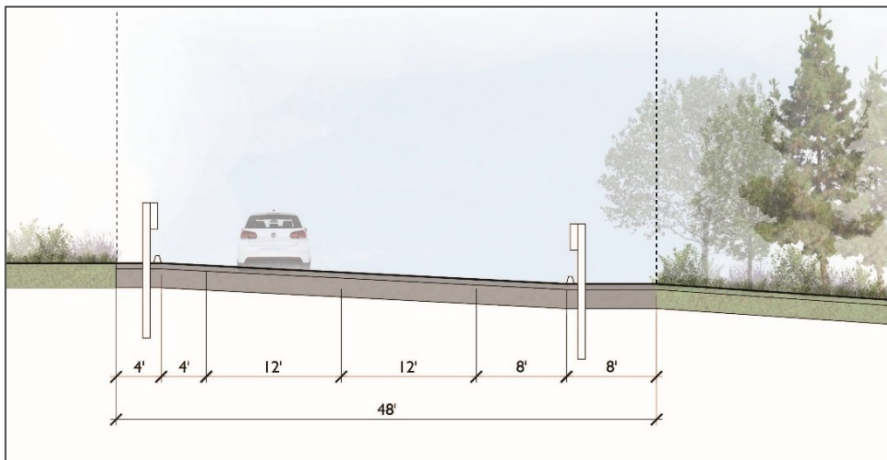
30<sup>th</sup> Street reverts back into a two-lane ramp section, west of the SR-60 Eastbound ramp toward Rubidoux Boulevard to include a left turn pocket to Hall Avenue or continuation straight onto 30<sup>th</sup> Street.

Frontage Road is classified as a Modified Local frontage street and runs in a west-east direction, providing access to SR-60, Hall Street and 30<sup>th</sup> Street from Rubidoux Boulevard. Frontage Road terminates into 30<sup>th</sup> Street at the intersection of Hall Avenue. A project access alternative is considering a drive off of the Frontage Road that would be for automobile and truck service only to serve the Retail Integrated and Industrial sites. Truck circulation is shown on **Figure 9A and 9B** for Inbound and Outbound Truck Circulation Plan.

**Figure 14- Industrial Collector Cross Section (30<sup>th</sup> Street)**



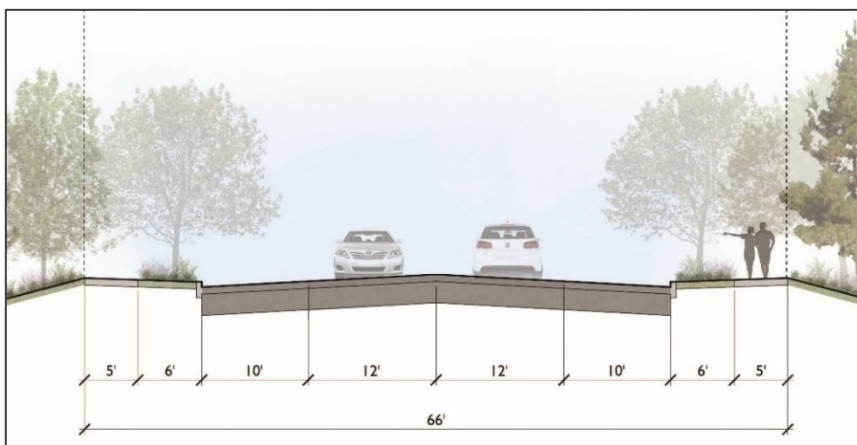
**Figure 15- Modified Local Street - Frontage Road Cross Section (30<sup>th</sup> Street)**



Hall Avenue

Collector: Hall Avenue is classified as a Collector Street and runs in a north-south direction, providing access to the Specific Plan area from north of SR-60. Hall Avenue terminates into a T-intersection at 30<sup>th</sup> Street/ Frontage Street. A Collector Street typical section measures 66 feet of right-of-way with two travel lanes in each direction measuring 10 and 12 feet with 6-inch curb and gutter and 11-foot parkway, inclusive of a 5-foot sidewalk. Center medians are striped. The Collector Street cross section is depicted in **Figure 16** – Collector Street Cross Section.

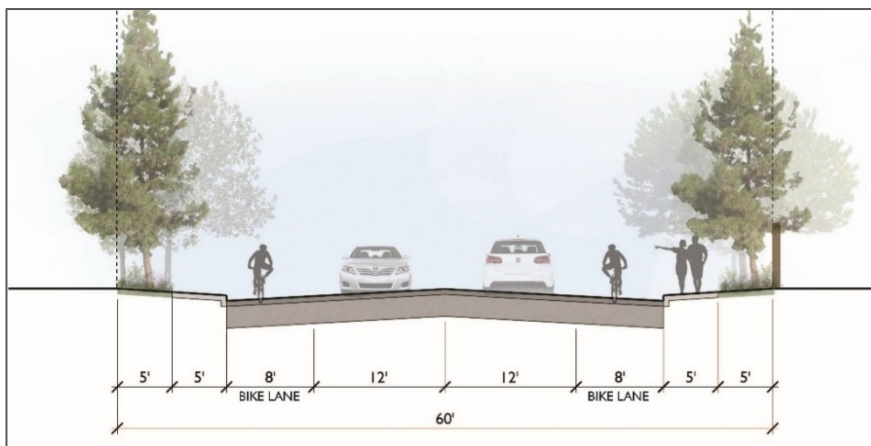
**Figure 16 – Collector Cross Section (Hall Street)**



Wallace Street

Local Street: Wallace Street is classified as a Local Street and provides north-southbound movements from 34<sup>th</sup> Street to the Specific Plan area. Wallace Street extends from 34<sup>th</sup> Street and terminates at the roundabout of Street A and Street B. A Local Street typical section measures 60 feet from right-of-way with two travel lanes measuring 12 feet in each direction, 8 feet bike lane in either direction and 6-inch curb and gutter. A 10-foot parkway inclusive of a 5-foot sidewalk, as illustrated in **Figure 17**- Local Street Cross Section. Parkway improvements to 34<sup>th</sup> Street shall be completed on the north side only based on access to the Specific Plan Area. <sup>1</sup>

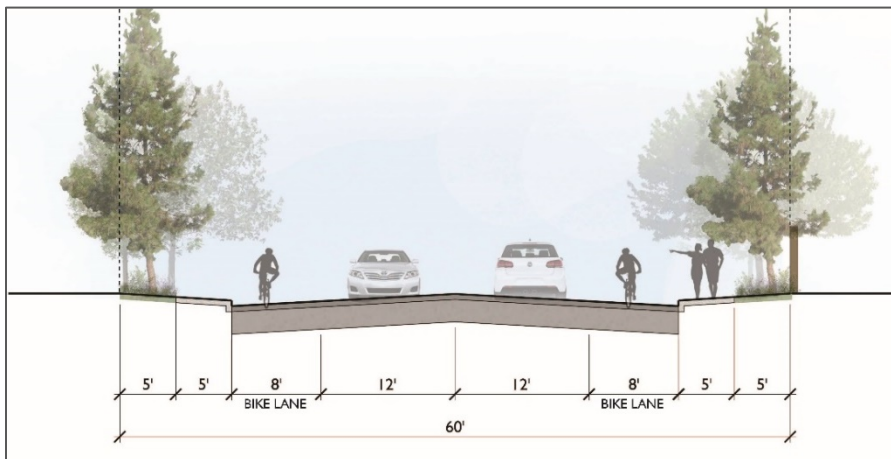
**Figure 17 – Local Street Cross-Section (Wallace Street & 34<sup>th</sup> Street<sup>1</sup>)**



**34<sup>th</sup> Street**

Local Street: 34<sup>th</sup> Street is located along the southern boundary of the Specific Plan area and is designated in the General Plan as a Local Street. A local street described above typically typical measures 60 feet from right-of-way with two travel lanes measuring 12 feet in each direction, 6-inch curb and gutter, and 10-foot parkway inclusive of a 5-foot sidewalk. Current 34<sup>th</sup> Street includes some sidewalks and curb/gutter, but a majority includes unpaved shoulders. For purpose of planning future right-of-way improvements along 34<sup>th</sup> Street, the Specific Plan assumes a typical local street section along the project frontage with improvements of sidewalks only along the northside of the street. **Figure 18-** Local Street Cross Section illustrates the sidewalk only improvements.

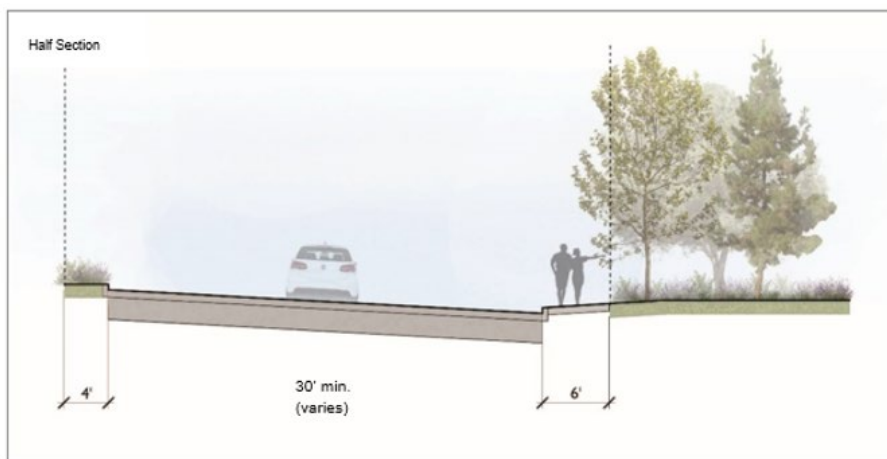
**Figure 18 – Local Street Cross-Section (Wallace Street & 34<sup>th</sup> Street<sup>2</sup>)**



**Rubidoux Boulevard**

Major Highway: Rubidoux Boulevard, located along the western boundary of the Specific Plan area, is designated in the General Plan as a Major Highway with a 118-foot right-of-way. Rubidoux Boulevard carries significant traffic volumes to both SR-60 Eastbound and Westbound lanes. **Figure 19-** Major Highway Cross Section identifies a segment of Rubidoux Boulevard where proposed improvements include new sidewalks and parkways.

**Figure 19 – Major Highway Cross-Section (Rubidoux Boulevard)**

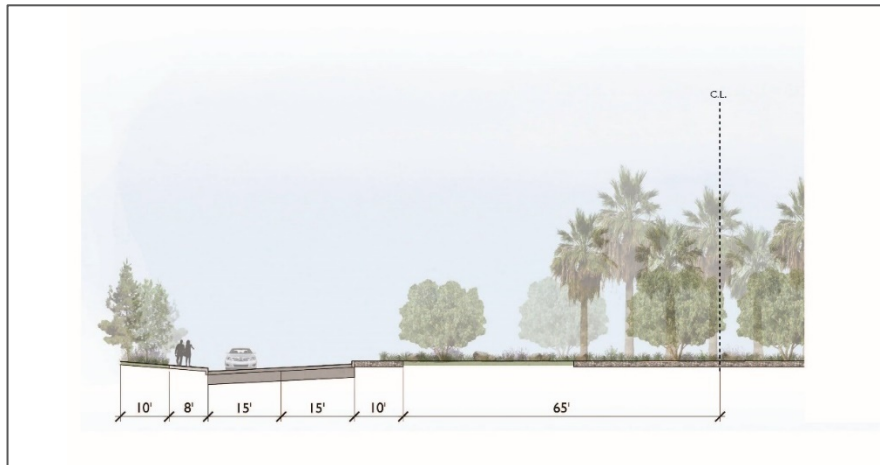


Roundabout

A Roundabout will be located at the intersection of Wallace Street, and future A Street and B Street. The Roundabout provides a significant traffic control measure to deter truck traffic, while providing an amenity to the community. Two travel lanes are accommodated, measuring 15 feet in each direction, an 8-foot sidewalk as well as an interior parkway measuring 130 feet in total, as illustrated in **Figure 20**. The large parkway will consist of a 10-foot mortared cobblestone border around the street adjacent edge. The interior parkway will celebrate the local landscape with decorative boulders native to the region. A detailed design of the roundabout shall be reviewed by the City’s traffic engineer and detailed plans, that include hardscape and plant materials, will be required prior to the approval of the Street Improvement Plans.

Crosswalks shall be provided at three intersections including A Street, B Street and Wallace Street for pedestrian and bicycle connectivity.

**Figure 20: Roundabout Cross-Section**

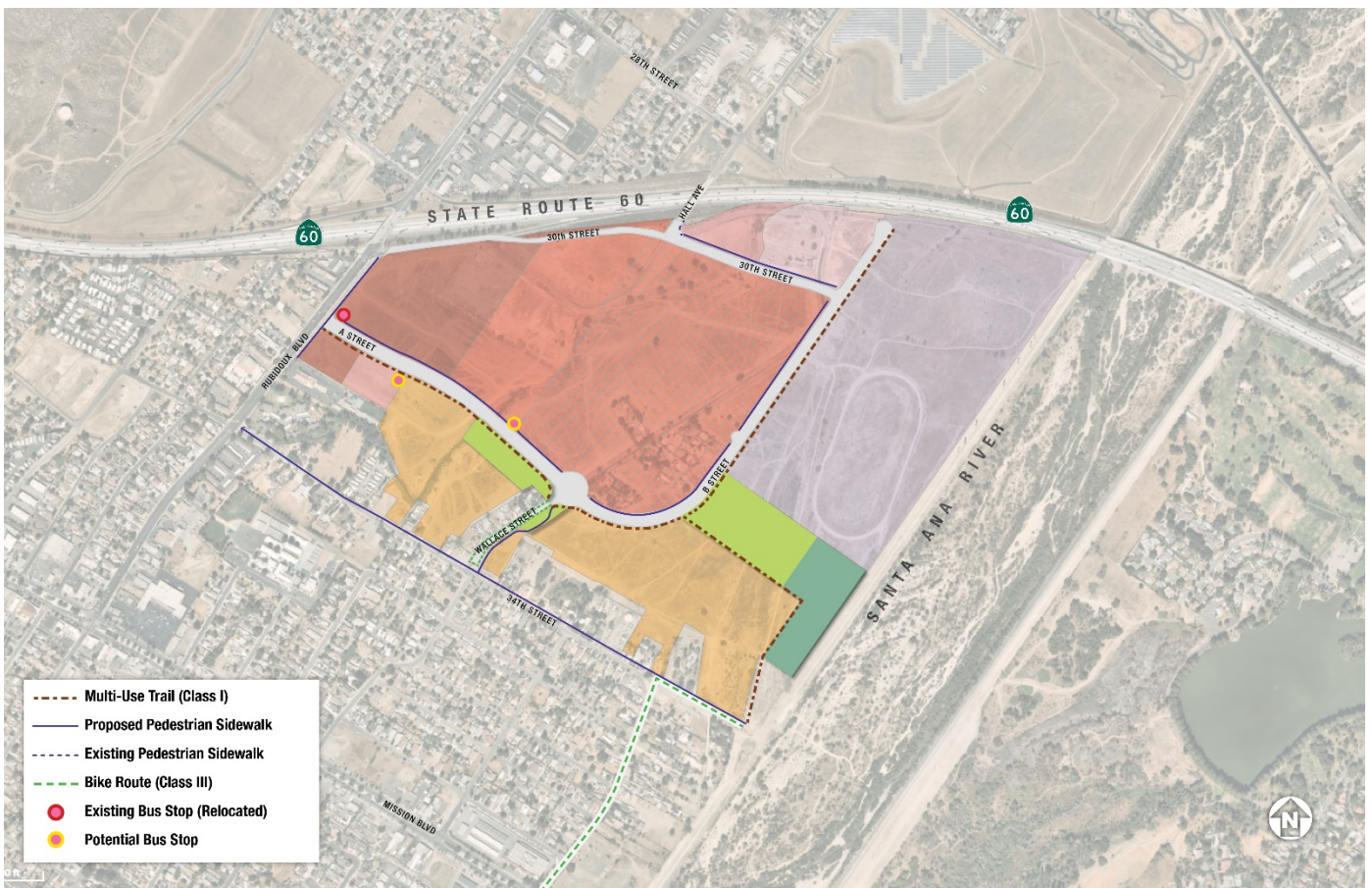


Street classifications sections for internal roadways and a summary verification table based on capacity analysis was provided in Table 4 Internal Roadway Analysis and Classification.

**PROPOSED SPECIFIC PLAN TRAIL NETWORK**

The Specific Plan will provide multi-use pedestrian trails and bike paths/lanes as a means of connecting residents, visitors, and employees with the various land uses in the Specific Plan area. The Specific Plan accommodates on-street and off-street trail facilities using multiple materials that align with the intended use. See **Figure 21** for Trail Network.

**Figure 21: Trail Network**



## **OPENING YEAR 2025(PHASE 1) CUMULATIVE PLUS PROJECT**

The Project Phase 1 Opening Year (the year the project would be constructed and occupied) is anticipated to be Year 2025. Based on consultation with City staff, an ambient growth rate of 2.0% per year to Opening Year 2025 was applied to existing traffic volumes. Cumulative Project traffic was also added to Opening Year 2025 volumes and is explained below. Existing peak hour intersection traffic count worksheets are provided in **Appendix B**.

### **Cumulative Projects**

Information about Cumulative Projects in the area was provided by the City of Jurupa Valley. Cumulative Projects consist of any project that has been approved but is not yet constructed/occupied, and projects that are in various stages of the application and approval process but have not yet been approved. A summary of Cumulative Projects in the project vicinity and the trip generation associated with each is provided on **Table 5**. The locations of the Cumulative Projects are shown on **Figure 22**. Cumulative Projects peak hour turning movement volumes are shown on **Figure 23**.

In consultation with the City of Jurupa Valley planning department, the following new major projects have been included in the Opening Year comparison analysis:

- MA22304 – Mission District Live 7122 Mission Boulevard: 22,304 SF Food Hall/Ghost Kitchen
- 6464 33<sup>rd</sup> Street: 210 Townhomes and 325 Apartments

Results of the comparison are provided in **Appendix F**.

### ***Trip Generation***

Trip generation information for Cumulative Projects was derived either from approved traffic studies, where available; or developed by Kimley-Horn if approved traffic studies were not available.

### ***Trip Distribution and Assignment***

Likewise, trip distribution and assignment for the Cumulative Projects were either derived from approved traffic studies, where available; or were developed by Kimley-Horn if approved traffic studies were not available. Project information and trip distribution assumptions for Cumulative Projects are provided in **Appendix C**.

### **Project Volumes**

Phase 1 project-related traffic was added to the Opening Year 2025 Cumulative traffic volumes, and the resulting peak hour turning movement volumes at the study intersection are shown on **Figure 24**.



TABLE 5 SUMMARY OF CUMULATIVE PROJECTS												
Proj #	Project Name/Number	Land Use	Quantity	Units	Trip Generation Estimates							
					AM Peak Hour			PM Peak Hour			Total	
					Daily	In	Out	In	Out			
1	New Rio Vista Specific Plan - REMOVED	Single-Family Detached Housing	-	DU	0	0	0	0	0	0	0	
2		Proficiency Rubidoux (or Captial)	Warehousing	1,300,000	KSF	3,686	178	49	227	73	205	278
3		Agua Mansa Development Project	Warehousing	335,000	KSF	573	44	13	57	17	44	61
4		Neighborhood Commercial	Strip Retail Plaza (<40k)	12,180	KSF	663	17	11	28	40	40	80
5		Mondragon Auto Repair	Coffee/Donut Shop w/ D.T.	2,400	KSF	1,281	105	101	206	47	47	94
6	MA20084	Fast-Food Restaurant w/ Drive-thru	8,300	KSF	3,880	189	181	370	143	132	275	
7	MA20132	Automobile Sales (Used)	3,165	KSF	86	5	2	7	6	6	12	
8	MA21214	Strip Retail Plaza (<40k)	50,000	KSF	2,723	71	47	118	165	165	330	
9	Saddlehorn Ranch	Single-Family Detached Housing	31	DU	292	6	16	22	18	11	29	
10	Havana Investment Spec Building	Warehousing	72,288	KSF	124	9	3	12	4	9	13	
11	Action Plumbing	Strip Retail Plaza (<40k)	9,736	KSF	530	14	9	23	32	32	64	
12	Highland Park	Single-Family Detached Housing	97	DU	915	18	50	68	57	34	91	
13	Market Street Commercial	Convenience Store/Gasoline Station	3,098	KSF	1,934	63	63	126	75	75	150	
14		Avalon Court	Single-Family Detached Housing	24	DU	226	4	12	16	14	8	22
15		Emerald Ridge South	Single-Family Detached Housing	97	DU	915	18	50	68	57	34	91
16			Emerald Ridge North	Single-Family Detached Housing	184	DU	1,735	33	95	128	109	64
17		Rubidoux Commercial Development LLC	Business Park	306,894	KSF	3,818	352	62	414	97	277	374
18	Agua Mansa Commerce Park	High-Cube Transload and Short-Term Storage	4,277,000	KSF								
19		MA17099	Single-Family Detached Housing	48	DU	453	9	25	34	28	17	45
20		Balley Building	Warehousing	32,700	KSF	56	4	1	5	2	4	6
21	La Rue Apartments	Multifamily Housing (Low-Rise)	80	DU	539	8	24	32	26	15	41	
22	Kiewit Infrastructure West	Warehousing	63,000	KSF	108	8	2	10	3	8	11	
23	Mission Gateway Plaza & Mission Gateway Villas	Shopping Center (>150k)	31,375	KSF	1,161	16	10	26	51	55	106	
24		Karcher Industrial Project	Warehousing	190,594	KSF	326	25	7	32	10	25	35
25	Wheeler Trucking Inc.	Warehousing	25,910	KSF	44	3	1	4	1	3	4	
26	Commercial Center	Strip Retail Plaza (<40k)	18,800	KSF	1,024	27	18	45	62	62	124	
27		West Coast Cold Storage	High-Cube Cold Storage Warehouse	122,000	KSF	259	10	3	13	4	10	14
28		P12-0799	Single-Family Detached Housing	7	DU	66	1	4	5	4	2	6
29	P13-0087	Senior Adult Housing-Multifamily	67	Occ. DU	217	5	9	14	10	7	17	
30	P14-0183	Multifamily Housing (Mid-Rise)	146	DU	663	12	42	54	35	22	57	
31	P14-1033	Warehousing	308,000	KSF	527	40	12	52	15	40	55	
32	P15-0535	Hotel	239	Room	1,910	62	48	110	72	69	141	
33	P16-0321	Multifamily Housing (Low-Rise)	165	DU	1,112	16	50	66	53	31	84	
34		P16-0620	Strip Retail Plaza (<40k)	22,000	KSF	1,198	31	21	52	72	72	144
35	P16-0862	Automobile Parts and Service Center	3,008	KSF	50	4	2	6	2	4	6	
36	P16-0862	High-Turnover (Sit-Down) Restaurant	4,525	KSF	485	24	19	43	25	16	41	
37	P17-0001	Single-Family Detached Housing	7	DU	66	1	4	5	4	2	6	
38	P17-0030	Affordable Housing	72	DU	346	7	18	25	20	14	34	
39		P18-0020	Mobile Home Park	104	Occ. DU	740	9	32	41	37	23	60
40	P18-0091	Multifamily Housing (Mid-Rise)	482	DU	2,188	41	137	178	115	73	188	
41		P18-0122	Senior Adult Housing-Multifamily	58	Occ. DU	188	4	8	12	9	6	15
42		P18-0199	Warehousing	26,076	KSF	45	3	1	4	1	3	4
43	P19-0089	Affordable Housing	10	DU	48	1	3	4	3	2	5	
44	P19-0420	Multifamily Housing (Low-Rise)	33	DU	222	3	10	13	11	6	17	
45	P19-0560	Hotel	225	Room	1,798	58	45	103	68	65	133	
46	P19-0620	Single-Family Attached Housing	17	DU	122	3	6	9	6	4	10	
47	P19-0665	General Office Building	128,000	KSF	1,388	171	23	194	31	153	184	
48	P19-0694	Multifamily Housing (Mid-Rise)	116	DU	527	10	33	43	28	18	46	
49	P19-0869	Strip Retail Plaza (<40k)	3,400	KSF	185	5	3	8	11	11	22	
50	P20-0035	Affordable Housing	33	DU	159	3	8	11	9	6	15	
51	P20-0239	Single-Family Detached Housing	8	DU	75	1	4	5	5	3	8	
52	P20-0487	Warehousing	27,860	KSF	48	4	1	5	1	4	5	
53	PR-2020-000105	General Office Building	48,000	KSF	520	64	9	73	12	57	69	
54	PR-2020-000241	General Office Building	2,050	KSF	22	3	0	3	1	2	3	
55	PR-2021-001052	Multifamily Housing (Low-Rise)	115,000	DU	775	11	35	46	37	22	59	
56	PR-2020-000429	General Office Building	6,000	KSF	65	8	1	9	1	7	8	
57	SB2	High-Cube Fulfillment Center Warehouse	506,000	KSF	916	62	15	77	31	50	81	
58	Holly Street Truck Terminal	Warehousing	450,000	KSF	770	59	18	77	23	59	82	
59	COL3	High-Cube Fulfillment Center Warehouse	447,330	KSF	810	55	13	68	28	44	72	
60	P06-0782	Single-Family Detached Housing	15	DU	141	3	8	11	9	5	14	
61	P05-0269	Single-Family Detached Housing	9	DU	85	2	5	7	5	3	8	
62	P06-1031	Single-Family Detached Housing	7	DU	66	1	4	5	4	2	6	
63	P09-0835	General Office Building	132,136	KSF	1,432	177	24	201	32	158	190	
64	P06-1237	Medical-Dental Office Building	65,281	KSF	2,350	160	42	202	77	180	257	
65	MA22304 - Mission District Live - 7122 Mission Blvd	Strip Retail Plaza (<40k)	22,304	KSF	1,214	32	21	53	73	73	146	
66	6464 33rd Street	Multifamily Housing (Low-Rise)	210	DU	1,415	20	64	84	67	40	107	
67	6464 33rd Street	Multifamily Housing (Mid-Rise)	325	DU	1,476	28	93	121	77	49	126	
Total Project Trips					81,811	3,371	2,208	5,579	2,654	3,438	6,092	
DU = Dwelling Unit, KSF = 1,000 square feet, FP = Fueling Position												

Figure 22 – Location of Cumulative Projects

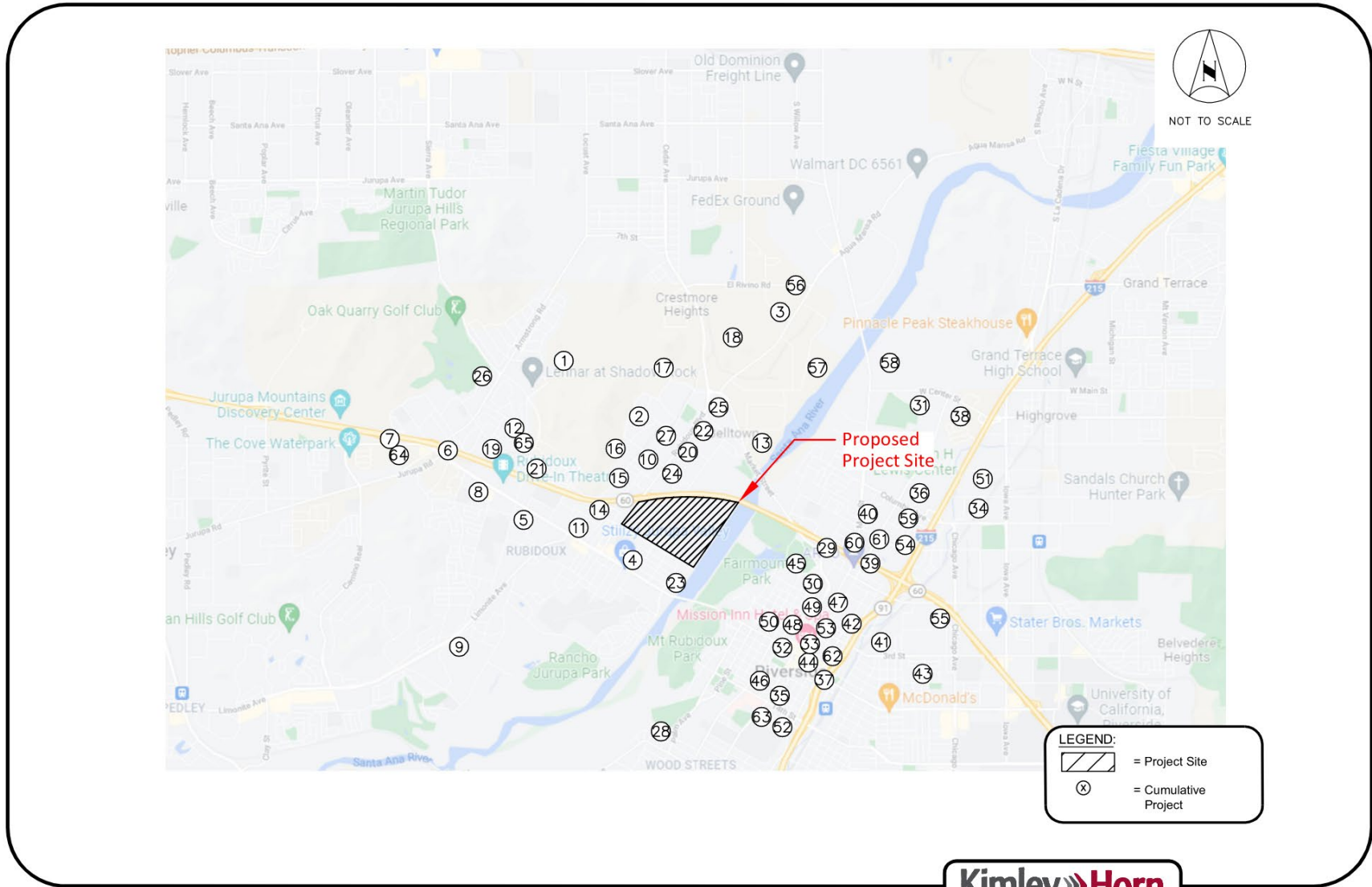


Figure 23 – Cumulative Projects Traffic Volumes

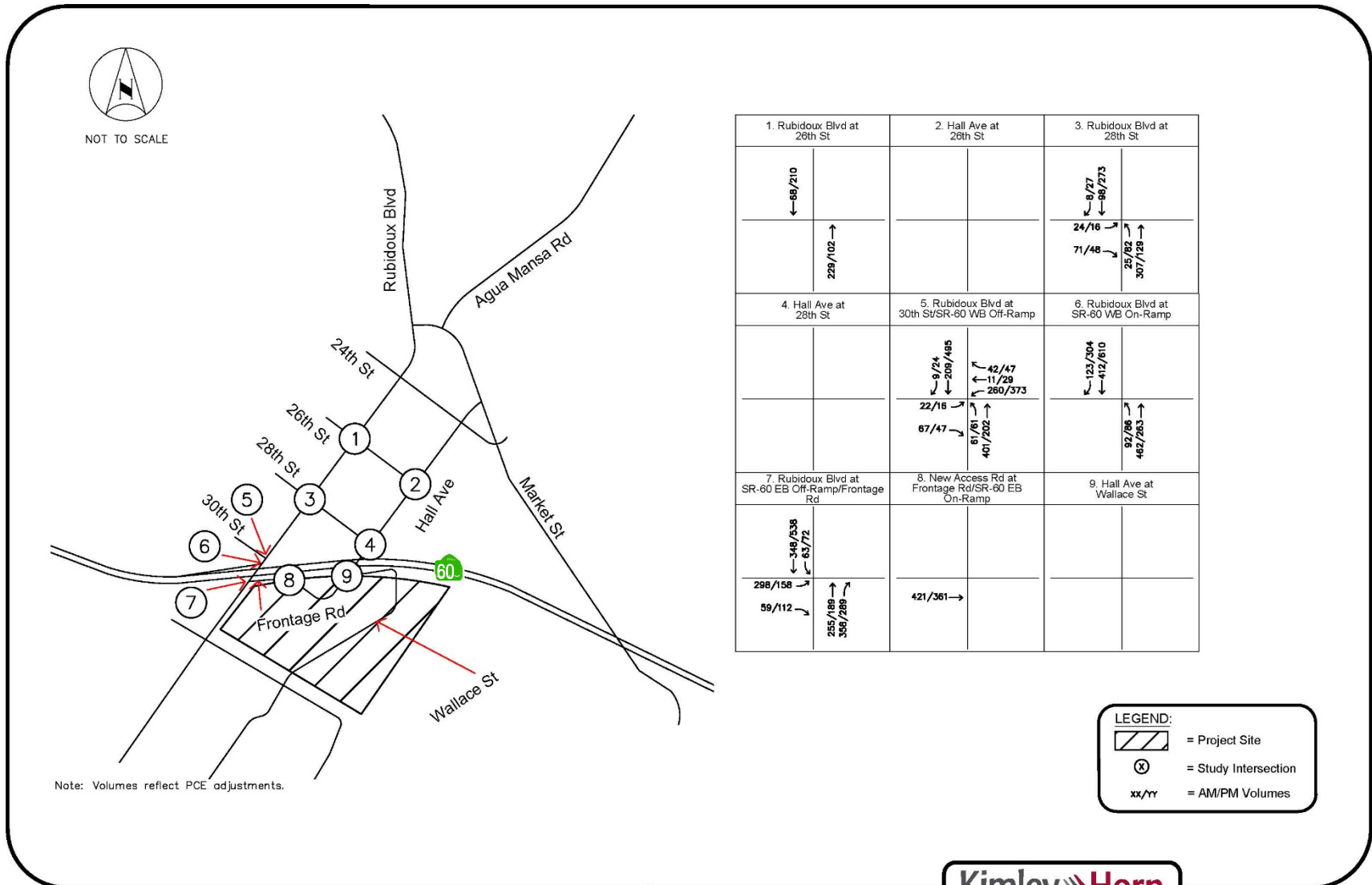
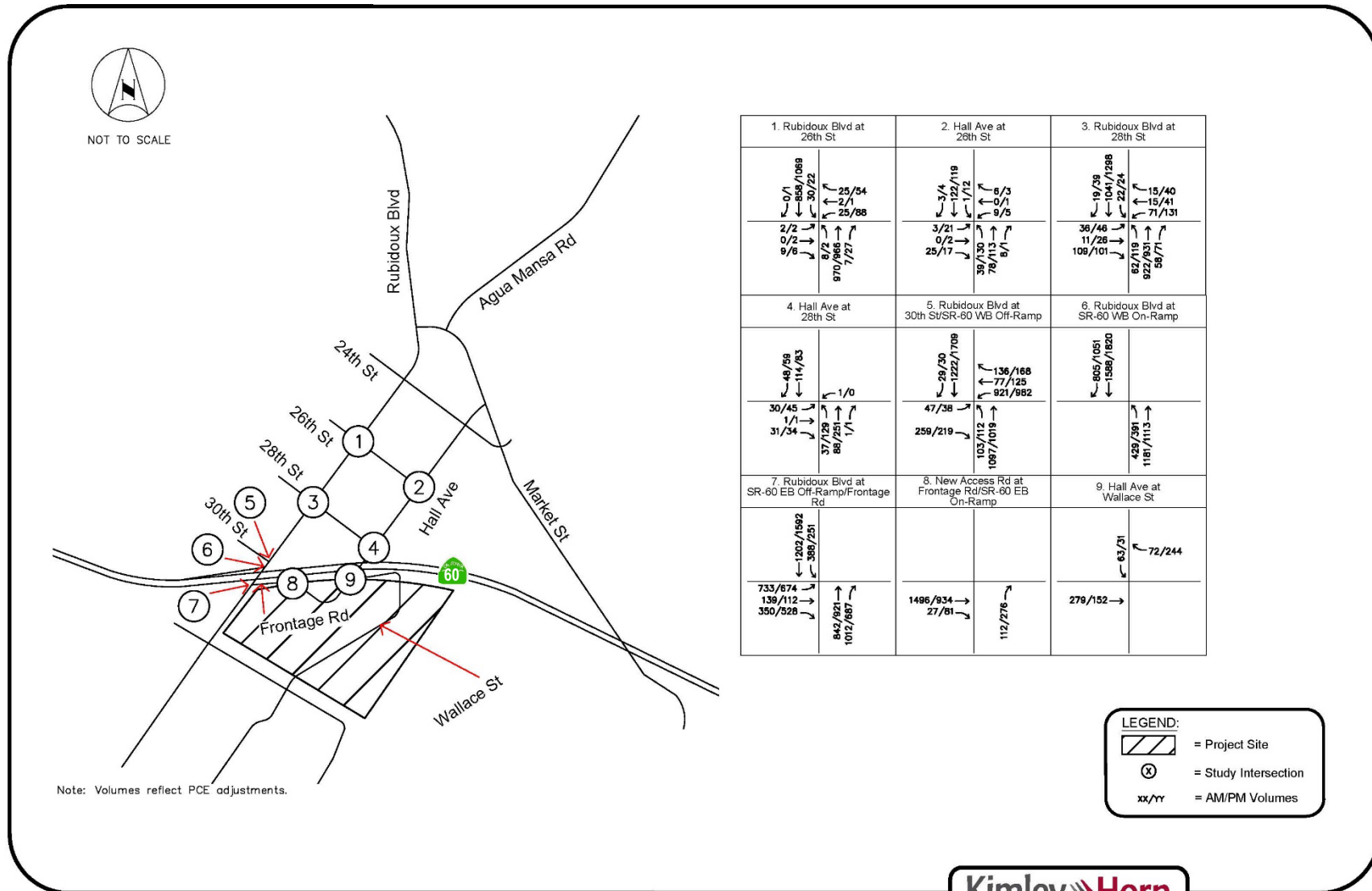


Figure 24 – Opening Year 2025 (Phase 1) Cumulative Plus Project Traffic Volume



### Peak Hour Operating Conditions

Intersection of Level of Service analysis was conducted for the morning and evening peak hours for the Opening Year 2025 Cumulative Plus Project conditions. The results are shown on **Table 6**. Intersection analysis worksheets are provided in **Appendix D**.

Review of this table indicates that, with the addition of ambient growth, cumulative project traffic, and project-related volumes, the following study intersections would operate at an unacceptable Level of Service:

- #1(#12) – Rubidoux Blvd at 26<sup>th</sup> St: AM – LOS F, PM – LOS F
  - Without Project LOS: AM – F, PM – F
- #5 (#16)– Rubidoux Blvd at 30<sup>th</sup> St/SR-60 WB Off-Ramp: AM – LOS F, PM – LOS F
  - Without Project LOS: AM – F, PM – F
- #6 (#17) – Rubidoux Blvd at SR-60 WB On-Ramp: AM – LOS F, PM – LOS F
  - Without Project LOS: AM – F, PM – F
- #7 (#18) – Rubidoux Blvd at SR-60 EB Off-Ramp/Frontage Rd: AM – LOS F, PM – LOS F
  - Without Project LOS: AM – F, PM – F

Consistent with the TIA, all the above intersections would experience project-related effect due to increase in delay caused by the addition of project traffic.

### Opening Year 2028 (Phase 2) Cumulative Plus Project

The Project Phase 2 Opening Year (the year the project would be constructed and occupied) is anticipated to be Year 2028. Based on consultation with City Staff, an ambient growth rate of 2.0% per year to Opening Year 2028 was applied to existing traffic volumes. Cumulative Project traffic was also added to Opening Year 2028 and was previously explained. Phase 2 project-related traffic was added to the Opening Year 2028 Cumulative Plus Project traffic volumes, and the resulting peak hour turning movement volumes at study intersections are shown on **Figure 25**.

### Peak Hour Operating Conditions

Intersection of Level of Service analysis was conducted for the morning and evening peak hours for the Opening Year 2028 Cumulative Plus Project conditions. The results are shown on **Table 7**. Intersection analysis worksheets are provided in **Appendix D**.

Review of this table indicates that, with the addition of ambient growth, cumulative project traffic, and project-related volumes, the following study intersections would operate at an unacceptable Level of Service:

- #1 (#12) – Rubidoux Blvd at 26<sup>th</sup> St: AM – LOS F, PM – LOS F
  - Without Project LOS: AM – F, PM – F
- #5 (#16) – Rubidoux Blvd at 30<sup>th</sup> St/SR-60 WB Off-Ramp: AM – LOS F, PM – LOS F
  - Without Project LOS: AM – F, PM – E
- #6 (#17) – Rubidoux Blvd at SR-60 WB On-Ramp: AM – LOS F, PM – LOS F
  - Without Project LOS: AM – F, PM – F
- #7 (#18) – Rubidoux Blvd at SR-60 EB Off-Ramp/Frontage Rd: AM – LOS F, PM – LOS F
  - Without Project LOS: AM – F, PM – E

Consistent with the TIA, all the above intersections would experience project-related effect due to increase in delay caused by the addition of project traffic.

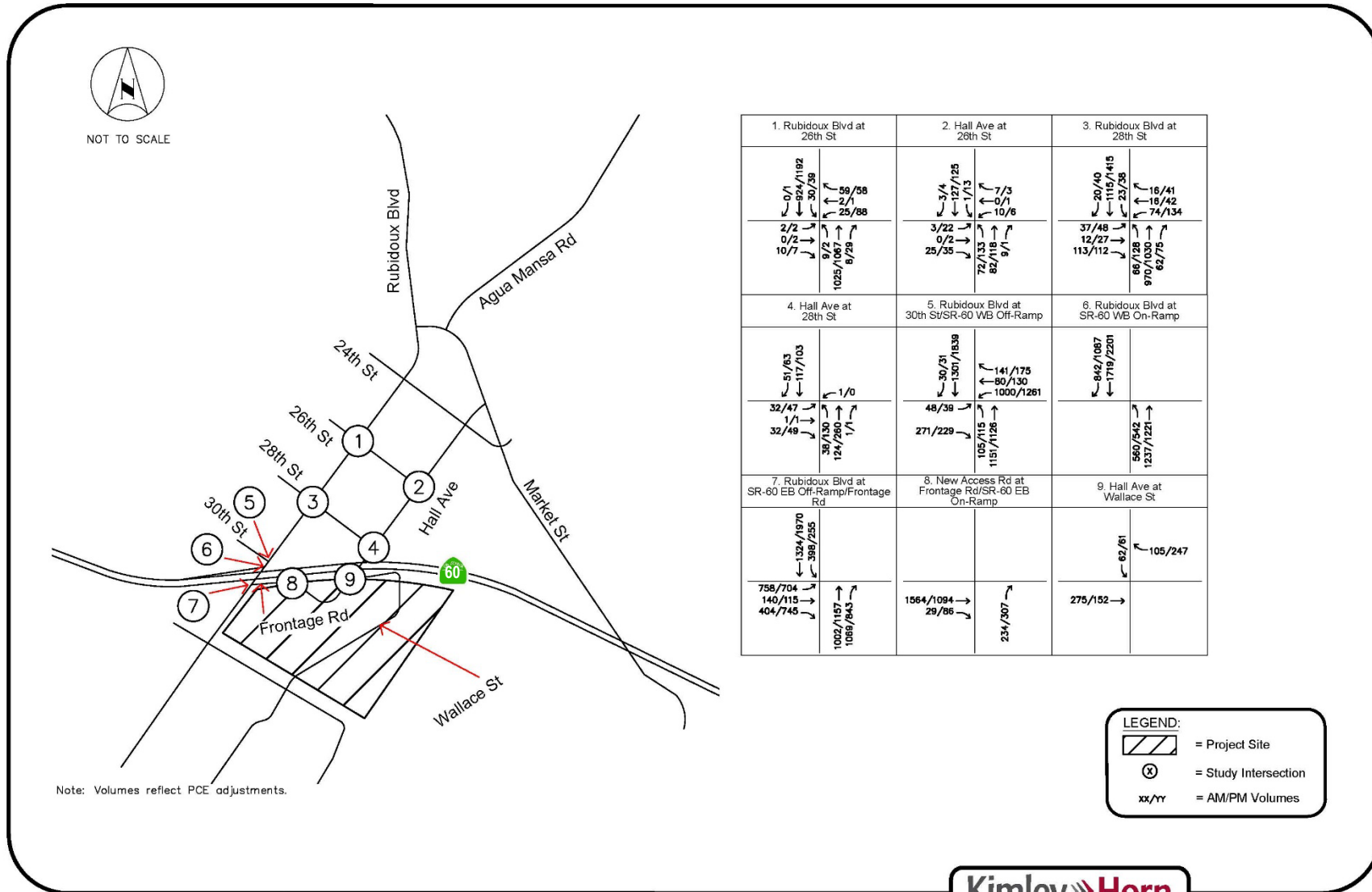
**Table 6 – Summary of Intersection Operation – Opening Year 2025 (Phase 1) Cumulative Plus Project**

<b>SUMMARY OF INTERSECTION OPERATION                      OPENING YEAR 2025 (PHASE 1) CUMULATIVE PLUS PROJECT</b>						
Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Rubidoux Blvd at 26th St	S	93.7	<b>F</b>	437.5	<b>F</b>
2	Hall Ave at 26th St	S	11.6	B	16.7	B
3	Rubidoux Blvd at 28th St	S	11.2	B	15.5	B
4	Hall Ave at 28th St	S	8.0	A	11.1	B
5	Rubidoux Blvd at 30th St/SR-60 WB Off-Ramp	S	176.8	<b>F</b>	230.0	<b>F</b>
6	Rubidoux Blvd at SR-60 WB On-Ramp	S	818.7	<b>F</b>	1442.7	<b>F</b>
7	Rubidoux Blvd at SR-60 EB Off-Ramp/Frontage Rd	S	155.8	<b>F</b>	85.8	<b>F</b>
8	New Access Road at Frontage Rd/SR-60 EB On-Ramp	U	6.6	A	11.5	B
9	Hall Ave at Wallace St	U	10.7	B	9.5	A

**Notes:**

- **Bold** values indicate intersections operating at an unacceptable Level of Service
- Intersection operation is based on average intersection delay for signalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.
- Consistent with the TIA, all the intersections operating at an unacceptable LOS would experience project-related effect due to increase in delay caused by the addition of project traffic based on City’s thresholds.

Figure 25 – Opening Year 2028 (Phase 2) Cumulative Plus Project Traffic Volumes





**Table 7 – Summary of Intersection Operation – Opening Year 2028 (Phase 2) Cumulative Plus Project**

<b>SUMMARY OF INTERSECTION OPERATION                      OPENING YEAR 2028 (PHASE 2) CUMULATIVE PLUS PROJECT</b>						
Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Rubidoux Blvd at 26th St	S	117.4	<b>F</b>	833.7	<b>F</b>
2	Hall Ave at 26th St	S	12.8	B	17.4	B
3	Rubidoux Blvd at 28th St	S	11.6	B	18.0	B
4	Hall Ave at 28th St	S	8.2	A	11.6	B
5	Rubidoux Blvd at 30th St/SR-60 WB Off-Ramp	S	205.1	<b>F</b>	309.5	<b>F</b>
6	Rubidoux Blvd at SR-60 WB On-Ramp	S	1447.6	<b>F</b>	3484.8	<b>F</b>
7	Rubidoux Blvd at SR-60 EB Off-Ramp/Frontage Rd	S	183.3	<b>F</b>	155.0	<b>F</b>
8	New Access Road at Frontage Rd/SR-60 EB On-Ramp	U	11.5	B	12.9	B
9	Hall Ave at Wallace St	U	10.7	B	9.7	A

**Notes:**

- **Bold** values indicate intersections operating at an unacceptable Level of Service
- Intersection operation is based on average intersection delay for signalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.
- Consistent with the TIA, all the intersections operating at an unacceptable LOS would experience project-related effect due to increase in delay caused by the addition of project traffic based on City's thresholds.

## HORIZON YEAR CONDITIONS

### Horizon Year 2045 Plus Project

To develop Horizon Year 2045 intersections turning movement forecasts, the Riverside County Transportation Model (RIVCOM) Base Year 2018 and Horizon Year 2045 future traffic projections were used. The raw forecasts obtained from the model output were post-processed by determining the annual growth between the base model year and the future model year and applying the resulting growth to existing count volumes. The B-Turns analysis worksheets, developed by the Federal Highway Administration (FHWA), translate the grown volumes into peak hour turning movements. As a conservative approach, if a turning movement volume produced by this model was less than Opening Year 2028 volumes for that movement, manual adjustments were made to assure that all forecast Horizon Year 2028 volumes would be equal to or greater than the Opening Year 2028 turning movement volumes. Both RIVCOM Model Plots and B-Turns analysis worksheets are provided in **Appendix E**.

The Horizon Year lane geometries for the study intersections and roadways are assumed to be the same as Existing conditions.

### Peak Hour Operating Conditions

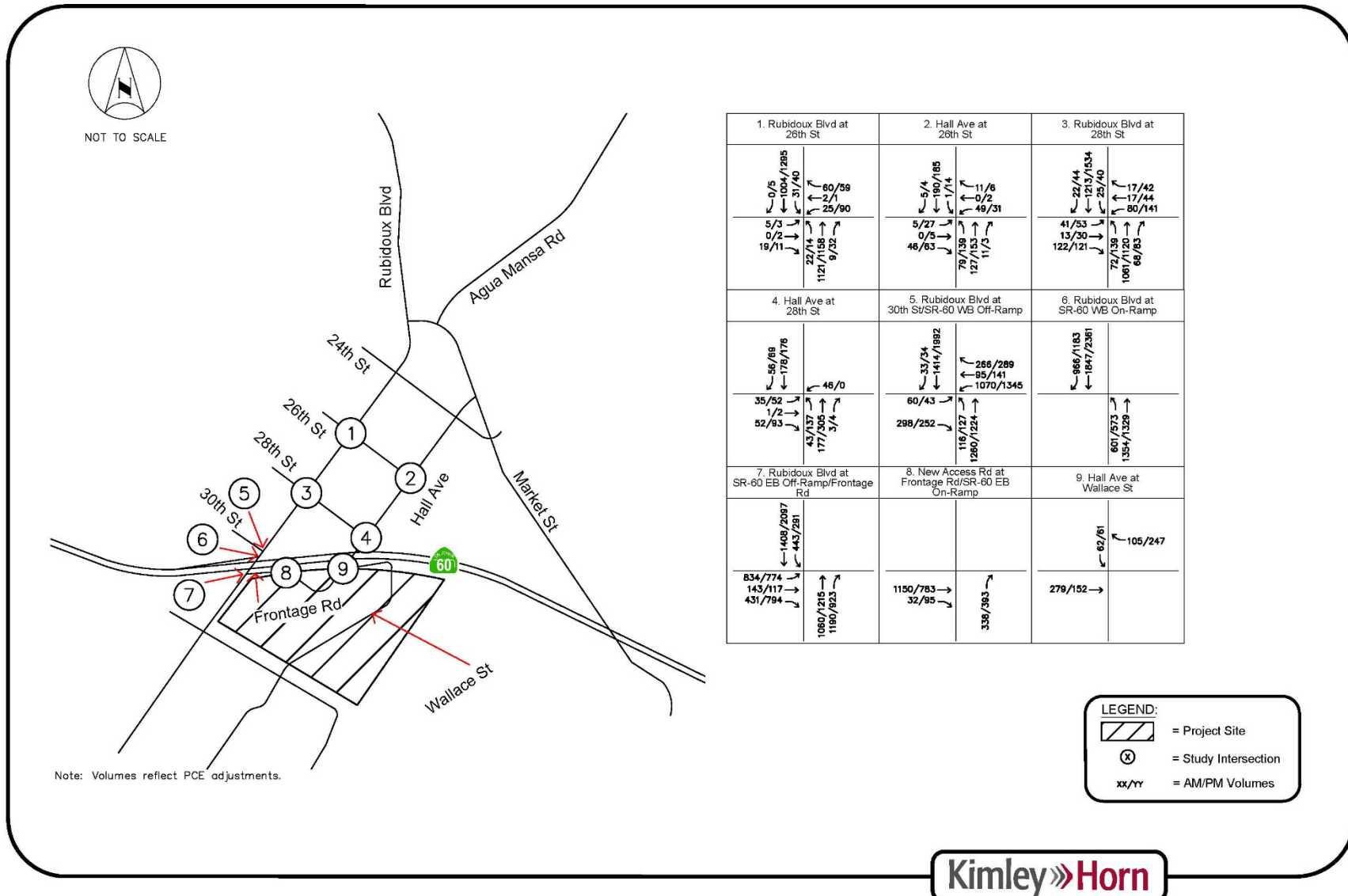
Intersection of Level of Service analysis was conducted for the morning and evening peak hours for the Horizon Year 2045 Plus Project conditions. The results are shown on **Table 8**. Intersection analysis worksheets are provided in **Appendix D** are shown on **Figure 26**.

Review of this table indicates that under Horizon Year 2045 Plus Project conditions, the following study intersections would operate at an unacceptable Level of Service:

- #1 (#12)– Rubidoux Blvd at 26<sup>th</sup> St: AM – LOS F, PM – LOS F
  - Without Project LOS: AM – F, PM – F
- #5 (#16) – Rubidoux Blvd at 30<sup>th</sup> St/SR-60 WB Off-Ramp: AM – LOS F, PM – LOS F
  - Without Project LOS: AM – F, PM – F
- #6 (#17) – Rubidoux Blvd at SR-60 WB On-Ramp: AM – LOS F, PM – LOS F
  - Without Project LOS: AM – F, PM – F
- #7 (#18) – Rubidoux Blvd at SR-60 EB Off-Ramp/Frontage Rd: AM – LOS F, PM – LOS F
  - Without Project LOS: AM – F, PM – F

Consistent with the TIA, all the above intersections would experience project-related effect due to increase in delay caused by the addition of project traffic.

Figure 26 – Horizon Year 2045 Plus Project Traffic Volumes



**Table 8 – Summary of Intersection Operation – Horizon Year 2045 Plus Project**

<b>SUMMARY OF INTERSECTION OPERATION HORIZON YEAR 2045 PLUS PROJECT</b>						
Int .#	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Rubidoux Blvd at 26th St	S	190.4	<b>F</b>	1413.1	<b>F</b>
2	Hall Ave at 26th St	S	15.1	B	19.4	B
3	Rubidoux Blvd at 28th St	S	11.9	B	21.9	C
4	Hall Ave at 28th St	S	9.3	A	12.8	B
5	Rubidoux Blvd at 30th St/SR-60 WB Off-Ramp	S	268.1	<b>F</b>	383.2	<b>F</b>
6	Rubidoux Blvd at SR-60 WB On-Ramp	S	2053.5	<b>F</b>	4460.8	<b>F</b>
7	Rubidoux Blvd at SR-60 EB Off-Ramp/Frontage Rd	S	219.0	<b>F</b>	191.6	<b>F</b>
8	New Access Road at Frontage Rd/SR-60 EB On-Ramp	U	12.8	B	13.8	B
9	Hall Ave at Wallace St	U	10.7	B	9.7	A

**Notes:**

- **Bold** values indicate intersections operating at an unacceptable Level of Service.
- Intersection operation is based on average intersection delay for signalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.
- Consistent with the TIA, all the intersections operating at an unacceptable LOS would experience project-related effect due to increase in delay caused by the addition of project traffic based on City's thresholds.

## IMPROVEMENTS AND RECOMMENDATIONS

### Intersection Improvements

Based on the criteria in the *City of Jurupa Valley Traffic Impact Analysis Guidelines* (November 2020), the project would have project related effects at the following intersections:

- #1 (#12) – Rubidoux Blvd at 26<sup>th</sup> St
- #5 (#16) – Rubidoux Blvd at 30<sup>th</sup> St/SR-60 WB Off-Ramp
- #6 (#17) – Rubidoux Blvd at SR-60 WB On-Ramp
- #7 (#18) – Rubidoux Blvd at SR-60 EB Off-Ramp/Frontage Rd

The recommended improvements and fair share for the previously mentioned intersections are consistent and do not change from those specified in the *Districts at Jurupa Valley Traffic Impact Analysis* (July 2022) as described below:

#1 (#12) – Rubidoux Blvd at 26<sup>th</sup> St - New traffic signal.

#5 (#16) – Rubidoux Blvd at 30<sup>th</sup> St/SR-60 WB Off-Ramp: Remove the westbound leg connected to the SR-60. Restripe shared left/right turn lane to a dedicated right turn lane. Remove northbound left turn lane. Add center median along Rubidoux Blvd.

#6 (#17) – Rubidoux Blvd at SR-60 WB On-Ramp: Add a westbound leg with 2 left turn and 1 right turn lane connected to the SR-60. Add a dedicated southbound right turn lane. Add an additional northbound left turn lane. New traffic signal. Improvements are consistent with PSR improvements that have been recommended by Caltrans.

#7 (#18) – Rubidoux Blvd at SR-60 EB Off-Ramp/Frontage Rd: Reconfigure the eastbound leg to 2 left turn lanes and 1 right turn lane. Add a dedicated northbound right lane. Improvements are consistent with PSR improvements that have been recommended by Caltrans.

Please contact me if you have any questions or if you need additional information.

Sincerely,  
KIMLEY-HORN AND ASSOCIATES, INC.



Pranesh Tarikere, P.E.

## APPENDIX A

### INTERNAL CAPTURE WORKSHEETS

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	The Districts at Jurupa Valley	Organization:	Kimley-Horn and Associates, Inc.
Project Location:	Jurupa Valley	Performed By:	AC
Scenario Description:	Phase 1	Date:	5/9/2022
Analysis Year:		Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				168	104	64
Restaurant				557	284	273
Cinema/Entertainment				0		
Residential				120	29	91
Hotel				0		
All Other Land Uses <sup>2</sup>				0		
				845	417	428

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		8	0	1	0
Restaurant	0	8		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	18	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	845	417	428
Internal Capture Percentage	9%	9%	9%
External Vehicle-Trips <sup>5</sup>	771	380	391
External Transit-Trips <sup>6</sup>	0	0	0
External Non-Motorized Trips <sup>6</sup>	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	9%	14%
Restaurant	9%	3%
Cinema/Entertainment	N/A	N/A
Residential	7%	21%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

<b>Project Name:</b>	The Districts at Jurupa Valley
<b>Analysis Period:</b>	AM Street Peak Hour

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	104	104	1.00	64	64
Restaurant	1.00	284	284	1.00	273	273
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	29	29	1.00	91	91
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	19		8	0	9	0
Restaurant	85	38		0	11	8
Cinema/Entertainment	0	0	0		0	0
Residential	2	1	18	0		0
Hotel	0	0	0	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		33	65	0	0	0
Retail	0		142	0	1	0
Restaurant	0	8		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	18	57	0		0
Hotel	0	4	17	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	9	95	104	95	0	0
Restaurant	26	258	284	258	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	27	29	27	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	9	55	64	55	0	0
Restaurant	9	264	273	264	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	19	72	91	72	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A  
<sup>2</sup>Person-Trips  
<sup>3</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator  
\*Indicates computation that has been rounded to the nearest whole number.



NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	The Districts at Jurupa Valley	Organization:	Kimley-Horn and Associates, Inc.
Project Location:	Jurupa Valley	Performed By:	AC
Scenario Description:	Phase 1	Date:	5/9/2022
Analysis Year:		Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				680	326	354
Restaurant				413	215	198
Cinema/Entertainment				0		
Residential				152	96	56
Hotel				0		
All Other Land Uses <sup>2</sup>				0		
				1,245	637	608

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		62	0	44	0
Restaurant	0	81		0	15	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	24	12	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,245	637	608
Internal Capture Percentage	38%	37%	39%
External Vehicle-Trips <sup>5</sup>	769	399	370
External Transit-Trips <sup>6</sup>	0	0	0
External Non-Motorized Trips <sup>6</sup>	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	32%	30%
Restaurant	34%	48%
Cinema/Entertainment	N/A	N/A
Residential	61%	64%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

<b>Project Name:</b>	The Districts at Jurupa Valley
<b>Analysis Period:</b>	PM Street Peak Hour

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	326	326	1.00	354	354
Restaurant	1.00	215	215	1.00	198	198
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	96	96	1.00	56	56
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	7		103	14	92	18
Restaurant	6	81		16	36	14
Cinema/Entertainment	0	0	0		0	0
Residential	2	24	12	0		2
Hotel	0	0	0	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		26	4	0	4	0
Retail	0		62	0	44	0
Restaurant	0	163		0	15	0
Cinema/Entertainment	0	13	6		4	0
Residential	0	33	30	0		0
Hotel	0	7	11	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	105	221	326	221	0	0
Restaurant	74	141	215	141	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	59	37	96	37	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	106	248	354	248	0	0
Restaurant	96	102	198	102	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	36	20	56	20	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>2</sup>Person-Trips

<sup>3</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

\*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
<b>Project Name:</b>	The Districts at Jurupa Valley	<b>Organization:</b>	Kimley-Horn and Associates, Inc.
<b>Project Location:</b>	Jurupa Valley	<b>Performed By:</b>	AC
<b>Scenario Description:</b>	Phase 1 + 2	<b>Date:</b>	5/9/2022
<b>Analysis Year:</b>		<b>Checked By:</b>	
<b>Analysis Period:</b>	AM Street Peak Hour	<b>Date:</b>	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				282	171	111
Restaurant				557	284	273
Cinema/Entertainment				0		
Residential				476	114	362
Hotel				73	41	32
All Other Land Uses <sup>2</sup>				0		
				1,388	610	778

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail	0		14	0	2	0
Restaurant	0	14		0	6	2
Cinema/Entertainment	0	0	0		0	0
Residential	0	4	57	0		0
Hotel	0	4	3	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,388	610	778
Internal Capture Percentage	15%	17%	14%
External Vehicle-Trips <sup>5</sup>	1,176	504	672
External Transit-Trips <sup>6</sup>	0	0	0
External Non-Motorized Trips <sup>6</sup>	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	13%	14%
Restaurant	26%	8%
Cinema/Entertainment	N/A	N/A
Residential	7%	17%
Hotel	5%	22%

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

<b>Project Name:</b>	The Districts at Jurupa Valley
<b>Analysis Period:</b>	AM Street Peak Hour

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	171	171	1.00	111	111
Restaurant	1.00	284	284	1.00	273	273
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	114	114	1.00	362	362
Hotel	1.00	41	41	1.00	32	32

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	32		14	0	16	0
Restaurant	85	38		0	11	8
Cinema/Entertainment	0	0	0		0	0
Residential	7	4	72	0		0
Hotel	24	4	3	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		55	65	0	0	0
Retail	0		142	0	2	0
Restaurant	0	14		0	6	2
Cinema/Entertainment	0	0	0		0	0
Residential	0	29	57	0		0
Hotel	0	7	17	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	22	149	171	149	0	0
Restaurant	74	210	284	210	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	8	106	114	106	0	0
Hotel	2	39	41	39	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	16	95	111	95	0	0
Restaurant	22	251	273	251	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	61	301	362	301	0	0
Hotel	7	25	32	25	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A  
<sup>2</sup>Person-Trips  
<sup>3</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator  
\*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
<b>Project Name:</b>	The Districts at Jurupa Valley	<b>Organization:</b>	Kimley-Horn and Associates, Inc.
<b>Project Location:</b>	Jurupa Valley	<b>Performed By:</b>	AC
<b>Scenario Description:</b>	Phase 1 + 2	<b>Date:</b>	5/9/2022
<b>Analysis Year:</b>		<b>Checked By:</b>	
<b>Analysis Period:</b>	PM Street Peak Hour	<b>Date:</b>	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				1,038	505	533
Restaurant				413	215	198
Cinema/Entertainment				0		
Residential				608	383	225
Hotel				94	48	46
All Other Land Uses <sup>2</sup>				0		
				2,153	1,151	1,002

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses <sup>2</sup>						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		62	0	139	8
Restaurant	0	81		0	36	14
Cinema/Entertainment	0	0	0		0	0
Residential	0	51	30	0		6
Hotel	0	7	11	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	2,153	1,151	1,002
Internal Capture Percentage	41%	39%	44%
External Vehicle-Trips <sup>5</sup>	1,263	706	557
External Transit-Trips <sup>6</sup>	0	0	0
External Non-Motorized Trips <sup>6</sup>	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	28%	39%
Restaurant	48%	66%
Cinema/Entertainment	N/A	N/A
Residential	46%	39%
Hotel	58%	39%

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

<b>Project Name:</b>	The Districts at Jurupa Valley
<b>Analysis Period:</b>	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	505	505	1.00	533	533
Restaurant	1.00	215	215	1.00	198	198
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	383	383	1.00	225	225
Hotel	1.00	48	48	1.00	46	46

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	11		155	21	139	27
Restaurant	6	81		16	36	14
Cinema/Entertainment	0	0	0		0	0
Residential	9	95	47	0		7
Hotel	0	7	31	0	1	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		40	4	0	15	0
Retail	0		62	0	176	8
Restaurant	0	253		0	61	34
Cinema/Entertainment	0	20	6		15	0
Residential	0	51	30	0		6
Hotel	0	10	11	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	139	366	505	366	0	0
Restaurant	103	112	215	112	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	175	208	383	208	0	0
Hotel	28	20	48	20	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	0	0	0	0	0	0
Retail	209	324	533	324	0	0
Restaurant	131	67	198	67	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	87	138	225	138	0	0
Hotel	18	28	46	28	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>2</sup>Person-Trips

<sup>3</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

\*Indicates computation that has been rounded to the nearest whole number.

APPENDIX B

TRAFFIC COUNT DATA SHEETS

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 26th Street  
 Weather: Clear

File Name : 30\_JVY\_Rub\_26th AM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 1

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

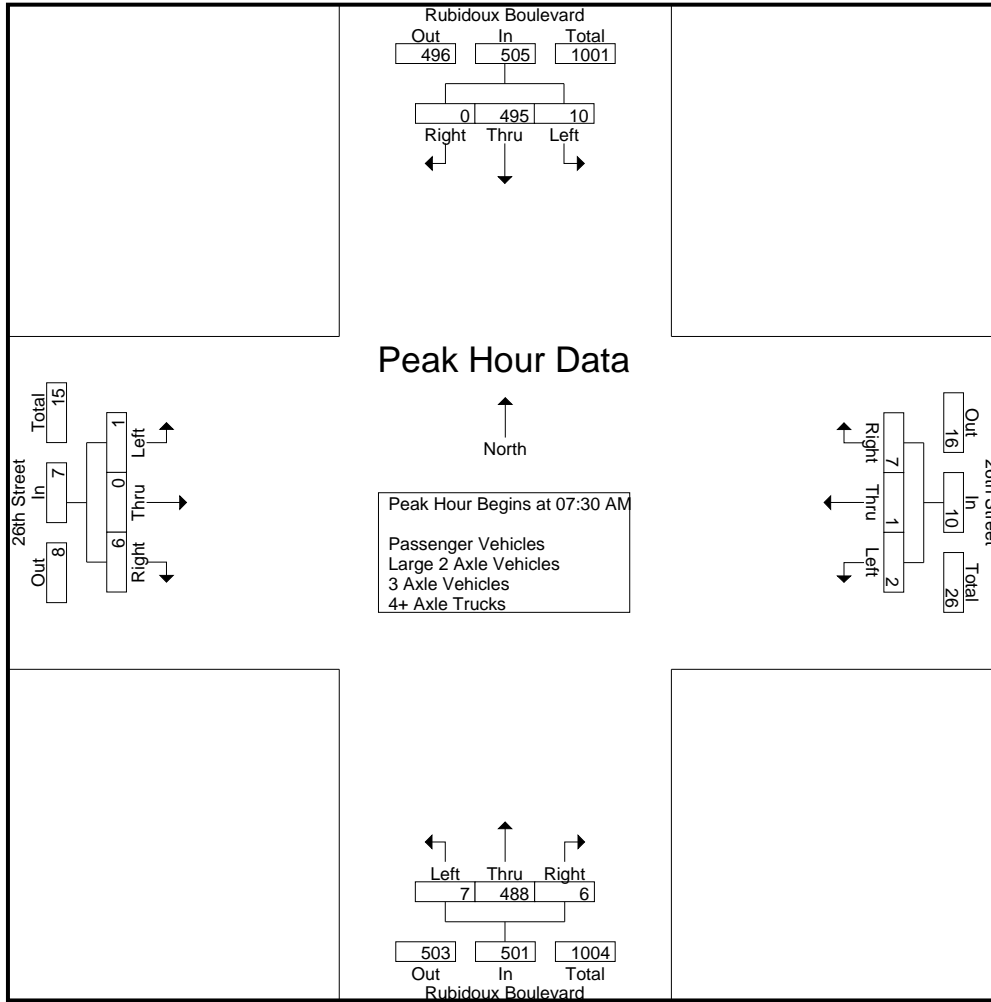
Start Time	Rubidoux Boulevard Southbound				26th Street Westbound				Rubidoux Boulevard Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	3	129	0	132	3	0	0	3	2	89	4	95	0	1	3	4	234
06:45 AM	0	113	0	113	2	0	1	3	2	109	2	113	0	2	2	4	233
<b>Total</b>	<b>3</b>	<b>242</b>	<b>0</b>	<b>245</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>198</b>	<b>6</b>	<b>208</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>8</b>	<b>467</b>
07:00 AM	3	104	0	107	0	0	2	2	1	96	0	97	0	0	3	3	209
07:15 AM	2	128	0	130	0	0	0	0	2	107	2	111	0	0	2	2	243
07:30 AM	1	124	0	125	0	0	0	0	2	109	3	114	0	0	2	2	241
07:45 AM	2	135	0	137	0	0	1	1	1	129	0	130	1	0	1	2	270
<b>Total</b>	<b>8</b>	<b>491</b>	<b>0</b>	<b>499</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>441</b>	<b>5</b>	<b>452</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>963</b>
08:00 AM	1	124	0	125	0	1	3	4	1	114	0	115	0	0	0	0	244
08:15 AM	6	112	0	118	2	0	3	5	3	136	3	142	0	0	3	3	268
08:30 AM	2	85	2	89	1	0	3	4	1	113	3	117	4	0	5	9	219
08:45 AM	1	122	0	123	4	0	3	7	1	151	2	154	1	1	0	2	286
<b>Total</b>	<b>10</b>	<b>443</b>	<b>2</b>	<b>455</b>	<b>7</b>	<b>1</b>	<b>12</b>	<b>20</b>	<b>6</b>	<b>514</b>	<b>8</b>	<b>528</b>	<b>5</b>	<b>1</b>	<b>8</b>	<b>14</b>	<b>1017</b>
<b>Grand Total</b>	<b>21</b>	<b>1176</b>	<b>2</b>	<b>1199</b>	<b>12</b>	<b>1</b>	<b>16</b>	<b>29</b>	<b>16</b>	<b>1153</b>	<b>19</b>	<b>1188</b>	<b>6</b>	<b>4</b>	<b>21</b>	<b>31</b>	<b>2447</b>
Apprch %	1.8	98.1	0.2		41.4	3.4	55.2		1.3	97.1	1.6		19.4	12.9	67.7		
Total %	0.9	48.1	0.1	49	0.5	0	0.7	1.2	0.7	47.1	0.8	48.5	0.2	0.2	0.9	1.3	
Passenger Vehicles	17	887	2	906	8	0	13	21	13	907	12	932	1	3	13	17	1876
% Passenger Vehicles	81	75.4	100	75.6	66.7	0	81.2	72.4	81.2	78.7	63.2	78.5	16.7	75	61.9	54.8	76.7
Large 2 Axle Vehicles	1	75	0	76	1	1	0	2	2	52	6	60	4	1	4	9	147
% Large 2 Axle Vehicles	4.8	6.4	0	6.3	8.3	100	0	6.9	12.5	4.5	31.6	5.1	66.7	25	19	29	6
3 Axle Vehicles	0	85	0	85	0	0	1	1	1	57	1	59	1	0	4	5	150
% 3 Axle Vehicles	0	7.2	0	7.1	0	0	6.2	3.4	6.2	4.9	5.3	5	16.7	0	19	16.1	6.1
4+ Axle Trucks	3	129	0	132	3	0	2	5	0	137	0	137	0	0	0	0	274
% 4+ Axle Trucks	14.3	11	0	11	25	0	12.5	17.2	0	11.9	0	11.5	0	0	0	0	11.2

Start Time	Rubidoux Boulevard Southbound				26th Street Westbound				Rubidoux Boulevard Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	124	0	125	0	0	0	0	2	109	<b>3</b>	114	0	0	2	2	241
07:45 AM	2	<b>135</b>	0	<b>137</b>	0	0	1	1	1	129	0	130	<b>1</b>	0	1	2	<b>270</b>
08:00 AM	1	124	0	125	0	<b>1</b>	<b>3</b>	4	1	114	0	115	0	0	0	0	244
08:15 AM	<b>6</b>	112	0	118	<b>2</b>	0	3	<b>5</b>	<b>3</b>	<b>136</b>	3	<b>142</b>	0	0	<b>3</b>	<b>3</b>	268
Total Volume	10	495	0	505	2	1	7	10	7	488	6	501	1	0	6	7	1023
% App. Total	2	98	0		20	10	70		1.4	97.4	1.2		14.3	0	85.7		
PHF	.417	.917	.000	.922	.250	.250	.583	.500	.583	.897	.500	.882	.250	.000	.500	.583	.947



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 26th Street  
 Weather: Clear

File Name : 30\_JVY\_Rub\_26th AM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				08:00 AM				07:45 AM			
+0 mins.	2	128	0	130	0	1	3	4	1	114	0	115	1	0	1	2
+15 mins.	1	124	0	125	2	0	3	5	3	136	3	142	0	0	0	0
+30 mins.	2	135	0	137	1	0	3	4	1	113	3	117	0	0	3	3
+45 mins.	1	124	0	125	4	0	3	7	1	151	2	154	4	0	5	9
Total Volume	6	511	0	517	7	1	12	20	6	514	8	528	5	0	9	14
% App. Total	1.2	98.8	0		35	5	60		1.1	97.3	1.5		35.7	0	64.3	
PHF	.750	.946	.000	.943	.438	.250	1.000	.714	.500	.851	.667	.857	.313	.000	.450	.389

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 26th Street  
 Weather: Clear

File Name : 30\_JVY\_Rub\_26th AM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 1

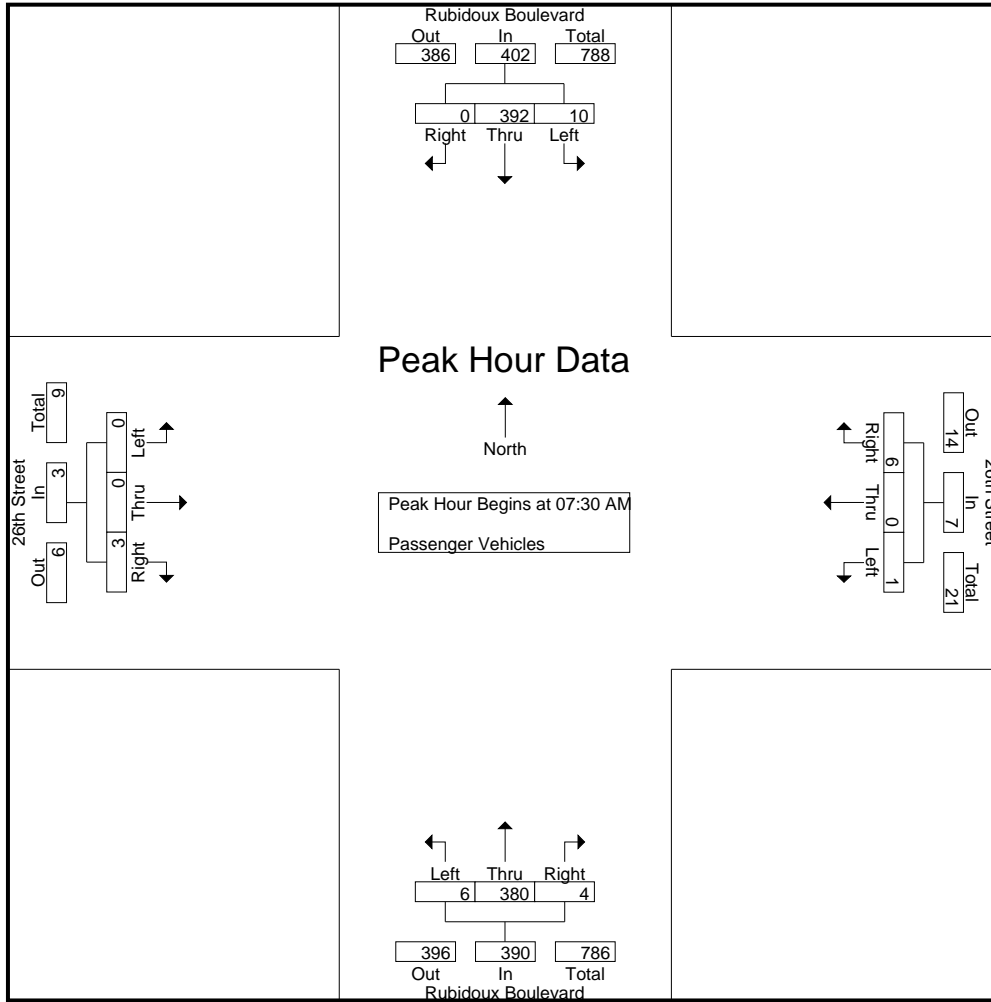
Groups Printed- Passenger Vehicles

Start Time	Rubidoux Boulevard Southbound				26th Street Westbound				Rubidoux Boulevard Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	2	105	0	107	1	0	0	1	2	81	2	85	0	0	1	1	194
06:45 AM	0	84	0	84	2	0	1	3	2	87	2	91	0	2	2	4	182
Total	2	189	0	191	3	0	1	4	4	168	4	176	0	2	3	5	376
07:00 AM	2	77	0	79	0	0	1	1	1	65	0	66	0	0	2	2	148
07:15 AM	2	92	0	94	0	0	0	0	1	91	1	93	0	0	1	1	188
07:30 AM	1	97	0	98	0	0	0	0	2	90	1	93	0	0	1	1	192
07:45 AM	2	108	0	110	0	0	1	1	1	97	0	98	0	0	0	0	209
Total	7	374	0	381	0	0	2	2	5	343	2	350	0	0	4	4	737
08:00 AM	1	96	0	97	0	0	2	2	1	88	0	89	0	0	0	0	188
08:15 AM	6	91	0	97	1	0	3	4	2	105	3	110	0	0	2	2	213
08:30 AM	1	64	2	67	1	0	2	3	1	89	2	92	1	0	4	5	167
08:45 AM	0	73	0	73	3	0	3	6	0	114	1	115	0	1	0	1	195
Total	8	324	2	334	5	0	10	15	4	396	6	406	1	1	6	8	763
Grand Total	17	887	2	906	8	0	13	21	13	907	12	932	1	3	13	17	1876
Apprch %	1.9	97.9	0.2		38.1	0	61.9		1.4	97.3	1.3		5.9	17.6	76.5		
Total %	0.9	47.3	0.1	48.3	0.4	0	0.7	1.1	0.7	48.3	0.6	49.7	0.1	0.2	0.7	0.9	

Start Time	Rubidoux Boulevard Southbound				26th Street Westbound				Rubidoux Boulevard Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	97	0	98	0	0	0	0	2	90	1	93	0	0	1	1	192
07:45 AM	2	<b>108</b>	0	<b>110</b>	0	0	1	1	1	97	0	98	0	0	0	0	209
08:00 AM	1	96	0	97	0	0	2	2	1	88	0	89	0	0	0	0	188
08:15 AM	<b>6</b>	91	0	97	<b>1</b>	0	<b>3</b>	<b>4</b>	<b>2</b>	<b>105</b>	<b>3</b>	<b>110</b>	0	0	<b>2</b>	<b>2</b>	<b>213</b>
Total Volume	10	392	0	402	1	0	6	7	6	380	4	390	0	0	3	3	802
% App. Total	2.5	97.5	0		14.3	0	85.7		1.5	97.4	1		0	0	100		
PHF	.417	.907	.000	.914	.250	.000	.500	.438	.750	.905	.333	.886	.000	.000	.375	.375	.941

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 26th Street  
 Weather: Clear

File Name : 30\_JVY\_Rub\_26th AM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	97	0	98	0	0	0	0	2	90	1	93	0	0	1	1
+15 mins.	2	<b>108</b>	0	<b>110</b>	0	0	1	1	1	97	0	98	0	0	0	0
+30 mins.	1	96	0	97	0	0	2	2	1	88	0	89	0	0	0	0
+45 mins.	<b>6</b>	91	0	97	<b>1</b>	0	<b>3</b>	<b>4</b>	<b>2</b>	<b>105</b>	<b>3</b>	<b>110</b>	0	0	<b>2</b>	<b>2</b>
Total Volume	10	392	0	402	1	0	6	7	6	380	4	390	0	0	3	3
% App. Total	2.5	97.5	0		14.3	0	85.7		1.5	97.4	1		0	0	100	
PHF	.417	.907	.000	.914	.250	.000	.500	.438	.750	.905	.333	.886	.000	.000	.375	.375

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 26th Street  
 Weather: Clear

File Name : 30\_JVY\_Rub\_26th AM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 1

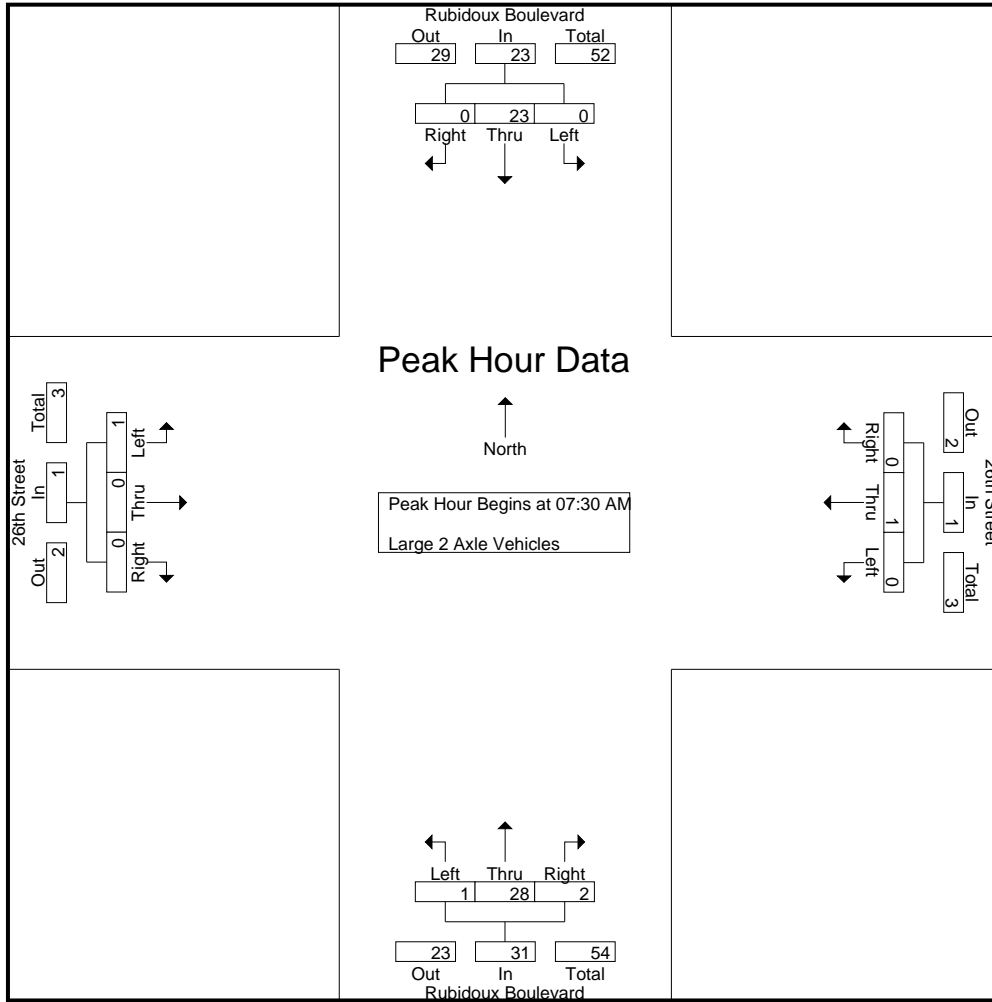
Groups Printed- Large 2 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				26th Street Westbound				Rubidoux Boulevard Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	1	0	1	1	0	0	1	0	2	2	4	0	1	2	3	9
06:45 AM	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0	9
Total	0	7	0	7	1	0	0	1	0	5	2	7	0	1	2	3	18
07:00 AM	1	11	0	12	0	0	0	0	0	6	0	6	0	0	1	1	19
07:15 AM	0	12	0	12	0	0	0	0	1	2	1	4	0	0	0	0	16
07:30 AM	0	7	0	7	0	0	0	0	0	4	2	6	0	0	0	0	13
07:45 AM	0	6	0	6	0	0	0	0	0	10	0	10	1	0	0	1	17
Total	1	36	0	37	0	0	0	0	1	22	3	26	1	0	1	2	65
08:00 AM	0	6	0	6	0	1	0	1	0	4	0	4	0	0	0	0	11
08:15 AM	0	4	0	4	0	0	0	0	1	10	0	11	0	0	0	0	15
08:30 AM	0	3	0	3	0	0	0	0	0	3	0	3	3	0	1	4	10
08:45 AM	0	19	0	19	0	0	0	0	0	8	1	9	0	0	0	0	28
Total	0	32	0	32	0	1	0	1	1	25	1	27	3	0	1	4	64
Grand Total	1	75	0	76	1	1	0	2	2	52	6	60	4	1	4	9	147
Apprch %	1.3	98.7	0		50	50	0		3.3	86.7	10		44.4	11.1	44.4		
Total %	0.7	51	0	51.7	0.7	0.7	0	1.4	1.4	35.4	4.1	40.8	2.7	0.7	2.7	6.1	

Start Time	Rubidoux Boulevard Southbound				26th Street Westbound				Rubidoux Boulevard Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	7	0	7	0	0	0	0	0	4	2	6	0	0	0	0	13
07:45 AM	0	6	0	6	0	0	0	0	0	10	0	10	1	0	0	1	17
08:00 AM	0	6	0	6	0	1	0	1	0	4	0	4	0	0	0	0	11
08:15 AM	0	4	0	4	0	0	0	0	1	10	0	11	0	0	0	0	15
Total Volume	0	23	0	23	0	1	0	1	1	28	2	31	1	0	0	1	56
% App. Total	0	100	0		0	100	0		3.2	90.3	6.5		100	0	0		
PHF	.000	.821	.000	.821	.000	.250	.000	.250	.250	.700	.250	.705	.250	.000	.000	.250	.824

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 26th Street  
 Weather: Clear

File Name : 30\_JVY\_Rub\_26th AM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	7	0	7	0	0	0	0	0	4	2	6	0	0	0	0
+15 mins.	0	6	0	6	0	0	0	0	0	10	0	10	1	0	0	1
+30 mins.	0	6	0	6	0	1	0	1	0	4	0	4	0	0	0	0
+45 mins.	0	4	0	4	0	0	0	0	1	10	0	11	0	0	0	0
Total Volume	0	23	0	23	0	1	0	1	1	28	2	31	1	0	0	1
% App. Total	0	100	0		0	100	0		3.2	90.3	6.5		100	0	0	
PHF	.000	.821	.000	.821	.000	.250	.000	.250	.250	.700	.250	.705	.250	.000	.000	.250

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 26th Street  
 Weather: Clear

File Name : 30\_JVY\_Rub\_26th AM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 1

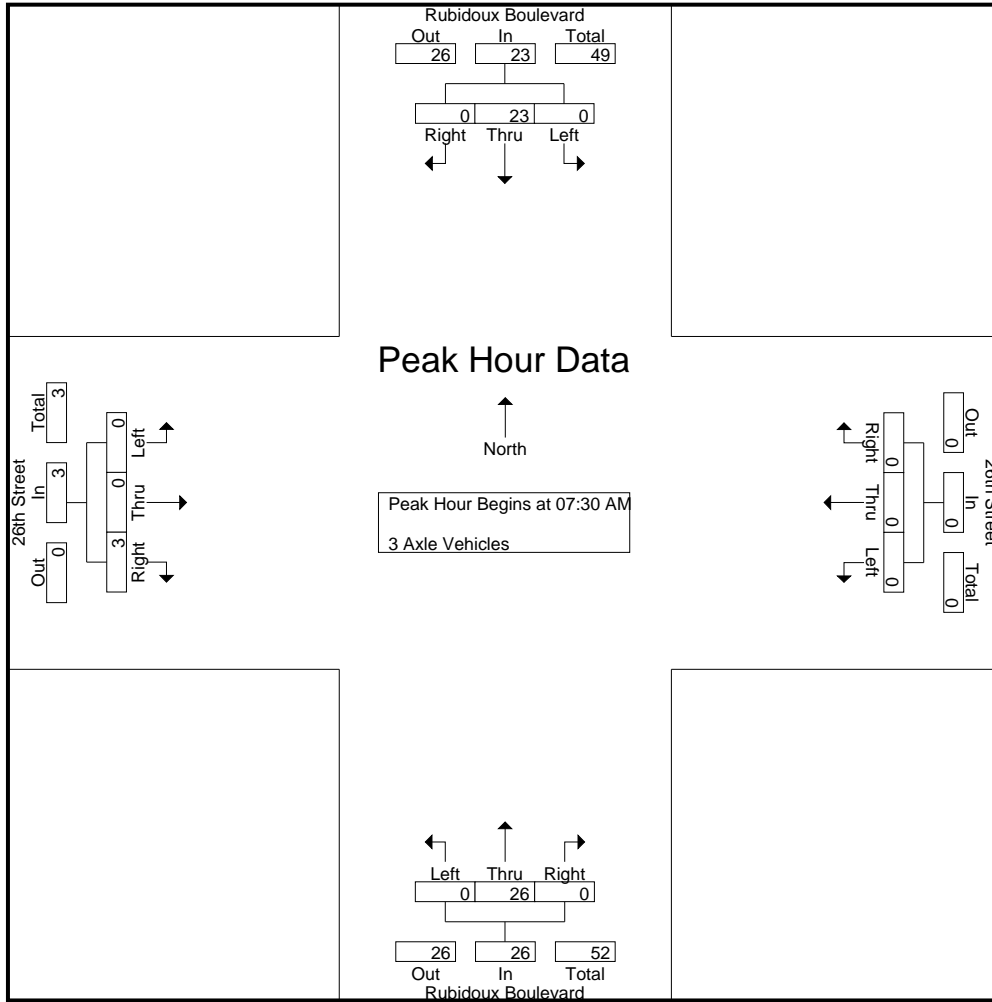
Groups Printed- 3 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				26th Street Westbound				Rubidoux Boulevard Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	12	0	12	0	0	0	0	0	1	0	1	0	0	0	0	13
06:45 AM	0	10	0	10	0	0	0	0	0	5	0	5	0	0	0	0	15
Total	0	22	0	22	0	0	0	0	0	6	0	6	0	0	0	0	28
07:00 AM	0	8	0	8	0	0	0	0	0	7	0	7	0	0	0	0	15
07:15 AM	0	9	0	9	0	0	0	0	0	2	0	2	0	0	1	1	12
07:30 AM	0	6	0	6	0	0	0	0	0	2	0	2	0	0	1	1	9
07:45 AM	0	7	0	7	0	0	0	0	0	6	0	6	0	0	1	1	14
Total	0	30	0	30	0	0	0	0	0	17	0	17	0	0	3	3	50
08:00 AM	0	6	0	6	0	0	0	0	0	9	0	9	0	0	0	0	15
08:15 AM	0	4	0	4	0	0	0	0	0	9	0	9	0	0	1	1	14
08:30 AM	0	8	0	8	0	0	1	1	0	8	1	9	0	0	0	0	18
08:45 AM	0	15	0	15	0	0	0	0	1	8	0	9	1	0	0	1	25
Total	0	33	0	33	0	0	1	1	1	34	1	36	1	0	1	2	72
Grand Total	0	85	0	85	0	0	1	1	1	57	1	59	1	0	4	5	150
Apprch %	0	100	0		0	0	100		1.7	96.6	1.7		20	0	80		
Total %	0	56.7	0	56.7	0	0	0.7	0.7	0.7	38	0.7	39.3	0.7	0	2.7	3.3	

Start Time	Rubidoux Boulevard Southbound				26th Street Westbound				Rubidoux Boulevard Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	6	0	6	0	0	0	0	0	2	0	2	0	0	1	1	9
07:45 AM	0	7	0	7	0	0	0	0	0	6	0	6	0	0	1	1	14
08:00 AM	0	6	0	6	0	0	0	0	0	9	0	9	0	0	0	0	15
08:15 AM	0	4	0	4	0	0	0	0	0	9	0	9	0	0	1	1	14
Total Volume	0	23	0	23	0	0	0	0	0	26	0	26	0	0	3	3	52
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.821	.000	.821	.000	.000	.000	.000	.000	.722	.000	.722	.000	.000	.750	.750	.867

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 26th Street  
 Weather: Clear

File Name : 30\_JVY\_Rub\_26th AM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	6	0	6	0	0	0	0	0	2	0	2	0	0	1	1
+15 mins.	0	7	0	7	0	0	0	0	0	6	0	6	0	0	1	1
+30 mins.	0	6	0	6	0	0	0	0	0	9	0	9	0	0	0	0
+45 mins.	0	4	0	4	0	0	0	0	0	9	0	9	0	0	1	1
Total Volume	0	23	0	23	0	0	0	0	0	26	0	26	0	0	3	3
% App. Total	0	100	0	100	0	0	0	0	0	100	0	100	0	0	100	100
PHF	.000	.821	.000	.821	.000	.000	.000	.000	.000	.722	.000	.722	.000	.000	.750	.750

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 26th Street  
 Weather: Clear

File Name : 30\_JVY\_Rub\_26th AM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

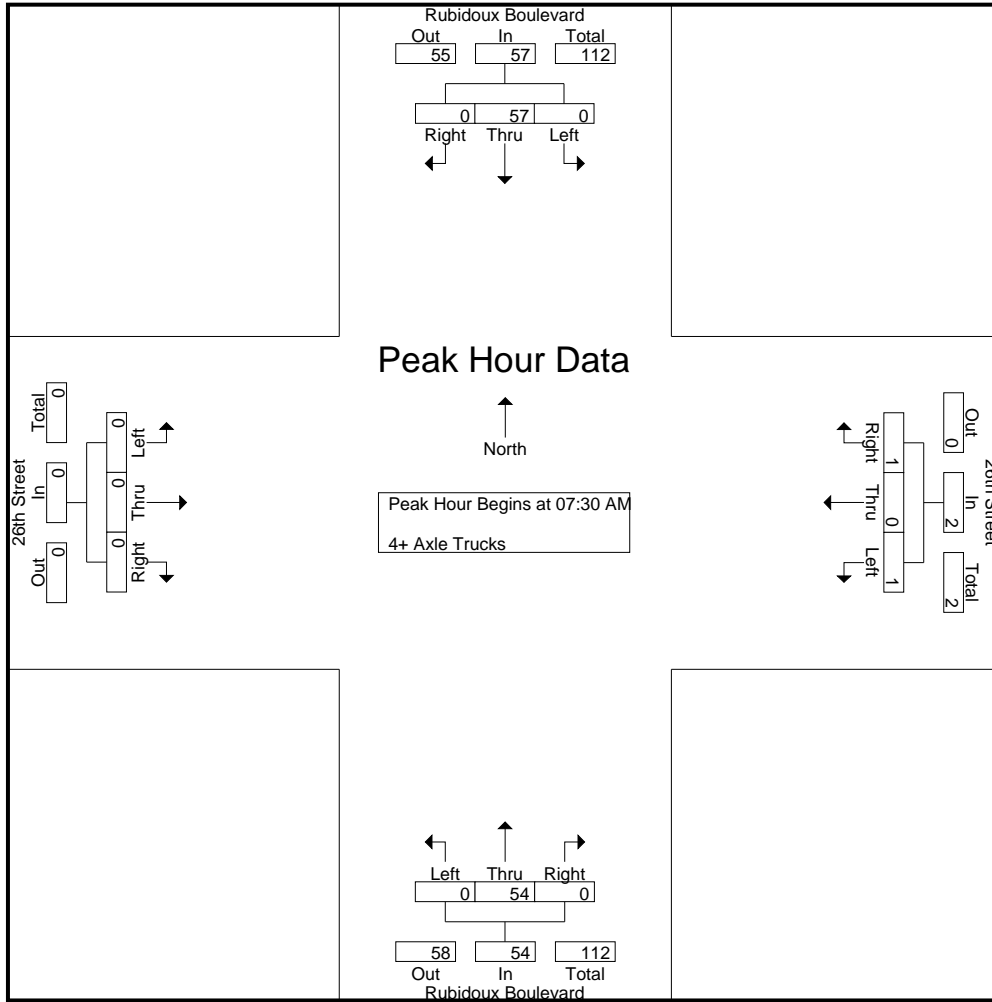
Start Time	Rubidoux Boulevard Southbound				26th Street Westbound				Rubidoux Boulevard Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	1	11	0	12	1	0	0	1	0	5	0	5	0	0	0	0	18
06:45 AM	0	13	0	13	0	0	0	0	0	14	0	14	0	0	0	0	27
Total	1	24	0	25	1	0	0	1	0	19	0	19	0	0	0	0	45
07:00 AM	0	8	0	8	0	0	1	1	0	18	0	18	0	0	0	0	27
07:15 AM	0	15	0	15	0	0	0	0	0	12	0	12	0	0	0	0	27
07:30 AM	0	14	0	14	0	0	0	0	0	13	0	13	0	0	0	0	27
07:45 AM	0	14	0	14	0	0	0	0	0	16	0	16	0	0	0	0	30
Total	0	51	0	51	0	0	1	1	0	59	0	59	0	0	0	0	111
08:00 AM	0	16	0	16	0	0	1	1	0	13	0	13	0	0	0	0	30
08:15 AM	0	13	0	13	1	0	0	1	0	12	0	12	0	0	0	0	26
08:30 AM	1	10	0	11	0	0	0	0	0	13	0	13	0	0	0	0	24
08:45 AM	1	15	0	16	1	0	0	1	0	21	0	21	0	0	0	0	38
Total	2	54	0	56	2	0	1	3	0	59	0	59	0	0	0	0	118
Grand Total	3	129	0	132	3	0	2	5	0	137	0	137	0	0	0	0	274
Apprch %	2.3	97.7	0		60	0	40		0	100	0		0	0	0		
Total %	1.1	47.1	0	48.2	1.1	0	0.7	1.8	0	50	0	50	0	0	0	0	

Start Time	Rubidoux Boulevard Southbound				26th Street Westbound				Rubidoux Boulevard Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	14	0	14	0	0	0	0	0	13	0	13	0	0	0	0	27
07:45 AM	0	14	0	14	0	0	0	0	0	<b>16</b>	0	<b>16</b>	0	0	0	0	<b>30</b>
08:00 AM	0	<b>16</b>	0	<b>16</b>	0	0	<b>1</b>	<b>1</b>	0	13	0	13	0	0	0	0	30
08:15 AM	0	13	0	13	<b>1</b>	0	0	<b>1</b>	0	12	0	12	0	0	0	0	26
Total Volume	0	57	0	57	1	0	1	2	0	54	0	54	0	0	0	0	113
% App. Total	0	100	0		50	0	50		0	100	0		0	0	0		
PHF	.000	.891	.000	.891	.250	.000	.250	.500	.000	.844	.000	.844	.000	.000	.000	.000	.942



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 26th Street  
 Weather: Clear

File Name : 30\_JVY\_Rub\_26th AM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	14	0	14	0	0	0	0	0	13	0	13	0	0	0	0
+15 mins.	0	14	0	14	0	0	0	0	0	<b>16</b>	0	<b>16</b>	0	0	0	0
+30 mins.	0	<b>16</b>	0	<b>16</b>	0	0	<b>1</b>	<b>1</b>	0	13	0	13	0	0	0	0
+45 mins.	0	13	0	13	<b>1</b>	0	0	1	0	12	0	12	0	0	0	0
Total Volume	0	57	0	57	1	0	1	2	0	54	0	54	0	0	0	0
% App. Total	0	100	0		50	0	50		0	100	0		0	0	0	
PHF	.000	.891	.000	.891	.250	.000	.250	.500	.000	.844	.000	.844	.000	.000	.000	.000

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 26th Street  
 Weather: Clear

File Name : 30\_JVY\_Rub\_26th PM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 1

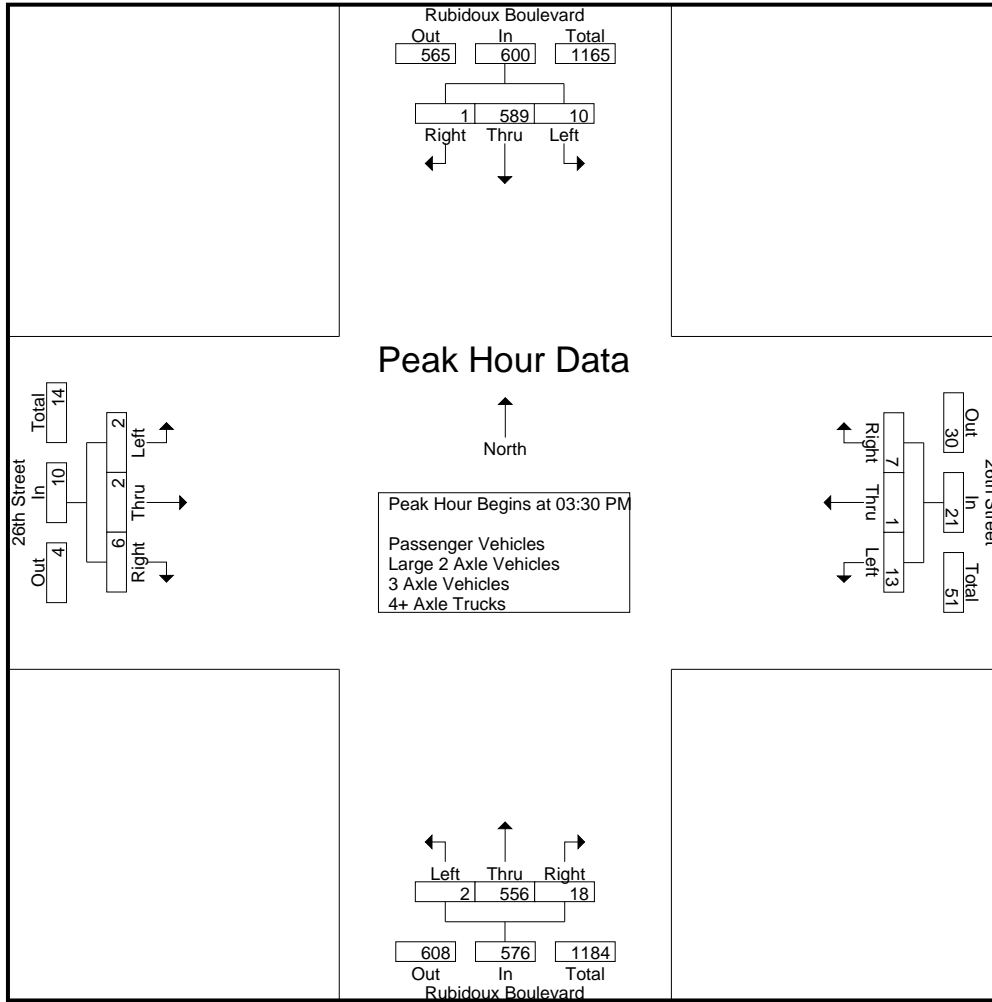
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound				26th Street Westbound				Rubidoux Boulevard Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	4	149	0	153	5	0	1	6	0	126	6	132	0	1	1	2	293
03:45 PM	2	160	0	162	1	0	2	3	0	132	6	138	0	1	3	4	307
<b>Total</b>	<b>6</b>	<b>309</b>	<b>0</b>	<b>315</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>258</b>	<b>12</b>	<b>270</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>600</b>
04:00 PM	1	132	0	133	4	1	1	6	2	169	3	174	0	0	1	1	314
04:15 PM	3	148	1	152	3	0	3	6	0	129	3	132	2	0	1	3	293
04:30 PM	4	149	0	153	2	0	0	2	3	126	4	133	1	1	1	3	291
04:45 PM	7	129	1	137	2	0	2	4	2	150	0	152	0	0	1	1	294
<b>Total</b>	<b>15</b>	<b>558</b>	<b>2</b>	<b>575</b>	<b>11</b>	<b>1</b>	<b>6</b>	<b>18</b>	<b>7</b>	<b>574</b>	<b>10</b>	<b>591</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>8</b>	<b>1192</b>
05:00 PM	4	144	1	149	0	0	4	4	0	150	2	152	0	0	2	2	307
05:15 PM	1	146	1	148	0	0	1	1	1	116	0	117	2	1	0	3	269
05:30 PM	1	154	0	155	4	0	2	6	2	135	2	139	3	1	2	6	306
05:45 PM	1	110	0	111	3	1	1	5	0	113	3	116	0	0	0	0	232
<b>Total</b>	<b>7</b>	<b>554</b>	<b>2</b>	<b>563</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>16</b>	<b>3</b>	<b>514</b>	<b>7</b>	<b>524</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>11</b>	<b>1114</b>
<b>Grand Total</b>	<b>28</b>	<b>1421</b>	<b>4</b>	<b>1453</b>	<b>24</b>	<b>2</b>	<b>17</b>	<b>43</b>	<b>10</b>	<b>1346</b>	<b>29</b>	<b>1385</b>	<b>8</b>	<b>5</b>	<b>12</b>	<b>25</b>	<b>2906</b>
Apprch %	1.9	97.8	0.3		55.8	4.7	39.5		0.7	97.2	2.1		32	20	48		
Total %	1	48.9	0.1	50	0.8	0.1	0.6	1.5	0.3	46.3	1	47.7	0.3	0.2	0.4	0.9	
Passenger Vehicles	25	1239	3	1267	24	2	13	39	9	1063	25	1097	8	5	12	25	2428
% Passenger Vehicles	89.3	87.2	75	87.2	100	100	76.5	90.7	90	79	86.2	79.2	100	100	100	100	83.6
Large 2 Axle Vehicles	2	31	0	33	0	0	0	0	0	70	1	71	0	0	0	0	104
% Large 2 Axle Vehicles	7.1	2.2	0	2.3	0	0	0	0	0	5.2	3.4	5.1	0	0	0	0	3.6
3 Axle Vehicles	0	43	1	44	0	0	2	2	0	70	0	70	0	0	0	0	116
% 3 Axle Vehicles	0	3	25	3	0	0	11.8	4.7	0	5.2	0	5.1	0	0	0	0	4
4+ Axle Trucks	1	108	0	109	0	0	2	2	1	143	3	147	0	0	0	0	258
% 4+ Axle Trucks	3.6	7.6	0	7.5	0	0	11.8	4.7	10	10.6	10.3	10.6	0	0	0	0	8.9

Start Time	Rubidoux Boulevard Southbound				26th Street Westbound				Rubidoux Boulevard Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	4	149	0	153	5	0	1	6	0	126	6	132	0	1	1	2	293
03:45 PM	2	160	0	162	1	0	2	3	0	132	6	138	0	1	3	4	307
04:00 PM	1	132	0	133	4	1	1	6	2	169	3	174	0	0	1	1	314
04:15 PM	3	148	1	152	3	0	3	6	0	129	3	132	2	0	1	3	293
Total Volume	10	589	1	600	13	1	7	21	2	556	18	576	2	2	6	10	1207
% App. Total	1.7	98.2	0.2		61.9	4.8	33.3		0.3	96.5	3.1		20	20	60		
PHF	.625	.920	.250	.926	.650	.250	.583	.875	.250	.822	.750	.828	.250	.500	.500	.625	.961

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 26th Street  
 Weather: Clear

File Name : 30\_JVY\_Rub\_26th PM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				04:00 PM				04:45 PM			
+0 mins.	4	149	0	153	5	0	1	6	2	169	3	174	0	0	1	1
+15 mins.	2	160	0	162	1	0	2	3	0	129	3	132	0	0	2	2
+30 mins.	1	132	0	133	4	1	1	6	3	126	4	133	2	1	0	3
+45 mins.	3	148	1	152	3	0	3	6	2	150	0	152	3	1	2	6
Total Volume	10	589	1	600	13	1	7	21	7	574	10	591	5	2	5	12
% App. Total	1.7	98.2	0.2		61.9	4.8	33.3		1.2	97.1	1.7		41.7	16.7	41.7	
PHF	.625	.920	.250	.926	.650	.250	.583	.875	.583	.849	.625	.849	.417	.500	.625	.500

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
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 Weather: Clear

File Name : 30\_JVY\_Rub\_26th PM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 1

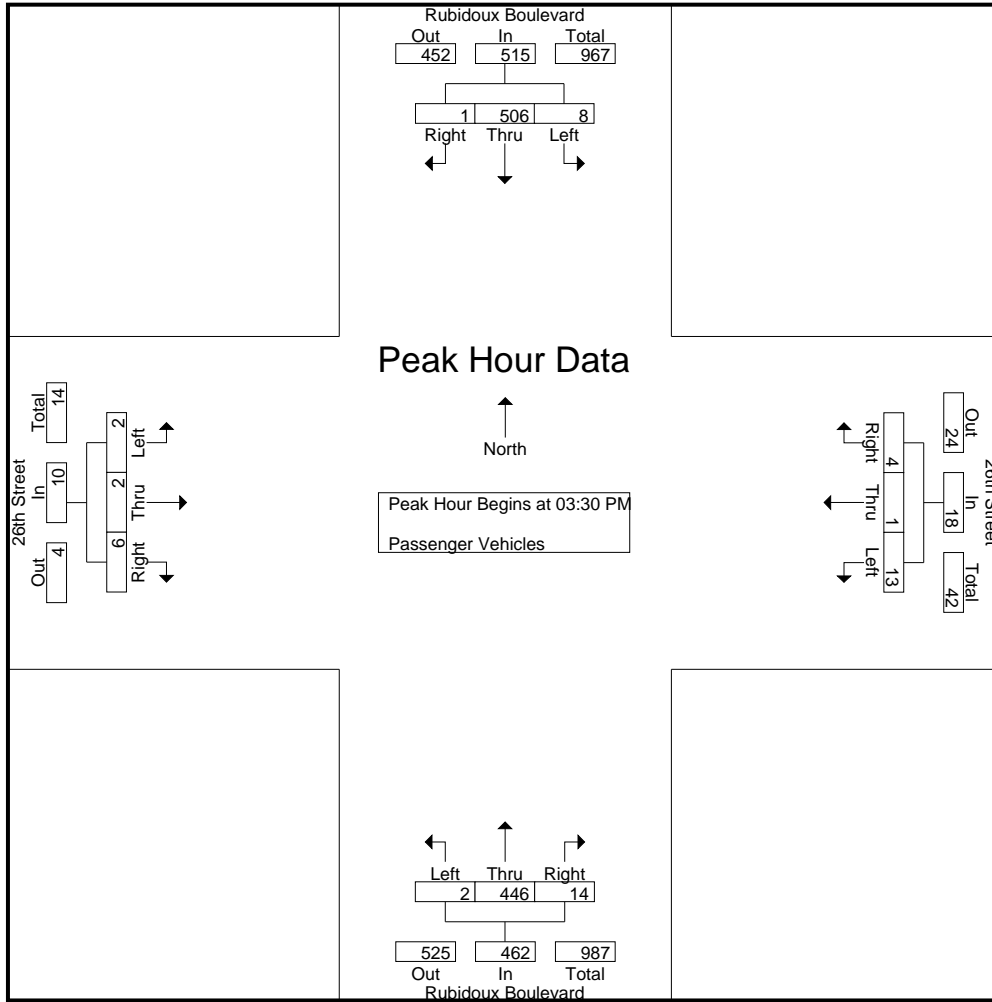
Groups Printed- Passenger Vehicles

Start Time	Rubidoux Boulevard Southbound				26th Street Westbound				Rubidoux Boulevard Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	4	126	0	130	5	0	1	6	0	100	5	105	0	1	1	2	243
03:45 PM	2	138	0	140	1	0	0	1	0	105	4	109	0	1	3	4	254
Total	6	264	0	270	6	0	1	7	0	205	9	214	0	2	4	6	497
04:00 PM	1	111	0	112	4	1	0	5	2	135	3	140	0	0	1	1	258
04:15 PM	1	131	1	133	3	0	3	6	0	106	2	108	2	0	1	3	250
04:30 PM	3	131	0	134	2	0	0	2	3	99	4	106	1	1	1	3	245
04:45 PM	7	110	1	118	2	0	2	4	1	118	0	119	0	0	1	1	242
Total	12	483	2	497	11	1	5	17	6	458	9	473	3	1	4	8	995
05:00 PM	4	128	0	132	0	0	3	3	0	125	2	127	0	0	2	2	264
05:15 PM	1	127	1	129	0	0	1	1	1	91	0	92	2	1	0	3	225
05:30 PM	1	142	0	143	4	0	2	6	2	104	2	108	3	1	2	6	263
05:45 PM	1	95	0	96	3	1	1	5	0	80	3	83	0	0	0	0	184
Total	7	492	1	500	7	1	7	15	3	400	7	410	5	2	4	11	936
Grand Total	25	1239	3	1267	24	2	13	39	9	1063	25	1097	8	5	12	25	2428
Apprch %	2	97.8	0.2		61.5	5.1	33.3		0.8	96.9	2.3		32	20	48		
Total %	1	51	0.1	52.2	1	0.1	0.5	1.6	0.4	43.8	1	45.2	0.3	0.2	0.5	1	

Start Time	Rubidoux Boulevard Southbound				26th Street Westbound				Rubidoux Boulevard Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	<b>4</b>	126	0	130	<b>5</b>	0	1	<b>6</b>	0	100	<b>5</b>	105	0	<b>1</b>	1	2	243
03:45 PM	2	<b>138</b>	0	<b>140</b>	1	0	0	1	0	105	4	109	0	1	<b>3</b>	<b>4</b>	254
04:00 PM	1	111	0	112	4	<b>1</b>	0	5	<b>2</b>	<b>135</b>	3	<b>140</b>	0	0	1	1	<b>258</b>
04:15 PM	1	131	<b>1</b>	133	3	0	<b>3</b>	6	0	106	2	108	<b>2</b>	0	1	3	250
Total Volume	8	506	1	515	13	1	4	18	2	446	14	462	2	2	6	10	1005
% App. Total	1.6	98.3	0.2		72.2	5.6	22.2		0.4	96.5	3		20	20	60		
PHF	.500	.917	.250	.920	.650	.250	.333	.750	.250	.826	.700	.825	.250	.500	.500	.625	.974

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 26th Street  
 Weather: Clear

File Name : 30\_JVY\_Rub\_26th PM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	4	126	0	130	5	0	1	6	0	100	5	105	0	1	1	2
+15 mins.	2	138	0	140	1	0	0	1	0	105	4	109	0	1	3	4
+30 mins.	1	111	0	112	4	1	0	5	2	135	3	140	0	0	1	1
+45 mins.	1	131	1	133	3	0	3	6	0	106	2	108	2	0	1	3
Total Volume	8	506	1	515	13	1	4	18	2	446	14	462	2	2	6	10
% App. Total	1.6	98.3	0.2		72.2	5.6	22.2		0.4	96.5	3		20	20	60	
PHF	.500	.917	.250	.920	.650	.250	.333	.750	.250	.826	.700	.825	.250	.500	.500	.625

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 26th Street  
 Weather: Clear

File Name : 30\_JVY\_Rub\_26th PM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 1

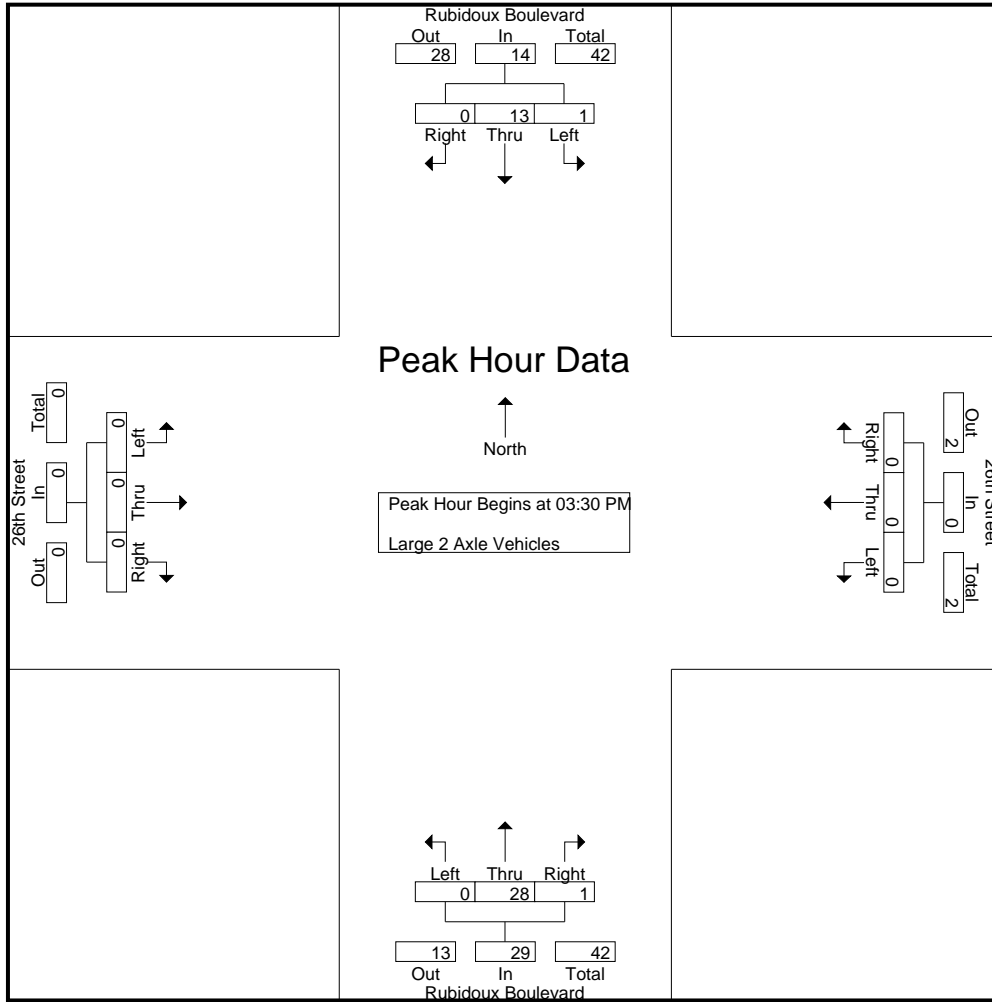
Groups Printed- Large 2 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				26th Street Westbound				Rubidoux Boulevard Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
03:45 PM	0	3	0	3	0	0	0	0	0	9	1	10	0	0	0	0	13
Total	0	8	0	8	0	0	0	0	0	13	1	14	0	0	0	0	22
04:00 PM	0	3	0	3	0	0	0	0	0	10	0	10	0	0	0	0	13
04:15 PM	1	2	0	3	0	0	0	0	0	5	0	5	0	0	0	0	8
04:30 PM	1	4	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
04:45 PM	0	4	0	4	0	0	0	0	0	11	0	11	0	0	0	0	15
Total	2	13	0	15	0	0	0	0	0	30	0	30	0	0	0	0	45
05:00 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
05:15 PM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
05:30 PM	0	1	0	1	0	0	0	0	0	13	0	13	0	0	0	0	14
05:45 PM	0	4	0	4	0	0	0	0	0	7	0	7	0	0	0	0	11
Total	0	10	0	10	0	0	0	0	0	27	0	27	0	0	0	0	37
Grand Total	2	31	0	33	0	0	0	0	0	70	1	71	0	0	0	0	104
Apprch %	6.1	93.9	0		0	0	0		0	98.6	1.4		0	0	0		
Total %	1.9	29.8	0	31.7	0	0	0	0	0	67.3	1	68.3	0	0	0	0	

Start Time	Rubidoux Boulevard Southbound				26th Street Westbound				Rubidoux Boulevard Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
03:45 PM	0	3	0	3	0	0	0	0	0	9	1	10	0	0	0	0	13
04:00 PM	0	3	0	3	0	0	0	0	0	10	0	10	0	0	0	0	13
04:15 PM	1	2	0	3	0	0	0	0	0	5	0	5	0	0	0	0	8
Total Volume	1	13	0	14	0	0	0	0	0	28	1	29	0	0	0	0	43
% App. Total	7.1	92.9	0		0	0	0		0	96.6	3.4		0	0	0		
PHF	.250	.650	.000	.700	.000	.000	.000	.000	.000	.700	.250	.725	.000	.000	.000	.000	.827

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 26th Street  
 Weather: Clear

File Name : 30\_JVY\_Rub\_26th PM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0
+15 mins.	0	3	0	3	0	0	0	0	0	9	1	10	0	0	0	0
+30 mins.	0	3	0	3	0	0	0	0	0	10	0	10	0	0	0	0
+45 mins.	1	2	0	3	0	0	0	0	0	5	0	5	0	0	0	0
Total Volume	1	13	0	14	0	0	0	0	0	28	1	29	0	0	0	0
% App. Total	7.1	92.9	0		0	0	0		0	96.6	3.4		0	0	0	
PHF	.250	.650	.000	.700	.000	.000	.000	.000	.000	.700	.250	.725	.000	.000	.000	.000

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 26th Street  
 Weather: Clear

File Name : 30\_JVY\_Rub\_26th PM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

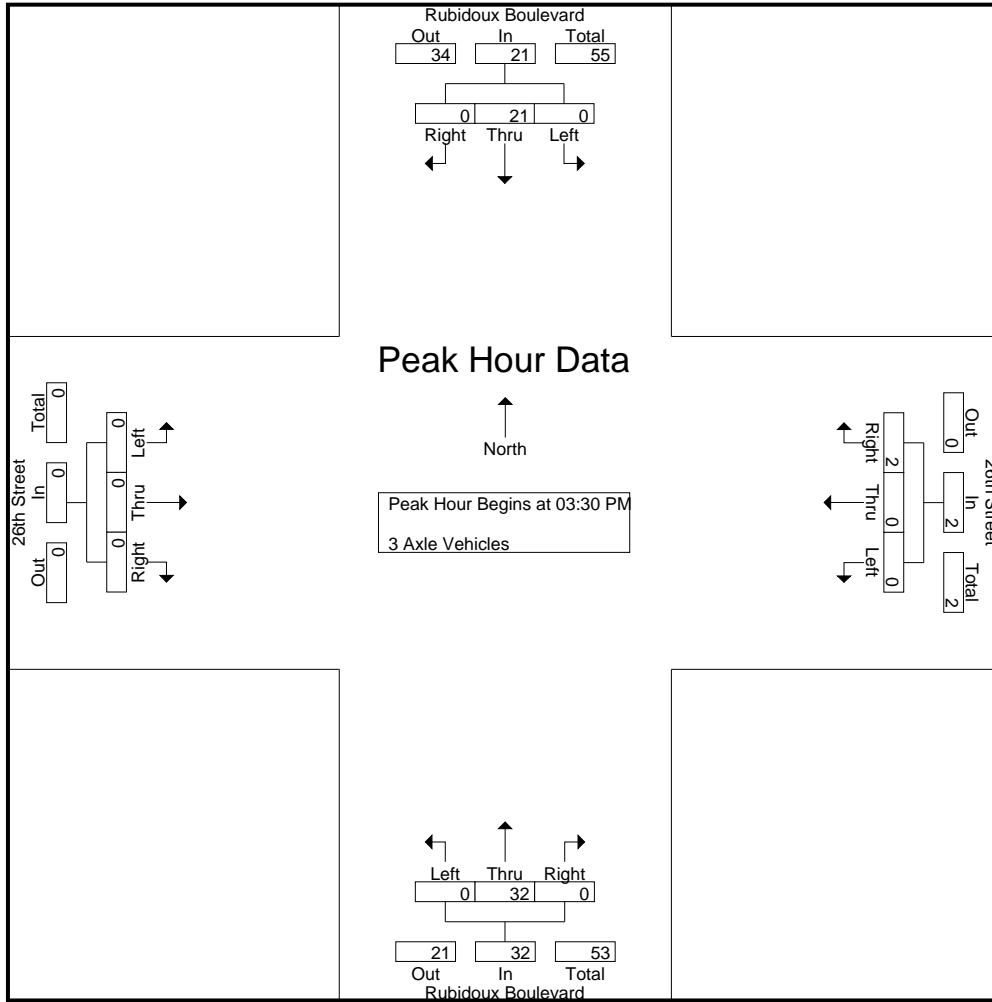
Start Time	Rubidoux Boulevard Southbound				26th Street Westbound				Rubidoux Boulevard Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
03:45 PM	0	4	0	4	0	0	2	2	0	9	0	9	0	0	0	0	15
Total	0	9	0	9	0	0	2	2	0	14	0	14	0	0	0	0	25
04:00 PM	0	3	0	3	0	0	0	0	0	13	0	13	0	0	0	0	16
04:15 PM	0	9	0	9	0	0	0	0	0	5	0	5	0	0	0	0	14
04:30 PM	0	7	0	7	0	0	0	0	0	11	0	11	0	0	0	0	18
04:45 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
Total	0	23	0	23	0	0	0	0	0	31	0	31	0	0	0	0	54
05:00 PM	0	3	1	4	0	0	0	0	0	5	0	5	0	0	0	0	9
05:15 PM	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0	10
05:30 PM	0	1	0	1	0	0	0	0	0	6	0	6	0	0	0	0	7
05:45 PM	0	3	0	3	0	0	0	0	0	8	0	8	0	0	0	0	11
Total	0	11	1	12	0	0	0	0	0	25	0	25	0	0	0	0	37
Grand Total	0	43	1	44	0	0	2	2	0	70	0	70	0	0	0	0	116
Apprch %	0	97.7	2.3		0	0	100		0	100	0		0	0	0		
Total %	0	37.1	0.9	37.9	0	0	1.7	1.7	0	60.3	0	60.3	0	0	0	0	

Start Time	Rubidoux Boulevard Southbound				26th Street Westbound				Rubidoux Boulevard Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
03:45 PM	0	4	0	4	0	0	2	2	0	9	0	9	0	0	0	0	15
04:00 PM	0	3	0	3	0	0	0	0	0	13	0	13	0	0	0	0	16
04:15 PM	0	9	0	9	0	0	0	0	0	5	0	5	0	0	0	0	14
Total Volume	0	21	0	21	0	0	2	2	0	32	0	32	0	0	0	0	55
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.583	.000	.583	.000	.000	.250	.250	.000	.615	.000	.615	.000	.000	.000	.000	.859



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 26th Street  
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File Name : 30\_JVY\_Rub\_26th PM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0
+15 mins.	0	4	0	4	0	0	2	2	0	9	0	9	0	0	0	0
+30 mins.	0	3	0	3	0	0	0	0	0	13	0	13	0	0	0	0
+45 mins.	0	9	0	9	0	0	0	0	0	5	0	5	0	0	0	0
Total Volume	0	21	0	21	0	0	2	2	0	32	0	32	0	0	0	0
% App. Total	0	100	0	100	0	0	100	100	0	100	0	100	0	0	0	0
PHF	.000	.583	.000	.583	.000	.000	.250	.250	.000	.615	.000	.615	.000	.000	.000	.000

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 26th Street  
 Weather: Clear

File Name : 30\_JVY\_Rub\_26th PM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 1

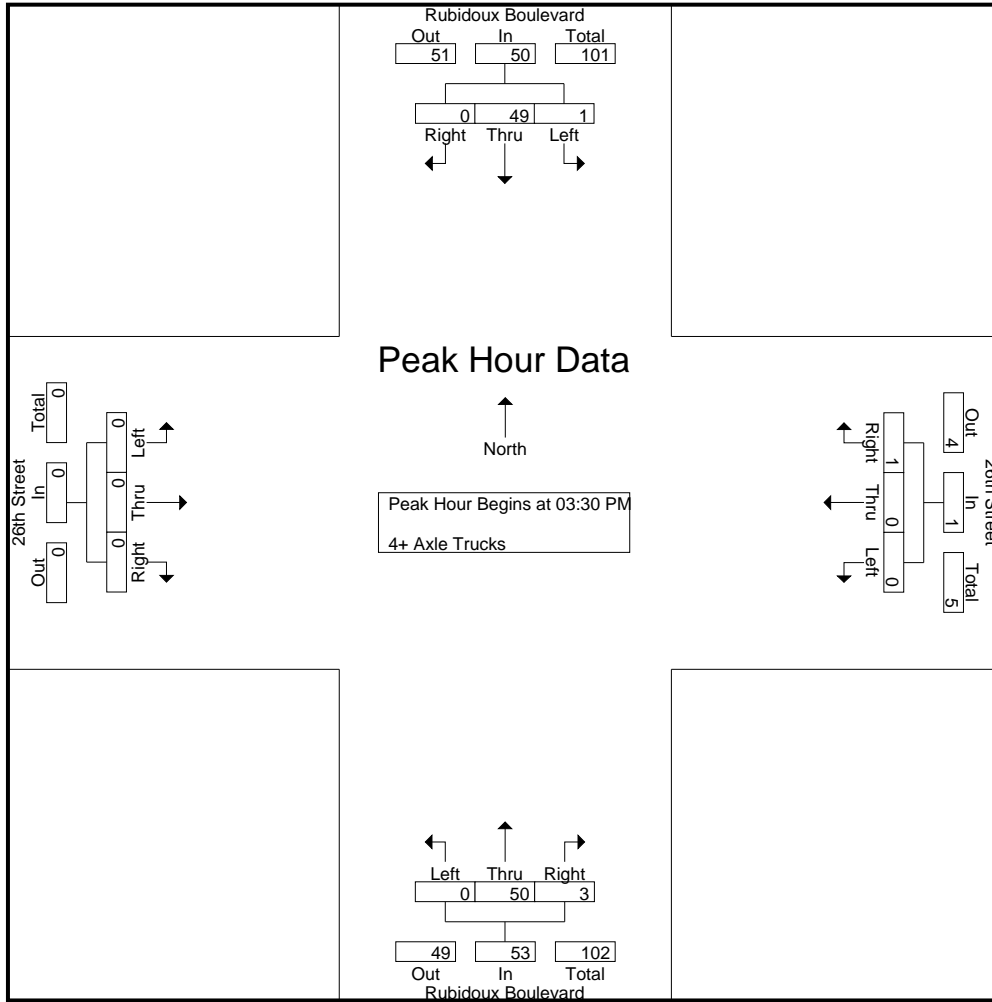
Groups Printed- 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound				26th Street Westbound				Rubidoux Boulevard Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	13	0	13	0	0	0	0	0	17	1	18	0	0	0	0	31
03:45 PM	0	15	0	15	0	0	0	0	0	9	1	10	0	0	0	0	25
Total	0	28	0	28	0	0	0	0	0	26	2	28	0	0	0	0	56
04:00 PM	0	15	0	15	0	0	1	1	0	11	0	11	0	0	0	0	27
04:15 PM	1	6	0	7	0	0	0	0	0	13	1	14	0	0	0	0	21
04:30 PM	0	7	0	7	0	0	0	0	0	12	0	12	0	0	0	0	19
04:45 PM	0	11	0	11	0	0	0	0	1	19	0	20	0	0	0	0	31
Total	1	39	0	40	0	0	1	1	1	55	1	57	0	0	0	0	98
05:00 PM	0	12	0	12	0	0	1	1	0	16	0	16	0	0	0	0	29
05:15 PM	0	11	0	11	0	0	0	0	0	16	0	16	0	0	0	0	27
05:30 PM	0	10	0	10	0	0	0	0	0	12	0	12	0	0	0	0	22
05:45 PM	0	8	0	8	0	0	0	0	0	18	0	18	0	0	0	0	26
Total	0	41	0	41	0	0	1	1	0	62	0	62	0	0	0	0	104
Grand Total	1	108	0	109	0	0	2	2	1	143	3	147	0	0	0	0	258
Apprch %	0.9	99.1	0		0	0	100		0.7	97.3	2		0	0	0		
Total %	0.4	41.9	0	42.2	0	0	0.8	0.8	0.4	55.4	1.2	57	0	0	0	0	

Start Time	Rubidoux Boulevard Southbound				26th Street Westbound				Rubidoux Boulevard Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	13	0	13	0	0	0	0	0	17	1	18	0	0	0	0	31
03:45 PM	0	15	0	15	0	0	0	0	0	9	1	10	0	0	0	0	25
04:00 PM	0	15	0	15	0	0	1	1	0	11	0	11	0	0	0	0	27
04:15 PM	1	6	0	7	0	0	0	0	0	13	1	14	0	0	0	0	21
Total Volume	1	49	0	50	0	0	1	1	0	50	3	53	0	0	0	0	104
% App. Total	2	98	0		0	0	100		0	94.3	5.7		0	0	0		
PHF	.250	.817	.000	.833	.000	.000	.250	.250	.000	.735	.750	.736	.000	.000	.000	.000	.839

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 26th Street  
 Weather: Clear

File Name : 30\_JVY\_Rub\_26th PM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	0	13	0	13	0	0	0	0	0	17	1	18	0	0	0	0
+15 mins.	0	15	0	15	0	0	0	0	0	9	1	10	0	0	0	0
+30 mins.	0	15	0	15	0	0	1	1	0	11	0	11	0	0	0	0
+45 mins.	1	6	0	7	0	0	0	0	0	13	1	14	0	0	0	0
Total Volume	1	49	0	50	0	0	1	1	0	50	3	53	0	0	0	0
% App. Total	2	98	0		0	0	100		0	94.3	5.7		0	0	0	
PHF	.250	.817	.000	.833	.000	.000	.250	.250	.000	.735	.750	.736	.000	.000	.000	.000

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 26th Street  
 Weather: Clear

File Name : 29\_JVY\_Hall\_26th AM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 1

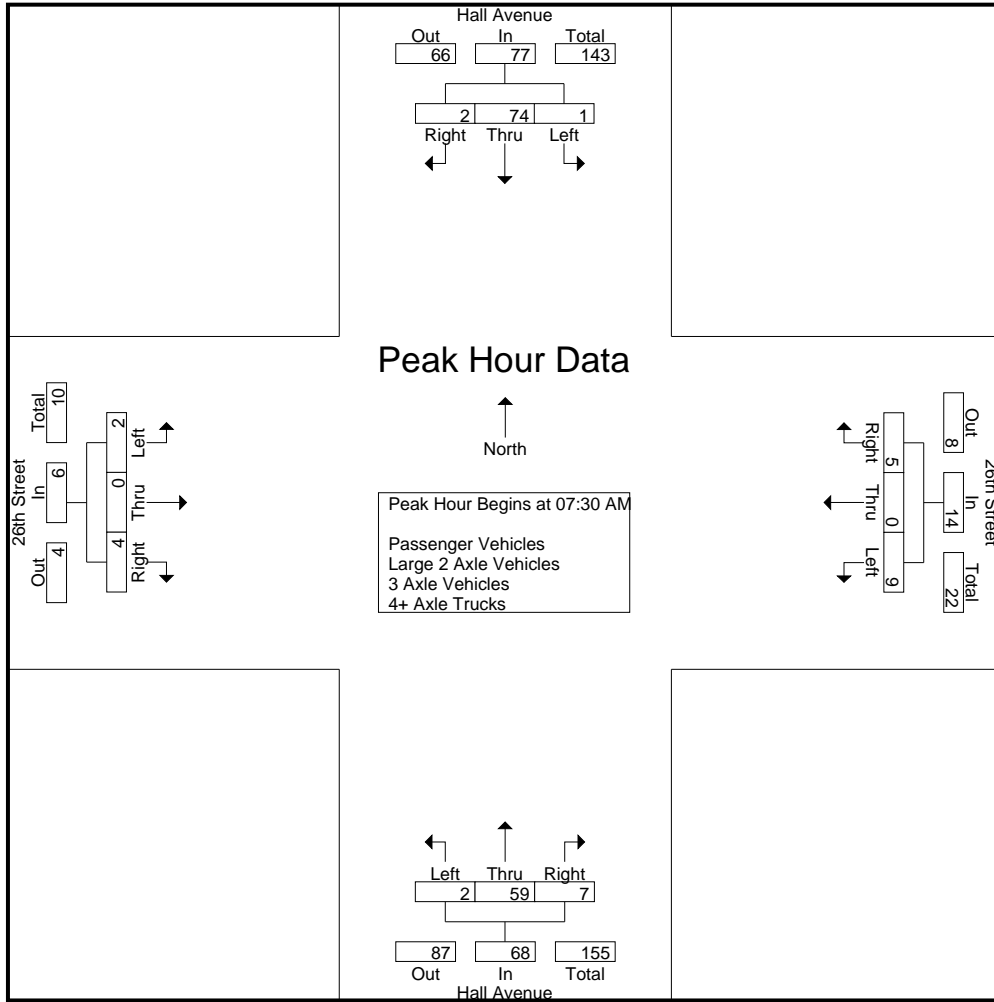
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Hall Avenue Southbound				26th Street Westbound				Hall Avenue Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	11	2	13	2	0	0	2	0	9	0	9	1	0	1	2	26
06:45 AM	1	15	0	16	2	0	0	2	0	7	1	8	0	0	0	0	26
<b>Total</b>	<b>1</b>	<b>26</b>	<b>2</b>	<b>29</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>52</b>
07:00 AM	0	9	0	9	2	1	1	4	0	10	1	11	0	0	1	1	25
07:15 AM	0	12	0	12	2	0	0	2	1	14	1	16	0	0	0	0	30
07:30 AM	0	26	0	26	4	0	2	6	0	14	2	16	0	0	2	2	50
07:45 AM	0	23	0	23	1	0	1	2	0	10	1	11	2	0	2	4	40
<b>Total</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>70</b>	<b>9</b>	<b>1</b>	<b>4</b>	<b>14</b>	<b>1</b>	<b>48</b>	<b>5</b>	<b>54</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>145</b>
08:00 AM	1	15	1	17	1	0	2	3	1	20	1	22	0	0	0	0	42
08:15 AM	0	10	1	11	3	0	0	3	1	15	3	19	0	0	0	0	33
08:30 AM	3	12	1	16	4	0	1	5	0	13	1	14	2	0	2	4	39
08:45 AM	1	8	2	11	0	1	2	3	2	11	0	13	0	0	1	1	28
<b>Total</b>	<b>5</b>	<b>45</b>	<b>5</b>	<b>55</b>	<b>8</b>	<b>1</b>	<b>5</b>	<b>14</b>	<b>4</b>	<b>59</b>	<b>5</b>	<b>68</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>142</b>
<b>Grand Total</b>	<b>6</b>	<b>141</b>	<b>7</b>	<b>154</b>	<b>21</b>	<b>2</b>	<b>9</b>	<b>32</b>	<b>5</b>	<b>123</b>	<b>11</b>	<b>139</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>14</b>	<b>339</b>
Apprch %	3.9	91.6	4.5		65.6	6.2	28.1		3.6	88.5	7.9		35.7	0	64.3		
Total %	1.8	41.6	2.1	45.4	6.2	0.6	2.7	9.4	1.5	36.3	3.2	41	1.5	0	2.7	4.1	
Passenger Vehicles	6	129	6	141	21	2	8	31	5	112	10	127	2	0	5	7	306
% Passenger Vehicles	100	91.5	85.7	91.6	100	100	88.9	96.9	100	91.1	90.9	91.4	40	0	55.6	50	90.3
Large 2 Axle Vehicles	0	7	0	7	0	0	1	1	0	4	1	5	3	0	4	7	20
% Large 2 Axle Vehicles	0	5	0	4.5	0	0	11.1	3.1	0	3.3	9.1	3.6	60	0	44.4	50	5.9
3 Axle Vehicles	0	2	1	3	0	0	0	0	0	1	0	1	0	0	0	0	4
% 3 Axle Vehicles	0	1.4	14.3	1.9	0	0	0	0	0	0.8	0	0.7	0	0	0	0	1.2
4+ Axle Trucks	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	9
% 4+ Axle Trucks	0	2.1	0	1.9	0	0	0	0	0	4.9	0	4.3	0	0	0	0	2.7

Start Time	Hall Avenue Southbound				26th Street Westbound				Hall Avenue Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	<b>26</b>	0	<b>26</b>	<b>4</b>	0	<b>2</b>	<b>6</b>	0	14	2	16	0	0	<b>2</b>	2	<b>50</b>
07:45 AM	0	23	0	23	1	0	1	2	0	10	1	11	<b>2</b>	0	2	<b>4</b>	40
08:00 AM	<b>1</b>	15	<b>1</b>	17	1	0	2	3	<b>1</b>	<b>20</b>	1	<b>22</b>	0	0	0	0	42
08:15 AM	0	10	1	11	3	0	0	3	1	15	<b>3</b>	19	0	0	0	0	33
Total Volume	1	74	2	77	9	0	5	14	2	59	7	68	2	0	4	6	165
% App. Total	1.3	96.1	2.6		64.3	0	35.7		2.9	86.8	10.3		33.3	0	66.7		
PHF	.250	.712	.500	.740	.563	.000	.625	.583	.500	.738	.583	.773	.250	.000	.500	.375	.825

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 26th Street  
 Weather: Clear

File Name : 29\_JVY\_Hall\_26th AM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				06:45 AM				07:30 AM				07:45 AM				
+0 mins.	0	12	0	12	2	0	0	2	0	14	2	16	2	0	0	2	4
+15 mins.	0	<b>26</b>	0	<b>26</b>	2	<b>1</b>	1	4	0	10	1	11	0	0	0	0	0
+30 mins.	0	23	0	23	2	0	0	2	<b>1</b>	<b>20</b>	1	<b>22</b>	0	0	0	0	0
+45 mins.	<b>1</b>	15	<b>1</b>	17	<b>4</b>	0	<b>2</b>	<b>6</b>	1	15	<b>3</b>	19	2	0	2	4	4
Total Volume	1	76	1	78	10	1	3	14	2	59	7	68	4	0	4	8	8
% App. Total	1.3	97.4	1.3		71.4	7.1	21.4		2.9	86.8	10.3		50	0	50		
PHF	.250	.731	.250	.750	.625	.250	.375	.583	.500	.738	.583	.773	.500	.000	.500	.500	

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 26th Street  
 Weather: Clear

File Name : 29\_JVY\_Hall\_26th AM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 1

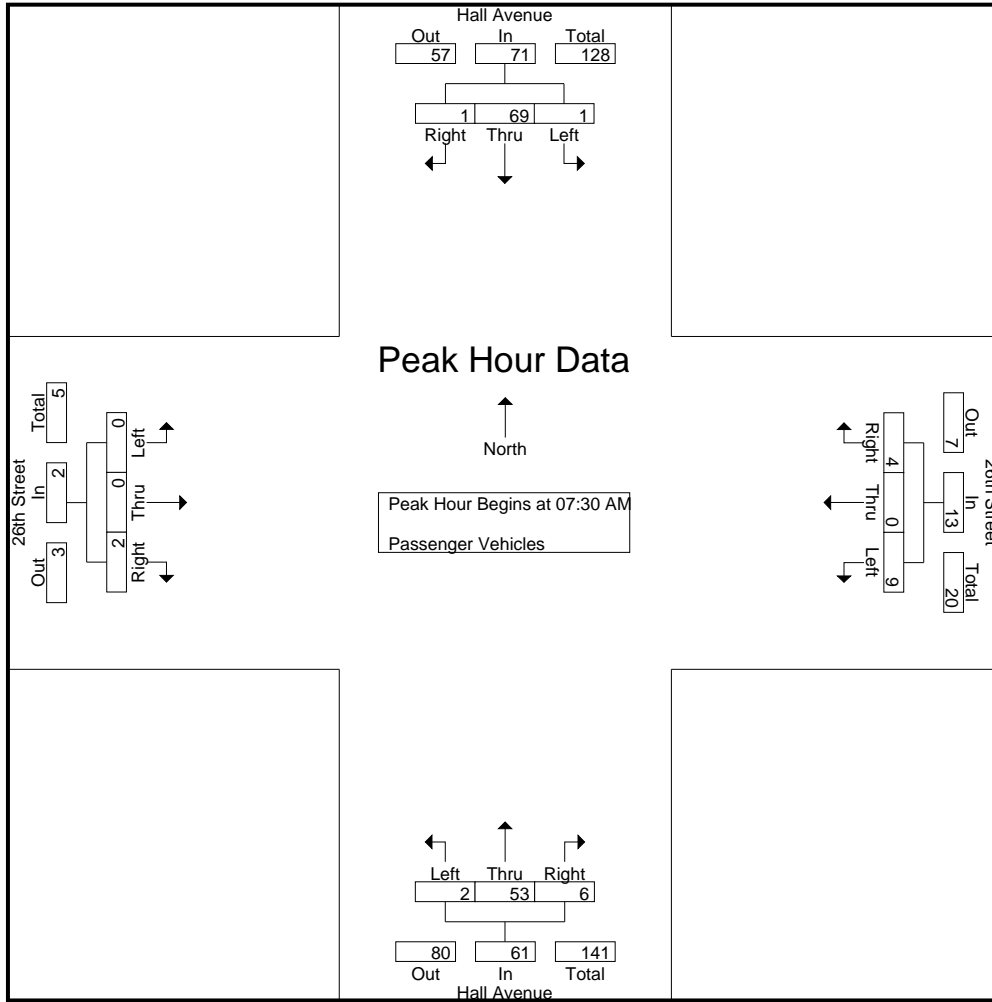
Groups Printed- Passenger Vehicles

Start Time	Hall Avenue Southbound				26th Street Westbound				Hall Avenue Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	8	2	10	2	0	0	2	0	8	0	8	0	0	1	1	21
06:45 AM	1	15	0	16	2	0	0	2	0	7	1	8	0	0	0	0	26
Total	1	23	2	26	4	0	0	4	0	15	1	16	0	0	1	1	47
07:00 AM	0	9	0	9	2	1	1	4	0	9	1	10	0	0	0	0	23
07:15 AM	0	11	0	11	2	0	0	2	1	13	1	15	0	0	0	0	28
07:30 AM	0	25	0	25	4	0	2	6	0	12	2	14	0	0	0	0	45
07:45 AM	0	22	0	22	1	0	1	2	0	9	1	10	0	0	2	2	36
Total	0	67	0	67	9	1	4	14	1	43	5	49	0	0	2	2	132
08:00 AM	1	14	0	15	1	0	1	2	1	18	0	19	0	0	0	0	36
08:15 AM	0	8	1	9	3	0	0	3	1	14	3	18	0	0	0	0	30
08:30 AM	3	11	1	15	4	0	1	5	0	11	1	12	2	0	2	4	36
08:45 AM	1	6	2	9	0	1	2	3	2	11	0	13	0	0	0	0	25
Total	5	39	4	48	8	1	4	13	4	54	4	62	2	0	2	4	127
Grand Total	6	129	6	141	21	2	8	31	5	112	10	127	2	0	5	7	306
Apprch %	4.3	91.5	4.3		67.7	6.5	25.8		3.9	88.2	7.9		28.6	0	71.4		
Total %	2	42.2	2	46.1	6.9	0.7	2.6	10.1	1.6	36.6	3.3	41.5	0.7	0	1.6	2.3	

Start Time	Hall Avenue Southbound				26th Street Westbound				Hall Avenue Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	<b>25</b>	0	<b>25</b>	<b>4</b>	0	<b>2</b>	<b>6</b>	0	12	2	14	0	0	0	0	<b>45</b>
07:45 AM	0	22	0	22	1	0	1	2	0	9	1	10	0	0	<b>2</b>	<b>2</b>	36
08:00 AM	<b>1</b>	14	0	15	1	0	1	2	<b>1</b>	<b>18</b>	0	<b>19</b>	0	0	0	0	36
08:15 AM	0	8	<b>1</b>	9	3	0	0	3	1	14	<b>3</b>	18	0	0	0	0	30
Total Volume	1	69	1	71	9	0	4	13	2	53	6	61	0	0	2	2	147
% App. Total	1.4	97.2	1.4		69.2	0	30.8		3.3	86.9	9.8		0	0	100		
PHF	.250	.690	.250	.710	.563	.000	.500	.542	.500	.736	.500	.803	.000	.000	.250	.250	.817

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 26th Street  
 Weather: Clear

File Name : 29\_JVY\_Hall\_26th AM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	25	0	25	4	0	2	6	0	12	2	14	0	0	0	0
+15 mins.	0	22	0	22	1	0	1	2	0	9	1	10	0	0	0	2
+30 mins.	1	14	0	15	1	0	1	2	1	18	0	19	0	0	0	0
+45 mins.	0	8	1	9	3	0	0	3	1	14	3	18	0	0	0	0
Total Volume	1	69	1	71	9	0	4	13	2	53	6	61	0	0	2	2
% App. Total	1.4	97.2	1.4		69.2	0	30.8		3.3	86.9	9.8		0	0	100	
PHF	.250	.690	.250	.710	.563	.000	.500	.542	.500	.736	.500	.803	.000	.000	.250	.250

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 26th Street  
 Weather: Clear

File Name : 29\_JVY\_Hall\_26th AM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

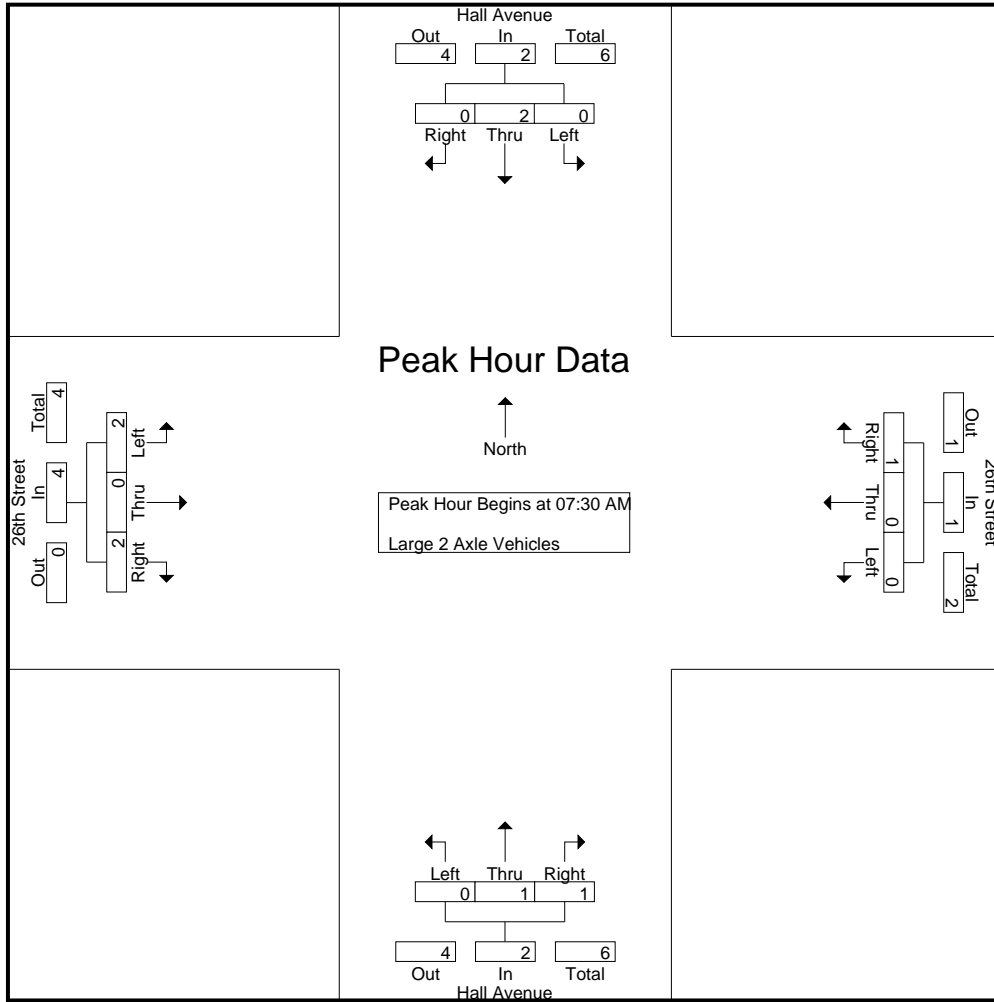
Start Time	Hall Avenue Southbound				26th Street Westbound				Hall Avenue Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	3	0	3	0	0	0	0	0	1	0	1	1	0	0	1	5
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	0	0	0	1	0	1	1	0	0	1	5
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2	3
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	0	2	0	2	0	0	0	0	0	1	0	1	2	0	3	5	8
08:00 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	2	0	2	0	0	1	1	0	2	1	3	0	0	1	1	7
Grand Total	0	7	0	7	0	0	1	1	0	4	1	5	3	0	4	7	20
Apprch %	0	100	0		0	0	100		0	80	20		42.9	0	57.1		
Total %	0	35	0	35	0	0	5	5	0	20	5	25	15	0	20	35	

Start Time	Hall Avenue Southbound				26th Street Westbound				Hall Avenue Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2	3
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
08:00 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	1	1	0	1	1	2	2	0	2	4	9
% App. Total	0	100	0		0	0	100		0	50	50		50	0	50		
PHF	.000	.500	.000	.500	.000	.000	.250	.250	.000	.250	.250	.500	.250	.000	.250	.500	.750



City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 26th Street  
 Weather: Clear

File Name : 29\_JVY\_Hall\_26th AM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	2
+30 mins.	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	1	1	0	1	1	2	2	0	2	4
% App. Total	0	100	0	100	0	0	100	100	0	50	50	100	50	0	50	100
PHF	.000	.500	.000	.500	.000	.000	.250	.250	.000	.250	.250	.500	.250	.000	.250	.500

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 26th Street  
 Weather: Clear

File Name : 29\_JVY\_Hall\_26th AM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 1

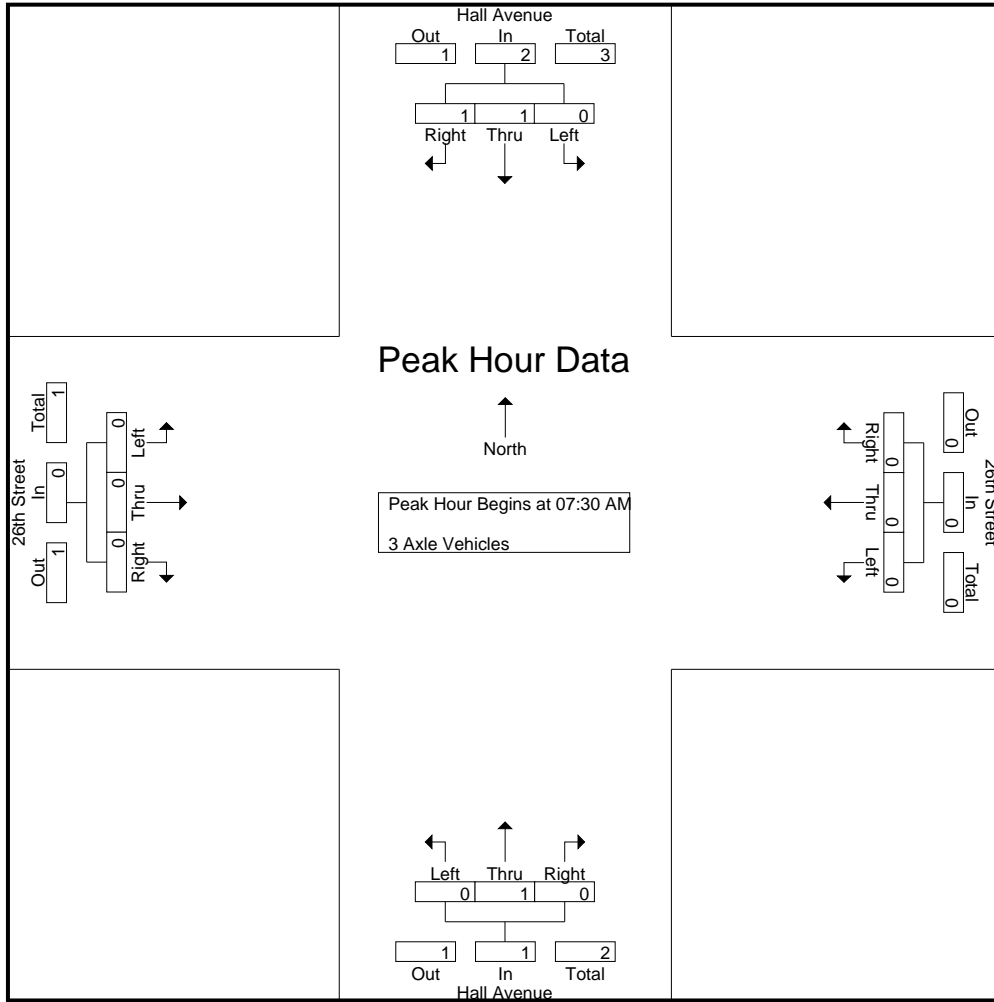
Groups Printed- 3 Axle Vehicles

Start Time	Hall Avenue Southbound				26th Street Westbound				Hall Avenue Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Grand Total	0	2	1	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Apprch %	0	66.7	33.3		0	0	0		0	100	0		0	0	0		
Total %	0	50	25	75	0	0	0	0	0	25	0	25	0	0	0	0	

Start Time	Hall Avenue Southbound				26th Street Westbound				Hall Avenue Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% App. Total	0	50	50		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.750

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 26th Street  
 Weather: Clear

File Name : 29\_JVY\_Hall\_26th AM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

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

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 26th Street  
 Weather: Clear

File Name : 29\_JVY\_Hall\_26th AM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 1

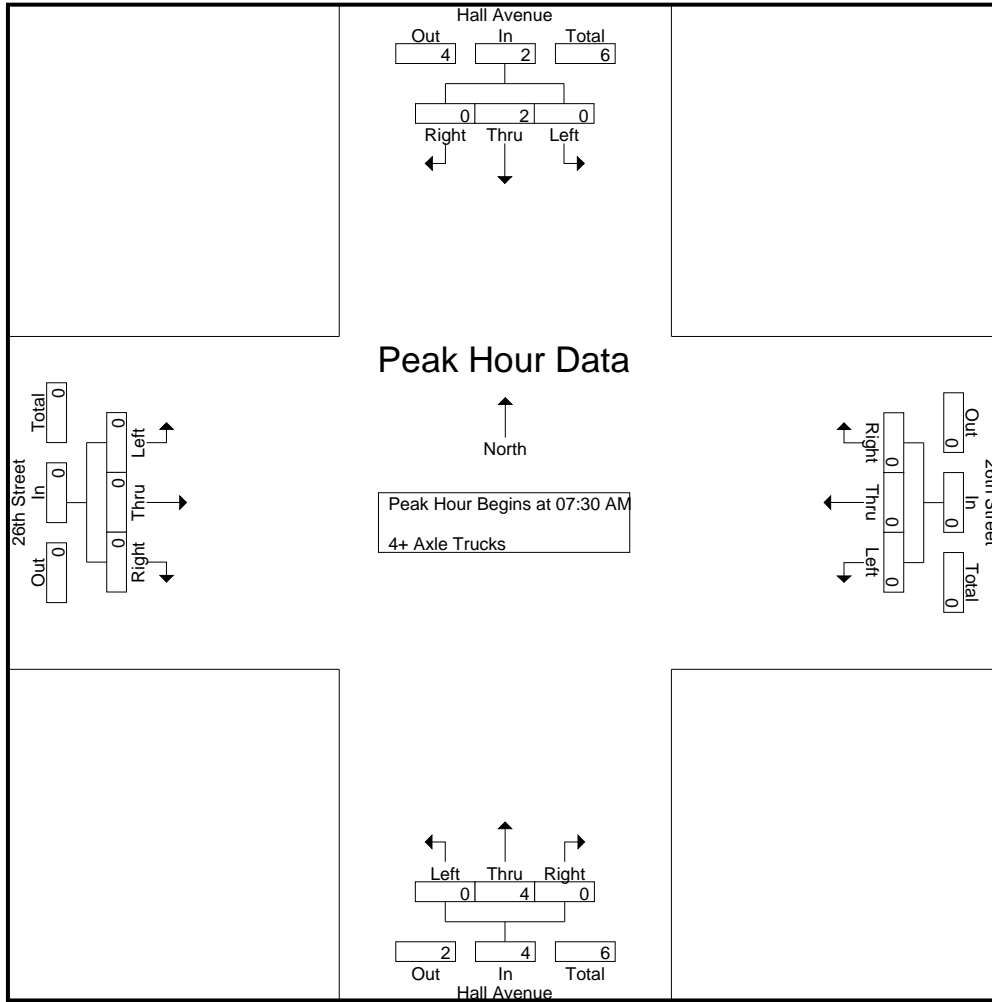
Groups Printed- 4+ Axle Trucks

Start Time	Hall Avenue Southbound				26th Street Westbound				Hall Avenue Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Grand Total	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	9
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	33.3	0	33.3	0	0	0	0	0	66.7	0	66.7	0	0	0	0	

Start Time	Hall Avenue Southbound				26th Street Westbound				Hall Avenue Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 26th Street  
 Weather: Clear

File Name : 29\_JVY\_Hall\_26th AM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

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

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 26th Street  
 Weather: Clear

File Name : 29\_JVY\_Hall\_26th PM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 1

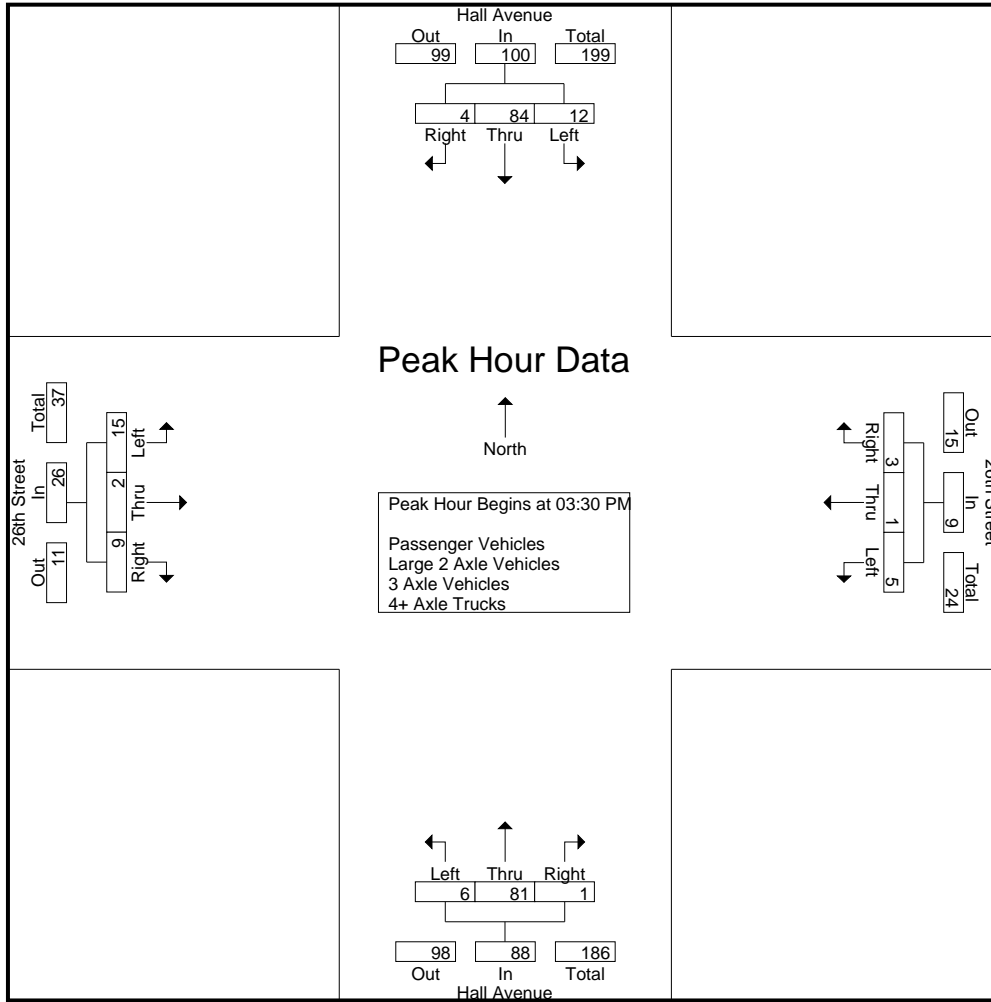
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Hall Avenue Southbound				26th Street Westbound				Hall Avenue Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	18	0	18	0	0	1	1	0	28	1	29	1	1	3	5	53
03:45 PM	7	23	2	32	2	0	1	3	3	23	0	26	7	0	2	9	70
<b>Total</b>	7	41	2	50	2	0	2	4	3	51	1	55	8	1	5	14	123
04:00 PM	3	26	2	31	3	0	0	3	2	17	0	19	5	0	2	7	60
04:15 PM	2	17	0	19	0	1	1	2	1	13	0	14	2	1	2	5	40
04:30 PM	1	12	1	14	1	1	1	3	0	17	5	22	4	0	3	7	46
04:45 PM	4	6	2	12	1	0	1	2	2	22	1	25	1	1	3	5	44
<b>Total</b>	10	61	5	76	5	2	3	10	5	69	6	80	12	2	10	24	190
05:00 PM	1	14	2	17	3	0	2	5	2	25	5	32	5	2	3	10	64
05:15 PM	2	10	1	13	1	0	2	3	0	22	3	25	3	0	1	4	45
05:30 PM	0	16	3	19	2	0	3	5	0	16	1	17	4	1	0	5	46
05:45 PM	1	13	2	16	2	3	2	7	1	22	0	23	3	2	0	5	51
<b>Total</b>	4	53	8	65	8	3	9	20	3	85	9	97	15	5	4	24	206
<b>Grand Total</b>	21	155	15	191	15	5	14	34	11	205	16	232	35	8	19	62	519
Apprch %	11	81.2	7.9		44.1	14.7	41.2		4.7	88.4	6.9		56.5	12.9	30.6		
Total %	4	29.9	2.9	36.8	2.9	1	2.7	6.6	2.1	39.5	3.1	44.7	6.7	1.5	3.7	11.9	
Passenger Vehicles	21	143	14	178	15	5	11	31	7	190	15	212	32	8	17	57	478
% Passenger Vehicles	100	92.3	93.3	93.2	100	100	78.6	91.2	63.6	92.7	93.8	91.4	91.4	100	89.5	91.9	92.1
Large 2 Axle Vehicles	0	3	1	4	0	0	3	3	0	10	1	11	1	0	1	2	20
% Large 2 Axle Vehicles	0	1.9	6.7	2.1	0	0	21.4	8.8	0	4.9	6.2	4.7	2.9	0	5.3	3.2	3.9
3 Axle Vehicles	0	3	0	3	0	0	0	0	1	3	0	4	0	0	0	0	7
% 3 Axle Vehicles	0	1.9	0	1.6	0	0	0	0	9.1	1.5	0	1.7	0	0	0	0	1.3
4+ Axle Trucks	0	6	0	6	0	0	0	0	3	2	0	5	2	0	1	3	14
% 4+ Axle Trucks	0	3.9	0	3.1	0	0	0	0	27.3	1	0	2.2	5.7	0	5.3	4.8	2.7

Start Time	Hall Avenue Southbound				26th Street Westbound				Hall Avenue Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	18	0	18	0	0	1	1	0	28	1	29	1	1	3	5	53
03:45 PM	7	23	2	32	2	0	1	3	3	23	0	26	7	0	2	9	70
04:00 PM	3	26	2	31	3	0	0	3	2	17	0	19	5	0	2	7	60
04:15 PM	2	17	0	19	0	1	1	2	1	13	0	14	2	1	2	5	40
Total Volume	12	84	4	100	5	1	3	9	6	81	1	88	15	2	9	26	223
% App. Total	12	84	4		55.6	11.1	33.3		6.8	92	1.1		57.7	7.7	34.6		
PHF	.429	.808	.500	.781	.417	.250	.750	.750	.500	.723	.250	.759	.536	.500	.750	.722	.796

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 26th Street  
 Weather: Clear

File Name : 29\_JVY\_Hall\_26th PM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM				05:00 PM				04:30 PM				03:45 PM			
+0 mins.	0	18	0	18	3	0	2	5	0	17	5	22	7	0	2	9
+15 mins.	7	23	2	32	1	0	2	3	2	22	1	25	5	0	2	7
+30 mins.	3	26	2	31	2	0	3	5	2	25	5	32	2	1	2	5
+45 mins.	2	17	0	19	2	3	2	7	0	22	3	25	4	0	3	7
Total Volume	12	84	4	100	8	3	9	20	4	86	14	104	18	1	9	28
% App. Total	12	84	4		40	15	45		3.8	82.7	13.5		64.3	3.6	32.1	
PHF	.429	.808	.500	.781	.667	.250	.750	.714	.500	.860	.700	.813	.643	.250	.750	.778

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 26th Street  
 Weather: Clear

File Name : 29\_JVY\_Hall\_26th PM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

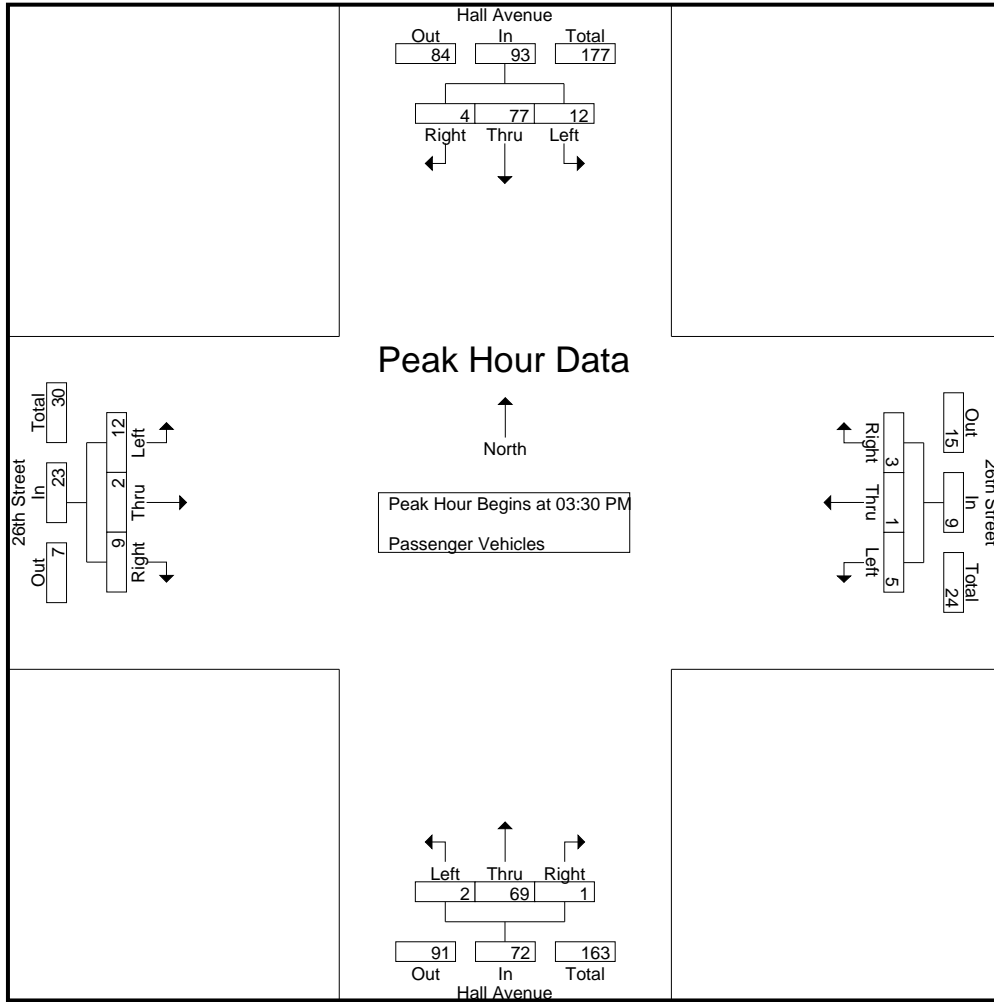
Start Time	Hall Avenue Southbound				26th Street Westbound				Hall Avenue Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	17	0	17	0	0	1	1	0	20	1	21	0	1	3	4	43
03:45 PM	7	21	2	30	2	0	1	3	0	19	0	19	7	0	2	9	61
Total	7	38	2	47	2	0	2	4	0	39	1	40	7	1	5	13	104
04:00 PM	3	24	2	29	3	0	0	3	1	17	0	18	3	0	2	5	55
04:15 PM	2	15	0	17	0	1	1	2	1	13	0	14	2	1	2	5	38
04:30 PM	1	11	1	13	1	1	0	2	0	15	4	19	4	0	2	6	40
04:45 PM	4	5	2	11	1	0	1	2	2	22	1	25	1	1	3	5	43
Total	10	55	5	70	5	2	2	9	4	67	5	76	10	2	9	21	176
05:00 PM	1	13	2	16	3	0	2	5	2	25	5	32	5	2	2	9	62
05:15 PM	2	10	1	13	1	0	2	3	0	22	3	25	3	0	1	4	45
05:30 PM	0	15	2	17	2	0	1	3	0	15	1	16	4	1	0	5	41
05:45 PM	1	12	2	15	2	3	2	7	1	22	0	23	3	2	0	5	50
Total	4	50	7	61	8	3	7	18	3	84	9	96	15	5	3	23	198
Grand Total	21	143	14	178	15	5	11	31	7	190	15	212	32	8	17	57	478
Apprch %	11.8	80.3	7.9		48.4	16.1	35.5		3.3	89.6	7.1		56.1	14	29.8		
Total %	4.4	29.9	2.9	37.2	3.1	1	2.3	6.5	1.5	39.7	3.1	44.4	6.7	1.7	3.6	11.9	

Start Time	Hall Avenue Southbound				26th Street Westbound				Hall Avenue Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	17	0	17	0	0	1	1	0	<b>20</b>	1	<b>21</b>	0	1	3	4	43
03:45 PM	7	21	2	30	2	0	1	3	0	19	0	19	7	0	2	9	61
04:00 PM	3	<b>24</b>	2	29	3	0	0	3	1	17	0	18	3	0	2	5	55
04:15 PM	2	15	0	17	0	1	1	2	1	13	0	14	2	1	2	5	38
Total Volume	12	77	4	93	5	1	3	9	2	69	1	72	12	2	9	23	197
% App. Total	12.9	82.8	4.3		55.6	11.1	33.3		2.8	95.8	1.4		52.2	8.7	39.1		
PHF	.429	.802	.500	.775	.417	.250	.750	.750	.500	.863	.250	.857	.429	.500	.750	.639	.807



City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 26th Street  
 Weather: Clear

File Name : 29\_JVY\_Hall\_26th PM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	0	17	0	17	0	0	1	1	0	<b>20</b>	1	<b>21</b>	0	1	3	4
+15 mins.	7	21	2	<b>30</b>	2	0	1	3	0	19	0	19	7	0	2	<b>9</b>
+30 mins.	3	<b>24</b>	2	29	3	0	0	3	1	17	0	18	3	0	2	5
+45 mins.	2	15	0	17	0	1	1	2	1	13	0	14	2	1	2	5
Total Volume	12	77	4	93	5	1	3	9	2	69	1	72	12	2	9	23
% App. Total	12.9	82.8	4.3		55.6	11.1	33.3		2.8	95.8	1.4		52.2	8.7	39.1	
PHF	.429	.802	.500	.775	.417	.250	.750	.750	.500	.863	.250	.857	.429	.500	.750	.639

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 26th Street  
 Weather: Clear

File Name : 29\_JVY\_Hall\_26th PM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

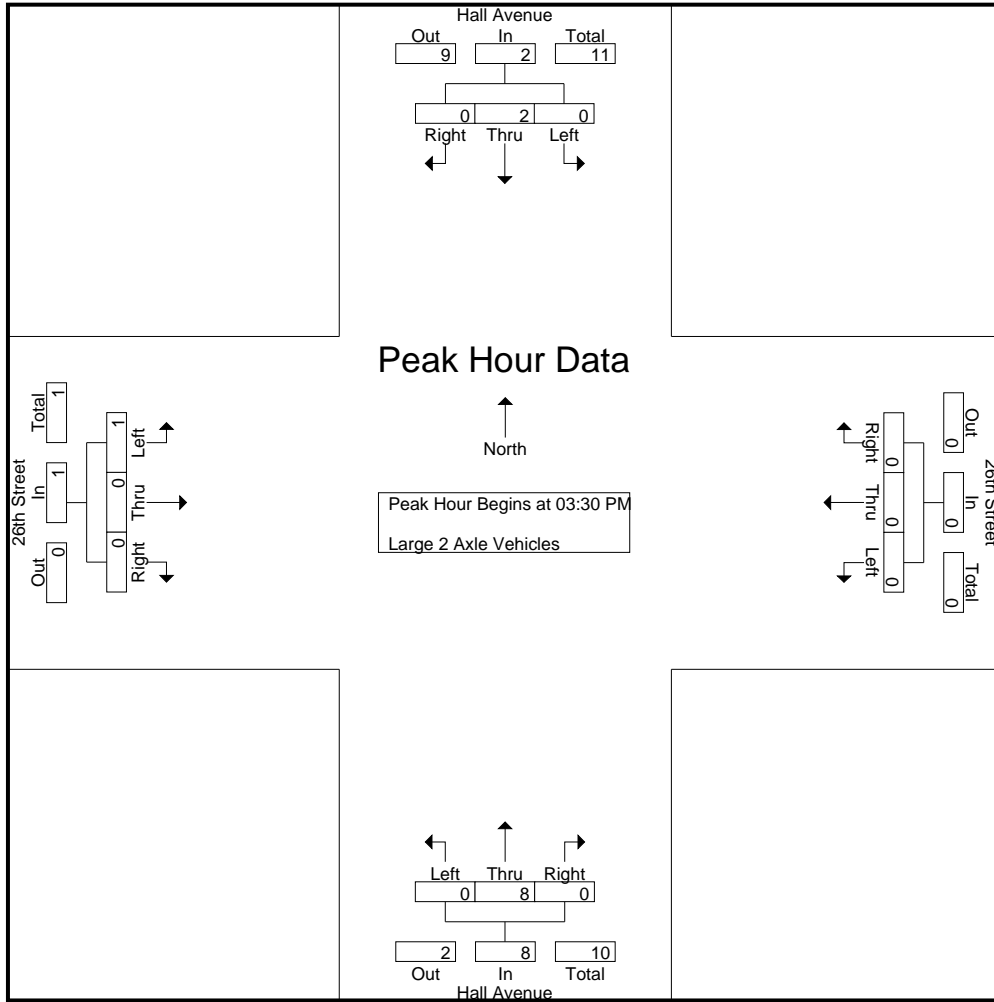
Start Time	Hall Avenue Southbound				26th Street Westbound				Hall Avenue Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	6
03:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	0	8
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	1	0	1	1	2	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	1	1	0	1	1	2	1	0	0	1	6
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	1	1	0	0	2	2	0	1	0	1	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	2	0	0	2	2	0	1	0	1	0	0	1	1	6
Grand Total	0	3	1	4	0	0	3	3	0	10	1	11	1	0	1	2	20
Apprch %	0	75	25		0	0	100		0	90.9	9.1		50	0	50		
Total %	0	15	5	20	0	0	15	15	0	50	5	55	5	0	5	10	

Start Time	Hall Avenue Southbound				26th Street Westbound				Hall Avenue Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	6
03:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	8	0	8	1	0	0	1	11
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.333	.000	.333	.250	.000	.000	.250	.458

Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 03:30 PM

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 26th Street  
 Weather: Clear

File Name : 29\_JVY\_Hall\_26th PM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	8	0	8	1	0	0	1
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	100	0	0	0
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.333	.000	.333	.250	.000	.000	.250

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 26th Street  
 Weather: Clear

File Name : 29\_JVY\_Hall\_26th PM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 1

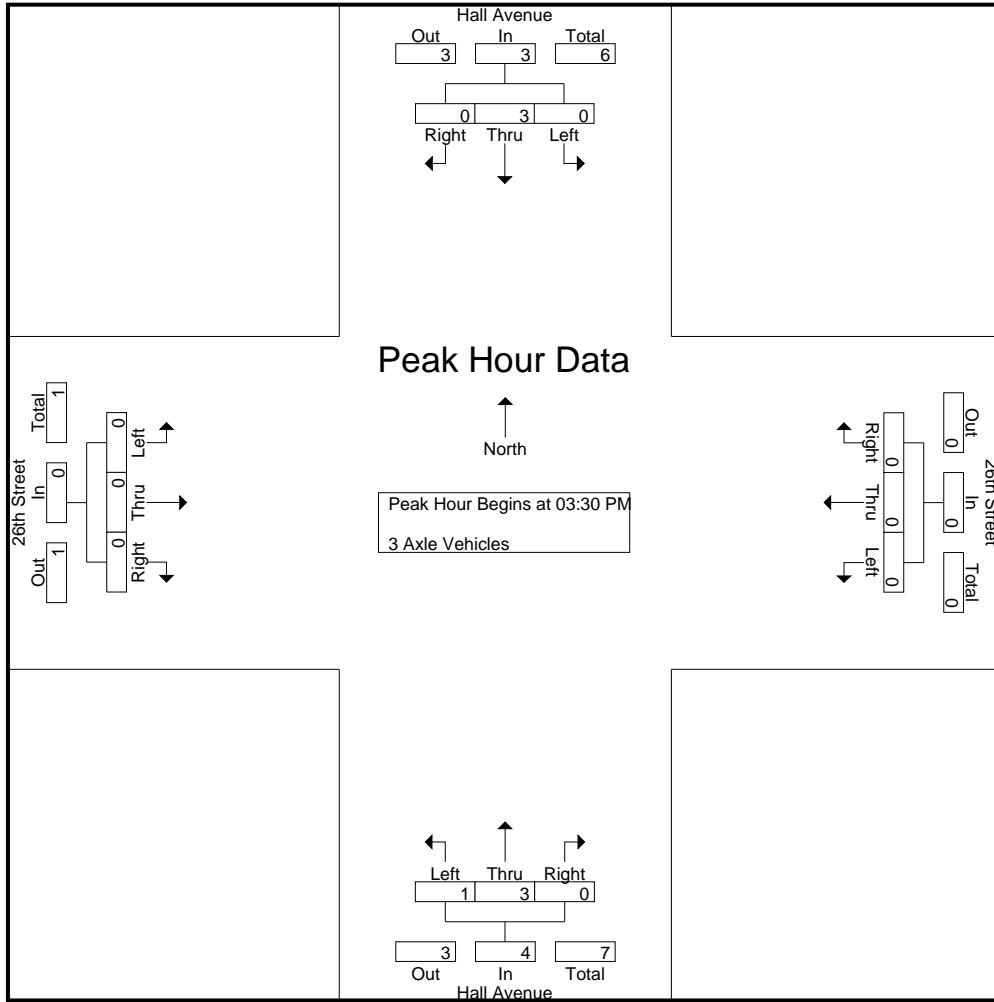
Groups Printed- 3 Axle Vehicles

Start Time	Hall Avenue Southbound				26th Street Westbound				Hall Avenue Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
03:45 PM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
Total	0	1	0	1	0	0	0	0	1	3	0	4	0	0	0	0	5
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	3	0	3	0	0	0	0	1	3	0	4	0	0	0	0	7
Apprch %	0	100	0		0	0	0		25	75	0		0	0	0		
Total %	0	42.9	0	42.9	0	0	0	0	14.3	42.9	0	57.1	0	0	0	0	

Start Time	Hall Avenue Southbound				26th Street Westbound				Hall Avenue Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
03:45 PM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	3	0	0	0	0	1	3	0	4	0	0	0	0	7
% App. Total	0	100	0		0	0	0		25	75	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.250	.375	.000	.500	.000	.000	.000	.000	.583

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 26th Street  
 Weather: Clear

File Name : 29\_JVY\_Hall\_26th PM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	1	3	0	4	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	25	75	0	0	0	0	0	0
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.250	.375	.000	.500	.000	.000	.000	.000

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 26th Street  
 Weather: Clear

File Name : 29\_JVY\_Hall\_26th PM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 1

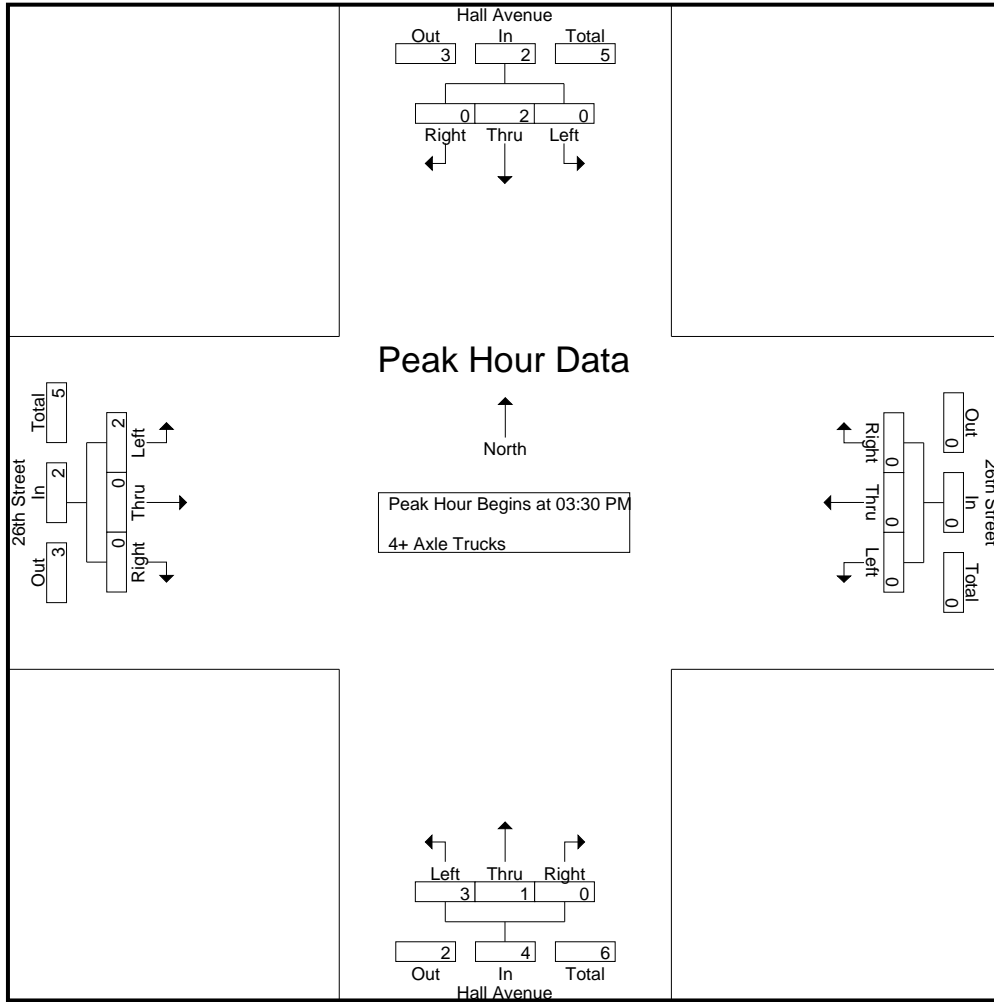
Groups Printed- 4+ Axle Trucks

Start Time	Hall Avenue Southbound				26th Street Westbound				Hall Avenue Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
03:45 PM	0	1	0	1	0	0	0	0	2	1	0	3	0	0	0	0	4
Total	0	2	0	2	0	0	0	0	2	1	0	3	1	0	0	1	6
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	1	1	0	2	1	0	1	2	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	6	0	6	0	0	0	0	3	2	0	5	2	0	1	3	14
Apprch %	0	100	0		0	0	0		60	40	0		66.7	0	33.3		
Total %	0	42.9	0	42.9	0	0	0	0	21.4	14.3	0	35.7	14.3	0	7.1	21.4	

Start Time	Hall Avenue Southbound				26th Street Westbound				Hall Avenue Northbound				26th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
03:45 PM	0	1	0	1	0	0	0	0	2	1	0	3	0	0	0	0	4
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	3	1	0	4	2	0	0	2	8
% App. Total	0	100	0		0	0	0		75	25	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.375	.250	.000	.333	.500	.000	.000	.500	.500

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 26th Street  
 Weather: Clear

File Name : 29\_JVY\_Hall\_26th PM  
 Site Code : 10822091  
 Start Date : 2/2/2022  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	1	0	1	0	0	0	0	2	1	0	3	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	3	1	0	4	2	0	0	2
% App. Total	0	100	0	0	0	0	0	0	75	25	0	0	100	0	0	0
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.375	.250	.000	.333	.500	.000	.000	.500

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 28th Street  
 Weather: Clear

File Name : 09\_JVY\_Rubidoux\_28th AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

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

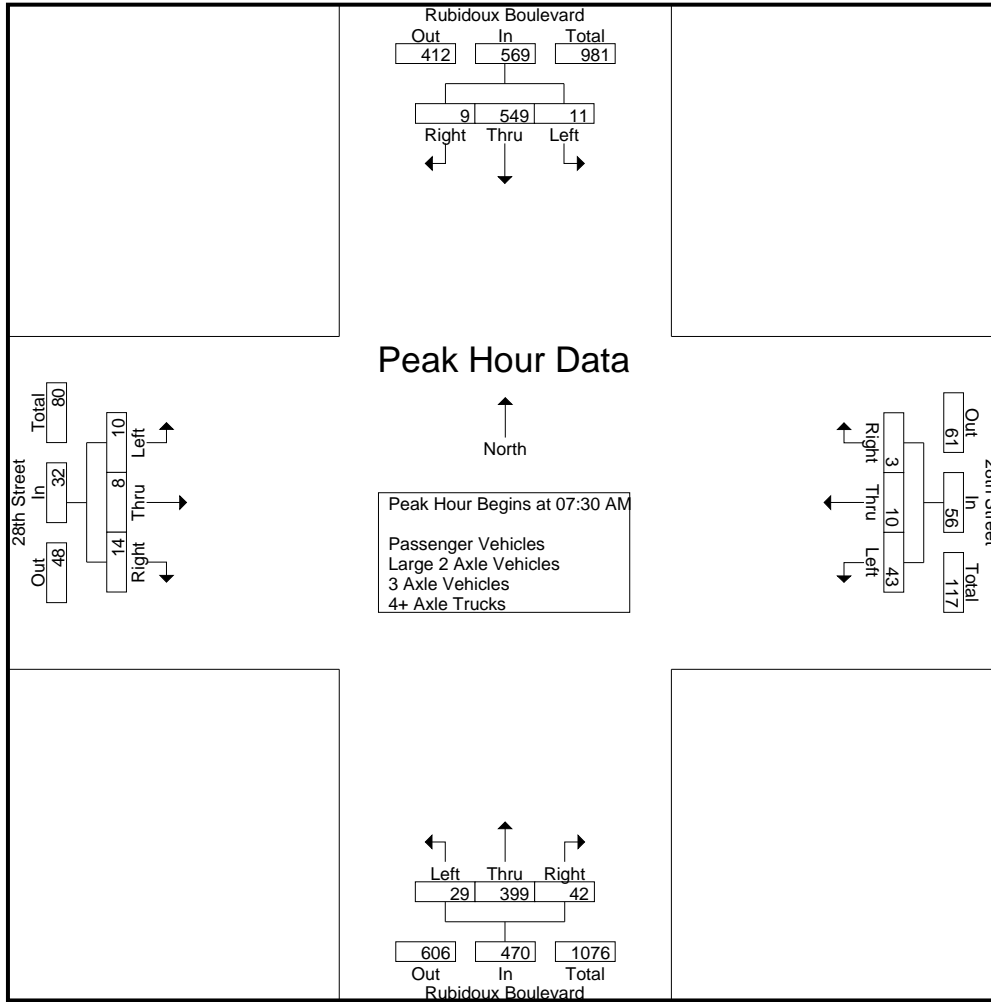
Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	3	100	1	104	8	2	1	11	4	111	5	120	4	3	6	13	248
06:45 AM	3	105	1	109	10	12	2	24	6	122	1	129	3	1	8	12	274
<b>Total</b>	<b>6</b>	<b>205</b>	<b>2</b>	<b>213</b>	<b>18</b>	<b>14</b>	<b>3</b>	<b>35</b>	<b>10</b>	<b>233</b>	<b>6</b>	<b>249</b>	<b>7</b>	<b>4</b>	<b>14</b>	<b>25</b>	<b>522</b>
07:00 AM	1	97	3	101	6	4	0	10	3	93	4	100	2	6	1	9	220
07:15 AM	3	117	6	126	13	2	3	18	1	92	6	99	4	7	2	13	256
07:30 AM	3	156	1	160	13	0	1	14	4	121	4	129	3	1	4	8	311
07:45 AM	5	151	2	158	7	5	1	13	9	95	9	113	4	0	2	6	290
<b>Total</b>	<b>12</b>	<b>521</b>	<b>12</b>	<b>545</b>	<b>39</b>	<b>11</b>	<b>5</b>	<b>55</b>	<b>17</b>	<b>401</b>	<b>23</b>	<b>441</b>	<b>13</b>	<b>14</b>	<b>9</b>	<b>36</b>	<b>1077</b>
08:00 AM	3	112	3	118	12	1	0	13	9	97	16	122	2	2	5	9	262
08:15 AM	0	130	3	133	11	4	1	16	7	86	13	106	1	5	3	9	264
08:30 AM	1	109	5	115	6	5	3	14	5	86	4	95	1	3	3	7	231
08:45 AM	4	102	2	108	8	5	1	14	9	114	12	135	0	4	4	8	265
<b>Total</b>	<b>8</b>	<b>453</b>	<b>13</b>	<b>474</b>	<b>37</b>	<b>15</b>	<b>5</b>	<b>57</b>	<b>30</b>	<b>383</b>	<b>45</b>	<b>458</b>	<b>4</b>	<b>14</b>	<b>15</b>	<b>33</b>	<b>1022</b>
<b>Grand Total</b>	<b>26</b>	<b>1179</b>	<b>27</b>	<b>1232</b>	<b>94</b>	<b>40</b>	<b>13</b>	<b>147</b>	<b>57</b>	<b>1017</b>	<b>74</b>	<b>1148</b>	<b>24</b>	<b>32</b>	<b>38</b>	<b>94</b>	<b>2621</b>
Apprch %	2.1	95.7	2.2		63.9	27.2	8.8		5	88.6	6.4		25.5	34	40.4		
Total %	1	45	1	47	3.6	1.5	0.5	5.6	2.2	38.8	2.8	43.8	0.9	1.2	1.4	3.6	
Passenger Vehicles	20	862	24	906	74	38	11	123	52	805	62	919	23	28	25	76	2024
% Passenger Vehicles	76.9	73.1	88.9	73.5	78.7	95	84.6	83.7	91.2	79.2	83.8	80.1	95.8	87.5	65.8	80.9	77.2
Large 2 Axle Vehicles	1	57	0	58	3	2	1	6	1	38	4	43	0	3	9	12	119
% Large 2 Axle Vehicles	3.8	4.8	0	4.7	3.2	5	7.7	4.1	1.8	3.7	5.4	3.7	0	9.4	23.7	12.8	4.5
3 Axle Vehicles	2	50	2	54	10	0	1	11	4	61	2	67	0	1	2	3	135
% 3 Axle Vehicles	7.7	4.2	7.4	4.4	10.6	0	7.7	7.5	7	6	2.7	5.8	0	3.1	5.3	3.2	5.2
4+ Axle Trucks	3	210	1	214	7	0	0	7	0	113	6	119	1	0	2	3	343
% 4+ Axle Trucks	11.5	17.8	3.7	17.4	7.4	0	0	4.8	0	11.1	8.1	10.4	4.2	0	5.3	3.2	13.1

Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	<b>156</b>	1	<b>160</b>	<b>13</b>	0	1	14	4	<b>121</b>	4	<b>129</b>	3	1	4	8	<b>311</b>
07:45 AM	5	151	2	158	7	5	1	13	9	95	9	113	4	0	2	6	290
08:00 AM	3	112	3	118	12	1	0	13	9	97	16	122	2	2	5	9	262
08:15 AM	0	130	3	133	11	4	1	16	7	86	13	106	1	5	3	9	264
Total Volume	11	549	9	569	43	10	3	56	29	399	42	470	10	8	14	32	1127
% App. Total	1.9	96.5	1.6		76.8	17.9	5.4		6.2	84.9	8.9		31.2	25	43.8		
PHF	.550	.880	.750	.889	.827	.500	.750	.875	.806	.824	.656	.911	.625	.400	.700	.889	.906



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 28th Street  
 Weather: Clear

File Name : 09\_JVY\_Rubidoux\_28th AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				06:45 AM				07:30 AM				06:30 AM			
+0 mins.	3	156	1	160	10	12	2	24	4	121	4	129	4	3	6	13
+15 mins.	5	151	2	158	6	4	0	10	9	95	9	113	3	1	8	12
+30 mins.	3	112	3	118	13	2	3	18	9	97	16	122	2	6	1	9
+45 mins.	0	130	3	133	13	0	1	14	7	86	13	106	4	7	2	13
Total Volume	11	549	9	569	42	18	6	66	29	399	42	470	13	17	17	47
% App. Total	1.9	96.5	1.6		63.6	27.3	9.1		6.2	84.9	8.9		27.7	36.2	36.2	
PHF	.550	.880	.750	.889	.808	.375	.500	.688	.806	.824	.656	.911	.813	.607	.531	.904

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 28th Street  
 Weather: Clear

File Name : 09\_JVY\_Rubidoux\_28th AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

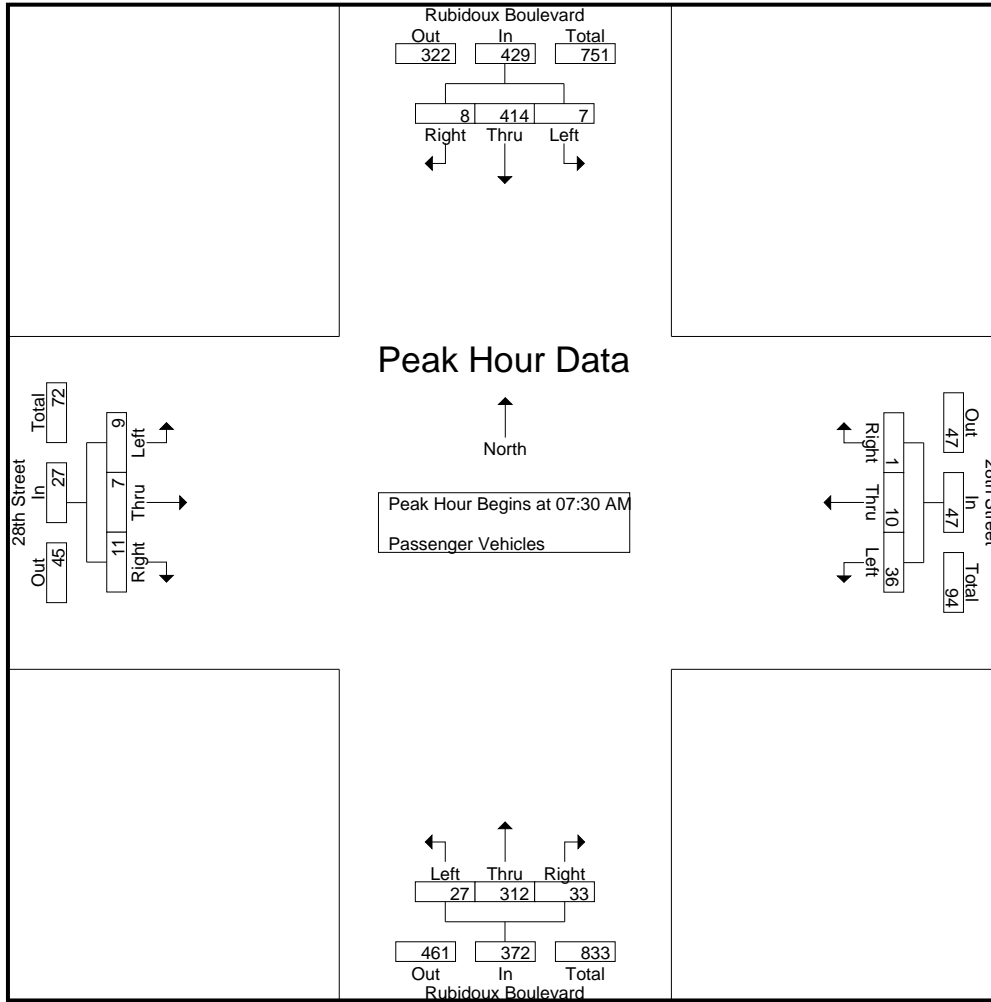
Groups Printed- Passenger Vehicles

Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	2	68	1	71	5	2	1	8	4	92	5	101	4	2	3	9	189
06:45 AM	3	79	1	83	7	12	2	21	6	105	1	112	3	1	2	6	222
Total	5	147	2	154	12	14	3	29	10	197	6	213	7	3	5	15	411
07:00 AM	1	71	3	75	6	4	0	10	3	73	4	80	2	6	1	9	174
07:15 AM	3	91	6	100	9	1	3	13	1	73	5	79	4	7	2	13	205
07:30 AM	2	119	1	122	11	0	0	11	4	94	4	102	3	1	3	7	242
07:45 AM	3	116	2	121	6	5	1	12	8	68	6	82	4	0	1	5	220
Total	9	397	12	418	32	10	4	46	16	308	19	343	13	14	7	34	841
08:00 AM	2	86	3	91	10	1	0	11	8	80	13	101	1	2	4	7	210
08:15 AM	0	93	2	95	9	4	0	13	7	70	10	87	1	4	3	8	203
08:30 AM	1	70	4	75	5	5	3	13	4	63	4	71	1	3	2	6	165
08:45 AM	3	69	1	73	6	4	1	11	7	87	10	104	0	2	4	6	194
Total	6	318	10	334	30	14	4	48	26	300	37	363	3	11	13	27	772
Grand Total	20	862	24	906	74	38	11	123	52	805	62	919	23	28	25	76	2024
Apprch %	2.2	95.1	2.6		60.2	30.9	8.9		5.7	87.6	6.7		30.3	36.8	32.9		
Total %	1	42.6	1.2	44.8	3.7	1.9	0.5	6.1	2.6	39.8	3.1	45.4	1.1	1.4	1.2	3.8	

Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	<b>119</b>	1	<b>122</b>	<b>11</b>	0	0	11	4	<b>94</b>	4	<b>102</b>	3	1	3	7	<b>242</b>
07:45 AM	3	116	2	121	6	5	1	12	8	68	6	82	4	0	1	5	220
08:00 AM	2	86	3	91	10	1	0	11	8	80	13	101	1	2	4	7	210
08:15 AM	0	93	2	95	9	4	0	13	7	70	10	87	1	4	3	8	203
Total Volume	7	414	8	429	36	10	1	47	27	312	33	372	9	7	11	27	875
% App. Total	1.6	96.5	1.9		76.6	21.3	2.1		7.3	83.9	8.9		33.3	25.9	40.7		
PHF	.583	.870	.667	.879	.818	.500	.250	.904	.844	.830	.635	.912	.563	.438	.688	.844	.904

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 28th Street  
 Weather: Clear

File Name : 09\_JVY\_Rubidoux\_28th AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	<b>119</b>	1	<b>122</b>	<b>11</b>	0	0	11	4	<b>94</b>	4	<b>102</b>	3	1	3	7
+15 mins.	<b>3</b>	116	2	121	6	<b>5</b>	<b>1</b>	12	<b>8</b>	68	6	82	<b>4</b>	0	1	5
+30 mins.	2	86	<b>3</b>	91	10	1	0	11	8	80	<b>13</b>	101	1	2	<b>4</b>	7
+45 mins.	0	93	2	95	9	4	0	<b>13</b>	7	70	10	87	1	<b>4</b>	3	<b>8</b>
Total Volume	7	414	8	429	36	10	1	47	27	312	33	372	9	7	11	27
% App. Total	1.6	96.5	1.9		76.6	21.3	2.1		7.3	83.9	8.9		33.3	25.9	40.7	
PHF	.583	.870	.667	.879	.818	.500	.250	.904	.844	.830	.635	.912	.563	.438	.688	.844

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 28th Street  
 Weather: Clear

File Name : 09\_JVY\_Rubidoux\_28th AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

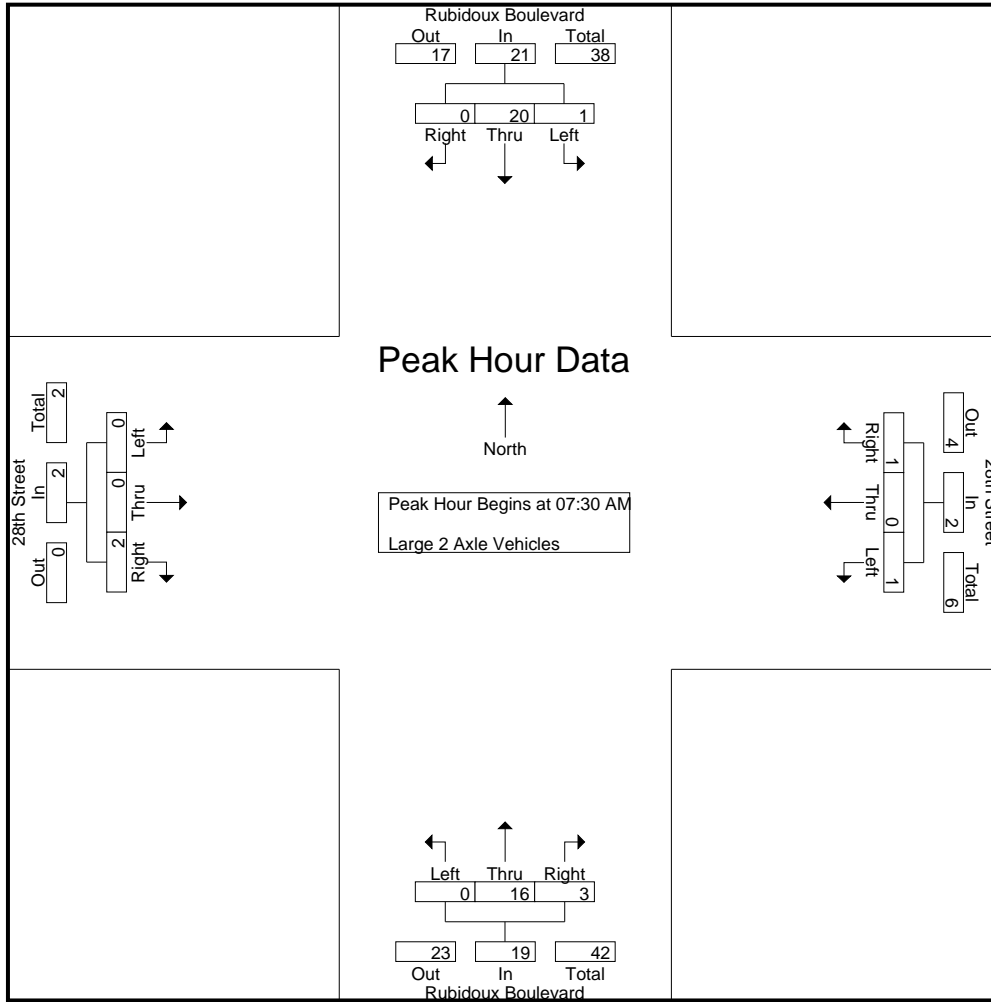
Groups Printed- Large 2 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	4	0	4	1	0	0	1	0	3	0	3	0	1	3	4	12
06:45 AM	0	5	0	5	0	0	0	0	0	5	0	5	0	0	4	4	14
Total	0	9	0	9	1	0	0	1	0	8	0	8	0	1	7	8	26
07:00 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
07:15 AM	0	3	0	3	1	1	0	2	0	4	1	5	0	0	0	0	10
07:30 AM	0	5	0	5	0	0	0	0	0	8	0	8	0	0	1	1	14
07:45 AM	1	6	0	7	1	0	0	1	0	4	0	4	0	0	0	0	12
Total	1	17	0	18	2	1	0	3	0	19	1	20	0	0	1	1	42
08:00 AM	0	4	0	4	0	0	0	0	0	3	2	5	0	0	1	1	10
08:15 AM	0	5	0	5	0	0	1	1	0	1	1	2	0	0	0	0	8
08:30 AM	0	14	0	14	0	0	0	0	1	4	0	5	0	0	0	0	19
08:45 AM	0	8	0	8	0	1	0	1	0	3	0	3	0	2	0	2	14
Total	0	31	0	31	0	1	1	2	1	11	3	15	0	2	1	3	51
Grand Total	1	57	0	58	3	2	1	6	1	38	4	43	0	3	9	12	119
Apprch %	1.7	98.3	0		50	33.3	16.7		2.3	88.4	9.3		0	25	75		
Total %	0.8	47.9	0	48.7	2.5	1.7	0.8	5	0.8	31.9	3.4	36.1	0	2.5	7.6	10.1	

Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	5	0	5	0	0	0	0	0	8	0	8	0	0	1	1	14
07:45 AM	1	6	0	7	1	0	0	1	0	4	0	4	0	0	0	0	12
08:00 AM	0	4	0	4	0	0	0	0	0	3	2	5	0	0	1	1	10
08:15 AM	0	5	0	5	0	0	1	1	0	1	1	2	0	0	0	0	8
Total Volume	1	20	0	21	1	0	1	2	0	16	3	19	0	0	2	2	44
% App. Total	4.8	95.2	0		50	0	50		0	84.2	15.8		0	0	100		
PHF	.250	.833	.000	.750	.250	.000	.250	.500	.000	.500	.375	.594	.000	.000	.500	.500	.786

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 28th Street  
 Weather: Clear

File Name : 09\_JVY\_Rubidoux\_28th AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	5	0	5	0	0	0	0	0	8	0	8	0	0	1	1
+15 mins.	1	6	0	7	1	0	0	1	0	4	0	4	0	0	0	0
+30 mins.	0	4	0	4	0	0	0	0	0	3	2	5	0	0	1	1
+45 mins.	0	5	0	5	0	0	1	1	0	1	1	2	0	0	0	0
Total Volume	1	20	0	21	1	0	1	2	0	16	3	19	0	0	2	2
% App. Total	4.8	95.2	0		50	0	50		0	84.2	15.8		0	0	100	
PHF	.250	.833	.000	.750	.250	.000	.250	.500	.000	.500	.375	.594	.000	.000	.500	.500

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 28th Street  
 Weather: Clear

File Name : 09\_JVY\_Rubidoux\_28th AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

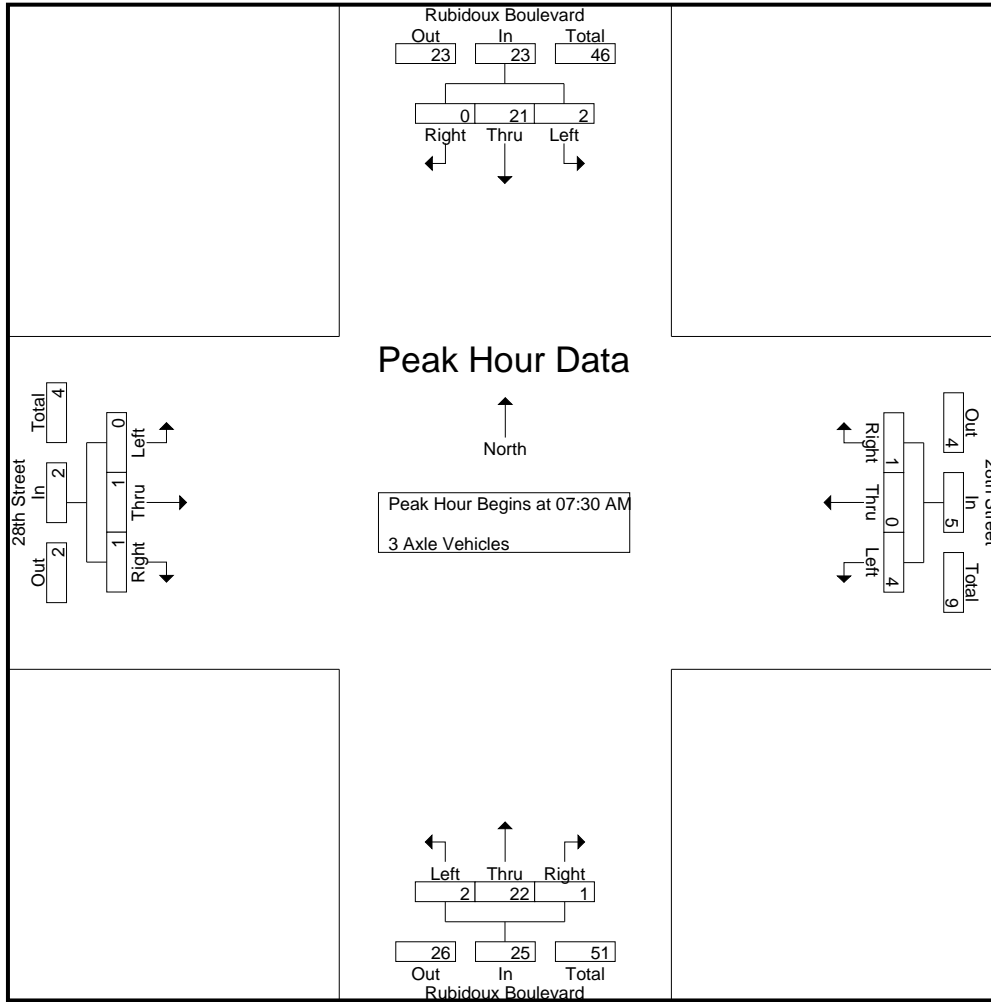
Groups Printed- 3 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	8	0	8	1	0	0	1	0	4	0	4	0	0	0	0	13
06:45 AM	0	5	0	5	1	0	0	1	0	4	0	4	0	0	0	0	10
Total	0	13	0	13	2	0	0	2	0	8	0	8	0	0	0	0	23
07:00 AM	0	4	0	4	0	0	0	0	0	9	0	9	0	0	0	0	13
07:15 AM	0	5	0	5	2	0	0	2	0	2	0	2	0	0	0	0	9
07:30 AM	1	6	0	7	1	0	1	2	0	6	0	6	0	0	0	0	15
07:45 AM	1	6	0	7	0	0	0	0	1	7	1	9	0	0	1	1	17
Total	2	21	0	23	3	0	1	4	1	24	1	26	0	0	1	1	54
08:00 AM	0	2	0	2	1	0	0	1	1	5	0	6	0	0	0	0	9
08:15 AM	0	7	0	7	2	0	0	2	0	4	0	4	0	1	0	1	14
08:30 AM	0	4	1	5	1	0	0	1	0	9	0	9	0	0	1	1	16
08:45 AM	0	3	1	4	1	0	0	1	2	11	1	14	0	0	0	0	19
Total	0	16	2	18	5	0	0	5	3	29	1	33	0	1	1	2	58
Grand Total	2	50	2	54	10	0	1	11	4	61	2	67	0	1	2	3	135
Apprch %	3.7	92.6	3.7		90.9	0	9.1		6	91	3		0	33.3	66.7		
Total %	1.5	37	1.5	40	7.4	0	0.7	8.1	3	45.2	1.5	49.6	0	0.7	1.5	2.2	

Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	6	0	7	1	0	1	2	0	6	0	6	0	0	0	0	15
07:45 AM	1	6	0	7	0	0	0	0	1	7	1	9	0	0	1	1	17
08:00 AM	0	2	0	2	1	0	0	1	1	5	0	6	0	0	0	0	9
08:15 AM	0	7	0	7	2	0	0	2	0	4	0	4	0	1	0	1	14
Total Volume	2	21	0	23	4	0	1	5	2	22	1	25	0	1	1	2	55
% App. Total	8.7	91.3	0		80	0	20		8	88	4		0	50	50		
PHF	.500	.750	.000	.821	.500	.000	.250	.625	.500	.786	.250	.694	.000	.250	.250	.500	.809

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 28th Street  
 Weather: Clear

File Name : 09\_JVY\_Rubidoux\_28th AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	6	0	7	1	0	1	2	0	6	0	6	0	0	0	0
+15 mins.	1	6	0	7	0	0	0	0	1	7	1	9	0	0	0	1
+30 mins.	0	2	0	2	1	0	0	1	1	5	0	6	0	0	0	0
+45 mins.	0	7	0	7	2	0	0	2	0	4	0	4	0	1	0	1
Total Volume	2	21	0	23	4	0	1	5	2	22	1	25	0	1	1	2
% App. Total	8.7	91.3	0		80	0	20		8	88	4		0	50	50	
PHF	.500	.750	.000	.821	.500	.000	.250	.625	.500	.786	.250	.694	.000	.250	.250	.500

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 28th Street  
 Weather: Clear

File Name : 09\_JVY\_Rubidoux\_28th AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- 4+ Axle Trucks

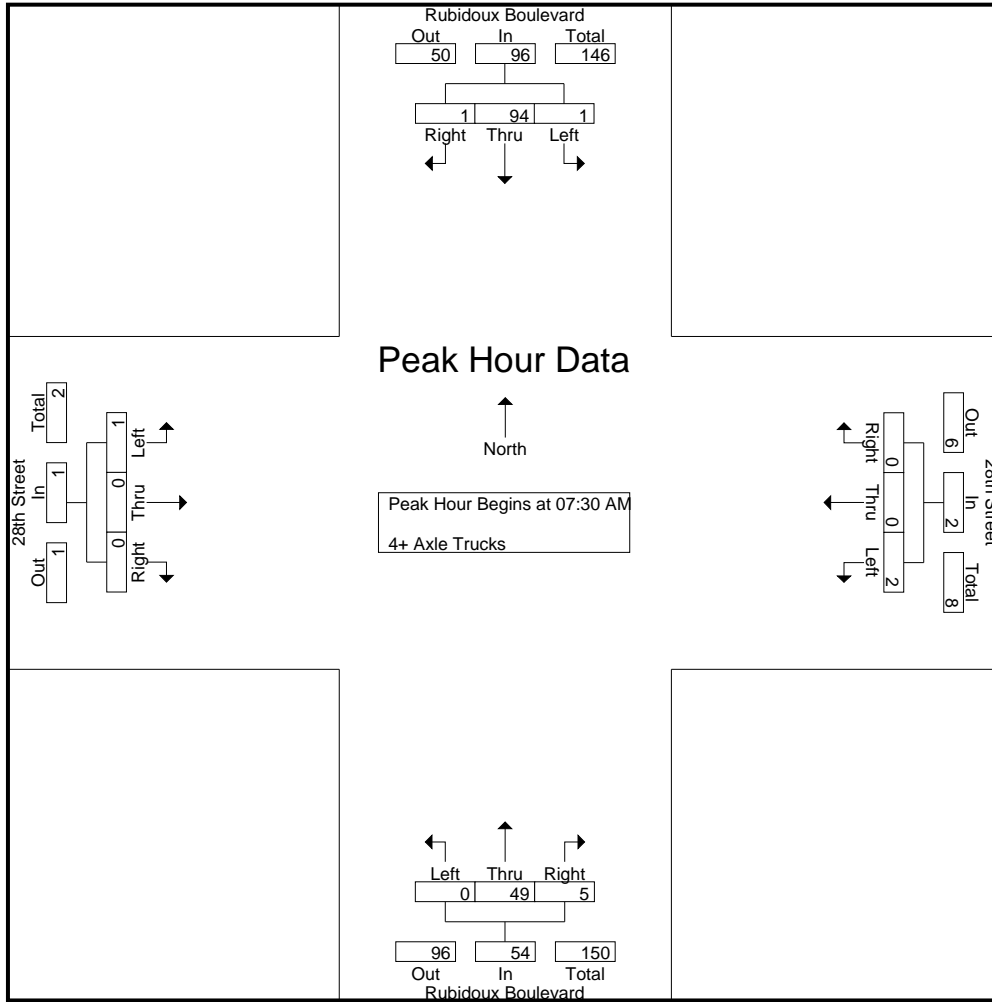
Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	1	20	0	21	1	0	0	1	0	12	0	12	0	0	0	0	34
06:45 AM	0	16	0	16	2	0	0	2	0	8	0	8	0	0	2	2	28
Total	1	36	0	37	3	0	0	3	0	20	0	20	0	0	2	2	62
07:00 AM	0	19	0	19	0	0	0	0	0	8	0	8	0	0	0	0	27
07:15 AM	0	18	0	18	1	0	0	1	0	13	0	13	0	0	0	0	32
07:30 AM	0	26	0	26	1	0	0	1	0	13	0	13	0	0	0	0	40
07:45 AM	0	23	0	23	0	0	0	0	0	16	2	18	0	0	0	0	41
Total	0	86	0	86	2	0	0	2	0	50	2	52	0	0	0	0	140
08:00 AM	1	20	0	21	1	0	0	1	0	9	1	10	1	0	0	1	33
08:15 AM	0	25	1	26	0	0	0	0	0	11	2	13	0	0	0	0	39
08:30 AM	0	21	0	21	0	0	0	0	0	10	0	10	0	0	0	0	31
08:45 AM	1	22	0	23	1	0	0	1	0	13	1	14	0	0	0	0	38
Total	2	88	1	91	2	0	0	2	0	43	4	47	1	0	0	1	141
Grand Total	3	210	1	214	7	0	0	7	0	113	6	119	1	0	2	3	343
Apprch %	1.4	98.1	0.5		100	0	0		0	95	5		33.3	0	66.7		
Total %	0.9	61.2	0.3	62.4	2	0	0	2	0	32.9	1.7	34.7	0.3	0	0.6	0.9	

Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	<b>26</b>	0	<b>26</b>	<b>1</b>	0	0	<b>1</b>	0	13	0	13	0	0	0	0	40
07:45 AM	0	23	0	23	0	0	0	0	0	<b>16</b>	<b>2</b>	<b>18</b>	0	0	0	0	41
08:00 AM	<b>1</b>	20	0	21	1	0	0	1	0	9	1	10	<b>1</b>	0	0	<b>1</b>	33
08:15 AM	0	25	<b>1</b>	26	0	0	0	0	0	11	2	13	0	0	0	0	39
Total Volume	1	94	1	96	2	0	0	2	0	49	5	54	1	0	0	1	153
% App. Total	1	97.9	1		100	0	0		0	90.7	9.3		100	0	0		
PHF	.250	.904	.250	.923	.500	.000	.000	.500	.000	.766	.625	.750	.250	.000	.000	.250	.933



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 28th Street  
 Weather: Clear

File Name : 09\_JVY\_Rubidoux\_28th AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	26	0	26	1	0	0	1	0	13	0	13	0	0	0	0
+15 mins.	0	23	0	23	0	0	0	0	0	16	2	18	0	0	0	0
+30 mins.	1	20	0	21	1	0	0	1	0	9	1	10	1	0	0	1
+45 mins.	0	25	1	26	0	0	0	0	0	11	2	13	0	0	0	0
Total Volume	1	94	1	96	2	0	0	2	0	49	5	54	1	0	0	1
% App. Total	1	97.9	1	100	100	0	0	100	0	90.7	9.3	100	100	0	0	100
PHF	.250	.904	.250	.923	.500	.000	.000	.500	.000	.766	.625	.750	.250	.000	.000	.250

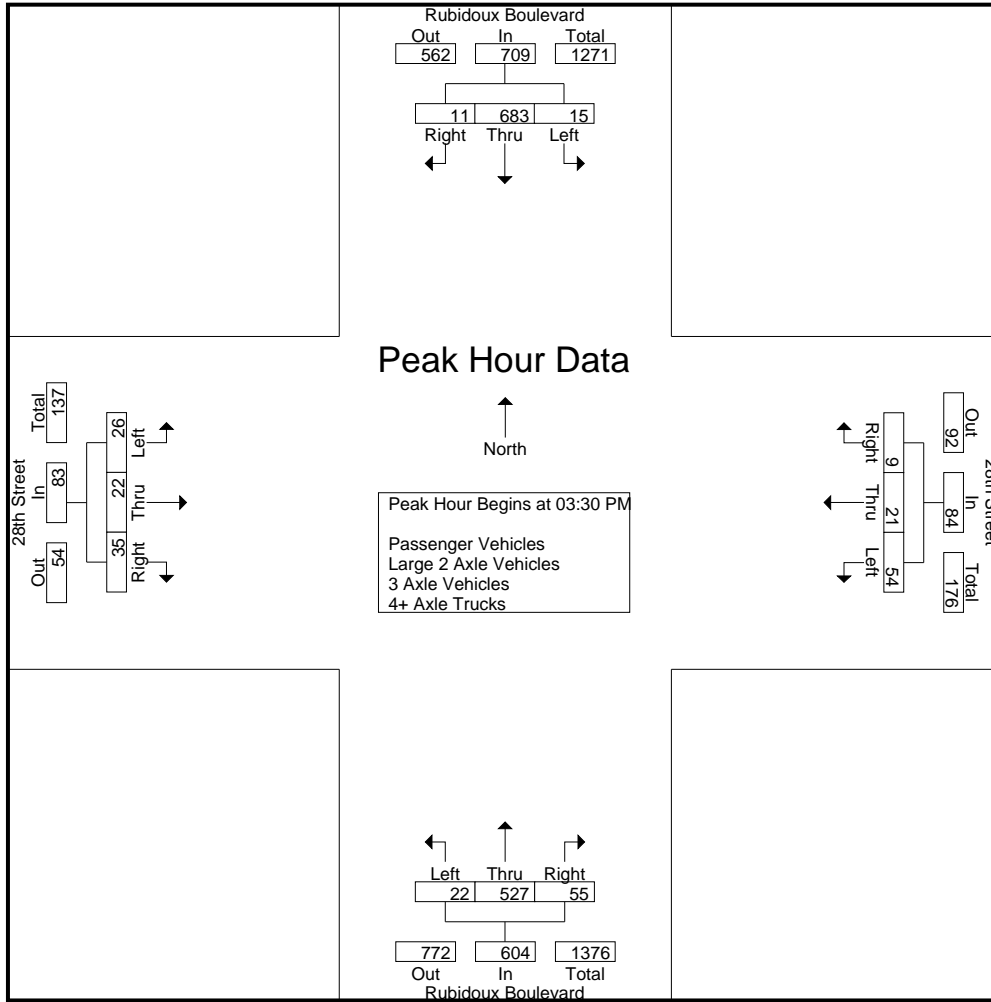
City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 28th Street  
 Weather: Clear

File Name : 09\_JVY\_Rubidoux\_28th PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

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

Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	3	182	4	189	13	7	2	22	5	131	17	153	4	9	10	23	387
03:45 PM	3	169	3	175	12	5	3	20	4	125	11	140	7	5	13	25	360
<b>Total</b>	<b>6</b>	<b>351</b>	<b>7</b>	<b>364</b>	<b>25</b>	<b>12</b>	<b>5</b>	<b>42</b>	<b>9</b>	<b>256</b>	<b>28</b>	<b>293</b>	<b>11</b>	<b>14</b>	<b>23</b>	<b>48</b>	<b>747</b>
04:00 PM	5	189	0	194	15	2	3	20	7	134	10	151	7	4	4	15	380
04:15 PM	4	143	4	151	14	7	1	22	6	137	17	160	8	4	8	20	353
04:30 PM	0	148	2	150	10	1	4	15	16	121	12	149	10	3	6	19	333
04:45 PM	4	132	2	138	15	2	1	18	5	136	11	152	15	4	4	23	331
<b>Total</b>	<b>13</b>	<b>612</b>	<b>8</b>	<b>633</b>	<b>54</b>	<b>12</b>	<b>9</b>	<b>75</b>	<b>34</b>	<b>528</b>	<b>50</b>	<b>612</b>	<b>40</b>	<b>15</b>	<b>22</b>	<b>77</b>	<b>1397</b>
05:00 PM	0	180	5	185	13	2	0	15	4	150	11	165	15	5	7	27	392
05:15 PM	5	159	2	166	11	8	7	26	5	148	8	161	8	7	8	23	376
05:30 PM	4	161	4	169	15	3	3	21	2	144	11	157	13	9	3	25	372
05:45 PM	0	129	3	132	9	0	4	13	6	138	15	159	9	4	7	20	324
<b>Total</b>	<b>9</b>	<b>629</b>	<b>14</b>	<b>652</b>	<b>48</b>	<b>13</b>	<b>14</b>	<b>75</b>	<b>17</b>	<b>580</b>	<b>45</b>	<b>642</b>	<b>45</b>	<b>25</b>	<b>25</b>	<b>95</b>	<b>1464</b>
<b>Grand Total</b>	<b>28</b>	<b>1592</b>	<b>29</b>	<b>1649</b>	<b>127</b>	<b>37</b>	<b>28</b>	<b>192</b>	<b>60</b>	<b>1364</b>	<b>123</b>	<b>1547</b>	<b>96</b>	<b>54</b>	<b>70</b>	<b>220</b>	<b>3608</b>
Apprch %	1.7	96.5	1.8		66.1	19.3	14.6		3.9	88.2	8		43.6	24.5	31.8		
Total %	0.8	44.1	0.8	45.7	3.5	1	0.8	5.3	1.7	37.8	3.4	42.9	2.7	1.5	1.9	6.1	
Passenger Vehicles	24	1419	28	1471	115	37	22	174	43	1103	108	1254	89	53	66	208	3107
% Passenger Vehicles	85.7	89.1	96.6	89.2	90.6	100	78.6	90.6	71.7	80.9	87.8	81.1	92.7	98.1	94.3	94.5	86.1
Large 2 Axle Vehicles	0	39	1	40	3	0	3	6	6	59	1	66	4	1	1	6	118
% Large 2 Axle Vehicles	0	2.4	3.4	2.4	2.4	0	10.7	3.1	10	4.3	0.8	4.3	4.2	1.9	1.4	2.7	3.3
3 Axle Vehicles	2	31	0	33	1	0	1	2	4	58	7	69	3	0	2	5	109
% 3 Axle Vehicles	7.1	1.9	0	2	0.8	0	3.6	1	6.7	4.3	5.7	4.5	3.1	0	2.9	2.3	3
4+ Axle Trucks	2	103	0	105	8	0	2	10	7	144	7	158	0	0	1	1	274
% 4+ Axle Trucks	7.1	6.5	0	6.4	6.3	0	7.1	5.2	11.7	10.6	5.7	10.2	0	0	1.4	0.5	7.6

Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	3	182	4	189	13	7	2	22	5	131	17	153	4	9	10	23	387
03:45 PM	3	169	3	175	12	5	3	20	4	125	11	140	7	5	13	25	360
04:00 PM	5	189	0	194	15	2	3	20	7	134	10	151	7	4	4	15	380
04:15 PM	4	143	4	151	14	7	1	22	6	137	17	160	8	4	8	20	353
Total Volume	15	683	11	709	54	21	9	84	22	527	55	604	26	22	35	83	1480
% App. Total	2.1	96.3	1.6		64.3	25	10.7		3.6	87.3	9.1		31.3	26.5	42.2		
PHF	.750	.903	.688	.914	.900	.750	.750	.955	.786	.962	.809	.944	.813	.611	.673	.830	.956



Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				05:00 PM				04:45 PM			
+0 mins.	3	182	4	189	13	7	2	22	4	150	11	165	15	4	4	23
+15 mins.	3	169	3	175	12	5	3	20	5	148	8	161	15	5	7	27
+30 mins.	5	189	0	194	15	2	3	20	2	144	11	157	8	7	8	23
+45 mins.	4	143	4	151	14	7	1	22	6	138	15	159	13	9	3	25
Total Volume	15	683	11	709	54	21	9	84	17	580	45	642	51	25	22	98
% App. Total	2.1	96.3	1.6		64.3	25	10.7		2.6	90.3	7		52	25.5	22.4	
PHF	.750	.903	.688	.914	.900	.750	.750	.955	.708	.967	.750	.973	.850	.694	.688	.907

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 28th Street  
 Weather: Clear

File Name : 09\_JVY\_Rubidoux\_28th PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

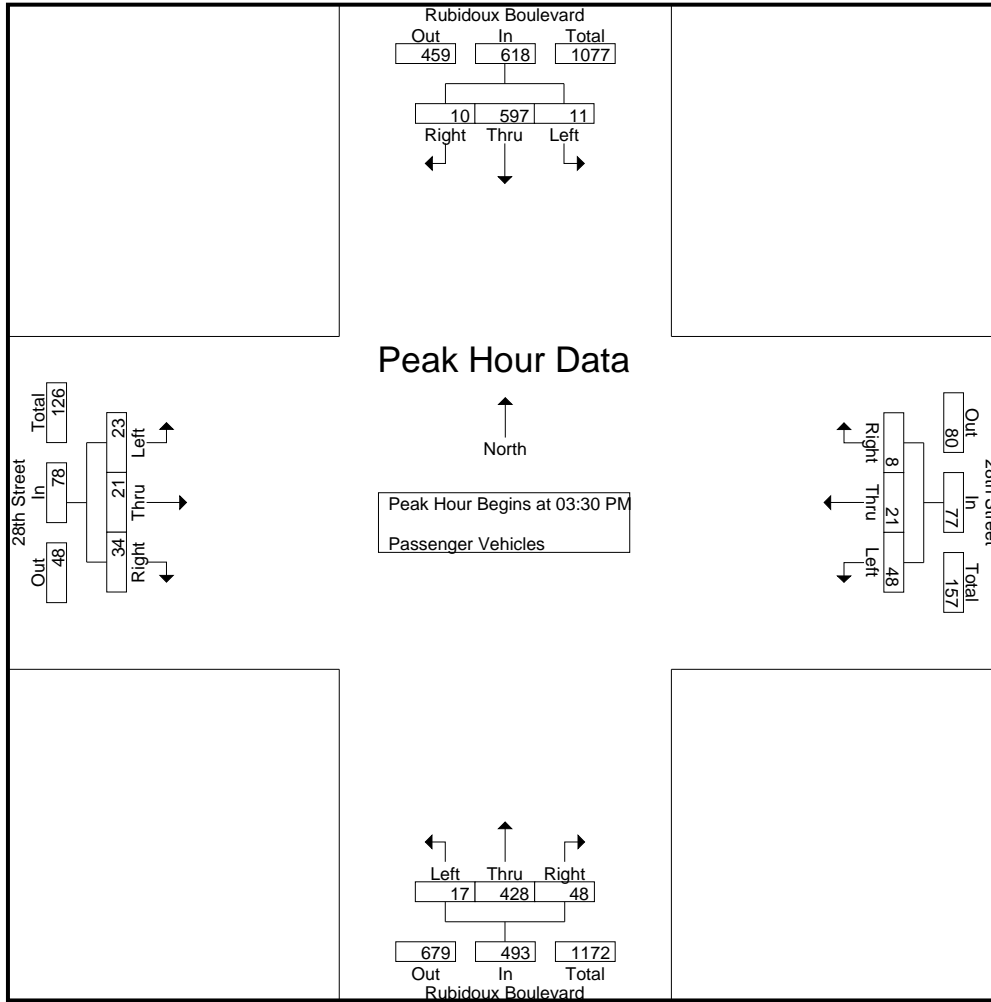
Groups Printed- Passenger Vehicles

Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	2	160	4	166	12	7	2	21	5	114	16	135	4	8	10	22	344
03:45 PM	2	150	3	155	10	5	2	17	3	92	9	104	4	5	12	21	297
Total	4	310	7	321	22	12	4	38	8	206	25	239	8	13	22	43	641
04:00 PM	4	166	0	170	14	2	3	19	5	107	7	119	7	4	4	15	323
04:15 PM	3	121	3	127	12	7	1	20	4	115	16	135	8	4	8	20	302
04:30 PM	0	138	2	140	8	1	2	11	12	93	10	115	9	3	6	18	284
04:45 PM	4	116	2	122	14	2	1	17	3	108	11	122	13	4	3	20	281
Total	11	541	7	559	48	12	7	67	24	423	44	491	37	15	21	73	1190
05:00 PM	0	167	5	172	13	2	0	15	3	124	9	136	14	5	6	25	348
05:15 PM	5	144	2	151	10	8	6	24	2	121	6	129	8	7	7	22	326
05:30 PM	4	147	4	155	13	3	2	18	0	119	10	129	13	9	3	25	327
05:45 PM	0	110	3	113	9	0	3	12	6	110	14	130	9	4	7	20	275
Total	9	568	14	591	45	13	11	69	11	474	39	524	44	25	23	92	1276
Grand Total	24	1419	28	1471	115	37	22	174	43	1103	108	1254	89	53	66	208	3107
Apprch %	1.6	96.5	1.9		66.1	21.3	12.6		3.4	88	8.6		42.8	25.5	31.7		
Total %	0.8	45.7	0.9	47.3	3.7	1.2	0.7	5.6	1.4	35.5	3.5	40.4	2.9	1.7	2.1	6.7	

Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	2	160	4	166	12	7	2	21	5	114	16	135	4	8	10	22	344
03:45 PM	2	150	3	155	10	5	2	17	3	92	9	104	4	5	12	21	297
04:00 PM	4	166	0	170	14	2	3	19	5	107	7	119	7	4	4	15	323
04:15 PM	3	121	3	127	12	7	1	20	4	115	16	135	8	4	8	20	302
Total Volume	11	597	10	618	48	21	8	77	17	428	48	493	23	21	34	78	1266
% App. Total	1.8	96.6	1.6		62.3	27.3	10.4		3.4	86.8	9.7		29.5	26.9	43.6		
PHF	.688	.899	.625	.909	.857	.750	.667	.917	.850	.930	.750	.913	.719	.656	.708	.886	.920

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 28th Street  
 Weather: Clear

File Name : 09\_JVY\_Rubidoux\_28th PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM							
+0 mins.	2	160	4	166	12	7	2	21	5	114	16	135	4	8	10	22
+15 mins.	2	150	3	155	10	5	2	17	3	92	9	104	4	5	12	21
+30 mins.	4	166	0	170	14	2	3	19	5	107	7	119	7	4	4	15
+45 mins.	3	121	3	127	12	7	1	20	4	115	16	135	8	4	8	20
Total Volume	11	597	10	618	48	21	8	77	17	428	48	493	23	21	34	78
% App. Total	1.8	96.6	1.6		62.3	27.3	10.4		3.4	86.8	9.7		29.5	26.9	43.6	
PHF	.688	.899	.625	.909	.857	.750	.667	.917	.850	.930	.750	.913	.719	.656	.708	.886

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 28th Street  
 Weather: Clear

File Name : 09\_JVY\_Rubidoux\_28th PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

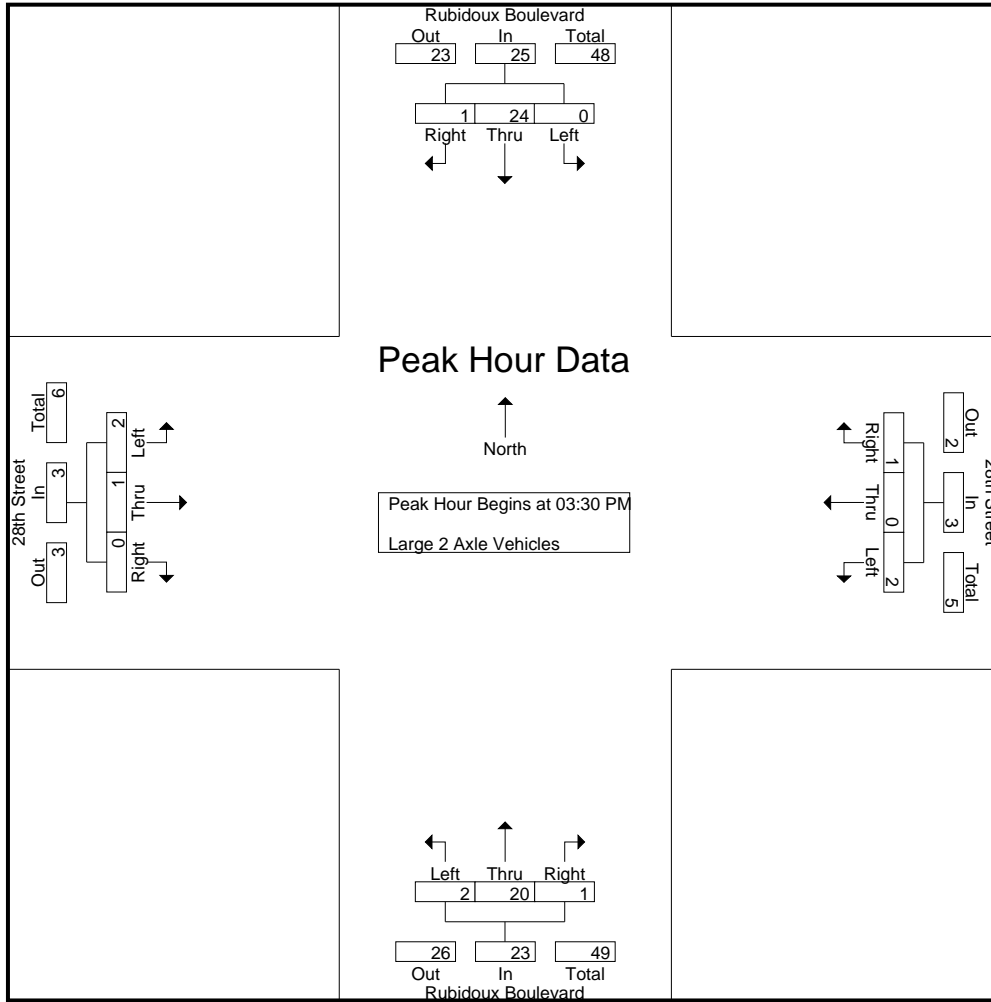
Groups Printed- Large 2 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	4	0	4	0	0	0	0	0	3	0	3	0	1	0	1	8
03:45 PM	0	6	0	6	2	0	1	3	0	5	0	5	2	0	0	2	16
Total	0	10	0	10	2	0	1	3	0	8	0	8	2	1	0	3	24
04:00 PM	0	9	0	9	0	0	0	0	1	7	0	8	0	0	0	0	17
04:15 PM	0	5	1	6	0	0	0	0	1	5	1	7	0	0	0	0	13
04:30 PM	0	0	0	0	1	0	2	3	1	10	0	11	1	0	0	1	15
04:45 PM	0	1	0	1	0	0	0	0	2	6	0	8	1	0	1	2	11
Total	0	15	1	16	1	0	2	3	5	28	1	34	2	0	1	3	56
05:00 PM	0	3	0	3	0	0	0	0	0	8	0	8	0	0	0	0	11
05:15 PM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
05:30 PM	0	3	0	3	0	0	0	0	1	3	0	4	0	0	0	0	7
05:45 PM	0	4	0	4	0	0	0	0	0	9	0	9	0	0	0	0	13
Total	0	14	0	14	0	0	0	0	1	23	0	24	0	0	0	0	38
Grand Total	0	39	1	40	3	0	3	6	6	59	1	66	4	1	1	6	118
Apprch %	0	97.5	2.5		50	0	50		9.1	89.4	1.5		66.7	16.7	16.7		
Total %	0	33.1	0.8	33.9	2.5	0	2.5	5.1	5.1	50	0.8	55.9	3.4	0.8	0.8	5.1	

Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	4	0	4	0	0	0	0	0	3	0	3	0	1	0	1	8
03:45 PM	0	6	0	6	2	0	1	3	0	5	0	5	2	0	0	2	16
04:00 PM	0	9	0	9	0	0	0	0	1	7	0	8	0	0	0	0	17
04:15 PM	0	5	1	6	0	0	0	0	1	5	1	7	0	0	0	0	13
Total Volume	0	24	1	25	2	0	1	3	2	20	1	23	2	1	0	3	54
% App. Total	0	96	4		66.7	0	33.3		8.7	87	4.3		66.7	33.3	0		
PHF	.000	.667	.250	.694	.250	.000	.250	.250	.500	.714	.250	.719	.250	.250	.000	.375	.794

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 28th Street  
 Weather: Clear

File Name : 09\_JVY\_Rubidoux\_28th PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	0	4	0	4	0	0	0	0	0	3	0	3	0	1	0	1
+15 mins.	0	6	0	6	2	0	1	3	0	5	0	5	2	0	0	2
+30 mins.	0	9	0	9	0	0	0	0	1	7	0	8	0	0	0	0
+45 mins.	0	5	1	6	0	0	0	0	1	5	1	7	0	0	0	0
Total Volume	0	24	1	25	2	0	1	3	2	20	1	23	2	1	0	3
% App. Total	0	96	4		66.7	0	33.3		8.7	87	4.3		66.7	33.3	0	
PHF	.000	.667	.250	.694	.250	.000	.250	.250	.500	.714	.250	.719	.250	.250	.000	.375

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 28th Street  
 Weather: Clear

File Name : 09\_JVY\_Rubidoux\_28th PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- 3 Axle Vehicles

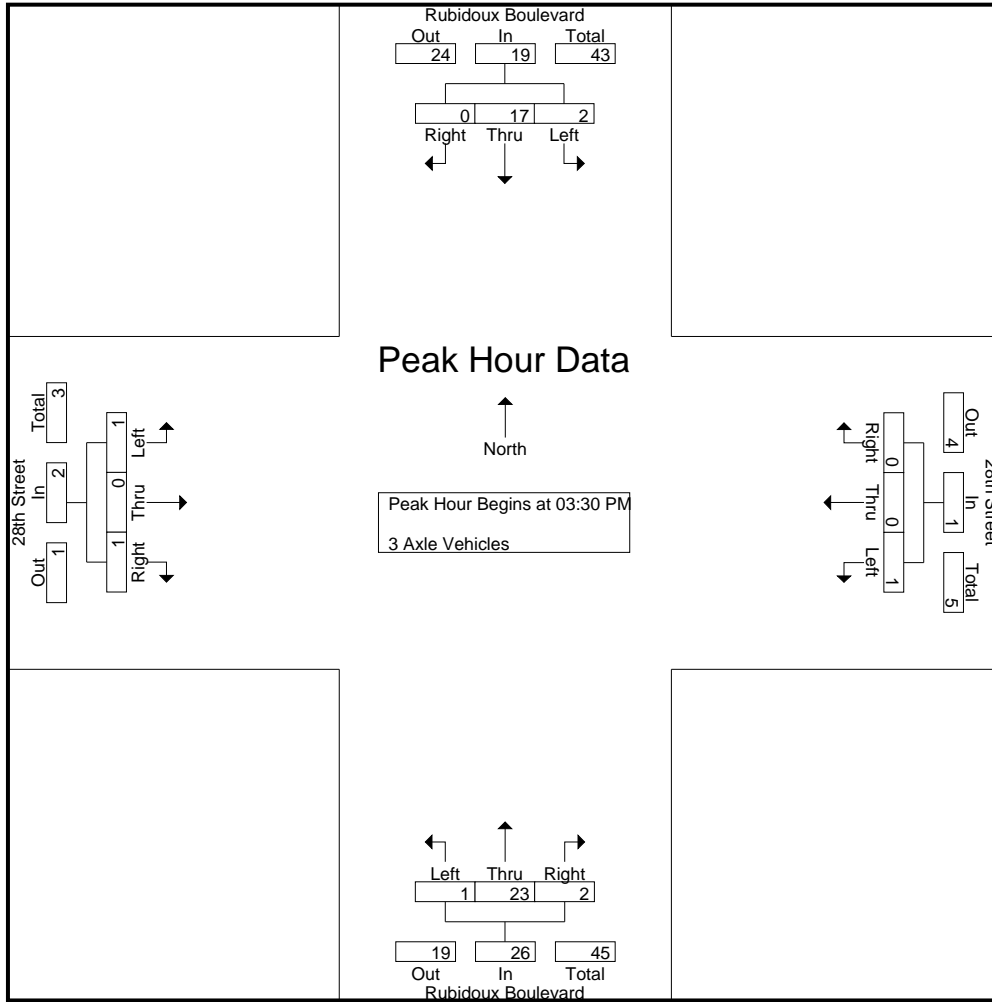
Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
03:45 PM	1	4	0	5	0	0	0	0	0	4	0	4	1	0	1	2	11
Total	1	8	0	9	0	0	0	0	0	6	0	6	1	0	1	2	17
04:00 PM	0	4	0	4	0	0	0	0	0	11	2	13	0	0	0	0	17
04:15 PM	1	5	0	6	1	0	0	1	1	6	0	7	0	0	0	0	14
04:30 PM	0	3	0	3	0	0	0	0	1	4	2	7	0	0	0	0	10
04:45 PM	0	3	0	3	0	0	0	0	0	7	0	7	1	0	0	1	11
Total	1	15	0	16	1	0	0	1	2	28	4	34	1	0	0	1	52
05:00 PM	0	0	0	0	0	0	0	0	0	5	1	6	1	0	1	2	8
05:15 PM	0	3	0	3	0	0	0	0	1	9	0	10	0	0	0	0	13
05:30 PM	0	3	0	3	0	0	0	0	1	4	1	6	0	0	0	0	9
05:45 PM	0	2	0	2	0	0	1	1	0	6	1	7	0	0	0	0	10
Total	0	8	0	8	0	0	1	1	2	24	3	29	1	0	1	2	40
Grand Total	2	31	0	33	1	0	1	2	4	58	7	69	3	0	2	5	109
Apprch %	6.1	93.9	0		50	0	50		5.8	84.1	10.1		60	0	40		
Total %	1.8	28.4	0	30.3	0.9	0	0.9	1.8	3.7	53.2	6.4	63.3	2.8	0	1.8	4.6	

Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
03:45 PM	1	4	0	5	0	0	0	0	0	4	0	4	1	0	1	2	11
04:00 PM	0	4	0	4	0	0	0	0	0	11	2	13	0	0	0	0	17
04:15 PM	1	5	0	6	1	0	0	1	1	6	0	7	0	0	0	0	14
Total Volume	2	17	0	19	1	0	0	1	1	23	2	26	1	0	1	2	48
% App. Total	10.5	89.5	0		100	0	0		3.8	88.5	7.7		50	0	50		
PHF	.500	.850	.000	.792	.250	.000	.000	.250	.250	.523	.250	.500	.250	.000	.250	.250	.706



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 28th Street  
 Weather: Clear

File Name : 09\_JVY\_Rubidoux\_28th PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	1	4	0	5	0	0	0	0	0	4	0	4	1	0	1	2
+30 mins.	0	4	0	4	0	0	0	0	0	11	2	13	0	0	0	0
+45 mins.	1	5	0	6	1	0	0	1	1	6	0	7	0	0	0	0
Total Volume	2	17	0	19	1	0	0	1	1	23	2	26	1	0	1	2
% App. Total	10.5	89.5	0		100	0	0		3.8	88.5	7.7		50	0	50	
PHF	.500	.850	.000	.792	.250	.000	.000	.250	.250	.523	.250	.500	.250	.000	.250	.250

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 28th Street  
 Weather: Clear

File Name : 09\_JVY\_Rubidoux\_28th PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

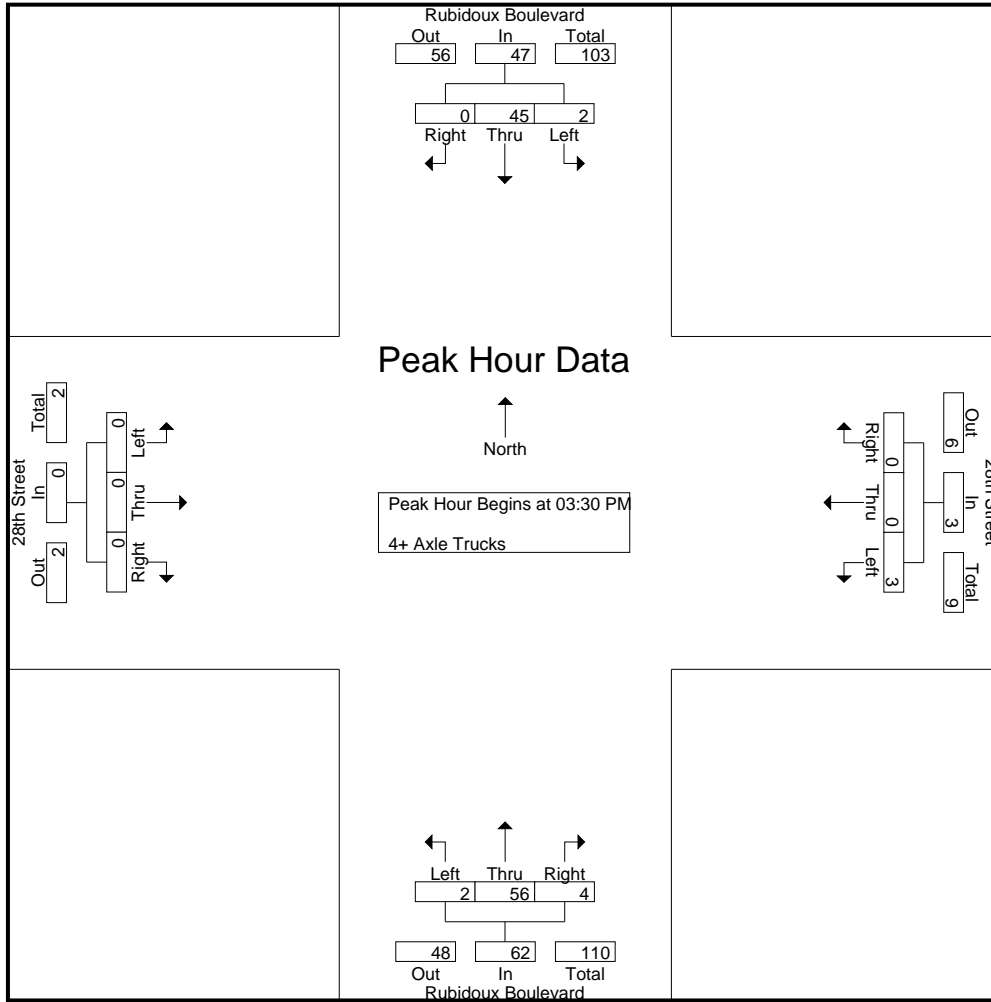
Groups Printed- 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	1	14	0	15	1	0	0	1	0	12	1	13	0	0	0	0	29
03:45 PM	0	9	0	9	0	0	0	0	1	24	2	27	0	0	0	0	36
Total	1	23	0	24	1	0	0	1	1	36	3	40	0	0	0	0	65
04:00 PM	1	10	0	11	1	0	0	1	1	9	1	11	0	0	0	0	23
04:15 PM	0	12	0	12	1	0	0	1	0	11	0	11	0	0	0	0	24
04:30 PM	0	7	0	7	1	0	0	1	2	14	0	16	0	0	0	0	24
04:45 PM	0	12	0	12	1	0	0	1	0	15	0	15	0	0	0	0	28
Total	1	41	0	42	4	0	0	4	3	49	1	53	0	0	0	0	99
05:00 PM	0	10	0	10	0	0	0	0	1	13	1	15	0	0	0	0	25
05:15 PM	0	8	0	8	1	0	1	2	2	15	2	19	0	0	1	1	30
05:30 PM	0	8	0	8	2	0	1	3	0	18	0	18	0	0	0	0	29
05:45 PM	0	13	0	13	0	0	0	0	0	13	0	13	0	0	0	0	26
Total	0	39	0	39	3	0	2	5	3	59	3	65	0	0	1	1	110
Grand Total	2	103	0	105	8	0	2	10	7	144	7	158	0	0	1	1	274
Apprch %	1.9	98.1	0		80	0	20		4.4	91.1	4.4		0	0	100		
Total %	0.7	37.6	0	38.3	2.9	0	0.7	3.6	2.6	52.6	2.6	57.7	0	0	0.4	0.4	

Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	1	14	0	15	1	0	0	1	0	12	1	13	0	0	0	0	29
03:45 PM	0	9	0	9	0	0	0	0	1	24	2	27	0	0	0	0	36
04:00 PM	1	10	0	11	1	0	0	1	1	9	1	11	0	0	0	0	23
04:15 PM	0	12	0	12	1	0	0	1	0	11	0	11	0	0	0	0	24
Total Volume	2	45	0	47	3	0	0	3	2	56	4	62	0	0	0	0	112
% App. Total	4.3	95.7	0		100	0	0		3.2	90.3	6.5		0	0	0		
PHF	.500	.804	.000	.783	.750	.000	.000	.750	.500	.583	.500	.574	.000	.000	.000	.000	.778

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 28th Street  
 Weather: Clear

File Name : 09\_JVY\_Rubidoux\_28th PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	1	14	0	15	1	0	0	1	0	12	1	13	0	0	0	0
+15 mins.	0	9	0	9	0	0	0	0	1	24	2	27	0	0	0	0
+30 mins.	1	10	0	11	1	0	0	1	1	9	1	11	0	0	0	0
+45 mins.	0	12	0	12	1	0	0	1	0	11	0	11	0	0	0	0
Total Volume	2	45	0	47	3	0	0	3	2	56	4	62	0	0	0	0
% App. Total	4.3	95.7	0		100	0	0		3.2	90.3	6.5		0	0	0	
PHF	.500	.804	.000	.783	.750	.000	.000	.750	.500	.583	.500	.574	.000	.000	.000	.000

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 28th Street  
 Weather: Clear

File Name : 12\_JVY\_Hall\_28th AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

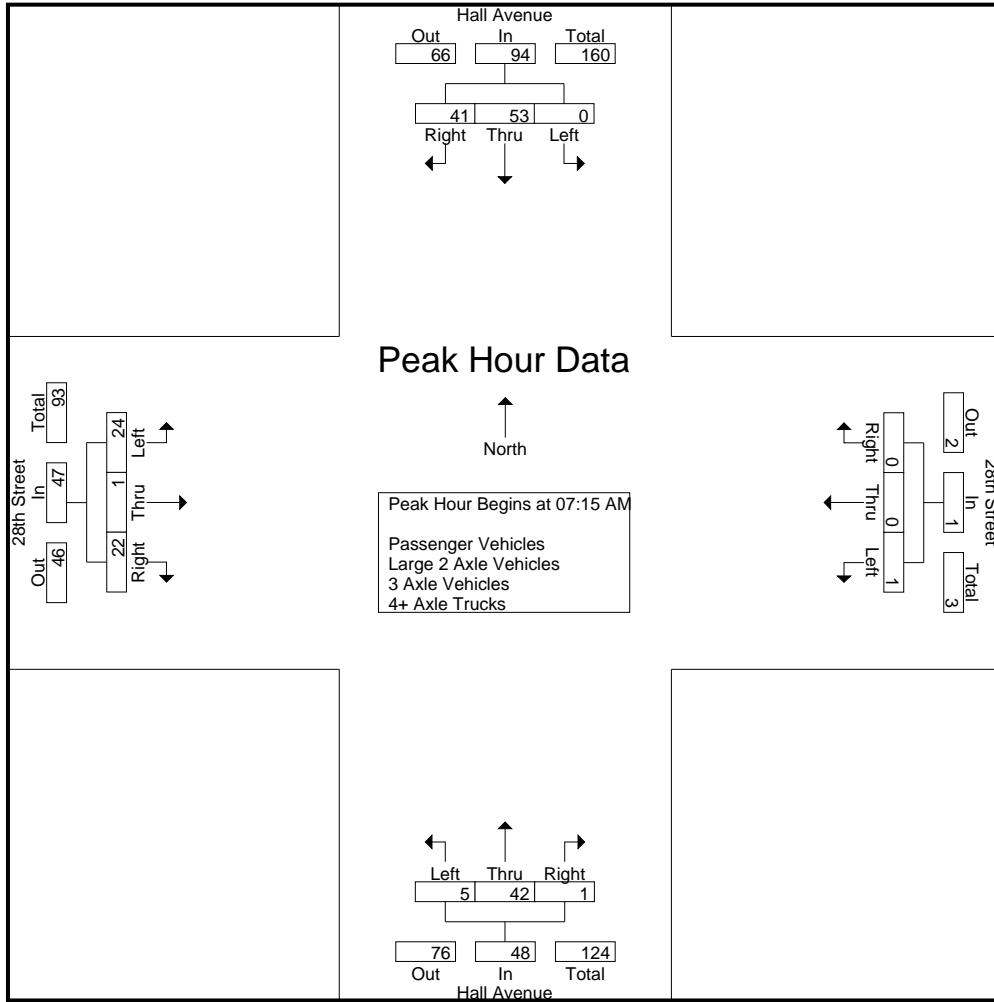
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Hall Avenue Southbound				28th Street Westbound				Hall Avenue Northbound				28th Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
06:30 AM	0	5	8	13	0	0	0	0	0	6	0	6	2	0	6	8	27	
06:45 AM	0	4	15	19	0	0	0	0	0	2	10	0	12	1	0	3	4	35
Total	0	9	23	32	0	0	0	0	0	2	16	0	18	3	0	9	12	62
07:00 AM	0	7	5	12	0	0	0	0	0	2	5	0	7	6	0	3	9	28
07:15 AM	0	13	8	21	0	0	0	0	0	1	12	0	13	9	1	3	13	47
07:30 AM	0	9	12	21	1	0	0	1	1	2	11	1	14	2	0	8	10	46
07:45 AM	0	18	10	28	0	0	0	0	0	0	7	0	7	5	0	7	12	47
Total	0	47	35	82	1	0	0	1	1	5	35	1	41	22	1	21	44	168
08:00 AM	0	13	11	24	0	0	0	0	0	2	12	0	14	8	0	4	12	50
08:15 AM	0	5	8	13	0	0	0	0	0	3	7	0	10	9	0	5	14	37
08:30 AM	0	7	7	14	0	0	0	0	0	2	6	0	8	2	0	3	5	27
08:45 AM	0	7	8	15	0	0	0	0	0	1	9	0	10	11	0	1	12	37
Total	0	32	34	66	0	0	0	0	0	8	34	0	42	30	0	13	43	151
Grand Total	0	88	92	180	1	0	0	1	1	15	85	1	101	55	1	43	99	381
Apprch %	0	48.9	51.1		100	0	0			14.9	84.2	1		55.6	1	43.4		
Total %	0	23.1	24.1	47.2	0.3	0	0	0.3	0.3	3.9	22.3	0.3	26.5	14.4	0.3	11.3	26	
Passenger Vehicles	0	82	86	168	1	0	0	1	1	14	84	1	99	47	1	40	88	356
% Passenger Vehicles	0	93.2	93.5	93.3	100	0	0	100	100	93.3	98.8	100	98	85.5	100	93	88.9	93.4
Large 2 Axle Vehicles	0	3	3	6	0	0	0	0	0	0	1	0	1	3	0	3	6	13
% Large 2 Axle Vehicles	0	3.4	3.3	3.3	0	0	0	0	0	0	1.2	0	1	5.5	0	7	6.1	3.4
3 Axle Vehicles	0	0	1	1	0	0	0	0	0	1	0	0	1	2	0	0	2	4
% 3 Axle Vehicles	0	0	1.1	0.6	0	0	0	0	0	6.7	0	0	1	3.6	0	0	2	1
4+ Axle Trucks	0	3	2	5	0	0	0	0	0	0	0	0	0	3	0	0	3	8
% 4+ Axle Trucks	0	3.4	2.2	2.8	0	0	0	0	0	0	0	0	0	5.5	0	0	3	2.1

Start Time	Hall Avenue Southbound				28th Street Westbound				Hall Avenue Northbound				28th Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:15 AM																		
07:15 AM	0	13	8	21	0	0	0	0	0	1	12	0	13	9	1	3	13	47
07:30 AM	0	9	12	21	1	0	0	1	1	2	11	1	14	2	0	8	10	46
07:45 AM	0	18	10	28	0	0	0	0	0	0	7	0	7	5	0	7	12	47
08:00 AM	0	13	11	24	0	0	0	0	0	2	12	0	14	8	0	4	12	50
Total Volume	0	53	41	94	1	0	0	1	1	5	42	1	48	24	1	22	47	190
% App. Total	0	56.4	43.6		100	0	0			10.4	87.5	2.1		51.1	2.1	46.8		
PHF	.000	.736	.854	.839	.250	.000	.000	.250	.250	.625	.875	.250	.857	.667	.250	.688	.904	.950

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 28th Street  
 Weather: Clear

File Name : 12\_JVY\_Hall\_28th AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				06:45 AM				07:15 AM				07:30 AM			
+0 mins.	0	13	8	21	0	0	0	0	1	12	0	13	2	0	8	10
+15 mins.	0	9	12	21	0	0	0	0	2	11	1	14	5	0	7	12
+30 mins.	0	18	10	28	0	0	0	0	0	7	0	7	8	0	4	12
+45 mins.	0	13	11	24	1	0	0	1	2	12	0	14	9	0	5	14
Total Volume	0	53	41	94	1	0	0	1	5	42	1	48	24	0	24	48
% App. Total	0	56.4	43.6		100	0	0		10.4	87.5	2.1		50	0	50	
PHF	.000	.736	.854	.839	.250	.000	.000	.250	.625	.875	.250	.857	.667	.000	.750	.857

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 28th Street  
 Weather: Clear

File Name : 12\_JVY\_Hall\_28th AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

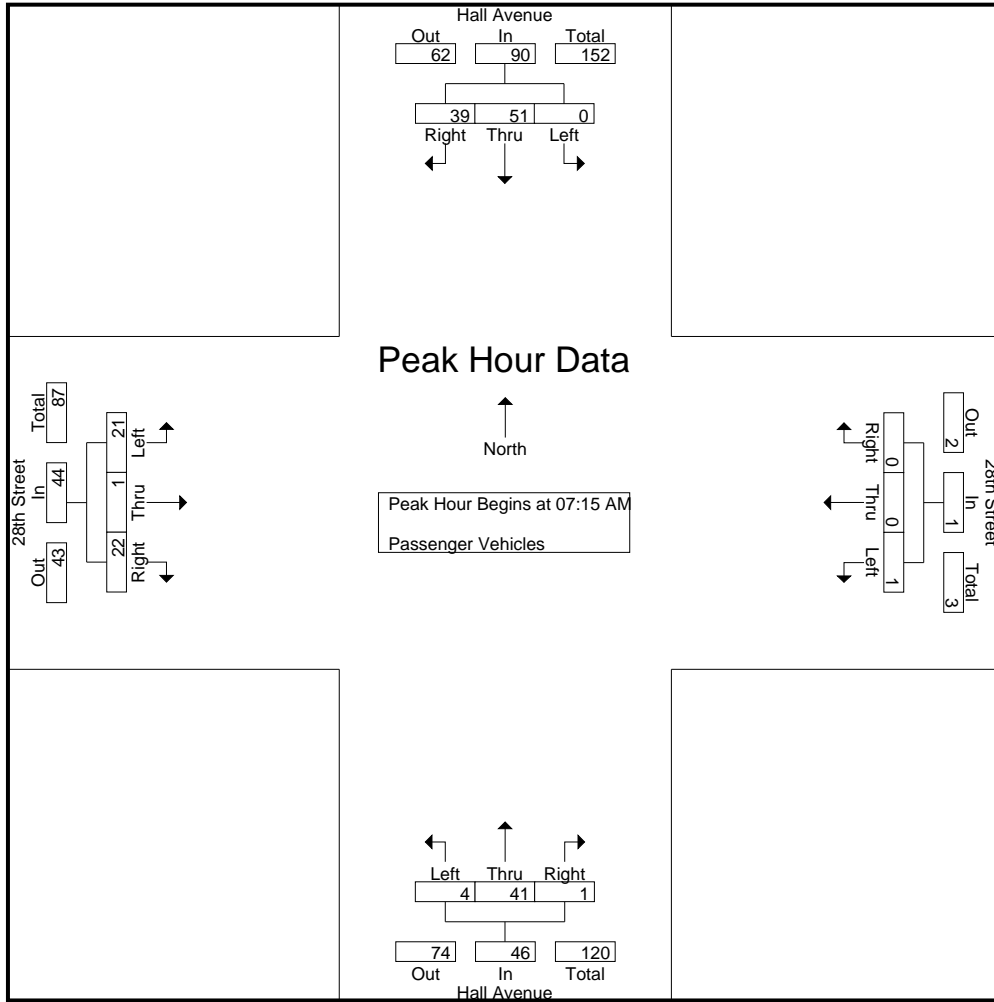
Groups Printed- Passenger Vehicles

Start Time	Hall Avenue Southbound				28th Street Westbound				Hall Avenue Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	3	7	10	0	0	0	0	0	6	0	6	1	0	4	5	21
06:45 AM	0	3	14	17	0	0	0	0	2	10	0	12	1	0	3	4	33
Total	0	6	21	27	0	0	0	0	2	16	0	18	2	0	7	9	54
07:00 AM	0	6	5	11	0	0	0	0	2	5	0	7	6	0	3	9	27
07:15 AM	0	12	7	19	0	0	0	0	1	12	0	13	7	1	3	11	43
07:30 AM	0	9	12	21	1	0	0	1	1	10	1	12	2	0	8	10	44
07:45 AM	0	18	10	28	0	0	0	0	0	7	0	7	4	0	7	11	46
Total	0	45	34	79	1	0	0	1	4	34	1	39	19	1	21	41	160
08:00 AM	0	12	10	22	0	0	0	0	2	12	0	14	8	0	4	12	48
08:15 AM	0	5	8	13	0	0	0	0	3	7	0	10	7	0	5	12	35
08:30 AM	0	7	6	13	0	0	0	0	2	6	0	8	2	0	3	5	26
08:45 AM	0	7	7	14	0	0	0	0	1	9	0	10	9	0	0	9	33
Total	0	31	31	62	0	0	0	0	8	34	0	42	26	0	12	38	142
Grand Total	0	82	86	168	1	0	0	1	14	84	1	99	47	1	40	88	356
Apprch %	0	48.8	51.2		100	0	0		14.1	84.8	1		53.4	1.1	45.5		
Total %	0	23	24.2	47.2	0.3	0	0	0.3	3.9	23.6	0.3	27.8	13.2	0.3	11.2	24.7	

Start Time	Hall Avenue Southbound				28th Street Westbound				Hall Avenue Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	12	7	19	0	0	0	0	1	<b>12</b>	0	13	7	<b>1</b>	3	11	43
07:30 AM	0	9	<b>12</b>	21	<b>1</b>	0	0	<b>1</b>	1	10	<b>1</b>	12	2	0	<b>8</b>	10	44
07:45 AM	0	<b>18</b>	10	<b>28</b>	0	0	0	0	0	7	0	7	4	0	7	11	46
08:00 AM	0	12	10	22	0	0	0	0	<b>2</b>	12	0	<b>14</b>	<b>8</b>	0	4	<b>12</b>	<b>48</b>
Total Volume	0	51	39	90	1	0	0	1	4	41	1	46	21	1	22	44	181
% App. Total	0	56.7	43.3		100	0	0		8.7	89.1	2.2		47.7	2.3	50		
PHF	.000	.708	.813	.804	.250	.000	.000	.250	.500	.854	.250	.821	.656	.250	.688	.917	.943

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 28th Street  
 Weather: Clear

File Name : 12\_JVY\_Hall\_28th AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	12	7	19	0	0	0	0	1	<b>12</b>	0	13	7	<b>1</b>	3	11
+15 mins.	0	9	<b>12</b>	21	<b>1</b>	0	0	1	1	10	<b>1</b>	12	2	0	<b>8</b>	10
+30 mins.	0	<b>18</b>	10	<b>28</b>	0	0	0	0	0	7	0	7	4	0	7	11
+45 mins.	0	12	10	22	0	0	0	0	<b>2</b>	12	0	<b>14</b>	<b>8</b>	0	4	<b>12</b>
Total Volume	0	51	39	90	1	0	0	1	4	41	1	46	21	1	22	44
% App. Total	0	56.7	43.3		100	0	0		8.7	89.1	2.2		47.7	2.3	50	
PHF	.000	.708	.813	.804	.250	.000	.000	.250	.500	.854	.250	.821	.656	.250	.688	.917

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 28th Street  
 Weather: Clear

File Name : 12\_JVY\_Hall\_28th AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

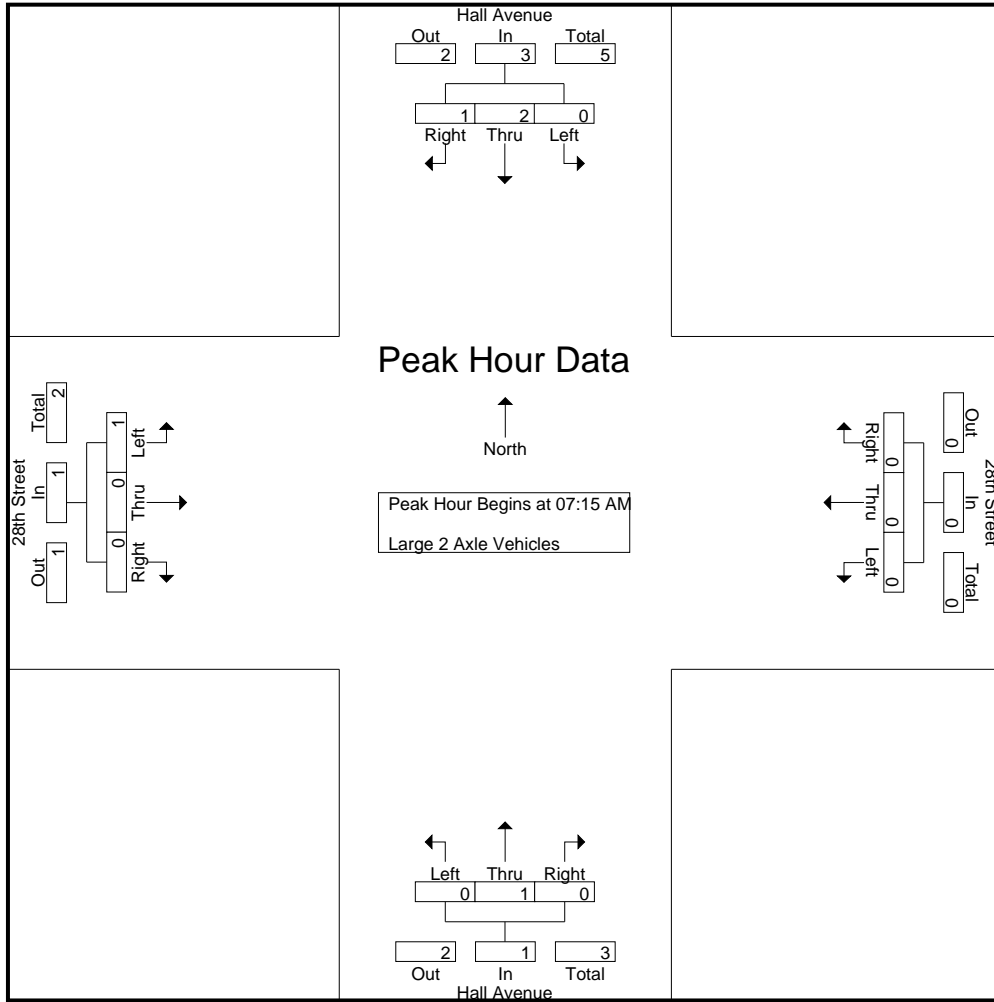
Start Time	Hall Avenue Southbound				28th Street Westbound				Hall Avenue Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	1	1	2	0	0	0	0	0	0	0	0	1	0	2	3	5
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	2	0	0	0	0	0	0	0	0	1	0	2	3	5
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	2	0	0	0	0	0	1	0	1	1	0	0	1	4
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	1	2	3
Total	0	1	1	2	0	0	0	0	0	0	0	0	1	0	1	2	4
Grand Total	0	3	3	6	0	0	0	0	0	1	0	1	3	0	3	6	13
Apprch %	0	50	50		0	0	0		0	100	0		50	0	50		
Total %	0	23.1	23.1	46.2	0	0	0	0	0	7.7	0	7.7	23.1	0	23.1	46.2	

Start Time	Hall Avenue Southbound				28th Street Westbound				Hall Avenue Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	1	3	0	0	0	0	0	1	0	1	1	0	0	1	5
% App. Total	0	66.7	33.3		0	0	0		0	100	0		100	0	0		
PHF	.000	.500	.250	.375	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.417



City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 28th Street  
 Weather: Clear

File Name : 12\_JVY\_Hall\_28th AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	1	3	0	0	0	0	0	1	0	1	1	0	0	1
% App. Total	0	66.7	33.3		0	0	0		0	100	0		100	0	0	
PHF	.000	.500	.250	.375	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 28th Street  
 Weather: Clear

File Name : 12\_JVY\_Hall\_28th AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

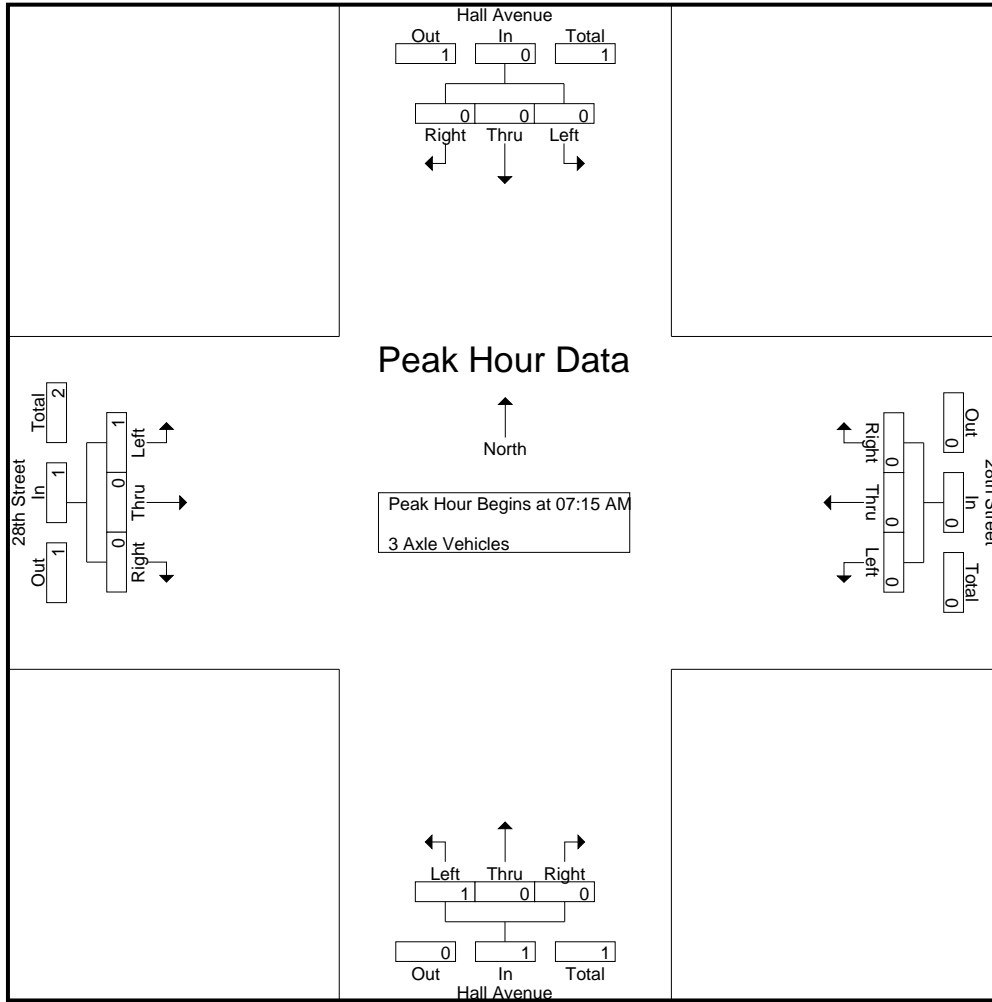
Groups Printed- 3 Axle Vehicles

Start Time	Hall Avenue Southbound				28th Street Westbound				Hall Avenue Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	1	1	0	0	0	0	1	0	0	1	2	0	0	2	4
Apprch %	0	0	100		0	0	0		100	0	0		100	0	0		
Total %	0	0	25	25	0	0	0	0	25	0	0	25	50	0	0	50	

Start Time	Hall Avenue Southbound				28th Street Westbound				Hall Avenue Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
% App. Total	0	0	0		0	0	0		100	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.250	.500

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 28th Street  
 Weather: Clear

File Name : 12\_JVY\_Hall\_28th AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

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

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 28th Street  
 Weather: Clear

File Name : 12\_JVY\_Hall\_28th AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

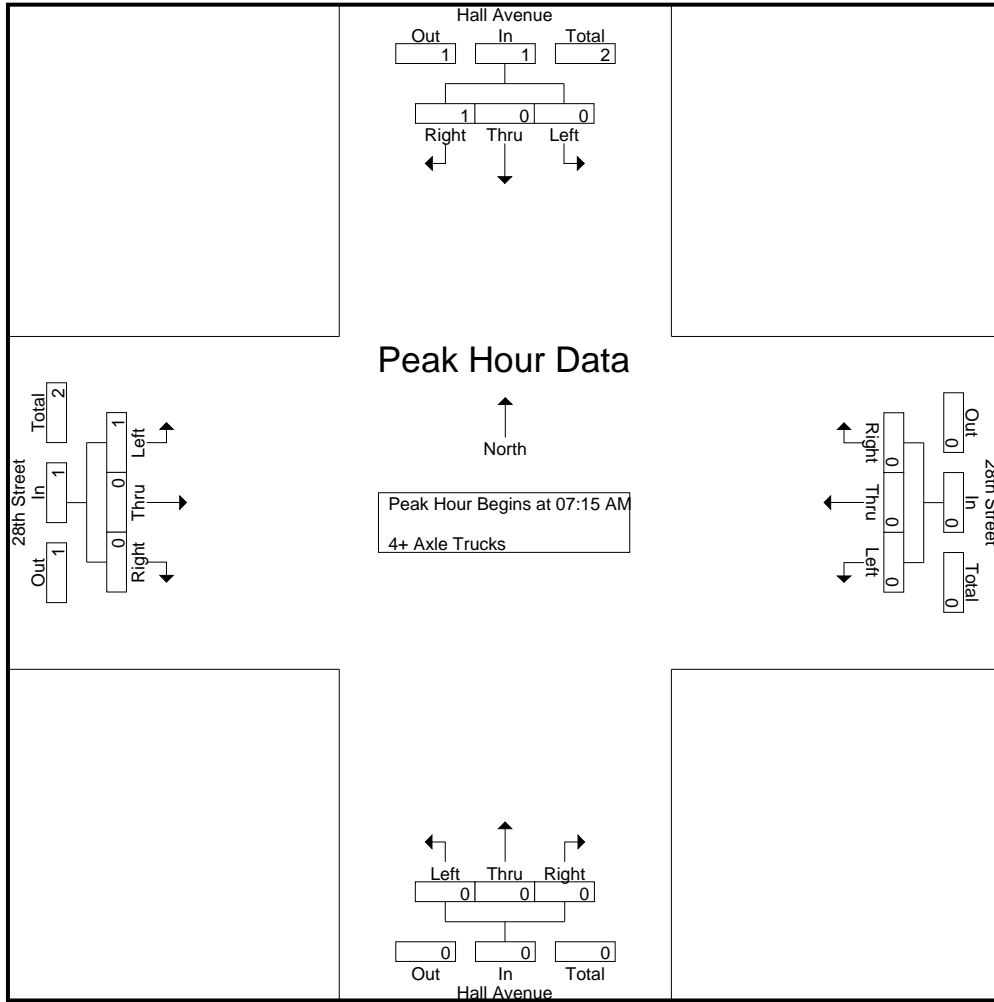
Groups Printed- 4+ Axle Trucks

Start Time	Hall Avenue Southbound				28th Street Westbound				Hall Avenue Northbound				28th Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
06:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	2
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	2	3
Grand Total	0	3	2	5	0	0	0	0	0	0	0	0	3	0	0	0	3	8
Apprch %	0	60	40		0	0	0		0	0	0		100	0	0			
Total %	0	37.5	25	62.5	0	0	0	0	0	0	0	0	37.5	0	0	37.5		

Start Time	Hall Avenue Southbound				28th Street Westbound				Hall Avenue Northbound				28th Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:15 AM																		
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	1	2
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0			
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500	

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 28th Street  
 Weather: Clear

File Name : 12\_JVY\_Hall\_28th AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

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

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 28th Street  
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 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

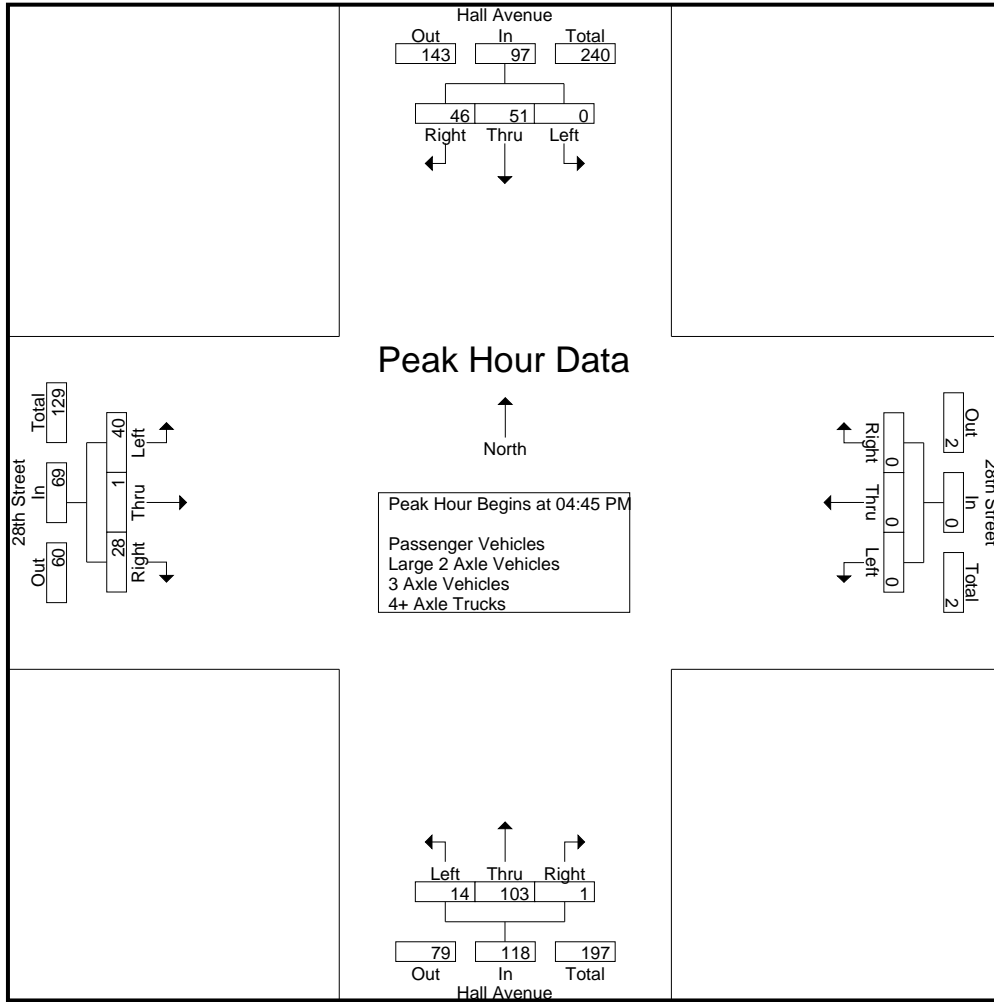
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Hall Avenue Southbound				28th Street Westbound				Hall Avenue Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	11	10	21	0	0	0	0	1	18	0	19	13	1	3	17	57
03:45 PM	0	10	16	26	0	0	0	0	2	26	0	28	11	0	5	16	70
<b>Total</b>	<b>0</b>	<b>21</b>	<b>26</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>44</b>	<b>0</b>	<b>47</b>	<b>24</b>	<b>1</b>	<b>8</b>	<b>33</b>	<b>127</b>
04:00 PM	0	9	13	22	0	0	0	0	2	14	0	16	5	0	3	8	46
04:15 PM	0	10	6	16	1	0	0	1	4	25	1	30	8	2	3	13	60
04:30 PM	0	16	10	26	0	0	0	0	2	20	0	22	6	0	3	9	57
04:45 PM	0	15	11	26	0	0	0	0	0	20	1	21	8	0	8	16	63
<b>Total</b>	<b>0</b>	<b>50</b>	<b>40</b>	<b>90</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>79</b>	<b>2</b>	<b>89</b>	<b>27</b>	<b>2</b>	<b>17</b>	<b>46</b>	<b>226</b>
05:00 PM	0	8	13	21	0	0	0	0	4	22	0	26	7	1	3	11	58
05:15 PM	0	11	16	27	0	0	0	0	4	31	0	35	13	0	6	19	81
05:30 PM	0	17	6	23	0	0	0	0	6	30	0	36	12	0	11	23	82
05:45 PM	0	15	3	18	0	0	0	0	1	23	0	24	9	0	3	12	54
<b>Total</b>	<b>0</b>	<b>51</b>	<b>38</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>106</b>	<b>0</b>	<b>121</b>	<b>41</b>	<b>1</b>	<b>23</b>	<b>65</b>	<b>275</b>
<b>Grand Total</b>	<b>0</b>	<b>122</b>	<b>104</b>	<b>226</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>229</b>	<b>2</b>	<b>257</b>	<b>92</b>	<b>4</b>	<b>48</b>	<b>144</b>	<b>628</b>
Apprch %	0	54	46		100	0	0		10.1	89.1	0.8		63.9	2.8	33.3		
Total %	0	19.4	16.6	36	0.2	0	0	0.2	4.1	36.5	0.3	40.9	14.6	0.6	7.6	22.9	
Passenger Vehicles	0	121	94	215	1	0	0	1	24	220	2	246	86	4	47	137	599
% Passenger Vehicles	0	99.2	90.4	95.1	100	0	0	100	92.3	96.1	100	95.7	93.5	100	97.9	95.1	95.4
Large 2 Axle Vehicles	0	0	4	4	0	0	0	0	1	5	0	6	2	0	1	3	13
% Large 2 Axle Vehicles	0	0	3.8	1.8	0	0	0	0	3.8	2.2	0	2.3	2.2	0	2.1	2.1	2.1
3 Axle Vehicles	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	3.8	0	0	0.4	1.1	0	0	0.7	0.3
4+ Axle Trucks	0	1	6	7	0	0	0	0	0	4	0	4	3	0	0	3	14
% 4+ Axle Trucks	0	0.8	5.8	3.1	0	0	0	0	0	1.7	0	1.6	3.3	0	0	2.1	2.2

Start Time	Hall Avenue Southbound				28th Street Westbound				Hall Avenue Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	15	11	26	0	0	0	0	0	20	1	21	8	0	8	16	63
05:00 PM	0	8	13	21	0	0	0	0	4	22	0	26	7	1	3	11	58
05:15 PM	0	11	16	27	0	0	0	0	4	31	0	35	13	0	6	19	81
05:30 PM	0	17	6	23	0	0	0	0	6	30	0	36	12	0	11	23	82
Total Volume	0	51	46	97	0	0	0	0	14	103	1	118	40	1	28	69	284
% App. Total	0	52.6	47.4		0	0	0		11.9	87.3	0.8		58	1.4	40.6		
PHF	.000	.750	.719	.898	.000	.000	.000	.000	.583	.831	.250	.819	.769	.250	.636	.750	.866

City of Jurupa Valley  
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File Name : 12\_JVY\_Hall\_28th PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM				03:30 PM				05:00 PM				04:45 PM			
+0 mins.	0	16	10	26	0	0	0	0	4	22	0	26	8	0	8	16
+15 mins.	0	15	11	26	0	0	0	0	4	31	0	35	7	1	3	11
+30 mins.	0	8	13	21	0	0	0	0	6	30	0	36	13	0	6	19
+45 mins.	0	11	16	27	1	0	0	1	1	23	0	24	12	0	11	23
Total Volume	0	50	50	100	1	0	0	1	15	106	0	121	40	1	28	69
% App. Total	0	50	50		100	0	0		12.4	87.6	0		58	1.4	40.6	
PHF	.000	.781	.781	.926	.250	.000	.000	.250	.625	.855	.000	.840	.769	.250	.636	.750

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 28th Street  
 Weather: Clear

File Name : 12\_JVY\_Hall\_28th PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- Passenger Vehicles

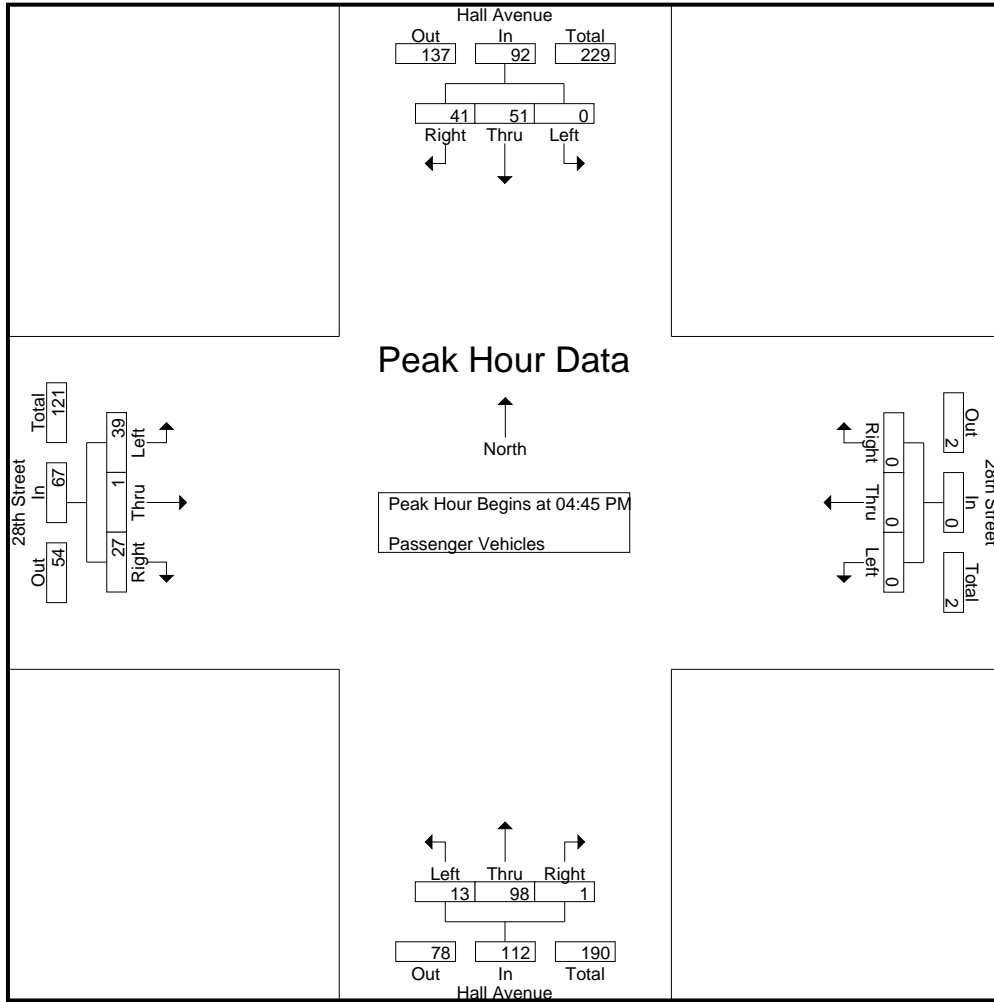
Start Time	Hall Avenue Southbound				28th Street Westbound				Hall Avenue Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	11	10	21	0	0	0	0	1	18	0	19	11	1	3	15	55
03:45 PM	0	10	14	24	0	0	0	0	1	26	0	27	10	0	5	15	66
Total	0	21	24	45	0	0	0	0	2	44	0	46	21	1	8	30	121
04:00 PM	0	9	12	21	0	0	0	0	2	14	0	16	5	0	3	8	45
04:15 PM	0	10	6	16	1	0	0	1	4	23	1	28	7	2	3	12	57
04:30 PM	0	15	8	23	0	0	0	0	2	20	0	22	6	0	3	9	54
04:45 PM	0	15	11	26	0	0	0	0	0	20	1	21	8	0	7	15	62
Total	0	49	37	86	1	0	0	1	8	77	2	87	26	2	16	44	218
05:00 PM	0	8	13	21	0	0	0	0	3	19	0	22	7	1	3	11	54
05:15 PM	0	11	14	25	0	0	0	0	4	30	0	34	12	0	6	18	77
05:30 PM	0	17	3	20	0	0	0	0	6	29	0	35	12	0	11	23	78
05:45 PM	0	15	3	18	0	0	0	0	1	21	0	22	8	0	3	11	51
Total	0	51	33	84	0	0	0	0	14	99	0	113	39	1	23	63	260
Grand Total	0	121	94	215	1	0	0	1	24	220	2	246	86	4	47	137	599
Apprch %	0	56.3	43.7		100	0	0		9.8	89.4	0.8		62.8	2.9	34.3		
Total %	0	20.2	15.7	35.9	0.2	0	0	0.2	4	36.7	0.3	41.1	14.4	0.7	7.8	22.9	

Start Time	Hall Avenue Southbound				28th Street Westbound				Hall Avenue Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	15	11	<b>26</b>	0	0	0	0	0	20	<b>1</b>	21	8	0	7	15	62
05:00 PM	0	8	13	21	0	0	0	0	3	19	0	22	7	1	3	11	54
05:15 PM	0	11	<b>14</b>	25	0	0	0	0	4	<b>30</b>	0	34	12	0	6	18	77
05:30 PM	0	<b>17</b>	3	20	0	0	0	0	<b>6</b>	29	0	<b>35</b>	12	0	<b>11</b>	<b>23</b>	<b>78</b>
Total Volume	0	51	41	92	0	0	0	0	13	98	1	112	39	1	27	67	271
% App. Total	0	55.4	44.6		0	0	0		11.6	87.5	0.9		58.2	1.5	40.3		
PHF	.000	.750	.732	.885	.000	.000	.000	.000	.542	.817	.250	.800	.813	.250	.614	.728	.869



City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 28th Street  
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File Name : 12\_JVY\_Hall\_28th PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	15	11	<b>26</b>	0	0	0	0	0	20	1	21	8	0	7	15
+15 mins.	0	8	13	21	0	0	0	0	3	19	0	22	7	1	3	11
+30 mins.	0	11	<b>14</b>	25	0	0	0	0	4	<b>30</b>	0	34	<b>12</b>	0	6	18
+45 mins.	0	<b>17</b>	3	20	0	0	0	0	<b>6</b>	29	0	<b>35</b>	12	0	<b>11</b>	<b>23</b>
Total Volume	0	51	41	92	0	0	0	0	13	98	1	112	39	1	27	67
% App. Total	0	55.4	44.6		0	0	0		11.6	87.5	0.9		58.2	1.5	40.3	
PHF	.000	.750	.732	.885	.000	.000	.000	.000	.542	.817	.250	.800	.813	.250	.614	.728

City of Jurupa Valley  
 N/S: Hall Avenue  
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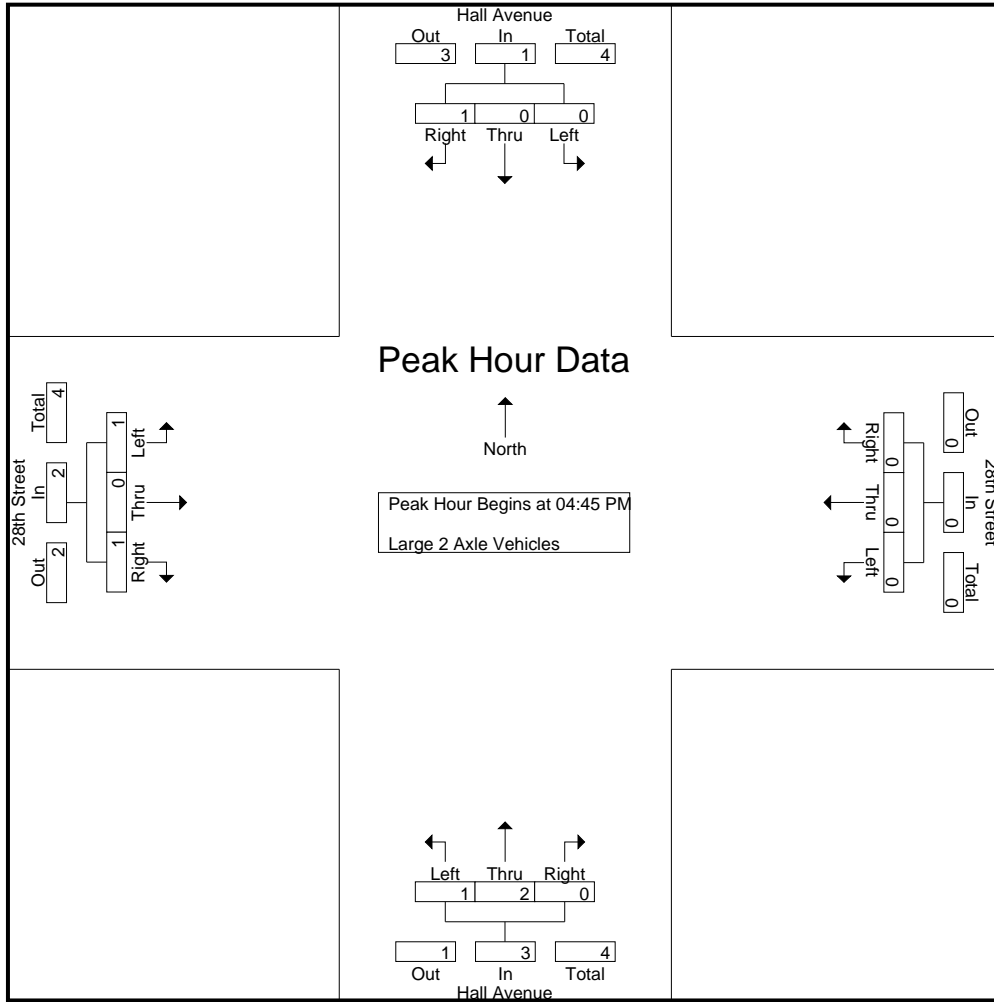
Groups Printed- Large 2 Axle Vehicles

Start Time	Hall Avenue Southbound				28th Street Westbound				Hall Avenue Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	1	1	0	0	0	0	0	1	0	1	0	0	1	1	3
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	0	1	1	0	0	0	0	1	4	0	5	1	0	0	1	7
Grand Total	0	0	4	4	0	0	0	0	1	5	0	6	2	0	1	3	13
Apprch %	0	0	100		0	0	0		16.7	83.3	0		66.7	0	33.3		
Total %	0	0	30.8	30.8	0	0	0	0	7.7	38.5	0	46.2	15.4	0	7.7	23.1	

Start Time	Hall Avenue Southbound				28th Street Westbound				Hall Avenue Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	0	1	1	0	0	0	0	1	2	0	3	1	0	1	2	6
% App. Total	0	0	100		0	0	0		33.3	66.7	0		50	0	50		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.250	.500	.000	.375	.250	.000	.250	.500	.750

City of Jurupa Valley  
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 Weather: Clear

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 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	1	2	0	3	1	0	1	2
% App. Total	0	0	100		0	0	0		33.3	66.7	0		50	0	50	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.250	.500	.000	.375	.250	.000	.250	.500

City of Jurupa Valley  
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 E/W: 28th Street  
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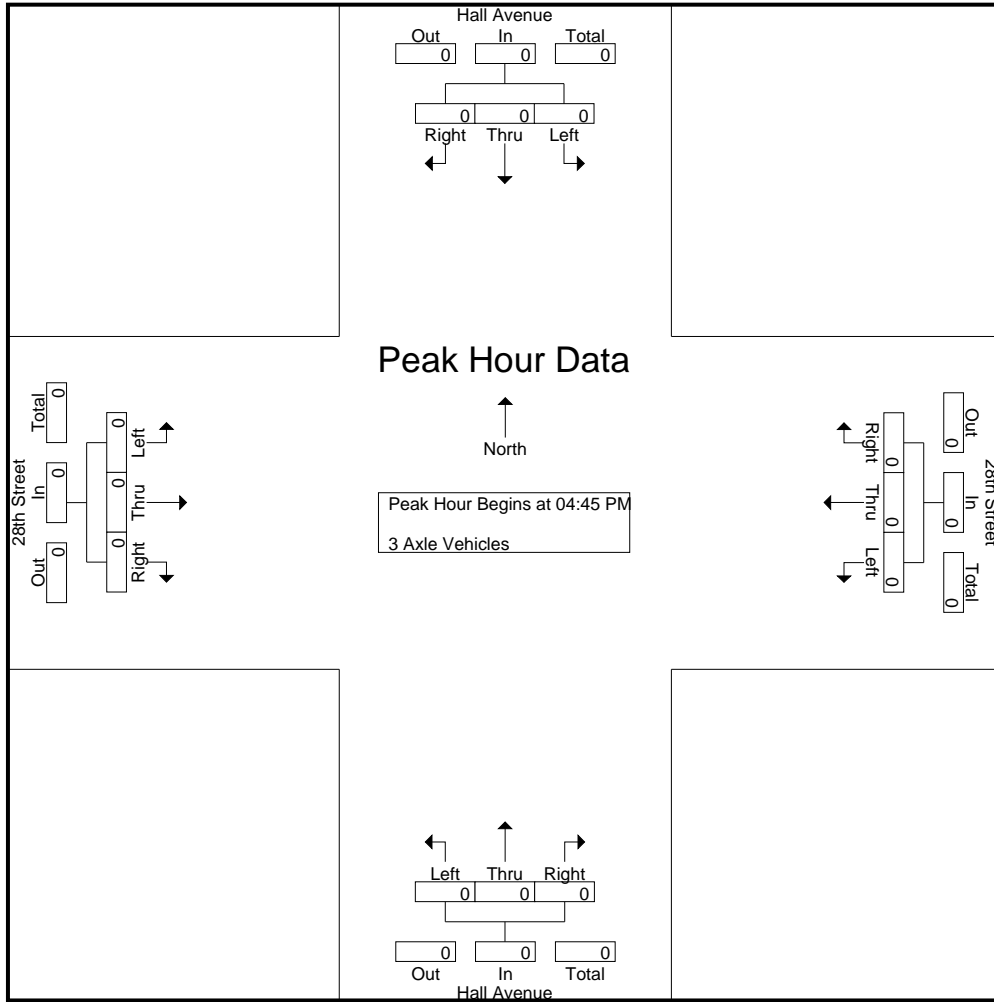
Groups Printed- 3 Axle Vehicles

Start Time	Hall Avenue Southbound				28th Street Westbound				Hall Avenue Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
Apprch %	0	0	0		0	0	0		100	0	0		100	0	0		
Total %	0	0	0		0	0	0		50	0	0	50	50	0	0	50	

Start Time	Hall Avenue Southbound				28th Street Westbound				Hall Avenue Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 28th Street  
 Weather: Clear

File Name : 12\_JVY\_Hall\_28th PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

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

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 28th Street  
 Weather: Clear

File Name : 12\_JVY\_Hall\_28th PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

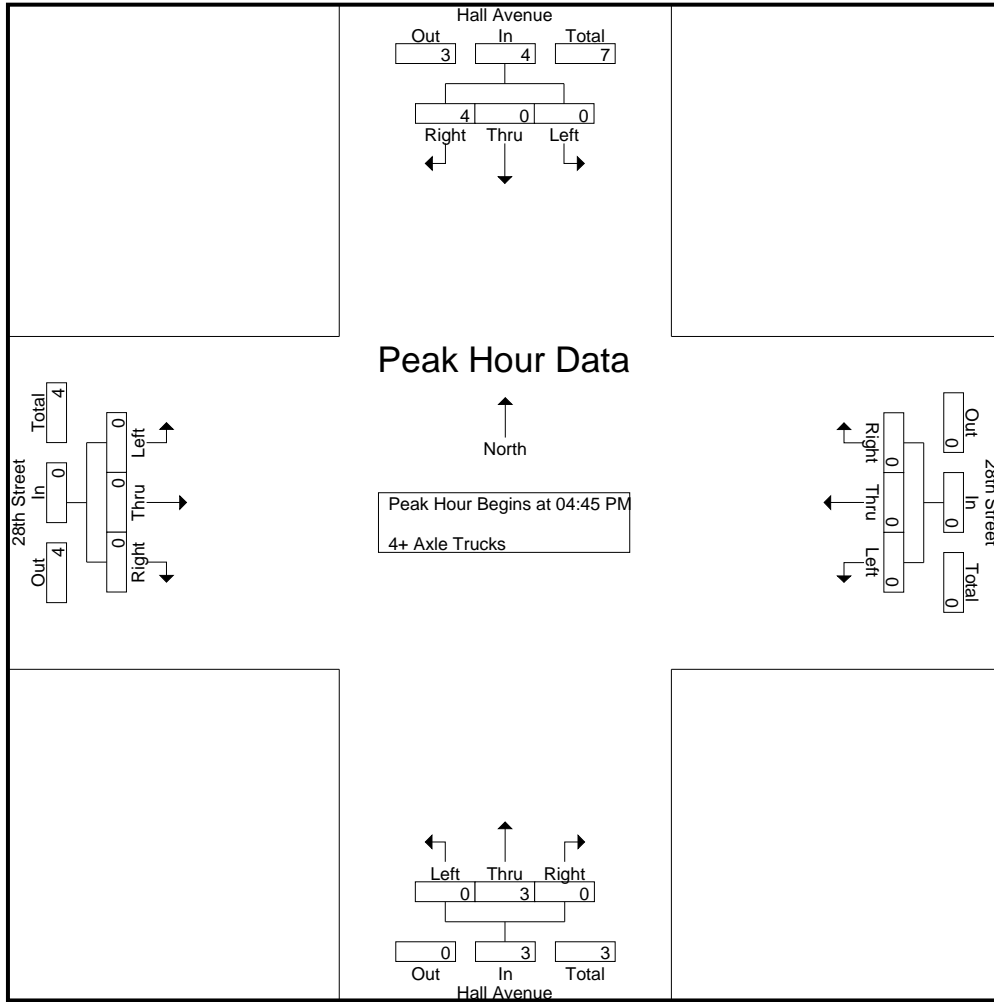
Groups Printed- 4+ Axle Trucks

Start Time	Hall Avenue Southbound				28th Street Westbound				Hall Avenue Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	2	3	0	0	0	0	0	1	0	1	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:15 PM	0	0	2	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	4	4	0	0	0	0	0	3	0	3	1	0	0	1	8
Grand Total	0	1	6	7	0	0	0	0	0	4	0	4	3	0	0	3	14
Apprch %	0	14.3	85.7		0	0	0		0	100	0		100	0	0		
Total %	0	7.1	42.9	50	0	0	0	0	0	28.6	0	28.6	21.4	0	0	21.4	

Start Time	Hall Avenue Southbound				28th Street Westbound				Hall Avenue Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:15 PM	0	0	2	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	4	4	0	0	0	0	0	3	0	3	0	0	0	0	7
% App. Total	0	0	100		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.500	.500	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.583

City of Jurupa Valley  
 N/S: Hall Avenue  
 E/W: 28th Street  
 Weather: Clear

File Name : 12\_JVY\_Hall\_28th PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	0	2	2	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	4	4	0	0	0	0	0	3	0	3	0	0	0	0
% App. Total	0	0	100		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.500	.500	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th Street/SR-60 WB Off Ramp  
 Weather: Clear

File Name : 10\_JVY\_Rubidoux\_60W Off AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

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

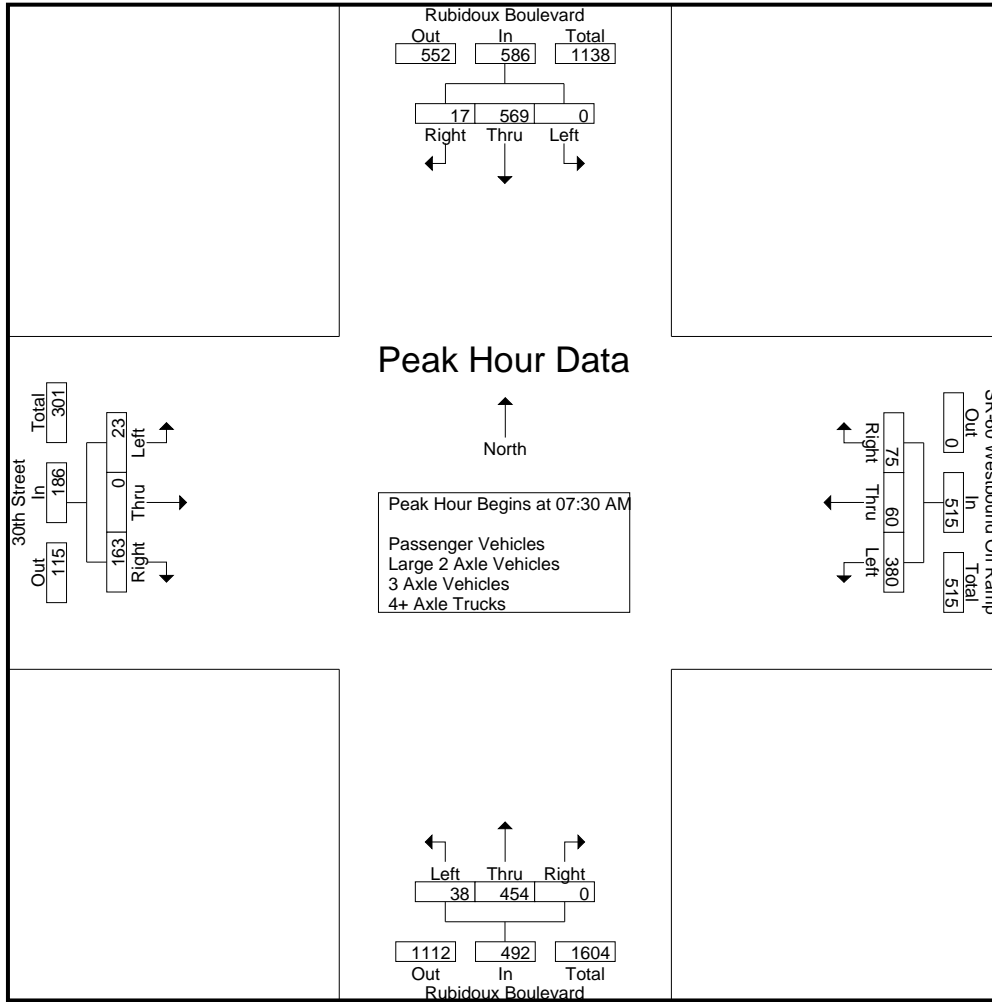
Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	74	0	74	69	45	17	131	8	113	0	121	0	0	30	30	356
06:45 AM	0	117	2	119	74	15	21	110	13	121	0	134	0	0	39	39	402
Total	0	191	2	193	143	60	38	241	21	234	0	255	0	0	69	69	758
07:00 AM	0	110	2	112	76	15	13	104	18	98	0	116	5	0	42	47	379
07:15 AM	0	130	4	134	76	20	10	106	12	108	0	120	2	0	44	46	406
07:30 AM	0	150	5	155	97	22	11	130	8	126	0	134	7	0	52	59	478
07:45 AM	0	145	3	148	98	13	12	123	9	112	0	121	7	0	41	48	440
Total	0	535	14	549	347	70	46	463	47	444	0	491	21	0	179	200	1703
08:00 AM	0	128	5	133	108	13	26	147	9	113	0	122	5	0	42	47	449
08:15 AM	0	146	4	150	77	12	26	115	12	103	0	115	4	0	28	32	412
08:30 AM	0	113	1	114	90	16	15	121	13	94	0	107	1	0	33	34	376
08:45 AM	0	109	2	111	73	17	24	114	9	107	0	116	8	0	20	28	369
Total	0	496	12	508	348	58	91	497	43	417	0	460	18	0	123	141	1606
Grand Total	0	1222	28	1250	838	188	175	1201	111	1095	0	1206	39	0	371	410	4067
Apprch %	0	97.8	2.2		69.8	15.7	14.6		9.2	90.8	0		9.5	0	90.5		
Total %	0	30	0.7	30.7	20.6	4.6	4.3	29.5	2.7	26.9	0	29.7	1	0	9.1	10.1	
Passenger Vehicles	0	906	26	932	822	150	153	1125	107	871	0	978	38	0	340	378	3413
% Passenger Vehicles	0	74.1	92.9	74.6	98.1	79.8	87.4	93.7	96.4	79.5	0	81.1	97.4	0	91.6	92.2	83.9
Large 2 Axle Vehicles	0	66	2	68	9	8	7	24	2	42	0	44	0	0	10	10	146
% Large 2 Axle Vehicles	0	5.4	7.1	5.4	1.1	4.3	4	2	1.8	3.8	0	3.6	0	0	2.7	2.4	3.6
3 Axle Vehicles	0	59	0	59	4	9	4	17	2	57	0	59	0	0	10	10	145
% 3 Axle Vehicles	0	4.8	0	4.7	0.5	4.8	2.3	1.4	1.8	5.2	0	4.9	0	0	2.7	2.4	3.6
4+ Axle Trucks	0	191	0	191	3	21	11	35	0	125	0	125	1	0	11	12	363
% 4+ Axle Trucks	0	15.6	0	15.3	0.4	11.2	6.3	2.9	0	11.4	0	10.4	2.6	0	3	2.9	8.9

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	150	5	155	97	22	11	130	8	126	0	134	7	0	52	59	478
07:45 AM	0	145	3	148	98	13	12	123	9	112	0	121	7	0	41	48	440
08:00 AM	0	128	5	133	108	13	26	147	9	113	0	122	5	0	42	47	449
08:15 AM	0	146	4	150	77	12	26	115	12	103	0	115	4	0	28	32	412
Total Volume	0	569	17	586	380	60	75	515	38	454	0	492	23	0	163	186	1779
% App. Total	0	97.1	2.9		73.8	11.7	14.6		7.7	92.3	0		12.4	0	87.6		
PHF	.000	.948	.850	.945	.880	.682	.721	.876	.792	.901	.000	.918	.821	.000	.784	.788	.930



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th Street/SR-60 WB Off Ramp  
 Weather: Clear

File Name : 10\_JVY\_Rubidoux\_60W Off AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				06:45 AM				07:00 AM			
+0 mins.	0	<b>150</b>	<b>5</b>	<b>155</b>	97	<b>22</b>	11	130	13	121	0	<b>134</b>	5	0	42	47
+15 mins.	0	145	3	148	98	13	12	123	<b>18</b>	98	0	116	2	0	44	46
+30 mins.	0	128	5	133	<b>108</b>	13	<b>26</b>	<b>147</b>	12	108	0	120	<b>7</b>	0	<b>52</b>	<b>59</b>
+45 mins.	0	146	4	150	77	12	26	115	8	<b>126</b>	0	134	7	0	41	48
Total Volume	0	569	17	586	380	60	75	515	51	453	0	504	21	0	179	200
% App. Total	0	97.1	2.9		73.8	11.7	14.6		10.1	89.9	0		10.5	0	89.5	
PHF	.000	.948	.850	.945	.880	.682	.721	.876	.708	.899	.000	.940	.750	.000	.861	.847

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th Street/SR-60 WB Off Ramp  
 Weather: Clear

File Name : 10\_JVY\_Rubidoux\_60W Off AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

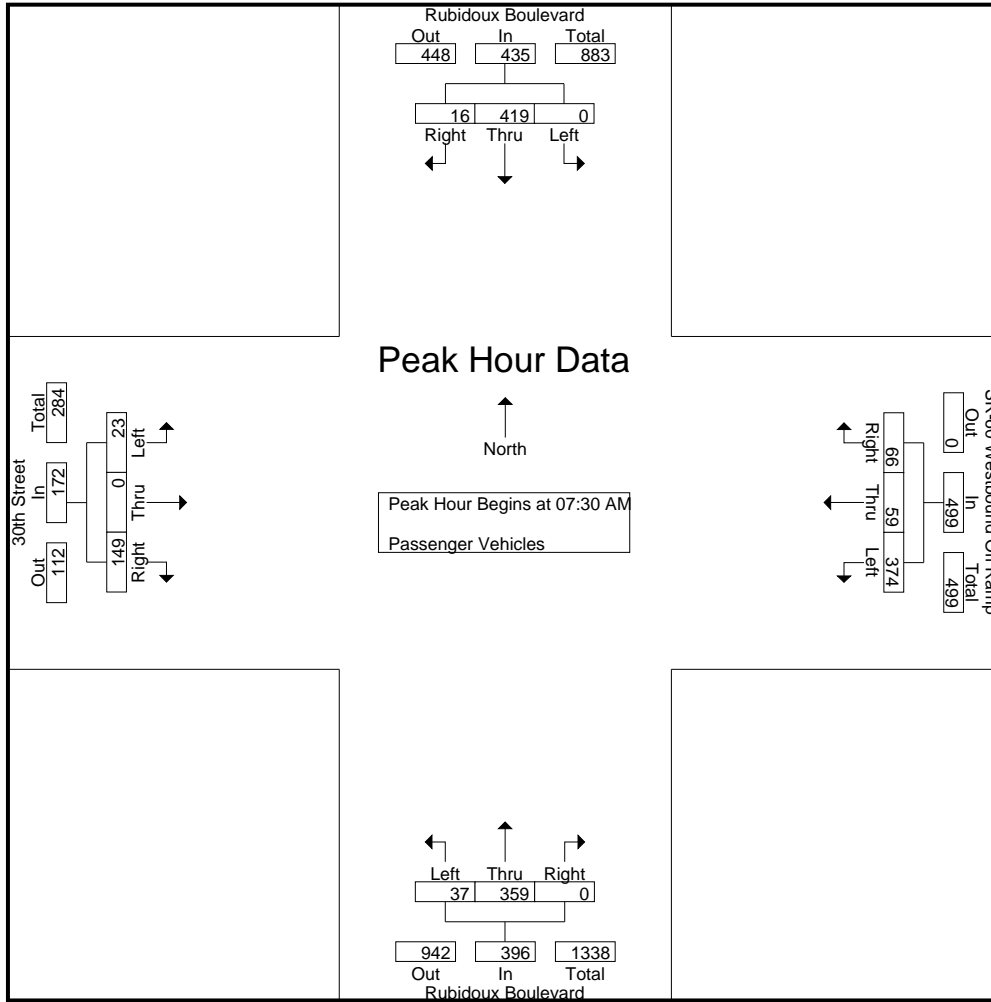
Groups Printed- Passenger Vehicles

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	74	0	74	69	9	17	95	7	90	0	97	0	0	23	23	289
06:45 AM	0	83	2	85	72	15	19	106	13	102	0	115	0	0	36	36	342
Total	0	157	2	159	141	24	36	201	20	192	0	212	0	0	59	59	631
07:00 AM	0	79	2	81	74	15	9	98	17	80	0	97	5	0	40	45	321
07:15 AM	0	102	3	105	74	19	10	103	11	87	0	98	2	0	42	44	350
07:30 AM	0	108	5	113	94	21	9	124	8	99	0	107	7	0	47	54	398
07:45 AM	0	109	3	112	98	13	11	122	9	82	0	91	7	0	39	46	371
Total	0	398	13	411	340	68	39	447	45	348	0	393	21	0	168	189	1440
08:00 AM	0	97	5	102	106	13	24	143	9	95	0	104	5	0	38	43	392
08:15 AM	0	105	3	108	76	12	22	110	11	83	0	94	4	0	25	29	341
08:30 AM	0	76	1	77	87	16	15	118	13	70	0	83	1	0	32	33	311
08:45 AM	0	73	2	75	72	17	17	106	9	83	0	92	7	0	18	25	298
Total	0	351	11	362	341	58	78	477	42	331	0	373	17	0	113	130	1342
Grand Total	0	906	26	932	822	150	153	1125	107	871	0	978	38	0	340	378	3413
Apprch %	0	97.2	2.8		73.1	13.3	13.6		10.9	89.1	0		10.1	0	89.9		
Total %	0	26.5	0.8	27.3	24.1	4.4	4.5	33	3.1	25.5	0	28.7	1.1	0	10	11.1	

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	108	<b>5</b>	<b>113</b>	94	<b>21</b>	9	124	8	<b>99</b>	0	<b>107</b>	7	0	<b>47</b>	<b>54</b>	<b>398</b>
07:45 AM	0	<b>109</b>	3	112	98	13	11	122	9	82	0	91	7	0	39	46	371
08:00 AM	0	97	5	102	<b>106</b>	13	<b>24</b>	<b>143</b>	9	95	0	104	5	0	38	43	392
08:15 AM	0	105	3	108	76	12	22	110	<b>11</b>	83	0	94	4	0	25	29	341
Total Volume	0	419	16	435	374	59	66	499	37	359	0	396	23	0	149	172	1502
% App. Total	0	96.3	3.7		74.9	11.8	13.2		9.3	90.7	0		13.4	0	86.6		
PHF	.000	.961	.800	.962	.882	.702	.688	.872	.841	.907	.000	.925	.821	.000	.793	.796	.943

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th Street/SR-60 WB Off Ramp  
 Weather: Clear

File Name : 10\_JVY\_Rubidoux\_60W Off AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	108	5	113	94	21	9	124	8	99	0	107	7	0	47	54
+15 mins.	0	109	3	112	98	13	11	122	9	82	0	91	7	0	39	46
+30 mins.	0	97	5	102	106	13	24	143	9	95	0	104	5	0	38	43
+45 mins.	0	105	3	108	76	12	22	110	11	83	0	94	4	0	25	29
Total Volume	0	419	16	435	374	59	66	499	37	359	0	396	23	0	149	172
% App. Total	0	96.3	3.7		74.9	11.8	13.2		9.3	90.7	0		13.4	0	86.6	
PHF	.000	.961	.800	.962	.882	.702	.688	.872	.841	.907	.000	.925	.821	.000	.793	.796

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th Street/SR-60 WB Off Ramp  
 Weather: Clear

File Name : 10\_JVY\_Rubidoux\_60W Off AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

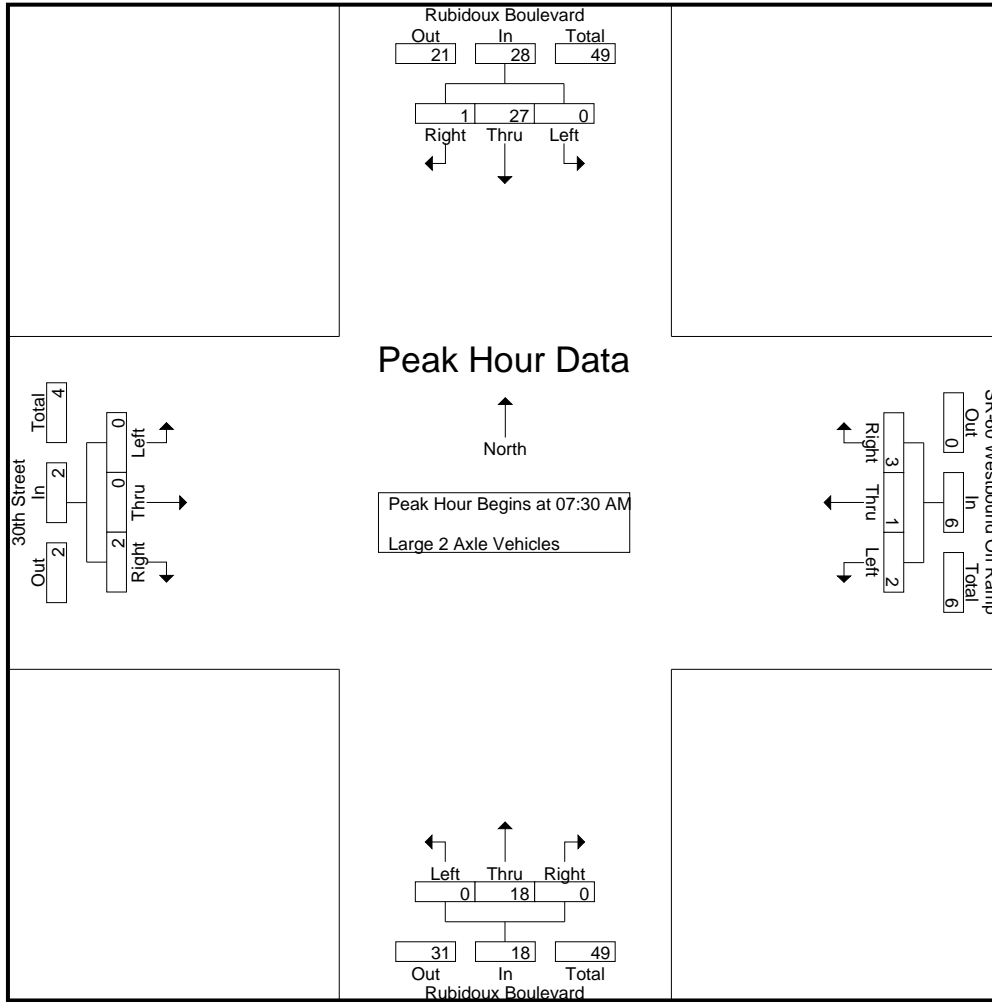
Groups Printed- Large 2 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	0	0	0	0	7	0	7	1	5	0	6	0	0	4	4	17
06:45 AM	0	10	0	10	1	0	1	2	0	5	0	5	0	0	2	2	19
Total	0	10	0	10	1	7	1	9	1	10	0	11	0	0	6	6	36
07:00 AM	0	4	0	4	2	0	2	4	0	1	0	1	0	0	1	1	10
07:15 AM	0	4	1	5	1	0	0	1	1	6	0	7	0	0	1	1	14
07:30 AM	0	7	0	7	1	1	0	2	0	7	0	7	0	0	1	1	17
07:45 AM	0	8	0	8	0	0	1	1	0	5	0	5	0	0	0	0	14
Total	0	23	1	24	4	1	3	8	1	19	0	20	0	0	3	3	55
08:00 AM	0	5	0	5	0	0	1	1	0	4	0	4	0	0	1	1	11
08:15 AM	0	7	1	8	1	0	1	2	0	2	0	2	0	0	0	0	12
08:30 AM	0	11	0	11	2	0	0	2	0	6	0	6	0	0	0	0	19
08:45 AM	0	10	0	10	1	0	1	2	0	1	0	1	0	0	0	0	13
Total	0	33	1	34	4	0	3	7	0	13	0	13	0	0	1	1	55
Grand Total	0	66	2	68	9	8	7	24	2	42	0	44	0	0	10	10	146
Apprch %	0	97.1	2.9		37.5	33.3	29.2		4.5	95.5	0		0	0	100		
Total %	0	45.2	1.4	46.6	6.2	5.5	4.8	16.4	1.4	28.8	0	30.1	0	0	6.8	6.8	

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	7	0	7	1	1	0	2	0	7	0	7	0	0	1	1	17
07:45 AM	0	8	0	8	0	0	1	1	0	5	0	5	0	0	0	0	14
08:00 AM	0	5	0	5	0	0	1	1	0	4	0	4	0	0	1	1	11
08:15 AM	0	7	1	8	1	0	1	2	0	2	0	2	0	0	0	0	12
Total Volume	0	27	1	28	2	1	3	6	0	18	0	18	0	0	2	2	54
% App. Total	0	96.4	3.6		33.3	16.7	50		0	100	0		0	0	100		
PHF	.000	.844	.250	.875	.500	.250	.750	.750	.000	.643	.000	.643	.000	.000	.500	.500	.794

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th Street/SR-60 WB Off Ramp  
 Weather: Clear

File Name : 10\_JVY\_Rubidoux\_60W Off AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	7	0	7	1	1	0	2	0	7	0	7	0	0	1	1
+15 mins.	0	8	0	8	0	0	1	1	0	5	0	5	0	0	0	0
+30 mins.	0	5	0	5	0	0	1	1	0	4	0	4	0	0	1	1
+45 mins.	0	7	1	8	1	0	1	2	0	2	0	2	0	0	0	0
Total Volume	0	27	1	28	2	1	3	6	0	18	0	18	0	0	2	2
% App. Total	0	96.4	3.6		33.3	16.7	50		0	100	0		0	0	100	
PHF	.000	.844	.250	.875	.500	.250	.750	.750	.000	.643	.000	.643	.000	.000	.500	.500

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th Street/SR-60 WB Off Ramp  
 Weather: Clear

File Name : 10\_JVY\_Rubidoux\_60W Off AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	0	0	0	0	8	0	8	0	5	0	5	0	0	1	1	14
06:45 AM	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0	10
Total	0	4	0	4	0	8	0	8	0	11	0	11	0	0	1	1	24
07:00 AM	0	10	0	10	0	0	1	1	1	6	0	7	0	0	0	0	18
07:15 AM	0	6	0	6	1	1	0	2	0	1	0	1	0	0	0	0	9
07:30 AM	0	11	0	11	2	0	1	3	0	5	0	5	0	0	4	4	23
07:45 AM	0	5	0	5	0	0	0	0	0	6	0	6	0	0	1	1	12
Total	0	32	0	32	3	1	2	6	1	18	0	19	0	0	5	5	62
08:00 AM	0	4	0	4	0	0	1	1	0	4	0	4	0	0	2	2	11
08:15 AM	0	8	0	8	0	0	0	0	1	3	0	4	0	0	2	2	14
08:30 AM	0	5	0	5	1	0	0	1	0	8	0	8	0	0	0	0	14
08:45 AM	0	6	0	6	0	0	1	1	0	13	0	13	0	0	0	0	20
Total	0	23	0	23	1	0	2	3	1	28	0	29	0	0	4	4	59
Grand Total	0	59	0	59	4	9	4	17	2	57	0	59	0	0	10	10	145
Apprch %	0	100	0		23.5	52.9	23.5		3.4	96.6	0		0	0	100		
Total %	0	40.7	0	40.7	2.8	6.2	2.8	11.7	1.4	39.3	0	40.7	0	0	6.9	6.9	

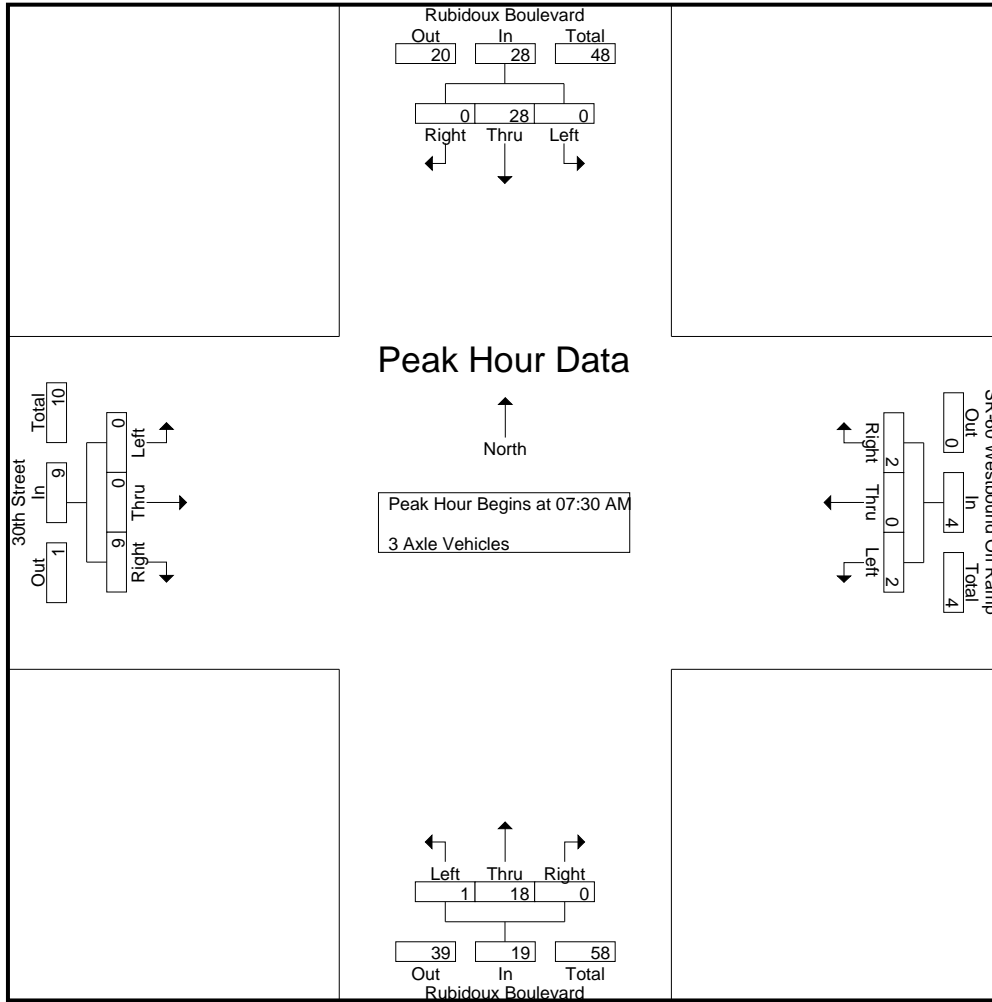
Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	11	0	11	2	0	1	3	0	5	0	5	0	0	4	4	23
07:45 AM	0	5	0	5	0	0	0	0	0	6	0	6	0	0	1	1	12
08:00 AM	0	4	0	4	0	0	1	1	0	4	0	4	0	0	2	2	11
08:15 AM	0	8	0	8	0	0	0	0	1	3	0	4	0	0	2	2	14
Total Volume	0	28	0	28	2	0	2	4	1	18	0	19	0	0	9	9	60
% App. Total	0	100	0		50	0	50		5.3	94.7	0		0	0	100		
PHF	.000	.636	.000	.636	.250	.000	.500	.333	.250	.750	.000	.792	.000	.000	.563	.563	.652

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th Street/SR-60 WB Off Ramp  
 Weather: Clear

File Name : 10\_JVY\_Rubidoux\_60W Off AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	11	0	11	2	0	1	3	0	5	0	5	0	0	4	4
+15 mins.	0	5	0	5	0	0	0	0	0	6	0	6	0	0	1	1
+30 mins.	0	4	0	4	0	0	1	1	0	4	0	4	0	0	2	2
+45 mins.	0	8	0	8	0	0	0	0	1	3	0	4	0	0	2	2
Total Volume	0	28	0	28	2	0	2	4	1	18	0	19	0	0	9	9
% App. Total	0	100	0	100	50	0	50	50	5.3	94.7	0	100	0	0	100	100
PHF	.000	.636	.000	.636	.250	.000	.500	.333	.250	.750	.000	.792	.000	.000	.563	.563

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th Street/SR-60 WB Off Ramp  
 Weather: Clear

File Name : 10\_JVY\_Rubidoux\_60W Off AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- 4+ Axle Trucks

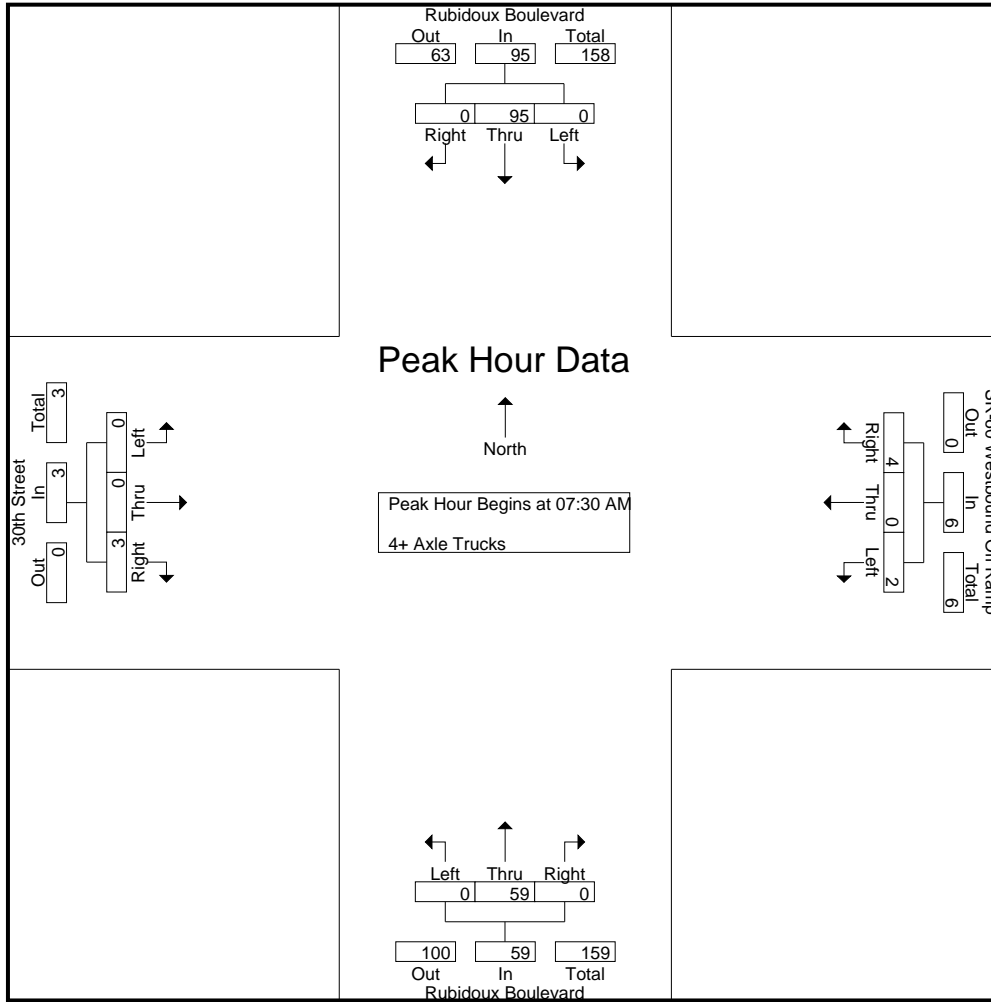
Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	0	0	0	0	21	0	21	0	13	0	13	0	0	2	2	36
06:45 AM	0	20	0	20	1	0	1	2	0	8	0	8	0	0	1	1	31
Total	0	20	0	20	1	21	1	23	0	21	0	21	0	0	3	3	67
07:00 AM	0	17	0	17	0	0	1	1	0	11	0	11	0	0	1	1	30
07:15 AM	0	18	0	18	0	0	0	0	0	14	0	14	0	0	1	1	33
07:30 AM	0	24	0	24	0	0	1	1	0	15	0	15	0	0	0	0	40
07:45 AM	0	23	0	23	0	0	0	0	0	19	0	19	0	0	1	1	43
Total	0	82	0	82	0	0	2	2	0	59	0	59	0	0	3	3	146
08:00 AM	0	22	0	22	2	0	0	2	0	10	0	10	0	0	1	1	35
08:15 AM	0	26	0	26	0	0	3	3	0	15	0	15	0	0	1	1	45
08:30 AM	0	21	0	21	0	0	0	0	0	10	0	10	0	0	1	1	32
08:45 AM	0	20	0	20	0	0	5	5	0	10	0	10	1	0	2	3	38
Total	0	89	0	89	2	0	8	10	0	45	0	45	1	0	5	6	150
Grand Total	0	191	0	191	3	21	11	35	0	125	0	125	1	0	11	12	363
Apprch %	0	100	0		8.6	60	31.4		0	100	0		8.3	0	91.7		
Total %	0	52.6	0	52.6	0.8	5.8	3	9.6	0	34.4	0	34.4	0.3	0	3	3.3	

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	24	0	24	0	0	1	1	0	15	0	15	0	0	0	0	40
07:45 AM	0	23	0	23	0	0	0	0	0	19	0	19	0	0	1	1	43
08:00 AM	0	22	0	22	2	0	0	2	0	10	0	10	0	0	1	1	35
08:15 AM	0	26	0	26	0	0	3	3	0	15	0	15	0	0	1	1	45
Total Volume	0	95	0	95	2	0	4	6	0	59	0	59	0	0	3	3	163
% App. Total	0	100	0		33.3	0	66.7		0	100	0		0	0	100		
PHF	.000	.913	.000	.913	.250	.000	.333	.500	.000	.776	.000	.776	.000	.000	.750	.750	.906



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th Street/SR-60 WB Off Ramp  
 Weather: Clear

File Name : 10\_JVY\_Rubidoux\_60W Off AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	24	0	24	0	0	1	1	0	15	0	15	0	0	0	0
+15 mins.	0	23	0	23	0	0	0	0	0	<b>19</b>	0	<b>19</b>	0	0	0	<b>1</b>
+30 mins.	0	22	0	22	<b>2</b>	0	0	2	0	10	0	10	0	0	1	1
+45 mins.	0	<b>26</b>	0	<b>26</b>	0	0	<b>3</b>	<b>3</b>	0	15	0	15	0	0	1	1
Total Volume	0	95	0	95	2	0	4	6	0	59	0	59	0	0	3	3
% App. Total	0	100	0		33.3	0	66.7		0	100	0		0	0	100	
PHF	.000	.913	.000	.913	.250	.000	.333	.500	.000	.776	.000	.776	.000	.000	.750	.750

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th Street/SR-60 WB Off Ramp  
 Weather: Clear

File Name : 10\_JVY\_Rubidoux\_60W Off PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

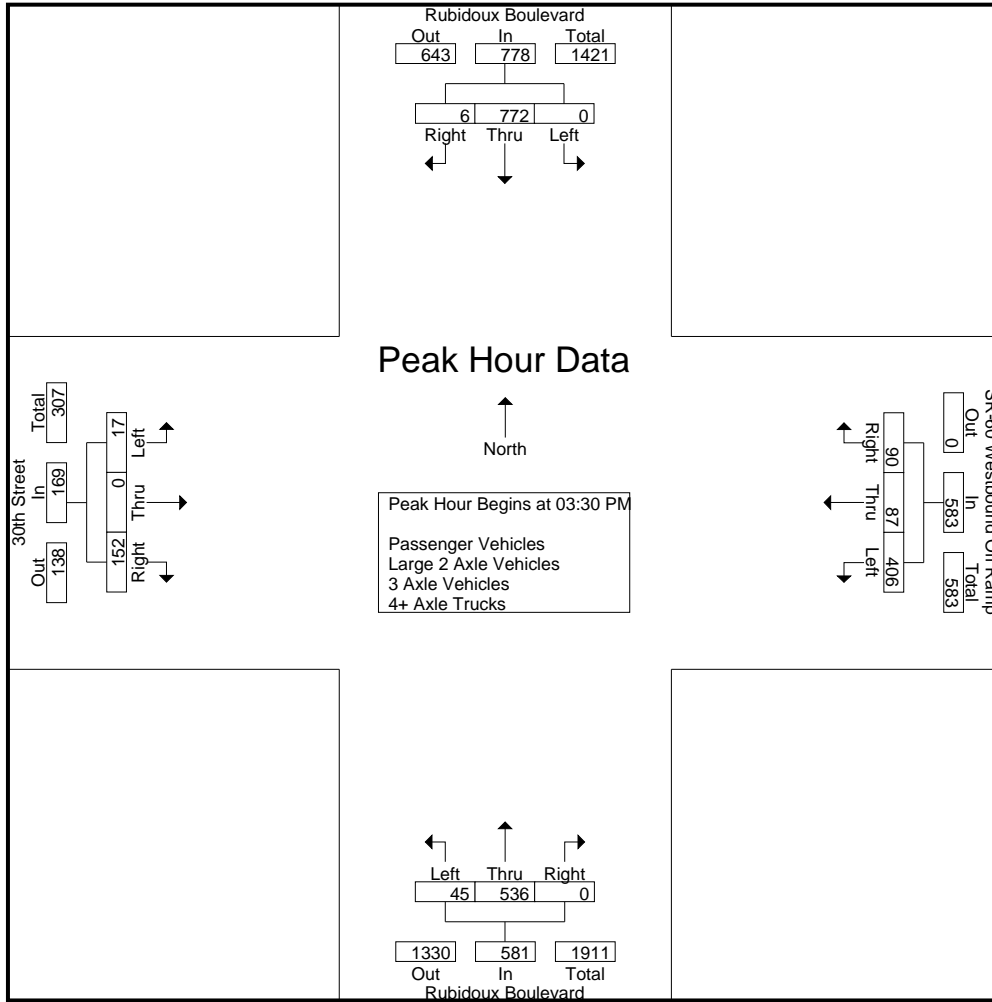
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	210	0	210	96	29	18	143	12	144	0	156	5	0	40	45	554
03:45 PM	0	211	3	214	91	16	29	136	8	115	0	123	5	0	43	48	521
Total	0	421	3	424	187	45	47	279	20	259	0	279	10	0	83	93	1075
04:00 PM	0	183	3	186	114	20	17	151	12	141	0	153	4	0	30	34	524
04:15 PM	0	168	0	168	105	22	26	153	13	136	0	149	3	0	39	42	512
04:30 PM	0	177	7	184	108	12	24	144	10	132	0	142	7	0	27	34	504
04:45 PM	0	153	2	155	92	12	14	118	17	145	0	162	8	0	18	26	461
Total	0	681	12	693	419	66	81	566	52	554	0	606	22	0	114	136	2001
05:00 PM	0	184	3	187	120	8	17	145	7	155	0	162	3	0	27	30	524
05:15 PM	0	185	2	187	113	9	20	142	12	146	0	158	5	0	26	31	518
05:30 PM	0	170	4	174	101	10	15	126	13	143	0	156	7	0	24	31	487
05:45 PM	0	142	1	143	121	16	22	159	12	143	0	155	1	0	25	26	483
Total	0	681	10	691	455	43	74	572	44	587	0	631	16	0	102	118	2012
Grand Total	0	1783	25	1808	1061	154	202	1417	116	1400	0	1516	48	0	299	347	5088
Apprch %	0	98.6	1.4		74.9	10.9	14.3		7.7	92.3	0		13.8	0	86.2		
Total %	0	35	0.5	35.5	20.9	3	4	27.8	2.3	27.5	0	29.8	0.9	0	5.9	6.8	
Passenger Vehicles	0	1591	25	1616	1042	148	167	1357	114	1128	0	1242	45	0	287	332	4547
% Passenger Vehicles	0	89.2	100	89.4	98.2	96.1	82.7	95.8	98.3	80.6	0	81.9	93.8	0	96	95.7	89.4
Large 2 Axle Vehicles	0	40	0	40	15	4	11	30	1	64	0	65	1	0	8	9	144
% Large 2 Axle Vehicles	0	2.2	0	2.2	1.4	2.6	5.4	2.1	0.9	4.6	0	4.3	2.1	0	2.7	2.6	2.8
3 Axle Vehicles	0	36	0	36	1	1	7	9	1	57	0	58	1	0	1	2	105
% 3 Axle Vehicles	0	2	0	2	0.1	0.6	3.5	0.6	0.9	4.1	0	3.8	2.1	0	0.3	0.6	2.1
4+ Axle Trucks	0	116	0	116	3	1	17	21	0	151	0	151	1	0	3	4	292
% 4+ Axle Trucks	0	6.5	0	6.4	0.3	0.6	8.4	1.5	0	10.8	0	10	2.1	0	1	1.2	5.7

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	210	0	210	96	<b>29</b>	18	143	12	<b>144</b>	0	<b>156</b>	5	0	40	45	<b>554</b>
03:45 PM	0	<b>211</b>	<b>3</b>	<b>214</b>	91	16	<b>29</b>	136	8	115	0	123	5	0	<b>43</b>	<b>48</b>	521
04:00 PM	0	183	3	186	<b>114</b>	20	17	151	12	141	0	153	4	0	30	34	524
04:15 PM	0	168	0	168	105	22	26	<b>153</b>	<b>13</b>	136	0	149	3	0	39	42	512
Total Volume	0	772	6	778	406	87	90	583	45	536	0	581	17	0	152	169	2111
% App. Total	0	99.2	0.8		69.6	14.9	15.4		7.7	92.3	0		10.1	0	89.9		
PHF	.000	.915	.500	.909	.890	.750	.776	.953	.865	.931	.000	.931	.850	.000	.884	.880	.953

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th Street/SR-60 WB Off Ramp  
 Weather: Clear

File Name : 10\_JVY\_Rubidoux\_60W Off PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:45 PM				04:45 PM				05:30 PM			
+0 mins.	0	210	0	210	91	16	<b>29</b>	136	<b>17</b>	145	0	<b>162</b>	<b>5</b>	0	40	45
+15 mins.	0	<b>211</b>	<b>3</b>	<b>214</b>	<b>114</b>	20	17	151	7	<b>155</b>	0	162	5	0	<b>43</b>	<b>48</b>
+30 mins.	0	183	3	186	105	<b>22</b>	26	<b>153</b>	12	146	0	158	4	0	30	34
+45 mins.	0	168	0	168	108	12	24	144	13	143	0	156	3	0	39	42
Total Volume	0	772	6	778	418	70	96	584	49	589	0	638	17	0	152	169
% App. Total	0	99.2	0.8		71.6	12	16.4		7.7	92.3	0		10.1	0	89.9	
PHF	.000	.915	.500	.909	.917	.795	.828	.954	.721	.950	.000	.985	.850	.000	.884	.880

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th Street/SR-60 WB Off Ramp  
 Weather: Clear

File Name : 10\_JVY\_Rubidoux\_60W Off PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

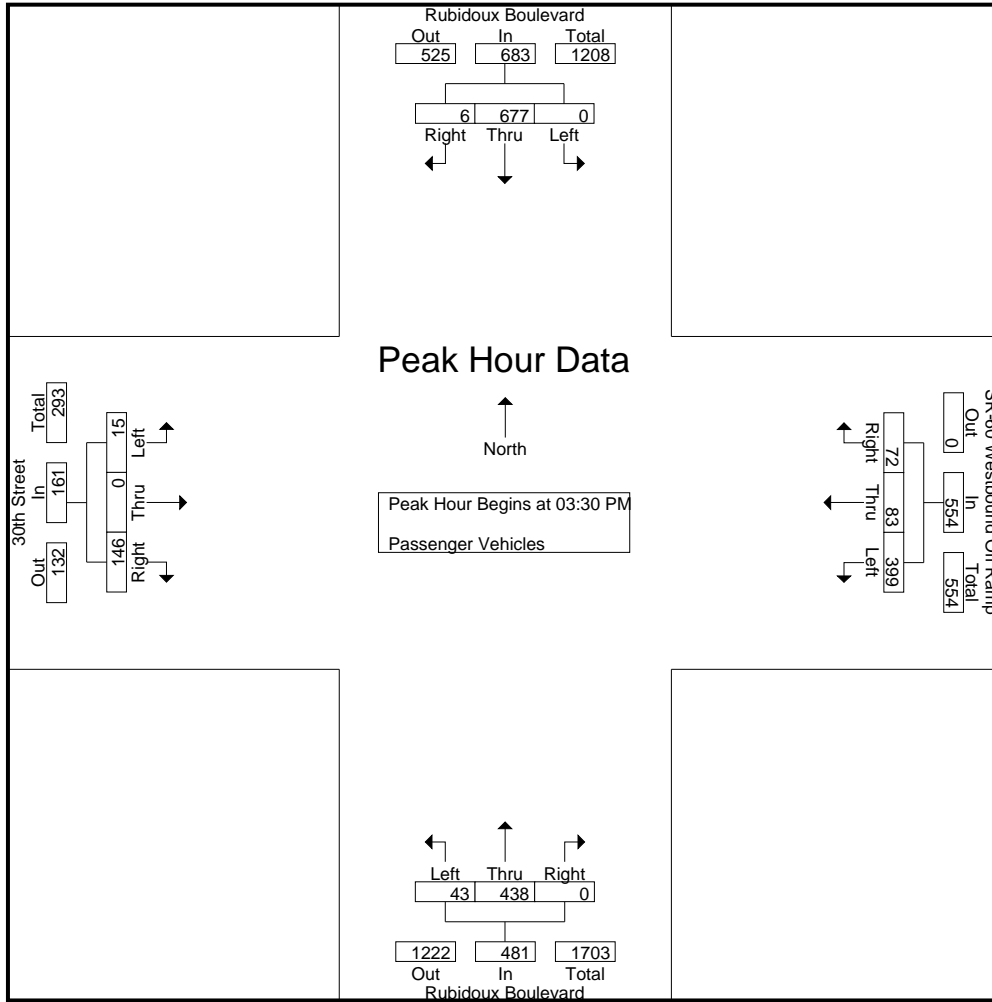
Groups Printed- Passenger Vehicles

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	183	0	183	95	26	17	138	12	123	0	135	4	0	37	41	497
03:45 PM	0	186	3	189	88	16	22	126	8	86	0	94	4	0	42	46	455
Total	0	369	3	372	183	42	39	264	20	209	0	229	8	0	79	87	952
04:00 PM	0	162	3	165	113	20	14	147	11	111	0	122	4	0	29	33	467
04:15 PM	0	146	0	146	103	21	19	143	12	118	0	130	3	0	38	41	460
04:30 PM	0	163	7	170	107	12	19	138	10	100	0	110	6	0	24	30	448
04:45 PM	0	137	2	139	89	12	9	110	17	120	0	137	8	0	18	26	412
Total	0	608	12	620	412	65	61	538	50	449	0	499	21	0	109	130	1787
05:00 PM	0	169	3	172	119	8	17	144	7	124	0	131	3	0	26	29	476
05:15 PM	0	169	2	171	111	9	17	137	12	115	0	127	5	0	26	31	466
05:30 PM	0	154	4	158	99	10	13	122	13	115	0	128	7	0	23	30	438
05:45 PM	0	122	1	123	118	14	20	152	12	116	0	128	1	0	24	25	428
Total	0	614	10	624	447	41	67	555	44	470	0	514	16	0	99	115	1808
Grand Total	0	1591	25	1616	1042	148	167	1357	114	1128	0	1242	45	0	287	332	4547
Apprch %	0	98.5	1.5		76.8	10.9	12.3		9.2	90.8	0		13.6	0	86.4		
Total %	0	35	0.5	35.5	22.9	3.3	3.7	29.8	2.5	24.8	0	27.3	1	0	6.3	7.3	

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	183	0	183	95	<b>26</b>	17	138	<b>12</b>	<b>123</b>	0	<b>135</b>	<b>4</b>	0	37	41	<b>497</b>
03:45 PM	0	<b>186</b>	<b>3</b>	<b>189</b>	88	16	<b>22</b>	126	8	86	0	94	4	0	<b>42</b>	<b>46</b>	455
04:00 PM	0	162	3	165	<b>113</b>	20	14	<b>147</b>	11	111	0	122	4	0	29	33	467
04:15 PM	0	146	0	146	103	21	19	143	12	118	0	130	3	0	38	41	460
Total Volume	0	677	6	683	399	83	72	554	43	438	0	481	15	0	146	161	1879
% App. Total	0	99.1	0.9		72	15	13		8.9	91.1	0		9.3	0	90.7		
PHF	.000	.910	.500	.903	.883	.798	.818	.942	.896	.890	.000	.891	.938	.000	.869	.875	.945

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th Street/SR-60 WB Off Ramp  
 Weather: Clear

File Name : 10\_JVY\_Rubidoux\_60W Off PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	0	183	0	183	95	<b>26</b>	17	138	<b>12</b>	<b>123</b>	0	<b>135</b>	<b>4</b>	0	37	41
+15 mins.	0	<b>186</b>	<b>3</b>	<b>189</b>	88	16	<b>22</b>	126	8	86	0	94	4	0	<b>42</b>	<b>46</b>
+30 mins.	0	162	3	165	<b>113</b>	20	14	<b>147</b>	11	111	0	122	4	0	29	33
+45 mins.	0	146	0	146	103	21	19	143	12	118	0	130	3	0	38	41
Total Volume	0	677	6	683	399	83	72	554	43	438	0	481	15	0	146	161
% App. Total	0	99.1	0.9		72	15	13		8.9	91.1	0		9.3	0	90.7	
PHF	.000	.910	.500	.903	.883	.798	.818	.942	.896	.890	.000	.891	.938	.000	.869	.875

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th Street/SR-60 WB Off Ramp  
 Weather: Clear

File Name : 10\_JVY\_Rubidoux\_60W Off PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

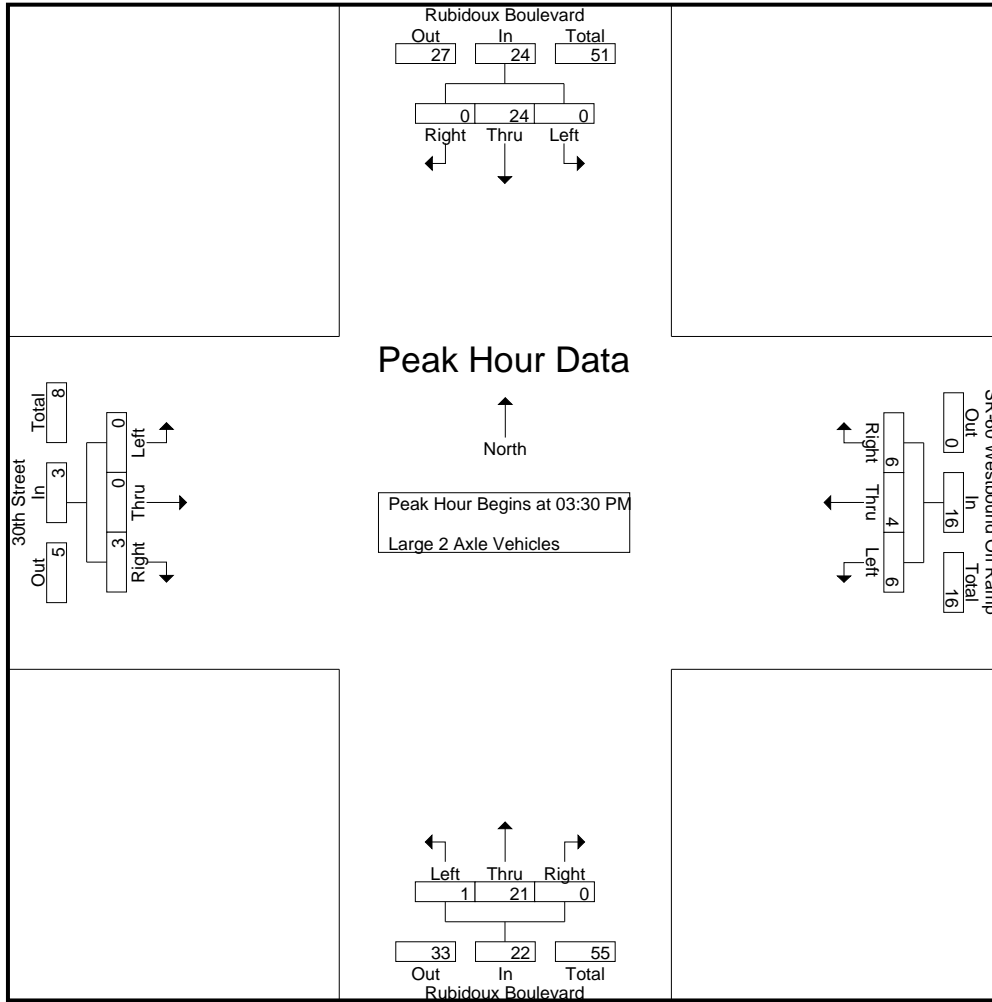
Groups Printed- Large 2 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	4	0	4	1	3	0	4	0	3	0	3	0	0	2	2	13
03:45 PM	0	10	0	10	3	0	2	5	0	5	0	5	0	0	0	0	20
Total	0	14	0	14	4	3	2	9	0	8	0	8	0	0	2	2	33
04:00 PM	0	6	0	6	1	0	0	1	0	9	0	9	0	0	1	1	17
04:15 PM	0	4	0	4	1	1	4	6	1	4	0	5	0	0	0	0	15
04:30 PM	0	2	0	2	1	0	2	3	0	9	0	9	1	0	3	4	18
04:45 PM	0	2	0	2	1	0	2	3	0	5	0	5	0	0	0	0	10
Total	0	14	0	14	4	1	8	13	1	27	0	28	1	0	4	5	60
05:00 PM	0	2	0	2	1	0	0	1	0	10	0	10	0	0	1	1	14
05:15 PM	0	4	0	4	2	0	0	2	0	5	0	5	0	0	0	0	11
05:30 PM	0	4	0	4	2	0	1	3	0	5	0	5	0	0	0	0	12
05:45 PM	0	2	0	2	2	0	0	2	0	9	0	9	0	0	1	1	14
Total	0	12	0	12	7	0	1	8	0	29	0	29	0	0	2	2	51
Grand Total	0	40	0	40	15	4	11	30	1	64	0	65	1	0	8	9	144
Apprch %	0	100	0		50	13.3	36.7		1.5	98.5	0		11.1	0	88.9		
Total %	0	27.8	0	27.8	10.4	2.8	7.6	20.8	0.7	44.4	0	45.1	0.7	0	5.6	6.2	

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	4	0	4	1	3	0	4	0	3	0	3	0	0	2	2	13
03:45 PM	0	10	0	10	3	0	2	5	0	5	0	5	0	0	0	0	20
04:00 PM	0	6	0	6	1	0	0	1	0	9	0	9	0	0	1	1	17
04:15 PM	0	4	0	4	1	1	4	6	1	4	0	5	0	0	0	0	15
Total Volume	0	24	0	24	6	4	6	16	1	21	0	22	0	0	3	3	65
% App. Total	0	100	0		37.5	25	37.5		4.5	95.5	0		0	0	100		
PHF	.000	.600	.000	.600	.500	.333	.375	.667	.250	.583	.000	.611	.000	.000	.375	.375	.813

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th Street/SR-60 WB Off Ramp  
 Weather: Clear

File Name : 10\_JVY\_Rubidoux\_60W Off PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM				
+0 mins.	0	4	0	4	1	3	0	4	0	3	0	3	0	0	0	2	2
+15 mins.	0	10	0	10	3	0	2	5	0	5	0	5	0	0	0	0	0
+30 mins.	0	6	0	6	1	0	0	1	0	9	0	9	0	0	1	1	1
+45 mins.	0	4	0	4	1	1	4	6	1	4	0	5	0	0	0	0	0
Total Volume	0	24	0	24	6	4	6	16	1	21	0	22	0	0	3	3	3
% App. Total	0	100	0		37.5	25	37.5		4.5	95.5	0		0	0	100		
PHF	.000	.600	.000	.600	.500	.333	.375	.667	.250	.583	.000	.611	.000	.000	.375	.375	.375

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th Street/SR-60 WB Off Ramp  
 Weather: Clear

File Name : 10\_JVY\_Rubidoux\_60W Off PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- 3 Axle Vehicles

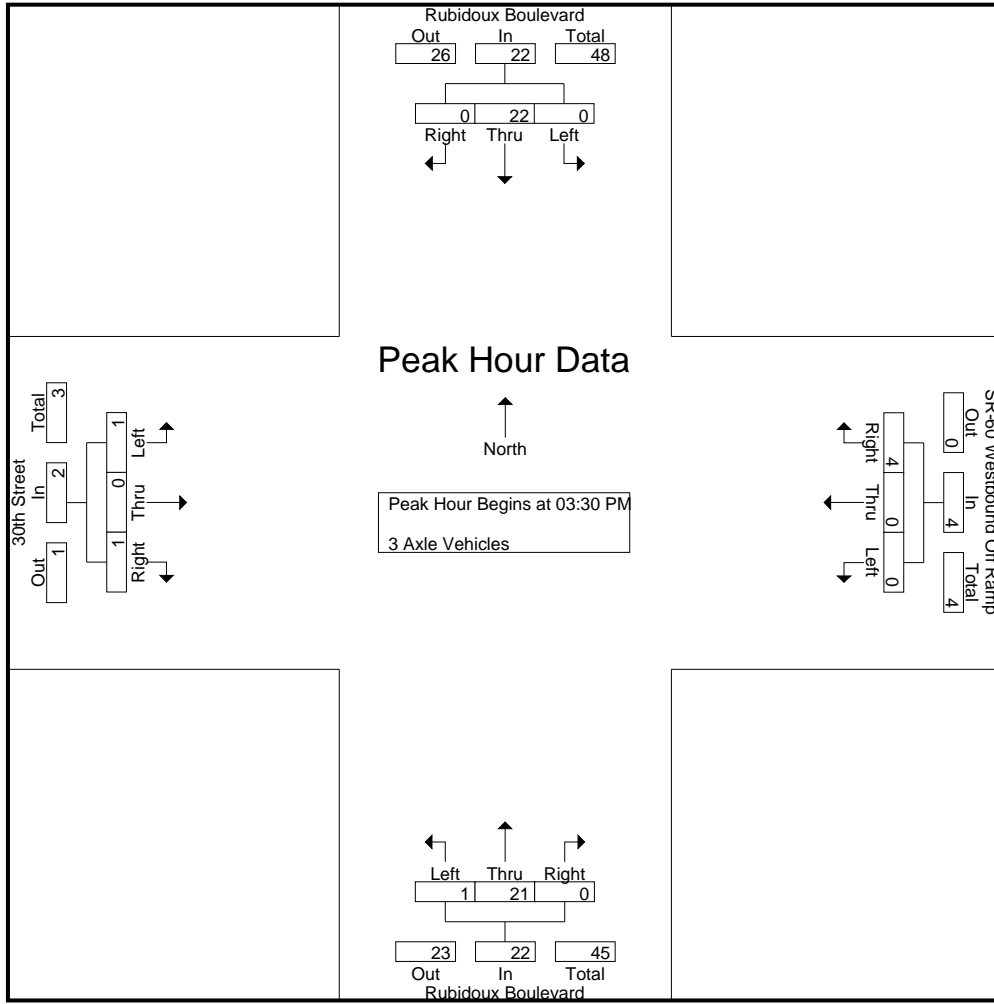
Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
03:30 PM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	1	1	10
03:45 PM	0	6	0	6	0	0	0	0	0	2	0	2	1	0	0	1	1	9
Total	0	11	0	11	0	0	0	0	0	6	0	6	1	0	1	2	2	19
04:00 PM	0	5	0	5	0	0	3	3	1	11	0	12	0	0	0	0	0	20
04:15 PM	0	6	0	6	0	0	1	1	0	4	0	4	0	0	0	0	0	11
04:30 PM	0	2	0	2	0	0	1	1	0	5	0	5	0	0	0	0	0	8
04:45 PM	0	2	0	2	1	0	1	2	0	4	0	4	0	0	0	0	0	8
Total	0	15	0	15	1	0	6	7	1	24	0	25	0	0	0	0	0	47
05:00 PM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	0	7
05:15 PM	0	2	0	2	0	0	0	0	0	9	0	9	0	0	0	0	0	11
05:30 PM	0	3	0	3	0	0	1	1	0	5	0	5	0	0	0	0	0	9
05:45 PM	0	3	0	3	0	1	0	1	0	8	0	8	0	0	0	0	0	12
Total	0	10	0	10	0	1	1	2	0	27	0	27	0	0	0	0	0	39
Grand Total	0	36	0	36	1	1	7	9	1	57	0	58	1	0	1	2	2	105
Apprch %	0	100	0		11.1	11.1	77.8		1.7	98.3	0		50	0	50			
Total %	0	34.3	0	34.3	1	1	6.7	8.6	1	54.3	0	55.2	1	0	1	1.9		

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 03:30 PM																		
03:30 PM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	1	1	1	10
03:45 PM	0	6	0	6	0	0	0	0	0	2	0	2	1	0	0	1	1	9
04:00 PM	0	5	0	5	0	0	3	3	1	11	0	12	0	0	0	0	0	20
04:15 PM	0	6	0	6	0	0	1	1	0	4	0	4	0	0	0	0	0	11
Total Volume	0	22	0	22	0	0	4	4	1	21	0	22	1	0	1	2	2	50
% App. Total	0	100	0		0	0	100		4.5	95.5	0		50	0	50			
PHF	.000	.917	.000	.917	.000	.000	.333	.333	.250	.477	.000	.458	.250	.000	.250	.500	.625	



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th Street/SR-60 WB Off Ramp  
 Weather: Clear

File Name : 10\_JVY\_Rubidoux\_60W Off PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	0	5	0	5	0	0	0	0	0	4	0	4	0	0	1	1
+15 mins.	0	6	0	6	0	0	0	0	0	2	0	2	1	0	0	1
+30 mins.	0	5	0	5	0	0	3	3	1	11	0	12	0	0	0	0
+45 mins.	0	6	0	6	0	0	1	1	0	4	0	4	0	0	0	0
Total Volume	0	22	0	22	0	0	4	4	1	21	0	22	1	0	1	2
% App. Total	0	100	0	100	0	0	100	100	4.5	95.5	0	100	50	0	50	100
PHF	.000	.917	.000	.917	.000	.000	.333	.333	.250	.477	.000	.458	.250	.000	.250	.500

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th Street/SR-60 WB Off Ramp  
 Weather: Clear

File Name : 10\_JVY\_Rubidoux\_60W Off PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

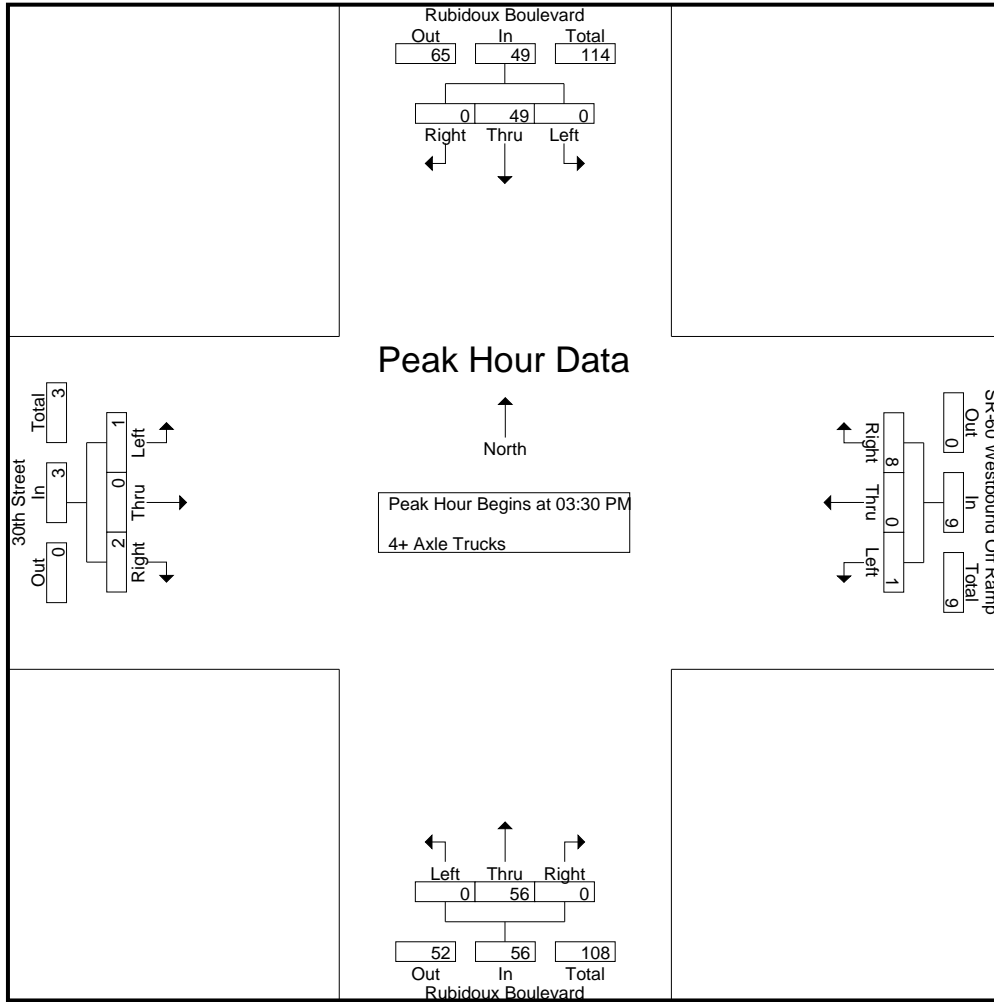
Groups Printed- 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	18	0	18	0	0	1	1	0	14	0	14	1	0	0	1	34
03:45 PM	0	9	0	9	0	0	5	5	0	22	0	22	0	0	1	1	37
Total	0	27	0	27	0	0	6	6	0	36	0	36	1	0	1	2	71
04:00 PM	0	10	0	10	0	0	0	0	0	10	0	10	0	0	0	0	20
04:15 PM	0	12	0	12	1	0	2	3	0	10	0	10	0	0	1	1	26
04:30 PM	0	10	0	10	0	0	2	2	0	18	0	18	0	0	0	0	30
04:45 PM	0	12	0	12	1	0	2	3	0	16	0	16	0	0	0	0	31
Total	0	44	0	44	2	0	6	8	0	54	0	54	0	0	1	1	107
05:00 PM	0	11	0	11	0	0	0	0	0	16	0	16	0	0	0	0	27
05:15 PM	0	10	0	10	0	0	3	3	0	17	0	17	0	0	0	0	30
05:30 PM	0	9	0	9	0	0	0	0	0	18	0	18	0	0	1	1	28
05:45 PM	0	15	0	15	1	1	2	4	0	10	0	10	0	0	0	0	29
Total	0	45	0	45	1	1	5	7	0	61	0	61	0	0	1	1	114
Grand Total	0	116	0	116	3	1	17	21	0	151	0	151	1	0	3	4	292
Apprch %	0	100	0		14.3	4.8	81		0	100	0		25	0	75		
Total %	0	39.7	0	39.7	1	0.3	5.8	7.2	0	51.7	0	51.7	0.3	0	1	1.4	

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	18	0	18	0	0	1	1	0	14	0	14	1	0	0	1	34
03:45 PM	0	9	0	9	0	0	5	5	0	22	0	22	0	0	1	1	37
04:00 PM	0	10	0	10	0	0	0	0	0	10	0	10	0	0	0	0	20
04:15 PM	0	12	0	12	1	0	2	3	0	10	0	10	0	0	1	1	26
Total Volume	0	49	0	49	1	0	8	9	0	56	0	56	1	0	2	3	117
% App. Total	0	100	0		11.1	0	88.9		0	100	0		33.3	0	66.7		
PHF	.000	.681	.000	.681	.250	.000	.400	.450	.000	.636	.000	.636	.250	.000	.500	.750	.791

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th Street/SR-60 WB Off Ramp  
 Weather: Clear

File Name : 10\_JVY\_Rubidoux\_60W Off PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM				03:30 PM				03:30 PM				03:30 PM			
+0 mins.	0	18	0	18	0	0	1	1	0	14	0	14	1	0	0	1
+15 mins.	0	9	0	9	0	0	5	5	0	22	0	22	0	0	0	1
+30 mins.	0	10	0	10	0	0	0	0	0	10	0	10	0	0	0	0
+45 mins.	0	12	0	12	1	0	2	3	0	10	0	10	0	0	1	1
Total Volume	0	49	0	49	1	0	8	9	0	56	0	56	1	0	2	3
% App. Total	0	100	0		11.1	0	88.9		0	100	0		33.3	0	66.7	
PHF	.000	.681	.000	.681	.250	.000	.400	.450	.000	.636	.000	.636	.250	.000	.500	.750

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 11\_JVY\_Rubidoux\_60W On AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

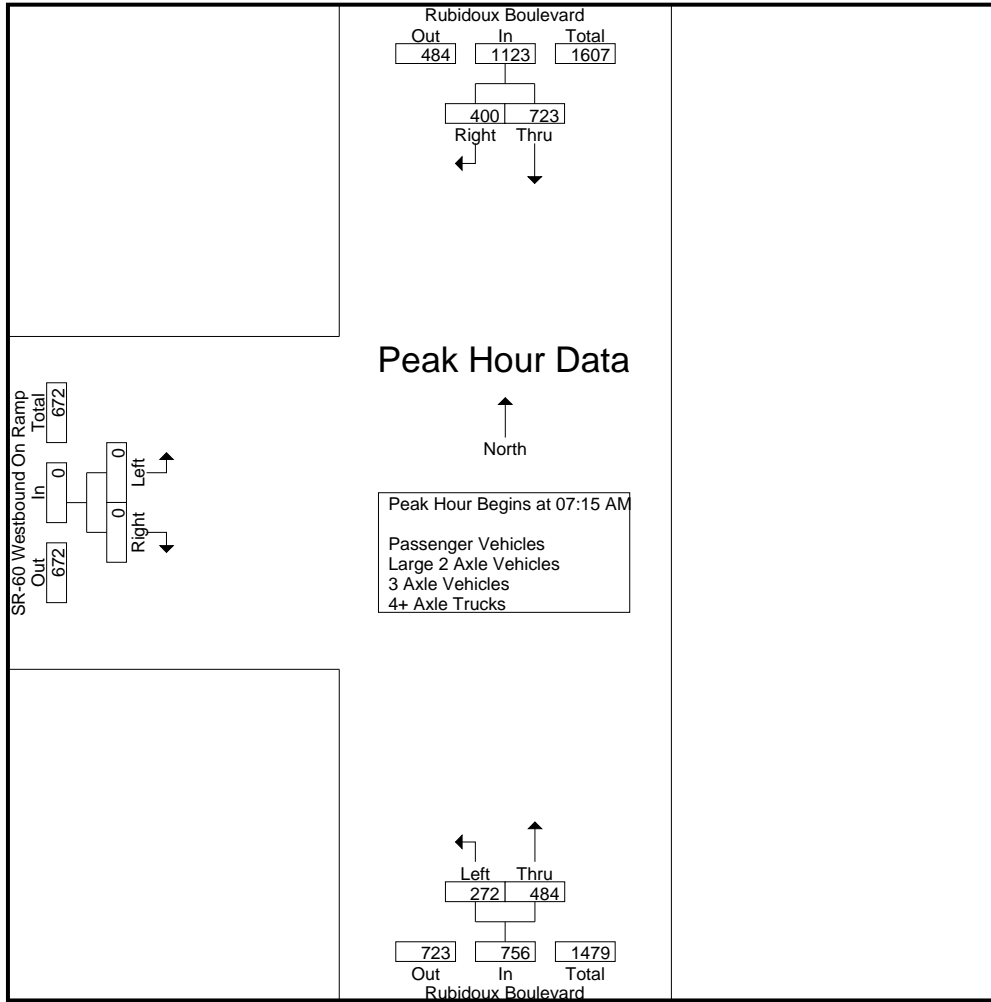
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
06:30 AM	136	77	213	77	119	196	0	0	0	409
06:45 AM	139	89	228	56	127	183	0	0	0	411
Total	275	166	441	133	246	379	0	0	0	820
07:00 AM	144	79	223	56	114	170	0	0	0	393
07:15 AM	164	90	254	67	115	182	0	0	0	436
07:30 AM	187	111	298	71	133	204	0	0	0	502
07:45 AM	183	106	289	68	124	192	0	0	0	481
Total	678	386	1064	262	486	748	0	0	0	1812
08:00 AM	189	93	282	66	112	178	0	0	0	460
08:15 AM	157	96	253	55	109	164	0	0	0	417
08:30 AM	167	72	239	49	107	156	0	0	0	395
08:45 AM	135	71	206	42	116	158	0	0	0	364
Total	648	332	980	212	444	656	0	0	0	1636
Grand Total	1601	884	2485	607	1176	1783	0	0	0	4268
Apprch %	64.4	35.6		34	66		0	0		
Total %	37.5	20.7	58.2	14.2	27.6	41.8	0	0	0	
Passenger Vehicles	1514	570	2084	595	957	1552	0	0	0	3636
% Passenger Vehicles	94.6	64.5	83.9	98	81.4	87	0	0	0	85.2
Large 2 Axle Vehicles	41	53	94	10	37	47	0	0	0	141
% Large 2 Axle Vehicles	2.6	6	3.8	1.6	3.1	2.6	0	0	0	3.3
3 Axle Vehicles	21	74	95	2	80	82	0	0	0	177
% 3 Axle Vehicles	1.3	8.4	3.8	0.3	6.8	4.6	0	0	0	4.1
4+ Axle Trucks	25	187	212	0	102	102	0	0	0	314
% 4+ Axle Trucks	1.6	21.2	8.5	0	8.7	5.7	0	0	0	7.4

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	164	90	254	67	115	182	0	0	0	436
07:30 AM	187	111	298	71	133	204	0	0	0	502
07:45 AM	183	106	289	68	124	192	0	0	0	481
08:00 AM	189	93	282	66	112	178	0	0	0	460
Total Volume	723	400	1123	272	484	756	0	0	0	1879
% App. Total	64.4	35.6		36	64		0	0		
PHF	.956	.901	.942	.958	.910	.926	.000	.000	.000	.936

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 11\_JVY\_Rubidoux\_60W On AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			06:30 AM		
+0 mins.	164	90	254	67	115	182	0	0	0
+15 mins.	187	111	<b>298</b>	71	133	<b>204</b>	0	0	0
+30 mins.	183	106	289	68	124	192	0	0	0
+45 mins.	<b>189</b>	93	282	66	112	178	0	0	0
Total Volume	723	400	1123	272	484	756	0	0	0
% App. Total	64.4	35.6		36	64		0	0	
PHF	.956	.901	.942	.958	.910	.926	.000	.000	.000

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 11\_JVY\_Rubidoux\_60W On AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- Passenger Vehicles

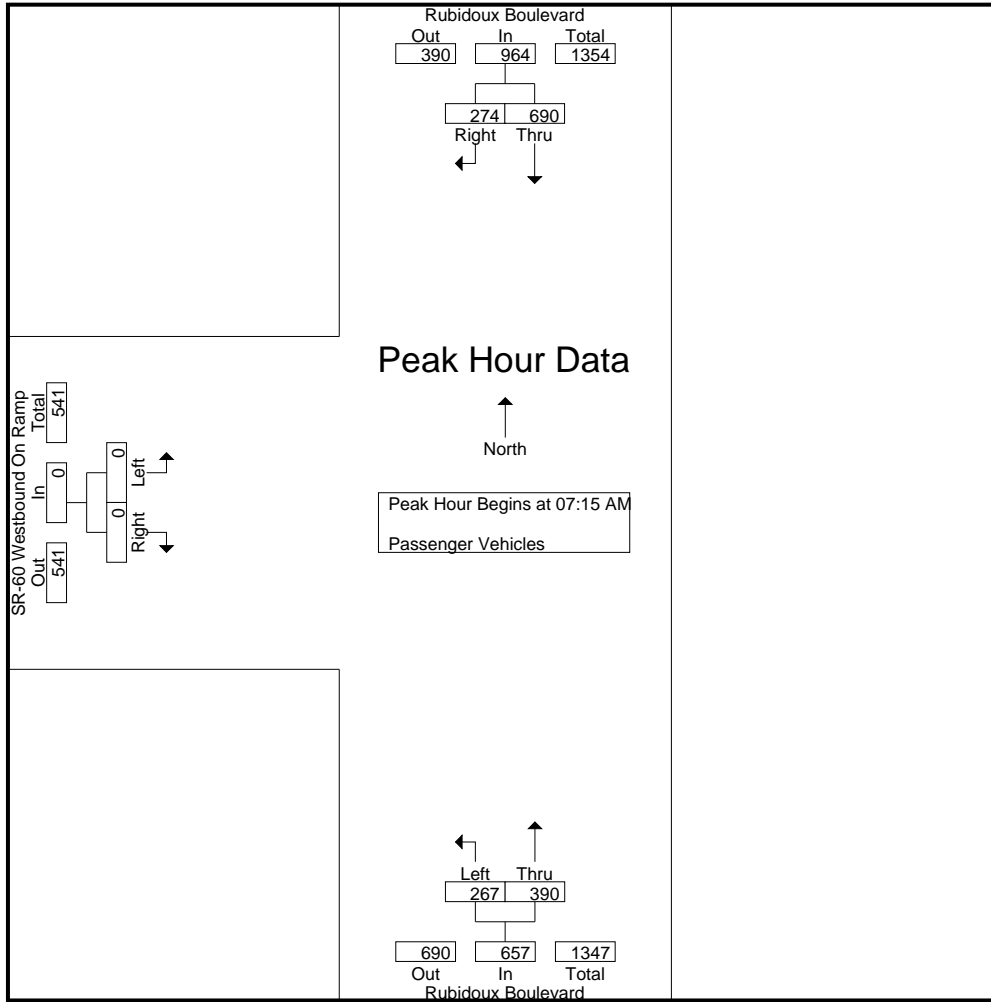
Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
06:30 AM	125	44	169	77	97	174	0	0	0	343
06:45 AM	129	62	191	54	110	164	0	0	0	355
Total	254	106	360	131	207	338	0	0	0	698
07:00 AM	134	54	188	56	94	150	0	0	0	338
07:15 AM	155	67	222	66	94	160	0	0	0	382
07:30 AM	178	71	249	71	107	178	0	0	0	427
07:45 AM	174	75	249	65	94	159	0	0	0	408
Total	641	267	908	258	389	647	0	0	0	1555
08:00 AM	183	61	244	65	95	160	0	0	0	404
08:15 AM	149	59	208	55	89	144	0	0	0	352
08:30 AM	157	42	199	46	84	130	0	0	0	329
08:45 AM	130	35	165	40	93	133	0	0	0	298
Total	619	197	816	206	361	567	0	0	0	1383
Grand Total	1514	570	2084	595	957	1552	0	0	0	3636
Apprch %	72.6	27.4		38.3	61.7		0	0		
Total %	41.6	15.7	57.3	16.4	26.3	42.7	0	0	0	

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:15 AM	155	67	222	66	94	160	0	0	0	382
07:30 AM	178	71	<b>249</b>	<b>71</b>	<b>107</b>	<b>178</b>	0	0	0	<b>427</b>
07:45 AM	174	<b>75</b>	249	65	94	159	0	0	0	408
08:00 AM	<b>183</b>	61	244	65	95	160	0	0	0	404
Total Volume	690	274	964	267	390	657	0	0	0	1621
% App. Total	71.6	28.4		40.6	59.4		0	0		
PHF	.943	.913	.968	.940	.911	.923	.000	.000	.000	.949

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

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 11\_JVY\_Rubidoux\_60W On AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	155	67	222	66	94	160	0	0	0
+15 mins.	178	71	<b>249</b>	<b>71</b>	<b>107</b>	<b>178</b>	0	0	0
+30 mins.	174	<b>75</b>	249	65	94	159	0	0	0
+45 mins.	<b>183</b>	61	244	65	95	160	0	0	0
Total Volume	690	274	964	267	390	657	0	0	0
% App. Total	71.6	28.4		40.6	59.4		0	0	
PHF	.943	.913	.968	.940	.911	.923	.000	.000	.000

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 11\_JVY\_Rubidoux\_60W On AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
06:30 AM	6	6	12	0	5	5	0	0	0	17
06:45 AM	4	8	12	2	5	7	0	0	0	19
Total	10	14	24	2	10	12	0	0	0	36
07:00 AM	5	3	8	0	3	3	0	0	0	11
07:15 AM	4	0	4	1	5	6	0	0	0	10
07:30 AM	5	4	9	0	6	6	0	0	0	15
07:45 AM	2	3	5	3	4	7	0	0	0	12
Total	16	10	26	4	18	22	0	0	0	48
08:00 AM	2	6	8	0	1	1	0	0	0	9
08:15 AM	4	5	9	0	3	3	0	0	0	12
08:30 AM	4	10	14	2	4	6	0	0	0	20
08:45 AM	5	8	13	2	1	3	0	0	0	16
Total	15	29	44	4	9	13	0	0	0	57
Grand Total	41	53	94	10	37	47	0	0	0	141
Apprch %	43.6	56.4		21.3	78.7		0	0		
Total %	29.1	37.6	66.7	7.1	26.2	33.3	0	0	0	

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:15 AM	4	0	4	1	5	6	0	0	0	10
07:30 AM	5	4	9	0	6	6	0	0	0	15
07:45 AM	2	3	5	3	4	7	0	0	0	12
08:00 AM	2	6	8	0	1	1	0	0	0	9
Total Volume	13	13	26	4	16	20	0	0	0	46
% App. Total	50	50		20	80		0	0		
PHF	.650	.542	.722	.333	.667	.714	.000	.000	.000	.767

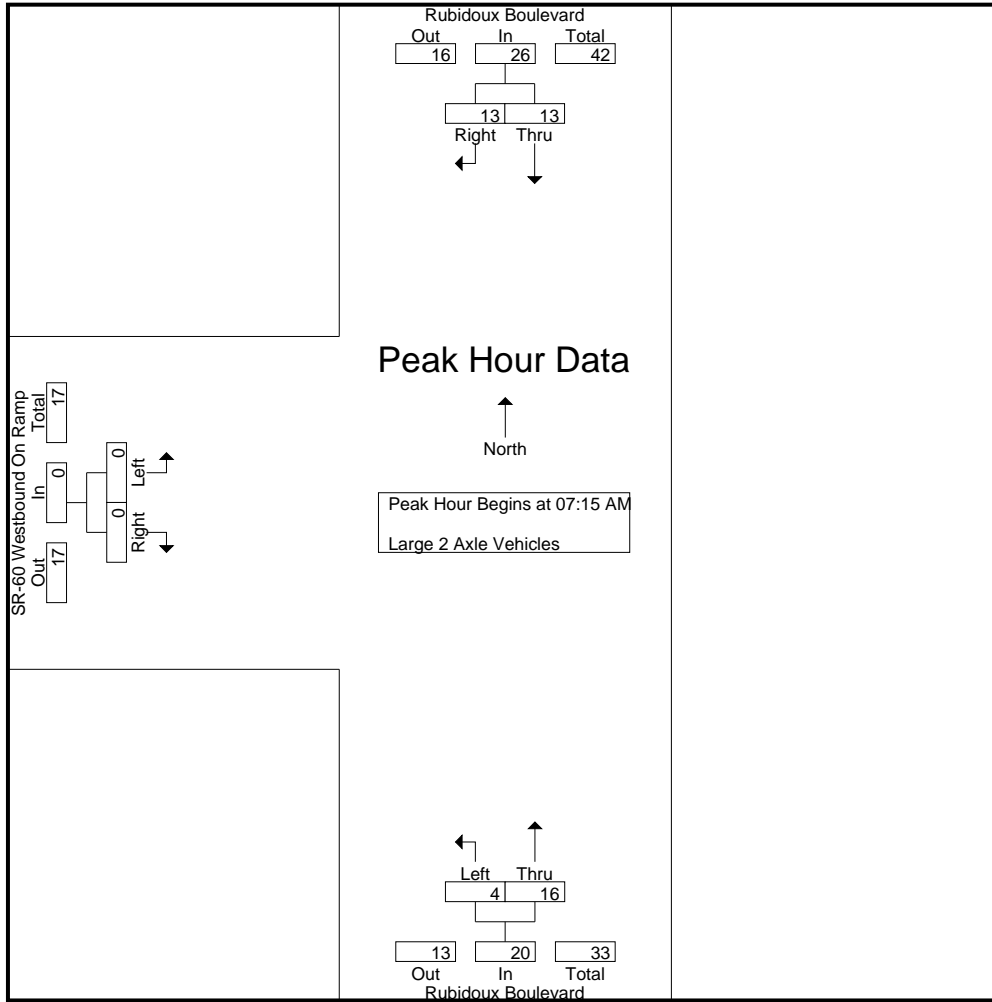
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 11\_JVY\_Rubidoux\_60W On AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	4	0	4	1	5	6	0	0	0
+15 mins.	5	4	9	0	6	6	0	0	0
+30 mins.	2	3	5	3	4	7	0	0	0
+45 mins.	2	6	8	0	1	1	0	0	0
Total Volume	13	13	26	4	16	20	0	0	0
% App. Total	50	50		20	80		0	0	
PHF	.650	.542	.722	.333	.667	.714	.000	.000	.000

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 11\_JVY\_Rubidoux\_60W On AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- 3 Axle Vehicles

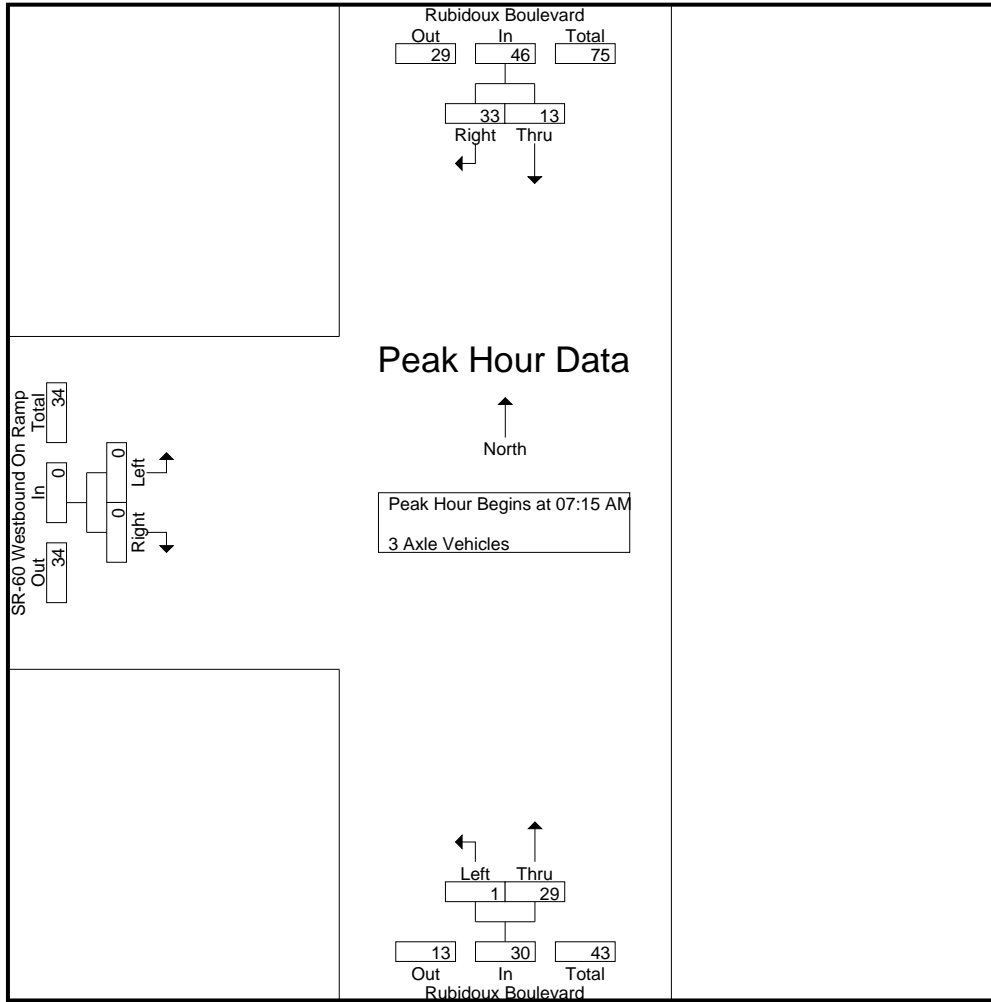
Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
06:30 AM	1	8	9	0	5	5	0	0	0	14
06:45 AM	0	3	3	0	5	5	0	0	0	8
Total	1	11	12	0	10	10	0	0	0	22
07:00 AM	2	8	10	0	12	12	0	0	0	22
07:15 AM	4	7	11	0	2	2	0	0	0	13
07:30 AM	4	12	16	0	8	8	0	0	0	24
07:45 AM	4	8	12	0	12	12	0	0	0	24
Total	14	35	49	0	34	34	0	0	0	83
08:00 AM	1	6	7	1	7	8	0	0	0	15
08:15 AM	1	10	11	0	4	4	0	0	0	15
08:30 AM	4	7	11	1	10	11	0	0	0	22
08:45 AM	0	5	5	0	15	15	0	0	0	20
Total	6	28	34	2	36	38	0	0	0	72
Grand Total	21	74	95	2	80	82	0	0	0	177
Apprch %	22.1	77.9		2.4	97.6		0	0		
Total %	11.9	41.8	53.7	1.1	45.2	46.3	0	0	0	

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:15 AM	4	7	11	0	2	2	0	0	0	13
07:30 AM	4	12	16	0	8	8	0	0	0	24
07:45 AM	4	8	12	0	12	12	0	0	0	24
08:00 AM	1	6	7	1	7	8	0	0	0	15
Total Volume	13	33	46	1	29	30	0	0	0	76
% App. Total	28.3	71.7		3.3	96.7		0	0		
PHF	.813	.688	.719	.250	.604	.625	.000	.000	.000	.792

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

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 11\_JVY\_Rubidoux\_60W On AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	4	7	11	0	2	2	0	0	0
+15 mins.	4	12	16	0	8	8	0	0	0
+30 mins.	4	8	12	0	12	12	0	0	0
+45 mins.	1	6	7	1	7	8	0	0	0
Total Volume	13	33	46	1	29	30	0	0	0
% App. Total	28.3	71.7		3.3	96.7		0	0	
PHF	.813	.688	.719	.250	.604	.625	.000	.000	.000

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 11\_JVY\_Rubidoux\_60W On AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- 4+ Axle Trucks

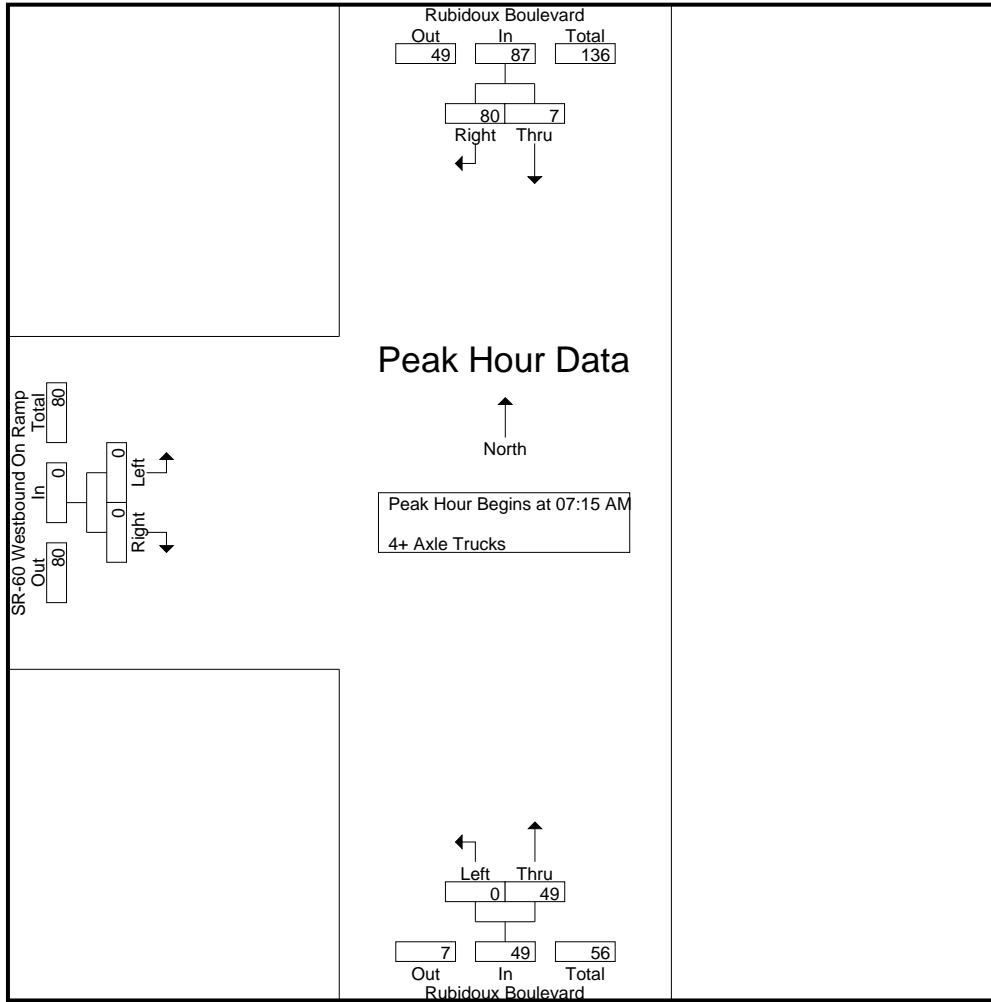
Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
06:30 AM	4	19	23	0	12	12	0	0	0	35
06:45 AM	6	16	22	0	7	7	0	0	0	29
Total	10	35	45	0	19	19	0	0	0	64
07:00 AM	3	14	17	0	5	5	0	0	0	22
07:15 AM	1	16	17	0	14	14	0	0	0	31
07:30 AM	0	24	24	0	12	12	0	0	0	36
07:45 AM	3	20	23	0	14	14	0	0	0	37
Total	7	74	81	0	45	45	0	0	0	126
08:00 AM	3	20	23	0	9	9	0	0	0	32
08:15 AM	3	22	25	0	13	13	0	0	0	38
08:30 AM	2	13	15	0	9	9	0	0	0	24
08:45 AM	0	23	23	0	7	7	0	0	0	30
Total	8	78	86	0	38	38	0	0	0	124
Grand Total	25	187	212	0	102	102	0	0	0	314
Apprch %	11.8	88.2		0	100		0	0		
Total %	8	59.6	67.5	0	32.5	32.5	0	0	0	

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:15 AM	1	16	17	0	14	14	0	0	0	31
07:30 AM	0	24	24	0	12	12	0	0	0	36
07:45 AM	3	20	23	0	14	14	0	0	0	37
08:00 AM	3	20	23	0	9	9	0	0	0	32
Total Volume	7	80	87	0	49	49	0	0	0	136
% App. Total	8	92		0	100		0	0		
PHF	.583	.833	.906	.000	.875	.875	.000	.000	.000	.919

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

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 11\_JVY\_Rubidoux\_60W On AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	16	17	0	14	14	0	0	0
+15 mins.	0	24	24	0	12	12	0	0	0
+30 mins.	3	20	23	0	14	14	0	0	0
+45 mins.	3	20	23	0	9	9	0	0	0
Total Volume	7	80	87	0	49	49	0	0	0
% App. Total	8	92		0	100		0	0	
PHF	.583	.833	.906	.000	.875	.875	.000	.000	.000

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 11\_JVY\_Rubidoux\_60W On PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

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

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
03:30 PM	206	150	356	56	152	208	0	0	0	564
03:45 PM	211	109	320	50	128	178	0	0	0	498
Total	417	259	676	106	280	386	0	0	0	1062
04:00 PM	230	105	335	42	149	191	0	0	0	526
04:15 PM	204	109	313	48	151	199	0	0	0	512
04:30 PM	203	104	307	44	142	186	0	0	0	493
04:45 PM	183	83	266	56	164	220	0	0	0	486
Total	820	401	1221	190	606	796	0	0	0	2017
05:00 PM	220	105	325	47	162	209	0	0	0	534
05:15 PM	225	107	332	49	164	213	0	0	0	545
05:30 PM	213	82	295	54	158	212	0	0	0	507
05:45 PM	212	78	290	58	164	222	0	0	0	512
Total	870	372	1242	208	648	856	0	0	0	2098
Grand Total	2107	1032	3139	504	1534	2038	0	0	0	5177
Apprch %	67.1	32.9		24.7	75.3		0	0		
Total %	40.7	19.9	60.6	9.7	29.6	39.4	0	0	0	
Passenger Vehicles	2057	873	2930	499	1270	1769	0	0	0	4699
% Passenger Vehicles	97.6	84.6	93.3	99	82.8	86.8	0	0	0	90.8
Large 2 Axle Vehicles	31	31	62	3	60	63	0	0	0	125
% Large 2 Axle Vehicles	1.5	3	2	0.6	3.9	3.1	0	0	0	2.4
3 Axle Vehicles	6	31	37	2	73	75	0	0	0	112
% 3 Axle Vehicles	0.3	3	1.2	0.4	4.8	3.7	0	0	0	2.2
4+ Axle Trucks	13	97	110	0	131	131	0	0	0	241
% 4+ Axle Trucks	0.6	9.4	3.5	0	8.5	6.4	0	0	0	4.7

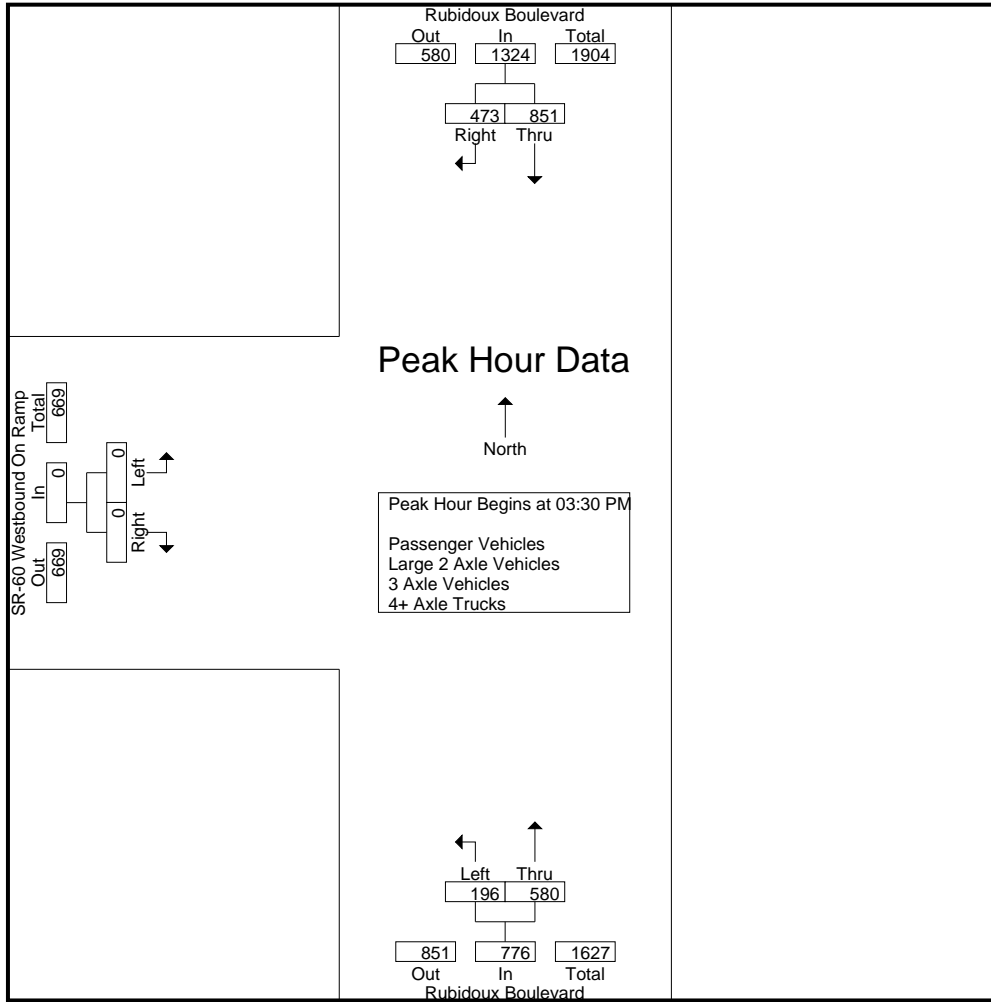
Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
03:30 PM	206	150	356	56	152	208	0	0	0	564
03:45 PM	211	109	320	50	128	178	0	0	0	498
04:00 PM	230	105	335	42	149	191	0	0	0	526
04:15 PM	204	109	313	48	151	199	0	0	0	512
Total Volume	851	473	1324	196	580	776	0	0	0	2100
% App. Total	64.3	35.7		25.3	74.7		0	0		
PHF	.925	.788	.930	.875	.954	.933	.000	.000	.000	.931

Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 11\_JVY\_Rubidoux\_60W On PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM			05:00 PM			03:30 PM		
+0 mins.	206	<b>150</b>	<b>356</b>	47	162	209	0	0	0
+15 mins.	211	109	320	49	<b>164</b>	213	0	0	0
+30 mins.	<b>230</b>	105	335	54	158	212	0	0	0
+45 mins.	204	109	313	<b>58</b>	164	<b>222</b>	0	0	0
Total Volume	851	473	1324	208	648	856	0	0	0
% App. Total	64.3	35.7		24.3	75.7		0	0	
PHF	.925	.788	.930	.897	.988	.964	.000	.000	.000

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 11\_JVY\_Rubidoux\_60W On PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
03:30 PM	203	123	326	56	134	190	0	0	0	516
03:45 PM	205	103	308	49	100	149	0	0	0	457
Total	408	226	634	105	234	339	0	0	0	973
04:00 PM	224	88	312	42	120	162	0	0	0	474
04:15 PM	200	86	286	48	134	182	0	0	0	468
04:30 PM	198	91	289	43	108	151	0	0	0	440
04:45 PM	178	69	247	54	140	194	0	0	0	441
Total	800	334	1134	187	502	689	0	0	0	1823
05:00 PM	216	93	309	47	132	179	0	0	0	488
05:15 PM	219	94	313	48	134	182	0	0	0	495
05:30 PM	208	67	275	54	130	184	0	0	0	459
05:45 PM	206	59	265	58	138	196	0	0	0	461
Total	849	313	1162	207	534	741	0	0	0	1903
Grand Total	2057	873	2930	499	1270	1769	0	0	0	4699
Apprch %	70.2	29.8		28.2	71.8		0	0		
Total %	43.8	18.6	62.4	10.6	27	37.6	0	0	0	

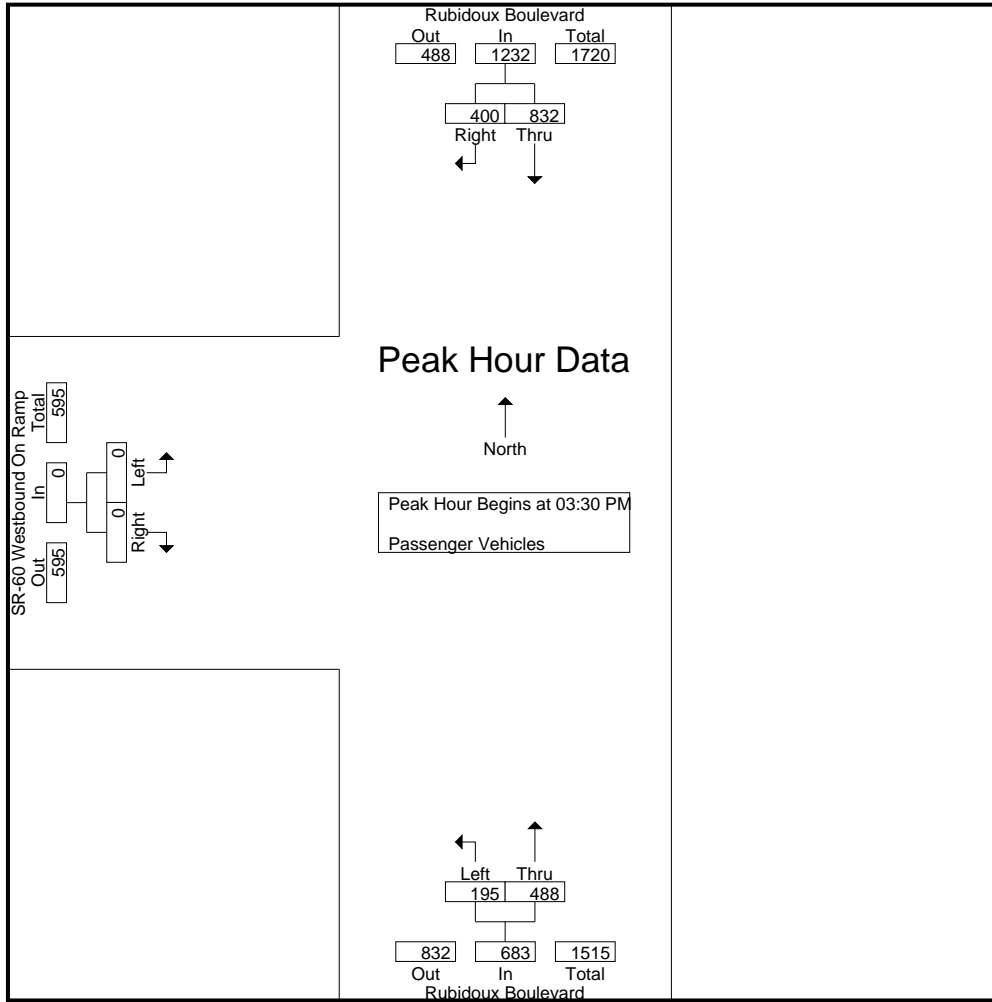
Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
03:30 PM	203	<b>123</b>	<b>326</b>	<b>56</b>	<b>134</b>	<b>190</b>	0	0	0	<b>516</b>
03:45 PM	205	103	308	49	100	149	0	0	0	457
04:00 PM	<b>224</b>	88	312	42	120	162	0	0	0	474
04:15 PM	200	86	286	48	134	182	0	0	0	468
Total Volume	832	400	1232	195	488	683	0	0	0	1915
% App. Total	67.5	32.5		28.6	71.4		0	0		
PHF	.929	.813	.945	.871	.910	.899	.000	.000	.000	.928

Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 03:30 PM



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 11\_JVY\_Rubidoux\_60W On PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM			03:30 PM			03:30 PM		
+0 mins.	203	<b>123</b>	<b>326</b>	<b>56</b>	<b>134</b>	<b>190</b>	0	0	0
+15 mins.	205	103	308	49	100	149	0	0	0
+30 mins.	<b>224</b>	88	312	42	120	162	0	0	0
+45 mins.	200	86	286	48	134	182	0	0	0
Total Volume	832	400	1232	195	488	683	0	0	0
% App. Total	67.5	32.5		28.6	71.4		0	0	
PHF	.929	.813	.945	.871	.910	.899	.000	.000	.000

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 11\_JVY\_Rubidoux\_60W On PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

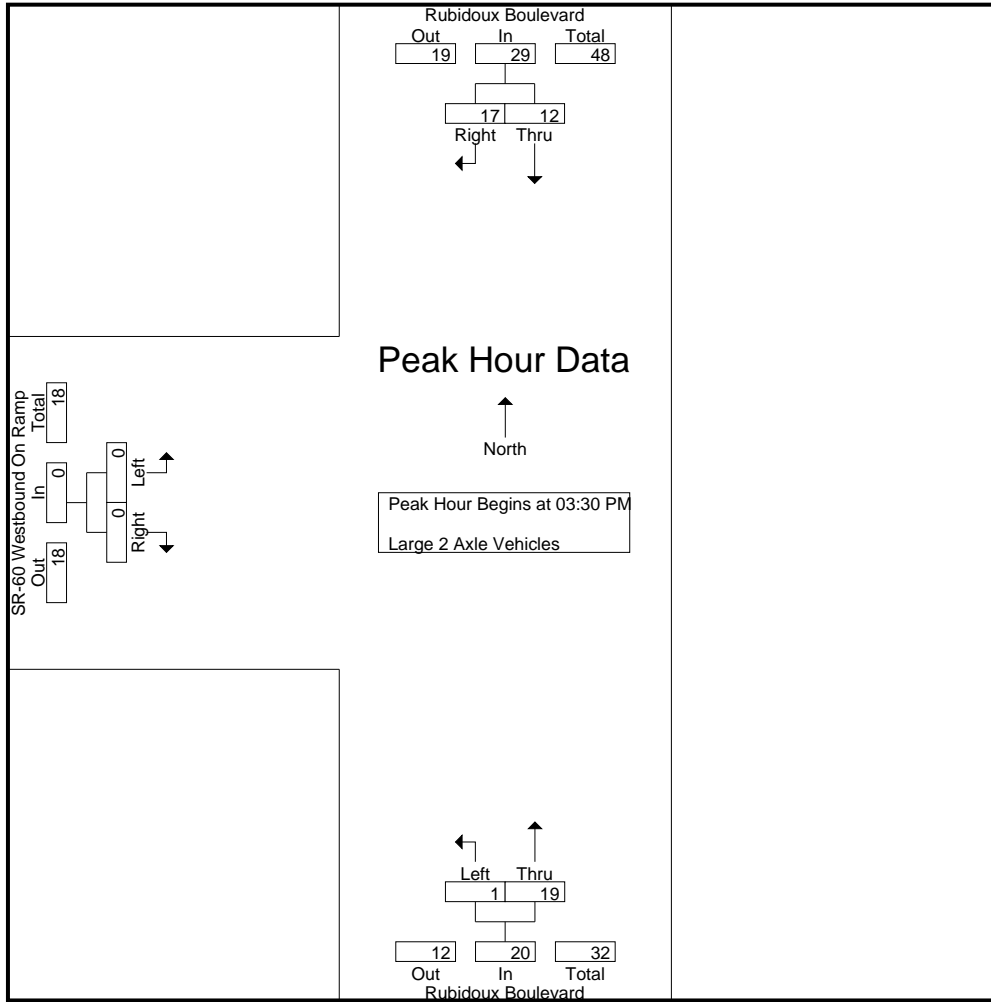
Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
03:30 PM	2	4	6	0	3	3	0	0	0	9
03:45 PM	5	5	10	1	3	4	0	0	0	14
Total	7	9	16	1	6	7	0	0	0	23
04:00 PM	4	3	7	0	9	9	0	0	0	16
04:15 PM	1	5	6	0	4	4	0	0	0	10
04:30 PM	4	2	6	0	12	12	0	0	0	18
04:45 PM	3	0	3	1	5	6	0	0	0	9
Total	12	10	22	1	30	31	0	0	0	53
05:00 PM	2	1	3	0	8	8	0	0	0	11
05:15 PM	4	3	7	1	5	6	0	0	0	13
05:30 PM	4	3	7	0	2	2	0	0	0	9
05:45 PM	2	5	7	0	9	9	0	0	0	16
Total	12	12	24	1	24	25	0	0	0	49
Grand Total	31	31	62	3	60	63	0	0	0	125
Apprch %	50	50		4.8	95.2		0	0		
Total %	24.8	24.8	49.6	2.4	48	50.4	0	0	0	

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
03:30 PM	2	4	6	0	3	3	0	0	0	9
03:45 PM	5	5	10	1	3	4	0	0	0	14
04:00 PM	4	3	7	0	9	9	0	0	0	16
04:15 PM	1	5	6	0	4	4	0	0	0	10
Total Volume	12	17	29	1	19	20	0	0	0	49
% App. Total	41.4	58.6		5	95		0	0		
PHF	.600	.850	.725	.250	.528	.556	.000	.000	.000	.766

Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 03:30 PM

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 11\_JVY\_Rubidoux\_60W On PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM			03:30 PM			03:30 PM		
+0 mins.	2	4	6	0	3	3	0	0	0
+15 mins.	5	5	10	1	3	4	0	0	0
+30 mins.	4	3	7	0	9	9	0	0	0
+45 mins.	1	5	6	0	4	4	0	0	0
Total Volume	12	17	29	1	19	20	0	0	0
% App. Total	41.4	58.6		5	95		0	0	
PHF	.600	.850	.725	.250	.528	.556	.000	.000	.000

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 11\_JVY\_Rubidoux\_60W On PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- 3 Axle Vehicles

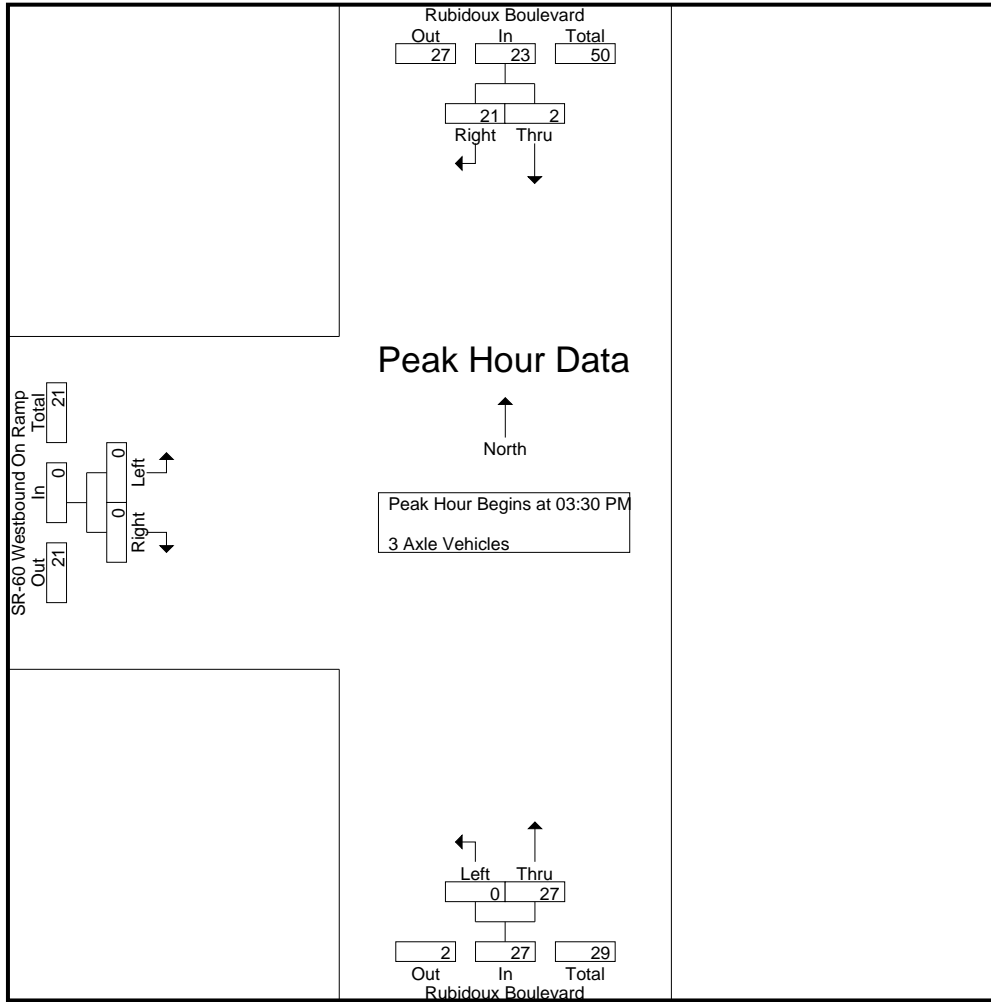
Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
03:30 PM	0	9	9	0	6	6	0	0	0	15
03:45 PM	1	1	2	0	5	5	0	0	0	7
Total	1	10	11	0	11	11	0	0	0	22
04:00 PM	0	6	6	0	12	12	0	0	0	18
04:15 PM	1	5	6	0	4	4	0	0	0	10
04:30 PM	0	2	2	1	8	9	0	0	0	11
04:45 PM	1	2	3	1	5	6	0	0	0	9
Total	2	15	17	2	29	31	0	0	0	48
05:00 PM	1	1	2	0	8	8	0	0	0	10
05:15 PM	0	2	2	0	9	9	0	0	0	11
05:30 PM	1	2	3	0	10	10	0	0	0	13
05:45 PM	1	1	2	0	6	6	0	0	0	8
Total	3	6	9	0	33	33	0	0	0	42
Grand Total	6	31	37	2	73	75	0	0	0	112
Apprch %	16.2	83.8		2.7	97.3		0	0		
Total %	5.4	27.7	33	1.8	65.2	67	0	0	0	

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
03:30 PM	0	9	9	0	6	6	0	0	0	15
03:45 PM	1	1	2	0	5	5	0	0	0	7
04:00 PM	0	6	6	0	12	12	0	0	0	18
04:15 PM	1	5	6	0	4	4	0	0	0	10
Total Volume	2	21	23	0	27	27	0	0	0	50
% App. Total	8.7	91.3		0	100		0	0		
PHF	.500	.583	.639	.000	.563	.563	.000	.000	.000	.694

Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 03:30 PM

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 11\_JVY\_Rubidoux\_60W On PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM			03:30 PM			03:30 PM		
+0 mins.	0	9	9	0	6	6	0	0	0
+15 mins.	1	1	2	0	5	5	0	0	0
+30 mins.	0	6	6	0	12	12	0	0	0
+45 mins.	1	5	6	0	4	4	0	0	0
Total Volume	2	21	23	0	27	27	0	0	0
% App. Total	8.7	91.3		0	100		0	0	
PHF	.500	.583	.639	.000	.563	.563	.000	.000	.000

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 11\_JVY\_Rubidoux\_60W On PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- 4+ Axle Trucks

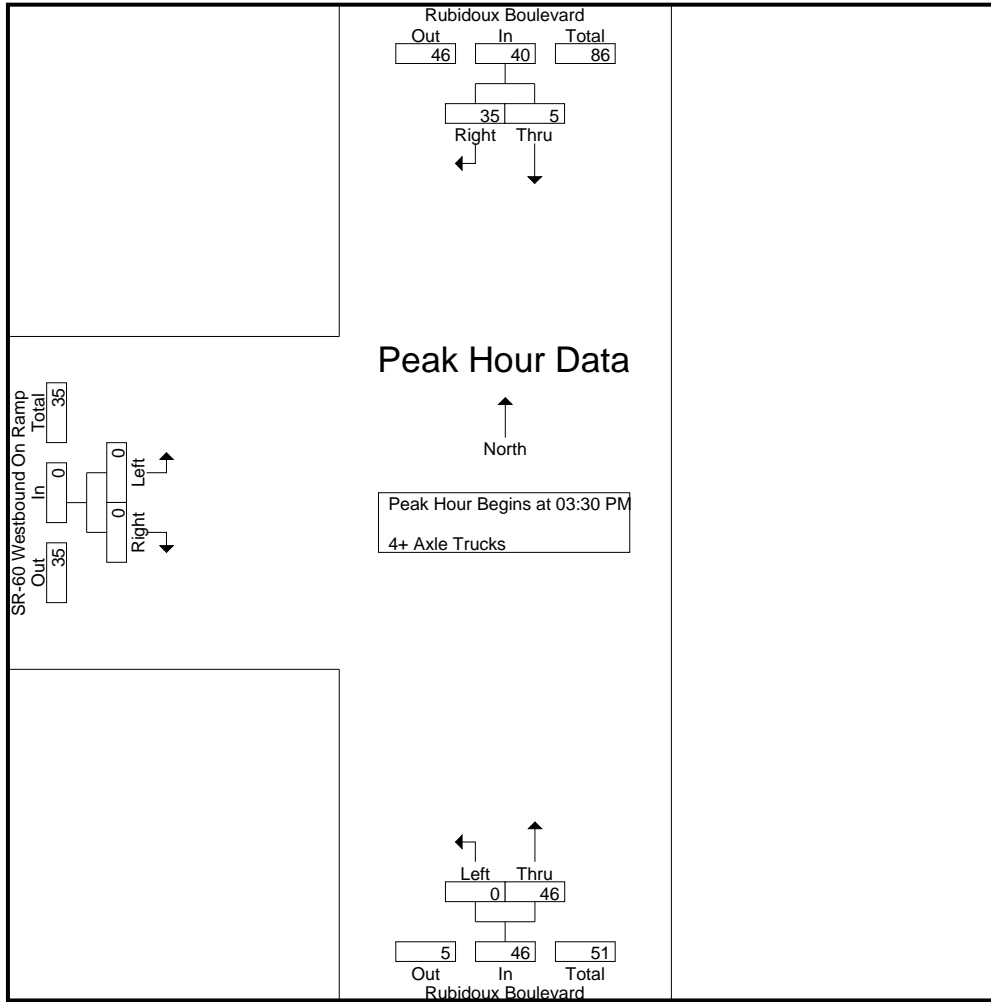
Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
03:30 PM	1	14	15	0	9	9	0	0	0	24
03:45 PM	0	0	0	0	20	20	0	0	0	20
Total	1	14	15	0	29	29	0	0	0	44
04:00 PM	2	8	10	0	8	8	0	0	0	18
04:15 PM	2	13	15	0	9	9	0	0	0	24
04:30 PM	1	9	10	0	14	14	0	0	0	24
04:45 PM	1	12	13	0	14	14	0	0	0	27
Total	6	42	48	0	45	45	0	0	0	93
05:00 PM	1	10	11	0	14	14	0	0	0	25
05:15 PM	2	8	10	0	16	16	0	0	0	26
05:30 PM	0	10	10	0	16	16	0	0	0	26
05:45 PM	3	13	16	0	11	11	0	0	0	27
Total	6	41	47	0	57	57	0	0	0	104
Grand Total	13	97	110	0	131	131	0	0	0	241
Apprch %	11.8	88.2		0	100		0	0		
Total %	5.4	40.2	45.6	0	54.4	54.4	0	0	0	

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
03:30 PM	1	14	15	0	9	9	0	0	0	24
03:45 PM	0	0	0	0	20	20	0	0	0	20
04:00 PM	2	8	10	0	8	8	0	0	0	18
04:15 PM	2	13	15	0	9	9	0	0	0	24
Total Volume	5	35	40	0	46	46	0	0	0	86
% App. Total	12.5	87.5		0	100		0	0		
PHF	.625	.625	.667	.000	.575	.575	.000	.000	.000	.896

Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 03:30 PM

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 11\_JVY\_Rubidoux\_60W On PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM			03:30 PM			03:30 PM		
+0 mins.	1	<b>14</b>	<b>15</b>	0	9	9	0	0	0
+15 mins.	0	0	0	0	<b>20</b>	<b>20</b>	0	0	0
+30 mins.	<b>2</b>	8	10	0	8	8	0	0	0
+45 mins.	2	13	15	0	9	9	0	0	0
Total Volume	5	35	40	0	46	46	0	0	0
% App. Total	12.5	87.5		0	100		0	0	
PHF	.625	.625	.667	.000	.575	.575	.000	.000	.000

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 13\_JVY\_Rubidoux\_60E Off AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

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

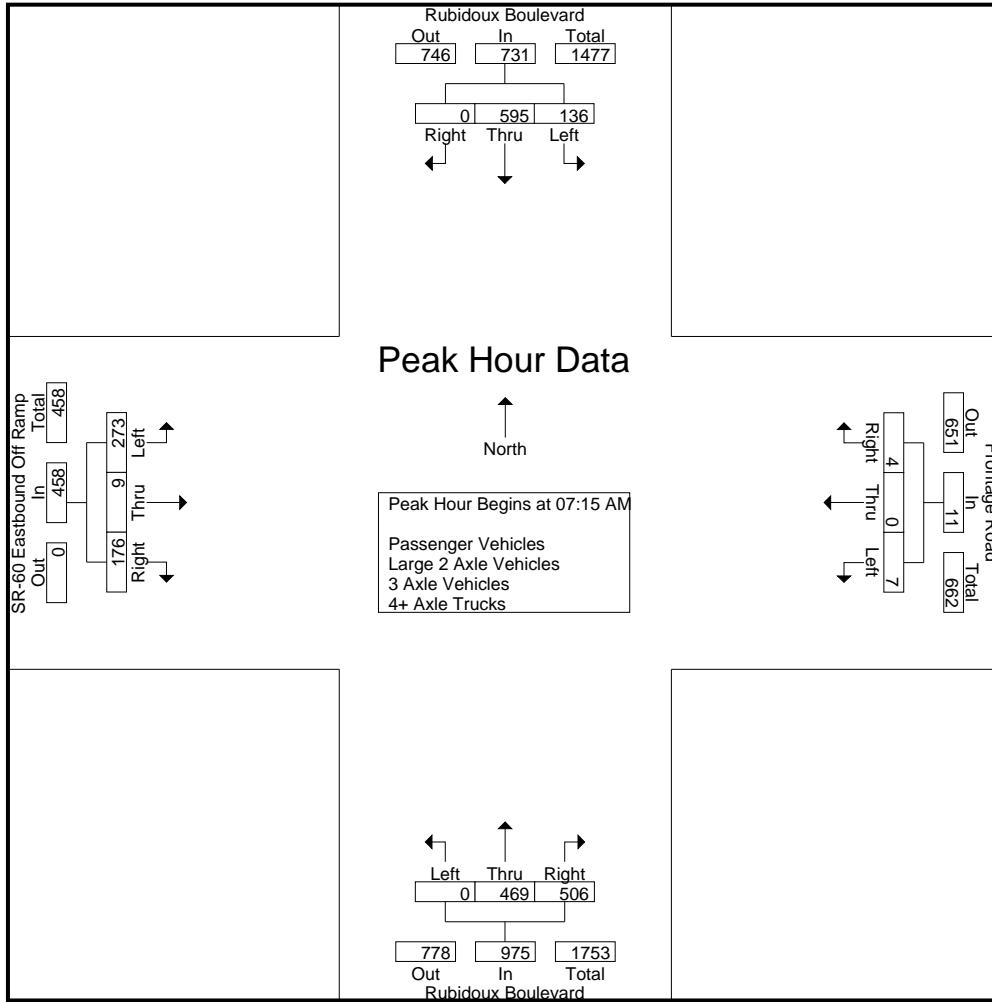
Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	31	102	0	133	2	0	1	3	0	130	118	248	61	1	19	81	465
06:45 AM	31	100	0	131	0	0	0	0	0	112	109	221	77	2	32	111	463
Total	62	202	0	264	2	0	1	3	0	242	227	469	138	3	51	192	928
07:00 AM	25	118	0	143	2	0	1	3	0	101	117	218	65	1	21	87	451
07:15 AM	40	127	0	167	0	0	0	0	0	120	147	267	61	0	39	100	534
07:30 AM	34	151	0	185	2	0	2	4	0	130	139	269	70	5	49	124	582
07:45 AM	37	153	0	190	3	0	2	5	0	108	121	229	80	1	52	133	557
Total	136	549	0	685	7	0	5	12	0	459	524	983	276	7	161	444	2124
08:00 AM	25	164	0	189	2	0	0	2	0	111	99	210	62	3	36	101	502
08:15 AM	20	148	0	168	0	0	2	2	0	108	101	209	60	2	35	97	476
08:30 AM	28	134	0	162	4	0	0	4	0	97	106	203	55	3	35	93	462
08:45 AM	16	123	0	139	1	0	1	2	0	90	111	201	65	5	47	117	459
Total	89	569	0	658	7	0	3	10	0	406	417	823	242	13	153	408	1899
Grand Total	287	1320	0	1607	16	0	9	25	0	1107	1168	2275	656	23	365	1044	4951
Apprch %	17.9	82.1	0		64	0	36		0	48.7	51.3		62.8	2.2	35		
Total %	5.8	26.7	0	32.5	0.3	0	0.2	0.5	0	22.4	23.6	46	13.2	0.5	7.4	21.1	
Passenger Vehicles	248	1272	0	1520	16	0	8	24	0	1069	1126	2195	454	18	357	829	4568
% Passenger Vehicles	86.4	96.4	0	94.6	100	0	88.9	96	0	96.6	96.4	96.5	69.2	78.3	97.8	79.4	92.3
Large 2 Axle Vehicles	12	32	0	44	0	0	1	1	0	26	31	57	24	2	6	32	134
% Large 2 Axle Vehicles	4.2	2.4	0	2.7	0	0	11.1	4	0	2.3	2.7	2.5	3.7	8.7	1.6	3.1	2.7
3 Axle Vehicles	14	7	0	21	0	0	0	0	0	10	5	15	68	1	2	71	107
% 3 Axle Vehicles	4.9	0.5	0	1.3	0	0	0	0	0	0.9	0.4	0.7	10.4	4.3	0.5	6.8	2.2
4+ Axle Trucks	13	9	0	22	0	0	0	0	0	2	6	8	110	2	0	112	142
% 4+ Axle Trucks	4.5	0.7	0	1.4	0	0	0	0	0	0.2	0.5	0.4	16.8	8.7	0	10.7	2.9

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	40	127	0	167	0	0	0	0	0	120	147	267	61	0	39	100	534
07:30 AM	34	151	0	185	2	0	2	4	0	130	139	269	70	5	49	124	582
07:45 AM	37	153	0	190	3	0	2	5	0	108	121	229	80	1	52	133	557
08:00 AM	25	164	0	189	2	0	0	2	0	111	99	210	62	3	36	101	502
Total Volume	136	595	0	731	7	0	4	11	0	469	506	975	273	9	176	458	2175
% App. Total	18.6	81.4	0		63.6	0	36.4		0	48.1	51.9		59.6	2	38.4		
PHF	.850	.907	.000	.962	.583	.000	.500	.550	.000	.902	.861	.906	.853	.450	.846	.861	.934



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 13\_JVY\_Rubidoux\_60E Off AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:00 AM				07:15 AM			
+0 mins.	34	151	0	185	2	0	2	4	0	101	117	218	61	0	39	100
+15 mins.	37	153	0	190	3	0	2	5	0	120	147	267	70	5	49	124
+30 mins.	25	164	0	189	2	0	0	2	0	130	139	269	80	1	52	133
+45 mins.	20	148	0	168	0	0	2	2	0	108	121	229	62	3	36	101
Total Volume	116	616	0	732	7	0	6	13	0	459	524	983	273	9	176	458
% App. Total	15.8	84.2	0		53.8	0	46.2		0	46.7	53.3		59.6	2	38.4	
PHF	.784	.939	.000	.963	.583	.000	.750	.650	.000	.883	.891	.914	.853	.450	.846	.861

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 13\_JVY\_Rubidoux\_60E Off AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

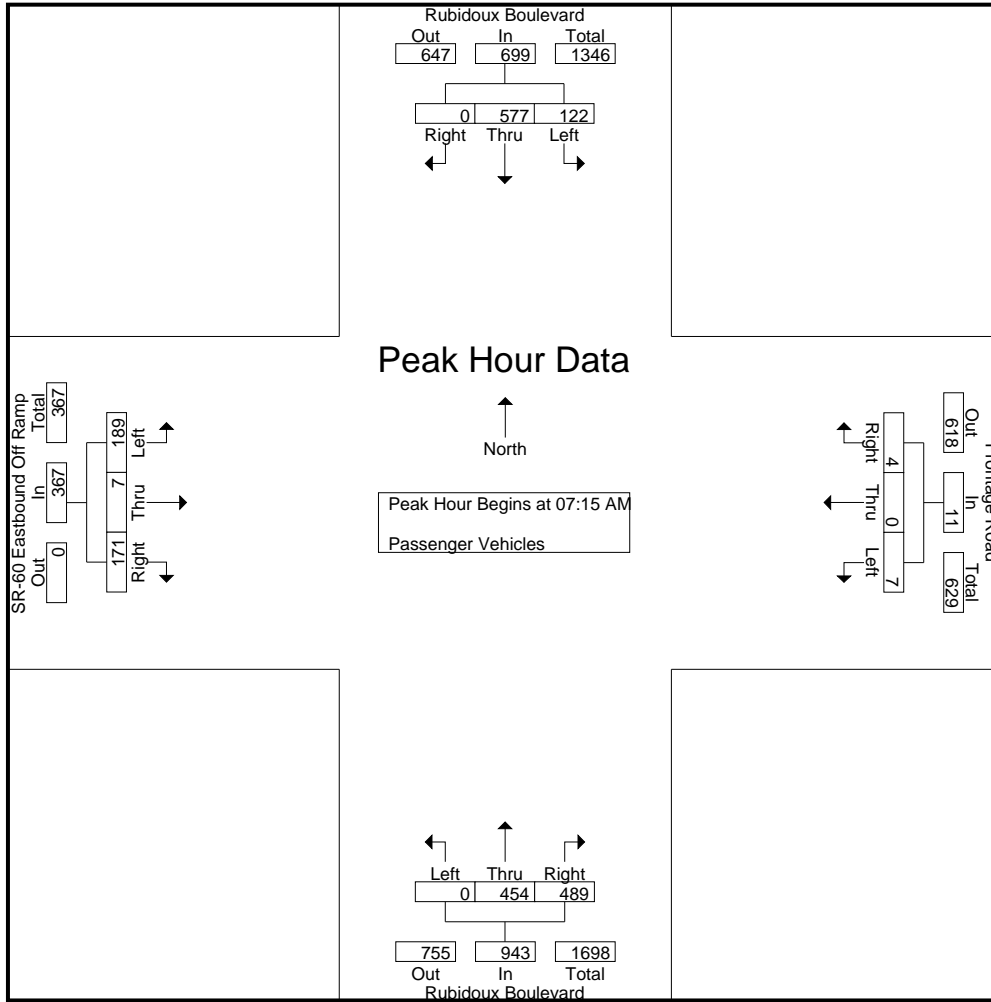
Groups Printed- Passenger Vehicles

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	26	95	0	121	2	0	1	3	0	127	112	239	41	0	19	60	423
06:45 AM	24	97	0	121	0	0	0	0	0	107	108	215	60	2	31	93	429
Total	50	192	0	242	2	0	1	3	0	234	220	454	101	2	50	153	852
07:00 AM	22	111	0	133	2	0	1	3	0	100	111	211	45	1	21	67	414
07:15 AM	37	122	0	159	0	0	0	0	0	117	138	255	42	0	39	81	495
07:30 AM	30	146	0	176	2	0	2	4	0	126	134	260	46	3	46	95	535
07:45 AM	32	149	0	181	3	0	2	5	0	102	118	220	55	1	51	107	513
Total	121	528	0	649	7	0	5	12	0	445	501	946	188	5	157	350	1957
08:00 AM	23	160	0	183	2	0	0	2	0	109	99	208	46	3	35	84	477
08:15 AM	15	143	0	158	0	0	2	2	0	107	99	206	40	1	33	74	440
08:30 AM	24	130	0	154	4	0	0	4	0	89	103	192	34	3	35	72	422
08:45 AM	15	119	0	134	1	0	0	1	0	85	104	189	45	4	47	96	420
Total	77	552	0	629	7	0	2	9	0	390	405	795	165	11	150	326	1759
Grand Total	248	1272	0	1520	16	0	8	24	0	1069	1126	2195	454	18	357	829	4568
Apprch %	16.3	83.7	0		66.7	0	33.3		0	48.7	51.3		54.8	2.2	43.1		
Total %	5.4	27.8	0	33.3	0.4	0	0.2	0.5	0	23.4	24.6	48.1	9.9	0.4	7.8	18.1	

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	<b>37</b>	122	0	159	0	0	0	0	0	117	<b>138</b>	255	42	0	39	81	495
07:30 AM	30	146	0	176	2	0	2	4	0	<b>126</b>	134	<b>260</b>	46	3	46	95	<b>535</b>
07:45 AM	32	149	0	181	<b>3</b>	0	2	<b>5</b>	0	102	118	220	<b>55</b>	1	<b>51</b>	<b>107</b>	513
08:00 AM	23	<b>160</b>	0	<b>183</b>	2	0	0	2	0	109	99	208	46	3	35	84	477
Total Volume	122	577	0	699	7	0	4	11	0	454	489	943	189	7	171	367	2020
% App. Total	17.5	82.5	0		63.6	0	36.4		0	48.1	51.9		51.5	1.9	46.6		
PHF	.824	.902	.000	.955	.583	.000	.500	.550	.000	.901	.886	.907	.859	.583	.838	.857	.944

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 13\_JVY\_Rubidoux\_60E Off AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	37	122	0	159	0	0	0	0	0	117	138	255	42	0	39	81
+15 mins.	30	146	0	176	2	0	2	4	0	126	134	260	46	3	46	95
+30 mins.	32	149	0	181	3	0	2	5	0	102	118	220	55	1	51	107
+45 mins.	23	160	0	183	2	0	0	2	0	109	99	208	46	3	35	84
Total Volume	122	577	0	699	7	0	4	11	0	454	489	943	189	7	171	367
% App. Total	17.5	82.5	0		63.6	0	36.4		0	48.1	51.9		51.5	1.9	46.6	
PHF	.824	.902	.000	.955	.583	.000	.500	.550	.000	.901	.886	.907	.859	.583	.838	.857

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 13\_JVY\_Rubidoux\_60E Off AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

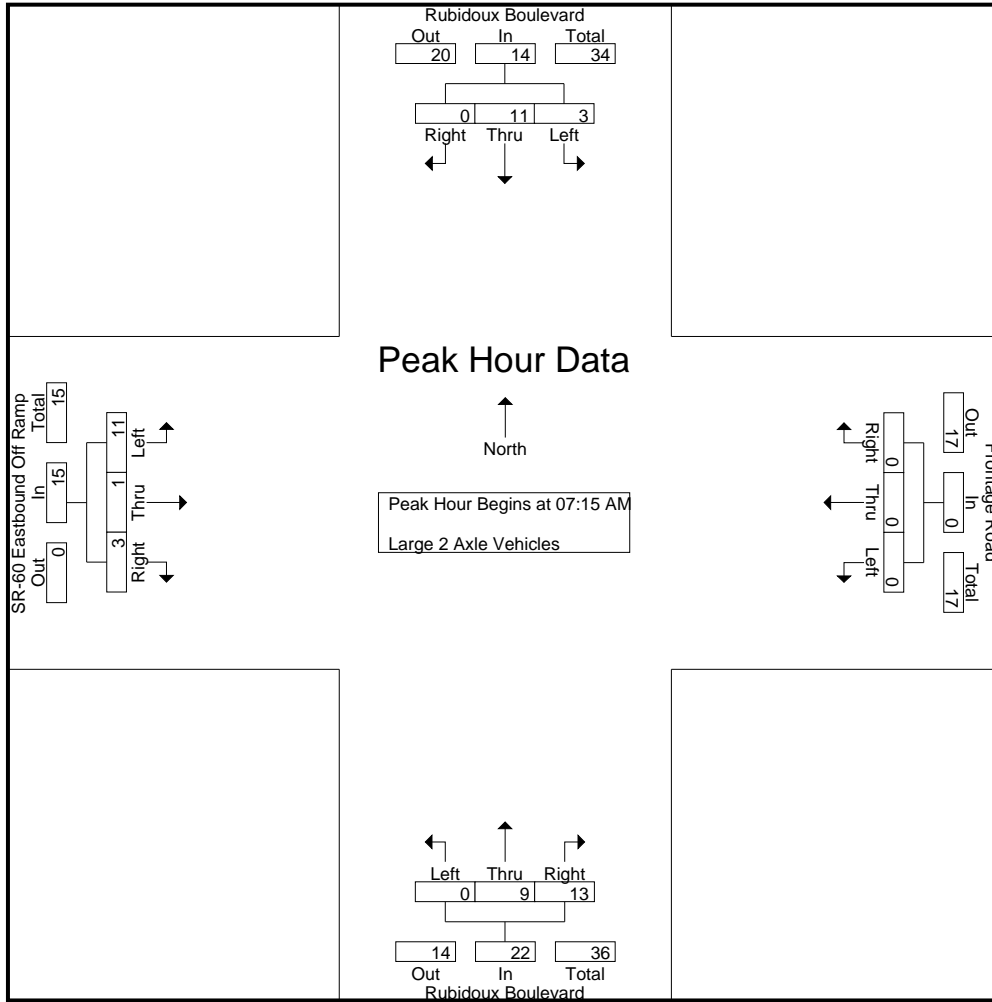
Groups Printed- Large 2 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	2	5	0	7	0	0	0	0	0	2	3	5	4	1	0	5	17
06:45 AM	4	1	0	5	0	0	0	0	0	5	1	6	4	0	1	5	16
Total	6	6	0	12	0	0	0	0	0	7	4	11	8	1	1	10	33
07:00 AM	0	5	0	5	0	0	0	0	0	1	4	5	2	0	0	2	12
07:15 AM	0	3	0	3	0	0	0	0	0	2	8	10	4	0	0	4	17
07:30 AM	2	4	0	6	0	0	0	0	0	3	3	6	2	1	2	5	17
07:45 AM	1	3	0	4	0	0	0	0	0	4	2	6	3	0	1	4	14
Total	3	15	0	18	0	0	0	0	0	10	17	27	11	1	3	15	60
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
08:15 AM	1	4	0	5	0	0	0	0	0	1	2	3	1	0	2	3	11
08:30 AM	2	2	0	4	0	0	0	0	0	7	3	10	1	0	0	1	15
08:45 AM	0	4	0	4	0	0	1	1	0	1	5	6	1	0	0	1	12
Total	3	11	0	14	0	0	1	1	0	9	10	19	5	0	2	7	41
Grand Total	12	32	0	44	0	0	1	1	0	26	31	57	24	2	6	32	134
Apprch %	27.3	72.7	0		0	0	100		0	45.6	54.4		75	6.2	18.8		
Total %	9	23.9	0	32.8	0	0	0.7	0.7	0	19.4	23.1	42.5	17.9	1.5	4.5	23.9	

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	3	0	3	0	0	0	0	0	2	<b>8</b>	<b>10</b>	4	0	0	4	<b>17</b>
07:30 AM	2	4	0	6	0	0	0	0	0	3	3	6	2	1	2	5	17
07:45 AM	1	3	0	4	0	0	0	0	0	4	2	6	3	0	1	4	14
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
Total Volume	3	11	0	14	0	0	0	0	0	9	13	22	11	1	3	15	51
% App. Total	21.4	78.6	0		0	0	0		0	40.9	59.1		73.3	6.7	20		
PHF	.375	.688	.000	.583	.000	.000	.000	.000	.000	.563	.406	.550	.688	.250	.375	.750	.750

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 13\_JVY\_Rubidoux\_60E Off AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	3	0	3	0	0	0	0	0	2	<b>8</b>	<b>10</b>	<b>4</b>	0	0	4
+15 mins.	<b>2</b>	<b>4</b>	0	<b>6</b>	0	0	0	0	0	3	3	6	2	<b>1</b>	<b>2</b>	<b>5</b>
+30 mins.	1	3	0	4	0	0	0	0	0	<b>4</b>	2	6	3	0	1	4
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	2
Total Volume	3	11	0	14	0	0	0	0	0	9	13	22	11	1	3	15
% App. Total	21.4	78.6	0		0	0	0	0	0	40.9	59.1		73.3	6.7	20	
PHF	.375	.688	.000	.583	.000	.000	.000	.000	.000	.563	.406	.550	.688	.250	.375	.750

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 13\_JVY\_Rubidoux\_60E Off AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

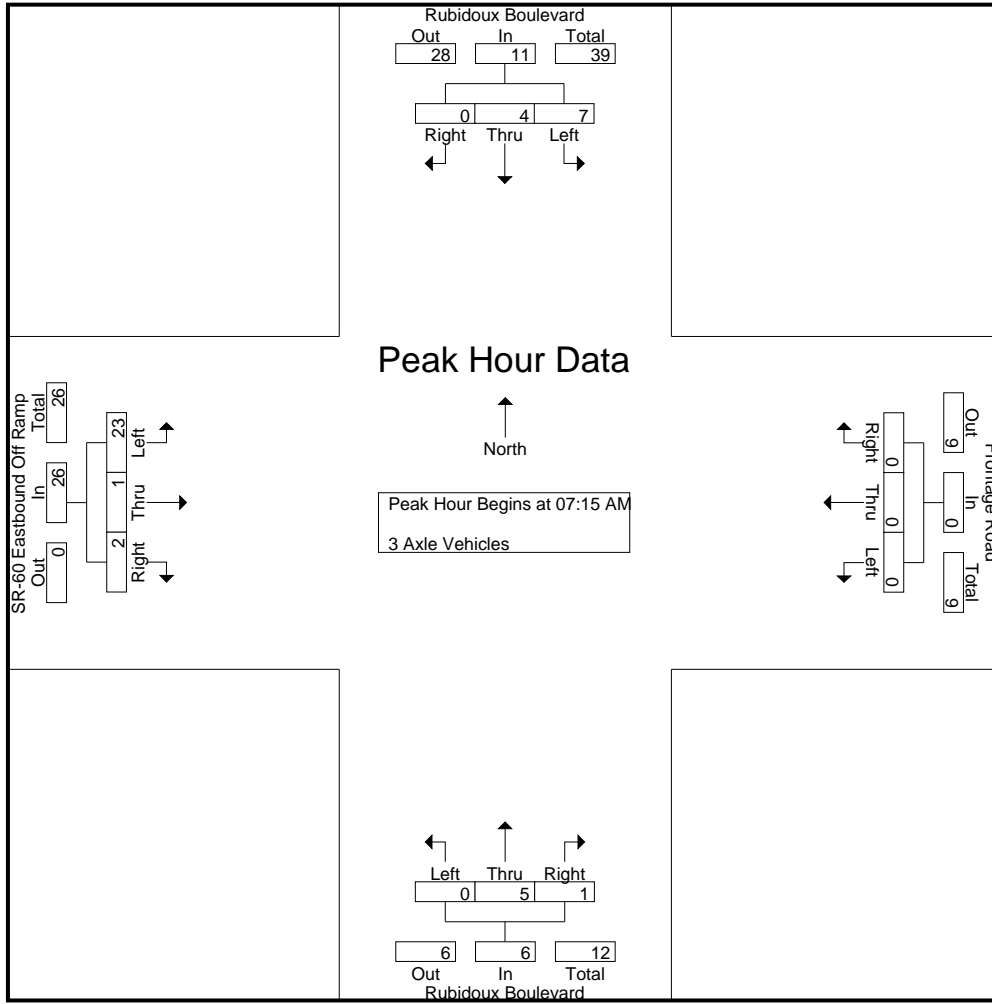
Groups Printed- 3 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	1	1	0	2	0	0	0	0	0	0	2	2	5	0	0	5	9
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Total	1	1	0	2	0	0	0	0	0	0	2	2	9	0	0	9	13
07:00 AM	2	0	0	2	0	0	0	0	0	0	2	2	12	0	0	12	16
07:15 AM	2	2	0	4	0	0	0	0	0	0	0	0	2	0	0	2	6
07:30 AM	1	1	0	2	0	0	0	0	0	1	1	2	8	1	1	10	14
07:45 AM	3	1	0	4	0	0	0	0	0	2	0	2	9	0	0	9	15
Total	8	4	0	12	0	0	0	0	0	3	3	6	31	1	1	33	51
08:00 AM	1	0	0	1	0	0	0	0	0	2	0	2	4	0	1	5	8
08:15 AM	2	1	0	3	0	0	0	0	0	0	0	0	5	0	0	5	8
08:30 AM	2	1	0	3	0	0	0	0	0	1	0	1	10	0	0	10	14
08:45 AM	0	0	0	0	0	0	0	0	0	4	0	4	9	0	0	9	13
Total	5	2	0	7	0	0	0	0	0	7	0	7	28	0	1	29	43
Grand Total	14	7	0	21	0	0	0	0	0	10	5	15	68	1	2	71	107
Apprch %	66.7	33.3	0		0	0	0		0	66.7	33.3		95.8	1.4	2.8		
Total %	13.1	6.5	0	19.6	0	0	0	0	0	9.3	4.7	14	63.6	0.9	1.9	66.4	

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	2	0	4	0	0	0	0	0	0	0	0	2	0	0	2	6
07:30 AM	1	1	0	2	0	0	0	0	0	1	1	2	8	1	1	10	14
07:45 AM	3	1	0	4	0	0	0	0	0	2	0	2	9	0	0	9	15
08:00 AM	1	0	0	1	0	0	0	0	0	2	0	2	4	0	1	5	8
Total Volume	7	4	0	11	0	0	0	0	0	5	1	6	23	1	2	26	43
% App. Total	63.6	36.4	0		0	0	0		0	83.3	16.7		88.5	3.8	7.7		
PHF	.583	.500	.000	.688	.000	.000	.000	.000	.000	.625	.250	.750	.639	.250	.500	.650	.717

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 13\_JVY\_Rubidoux\_60E Off AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	2	2	0	4	0	0	0	0	0	0	0	0	2	0	0	2
+15 mins.	1	1	0	2	0	0	0	0	0	1	1	2	8	1	1	10
+30 mins.	3	1	0	4	0	0	0	0	0	2	0	2	9	0	0	9
+45 mins.	1	0	0	1	0	0	0	0	0	2	0	2	4	0	1	5
Total Volume	7	4	0	11	0	0	0	0	0	5	1	6	23	1	2	26
% App. Total	63.6	36.4	0		0	0	0		0	83.3	16.7		88.5	3.8	7.7	
PHF	.583	.500	.000	.688	.000	.000	.000	.000	.000	.625	.250	.750	.639	.250	.500	.650

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 13\_JVY\_Rubidoux\_60E Off AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- 4+ Axle Trucks

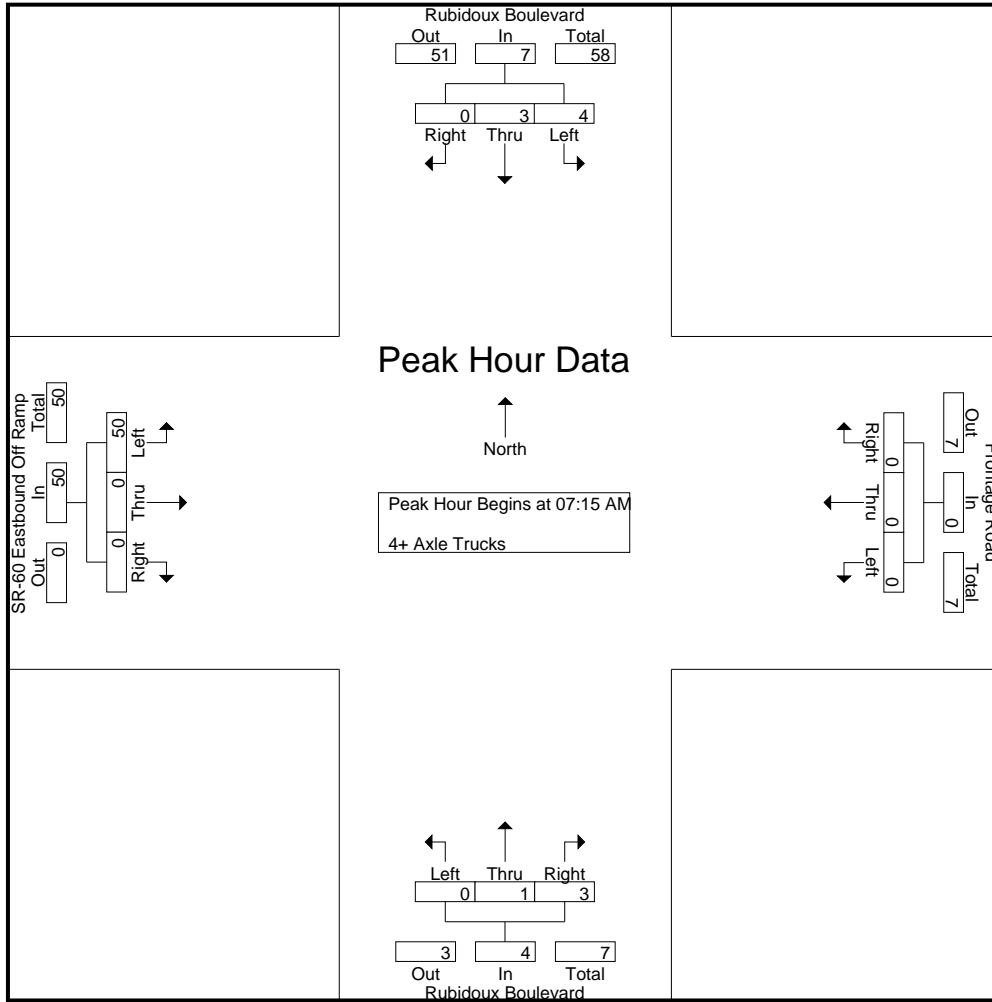
Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	2	1	0	3	0	0	0	0	0	1	1	2	11	0	0	11	16
06:45 AM	3	2	0	5	0	0	0	0	0	0	0	0	9	0	0	9	14
Total	5	3	0	8	0	0	0	0	0	1	1	2	20	0	0	20	30
07:00 AM	1	2	0	3	0	0	0	0	0	0	0	0	6	0	0	6	9
07:15 AM	1	0	0	1	0	0	0	0	0	1	1	2	13	0	0	13	16
07:30 AM	1	0	0	1	0	0	0	0	0	0	1	1	14	0	0	14	16
07:45 AM	1	0	0	1	0	0	0	0	0	0	1	1	13	0	0	13	15
Total	4	2	0	6	0	0	0	0	0	1	3	4	46	0	0	46	56
08:00 AM	1	3	0	4	0	0	0	0	0	0	0	0	10	0	0	10	14
08:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	14	1	0	15	17
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	10	0	0	10	11
08:45 AM	1	0	0	1	0	0	0	0	0	0	2	2	10	1	0	11	14
Total	4	4	0	8	0	0	0	0	0	0	2	2	44	2	0	46	56
Grand Total	13	9	0	22	0	0	0	0	0	2	6	8	110	2	0	112	142
Apprch %	59.1	40.9	0		0	0	0		0	25	75		98.2	1.8	0		
Total %	9.2	6.3	0	15.5	0	0	0	0	0	1.4	4.2	5.6	77.5	1.4	0	78.9	

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	0	1	0	0	0	0	0	1	1	2	13	0	0	13	16
07:30 AM	1	0	0	1	0	0	0	0	0	0	1	1	14	0	0	14	16
07:45 AM	1	0	0	1	0	0	0	0	0	0	1	1	13	0	0	13	15
08:00 AM	1	3	0	4	0	0	0	0	0	0	0	0	10	0	0	10	14
Total Volume	4	3	0	7	0	0	0	0	0	1	3	4	50	0	0	50	61
% App. Total	57.1	42.9	0		0	0	0		0	25	75		100	0	0		
PHF	1.00	.250	.000	.438	.000	.000	.000	.000	.000	.250	.750	.500	.893	.000	.000	.893	.953



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 13\_JVY\_Rubidoux\_60E Off AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	0	1	0	0	0	0	0	1	1	2	13	0	0	13
+15 mins.	1	0	0	1	0	0	0	0	0	0	1	1	14	0	0	14
+30 mins.	1	0	0	1	0	0	0	0	0	0	1	1	13	0	0	13
+45 mins.	1	3	0	4	0	0	0	0	0	0	0	0	10	0	0	10
Total Volume	4	3	0	7	0	0	0	0	0	1	3	4	50	0	0	50
% App. Total	57.1	42.9	0		0	0	0		0	25	75		100	0	0	
PHF	1.000	.250	.000	.438	.000	.000	.000	.000	.000	.250	.750	.500	.893	.000	.000	.893

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 13\_JVY\_Rubidoux\_60E Off PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

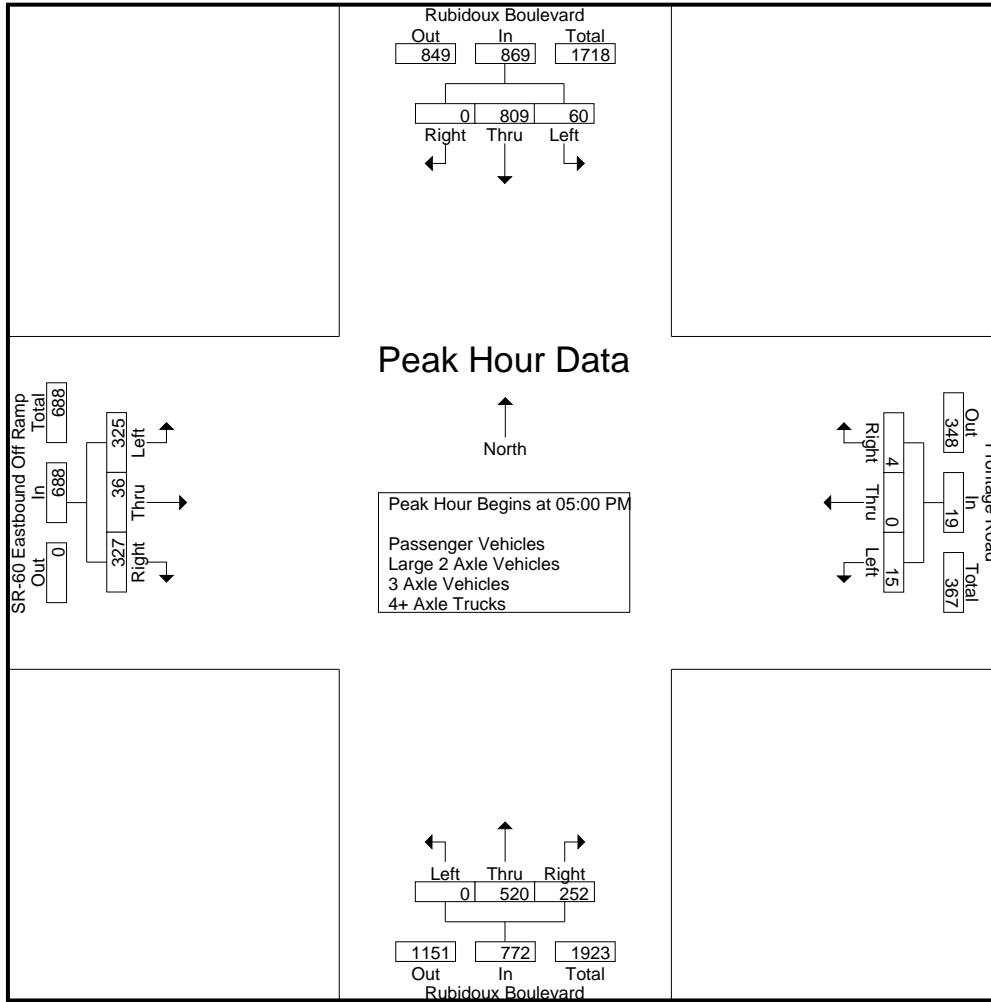
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	26	181	0	207	1	0	0	1	0	132	68	200	72	7	94	173	581
03:45 PM	24	180	0	204	3	0	1	4	0	93	63	156	79	7	96	182	546
Total	50	361	0	411	4	0	1	5	0	225	131	356	151	14	190	355	1127
04:00 PM	17	215	0	232	2	0	0	2	0	119	49	168	84	6	55	145	547
04:15 PM	23	185	0	208	3	0	1	4	0	113	59	172	77	9	105	191	575
04:30 PM	9	194	0	203	7	0	2	9	0	93	48	141	84	5	104	193	546
04:45 PM	5	177	0	182	5	0	1	6	0	127	46	173	88	8	96	192	553
Total	54	771	0	825	17	0	4	21	0	452	202	654	333	28	360	721	2221
05:00 PM	10	211	0	221	1	0	2	3	0	122	60	182	84	16	98	198	604
05:15 PM	17	215	0	232	7	0	0	7	0	140	55	195	77	9	79	165	599
05:30 PM	18	189	0	207	3	0	1	4	0	127	71	198	75	3	51	129	538
05:45 PM	15	194	0	209	4	0	1	5	0	131	66	197	89	8	99	196	607
Total	60	809	0	869	15	0	4	19	0	520	252	772	325	36	327	688	2348
Grand Total	164	1941	0	2105	36	0	9	45	0	1197	585	1782	809	78	877	1764	5696
Apprch %	7.8	92.2	0		80	0	20		0	67.2	32.8		45.9	4.4	49.7		
Total %	2.9	34.1	0	37	0.6	0	0.2	0.8	0	21	10.3	31.3	14.2	1.4	15.4	31	
Passenger Vehicles	153	1902	0	2055	36	0	8	44	0	1153	573	1726	569	66	868	1503	5328
% Passenger Vehicles	93.3	98	0	97.6	100	0	88.9	97.8	0	96.3	97.9	96.9	70.3	84.6	99	85.2	93.5
Large 2 Axle Vehicles	4	30	0	34	0	0	1	1	0	17	9	26	57	7	2	66	127
% Large 2 Axle Vehicles	2.4	1.5	0	1.6	0	0	11.1	2.2	0	1.4	1.5	1.5	7	9	0.2	3.7	2.2
3 Axle Vehicles	0	3	0	3	0	0	0	0	0	24	1	25	45	1	4	50	78
% 3 Axle Vehicles	0	0.2	0	0.1	0	0	0	0	0	2	0.2	1.4	5.6	1.3	0.5	2.8	1.4
4+ Axle Trucks	7	6	0	13	0	0	0	0	0	3	2	5	138	4	3	145	163
% 4+ Axle Trucks	4.3	0.3	0	0.6	0	0	0	0	0	0.3	0.3	0.3	17.1	5.1	0.3	8.2	2.9

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	10	211	0	221	1	0	2	3	0	122	60	182	84	16	98	198	604
05:15 PM	17	215	0	232	7	0	0	7	0	140	55	195	77	9	79	165	599
05:30 PM	18	189	0	207	3	0	1	4	0	127	71	198	75	3	51	129	538
05:45 PM	15	194	0	209	4	0	1	5	0	131	66	197	89	8	99	196	607
Total Volume	60	809	0	869	15	0	4	19	0	520	252	772	325	36	327	688	2348
% App. Total	6.9	93.1	0		78.9	0	21.1		0	67.4	32.6		47.2	5.2	47.5		
PHF	.833	.941	.000	.936	.536	.000	.500	.679	.000	.929	.887	.975	.913	.563	.826	.869	.967

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 13\_JVY\_Rubidoux\_60E Off PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				05:00 PM				04:15 PM			
+0 mins.	10	211	0	221	7	0	2	9	0	122	60	182	77	9	105	191
+15 mins.	17	215	0	232	5	0	1	6	0	140	55	195	84	5	104	193
+30 mins.	18	189	0	207	1	0	2	3	0	127	71	198	88	8	96	192
+45 mins.	15	194	0	209	7	0	0	7	0	131	66	197	84	16	98	198
Total Volume	60	809	0	869	20	0	5	25	0	520	252	772	333	38	403	774
% App. Total	6.9	93.1	0		80	0	20		0	67.4	32.6		43	4.9	52.1	
PHF	.833	.941	.000	.936	.714	.000	.625	.694	.000	.929	.887	.975	.946	.594	.960	.977

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 13\_JVY\_Rubidoux\_60E Off PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

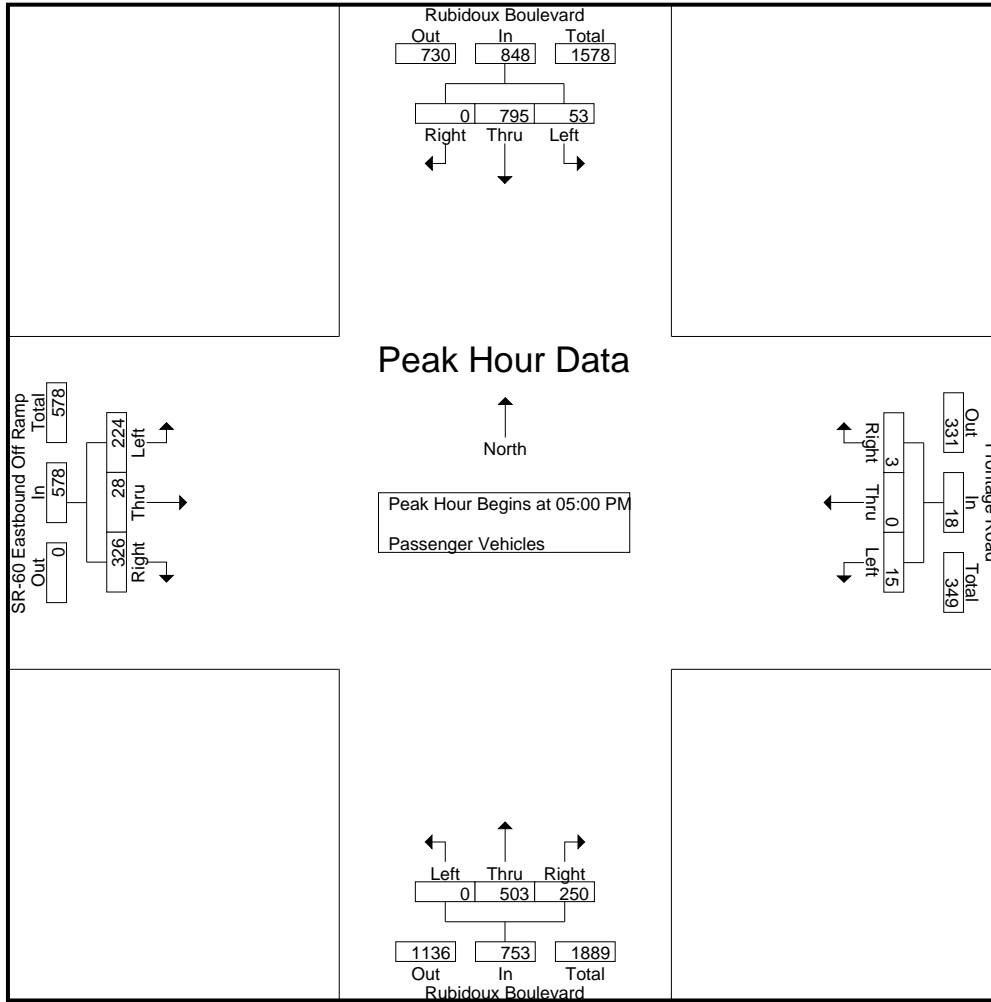
Groups Printed- Passenger Vehicles

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	25	180	0	205	1	0	0	1	0	128	65	193	57	5	94	156	555
03:45 PM	23	175	0	198	3	0	1	4	0	88	63	151	53	7	96	156	509
Total	48	355	0	403	4	0	1	5	0	216	128	344	110	12	190	312	1064
04:00 PM	16	209	0	225	2	0	0	2	0	116	47	163	53	6	51	110	500
04:15 PM	23	182	0	205	3	0	1	4	0	111	58	169	61	7	103	171	549
04:30 PM	8	189	0	197	7	0	2	9	0	86	44	130	56	5	103	164	500
04:45 PM	5	172	0	177	5	0	1	6	0	121	46	167	65	8	95	168	518
Total	52	752	0	804	17	0	4	21	0	434	195	629	235	26	352	613	2067
05:00 PM	9	209	0	218	1	0	1	2	0	117	60	177	60	11	97	168	565
05:15 PM	14	211	0	225	7	0	0	7	0	137	54	191	48	8	79	135	558
05:30 PM	17	186	0	203	3	0	1	4	0	123	70	193	51	3	51	105	505
05:45 PM	13	189	0	202	4	0	1	5	0	126	66	192	65	6	99	170	569
Total	53	795	0	848	15	0	3	18	0	503	250	753	224	28	326	578	2197
Grand Total	153	1902	0	2055	36	0	8	44	0	1153	573	1726	569	66	868	1503	5328
Apprch %	7.4	92.6	0		81.8	0	18.2		0	66.8	33.2		37.9	4.4	57.8		
Total %	2.9	35.7	0	38.6	0.7	0	0.2	0.8	0	21.6	10.8	32.4	10.7	1.2	16.3	28.2	

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	9	209	0	218	1	0	1	2	0	117	60	177	60	11	97	168	565
05:15 PM	14	211	0	225	7	0	0	7	0	137	54	191	48	8	79	135	558
05:30 PM	17	186	0	203	3	0	1	4	0	123	70	193	51	3	51	105	505
05:45 PM	13	189	0	202	4	0	1	5	0	126	66	192	65	6	99	170	569
Total Volume	53	795	0	848	15	0	3	18	0	503	250	753	224	28	326	578	2197
% App. Total	6.2	93.8	0		83.3	0	16.7		0	66.8	33.2		38.8	4.8	56.4		
PHF	.779	.942	.000	.942	.536	.000	.750	.643	.000	.918	.893	.975	.862	.636	.823	.850	.965

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 13\_JVY\_Rubidoux\_60E Off PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	9	209	0	218	1	0	1	2	0	117	60	177	60	11	97	168
+15 mins.	14	<b>211</b>	0	<b>225</b>	<b>7</b>	0	0	<b>7</b>	0	<b>137</b>	54	191	48	8	79	135
+30 mins.	<b>17</b>	186	0	203	3	0	1	4	0	123	<b>70</b>	<b>193</b>	51	3	51	105
+45 mins.	13	189	0	202	4	0	1	5	0	126	66	192	<b>65</b>	6	<b>99</b>	<b>170</b>
Total Volume	53	795	0	848	15	0	3	18	0	503	250	753	224	28	326	578
% App. Total	6.2	93.8	0		83.3	0	16.7		0	66.8	33.2		38.8	4.8	56.4	
PHF	.779	.942	.000	.942	.536	.000	.750	.643	.000	.918	.893	.975	.862	.636	.823	.850

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 13\_JVY\_Rubidoux\_60E Off PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

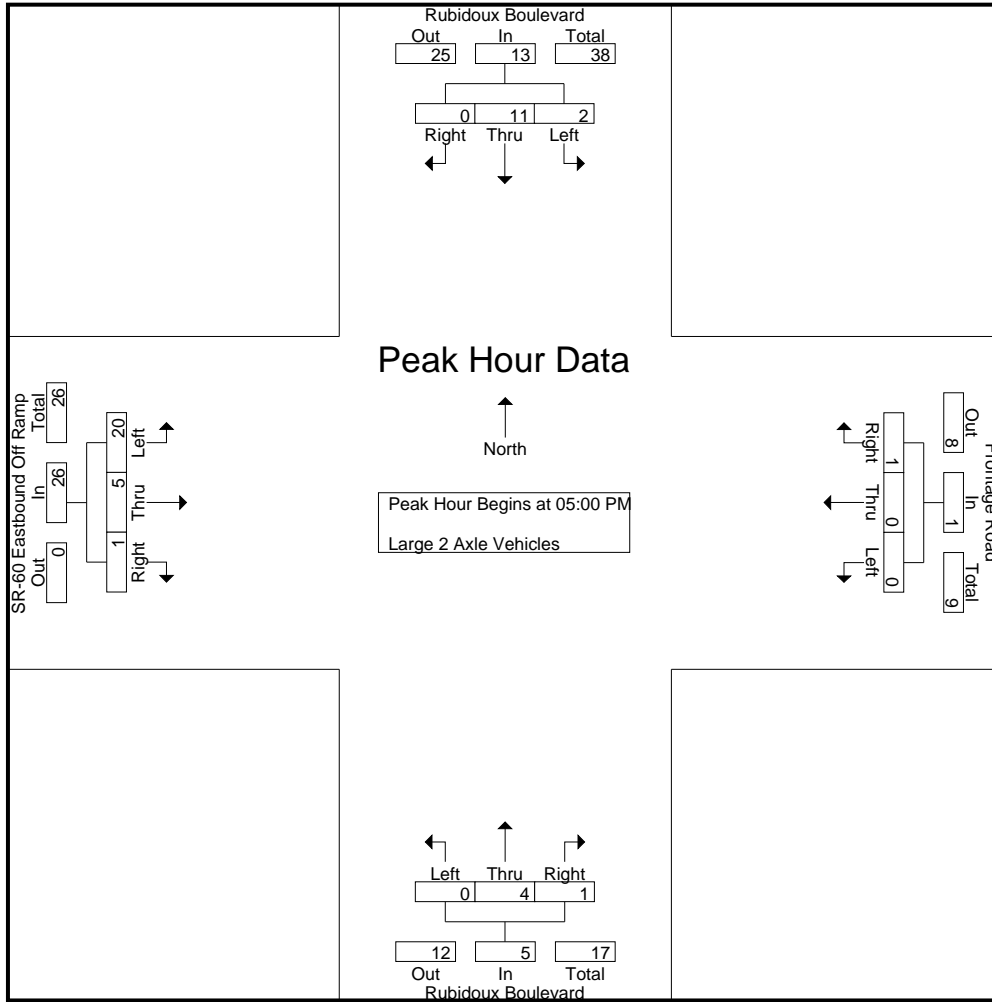
Groups Printed- Large 2 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	1	0	1	0	0	0	0	0	2	3	5	2	1	0	3	9
03:45 PM	1	5	0	6	0	0	0	0	0	5	0	5	2	0	0	2	13
Total	1	6	0	7	0	0	0	0	0	7	3	10	4	1	0	5	22
04:00 PM	1	4	0	5	0	0	0	0	0	1	2	3	10	0	1	11	19
04:15 PM	0	2	0	2	0	0	0	0	0	1	1	2	5	1	0	6	10
04:30 PM	0	4	0	4	0	0	0	0	0	2	2	4	10	0	0	10	18
04:45 PM	0	3	0	3	0	0	0	0	0	2	0	2	8	0	0	8	13
Total	1	13	0	14	0	0	0	0	0	6	5	11	33	1	1	35	60
05:00 PM	1	2	0	3	0	0	1	1	0	1	0	1	6	3	1	10	15
05:15 PM	0	4	0	4	0	0	0	0	0	0	0	0	6	0	0	6	10
05:30 PM	1	2	0	3	0	0	0	0	0	1	1	2	1	0	0	1	6
05:45 PM	0	3	0	3	0	0	0	0	0	2	0	2	7	2	0	9	14
Total	2	11	0	13	0	0	1	1	0	4	1	5	20	5	1	26	45
Grand Total	4	30	0	34	0	0	1	1	0	17	9	26	57	7	2	66	127
Apprch %	11.8	88.2	0		0	0	100		0	65.4	34.6		86.4	10.6	3		
Total %	3.1	23.6	0	26.8	0	0	0.8	0.8	0	13.4	7.1	20.5	44.9	5.5	1.6	52	

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	2	0	3	0	0	1	1	0	1	0	1	6	3	1	10	15
05:15 PM	0	4	0	4	0	0	0	0	0	0	0	0	6	0	0	6	10
05:30 PM	1	2	0	3	0	0	0	0	0	1	1	2	1	0	0	1	6
05:45 PM	0	3	0	3	0	0	0	0	0	2	0	2	7	2	0	9	14
Total Volume	2	11	0	13	0	0	1	1	0	4	1	5	20	5	1	26	45
% App. Total	15.4	84.6	0		0	0	100		0	80	20		76.9	19.2	3.8		
PHF	.500	.688	.000	.813	.000	.000	.250	.250	.000	.500	.250	.625	.714	.417	.250	.650	.750

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 13\_JVY\_Rubidoux\_60E Off PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	1	2	0	3	0	0	1	1	0	1	0	1	6	3	1	10
+15 mins.	0	4	0	4	0	0	0	0	0	0	0	0	6	0	0	6
+30 mins.	1	2	0	3	0	0	0	0	0	1	1	2	1	0	0	1
+45 mins.	0	3	0	3	0	0	0	0	0	2	0	2	7	2	0	9
Total Volume	2	11	0	13	0	0	1	1	0	4	1	5	20	5	1	26
% App. Total	15.4	84.6	0	100	0	0	100	100	0	80	20	100	76.9	19.2	3.8	100
PHF	.500	.688	.000	.813	.000	.000	.250	.250	.000	.500	.250	.625	.714	.417	.250	.650

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 13\_JVY\_Rubidoux\_60E Off PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- 3 Axle Vehicles

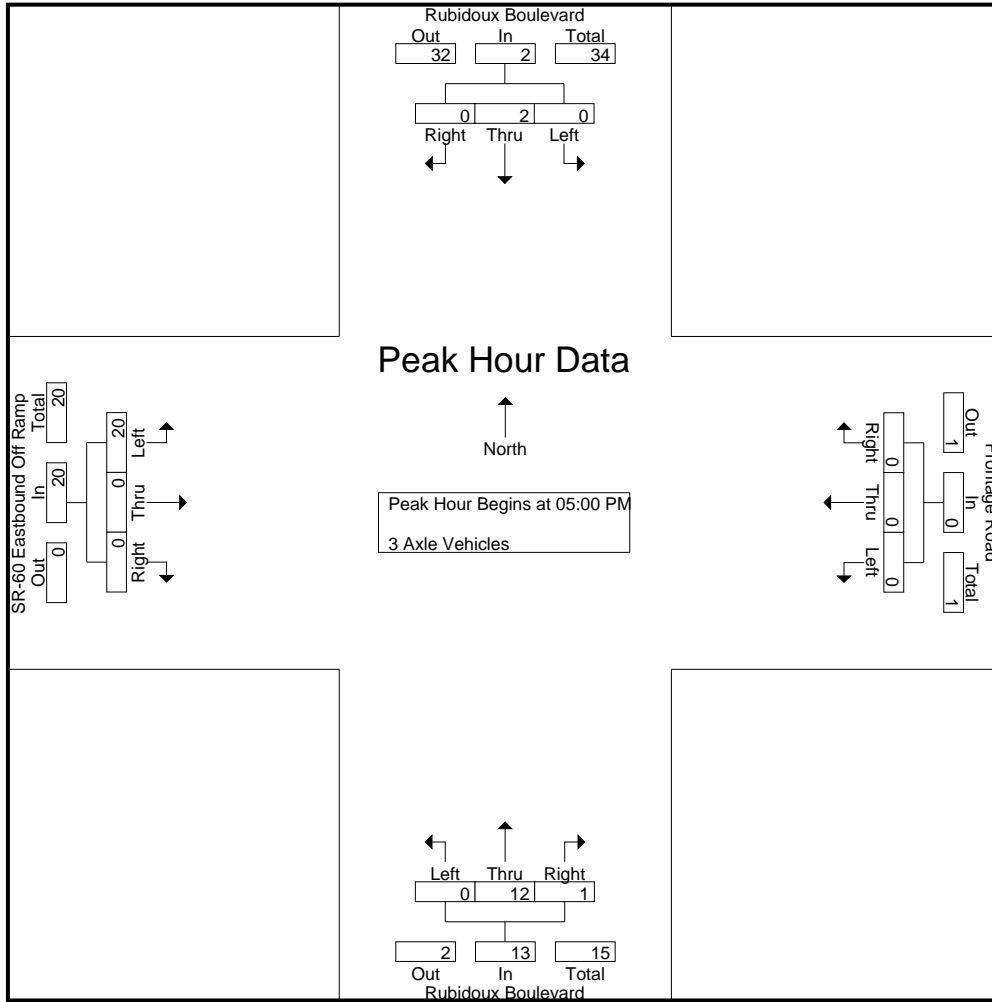
Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	3	1	0	4	6
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	0	0	0	0	2	0	2	6	1	0	7	9
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	11	0	2	13	15
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	4	0	4	4	0	1	5	9
04:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	2	0	1	3	7
Total	0	1	0	1	0	0	0	0	0	10	0	10	19	0	4	23	34
05:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	3	0	0	3	6
05:15 PM	0	0	0	0	0	0	0	0	0	3	1	4	7	0	0	7	11
05:30 PM	0	1	0	1	0	0	0	0	0	3	0	3	6	0	0	6	10
05:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	4	0	0	4	8
Total	0	2	0	2	0	0	0	0	0	12	1	13	20	0	0	20	35
Grand Total	0	3	0	3	0	0	0	0	0	24	1	25	45	1	4	50	78
Apprch %	0	100	0		0	0	0		0	96	4		90	2	8		
Total %	0	3.8	0	3.8	0	0	0	0	0	30.8	1.3	32.1	57.7	1.3	5.1	64.1	

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	3	0	0	3	6
05:15 PM	0	0	0	0	0	0	0	0	0	3	1	4	7	0	0	7	11
05:30 PM	0	1	0	1	0	0	0	0	0	3	0	3	6	0	0	6	10
05:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	4	0	0	4	8
Total Volume	0	2	0	2	0	0	0	0	0	12	1	13	20	0	0	20	35
% App. Total	0	100	0		0	0	0		0	92.3	7.7		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	1.00	.250	.813	.714	.000	.000	.714	.795



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 13\_JVY\_Rubidoux\_60E Off PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	3	0	3	3	0	0	3
+15 mins.	0	0	0	0	0	0	0	0	0	3	1	4	7	0	0	7
+30 mins.	0	1	0	1	0	0	0	0	0	3	0	3	6	0	0	6
+45 mins.	0	1	0	1	0	0	0	0	0	3	0	3	4	0	0	4
Total Volume	0	2	0	2	0	0	0	0	0	12	1	13	20	0	0	20
% App. Total	0	100	0	0	0	0	0	0	0	92.3	7.7	0	100	0	0	0
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	1.000	.250	.813	.714	.000	.000	.714

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 13\_JVY\_Rubidoux\_60E Off PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

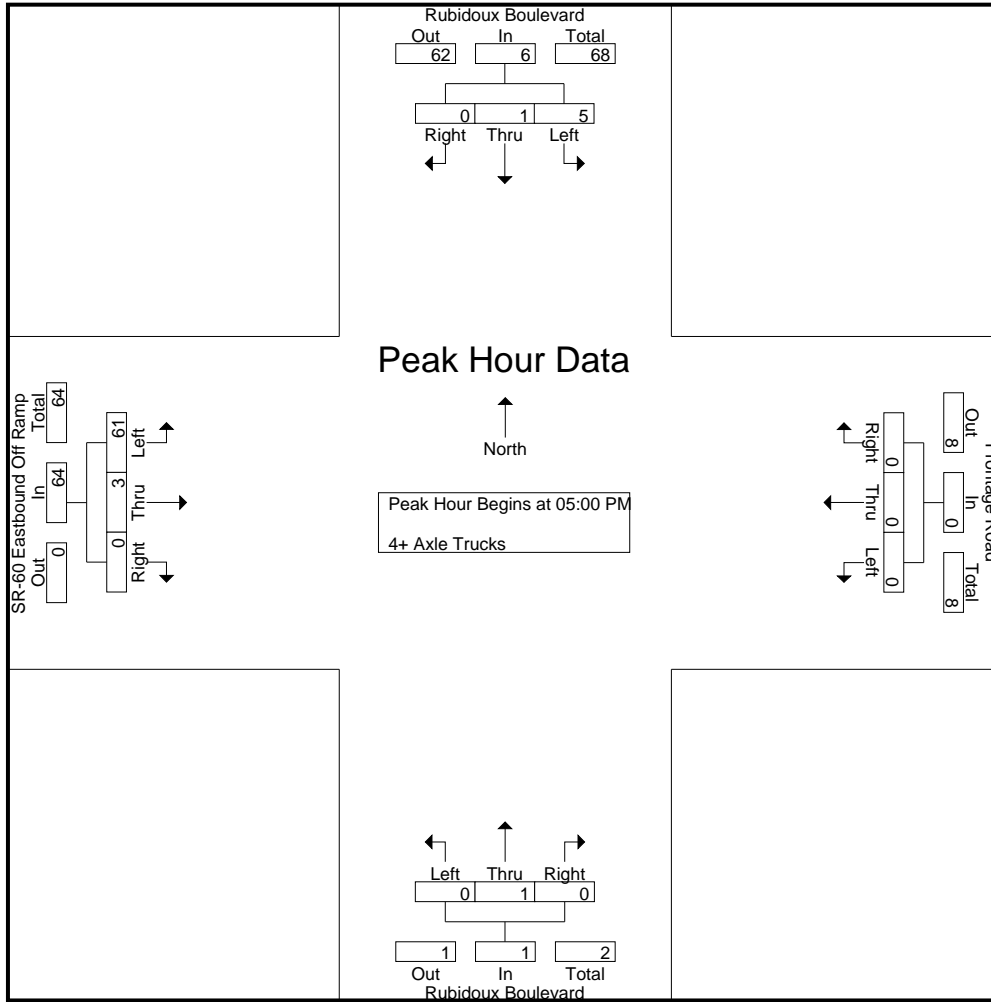
Groups Printed- 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	10	0	0	10	11
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	21	21
Total	1	0	0	1	0	0	0	0	0	0	0	0	31	0	0	31	32
04:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	10	0	1	11	13
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	9	1	2	12	13
04:30 PM	1	1	0	2	0	0	0	0	0	1	2	3	14	0	0	14	19
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	13	0	0	13	15
Total	1	5	0	6	0	0	0	0	0	2	2	4	46	1	3	50	60
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	15	2	0	17	18
05:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	16	1	0	17	20
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	17
05:45 PM	2	1	0	3	0	0	0	0	0	0	0	0	13	0	0	13	16
Total	5	1	0	6	0	0	0	0	0	1	0	1	61	3	0	64	71
Grand Total	7	6	0	13	0	0	0	0	0	3	2	5	138	4	3	145	163
Apprch %	53.8	46.2	0		0	0	0		0	60	40		95.2	2.8	2.1		
Total %	4.3	3.7	0	8	0	0	0	0	0	1.8	1.2	3.1	84.7	2.5	1.8	89	

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	15	2	0	17	18
05:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	16	1	0	17	20
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	17
05:45 PM	2	1	0	3	0	0	0	0	0	0	0	0	13	0	0	13	16
Total Volume	5	1	0	6	0	0	0	0	0	1	0	1	61	3	0	64	71
% App. Total	83.3	16.7	0		0	0	0		0	100	0		95.3	4.7	0		
PHF	.417	.250	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.897	.375	.000	.941	.888

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 13\_JVY\_Rubidoux\_60E Off PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	15	2	0	17
+15 mins.	3	0	0	3	0	0	0	0	0	0	0	0	16	1	0	17
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17
+45 mins.	2	1	0	3	0	0	0	0	0	0	0	0	13	0	0	13
Total Volume	5	1	0	6	0	0	0	0	0	1	0	1	61	3	0	64
% App. Total	83.3	16.7	0		0	0	0		0	100	0		95.3	4.7	0	
PHF	.417	.250	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.897	.375	.000	.941

City of Jurupa Valley  
 N/S: 30th Street  
 E/W: Frontage Road/SR-60 EB On Ramp  
 Weather: Clear

File Name : 14\_JVY\_30th\_60E On AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

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

Start Time	SR-60 Eastbound On Ramp Westbound			30th Street Northbound			Frontage Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
06:30 AM	0	0	0	2	13	15	151	1	152	167
06:45 AM	0	0	0	0	7	7	137	0	137	144
Total	0	0	0	2	20	22	288	1	289	311
07:00 AM	0	0	0	3	8	11	142	3	145	156
07:15 AM	0	0	0	0	7	7	179	6	185	192
07:30 AM	0	0	0	4	11	15	164	10	174	189
07:45 AM	0	0	0	5	9	14	158	5	163	177
Total	0	0	0	12	35	47	643	24	667	714
08:00 AM	0	0	0	2	4	6	112	8	120	126
08:15 AM	0	0	0	2	5	7	122	4	126	133
08:30 AM	0	0	0	4	5	9	136	4	140	149
08:45 AM	0	0	0	2	2	4	122	9	131	135
Total	0	0	0	10	16	26	492	25	517	543
Grand Total	0	0	0	24	71	95	1423	50	1473	1568
Apprch %	0	0		25.3	74.7		96.6	3.4		
Total %	0	0	0	1.5	4.5	6.1	90.8	3.2	93.9	
Passenger Vehicles	0	0	0	23	64	87	1330	47	1377	1464
% Passenger Vehicles	0	0	0	95.8	90.1	91.6	93.5	94	93.5	93.4
Large 2 Axle Vehicles	0	0	0	1	3	4	53	2	55	59
% Large 2 Axle Vehicles	0	0	0	4.2	4.2	4.2	3.7	4	3.7	3.8
3 Axle Vehicles	0	0	0	0	0	0	17	0	17	17
% 3 Axle Vehicles	0	0	0	0	0	0	1.2	0	1.2	1.1
4+ Axle Trucks	0	0	0	0	4	4	23	1	24	28
% 4+ Axle Trucks	0	0	0	0	5.6	4.2	1.6	2	1.6	1.8

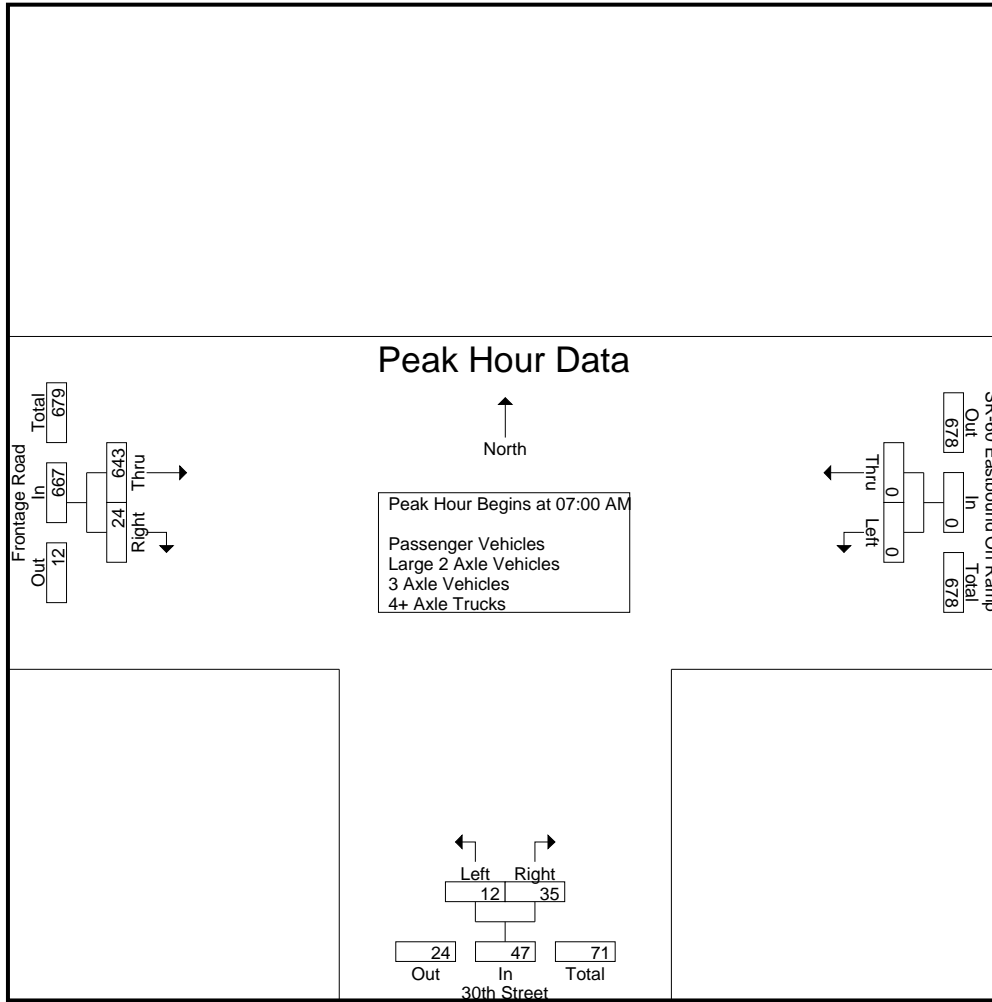
Start Time	SR-60 Eastbound On Ramp Westbound			30th Street Northbound			Frontage Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	3	8	11	142	3	145	156
07:15 AM	0	0	0	0	7	7	<b>179</b>	6	<b>185</b>	<b>192</b>
07:30 AM	0	0	0	4	11	15	164	10	174	189
07:45 AM	0	0	0	5	9	14	158	5	163	177
Total Volume	0	0	0	12	35	47	643	24	667	714
% App. Total	0	0		25.5	74.5		96.4	3.6		
PHF	.000	.000	.000	.600	.795	.783	.898	.600	.901	.930

Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Jurupa Valley  
 N/S: 30th Street  
 E/W: Frontage Road/SR-60 EB On Ramp  
 Weather: Clear

File Name : 14\_JVY\_30th\_60E On AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	06:30 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	3	8	11	142	3	145
+15 mins.	0	0	0	0	7	7	<b>179</b>	6	<b>185</b>
+30 mins.	0	0	0	4	<b>11</b>	<b>15</b>	164	<b>10</b>	174
+45 mins.	0	0	0	<b>5</b>	9	14	158	5	163
Total Volume	0	0	0	12	35	47	643	24	667
% App. Total	0	0	0	25.5	74.5		96.4	3.6	
PHF	.000	.000	.000	.600	.795	.783	.898	.600	.901

City of Jurupa Valley  
 N/S: 30th Street  
 E/W: Frontage Road/SR-60 EB On Ramp  
 Weather: Clear

File Name : 14\_JVY\_30th\_60E On AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- Passenger Vehicles

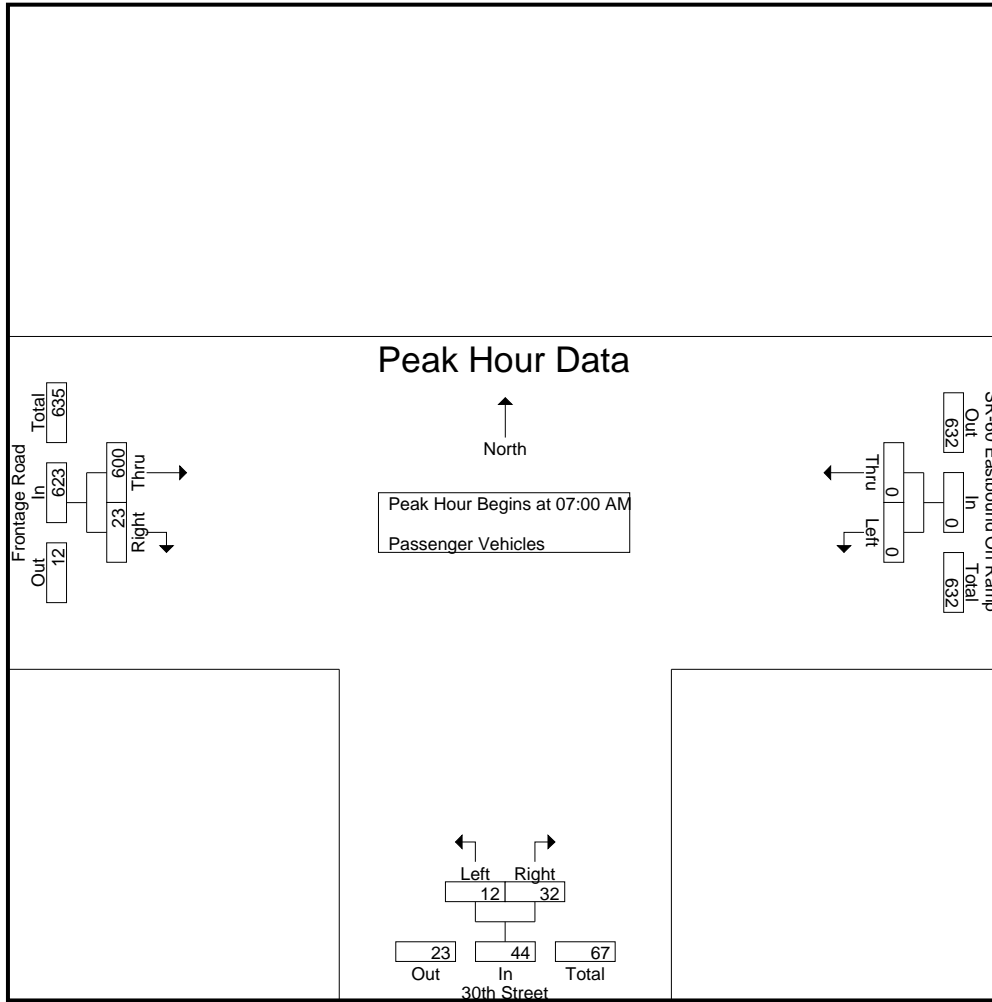
Start Time	SR-60 Eastbound On Ramp Westbound			30th Street Northbound			Frontage Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
06:30 AM	0	0	0	2	10	12	139	1	140	152
06:45 AM	0	0	0	0	6	6	128	0	128	134
Total	0	0	0	2	16	18	267	1	268	286
07:00 AM	0	0	0	3	6	9	132	3	135	144
07:15 AM	0	0	0	0	7	7	168	6	174	181
07:30 AM	0	0	0	4	10	14	154	9	163	177
07:45 AM	0	0	0	5	9	14	146	5	151	165
Total	0	0	0	12	32	44	600	23	623	667
08:00 AM	0	0	0	2	4	6	109	7	116	122
08:15 AM	0	0	0	2	5	7	115	4	119	126
08:30 AM	0	0	0	4	5	9	127	4	131	140
08:45 AM	0	0	0	1	2	3	112	8	120	123
Total	0	0	0	9	16	25	463	23	486	511
Grand Total	0	0	0	23	64	87	1330	47	1377	1464
Apprch %	0	0	0	26.4	73.6		96.6	3.4		
Total %	0	0	0	1.6	4.4	5.9	90.8	3.2	94.1	

Start Time	SR-60 Eastbound On Ramp Westbound			30th Street Northbound			Frontage Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	3	6	9	132	3	135	144
07:15 AM	0	0	0	0	7	7	<b>168</b>	6	<b>174</b>	<b>181</b>
07:30 AM	0	0	0	4	<b>10</b>	<b>14</b>	154	<b>9</b>	163	177
07:45 AM	0	0	0	<b>5</b>	9	14	146	5	151	165
Total Volume	0	0	0	12	32	44	600	23	623	667
% App. Total	0	0	0	27.3	72.7		96.3	3.7		
PHF	.000	.000	.000	.600	.800	.786	.893	.639	.895	.921

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

City of Jurupa Valley  
 N/S: 30th Street  
 E/W: Frontage Road/SR-60 EB On Ramp  
 Weather: Clear

File Name : 14\_JVY\_30th\_60E On AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	3	6	9	132	3	135
+15 mins.	0	0	0	0	7	7	<b>168</b>	6	<b>174</b>
+30 mins.	0	0	0	4	<b>10</b>	<b>14</b>	154	<b>9</b>	163
+45 mins.	0	0	0	<b>5</b>	9	14	146	5	151
Total Volume	0	0	0	12	32	44	600	23	623
% App. Total	0	0	0	27.3	72.7		96.3	3.7	
PHF	.000	.000	.000	.600	.800	.786	.893	.639	.895

City of Jurupa Valley  
 N/S: 30th Street  
 E/W: Frontage Road/SR-60 EB On Ramp  
 Weather: Clear

File Name : 14\_JVY\_30th\_60E On AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	SR-60 Eastbound On Ramp Westbound			30th Street Northbound			Frontage Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
06:30 AM	0	0	0	0	2	2	5	0	5	7
06:45 AM	0	0	0	0	0	0	6	0	6	6
Total	0	0	0	0	2	2	11	0	11	13
07:00 AM	0	0	0	0	1	1	6	0	6	7
07:15 AM	0	0	0	0	0	0	7	0	7	7
07:30 AM	0	0	0	0	0	0	6	1	7	7
07:45 AM	0	0	0	0	0	0	8	0	8	8
Total	0	0	0	0	1	1	27	1	28	29
08:00 AM	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	0	0	0	0	0	6	0	6	6
08:45 AM	0	0	0	1	0	1	7	0	7	8
Total	0	0	0	1	0	1	15	1	16	17
Grand Total	0	0	0	1	3	4	53	2	55	59
Apprch %	0	0		25	75		96.4	3.6		
Total %	0	0		1.7	5.1	6.8	89.8	3.4	93.2	

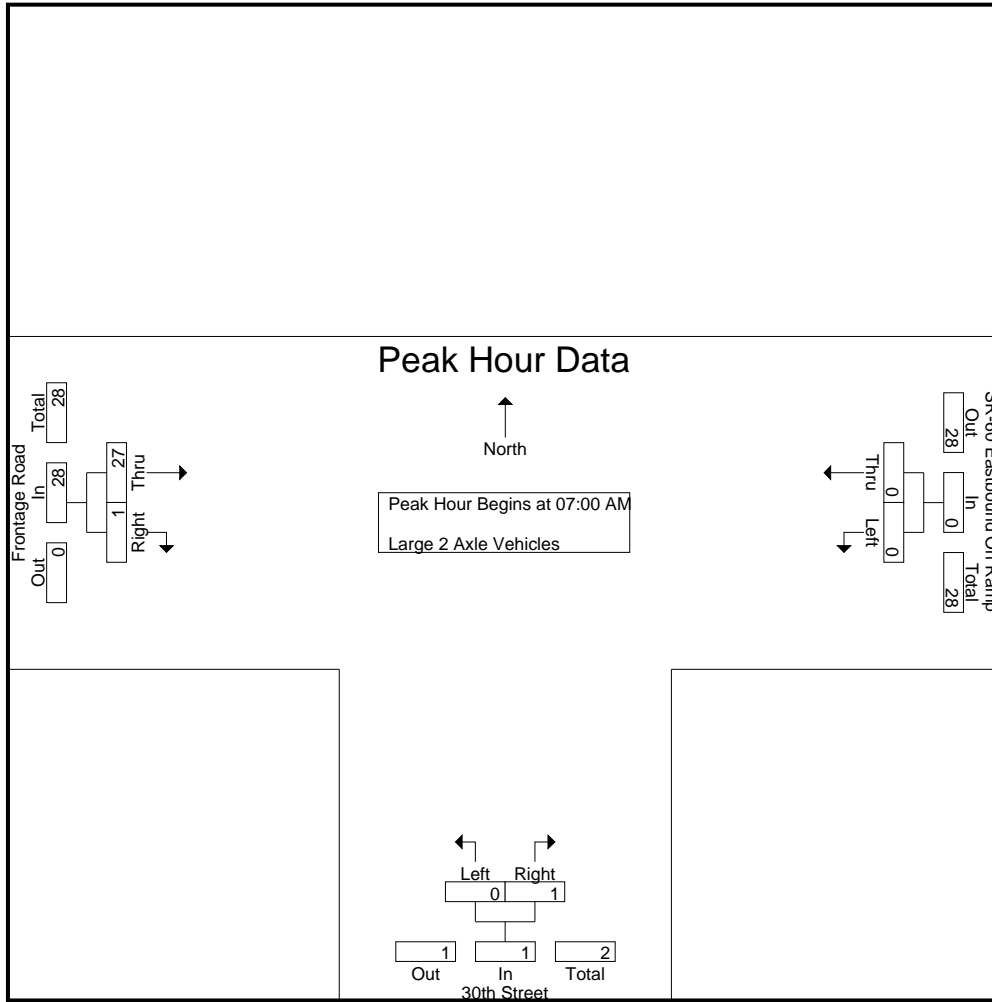
Start Time	SR-60 Eastbound On Ramp Westbound			30th Street Northbound			Frontage Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	1	6	0	6	7
07:15 AM	0	0	0	0	0	0	7	0	7	7
07:30 AM	0	0	0	0	0	0	6	1	7	7
07:45 AM	0	0	0	0	0	0	8	0	8	8
Total Volume	0	0	0	0	1	1	27	1	28	29
% App. Total	0	0		0	100		96.4	3.6		
PHF	.000	.000	.000	.000	.250	.250	.844	.250	.875	.906

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



City of Jurupa Valley  
 N/S: 30th Street  
 E/W: Frontage Road/SR-60 EB On Ramp  
 Weather: Clear

File Name : 14\_JVY\_30th\_60E On AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	1	1	6	0	6
+15 mins.	0	0	0	0	0	0	7	0	7
+30 mins.	0	0	0	0	0	0	6	1	7
+45 mins.	0	0	0	0	0	0	8	0	8
Total Volume	0	0	0	0	1	1	27	1	28
% App. Total	0	0	0	0	100		96.4	3.6	
PHF	.000	.000	.000	.000	.250	.250	.844	.250	.875

City of Jurupa Valley  
 N/S: 30th Street  
 E/W: Frontage Road/SR-60 EB On Ramp  
 Weather: Clear

File Name : 14\_JVY\_30th\_60E On AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- 3 Axle Vehicles

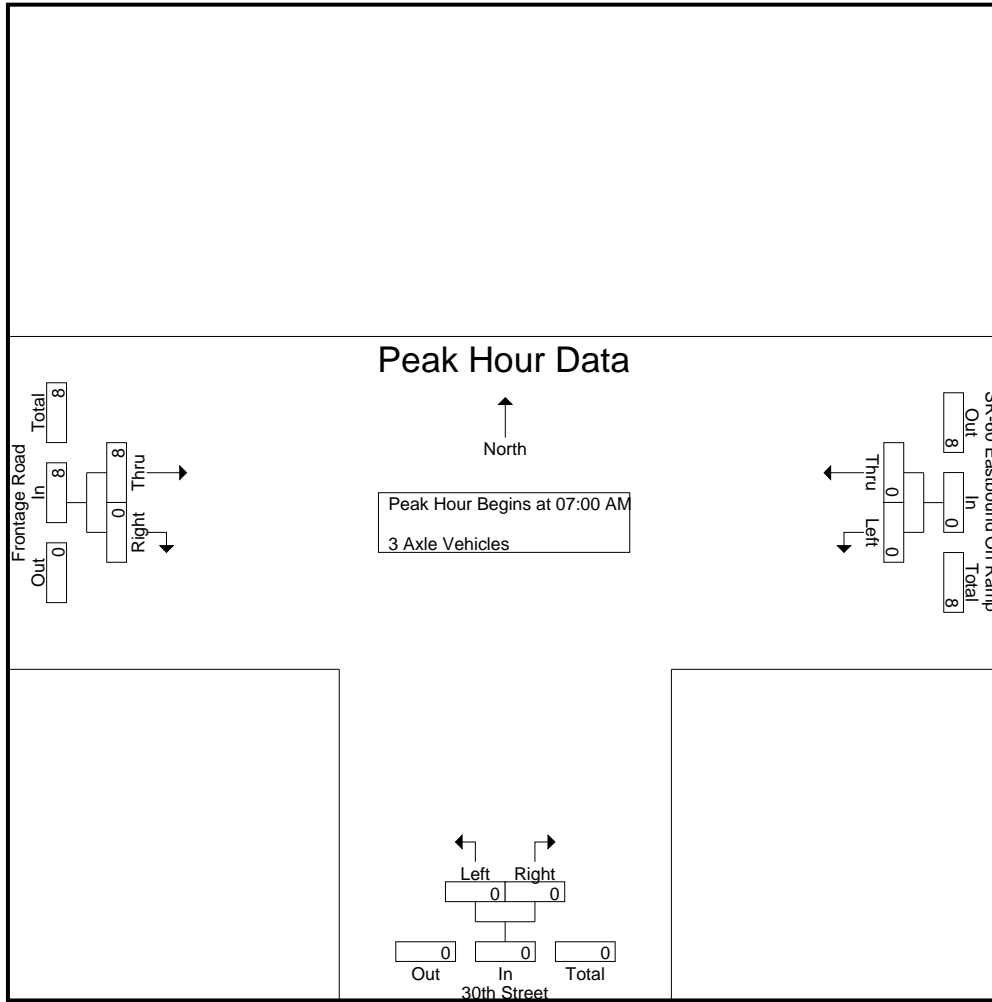
Start Time	SR-60 Eastbound On Ramp Westbound			30th Street Northbound			Frontage Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
06:30 AM	0	0	0	0	0	0	3	0	3	3
06:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	3	3
07:00 AM	0	0	0	0	0	0	3	0	3	3
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	8	0	8	8
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	3	0	3	3
08:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	6	0	6	6
Grand Total	0	0	0	0	0	0	17	0	17	17
Apprch %	0	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	0	100	0	100	

Start Time	SR-60 Eastbound On Ramp Westbound			30th Street Northbound			Frontage Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	3	0	3	3
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	0	8	0	8	8
% App. Total	0	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.000	.667	.000	.667	.667

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

City of Jurupa Valley  
 N/S: 30th Street  
 E/W: Frontage Road/SR-60 EB On Ramp  
 Weather: Clear

File Name : 14\_JVY\_30th\_60E On AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	<b>3</b>	0	<b>3</b>
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	0	8	0	8
% App. Total	0	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.000	.667	.000	.667

City of Jurupa Valley  
 N/S: 30th Street  
 E/W: Frontage Road/SR-60 EB On Ramp  
 Weather: Clear

File Name : 14\_JVY\_30th\_60E On AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- 4+ Axle Trucks

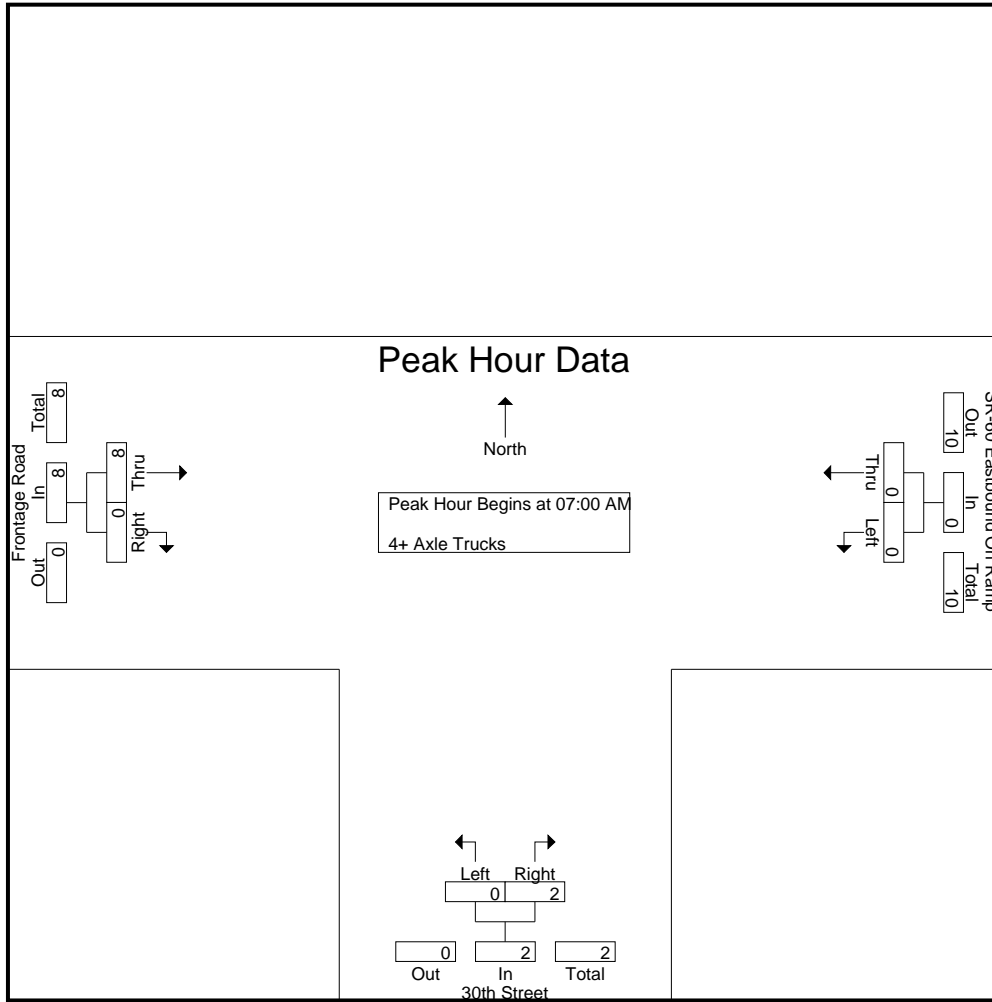
Start Time	SR-60 Eastbound On Ramp Westbound			30th Street Northbound			Frontage Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
06:30 AM	0	0	0	0	1	1	4	0	4	5
06:45 AM	0	0	0	0	1	1	3	0	3	4
Total	0	0	0	0	2	2	7	0	7	9
07:00 AM	0	0	0	0	1	1	1	0	1	2
07:15 AM	0	0	0	0	0	0	3	0	3	3
07:30 AM	0	0	0	0	1	1	2	0	2	3
07:45 AM	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	2	2	8	0	8	10
08:00 AM	0	0	0	0	0	0	2	0	2	2
08:15 AM	0	0	0	0	0	0	4	0	4	4
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	2	1	3	3
Total	0	0	0	0	0	0	8	1	9	9
Grand Total	0	0	0	0	4	4	23	1	24	28
Apprch %	0	0	0	0	100		95.8	4.2		
Total %	0	0	0	0	14.3	14.3	82.1	3.6	85.7	

Start Time	SR-60 Eastbound On Ramp Westbound			30th Street Northbound			Frontage Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	1	1	0	1	2
07:15 AM	0	0	0	0	0	0	3	0	3	3
07:30 AM	0	0	0	0	1	1	2	0	2	3
07:45 AM	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	2	2	8	0	8	10
% App. Total	0	0	0	0	100		100	0		
PHF	.000	.000	.000	.000	.500	.500	.667	.000	.667	.833

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

City of Jurupa Valley  
 N/S: 30th Street  
 E/W: Frontage Road/SR-60 EB On Ramp  
 Weather: Clear

File Name : 14\_JVY\_30th\_60E On AM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	1	1	1	0	1
+15 mins.	0	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	1	1	2	0	2
+45 mins.	0	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	2	2	8	0	8
% App. Total	0	0	0	0	100		100	0	
PHF	.000	.000	.000	.000	.500	.500	.667	.000	.667

City of Jurupa Valley  
 N/S: 30th Street  
 E/W: Frontage Road/SR-60 EB On Ramp  
 Weather: Clear

File Name : 14\_JVY\_30th\_60E On PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

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

Start Time	SR-60 Eastbound On Ramp Westbound			30th Street Northbound			Frontage Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
03:30 PM	0	0	0	2	2	4	84	19	103	107
03:45 PM	0	0	0	2	0	2	77	16	93	95
Total	0	0	0	4	2	6	161	35	196	202
04:00 PM	0	0	0	2	2	4	62	10	72	76
04:15 PM	0	0	0	4	3	7	68	26	94	101
04:30 PM	0	0	0	7	2	9	42	17	59	68
04:45 PM	0	0	0	6	2	8	49	18	67	75
Total	0	0	0	19	9	28	221	71	292	320
05:00 PM	0	0	0	1	1	2	61	24	85	87
05:15 PM	0	0	0	7	3	10	56	25	81	91
05:30 PM	0	0	0	4	6	10	75	20	95	105
05:45 PM	0	0	0	5	0	5	68	23	91	96
Total	0	0	0	17	10	27	260	92	352	379
Grand Total	0	0	0	40	21	61	642	198	840	901
Apprch %	0	0		65.6	34.4		76.4	23.6		
Total %	0	0		4.4	2.3	6.8	71.3	22	93.2	
Passenger Vehicles	0	0	0	40	21	61	616	186	802	863
% Passenger Vehicles	0	0	0	100	100	100	96	93.9	95.5	95.8
Large 2 Axle Vehicles	0	0	0	0	0	0	14	5	19	19
% Large 2 Axle Vehicles	0	0	0	0	0	0	2.2	2.5	2.3	2.1
3 Axle Vehicles	0	0	0	0	0	0	2	1	3	3
% 3 Axle Vehicles	0	0	0	0	0	0	0.3	0.5	0.4	0.3
4+ Axle Trucks	0	0	0	0	0	0	10	6	16	16
% 4+ Axle Trucks	0	0	0	0	0	0	1.6	3	1.9	1.8

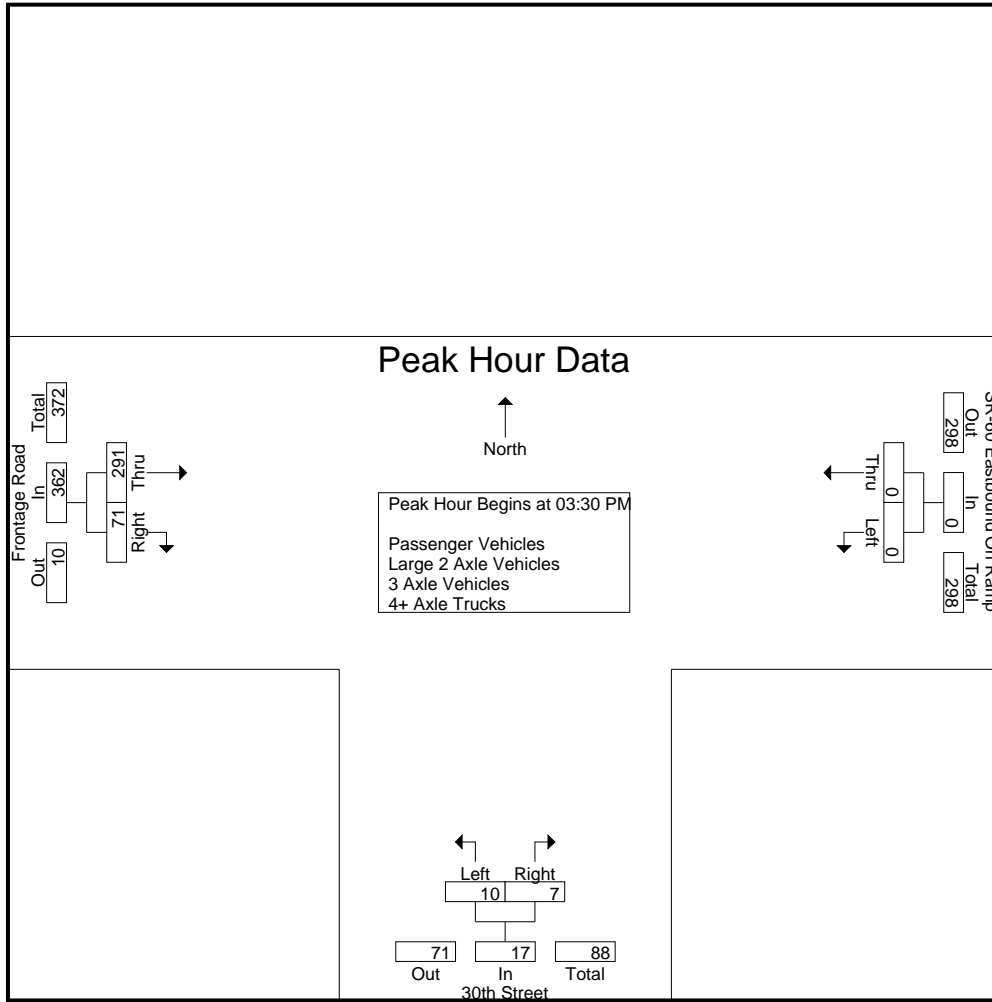
Start Time	SR-60 Eastbound On Ramp Westbound			30th Street Northbound			Frontage Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
03:30 PM	0	0	0	2	2	4	<b>84</b>	19	<b>103</b>	<b>107</b>
03:45 PM	0	0	0	2	0	2	77	16	93	95
04:00 PM	0	0	0	2	2	4	62	10	72	76
04:15 PM	0	0	0	<b>4</b>	<b>3</b>	<b>7</b>	68	<b>26</b>	94	101
Total Volume	0	0	0	10	7	17	291	71	362	379
% App. Total	0	0		58.8	41.2		80.4	19.6		
PHF	.000	.000	.000	.625	.583	.607	.866	.683	.879	.886

Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

City of Jurupa Valley  
 N/S: 30th Street  
 E/W: Frontage Road/SR-60 EB On Ramp  
 Weather: Clear

File Name : 14\_JVY\_30th\_60E On PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM			04:45 PM			03:30 PM		
+0 mins.	0	0	0	6	2	8	<b>84</b>	19	<b>103</b>
+15 mins.	0	0	0	1	1	2	77	16	93
+30 mins.	0	0	0	7	3	10	62	10	72
+45 mins.	0	0	0	4	6	10	68	26	94
Total Volume	0	0	0	18	12	30	291	71	362
% App. Total	0	0	0	60	40		80.4	19.6	
PHF	.000	.000	.000	.643	.500	.750	.866	.683	.879

City of Jurupa Valley  
 N/S: 30th Street  
 E/W: Frontage Road/SR-60 EB On Ramp  
 Weather: Clear

File Name : 14\_JVY\_30th\_60E On PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	SR-60 Eastbound On Ramp Westbound			30th Street Northbound			Frontage Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
03:30 PM	0	0	0	2	2	4	80	18	98	102
03:45 PM	0	0	0	2	0	2	76	16	92	94
Total	0	0	0	4	2	6	156	34	190	196
04:00 PM	0	0	0	2	2	4	59	10	69	73
04:15 PM	0	0	0	4	3	7	65	24	89	96
04:30 PM	0	0	0	7	2	9	36	16	52	61
04:45 PM	0	0	0	6	2	8	48	17	65	73
Total	0	0	0	19	9	28	208	67	275	303
05:00 PM	0	0	0	1	1	2	60	20	80	82
05:15 PM	0	0	0	7	3	10	52	24	76	86
05:30 PM	0	0	0	4	6	10	74	20	94	104
05:45 PM	0	0	0	5	0	5	66	21	87	92
Total	0	0	0	17	10	27	252	85	337	364
Grand Total	0	0	0	40	21	61	616	186	802	863
Apprch %	0	0	0	65.6	34.4		76.8	23.2		
Total %	0	0	0	4.6	2.4	7.1	71.4	21.6	92.9	

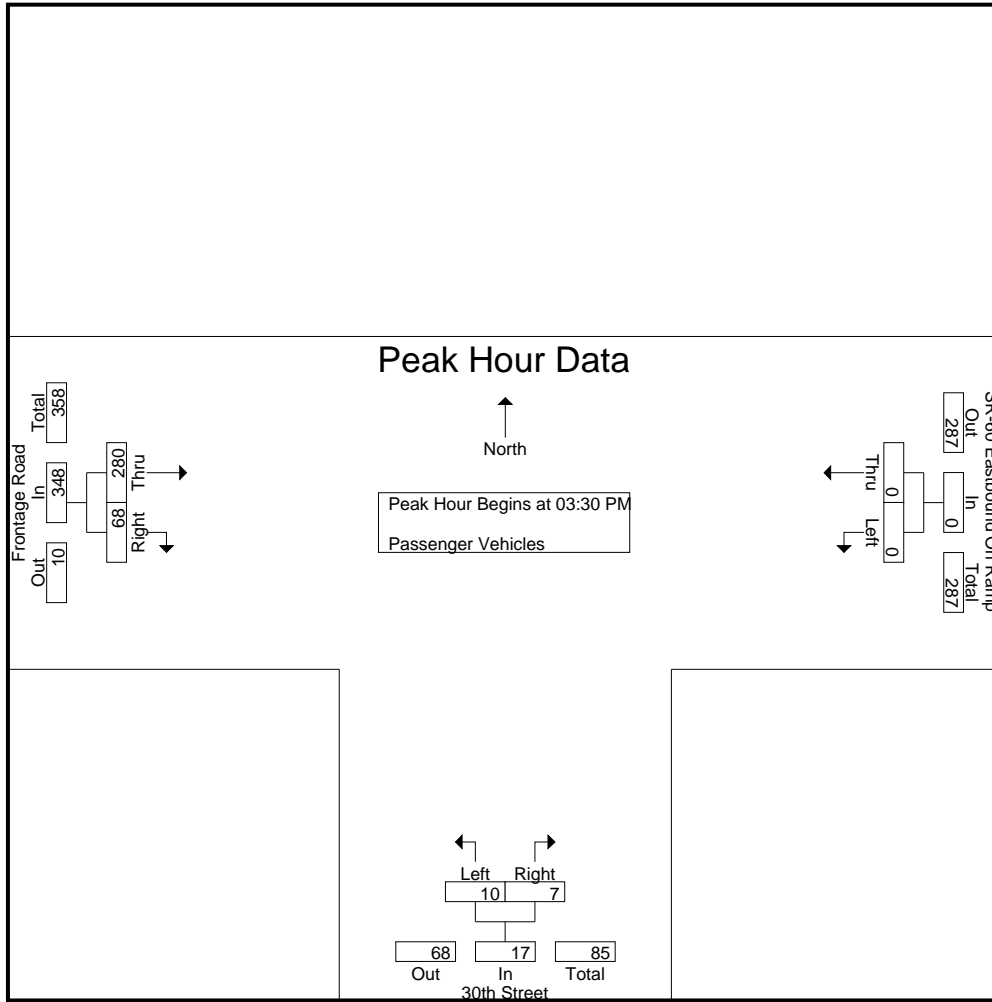
Start Time	SR-60 Eastbound On Ramp Westbound			30th Street Northbound			Frontage Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
03:30 PM	0	0	0	2	2	4	<b>80</b>	18	<b>98</b>	<b>102</b>
03:45 PM	0	0	0	2	0	2	76	16	92	94
04:00 PM	0	0	0	2	2	4	59	10	69	73
04:15 PM	0	0	0	<b>4</b>	<b>3</b>	<b>7</b>	65	<b>24</b>	89	96
Total Volume	0	0	0	10	7	17	280	68	348	365
% App. Total	0	0	0	58.8	41.2		80.5	19.5		
PHF	.000	.000	.000	.625	.583	.607	.875	.708	.888	.895

Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 03:30 PM



City of Jurupa Valley  
 N/S: 30th Street  
 E/W: Frontage Road/SR-60 EB On Ramp  
 Weather: Clear

File Name : 14\_JVY\_30th\_60E On PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM			03:30 PM			03:30 PM		
+0 mins.	0	0	0	2	2	4	<b>80</b>	18	<b>98</b>
+15 mins.	0	0	0	2	0	2	76	16	92
+30 mins.	0	0	0	2	2	4	59	10	69
+45 mins.	0	0	0	<b>4</b>	<b>3</b>	<b>7</b>	65	<b>24</b>	89
Total Volume	0	0	0	10	7	17	280	68	348
% App. Total	0	0	0	58.8	41.2		80.5	19.5	
PHF	.000	.000	.000	.625	.583	.607	.875	.708	.888

City of Jurupa Valley  
 N/S: 30th Street  
 E/W: Frontage Road/SR-60 EB On Ramp  
 Weather: Clear

File Name : 14\_JVY\_30th\_60E On PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

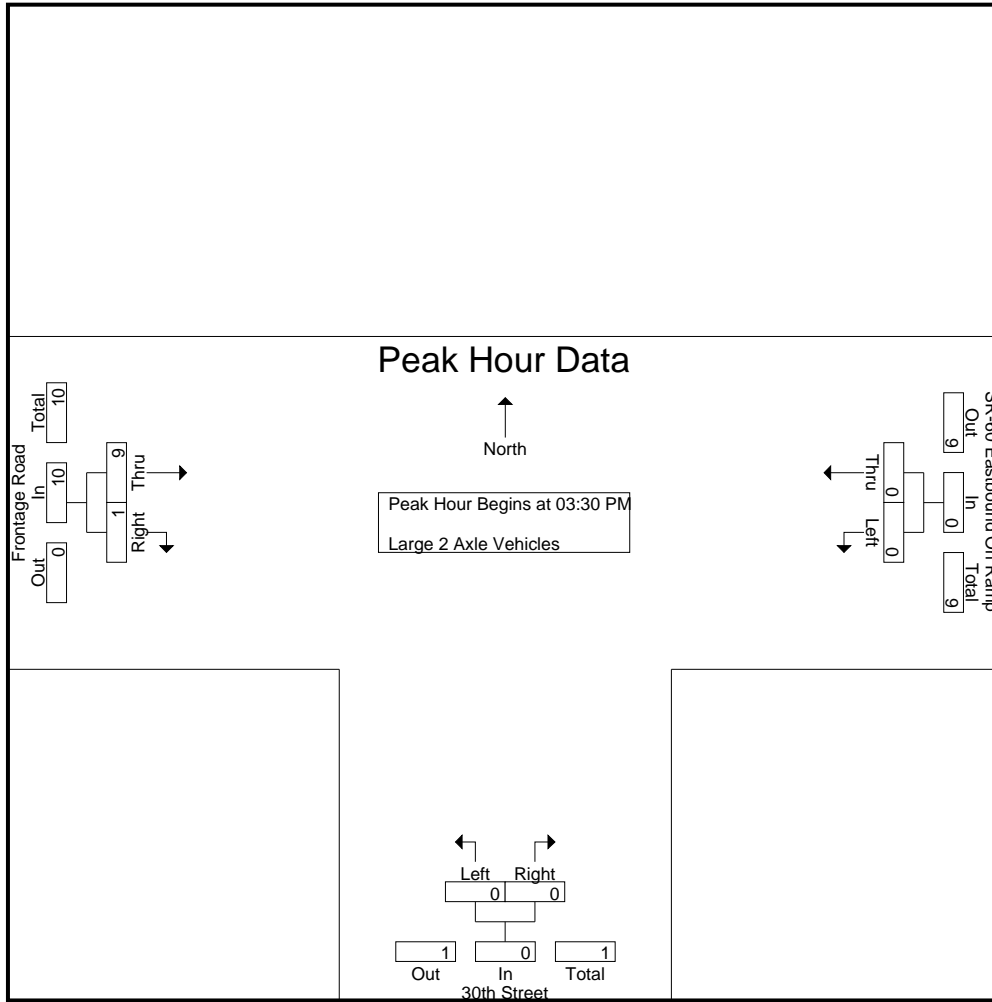
Start Time	SR-60 Eastbound On Ramp Westbound			30th Street Northbound			Frontage Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
03:30 PM	0	0	0	0	0	0	3	0	3	3
03:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	4	0	4	4
04:00 PM	0	0	0	0	0	0	3	0	3	3
04:15 PM	0	0	0	0	0	0	2	1	3	3
04:30 PM	0	0	0	0	0	0	3	0	3	3
04:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	9	1	10	10
05:00 PM	0	0	0	0	0	0	0	2	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	0	0	0	1	4	5	5
Grand Total	0	0	0	0	0	0	14	5	19	19
Apprch %	0	0	0	0	0	0	73.7	26.3		
Total %	0	0	0	0	0	0	73.7	26.3	100	

Start Time	SR-60 Eastbound On Ramp Westbound			30th Street Northbound			Frontage Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
03:30 PM	0	0	0	0	0	0	3	0	3	3
03:45 PM	0	0	0	0	0	0	1	0	1	1
04:00 PM	0	0	0	0	0	0	3	0	3	3
04:15 PM	0	0	0	0	0	0	2	1	3	3
Total Volume	0	0	0	0	0	0	9	1	10	10
% App. Total	0	0	0	0	0	0	90	10		
PHF	.000	.000	.000	.000	.000	.000	.750	.250	.833	.833

Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 03:30 PM

City of Jurupa Valley  
 N/S: 30th Street  
 E/W: Frontage Road/SR-60 EB On Ramp  
 Weather: Clear

File Name : 14\_JVY\_30th\_60E On PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM			03:30 PM			03:30 PM		
+0 mins.	0	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	0	2	1	3
Total Volume	0	0	0	0	0	0	9	1	10
% App. Total	0	0	0	0	0	0	90	10	
PHF	.000	.000	.000	.000	.000	.000	.750	.250	.833

City of Jurupa Valley  
 N/S: 30th Street  
 E/W: Frontage Road/SR-60 EB On Ramp  
 Weather: Clear

File Name : 14\_JVY\_30th\_60E On PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- 3 Axle Vehicles

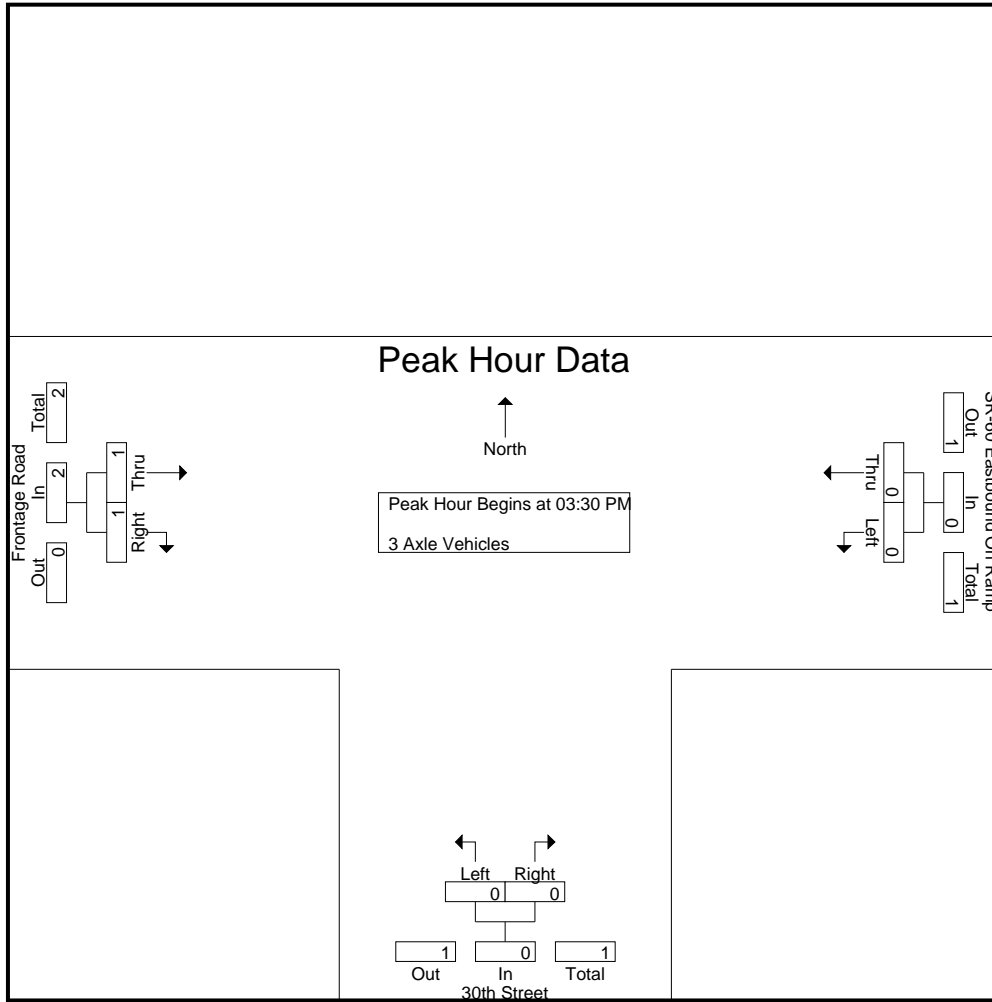
Start Time	SR-60 Eastbound On Ramp Westbound			30th Street Northbound			Frontage Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
03:30 PM	0	0	0	0	0	0	0	1	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	2	1	3	3
Apprch %	0	0	0	0	0	0	66.7	33.3		
Total %	0	0	0	0	0	0	66.7	33.3	100	

Start Time	SR-60 Eastbound On Ramp Westbound			30th Street Northbound			Frontage Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
03:30 PM	0	0	0	0	0	0	0	1	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	1	1	2	2
% App. Total	0	0	0	0	0	0	50	50		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.500	.500

Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 03:30 PM

City of Jurupa Valley  
 N/S: 30th Street  
 E/W: Frontage Road/SR-60 EB On Ramp  
 Weather: Clear

File Name : 14\_JVY\_30th\_60E On PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM			03:30 PM			03:30 PM		
+0 mins.	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	1	1	2
% App. Total	0	0	0	0	0	0	50	50	2
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.500

City of Jurupa Valley  
 N/S: 30th Street  
 E/W: Frontage Road/SR-60 EB On Ramp  
 Weather: Clear

File Name : 14\_JVY\_30th\_60E On PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 1

Groups Printed- 4+ Axle Trucks

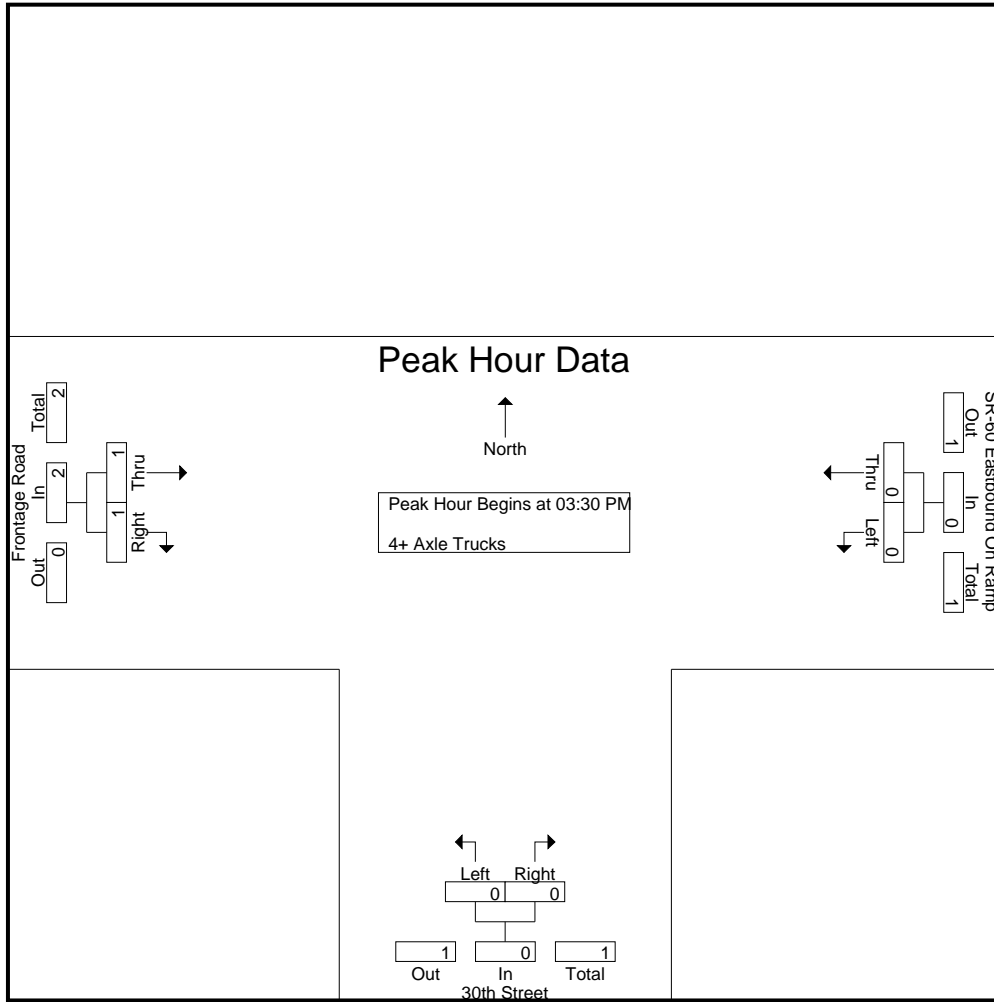
Start Time	SR-60 Eastbound On Ramp Westbound			30th Street Northbound			Frontage Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
03:30 PM	0	0	0	0	0	0	1	0	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	3	1	4	4
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	3	3	6	6
05:00 PM	0	0	0	0	0	0	0	2	2	2
05:15 PM	0	0	0	0	0	0	4	1	5	5
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	6	3	9	9
Grand Total	0	0	0	0	0	0	10	6	16	16
Apprch %	0	0	0	0	0	0	62.5	37.5		
Total %	0	0	0	0	0	0	62.5	37.5	100	

Start Time	SR-60 Eastbound On Ramp Westbound			30th Street Northbound			Frontage Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
03:30 PM	0	0	0	0	0	0	1	0	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	1	1	2	2
% App. Total	0	0	0	0	0	0	50	50		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.500	.500

Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 03:30 PM

City of Jurupa Valley  
 N/S: 30th Street  
 E/W: Frontage Road/SR-60 EB On Ramp  
 Weather: Clear

File Name : 14\_JVY\_30th\_60E On PM  
 Site Code : 10821571  
 Start Date : 10/13/2021  
 Page No : 2



Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:30 PM			03:30 PM			03:30 PM		
+0 mins.	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	0	0	1	1	2
% App. Total	0	0	0	0	0	0	50	50	2
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.500

APPENDIX C

CUMULATIVE PROJECTS INFORMATION



Enter only in blue cells      Yellow cells calculate

Int. #: 12      Rubidoux Blvd at 26th St

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC												
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	176	0	0	32	0	0	0	0	0	0	0
AM Out	0	53	0	0	36	0	0	0	0	0	0	0
AM Tot	0	229	0	0	68	0	0	0	0	0	0	0
PM In	0	52	0	0	64	0	0	0	0	0	0	0
PM Out	0	50	0	0	146	0	0	0	0	0	0	0
PM Tot	0	102	0	0	210	0	0	0	0	0	0	0

Zone # 1      New Rio Vista Specific Plan

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	398	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	686	0	0	0	0	0	0	0	0	0	0	0	0
PM In	592	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	385	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 2      Proficiency Rubidoux

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	75%	0%	0%	0%	25%	0%	25%	0%	75%	0%	0%	0%
Y	0%	0%	0%	0%	0%	0%	25%	0%	75%	0%	0%	0%
AM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM In	75%	0%	0%	0%	25%	0%	25%	0%	75%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	25%	0%	75%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 3      Agua Mansa and SB2

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	50%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%
Y	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%
AM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM In	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 4      Neighborhood Commercial

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	17	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	11	0	0	0	0	0	0	0	0	0	0	0	0
PM In	40	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	40	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 5      Mondragon Auto Repair

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	105	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	101	0	0	0	0	0	0	0	0	0	0	0	0
PM In	47	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	47	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 6      MA20084

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	189	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	181	0	0	0	0	0	0	0	0	0	0	0	0
PM In	143	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	132	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7      MA20132

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	5	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	2	0	0	0	0	0	0	0	0	0	0	0	0
PM In	6	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	6	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 8      MA21214

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	71	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	47	0	0	0	0	0	0	0	0	0	0	0	0
PM In	165	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	165	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 9      Saddlehorn Ranch



Int. #: 12 Rubidoux Blvd at 26th St

Pk Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
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Pk Out	17	0	0	0	0	0	0	0	0	0	0	0
--------	----	---	---	---	---	---	---	---	---	---	---	---

Zone # 19 Bailey Building

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					25%							
Y	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	0	0	0	0	1	0	0	0	0	0	0	0
AM Out	1	0	0	0	0	0	0	0	0	0	0	0	0
PM In	2	0	0	0	0	1	0	0	0	0	0	0	0
PM Out	4	0	1	0	0	0	0	0	0	0	0	0	0

Zone # 20 La Rue Apartments

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	8	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	24	0	0	0	0	0	0	0	0	0	0	0	0
PM In	26	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	15	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 21 Kiewit Infrastructure West

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		75%										
Y	0%	0%	0%	0%	75%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	75%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	75%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	8	0	6	0	0	0	0	0	0	0	0	0	0
AM Out	2	0	0	0	0	2	0	0	0	0	0	0	0
PM In	3	0	2	0	0	0	0	0	0	0	0	0	0
PM Out	8	0	0	0	0	6	0	0	0	0	0	0	0

Zone # 22 Mission Gateway Plaza & Gateway Villas

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	23	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	31	0	0	0	0	0	0	0	0	0	0	0	0
PM In	73	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	68	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 23 Karcher Industrial Project

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					25%							
Y	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	25	0	0	0	0	6	0	0	0	0	0	0	0
AM Out	7	0	2	0	0	0	0	0	0	0	0	0	0
PM In	10	0	0	0	0	3	0	0	0	0	0	0	0
PM Out	25	0	6	0	0	0	0	0	0	0	0	0	0

Zone # 24 Wheeler Trucking Inc.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		75%										
Y	0%	0%	0%	0%	75%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	75%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	75%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	3	0	2	0	0	0	0	0	0	0	0	0	0
AM Out	1	0	0	0	0	1	0	0	0	0	0	0	0
PM In	1	0	1	0	0	0	0	0	0	0	0	0	0
PM Out	3	0	0	0	0	2	0	0	0	0	0	0	0

Zone # 25 Commercial Center

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	161	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	147	0	0	0	0	0	0	0	0	0	0	0	0
PM In	164	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	156	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 26 West Coast Cold Storage

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					25%							
Y	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	10	0	0	0	0	3	0	0	0	0	0	0	0
AM Out	3	0	1	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	1	0	0	0	0	0	0	0
PM Out	10	0	3	0	0	0	0	0	0	0	0	0	0

Zone # 27 P12-0799

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 28 Riverside G1

Int. #: 12 Rubidoux Blvd at 26th St

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	51	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	113	0	0	0	0	0	0	0	0	0	0	0	0
PM In	105	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	77	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 29 Riverside G2

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	104	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	57	0	0	0	0	0	0	0	0	0	0	0	0
PM In	80	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	107	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 30 Riverside G3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	833	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	314	0	0	0	0	0	0	0	0	0	0	0	0
PM In	488	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	880	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 31 Riverside G4

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	355												
AM Out	438	0	0	0	0	0	0	0	0	0	0	0	0
PM In	595	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	543	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 32 Holly Street Truck Terminal

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		45%										
Y	0%	0%	0%	0%	45%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	45%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	45%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	59	0	27	0	0	0	0	0	0	0	0	0	0
AM Out	18	0	0	0	0	8	0	0	0	0	0	0	0
PM In	23	0	10	0	0	0	0	0	0	0	0	0	0
PM Out	59	0	0	0	0	27	0	0	0	0	0	0	0

Enter only in blue cells Yellow cells calculate

Int. #: 13 Hall Ave at 26th St

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC												
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0
AM Tot	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0
PM Tot	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 1 New Rio Vista Specific Plan

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	398	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	686	0	0	0	0	0	0	0	0	0	0	0	0
PM In	592	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	385	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 2 Proficiency Rubidoux

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 3 Agua Mansa and SB2

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 4 Neighborhood Commercial

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	17	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	11	0	0	0	0	0	0	0	0	0	0	0	0
PM In	40	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	40	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 5 Mondragon Auto Repair

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	105	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	101	0	0	0	0	0	0	0	0	0	0	0	0
PM In	47	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	47	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 6 MA20084

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	189	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	181	0	0	0	0	0	0	0	0	0	0	0	0
PM In	143	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	132	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7 MA20132

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	5	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	2	0	0	0	0	0	0	0	0	0	0	0	0
PM In	6	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	6	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 8 MA21214

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	71	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	47	0	0	0	0	0	0	0	0	0	0	0	0
PM In	165	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	165	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 9 Saddlehorn Ranch





Int. #: 14 Rubiodux Blvd at 28th St

Y  


TOTAL CUMULATIVE PROJECTS TRAFFIC												
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	25	213	0	0	52	8	0	0	0	0	0	0
AM Out	0	94	0	0	46	0	24	0	71	0	0	0
AM Tot	25	307	0	0	98	8	24	0	71	0	0	0
PM In	82	68	0	0	90	27	0	0	0	0	0	0
PM Out	0	61	0	0	183	0	16	0	48	0	0	0
PM Tot	82	129	0	0	273	27	16	0	48	0	0	0

Zone # 1 New Rio Vista Specific Plan

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					10%							
Y	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	398	0	0	0	0	40	0	0	0	0	0	0	0
AM Out	686	0	69	0	0	0	0	0	0	0	0	0	0
PM In	592	0	0	0	0	59	0	0	0	0	0	0	0
PM Out	385	0	39	0	0	0	0	0	0	0	0	0	0

Zone # 2 Proficiency Rubidoux

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		75%										
Y	0%	0%	0%	0%	75%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	75%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	75%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 3 Agua Mansa and SB2

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		50%										
Y	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 4 Neighborhood Commercial

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	17	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	11	0	0	0	0	0	0	0	0	0	0	0	0
PM In	40	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	40	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 5 Mondragon Auto Repair

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	105	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	101	0	0	0	0	0	0	0	0	0	0	0	0
PM In	47	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	47	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 6 MA20084

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	189	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	181	0	0	0	0	0	0	0	0	0	0	0	0
PM In	143	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	132	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7 MA20132

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	5	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	2	0	0	0	0	0	0	0	0	0	0	0	0
PM In	6	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	6	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 8 MA21214

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	71	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	47	0	0	0	0	0	0	0	0	0	0	0	0
PM In	165	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	165	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 9 Saddlehorn Ranch

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
-------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
-------	-------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----







Enter only in blue cells Yellow cells calculate

Int. #: 15 Hall Ave at 28th St

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC												
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0
AM Tot	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0
PM Tot	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 1 New Rio Vista Specific Plan

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	398	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	686	0	0	0	0	0	0	0	0	0	0	0	0
PM In	592	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	385	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 2 Proficiency Rubidoux

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 3 Agua Mansa and SB2

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 4 Neighborhood Commercial

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	17	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	11	0	0	0	0	0	0	0	0	0	0	0	0
PM In	40	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	40	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 5 Mondragon Auto Repair

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	105	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	101	0	0	0	0	0	0	0	0	0	0	0	0
PM In	47	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	47	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 6 MA20084

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	189	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	181	0	0	0	0	0	0	0	0	0	0	0	0
PM In	143	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	132	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7 MA20132

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	5	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	2	0	0	0	0	0	0	0	0	0	0	0	0
PM In	6	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	6	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 8 MA21214

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	71	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	47	0	0	0	0	0	0	0	0	0	0	0	0
PM In	165	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	165	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 9 Saddlehorn Ranch

Int. #: 15 Hall Ave at 28th St

Table with 13 columns (Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR) and 5 rows (AM In, Y, AM Out, PM In, PM Out).

Table with 13 columns (Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR) and 5 rows (AM In, Y, AM Out, PM In, PM Out).

Zone # 10 Havana Investment Spec Building

Table with 13 columns (Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR) and 5 rows (AM In, Y, AM Out, PM In, PM Out).

Table with 13 columns (Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR) and 5 rows (AM In, Y, AM Out, PM In, PM Out).

Zone # 11 Action Plumbing

Table with 13 columns (Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR) and 5 rows (AM In, Y, AM Out, PM In, PM Out).

Table with 13 columns (Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR) and 5 rows (AM In, Y, AM Out, PM In, PM Out).

Zone # 12 Highland Park

Table with 13 columns (Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR) and 5 rows (AM In, Y, AM Out, PM In, PM Out).

Table with 13 columns (Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR) and 5 rows (AM In, Y, AM Out, PM In, PM Out).

Zone # 13 Market Street Commercial

Table with 13 columns (Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR) and 5 rows (AM In, Y, AM Out, PM In, PM Out).

Table with 13 columns (Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR) and 5 rows (AM In, Y, AM Out, PM In, PM Out).

Zone # 14 Avalon Court

Table with 13 columns (Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR) and 5 rows (AM In, Y, AM Out, PM In, PM Out).

Table with 13 columns (Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR) and 5 rows (AM In, Y, AM Out, PM In, PM Out).

Zone # 15 Emerald Ridge South

Table with 13 columns (Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR) and 5 rows (AM In, Y, AM Out, PM In, PM Out).

Table with 13 columns (Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR) and 5 rows (AM In, Y, AM Out, PM In, PM Out).

Zone # 16 Emerald Ridge North

Table with 13 columns (Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR) and 5 rows (AM In, Y, AM Out, PM In, PM Out).

Table with 13 columns (Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR) and 5 rows (AM In, Y, AM Out, PM In, PM Out).

Zone # 17 Rubidoux Commerical Development LLC

Table with 13 columns (Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR) and 5 rows (AM In, Y, AM Out, PM In, PM Out).

Table with 13 columns (Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR) and 5 rows (AM In, Y, AM Out, PM In, PM Out).

Zone # 18 MA17099

Table with 13 columns (Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR) and 5 rows (AM In, Y, AM Out, PM In, PM Out).

Table with 13 columns (Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR) and 5 rows (AM In, Y, AM Out, PM In, PM Out).



Enter only in blue cells      Yellow cells calculate

Int. #: 16 Rubidoux Blvd at 20th St/SR-60 WB Off-Ramp

N

TOTAL CUMULATIVE PROJECTS TRAFFIC												
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	61	329	0	0	92	9	0	0	0	260	11	42
AM Out	0	72	0	0	117	0	22	0	67	0	0	0
AM Tot	61	401	0	0	209	9	22	0	67	260	11	42
PM In	61	157	0	0	264	24	0	0	0	373	29	47
PM Out	0	45	0	0	231	0	16	0	47	0	0	0
PM Tot	61	202	0	0	495	24	16	0	47	373	29	47

Zone # 1 New Rio Vista Specific Plan

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					10%					30%		
N	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out		10%										
PM In	0%	0%	0%	0%	10%	0%	0%	0%	0%	30%	0%	0%
PM Out	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	398	0	0	0	0	40	0	0	0	0	119	0	0
AM Out	686	0	69	0	0	0	0	0	0	0	0	0	0
PM In	592	0	0	0	0	59	0	0	0	0	178	0	0
PM Out	385	0	39	0	0	0	0	0	0	0	0	0	0

Zone # 2 Proficiency Rubidoux

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		45%			75%							30%
N	0%	0%	0%	0%	75%	0%	0%	0%	0%	0%	0%	0%
AM Out					75%							
PM In	0%	45%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%
PM Out	0%	0%	0%	0%	75%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	45	0	0	0	15	0	0	0	0	0	0	9
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	18	0	0	0	60	0	0	0	0	0	0	4
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 3 Agua Mansa and SB2

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		40%			50%							10%
N	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%
AM Out					50%							
PM In	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%
PM Out	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	119	0	0	34	0	0	0	0	0	0	5
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	48	0	0	138	0	0	0	0	0	0	3
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 4 Neighborhood Commercial

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											30%	
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	17	0	0	0	0	0	0	0	0	0	5	0	0
AM Out	11	0	0	0	0	0	0	0	0	0	0	0	0
PM In	40	0	0	0	0	0	0	0	0	0	12	0	0
PM Out	40	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 5 Mondragon Auto Repair

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											30%	
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	105	0	0	0	0	0	0	0	0	0	32	0	0
AM Out	101	0	0	0	0	0	0	0	0	0	0	0	0
PM In	47	0	0	0	0	0	0	0	0	0	14	0	0
PM Out	47	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 6 MA20084

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											30%	
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	189	0	0	0	0	0	0	0	0	0	57	0	0
AM Out	181	0	0	0	0	0	0	0	0	0	0	0	0
PM In	143	0	0	0	0	0	0	0	0	0	43	0	0
PM Out	132	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7 MA20132

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											30%	
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	5	0	0	0	0	0	0	0	0	0	2	0	0
AM Out	2	0	0	0	0	0	0	0	0	0	0	0	0
PM In	6	0	0	0	0	0	0	0	0	0	2	0	0
PM Out	6	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 8 MA21214

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											30%	
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	71	0	0	0	0	0	0	0	0	0	21	0	0
AM Out	47	0	0	0	0	0	0	0	0	0	0	0	0
PM In	165	0	0	0	0	0	0	0	0	0	50	0	0
PM Out	165	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 9 Saddlehorn Ranch



Int. #: 16 Rubidoux Blvd at 20th St/SR-60 WB Off-Ramp

Pk Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
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Pk Out	17	0	0	0	0	0	0	0	0	0	0	0
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Zone # 19 Bailey Building

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	45%											30%
N	0%	0%	0%	0%	75%	0%	0%	0%	0%	0%	0%	0%
AM Out					75%							
PM In	0%	45%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%
PM Out	0%	0%	0%	0%	75%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	0	2	0	0	0	0	0	0	0	0	0	1
AM Out	1	0	0	0	0	1	0	0	0	0	0	0	0
PM In	2	0	1	0	0	0	0	0	0	0	0	0	1
PM Out	4	0	0	0	0	3	0	0	0	0	0	0	0

Zone # 20 La Rue Apartments

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In										30%		
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	8	0	0	0	0	0	0	0	0	0	2	0	0
AM Out	24	0	0	0	0	0	0	0	0	0	0	0	0
PM In	26	0	0	0	0	0	0	0	0	0	8	0	0
PM Out	15	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 21 Kiewit Infrastructure West

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		45%										30%
N	0%	0%	0%	0%	75%	0%	0%	0%	0%	0%	0%	0%
AM Out					75%							
PM In	0%	45%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%
PM Out	0%	0%	0%	0%	75%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	8	0	4	0	0	0	0	0	0	0	0	0	2
AM Out	2	0	0	0	0	2	0	0	0	0	0	0	0
PM In	3	0	1	0	0	0	0	0	0	0	0	0	1
PM Out	8	0	0	0	0	6	0	0	0	0	0	0	0

Zone # 22 Mission Gateway Plaza & Gateway Villas

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In										30%		
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	23	0	0	0	0	0	0	0	0	0	7	0	0
AM Out	31	0	0	0	0	0	0	0	0	0	0	0	0
PM In	73	0	0	0	0	0	0	0	0	0	22	0	0
PM Out	68	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 23 Karcher Industrial Project

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		45%										30%
N	0%	0%	0%	0%	75%	0%	0%	0%	0%	0%	0%	0%
AM Out					75%							
PM In	0%	45%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%
PM Out	0%	0%	0%	0%	75%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	25	0	11	0	0	0	0	0	0	0	0	0	8
AM Out	7	0	0	0	0	5	0	0	0	0	0	0	0
PM In	10	0	5	0	0	0	0	0	0	0	0	0	3
PM Out	25	0	0	0	0	19	0	0	0	0	0	0	0

Zone # 24 Wheeler Trucking Inc.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		45%										30%
N	0%	0%	0%	0%	75%	0%	0%	0%	0%	0%	0%	0%
AM Out					75%							
PM In	0%	45%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%
PM Out	0%	0%	0%	0%	75%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	3	0	1	0	0	0	0	0	0	0	0	0	1
AM Out	1	0	0	0	0	1	0	0	0	0	0	0	0
PM In	1	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	3	0	0	0	0	2	0	0	0	0	0	0	0

Zone # 25 Commercial Center

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	161	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	147	0	0	0	0	0	0	0	0	0	0	0	0
PM In	164	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	156	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 26 West Coast Cold Storage

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		45%										30%
N	0%	0%	0%	0%	75%	0%	0%	0%	0%	0%	0%	0%
AM Out					75%							
PM In	0%	45%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%
PM Out	0%	0%	0%	0%	75%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	10	0	5	0	0	0	0	0	0	0	0	0	3
AM Out	3	0	0	0	0	2	0	0	0	0	0	0	0
PM In	4	0	2	0	0	0	0	0	0	0	0	0	1
PM Out	10	0	0	0	0	8	0	0	0	0	0	0	0

Zone # 27 P12-0799

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 28 Riverside G1



Int. #: 16 Rubidoux Blvd at 20th St/SR-60 WB Off-Ramp

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	51	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	113	0	0	0	0	0	0	0	0	0	0	0	0
PM In	105	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	77	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 29 Riverside G2

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	104	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	57	0	0	0	0	0	0	0	0	0	0	0	0
PM In	80	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	107	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 30 Riverside G3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	833	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	314	0	0	0	0	0	0	0	0	0	0	0	0
PM In	488	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	880	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 31 Riverside G4

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	355	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	438	0	0	0	0	0	0	0	0	0	0	0	0
PM In	595	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	543	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 32 Holly Street Truck Terminal

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		45%										
N	0%	0%	0%	0%	45%	0%	0%	0%	0%	0%	0%	0%
AM Out					45%							
PM In	0%	45%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	45%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	59	0	27	0	0	0	0	0	0	0	0	0	0
AM Out	18	0	0	0	0	8	0	0	0	0	0	0	0
PM In	23	0	10	0	0	0	0	0	0	0	0	0	0
PM Out	59	0	0	0	0	27	0	0	0	0	0	0	0

Enter only in blue cells Yellow cells calculate

Int. #: 17 Rubidoux Blvd at SR-60 WB On-Ramp

N

TOTAL CUMULATIVE PROJECTS TRAFFIC												
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	390	0	0	314	38	0	0	0	0	0	0
AM Out	92	72	0	0	98	85	0	0	0	0	0	0
AM Tot	92	462	0	0	412	123	0	0	0	0	0	0
PM In	0	218	0	0	489	147	0	0	0	0	0	0
PM Out	86	45	0	0	121	157	0	0	0	0	0	0
PM Tot	86	263	0	0	610	304	0	0	0	0	0	0

Zone # 1 New Rio Vista Specific Plan

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					40%							
N	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	10%	10%										
PM In	0%	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%
PM Out	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	398	0	0	0	0	159	0	0	0	0	0	0	0
AM Out	686	69	69	0	0	0	0	0	0	0	0	0	0
PM In	592	0	0	0	0	237	0	0	0	0	0	0	0
PM Out	385	39	39	0	0	0	0	0	0	0	0	0	0

Zone # 2 Proficiency Rubidoux

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		45%										
N	0%	0%	0%	0%	45%	30%	0%	0%	0%	0%	0%	0%
AM Out				45%	30%							
PM In	0%	45%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	45%	30%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	45	0	0	4	11	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	18	0	0	16	44	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 3 Agua Mansa and SB2

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		40%										
N	0%	0%	0%	0%	25%	25%	0%	0%	0%	0%	0%	0%
AM Out				25%	25%							
PM In	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	25%	25%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	119	0	0	7	27	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	48	0	0	35	103	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 4 Neighborhood Commercial

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					30%							
N	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	30%											
PM In	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%
PM Out	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	17	0	0	0	0	5	0	0	0	0	0	0	0
AM Out	11	3	0	0	0	0	0	0	0	0	0	0	0
PM In	40	0	0	0	0	12	0	0	0	0	0	0	0
PM Out	40	12	0	0	0	0	0	0	0	0	0	0	0

Zone # 5 Mondragon Auto Repair

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					30%							
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	105	0	0	0	0	32	0	0	0	0	0	0	0
AM Out	101	0	0	0	0	0	0	0	0	0	0	0	0
PM In	47	0	0	0	0	14	0	0	0	0	0	0	0
PM Out	47	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 6 MA20084

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					30%							
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	189	0	0	0	0	57	0	0	0	0	0	0	0
AM Out	181	0	0	0	0	0	0	0	0	0	0	0	0
PM In	143	0	0	0	0	43	0	0	0	0	0	0	0
PM Out	132	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7 MA20132

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					30%							
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	5	0	0	0	0	2	0	0	0	0	0	0	0
AM Out	2	0	0	0	0	0	0	0	0	0	0	0	0
PM In	6	0	0	0	0	2	0	0	0	0	0	0	0
PM Out	6	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 8 MA21214

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					30%							
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	71	0	0	0	0	21	0	0	0	0	0	0	0
AM Out	47	0	0	0	0	0	0	0	0	0	0	0	0
PM In	165	0	0	0	0	50	0	0	0	0	0	0	0
PM Out	165	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 9 Saddlehorn Ranch

Int. #: 17 Rubidoux Blvd at SR-60 WB On-Ramp

Table with 13 columns: Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows include AM In, N, AM Out, PM In, PM Out.

Table with 13 columns: Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows include AM In, AM Out, PM In, PM Out.

Zone # 10 Havana Investment Spec Building

Table with 13 columns: Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows include AM In, N, AM Out, PM In, PM Out.

Table with 13 columns: Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows include AM In, AM Out, PM In, PM Out.

Zone # 11 Action Plumbing

Table with 13 columns: Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows include AM In, N, AM Out, PM In, PM Out.

Table with 13 columns: Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows include AM In, AM Out, PM In, PM Out.

Zone # 12 Highland Park

Table with 13 columns: Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows include AM In, N, AM Out, PM In, PM Out.

Table with 13 columns: Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows include AM In, AM Out, PM In, PM Out.

Zone # 13 Market Street Commercial

Table with 13 columns: Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows include AM In, N, AM Out, PM In, PM Out.

Table with 13 columns: Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows include AM In, AM Out, PM In, PM Out.

Zone # 14 Avalon Court

Table with 13 columns: Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows include AM In, N, AM Out, PM In, PM Out.

Table with 13 columns: Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows include AM In, AM Out, PM In, PM Out.

Zone # 15 Emerald Ridge South

Table with 13 columns: Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows include AM In, N, AM Out, PM In, PM Out.

Table with 13 columns: Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows include AM In, AM Out, PM In, PM Out.

Zone # 16 Emerald Ridge North

Table with 13 columns: Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows include AM In, N, AM Out, PM In, PM Out.

Table with 13 columns: Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows include AM In, AM Out, PM In, PM Out.

Zone # 17 Rubidoux Commerical Development LLC

Table with 13 columns: Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows include AM In, N, AM Out, PM In, PM Out.

Table with 13 columns: Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows include AM In, AM Out, PM In, PM Out.

Zone # 18 MA17099

Table with 13 columns: Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows include AM In, N, AM Out, PM In, PM Out.

Table with 13 columns: Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows include AM In, AM Out, PM In, PM Out.

Int. #: 17 Rubidoux Blvd at SR-60 WB On-Ramp

Pk Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
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Pk Out	17	0	0	0	0	0	0	0	0	0	0	0
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Zone # 19 Bailey Building

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	45%											
N	0%	0%	0%	0%	45%	30%	0%	0%	0%	0%	0%	0%
AM Out					45%	30%						
PM In	0%	45%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	45%	30%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	0	2	0	0	0	0	0	0	0	0	0	0
AM Out	1	0	0	0	0	0	0	0	0	0	0	0	0
PM In	2	0	1	0	0	0	0	0	0	0	0	0	0
PM Out	4	0	0	0	0	2	1	0	0	0	0	0	0

Zone # 20 La Rue Apartments

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					30%							
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	8	0	0	0	0	2	0	0	0	0	0	0	0
AM Out	24	0	0	0	0	0	0	0	0	0	0	0	0
PM In	26	0	0	0	0	8	0	0	0	0	0	0	0
PM Out	15	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 21 Kiewit Infrastructure West

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		45%										
N	0%	0%	0%	0%	45%	30%	0%	0%	0%	0%	0%	0%
AM Out					45%	30%						
PM In	0%	45%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	45%	30%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	8	0	4	0	0	0	0	0	0	0	0	0	0
AM Out	2	0	0	0	0	1	1	0	0	0	0	0	0
PM In	3	0	1	0	0	0	0	0	0	0	0	0	0
PM Out	8	0	0	0	0	4	2	0	0	0	0	0	0

Zone # 22 Mission Gateway Plaza & Gateway Villas

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					30%							
N	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	30%											
PM In	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%
PM Out	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	23	0	0	0	0	7	0	0	0	0	0	0	0
AM Out	31	9	0	0	0	0	0	0	0	0	0	0	0
PM In	73	0	0	0	0	22	0	0	0	0	0	0	0
PM Out	68	20	0	0	0	0	0	0	0	0	0	0	0

Zone # 23 Karcher Industrial Project

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		45%										
N	0%	0%	0%	0%	45%	30%	0%	0%	0%	0%	0%	0%
AM Out					45%	30%						
PM In	0%	45%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	45%	30%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	25	0	11	0	0	0	0	0	0	0	0	0	0
AM Out	7	0	0	0	0	3	2	0	0	0	0	0	0
PM In	10	0	5	0	0	0	0	0	0	0	0	0	0
PM Out	25	0	0	0	0	11	8	0	0	0	0	0	0

Zone # 24 Wheeler Trucking Inc.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		45%										
N	0%	0%	0%	0%	45%	30%	0%	0%	0%	0%	0%	0%
AM Out					45%	30%						
PM In	0%	45%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	45%	30%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	3	0	1	0	0	0	0	0	0	0	0	0	0
AM Out	1	0	0	0	0	0	0	0	0	0	0	0	0
PM In	1	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	3	0	0	0	0	1	1	0	0	0	0	0	0

Zone # 25 Commercial Center

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	161	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	147	0	0	0	0	0	0	0	0	0	0	0	0
PM In	164	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	156	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 26 West Coast Cold Storage

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		45%										
N	0%	0%	0%	0%	45%	30%	0%	0%	0%	0%	0%	0%
AM Out					45%	30%						
PM In	0%	45%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	45%	30%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	10	0	5	0	0	0	0	0	0	0	0	0	0
AM Out	3	0	0	0	0	1	1	0	0	0	0	0	0
PM In	4	0	2	0	0	0	0	0	0	0	0	0	0
PM Out	10	0	0	0	0	5	3	0	0	0	0	0	0

Zone # 27 P12-0799

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 28 Riverside G1

Int. #: 17 Rubidoux Blvd at SR-60 WB On-Ramp

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	51	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	113	0	0	0	0	0	0	0	0	0	0	0	0
PM In	105	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	77	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 29 Riverside G2

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	104	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	57	0	0	0	0	0	0	0	0	0	0	0	0
PM In	80	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	107	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 30 Riverside G3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	833	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	314	0	0	0	0	0	0	0	0	0	0	0	0
PM In	488	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	880	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 31 Riverside G4

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	355												
AM Out	438	0	0	0	0	0	0	0	0	0	0	0	0
PM In	595	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	543	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 32 Holly Street Truck Terminal

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		45%										
N	0%	0%	0%	0%	15%	30%	0%	0%	0%	0%	0%	0%
AM Out					15%	30%						
PM In	0%	45%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	15%	30%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	59	0	27	0	0	0	0	0	0	0	0	0	0
AM Out	18	0	0	0	0	3	5	0	0	0	0	0	0
PM In	23	0	10	0	0	0	0	0	0	0	0	0	0
PM Out	59	0	0	0	0	9	18	0	0	0	0	0	0

Enter only in blue cells Yellow cells calculate

Int. #: 18 Rubidoux Blvd at SR-60 EB Off-Ramp/Frontage R

N

TOTAL CUMULATIVE PROJECTS TRAFFIC												
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	93	0	2	311	0	298	0	59	0	0	0
AM Out	0	162	358	61	37	0	0	0	0	0	0	0
AM Tot	0	255	358	63	348	0	298	0	59	0	0	0
PM In	0	59	0	16	473	0	158	0	112	0	0	0
PM Out	0	130	289	56	65	0	0	0	0	0	0	0
PM Tot	0	189	289	72	538	0	158	0	112	0	0	0

Zone # 1 New Rio Vista Specific Plan

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					40%				10%			
N	0%	20%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out		20%	30%									
PM In	0%	0%	0%	0%	40%	0%	0%	0%	10%	0%	0%	0%
PM Out	0%	20%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	398	0	0	0	0	159	0	0	0	40	0	0	0
AM Out	686	0	137	206	0	0	0	0	0	0	0	0	0
PM In	592	0	0	0	0	237	0	0	0	59	0	0	0
PM Out	385	0	77	116	0	0	0	0	0	0	0	0	0

Zone # 2 Proficiency Rubidoux

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		15%					30%					
N	0%	0%	0%	30%	15%	0%	0%	0%	0%	0%	0%	0%
AM Out				30%	15%							
PM In	0%	15%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	30%	15%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	5	0	2	1	0	41	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	2	0	10	6	0	15	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 3 Agua Mansa and SB2

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		15%					25%					
N	0%	0%	0%	10%	15%	0%	0%	0%	0%	0%	0%	0%
AM Out				10%	15%							
PM In	0%	15%	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	10%	15%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	25	0	0	7	0	94	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	10	0	6	29	0	38	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 4 Neighborhood Commercial

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					30%				30%			
N	0%	30%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out		30%	30%									
PM In	0%	0%	0%	0%	30%	0%	0%	0%	30%	0%	0%	0%
PM Out	0%	30%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	17	0	0	0	0	5	0	0	0	5	0	0	0
AM Out	11	0	3	3	0	0	0	0	0	0	0	0	0
PM In	40	0	0	0	0	12	0	0	0	12	0	0	0
PM Out	40	0	12	12	0	0	0	0	0	0	0	0	0

Zone # 5 Mondragon Auto Repair

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					30%							
N	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out			30%									
PM In	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	105	0	0	0	0	32	0	0	0	0	0	0	0
AM Out	101	0	0	30	0	0	0	0	0	0	0	0	0
PM In	47	0	0	0	0	14	0	0	0	0	0	0	0
PM Out	47	0	0	14	0	0	0	0	0	0	0	0	0

Zone # 6 MA20084

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					30%							
N	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out			30%									
PM In	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	189	0	0	0	0	57	0	0	0	0	0	0	0
AM Out	181	0	0	54	0	0	0	0	0	0	0	0	0
PM In	143	0	0	0	0	43	0	0	0	0	0	0	0
PM Out	132	0	0	40	0	0	0	0	0	0	0	0	0

Zone # 7 MA20132

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					30%							
N	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out			30%									
PM In	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	5	0	0	0	0	2	0	0	0	0	0	0	0
AM Out	2	0	0	1	0	0	0	0	0	0	0	0	0
PM In	6	0	0	0	0	2	0	0	0	0	0	0	0
PM Out	6	0	0	2	0	0	0	0	0	0	0	0	0

Zone # 8 MA21214

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					30%							
N	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out			30%									
PM In	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	71	0	0	0	0	21	0	0	0	0	0	0	0
AM Out	47	0	0	14	0	0	0	0	0	0	0	0	0
PM In	165	0	0	0	0	50	0	0	0	0	0	0	0
PM Out	165	0	0	50	0	0	0	0	0	0	0	0	0

Zone # 9 Saddlehorn Ranch

Int. #: 18 Rubidoux Blvd at SR-60 EB Off-Ramp/Frontage

Table with columns: Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows: AM In, N, AM Out, PM In, PM Out.

Table with columns: Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows: AM In, AM Out, PM In, PM Out.

Zone # 10 Havana Investment Spec Building

Table with columns: Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows: AM In, N, AM Out, PM In, PM Out.

Table with columns: Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows: AM In, AM Out, PM In, PM Out.

Zone # 11 Action Plumbing

Table with columns: Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows: AM In, N, AM Out, PM In, PM Out.

Table with columns: Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows: AM In, AM Out, PM In, PM Out.

Zone # 12 Highland Park

Table with columns: Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows: AM In, N, AM Out, PM In, PM Out.

Table with columns: Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows: AM In, AM Out, PM In, PM Out.

Zone # 13 Market Street Commercial

Table with columns: Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows: AM In, N, AM Out, PM In, PM Out.

Table with columns: Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows: AM In, AM Out, PM In, PM Out.

Zone # 14 Avalon Court

Table with columns: Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows: AM In, N, AM Out, PM In, PM Out.

Table with columns: Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows: AM In, AM Out, PM In, PM Out.

Zone # 15 Emerald Ridge South

Table with columns: Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows: AM In, N, AM Out, PM In, PM Out.

Table with columns: Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows: AM In, AM Out, PM In, PM Out.

Zone # 16 Emerald Ridge North

Table with columns: Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows: AM In, N, AM Out, PM In, PM Out.

Table with columns: Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows: AM In, AM Out, PM In, PM Out.

Zone # 17 Rubidoux Commerical Development LLC

Table with columns: Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows: AM In, N, AM Out, PM In, PM Out.

Table with columns: Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows: AM In, AM Out, PM In, PM Out.

Zone # 18 MA17099

Table with columns: Pk Hr, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows: AM In, N, AM Out, PM In, PM Out.

Table with columns: Pk Hr, T Gen, NBL, NBT, NBR, SBL, SBT, SBR, EBL, EBT, EBR, WBL, WBT, WBR. Rows: AM In, AM Out, PM In, PM Out.

Int. #: 18 Ubidoux Blvd at SR-60 EB Off-Ramp/Frontage

PM Out	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%
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PM Out	17	0	0	5	0	0	0	0	0	0	0	0
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Zone # 19 Bailey Building

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		15%					30%					
N	0%	0%	0%	30%	15%	0%	0%	0%	0%	0%	0%	0%
AM Out				30%	15%							
PM In	0%	15%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	30%	15%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	0	1	0	0	0	0	0	1	0	0	0	0
AM Out	1	0	0	0	0	0	0	0	0	0	0	0	0
PM In	2	0	0	0	0	0	0	1	0	0	0	0	0
PM Out	4	0	0	0	1	1	0	0	0	0	0	0	0

Zone # 20 La Rue Apartments

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					30%							
N	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out			30%									
PM In	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	8	0	0	0	0	2	0	0	0	0	0	0	0
AM Out	24	0	0	7	0	0	0	0	0	0	0	0	0
PM In	26	0	0	0	0	8	0	0	0	0	0	0	0
PM Out	15	0	0	5	0	0	0	0	0	0	0	0	0

Zone # 21 Kiewit Infrastructure West

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		15%					30%					
N	0%	0%	0%	30%	15%	0%	0%	0%	0%	0%	0%	0%
AM Out				30%	15%							
PM In	0%	15%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	30%	15%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	8	0	1	0	0	0	0	2	0	0	0	0	0
AM Out	2	0	0	0	1	0	0	0	0	0	0	0	0
PM In	3	0	0	0	0	0	0	1	0	0	0	0	0
PM Out	8	0	0	0	2	1	0	0	0	0	0	0	0

Zone # 22 Mission Gateway Plaza & Gateway Villas

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					30%				30%			
N	0%	30%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out		30%	30%									
PM In	0%	0%	0%	0%	30%	0%	0%	0%	30%	0%	0%	0%
PM Out	0%	30%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	23	0	0	0	0	7	0	0	7	0	0	0	0
AM Out	31	0	9	9	0	0	0	0	0	0	0	0	0
PM In	73	0	0	0	0	22	0	0	22	0	0	0	0
PM Out	68	0	20	20	0	0	0	0	0	0	0	0	0

Zone # 23 Karcher Industrial Project

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		15%					30%					
N	0%	0%	0%	30%	15%	0%	0%	0%	0%	0%	0%	0%
AM Out				30%	15%							
PM In	0%	15%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	30%	15%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	25	0	4	0	0	0	0	8	0	0	0	0	0
AM Out	7	0	0	0	2	1	0	0	0	0	0	0	0
PM In	10	0	2	0	0	0	0	3	0	0	0	0	0
PM Out	25	0	0	0	8	4	0	0	0	0	0	0	0

Zone # 24 Wheeler Trucking Inc.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		15%					30%					
N	0%	0%	0%	30%	15%	0%	0%	0%	0%	0%	0%	0%
AM Out				30%	15%							
PM In	0%	15%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	30%	15%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	3	0	0	0	0	0	0	1	0	0	0	0	0
AM Out	1	0	0	0	0	0	0	0	0	0	0	0	0
PM In	1	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	3	0	0	0	1	0	0	0	0	0	0	0	0

Zone # 25 Commercial Center

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	161	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	147	0	0	0	0	0	0	0	0	0	0	0	0
PM In	164	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	156	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 26 West Coast Cold Storage

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		15%					30%					
N	0%	0%	0%	30%	15%	0%	0%	0%	0%	0%	0%	0%
AM Out				30%	15%							
PM In	0%	15%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	30%	15%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	10	0	2	0	0	0	0	3	0	0	0	0	0
AM Out	3	0	0	0	1	0	0	0	0	0	0	0	0
PM In	4	0	1	0	0	0	0	1	0	0	0	0	0
PM Out	10	0	0	0	3	2	0	0	0	0	0	0	0

Zone # 27 P12-0799

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 28 Riverside G1



Int. #: 18 Jbidoux Blvd at SR-60 EB Off-Ramp/Frontage Rd

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	51	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	113	0	0	0	0	0	0	0	0	0	0	0	0
PM In	105	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	77	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 29 Riverside G2

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	104	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	57	0	0	0	0	0	0	0	0	0	0	0	0
PM In	80	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	107	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 30 Riverside G3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	833	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	314	0	0	0	0	0	0	0	0	0	0	0	0
PM In	488	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	880	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 31 Riverside G4

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	355	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	438	0	0	0	0	0	0	0	0	0	0	0	0
PM In	595	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	543	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 32 Holly Street Truck Terminal

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		15%					30%					
N	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
AM Out					15%							
PM In	0%	15%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	59	0	9	0	0	0	0	18	0	0	0	0	0
AM Out	18	0	0	0	0	3	0	0	0	0	0	0	0
PM In	23	0	3	0	0	0	0	7	0	0	0	0	0
PM Out	59	0	0	0	0	9	0	0	0	0	0	0	0

Enter only in blue cells Yellow cells calculate

Int. #: 19 30th St at Frontage Rd/SR-60 EB On-Ramp

Y  


TOTAL CUMULATIVE PROJECTS TRAFFIC												
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0
AM Tot	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0
PM Tot	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 1 New Rio Vista Specific Plan

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out								30%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	398	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	686	0	0	0	0	0	0	0	0	0	0	0	0
PM In	592	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	385	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 2 Proficiency Rubidoux

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out								30%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 3 Agua Mansa and SB2

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out								10%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 4 Neighborhood Commercial

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out								30%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	17	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	11	0	0	0	0	0	0	0	0	0	0	0	0
PM In	40	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	40	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 5 Mondragon Auto Repair

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out								30%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	105	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	101	0	0	0	0	0	0	0	0	0	0	0	0
PM In	47	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	47	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 6 MA20084

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out								30%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	189	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	181	0	0	0	0	0	0	0	0	0	0	0	0
PM In	143	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	132	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7 MA20132

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out								30%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	5	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	2	0	0	0	0	0	0	0	0	0	0	0	0
PM In	6	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	6	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 8 MA21214

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out								30%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	71	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	47	0	0	0	0	0	0	0	0	0	0	0	0
PM In	165	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	165	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 9 Saddlehorn Ranch



Int. #: 19 30th St at Frontage Rd/SR-60 EB On-Ramp

Pk Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
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Pk Out	17	0	0	0	0	0	0	0	0	0	0	0
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Zone # 19 Bailey Building

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out								30%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	1	0	0	0	0	0	0	0	0	0	0	0	0
PM In	2	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	4	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 20 La Rue Apartments

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out								30%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	8	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	24	0	0	0	0	0	0	0	0	0	0	0	0
PM In	26	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	15	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 21 Kiewit Infrastructure West

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out								30%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	8	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	2	0	0	0	0	0	0	0	0	0	0	0	0
PM In	3	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	8	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 22 Mission Gateway Plaza & Gateway Villas

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out								30%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	23	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	31	0	0	0	0	0	0	0	0	0	0	0	0
PM In	73	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	68	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 23 Karcher Industrial Project

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out								30%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	25	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	7	0	0	0	0	0	0	0	0	0	0	0	0
PM In	10	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	25	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 24 Wheeler Trucking Inc.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out								30%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	3	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	1	0	0	0	0	0	0	0	0	0	0	0	0
PM In	1	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	3	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 25 Commercial Center

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	161	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	147	0	0	0	0	0	0	0	0	0	0	0	0
PM In	164	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	156	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 26 West Coast Cold Storage

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out								30%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	10	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	3	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	10	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 27 P12-0799

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 28 Riverside G1



APPENDIX D

INTERSECTION ANALYSIS WORKSHEET

## Districts at Jurupa Valley

Vistro File: K:\...\Rubidoux\_AM (Phase 1).vistro

Scenario 8 OY 2023 WP AM

Report File: K:\...\1. OY 2023 WP AM.pdf

12/1/2022

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Rubidoux Blvd at 26th St	Two-way stop	HCM 6th Edition	WB Thru	0.037	93.7	F
2	Hall Ave at 26th St	Two-way stop	HCM 6th Edition	WB Left	0.020	11.6	B
3	Rubidoux Blvd at 28th St	Signalized	HCM 6th Edition	NB Left	0.453	11.2	B
4	Hall Ave at 28th St	All-way stop	HCM 6th Edition	NB Thru	0.192	8.0	A
5	Rubidoux Blvd at 30th St/SR-60 NB Off Ramp	Signalized	HCM 6th Edition	NB Left	1.258	176.8	F
6	Rubidoux Blvd at SR-60 NB On Ramp	Two-way stop	HCM 6th Edition	NB Left	2.690	818.7	F
7	Rubidoux Blvd at SR-60 SB Off Ramps/Frontage Rd	Signalized	HCM 6th Edition	NB Right	1.356	155.8	F
8	Access Rd at Frontage Rd/SR-60 EB On-Ramp	Signalized	HCM 6th Edition	NB Right	0.516	6.6	A
9	Hall Ave at Wallace St	Two-way stop	HCM 6th Edition	SB Left	0.095	10.7	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**  
**Intersection 1: Rubidoux Blvd at 26th St**

Control Type:	Two-way stop	Delay (sec / veh):	93.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.037

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			26th St			26th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			26th St			26th St		
Base Volume Input [veh/h]	8	661	7	10	669	0	2	0	9	4	2	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	229	0	0	68	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	54	0	20	94	0	0	0	0	21	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	970	7	30	858	0	2	0	9	25	2	25
Peak Hour Factor	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	256	2	8	227	0	1	0	2	7	1	7
Total Analysis Volume [veh/h]	8	1024	7	32	906	0	2	0	10	26	2	26
Pedestrian Volume [ped/h]	0			0			0			0		



**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.05	0.01	0.00	0.03	0.00	0.02	0.36	0.04	0.05
d_M, Delay for Movement [s/veh]	9.87	0.00	0.00	10.65	0.00	0.00	54.03	71.80	12.13	78.43	93.73	35.03
Movement LOS	A	A	A	B	A	A	F	F	B	F	F	E
95th-Percentile Queue Length [veh/ln]	0.03	0.00	0.00	0.15	0.00	0.00	0.14	0.14	0.14	2.00	2.00	2.00
95th-Percentile Queue Length [ft/ln]	0.81	0.00	0.00	3.76	0.00	0.00	3.51	3.51	3.51	49.91	49.91	49.91
d_A, Approach Delay [s/veh]	0.08			0.36			19.12			58.10		
Approach LOS	A			A			C			F		
d_I, Intersection Delay [s/veh]	1.85											
Intersection LOS	F											

**Intersection Level Of Service Report**  
**Intersection 2: Hall Ave at 26th St**

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

**Intersection Setup**

Name	Hall Ave			Hall Ave			26th St			26th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Hall Ave			Hall Ave			26th St			26th St		
Base Volume Input [veh/h]	2	71	8	1	83	3	3	0	5	9	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	37	4	0	0	36	0	0	0	20	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	78	8	1	122	3	3	0	25	9	0	6
Peak Hour Factor	0.8250	0.8250	0.8250	0.8250	0.8250	0.8250	0.8250	0.8250	0.8250	0.8250	0.8250	0.8250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	24	2	0	37	1	1	0	8	3	0	2
Total Analysis Volume [veh/h]	47	95	10	1	148	4	4	0	30	11	0	7
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.03	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	7.61	0.00	0.00	7.42	0.00	0.00	11.34	11.69	9.19	11.59	11.63	8.92
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.00	0.00	0.00	0.13	0.13	0.13	0.08	0.08	0.08
95th-Percentile Queue Length [ft/ln]	2.55	2.55	2.55	0.05	0.05	0.05	3.15	3.15	3.15	2.08	2.08	2.08
d_A, Approach Delay [s/veh]	2.35			0.05			9.45			10.55		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	2.45											
Intersection LOS	B											

**Intersection Level Of Service Report**  
**Intersection 3: Rubidoux Blvd at 28th St**

Control Type:	Signalized	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.453

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			28th St			28th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			28th St			28th St		
Base Volume Input [veh/h]	32	549	56	16	801	11	12	9	16	53	10	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	25	307	0	0	98	8	24	0	71	0	0	0
Site-Generated Trips [veh/h]	4	44	0	5	110	0	0	2	21	16	5	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	922	58	22	1041	19	36	11	109	71	15	15
Peak Hour Factor	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	254	16	6	287	5	10	3	30	20	4	4
Total Analysis Volume [veh/h]	68	1018	64	24	1149	21	40	12	120	78	17	17
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing in		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	20	35	0	9	24	0	0	26	0	0	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	46	46	2	45	45	10	10
g / C, Green / Cycle	0.05	0.66	0.66	0.03	0.64	0.64	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.04	0.29	0.29	0.01	0.31	0.31	0.10	0.09
s, saturation flow rate [veh/h]	1781	1870	1831	1781	1870	1858	1706	1282
c, Capacity [veh/h]	96	1239	1213	48	1189	1181	301	266
d1, Uniform Delay [s]	32.58	5.64	5.64	33.59	6.77	6.77	28.81	28.22
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.29	1.14	1.17	7.80	1.47	1.48	1.71	1.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.71	0.44	0.44	0.50	0.49	0.49	0.57	0.42
d, Delay for Lane Group [s/veh]	41.87	6.78	6.81	41.39	8.24	8.25	30.52	29.29
Lane Group LOS	D	A	A	D	A	A	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.34	3.22	3.17	0.49	4.05	4.03	2.79	1.78
50th-Percentile Queue Length [ft/ln]	33.62	80.54	79.16	12.36	101.34	100.83	69.71	44.40
95th-Percentile Queue Length [veh/ln]	2.42	5.80	5.70	0.89	7.30	7.26	5.02	3.20
95th-Percentile Queue Length [ft/ln]	60.52	144.97	142.48	22.25	182.42	181.49	125.47	79.92

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	41.87	6.79	6.81	41.39	8.24	8.25	30.52	30.52	30.52	29.29	29.29	29.29
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	8.87			8.91			30.52			29.29		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	11.17											
Intersection LOS	B											
Intersection V/C	0.453											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	26.58			26.58			26.58			26.58		
I_p,int, Pedestrian LOS Score for Intersection	2.887			2.788			1.839			1.807		
Crosswalk LOS	C			C			A			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	886			571			629			629		
d_b, Bicycle Delay [s]	10.86			17.86			16.46			16.46		
I_b,int, Bicycle LOS Score for Intersection	2.508			2.545			1.843			1.744		
Bicycle LOS	B			B			A			A		

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





**Intersection Level Of Service Report**  
**Intersection 4: Hall Ave at 28th St**

Control Type: All-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 8.0  
 Level Of Service: A  
 Volume to Capacity (v/c): 0.192

**Intersection Setup**

Name	Hall Ave			Hall Ave			28th St			28th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Hall Ave			Hall Ave			28th St			28th St		
Base Volume Input [veh/h]	6	45	1	0	56	46	29	1	23	1	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	31	41	0	0	56	0	0	0	7	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	88	1	0	114	48	30	1	31	1	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	23	0	0	30	13	8	0	8	0	0	0
Total Analysis Volume [veh/h]	39	93	1	0	120	51	32	1	33	1	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

**Lanes**

Capacity per Entry Lane [veh/h]	835	889	820	738
Degree of Utilization, x	0.16	0.19	0.08	0.00

**Movement, Approach, & Intersection Results**

95th-Percentile Queue Length [veh]	0.56	0.71	0.26	0.00
95th-Percentile Queue Length [ft]	14.12	17.72	6.55	0.10
Approach Delay [s/veh]	8.13	8.01	7.78	7.88
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.01			
Intersection LOS	A			

**Intersection Level Of Service Report**

**Intersection 5: Rubidoux Blvd at 30th St/SR-60 NB Off Ramp**

Control Type:	Signalized	Delay (sec / veh):	176.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.258

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			30th Street			SR-60 NB Off Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			30th Street			SR-60 NB Off Ramp		
Base Volume Input [veh/h]	40	623	0	0	833	19	24	0	185	402	63	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0000	1.0000	1.0400	1.0400	1.0400	1.0000	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	61	401	0	0	209	9	22	0	67	260	11	42
Site-Generated Trips [veh/h]	0	48	0	0	147	0	0	0	0	243	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	103	1097	0	0	1222	29	47	0	259	921	77	136
Peak Hour Factor	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	0.9300	1.0000	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	295	0	0	328	8	13	0	70	248	21	37
Total Analysis Volume [veh/h]	111	1180	0	0	1314	31	51	0	278	990	83	146
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	5	0	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	30	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	38	0	0	38	0	17	0	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	5	0	0	0	5	0
Pedestrian Clearance [s]	0	3	0	0	7	0	10	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No		No				No	
Maximum Recall		No			No		No				No	
Pedestrian Recall		No			No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	34	34	34	13	41
g / C, Green / Cycle	0.34	0.34	0.34	0.34	0.13	0.41
(v / s)_i Volume / Saturation Flow Rate	0.27	0.33	0.36	0.36	0.20	0.69
s, saturation flow rate [veh/h]	406	3560	1870	1855	1616	1761
c, Capacity [veh/h]	72	1211	636	631	210	722
d1, Uniform Delay [s]	50.00	32.58	33.00	33.00	43.50	29.50
k, delay calibration	0.50	0.50	0.50	0.50	0.21	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	301.31	20.48	51.93	54.83	264.35	315.65
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	1.54	0.97	1.06	1.07	1.57	1.69
d, Delay for Lane Group [s/veh]	351.31	53.06	84.93	87.83	307.85	345.15
Lane Group LOS	F	D	F	F	F	F
Critical Lane Group	No	No	No	Yes	Yes	Yes
50th-Percentile Queue Length [veh/ln]	7.82	17.08	24.05	24.37	20.57	79.84
50th-Percentile Queue Length [ft/ln]	195.46	426.94	601.34	609.20	514.27	1996.09
95th-Percentile Queue Length [veh/ln]	14.07	23.85	33.34	33.90	32.81	124.54
95th-Percentile Queue Length [ft/ln]	351.84	596.37	833.46	847.41	820.27	3113.56

**Movement, Approach, & Intersection Results**

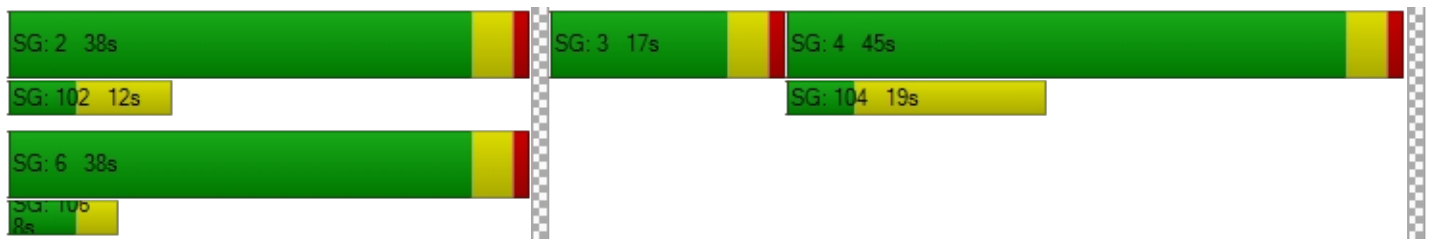
d_M, Delay for Movement [s/veh]	351.31	53.06	0.00	0.00	86.35	87.83	307.85	0.00	307.85	345.15	345.15	345.15
Movement LOS	F	D			F	F	F		F	F	F	F
d_A, Approach Delay [s/veh]	78.70			86.38			307.85			345.15		
Approach LOS	E			F			F			F		
d_I, Intersection Delay [s/veh]	176.82											
Intersection LOS	F											
Intersection V/C	1.258											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	41.41	41.41
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.801	2.149	2.619
Crosswalk LOS	F	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	680	680	260	820
d_b, Bicycle Delay [s]	21.78	21.78	37.85	17.41
I_b,int, Bicycle LOS Score for Intersection	2.625	2.669	2.102	3.571
Bicycle LOS	B	B	B	D

**Sequence**

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 6: Rubidoux Blvd at SR-60 NB On Ramp**

Control Type:	Two-way stop	Delay (sec / veh):	818.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.690

**Intersection Setup**

Name	Rubidoux Blvd		Rubidoux Blvd		Eastbound	
Approach	Northbound		Southbound			
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	1	0	0	0	0
Exit Pocket Length [ft]	0.00	100.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Rubidoux Blvd		Rubidoux Blvd		Eastbound	
Base Volume Input [veh/h]	286	645	788	623	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0000	1.0000
In-Process Volume [veh/h]	92	462	412	123	0	0
Site-Generated Trips [veh/h]	40	48	356	34	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	429	1181	1588	805	0	0
Peak Hour Factor	0.9360	0.9360	0.9360	0.9360	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	115	315	424	215	0	0
Total Analysis Volume [veh/h]	458	1262	1697	860	0	0
Pedestrian Volume [ped/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	2.69	0.01	0.02	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	818.70	0.00	0.00	0.00	0.00	0.00
Movement LOS	F	A	A	A		
95th-Percentile Queue Length [veh/ln]	40.23	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1005.81	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	218.00		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	87.67					
Intersection LOS	F					

**Intersection Level Of Service Report**

**Intersection 7: Rubidoux Blvd at SR-60 SB Off Ramps/Frontage Rd**

Control Type:	Signalized	Delay (sec / veh):	155.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.356

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			SR-60 SB Off Ramp			Frontage Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			SR-60 SB Off Ramp			Frontage Rd		
Base Volume Input [veh/h]	0	499	541	158	634	0	418	11	187	7	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0400	1.0400	1.0400	1.0400	1.0000	1.0400	1.0400	1.0400	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	255	358	63	348	0	298	0	59	0	0	0
Site-Generated Trips [veh/h]	0	88	71	142	214	0	0	128	97	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	-20	20	19	-19	0	0	0	0	19	0	18
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	842	1012	388	1202	0	733	139	350	26	0	22
Peak Hour Factor	1.0000	0.9340	0.9340	0.9340	0.9340	1.0000	0.9340	0.9340	0.9340	0.9340	1.0000	0.9340
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	225	271	104	322	0	196	37	94	7	0	6
Total Analysis Volume [veh/h]	0	901	1084	415	1287	0	785	149	375	28	0	24
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	5	10	0	0	10	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	67	0	27	94	0	0	46	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	17	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	140	140	140	140	140	140	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	63	63	23	90	42	42	
g / C, Green / Cycle	0.45	0.45	0.16	0.64	0.30	0.30	
(v / s)_i Volume / Saturation Flow Rate	0.48	0.68	0.23	0.36	0.44	0.32	
s, saturation flow rate [veh/h]	1870	1589	1781	3560	1781	1660	
c, Capacity [veh/h]	841	715	293	2289	534	498	
d1, Uniform Delay [s]	38.50	38.50	58.50	13.98	49.00	49.00	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	51.74	239.16	207.23	1.01	221.24	54.69	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	1.07	1.52	1.42	0.56	1.47	1.05	
d, Delay for Lane Group [s/veh]	90.24	277.66	265.73	14.99	270.24	103.69	
Lane Group LOS	F	F	F	B	F	F	
Critical Lane Group	No	Yes	Yes	No	Yes	No	
50th-Percentile Queue Length [veh/ln]	40.41	71.58	27.21	11.41	51.41	24.88	
50th-Percentile Queue Length [ft/ln]	1010.16	1789.56	680.27	285.25	1285.26	622.12	
95th-Percentile Queue Length [veh/ln]	53.60	109.37	41.51	16.95	77.38	34.18	
95th-Percentile Queue Length [ft/ln]	1339.95	2734.14	1037.71	423.74	1934.56	854.56	

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	0.00	90.24	277.66	265.73	14.99	0.00	270.24	103.69	103.69	0.00	0.00	0.00
Movement LOS		F	F	F	B		F	F	F			
d_A, Approach Delay [s/veh]		192.59		76.13			203.57		0.00			
Approach LOS		F		E			F		A			
d_I, Intersection Delay [s/veh]	155.79											
Intersection LOS	F											
Intersection V/C	1.356											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0		0.0		9.0		9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00
d_p, Pedestrian Delay [s]	61.29		0.00		61.29		61.29
I_p,int, Pedestrian LOS Score for Intersection	3.033		0.000		2.388		2.541
Crosswalk LOS	C		F		B		B
s_b, Saturation Flow Rate of the bicycle lane	2000		2000		2000		2000
c_b, Capacity of the bicycle lane [bicycles/h]	900		1286		600		0
d_b, Bicycle Delay [s]	21.18		8.93		34.30		70.00
I_b,int, Bicycle LOS Score for Intersection	3.197		2.964		3.719		4.132
Bicycle LOS	C		C		D		D

**Sequence**

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**

**Intersection 8: Access Rd at Frontage Rd/SR-60 EB On-Ramp**

Control Type:	Signalized	Delay (sec / veh):	6.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.516

**Intersection Setup**

Name	Access Rd		Frontage Rd		SR-60 EB On-Ramp	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No			
Crosswalk	Yes		No		No	

**Volumes**

Name	Access Rd		Frontage Rd		SR-60 EB On-Ramp	
Base Volume Input [veh/h]	0	41	706	26	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0400	1.0400	1.0400	1.0000	1.0000
In-Process Volume [veh/h]	0	0	421	0	0	0
Site-Generated Trips [veh/h]	0	69	341	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	112	1496	27	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	0.9300	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	30	402	7	0	0
Total Analysis Volume [veh/h]	0	120	1609	29	0	0
Presence of On-Street Parking	No	No	No	No		
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permissive	Split	Permissive	Permissive	Permissive	Permissive
Signal Group	0	8	2	0	0	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	0	5	10	0	0	0
Maximum Green [s]	0	30	30	0	0	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	0.0
Split [s]	0	44	16	0	0	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	0	0
Pedestrian Clearance [s]	0	10	7	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No			
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	0.0
Minimum Recall		No	No			
Maximum Recall		No	No			
Pedestrian Recall		No	No			
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	R	C	C	
C, Cycle Length [s]	60	60	60	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	
g_i, Effective Green Time [s]	6	46	46	
g / C, Green / Cycle	0.10	0.77	0.77	
(v / s)_i Volume / Saturation Flow Rate	0.08	0.44	0.44	
s, saturation flow rate [veh/h]	1589	1870	1858	
c, Capacity [veh/h]	158	1434	1425	
d1, Uniform Delay [s]	26.30	2.90	2.91	
k, delay calibration	0.11	0.50	0.50	
l, Upstream Filtering Factor	1.00	1.00	1.00	
d2, Incremental Delay [s]	7.20	1.66	1.69	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.76	0.57	0.57	
d, Delay for Lane Group [s/veh]	33.50	4.55	4.60	
Lane Group LOS	C	A	A	
Critical Lane Group	Yes	No	Yes	
50th-Percentile Queue Length [veh/ln]	1.89	2.08	2.10	
50th-Percentile Queue Length [ft/ln]	47.33	52.00	52.41	
95th-Percentile Queue Length [veh/ln]	3.41	3.74	3.77	
95th-Percentile Queue Length [ft/ln]	85.19	93.60	94.34	

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	0.00	33.50	4.58	4.60	0.00	0.00
Movement LOS		C	A	A		
d_A, Approach Delay [s/veh]	33.50		4.58		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	6.55					
Intersection LOS	A					
Intersection V/C	0.516					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	1.768	0.000	0.000
Crosswalk LOS	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1333	400	0
d_b, Bicycle Delay [s]	3.33	19.20	30.00
I_b,int, Bicycle LOS Score for Intersection	1.560	2.911	4.132
Bicycle LOS	A	C	D

**Sequence**

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report  
Intersection 9: Hall Ave at Wallace St**

Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.095

**Intersection Setup**

Name	Hall Ave		Wallace St		Wallace St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↶		↶↑		↷	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Hall Ave		Wallace St		Wallace St	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0000	1.0400	1.0400	1.0000	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	63	0	0	279	0	72
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	0	0	279	0	72
Peak Hour Factor	0.9500	1.0000	0.9500	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	0	0	73	0	19
Total Analysis Volume [veh/h]	66	0	0	294	0	76
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.70	0.00	7.36	0.00	0.00	0.00
Movement LOS	B		A	A		A
95th-Percentile Queue Length [veh/ln]	0.31	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.81	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.70		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.62					
Intersection LOS	B					

## Districts at Jurupa Valley

Vistro File: K:\...\Rubidoux\_PM (Phase 2).vistro

Scenario 8 OY 2023 WP PM

Report File: K:\...\1. OY 2023 WP PM.pdf

12/1/2022

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Rubidoux Blvd at 26th St	Two-way stop	HCM 6th Edition	WB Thru	0.023	437.5	F
2	Hall Ave at 26th St	Two-way stop	HCM 6th Edition	EB Thru	0.009	16.7	C
3	Rubidoux Blvd at 28th St	Signalized	HCM 6th Edition	SB Left	0.610	15.5	B
4	Hall Ave at 28th St	All-way stop	HCM 6th Edition	NB Thru	0.542	11.1	B
5	Rubidoux Blvd at 30th St/SR-60 NB Off Ramp	Signalized	HCM 6th Edition	NB Left	1.417	230.0	F
6	Rubidoux Blvd at SR-60 NB On Ramp	Two-way stop	HCM 6th Edition	NB Left	4.020	1,442.7	F
7	Rubidoux Blvd at SR-60 SB Off Ramps/Frontage Rd	Signalized	HCM 6th Edition	EB Right	1.063	85.8	F
8	Access Rd at Frontage Rd/SR-60 EB On-Ramp	Signalized	HCM 6th Edition	NB Right	0.511	11.5	B
9	Hall Ave at Wallace St	Two-way stop	HCM 6th Edition	SB Left	0.040	9.5	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**  
**Intersection 1: Rubidoux Blvd at 26th St**

Control Type:	Two-way stop	Delay (sec / veh):	437.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			26th St			26th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			26th St			26th St		
Base Volume Input [veh/h]	2	730	26	13	744	1	2	2	6	14	1	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	102	0	0	210	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	105	0	8	85	0	0	0	0	73	0	43
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	966	27	22	1069	1	2	2	6	88	1	54
Peak Hour Factor	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	251	7	6	278	0	1	1	2	23	0	14
Total Analysis Volume [veh/h]	2	1005	28	23	1112	1	2	2	6	92	1	56
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.03	0.01	0.00	0.04	0.05	0.01	1.47	0.02	0.11
d_M, Delay for Movement [s/veh]	10.80	0.00	0.00	10.58	0.00	0.00	75.71	92.71	16.28	412.54	437.51	362.28
Movement LOS	B	A	A	B	A	A	F	F	C	F	F	F
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.11	0.00	0.00	0.31	0.31	0.31	11.75	11.75	11.75
95th-Percentile Queue Length [ft/ln]	0.24	0.00	0.00	2.67	0.00	0.00	7.81	7.81	7.81	293.72	293.72	293.72
d_A, Approach Delay [s/veh]	0.02			0.21			43.45			393.81		
Approach LOS	A			A			E			F		
d_I, Intersection Delay [s/veh]	25.48											
Intersection LOS	F											



**Intersection Level Of Service Report**  
**Intersection 2: Hall Ave at 26th St**

Control Type: Two-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 16.7  
 Level Of Service: C  
 Volume to Capacity (v/c): 0.009

**Intersection Setup**

Name	Hall Ave			Hall Ave			26th St			26th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Hall Ave			Hall Ave			26th St			26th St		
Base Volume Input [veh/h]	13	93	1	12	95	4	20	2	9	5	1	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	116	16	0	0	20	0	0	0	8	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	113	1	12	119	4	21	2	17	5	1	3
Peak Hour Factor	0.7960	0.7960	0.7960	0.7960	0.7960	0.7960	0.7960	0.7960	0.7960	0.7960	0.7960	0.7960
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	35	0	4	37	1	7	1	5	2	0	1
Total Analysis Volume [veh/h]	163	142	1	15	149	5	26	3	21	6	1	4
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.00	0.00	0.01	0.00	0.00	0.08	0.01	0.02	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	7.85	0.00	0.00	7.53	0.00	0.00	16.57	16.67	9.98	16.25	15.97	9.20
Movement LOS	A	A	A	A	A	A	C	C	A	C	C	A
95th-Percentile Queue Length [veh/ln]	0.39	0.39	0.39	0.03	0.03	0.03	0.36	0.36	0.36	0.08	0.08	0.08
95th-Percentile Queue Length [ft/ln]	9.65	9.65	9.65	0.79	0.79	0.79	9.11	9.11	9.11	1.98	1.98	1.98
d_A, Approach Delay [s/veh]	4.18			0.67			13.81			13.66		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	4.17											
Intersection LOS	C											

**Intersection Level Of Service Report**  
**Intersection 3: Rubidoux Blvd at 28th St**

Control Type:	Signalized	Delay (sec / veh):	15.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.610

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			28th St			28th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			28th St			28th St		
Base Volume Input [veh/h]	29	699	68	21	836	12	29	24	37	64	22	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	82	129	0	0	273	27	16	0	48	0	0	0
Site-Generated Trips [veh/h]	7	75	0	2	156	0	0	1	15	64	18	30
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	931	71	24	1298	39	46	26	101	131	41	40
Peak Hour Factor	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	243	19	6	339	10	12	7	26	34	11	10
Total Analysis Volume [veh/h]	124	974	74	25	1358	41	48	27	106	137	43	42
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing in		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	16	0	18	24	0	0	26	0	0	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	35	35	2	31	31	12	12
g / C, Green / Cycle	0.09	0.58	0.58	0.03	0.52	0.52	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.07	0.28	0.28	0.01	0.38	0.38	0.11	0.16
s, saturation flow rate [veh/h]	1781	1870	1824	1781	1870	1851	1683	1353
c, Capacity [veh/h]	158	1083	1056	52	972	962	399	356
d1, Uniform Delay [s]	26.78	7.42	7.42	28.68	11.09	11.10	21.95	23.42
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.28	1.58	1.63	6.73	4.66	4.74	0.81	1.79
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.78	0.49	0.49	0.48	0.72	0.72	0.45	0.62
d, Delay for Lane Group [s/veh]	35.05	9.00	9.05	35.41	15.74	15.84	22.76	25.20
Lane Group LOS	D	A	A	D	B	B	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	2.00	3.55	3.48	0.43	7.05	7.02	2.23	2.99
50th-Percentile Queue Length [ft/ln]	50.08	88.68	86.92	10.86	176.16	175.41	55.76	74.76
95th-Percentile Queue Length [veh/ln]	3.61	6.38	6.26	0.78	11.40	11.36	4.01	5.38
95th-Percentile Queue Length [ft/ln]	90.14	159.62	156.46	19.55	285.00	284.01	100.37	134.56

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	35.05	9.02	9.05	35.41	15.79	15.84	22.76	22.76	22.76	25.20	25.20	25.20
Movement LOS	D	A	A	D	B	B	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	11.78			16.14			22.76			25.20		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	15.50											
Intersection LOS	B											
Intersection V/C	0.610											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68	21.68
I_p,int, Pedestrian LOS Score for Intersection	3.016	2.834	1.885	1.865
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	667	733	733
d_b, Bicycle Delay [s]	19.20	13.33	12.03	12.03
I_b,int, Bicycle LOS Score for Intersection	2.527	2.734	1.858	1.926
Bicycle LOS	B	B	A	A

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 4: Hall Ave at 28th St**

Control Type:	All-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.542

**Intersection Setup**

Name	Hall Ave			Hall Ave			28th St			28th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Hall Ave			Hall Ave			28th St			28th St		
Base Volume Input [veh/h]	16	114	1	0	53	57	43	1	30	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	112	132	0	0	28	0	0	0	3	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	129	251	1	0	83	59	45	1	34	0	0	0
Peak Hour Factor	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	72	0	0	24	17	13	0	10	0	0	0
Total Analysis Volume [veh/h]	149	290	1	0	96	68	52	1	39	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		



**Intersection Settings**

**Lanes**

Capacity per Entry Lane [veh/h]	812	815	700	660
Degree of Utilization, x	0.54	0.20	0.13	0.00

**Movement, Approach, & Intersection Results**

95th-Percentile Queue Length [veh]	3.31	0.75	0.45	0.00
95th-Percentile Queue Length [ft]	82.80	18.71	11.28	0.00
Approach Delay [s/veh]	12.55	8.52	8.92	0.00
Approach LOS	B	A	A	A
Intersection Delay [s/veh]	11.12			
Intersection LOS	B			

**Intersection Level Of Service Report**

**Intersection 5: Rubidoux Blvd at 30th St/SR-60 NB Off Ramp**

Control Type:	Signalized	Delay (sec / veh):	230.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.417

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			30th Street			SR-60 NB Off Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			30th Street			SR-60 NB Off Ramp		
Base Volume Input [veh/h]	49	707	0	0	941	6	21	0	165	427	92	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0000	1.0000	1.0400	1.0400	1.0400	1.0000	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	61	202	0	0	495	24	16	0	47	373	29	47
Site-Generated Trips [veh/h]	0	82	0	0	235	0	0	0	0	165	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	1019	0	0	1709	30	38	0	219	982	125	168
Peak Hour Factor	0.9530	0.9530	1.0000	1.0000	0.9530	0.9530	0.9530	1.0000	0.9530	0.9530	0.9530	0.9530
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	267	0	0	448	8	10	0	57	258	33	44
Total Analysis Volume [veh/h]	118	1069	0	0	1793	31	40	0	230	1030	131	176
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	5	0	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	30	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	47	0	0	47	0	14	0	0	0	49	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	5	0	0	0	5	0
Pedestrian Clearance [s]	0	3	0	0	7	0	10	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No		No				No	
Maximum Recall		No			No		No				No	
Pedestrian Recall		No			No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	C	C	C
C, Cycle Length [s]	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	43	43	43	43	10	45
g / C, Green / Cycle	0.39	0.39	0.39	0.39	0.09	0.41
(v / s)_i Volume / Saturation Flow Rate	0.46	0.30	0.49	0.49	0.17	0.76
s, saturation flow rate [veh/h]	256	3560	1870	1859	1615	1761
c, Capacity [veh/h]	65	1392	731	727	147	721
d1, Uniform Delay [s]	55.00	29.16	33.50	33.50	50.00	32.50
k, delay calibration	0.50	0.50	0.50	0.50	0.17	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	415.01	4.12	122.70	125.91	386.20	390.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	1.80	0.77	1.25	1.26	1.84	1.86
d, Delay for Lane Group [s/veh]	470.01	33.28	156.20	159.41	436.20	422.89
Lane Group LOS	F	C	F	F	F	F
Critical Lane Group	No	No	No	Yes	Yes	Yes
50th-Percentile Queue Length [veh/ln]	9.36	12.81	43.79	44.18	19.77	96.63
50th-Percentile Queue Length [ft/ln]	233.92	320.23	1094.71	1104.39	494.32	2415.76
95th-Percentile Queue Length [veh/ln]	16.84	18.68	63.12	63.82	31.99	152.58
95th-Percentile Queue Length [ft/ln]	421.06	466.97	1577.90	1595.61	799.74	3814.54

**Movement, Approach, & Intersection Results**

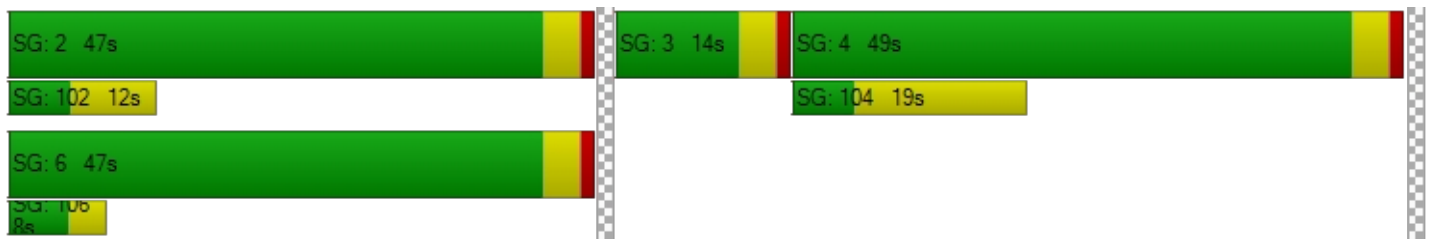
d_M, Delay for Movement [s/veh]	470.01	33.28	0.00	0.00	157.77	159.41	436.20	0.00	436.20	422.89	422.89	422.89
Movement LOS	F	C			F	F	F		F	F	F	F
d_A, Approach Delay [s/veh]	76.69		157.80			436.20			422.89			
Approach LOS	E		F			F			F			
d_I, Intersection Delay [s/veh]	229.98											
Intersection LOS	F											
Intersection V/C	1.417											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	46.37	46.37	46.37
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.900	2.162	2.738
Crosswalk LOS	F	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	782	782	182	818
d_b, Bicycle Delay [s]	20.40	20.40	45.45	19.20
I_b,int, Bicycle LOS Score for Intersection	2.539	3.064	2.005	3.766
Bicycle LOS	B	C	B	D

**Sequence**



Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 6: Rubidoux Blvd at SR-60 NB On Ramp**

Control Type:	Two-way stop	Delay (sec / veh):	1,442.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	4.020

**Intersection Setup**

Name	Rubidoux Blvd		Rubidoux Blvd		Eastbound	
Approach	Northbound		Southbound			
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	1	0	0	0	0
Exit Pocket Length [ft]	0.00	100.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Rubidoux Blvd		Rubidoux Blvd		Eastbound	
Base Volume Input [veh/h]	205	738	902	595	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0000	1.0000
In-Process Volume [veh/h]	86	263	610	304	0	0
Site-Generated Trips [veh/h]	92	82	272	128	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	391	1113	1820	1051	0	0
Peak Hour Factor	0.9310	0.9310	0.9310	0.9310	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	299	489	282	0	0
Total Analysis Volume [veh/h]	420	1195	1955	1129	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	4.02	0.01	0.02	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	1442.68	0.00	0.00	0.00	0.00	0.00
Movement LOS	F	A	A	A		
95th-Percentile Queue Length [veh/ln]	43.09	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1077.34	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	375.18		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	128.95					
Intersection LOS	F					



**Intersection Level Of Service Report**

**Intersection 7: Rubidoux Blvd at SR-60 SB Off Ramps/Frontage Rd**

Control Type:	Signalized	Delay (sec / veh):	85.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.063

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			SR-60 SB Off Ramp			Frontage Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			SR-60 SB Off Ramp			Frontage Rd		
Base Volume Input [veh/h]	0	556	264	73	851	0	496	46	341	7	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0400	1.0400	1.0400	1.0400	1.0000	1.0400	1.0400	1.0400	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	189	289	72	538	0	158	0	112	0	0	0
Site-Generated Trips [veh/h]	0	174	103	84	188	0	0	64	61	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	-20	20	19	-19	0	0	0	0	19	0	18
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	921	687	251	1592	0	674	112	528	26	0	22
Peak Hour Factor	1.0000	0.9670	0.9670	0.9670	0.9670	1.0000	0.9670	0.9670	0.9670	0.9340	1.0000	0.9340
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	238	178	65	412	0	174	29	137	7	0	6
Total Analysis Volume [veh/h]	0	952	710	260	1646	0	697	116	546	28	0	24
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	5	10	0	0	10	0	5	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	30	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0
Split [s]	0	60	0	21	81	0	0	49	0	49	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	5	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	17	0	10	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	130	130	130	130	130	130	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	56	56	17	77	45	45	
g / C, Green / Cycle	0.43	0.43	0.13	0.59	0.35	0.35	
(v / s)_i Volume / Saturation Flow Rate	0.44	0.51	0.15	0.46	0.39	0.41	
s, saturation flow rate [veh/h]	1870	1625	1781	3560	1781	1632	
c, Capacity [veh/h]	806	700	233	2109	616	565	
d1, Uniform Delay [s]	37.00	37.00	56.50	20.09	42.50	42.50	
k, delay calibration	0.50	0.50	0.18	0.50	0.50	0.50	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	40.10	98.21	71.92	2.95	77.86	94.90	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	1.03	1.19	1.12	0.78	1.13	1.17	
d, Delay for Lane Group [s/veh]	77.10	135.21	128.42	23.04	120.36	137.40	
Lane Group LOS	F	F	F	C	F	F	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	33.98	40.83	12.29	18.98	32.88	32.81	
50th-Percentile Queue Length [ft/ln]	849.49	1020.67	307.25	474.56	821.88	820.20	
95th-Percentile Queue Length [veh/ln]	44.60	57.83	18.92	26.13	45.88	46.74	
95th-Percentile Queue Length [ft/ln]	1115.12	1445.72	473.02	653.20	1146.91	1168.45	

**Movement, Approach, & Intersection Results**

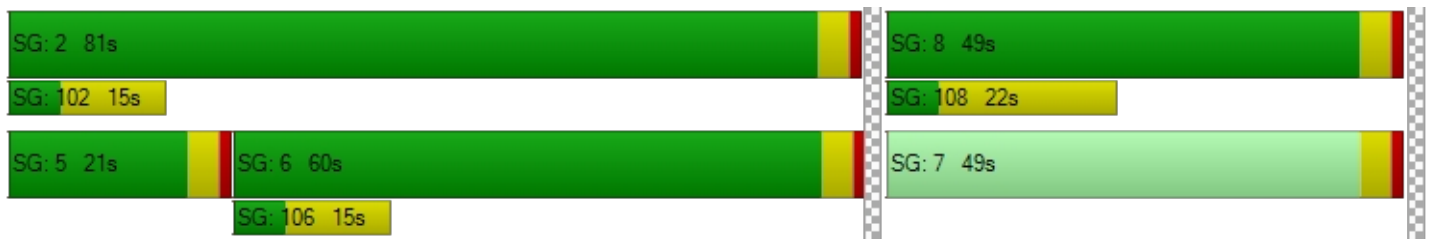
d_M, Delay for Movement [s/veh]	0.00	84.48	135.21	128.42	23.04	0.00	120.36	137.40	137.40	0.00	0.00	0.00
Movement LOS		F	F	F	C		F	F	F			
d_A, Approach Delay [s/veh]	106.15			37.42			128.66			0.00		
Approach LOS	F			D			F			A		
d_I, Intersection Delay [s/veh]	85.77											
Intersection LOS	F											
Intersection V/C	1.063											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0		0.0		9.0		9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00
d_p, Pedestrian Delay [s]	56.31		0.00		56.31		56.31
I_p,int, Pedestrian LOS Score for Intersection	3.070		0.000		2.401		2.263
Crosswalk LOS	C		F		B		B
s_b, Saturation Flow Rate of the bicycle lane	2000		2000		2000		2000
c_b, Capacity of the bicycle lane [bicycles/h]	862		1185		692		0
d_b, Bicycle Delay [s]	21.06		10.80		27.79		65.00
I_b,int, Bicycle LOS Score for Intersection	2.931		3.132		3.802		4.132
Bicycle LOS	C		C		D		D

**Sequence**

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





**Intersection Level Of Service Report**

**Intersection 8: Access Rd at Frontage Rd/SR-60 EB On-Ramp**

Control Type:	Signalized	Delay (sec / veh):	11.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

**Intersection Setup**

Name	Access Rd		Frontage Rd		SR-60 EB On-Ramp	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No			
Crosswalk	Yes		No		No	

**Volumes**

Name	Access Rd		Frontage Rd		SR-60 EB On-Ramp	
Base Volume Input [veh/h]	0	7	310	78	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0400	1.0400	1.0400	1.0000	1.0000
In-Process Volume [veh/h]	0	0	361	0	0	0
Site-Generated Trips [veh/h]	0	269	251	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	276	934	81	0	0
Peak Hour Factor	1.0000	0.8860	0.8860	0.8860	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	78	264	23	0	0
Total Analysis Volume [veh/h]	0	312	1054	91	0	0
Presence of On-Street Parking	No	No	No	No		
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permissive	Split	Permissive	Permissive	Permissive	Permissive
Signal Group	0	8	2	0	0	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	0	5	10	0	0	0
Maximum Green [s]	0	30	30	0	0	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	0.0
Split [s]	0	38	22	0	0	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	0	0
Pedestrian Clearance [s]	0	10	7	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No			
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	0.0
Minimum Recall		No	No			
Maximum Recall		No	No			
Pedestrian Recall		No	No			
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0



**Lane Group Calculations**

Lane Group	R	C	C	
C, Cycle Length [s]	60	60	60	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	
g_i, Effective Green Time [s]	14	38	38	
g / C, Green / Cycle	0.23	0.63	0.63	
(v / s)_i Volume / Saturation Flow Rate	0.20	0.31	0.31	
s, saturation flow rate [veh/h]	1589	1870	1819	
c, Capacity [veh/h]	375	1180	1148	
d1, Uniform Delay [s]	21.80	5.89	5.96	
k, delay calibration	0.11	0.50	0.50	
l, Upstream Filtering Factor	1.00	1.00	1.00	
d2, Incremental Delay [s]	4.85	1.43	1.55	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.83	0.49	0.50	
d, Delay for Lane Group [s/veh]	26.65	7.32	7.51	
Lane Group LOS	C	A	A	
Critical Lane Group	Yes	No	Yes	
50th-Percentile Queue Length [veh/ln]	4.34	3.14	3.20	
50th-Percentile Queue Length [ft/ln]	108.51	78.55	80.03	
95th-Percentile Queue Length [veh/ln]	7.76	5.66	5.76	
95th-Percentile Queue Length [ft/ln]	193.92	141.39	144.06	

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	0.00	26.65	7.41	7.51	0.00	0.00
Movement LOS		C	A	A		
d_A, Approach Delay [s/veh]	26.65		7.42		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	11.54					
Intersection LOS	B					
Intersection V/C	0.511					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	1.892	0.000	0.000
Crosswalk LOS	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1133	600	0
d_b, Bicycle Delay [s]	5.63	14.70	30.00
I_b,int, Bicycle LOS Score for Intersection	1.560	2.504	4.132
Bicycle LOS	A	B	D

**Sequence**

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report  
Intersection 9: Hall Ave at Wallace St**

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.040

**Intersection Setup**

Name	Hall Ave		Wallace St		Wallace St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↶		↶		↷	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Hall Ave		Wallace St		Wallace St	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0400	1.0000	1.0400	1.0400	1.0000	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	31	0	0	152	0	244
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	0	0	152	0	244
Peak Hour Factor	0.9500	1.0000	0.9500	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	0	40	0	64
Total Analysis Volume [veh/h]	33	0	0	160	0	257
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.51	0.00	7.75	0.00	0.00	0.00
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.12	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.10	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.51		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.70					
Intersection LOS	A					

## Districts at Jurupa Valley

Vistro File: K:\...\Rubidoux\_AM (Phase 1 + 2).vistro

Scenario 8 OY 2026 WP AM

Report File: K:\...\2. OY 2026 WP AM.pdf

12/1/2022

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Rubidoux Blvd at 26th St	Two-way stop	HCM 6th Edition	WB Thru	0.045	117.4	F
2	Hall Ave at 26th St	Two-way stop	HCM 6th Edition	WB Left	0.025	12.8	B
3	Rubidoux Blvd at 28th St	Signalized	HCM 6th Edition	NB Left	0.482	11.6	B
4	Hall Ave at 28th St	All-way stop	HCM 6th Edition	NB Thru	0.206	8.2	A
5	Rubidoux Blvd at 30th St/SR-60 NB Off Ramp	Signalized	HCM 6th Edition	NB Left	1.343	205.1	F
6	Rubidoux Blvd at SR-60 NB On Ramp	Two-way stop	HCM 6th Edition	NB Left	4.146	1,477.6	F
7	Rubidoux Blvd at SR-60 SB Off Ramps/Frontage Rd	Signalized	HCM 6th Edition	SB Left	1.416	183.3	F
8	Access Rd at Frontage Rd/SR-60 EB On-Ramp	Signalized	HCM 6th Edition	NB Right	0.619	11.5	B
9	Hall Ave at Wallace St	Two-way stop	HCM 6th Edition	SB Left	0.093	10.7	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**  
**Intersection 1: Rubidoux Blvd at 26th St**

Control Type:	Two-way stop	Delay (sec / veh):	117.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.045

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			26th St			26th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			26th St			26th St		
Base Volume Input [veh/h]	8	661	7	10	669	0	2	0	9	4	2	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000
In-Process Volume [veh/h]	0	229	0	0	68	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	69	0	19	120	0	0	0	0	21	0	49
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	1025	8	30	924	0	2	0	10	25	2	59
Peak Hour Factor	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	271	2	8	244	0	1	0	3	7	1	16
Total Analysis Volume [veh/h]	10	1082	8	32	976	0	2	0	11	26	2	62
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.05	0.01	0.00	0.04	0.00	0.02	0.44	0.04	0.13
d_M, Delay for Movement [s/veh]	10.20	0.00	0.00	10.96	0.00	0.00	69.53	86.75	12.78	97.28	117.36	44.47
Movement LOS	B	A	A	B	A	A	F	F	B	F	F	E
95th-Percentile Queue Length [veh/ln]	0.04	0.00	0.00	0.16	0.00	0.00	0.18	0.18	0.18	3.23	3.23	3.23
95th-Percentile Queue Length [ft/ln]	1.08	0.00	0.00	3.97	0.00	0.00	4.44	4.44	4.44	80.63	80.63	80.63
d_A, Approach Delay [s/veh]	0.09			0.35			21.51			61.34		
Approach LOS	A			A			C			F		
d_I, Intersection Delay [s/veh]	2.83											
Intersection LOS	F											

**Intersection Level Of Service Report**  
**Intersection 2: Hall Ave at 26th St**

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

**Intersection Setup**

Name	Hall Ave			Hall Ave			26th St			26th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Hall Ave			Hall Ave			26th St			26th St		
Base Volume Input [veh/h]	2	71	8	1	83	3	3	0	5	9	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	70	4	0	0	36	0	0	0	19	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	82	9	1	127	3	3	0	25	10	0	7
Peak Hour Factor	0.8250	0.8250	0.8250	0.8250	0.8250	0.8250	0.8250	0.8250	0.8250	0.8250	0.8250	0.8250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	25	3	0	38	1	1	0	8	3	0	2
Total Analysis Volume [veh/h]	87	99	11	1	154	4	4	0	30	12	0	8
Pedestrian Volume [ped/h]	0			0			0			0		



**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.03	0.03	0.00	0.01
d_M, Delay for Movement [s/veh]	7.70	0.00	0.00	7.43	0.00	0.00	12.45	12.75	9.24	12.78	12.74	9.00
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.20	0.20	0.20	0.00	0.00	0.00	0.13	0.13	0.13	0.10	0.10	0.10
95th-Percentile Queue Length [ft/ln]	4.88	4.88	4.88	0.05	0.05	0.05	3.27	3.27	3.27	2.61	2.61	2.61
d_A, Approach Delay [s/veh]	3.40			0.05			9.62			11.27		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	3.00											
Intersection LOS	B											

**Intersection Level Of Service Report**  
**Intersection 3: Rubidoux Blvd at 28th St**

Control Type:	Signalized	Delay (sec / veh):	11.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			28th St			28th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			28th St			28th St		
Base Volume Input [veh/h]	32	549	56	16	801	11	12	9	16	53	10	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000
In-Process Volume [veh/h]	25	307	0	0	98	8	24	0	71	0	0	0
Site-Generated Trips [veh/h]	6	59	0	5	136	0	0	2	24	16	5	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	970	62	23	1115	20	37	12	113	74	16	16
Peak Hour Factor	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	268	17	6	308	6	10	3	31	20	4	4
Total Analysis Volume [veh/h]	73	1071	68	25	1231	22	41	13	125	82	18	18
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing in		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	21	35	0	9	23	0	0	26	0	0	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	46	46	2	44	44	10	10
g / C, Green / Cycle	0.05	0.66	0.66	0.03	0.63	0.63	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.04	0.31	0.31	0.01	0.34	0.34	0.10	0.09
s, saturation flow rate [veh/h]	1781	1870	1831	1781	1870	1858	1709	1256
c, Capacity [veh/h]	99	1236	1210	50	1184	1177	302	263
d1, Uniform Delay [s]	32.55	5.81	5.82	33.55	7.09	7.10	28.90	28.38
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.13	1.26	1.29	7.71	1.71	1.72	1.85	1.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.74	0.47	0.47	0.50	0.53	0.53	0.59	0.45
d, Delay for Lane Group [s/veh]	42.67	7.07	7.11	41.26	8.80	8.82	30.76	29.58
Lane Group LOS	D	A	A	D	A	A	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.46	3.50	3.44	0.51	4.56	4.53	2.92	1.89
50th-Percentile Queue Length [ft/ln]	36.45	87.50	86.07	12.81	113.88	113.37	72.98	47.19
95th-Percentile Queue Length [veh/ln]	2.62	6.30	6.20	0.92	8.06	8.03	5.25	3.40
95th-Percentile Queue Length [ft/ln]	65.61	157.51	154.92	23.06	201.39	200.69	131.37	84.95

**Movement, Approach, & Intersection Results**

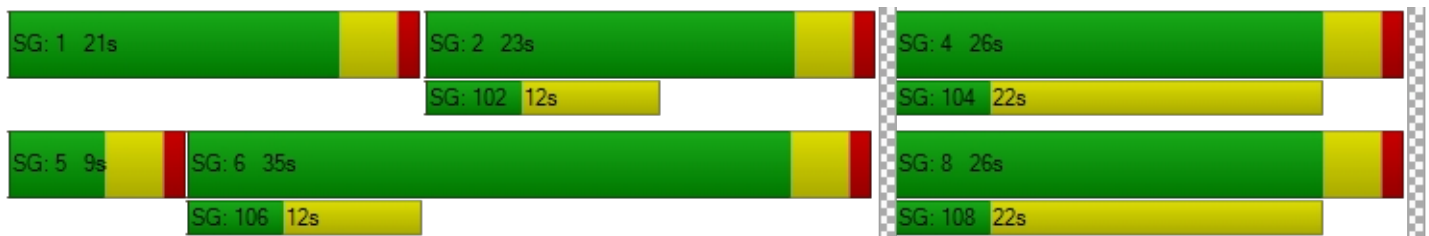
d_M, Delay for Movement [s/veh]	42.67	7.09	7.11	41.26	8.81	8.82	30.76	30.76	30.76	29.58	29.58	29.58
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	9.23			9.44			30.76			29.58		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	11.57											
Intersection LOS	B											
Intersection V/C	0.482											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
I_p,int, Pedestrian LOS Score for Intersection	2.922	2.817	1.846	1.813
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	886	543	629	629
d_b, Bicycle Delay [s]	10.86	18.58	16.46	16.46
I_b,int, Bicycle LOS Score for Intersection	2.560	2.614	1.855	1.754
Bicycle LOS	B	B	A	A

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 4: Hall Ave at 28th St**

Control Type: All-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 8.2  
 Level Of Service: A  
 Volume to Capacity (v/c): 0.206

**Intersection Setup**

Name	Hall Ave			Hall Ave			28th St			28th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Hall Ave			Hall Ave			28th St			28th St		
Base Volume Input [veh/h]	6	45	1	0	56	46	29	1	23	1	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	31	74	0	0	55	0	0	0	7	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	124	1	0	117	51	32	1	32	1	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	33	0	0	31	13	8	0	8	0	0	0
Total Analysis Volume [veh/h]	40	131	1	0	123	54	34	1	34	1	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

**Lanes**

Capacity per Entry Lane [veh/h]	833	879	800	722
Degree of Utilization, x	0.21	0.20	0.09	0.00

**Movement, Approach, & Intersection Results**

95th-Percentile Queue Length [veh]	0.77	0.75	0.28	0.00
95th-Percentile Queue Length [ft]	19.32	18.76	7.05	0.10
Approach Delay [s/veh]	8.44	8.13	7.92	7.99
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.22			
Intersection LOS	A			



**Intersection Level Of Service Report**

**Intersection 5: Rubidoux Blvd at 30th St/SR-60 NB Off Ramp**

Control Type:	Signalized	Delay (sec / veh):	205.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.343

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			30th Street			SR-60 NB Off Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			30th Street			SR-60 NB Off Ramp		
Base Volume Input [veh/h]	40	623	0	0	833	19	24	0	185	402	63	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1000	1.1000	1.0000	1.0000	1.1000	1.1000	1.1000	1.0000	1.1000	1.1000	1.1000	1.1000
In-Process Volume [veh/h]	61	401	0	0	209	9	22	0	67	260	11	42
Site-Generated Trips [veh/h]	0	65	0	0	176	0	0	0	0	298	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	1151	0	0	1301	30	48	0	271	1000	80	141
Peak Hour Factor	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	0.9300	1.0000	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	309	0	0	350	8	13	0	73	269	22	38
Total Analysis Volume [veh/h]	113	1238	0	0	1399	32	52	0	291	1075	86	152
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing in		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	5	0	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	30	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	43	0	0	43	0	17	0	0	0	50	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	5	0	0	0	5	0
Pedestrian Clearance [s]	0	3	0	0	7	0	10	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No		No				No	
Maximum Recall		No			No		No				No	
Pedestrian Recall		No			No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	C	C	C
C, Cycle Length [s]	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	39	39	39	39	13	46
g / C, Green / Cycle	0.35	0.35	0.35	0.35	0.12	0.42
(v / s)_i Volume / Saturation Flow Rate	0.30	0.35	0.38	0.39	0.21	0.75
s, saturation flow rate [veh/h]	374	3560	1870	1855	1616	1762
c, Capacity [veh/h]	65	1262	663	658	191	737
d1, Uniform Delay [s]	55.00	35.13	35.50	35.50	48.50	32.00
k, delay calibration	0.50	0.50	0.50	0.50	0.29	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	382.70	21.12	58.27	61.32	370.14	357.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	1.73	0.98	1.08	1.09	1.80	1.78
d, Delay for Lane Group [s/veh]	437.70	56.25	93.77	96.82	418.64	389.42
Lane Group LOS	F	E	F	F	F	F
Critical Lane Group	No	No	No	Yes	Yes	Yes
50th-Percentile Queue Length [veh/ln]	8.77	19.68	28.03	28.36	24.84	92.01
50th-Percentile Queue Length [ft/ln]	219.23	492.04	700.66	709.10	621.11	2300.25
95th-Percentile Queue Length [veh/ln]	15.78	26.96	38.68	39.29	39.63	144.61
95th-Percentile Queue Length [ft/ln]	394.62	673.93	966.96	982.20	990.68	3615.19

**Movement, Approach, & Intersection Results**

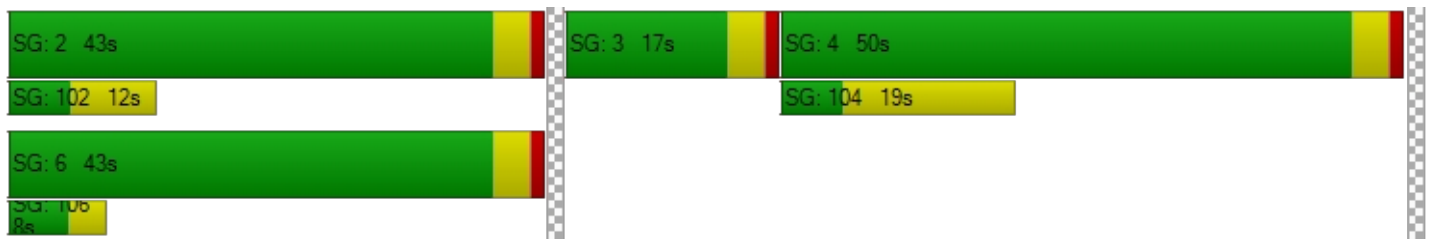
d_M, Delay for Movement [s/veh]	437.70	56.25	0.00	0.00	95.26	96.82	418.64	0.00	418.64	389.42	389.42	389.42
Movement LOS	F	E			F	F	F		F	F	F	F
d_A, Approach Delay [s/veh]	88.15				95.29		418.64		389.42			
Approach LOS	F				F		F		F			
d_I, Intersection Delay [s/veh]	205.13											
Intersection LOS	F											
Intersection V/C	1.343											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	46.37	46.37	46.37
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.843	2.167	2.715
Crosswalk LOS	F	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	709	709	236	836
d_b, Bicycle Delay [s]	22.91	22.91	42.77	18.62
I_b,int, Bicycle LOS Score for Intersection	2.674	2.740	2.126	3.726
Bicycle LOS	B	B	B	D

**Sequence**



Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 6: Rubidoux Blvd at SR-60 NB On Ramp**

Control Type:	Two-way stop	Delay (sec / veh):	1,477.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	4.146

**Intersection Setup**

Name	Rubidoux Blvd		Rubidoux Blvd			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	1	0	0	0	0
Exit Pocket Length [ft]	0.00	100.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Rubidoux Blvd		Rubidoux Blvd			
Base Volume Input [veh/h]	286	645	788	623	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1000	1.1000	1.1000	1.1000	1.0000	1.0000
In-Process Volume [veh/h]	92	462	412	123	0	0
Site-Generated Trips [veh/h]	153	65	440	34	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	560	1237	1719	842	0	0
Peak Hour Factor	0.9360	0.9360	0.9360	0.9360	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	150	330	459	225	0	0
Total Analysis Volume [veh/h]	598	1322	1837	900	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	4.15	0.01	0.02	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	1477.64	0.00	0.00	0.00	0.00	0.00
Movement LOS	F	A	A	A		
95th-Percentile Queue Length [veh/ln]	60.43	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1510.75	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	460.22		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	189.74					
Intersection LOS	F					

**Intersection Level Of Service Report**

**Intersection 7: Rubidoux Blvd at SR-60 SB Off Ramps/Frontage Rd**

Control Type:	Signalized	Delay (sec / veh):	183.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.416

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			SR-60 SB Off Ramp			Frontage Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	Yes			No			Yes			Yes		



**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			SR-60 SB Off Ramp			Frontage Rd		
Base Volume Input [veh/h]	0	499	541	158	634	0	418	11	187	7	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.1000	1.1000	1.1000	1.1000	1.0000	1.1000	1.1000	1.1000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	255	358	63	348	0	298	0	59	0	0	0
Site-Generated Trips [veh/h]	0	218	96	142	298	0	0	128	139	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	-20	20	19	-19	0	0	0	0	19	0	18
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1002	1069	398	1324	0	758	140	404	26	0	22
Peak Hour Factor	1.0000	0.9340	0.9340	0.9340	0.9340	1.0000	0.9340	0.9340	0.9340	0.9340	1.0000	0.9340
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	268	286	107	354	0	203	37	108	7	0	6
Total Analysis Volume [veh/h]	0	1073	1145	426	1418	0	812	150	433	28	0	24
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	150
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	5	10	0	0	10	0	5	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	30	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0
Split [s]	0	73	0	28	101	0	0	49	0	49	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	5	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	17	0	10	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	150	150	150	150	150	150	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	69	69	24	97	45	45	
g / C, Green / Cycle	0.46	0.46	0.16	0.65	0.30	0.30	
(v / s)_i Volume / Saturation Flow Rate	0.57	0.72	0.24	0.40	0.46	0.35	
s, saturation flow rate [veh/h]	1870	1589	1781	3560	1781	1653	
c, Capacity [veh/h]	860	731	285	2302	534	496	
d1, Uniform Delay [s]	40.50	40.50	63.00	15.56	52.50	52.50	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	121.03	261.34	240.43	1.24	243.38	98.44	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	1.25	1.57	1.50	0.62	1.52	1.18	
d, Delay for Lane Group [s/veh]	161.53	301.84	303.43	16.81	295.88	150.94	
Lane Group LOS	F	F	F	B	F	F	
Critical Lane Group	No	Yes	Yes	No	Yes	No	
50th-Percentile Queue Length [veh/ln]	60.17	79.64	29.92	14.35	56.18	32.19	
50th-Percentile Queue Length [ft/ln]	1504.17	1990.95	748.12	358.66	1404.51	804.64	
95th-Percentile Queue Length [veh/ln]	85.17	122.49	45.84	20.56	84.96	45.81	
95th-Percentile Queue Length [ft/ln]	2129.19	3062.28	1145.91	513.95	2124.10	1145.37	

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	0.00	161.53	301.84	303.43	16.81	0.00	295.88	150.94	150.94	0.00	0.00	0.00
Movement LOS		F	F	F	B		F	F	F			
d_A, Approach Delay [s/veh]	233.96			83.02			235.31			0.00		
Approach LOS	F			F			F			A		
d_I, Intersection Delay [s/veh]	183.30											
Intersection LOS	F											
Intersection V/C	1.416											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0		0.0		9.0		9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00
d_p, Pedestrian Delay [s]	66.27		0.00		66.27		66.27
I_p,int, Pedestrian LOS Score for Intersection	3.119		0.000		2.419		2.579
Crosswalk LOS	C		F		B		B
s_b, Saturation Flow Rate of the bicycle lane	2000		2000		2000		2000
c_b, Capacity of the bicycle lane [bicycles/h]	920		1293		600		0
d_b, Bicycle Delay [s]	21.87		9.36		36.75		75.00
I_b,int, Bicycle LOS Score for Intersection	3.389		3.081		3.861		4.132
Bicycle LOS	C		C		D		D

**Sequence**

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





**Intersection Level Of Service Report**

**Intersection 8: Access Rd at Frontage Rd/SR-60 EB On-Ramp**

Control Type:	Signalized	Delay (sec / veh):	11.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.619

**Intersection Setup**

Name	Access Rd		Frontage Rd		SR-60 EB On-Ramp	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No			
Crosswalk	Yes		No		No	

**Volumes**

Name	Access Rd		Frontage Rd		SR-60 EB On-Ramp	
Base Volume Input [veh/h]	0	41	706	26	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.1000	1.1000	1.1000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	421	0	0	0
Site-Generated Trips [veh/h]	0	189	366	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	234	1564	29	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	0.9300	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	63	420	8	0	0
Total Analysis Volume [veh/h]	0	252	1682	31	0	0
Presence of On-Street Parking	No	No	No	No		
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permissive	Split	Permissive	Permissive	Permissive	Permissive
Signal Group	0	8	2	0	0	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	0	5	10	0	0	0
Maximum Green [s]	0	30	30	0	0	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	0.0
Split [s]	0	44	16	0	0	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	0	0
Pedestrian Clearance [s]	0	10	7	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No			
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	0.0
Minimum Recall		No	No			
Maximum Recall		No	No			
Pedestrian Recall		No	No			
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	R	C	C	
C, Cycle Length [s]	60	60	60	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	
g_i, Effective Green Time [s]	12	40	40	
g / C, Green / Cycle	0.19	0.67	0.67	
(v / s)_i Volume / Saturation Flow Rate	0.16	0.46	0.46	
s, saturation flow rate [veh/h]	1589	1870	1858	
c, Capacity [veh/h]	311	1254	1246	
d1, Uniform Delay [s]	23.05	6.00	6.03	
k, delay calibration	0.11	0.50	0.50	
l, Upstream Filtering Factor	1.00	1.00	1.00	
d2, Incremental Delay [s]	5.01	3.02	3.10	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.81	0.68	0.69	
d, Delay for Lane Group [s/veh]	28.07	9.02	9.13	
Lane Group LOS	C	A	A	
Critical Lane Group	Yes	No	Yes	
50th-Percentile Queue Length [veh/ln]	3.59	5.13	5.18	
50th-Percentile Queue Length [ft/ln]	89.75	128.31	129.38	
95th-Percentile Queue Length [veh/ln]	6.46	8.85	8.91	
95th-Percentile Queue Length [ft/ln]	161.55	221.20	222.66	



**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	0.00	28.07	9.08	9.13	0.00	0.00
Movement LOS		C	A	A		
d_A, Approach Delay [s/veh]	28.07		9.08		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	11.51					
Intersection LOS	B					
Intersection V/C	0.619					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	1.833	0.000	0.000
Crosswalk LOS	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1333	400	0
d_b, Bicycle Delay [s]	3.33	19.20	30.00
I_b,int, Bicycle LOS Score for Intersection	1.560	2.973	4.132
Bicycle LOS	A	C	D

**Sequence**

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report  
Intersection 9: Hall Ave at Wallace St**

Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.093

**Intersection Setup**

Name	Hall Ave		Wallace St		Wallace St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↶		↶   ↷		↷	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Hall Ave		Wallace St		Wallace St	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1000	1.0000	1.1000	1.1000	1.0000	1.1000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	62	0	0	275	0	105
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	0	0	275	0	105
Peak Hour Factor	0.9500	1.0000	0.9500	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	0	0	72	0	28
Total Analysis Volume [veh/h]	65	0	0	289	0	111
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.65	0.00	7.43	0.00	0.00	0.00
Movement LOS	B		A	A		A
95th-Percentile Queue Length [veh/ln]	0.31	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.63	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.65		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.49					
Intersection LOS	B					

## Districts at Jurupa Valley

Vistro File: K:\...\Rubidoux\_PM (Phase 1 + 2).vistro

Scenario 8 OY 2026 WP PM

Report File: K:\...\2. OY 2026 WP PM.pdf

12/1/2022

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Rubidoux Blvd at 26th St	Two-way stop	HCM 6th Edition	WB Thru	0.035	833.7	F
2	Hall Ave at 26th St	Two-way stop	HCM 6th Edition	WB Left	0.027	17.4	C
3	Rubidoux Blvd at 28th St	Signalized	HCM 6th Edition	SB Left	0.657	18.0	B
4	Hall Ave at 28th St	All-way stop	HCM 6th Edition	NB Thru	0.567	11.6	B
5	Rubidoux Blvd at 30th St/SR-60 NB Off Ramp	Signalized	HCM 6th Edition	NB Left	1.647	309.5	F
6	Rubidoux Blvd at SR-60 NB On Ramp	Two-way stop	HCM 6th Edition	NB Left	8.486	3,484.8	F
7	Rubidoux Blvd at SR-60 SB Off Ramps/Frontage Rd	Signalized	HCM 6th Edition	EB Right	1.332	155.0	F
8	Access Rd at Frontage Rd/SR-60 EB On-Ramp	Signalized	HCM 6th Edition	NB Right	0.584	12.9	B
9	Hall Ave at Wallace St	Two-way stop	HCM 6th Edition	SB Left	0.077	9.7	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**  
**Intersection 1: Rubidoux Blvd at 26th St**

Control Type:	Two-way stop	Delay (sec / veh):	833.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			26th St			26th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			26th St			26th St		
Base Volume Input [veh/h]	2	730	26	13	744	1	2	2	6	14	1	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000
In-Process Volume [veh/h]	0	102	0	0	210	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	162	0	25	164	0	0	0	0	73	0	46
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	1067	29	39	1192	1	2	2	7	88	1	58
Peak Hour Factor	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	278	8	10	310	0	1	1	2	23	0	15
Total Analysis Volume [veh/h]	2	1110	30	41	1240	1	2	2	7	92	1	60
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.07	0.01	0.00	0.06	0.07	0.02	2.21	0.04	0.13
d_M, Delay for Movement [s/veh]	11.49	0.00	0.00	11.34	0.00	0.00	116.35	142.85	21.34	792.97	833.74	714.39
Movement LOS	B	A	A	B	A	A	F	F	C	F	F	F
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.22	0.00	0.00	0.48	0.48	0.48	14.91	14.91	14.91
95th-Percentile Queue Length [ft/ln]	0.27	0.00	0.00	5.40	0.00	0.00	12.08	12.08	12.08	372.67	372.67	372.67
d_A, Approach Delay [s/veh]	0.02			0.36			60.71			762.42		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	45.52											
Intersection LOS	F											

**Intersection Level Of Service Report**  
**Intersection 2: Hall Ave at 26th St**

Control Type: Two-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 17.4  
 Level Of Service: C  
 Volume to Capacity (v/c): 0.027

**Intersection Setup**

Name	Hall Ave			Hall Ave			26th St			26th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Hall Ave			Hall Ave			26th St			26th St		
Base Volume Input [veh/h]	13	93	1	12	95	4	20	2	9	5	1	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	119	16	0	0	20	0	0	0	25	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	133	118	1	13	125	4	22	2	35	6	1	3
Peak Hour Factor	0.7960	0.7960	0.7960	0.7960	0.7960	0.7960	0.7960	0.7960	0.7960	0.7960	0.7960	0.7960
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	37	0	4	39	1	7	1	11	2	0	1
Total Analysis Volume [veh/h]	167	148	1	16	157	5	28	3	44	8	1	4
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.12	0.00	0.00	0.01	0.00	0.00	0.09	0.01	0.05	0.03	0.00	0.00
d_M, Delay for Movement [s/veh]	7.88	0.00	0.00	7.54	0.00	0.00	17.23	17.30	10.24	17.36	16.49	9.34
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	A
95th-Percentile Queue Length [veh/ln]	0.40	0.40	0.40	0.03	0.03	0.03	0.50	0.50	0.50	0.11	0.11	0.11
95th-Percentile Queue Length [ft/ln]	10.00	10.00	10.00	0.85	0.85	0.85	12.60	12.60	12.60	2.66	2.66	2.66
d_A, Approach Delay [s/veh]	4.16			0.68			13.13			14.83		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	4.49											
Intersection LOS	C											



**Intersection Level Of Service Report**  
**Intersection 3: Rubidoux Blvd at 28th St**

Control Type:	Signalized	Delay (sec / veh):	18.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.657

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			28th St			28th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			28th St			28th St		
	29	699	68	21	836	12	29	24	37	64	22	10
Base Volume Input [veh/h]	29	699	68	21	836	12	29	24	37	64	22	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000
In-Process Volume [veh/h]	82	129	0	0	273	27	16	0	48	0	0	0
Site-Generated Trips [veh/h]	14	132	0	15	222	0	0	1	23	64	18	30
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	1030	75	38	1415	40	48	27	112	134	42	41
Peak Hour Factor	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	269	20	10	370	10	13	7	29	35	11	11
Total Analysis Volume [veh/h]	134	1077	78	40	1480	42	50	28	117	140	44	43
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing in		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	16	0	18	23	0	0	26	0	0	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	33	33	2	30	30	12	12
g / C, Green / Cycle	0.10	0.56	0.56	0.04	0.50	0.50	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.08	0.31	0.31	0.02	0.41	0.41	0.12	0.17
s, saturation flow rate [veh/h]	1781	1870	1826	1781	1870	1852	1681	1323
c, Capacity [veh/h]	170	1044	1020	74	942	933	412	362
d1, Uniform Delay [s]	26.53	8.50	8.51	28.21	12.47	12.50	21.69	23.14
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.76	2.16	2.22	6.12	7.49	7.68	0.84	1.79
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.79	0.56	0.56	0.54	0.81	0.81	0.47	0.63
d, Delay for Lane Group [s/veh]	34.28	10.67	10.74	34.33	19.96	20.18	22.54	24.92
Lane Group LOS	C	B	B	C	B	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	2.13	4.44	4.36	0.66	8.93	8.93	2.39	3.05
50th-Percentile Queue Length [ft/ln]	53.33	110.91	109.09	16.53	223.22	223.34	59.87	76.21
95th-Percentile Queue Length [veh/ln]	3.84	7.89	7.79	1.19	13.83	13.84	4.31	5.49
95th-Percentile Queue Length [ft/ln]	96.00	197.27	194.74	29.75	345.73	345.88	107.77	137.17

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	34.28	10.70	10.74	34.33	20.07	20.18	22.54	22.54	22.54	24.92	24.92	24.92
Movement LOS	C	B	B	C	C	C	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	13.15			20.43			22.54			24.92		
Approach LOS	B			C			C			C		
d_I, Intersection Delay [s/veh]	18.00											
Intersection LOS	B											
Intersection V/C	0.657											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68	21.68
I_p,int, Pedestrian LOS Score for Intersection	3.070	2.884	1.898	1.877
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	633	733	733
d_b, Bicycle Delay [s]	19.20	14.01	12.03	12.03
I_b,int, Bicycle LOS Score for Intersection	2.623	2.848	1.881	1.934
Bicycle LOS	B	C	A	A

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 4: Hall Ave at 28th St**

Control Type:	All-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.567

**Intersection Setup**

Name	Hall Ave			Hall Ave			28th St			28th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Hall Ave			Hall Ave			28th St			28th St		
Base Volume Input [veh/h]	16	114	1	0	53	57	43	1	30	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	112	135	0	0	45	0	0	0	16	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	260	1	0	103	63	47	1	49	0	0	0
Peak Hour Factor	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	75	0	0	30	18	14	0	14	0	0	0
Total Analysis Volume [veh/h]	150	300	1	0	119	73	54	1	57	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

**Lanes**

Capacity per Entry Lane [veh/h]	795	796	695	642
Degree of Utilization, x	0.57	0.24	0.16	0.00

**Movement, Approach, & Intersection Results**

95th-Percentile Queue Length [veh]	3.63	0.94	0.57	0.00
95th-Percentile Queue Length [ft]	90.63	23.54	14.30	0.00
Approach Delay [s/veh]	13.29	8.95	9.17	0.00
Approach LOS	B	A	A	A
Intersection Delay [s/veh]	11.58			
Intersection LOS	B			

**Intersection Level Of Service Report**

**Intersection 5: Rubidoux Blvd at 30th St/SR-60 NB Off Ramp**

Control Type:	Signalized	Delay (sec / veh):	309.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.647

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			30th Street			SR-60 NB Off Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		



**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			30th Street			SR-60 NB Off Ramp		
Base Volume Input [veh/h]	49	707	0	0	941	6	21	0	165	427	92	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1000	1.1000	1.0000	1.0000	1.1000	1.1000	1.1000	1.0000	1.1000	1.1000	1.1000	1.1000
In-Process Volume [veh/h]	61	202	0	0	495	24	16	0	47	373	29	47
Site-Generated Trips [veh/h]	0	146	0	0	309	0	0	0	0	418	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	115	1126	0	0	1839	31	39	0	229	1261	130	175
Peak Hour Factor	0.9530	0.9530	1.0000	1.0000	0.9530	0.9530	0.9530	1.0000	0.9530	0.9530	0.9530	0.9530
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	295	0	0	482	8	10	0	60	331	34	46
Total Analysis Volume [veh/h]	121	1182	0	0	1930	33	41	0	240	1323	136	184
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing in		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	5	0	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	30	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	49	0	0	49	0	14	0	0	0	57	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	5	0	0	0	5	0
Pedestrian Clearance [s]	0	3	0	0	7	0	10	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No		No				No	
Maximum Recall		No			No		No				No	
Pedestrian Recall		No			No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	C	C	C
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	45	45	45	45	10	53
g / C, Green / Cycle	0.38	0.38	0.38	0.38	0.08	0.44
(v / s)_i Volume / Saturation Flow Rate	0.54	0.33	0.52	0.53	0.17	0.93
s, saturation flow rate [veh/h]	223	3560	1870	1859	1615	1764
c, Capacity [veh/h]	60	1335	701	697	135	779
d1, Uniform Delay [s]	60.00	35.09	37.50	37.50	55.00	33.50
k, delay calibration	0.50	0.50	0.50	0.50	0.23	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	510.80	8.88	188.43	192.10	501.10	503.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	2.02	0.89	1.40	1.41	2.09	2.11
d, Delay for Lane Group [s/veh]	570.80	43.96	225.93	229.60	556.10	536.79
Lane Group LOS	F	D	F	F	F	F
Critical Lane Group	Yes	No	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	10.34	17.53	56.84	57.22	22.79	130.87
50th-Percentile Queue Length [ft/ln]	258.51	438.15	1421.06	1430.46	569.83	3271.79
95th-Percentile Queue Length [veh/ln]	18.61	24.39	84.50	85.22	36.64	209.80
95th-Percentile Queue Length [ft/ln]	465.31	609.79	2112.47	2130.60	915.89	5245.06

**Movement, Approach, & Intersection Results**

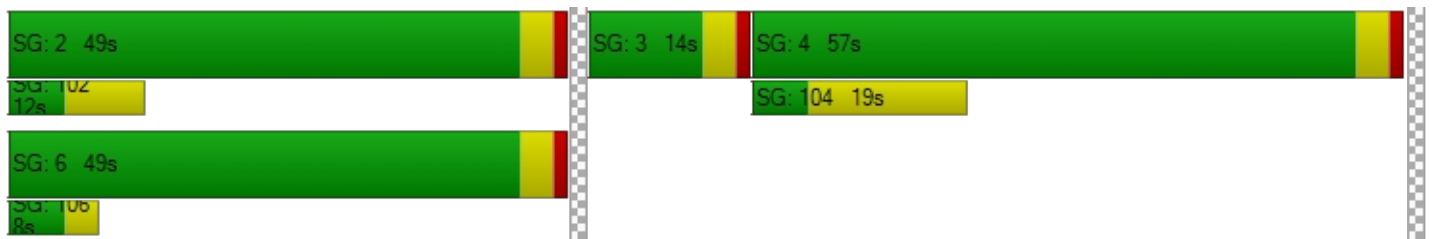
d_M, Delay for Movement [s/veh]	570.80	43.96	0.00	0.00	227.73	229.60	556.10	0.00	556.10	536.79	536.79	536.79
Movement LOS	F	D			F	F	F		F	F	F	F
d_A, Approach Delay [s/veh]	92.89		227.76			556.10			536.79			
Approach LOS	F		F			F			F			
d_I, Intersection Delay [s/veh]	309.51											
Intersection LOS	F											
Intersection V/C	1.647											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	51.34	51.34	51.34
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.968	2.181	3.041
Crosswalk LOS	F	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	750	750	167	883
d_b, Bicycle Delay [s]	23.44	23.44	50.42	18.70
I_b,int, Bicycle LOS Score for Intersection	2.635	3.179	2.023	4.271
Bicycle LOS	B	C	B	E

**Sequence**



Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 6: Rubidoux Blvd at SR-60 NB On Ramp**

Control Type:	Two-way stop	Delay (sec / veh):	3,484.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	8.486

**Intersection Setup**

Name	Rubidoux Blvd		Rubidoux Blvd			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	1	0	0	0	0
Exit Pocket Length [ft]	0.00	100.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Rubidoux Blvd		Rubidoux Blvd			
Base Volume Input [veh/h]	205	738	902	595	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1000	1.1000	1.1000	1.1000	1.0000	1.0000
In-Process Volume [veh/h]	86	263	610	304	0	0
Site-Generated Trips [veh/h]	230	146	599	128	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	542	1221	2201	1087	0	0
Peak Hour Factor	0.9310	0.9310	0.9310	0.9310	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	146	328	591	292	0	0
Total Analysis Volume [veh/h]	582	1311	2364	1168	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	8.49	0.01	0.02	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	3484.79	0.00	0.00	0.00	0.00	0.00
Movement LOS	F	A	A	A		
95th-Percentile Queue Length [veh/ln]	67.41	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1685.37	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	1071.39		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	373.85					
Intersection LOS	F					

**Intersection Level Of Service Report**

**Intersection 7: Rubidoux Blvd at SR-60 SB Off Ramps/Frontage Rd**

Control Type:	Signalized	Delay (sec / veh):	155.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.332

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			SR-60 SB Off Ramp			Frontage Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			SR-60 SB Off Ramp			Frontage Rd		
Base Volume Input [veh/h]	0	556	264	73	851	0	496	46	341	7	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.1000	1.1000	1.1000	1.1000	1.0000	1.1000	1.1000	1.1000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	189	289	72	538	0	158	0	112	0	0	0
Site-Generated Trips [veh/h]	0	376	244	84	515	0	0	64	258	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	-20	20	19	-19	0	0	0	0	19	0	18
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1157	843	255	1970	0	704	115	745	26	0	22
Peak Hour Factor	1.0000	0.9670	0.9670	0.9670	0.9670	1.0000	0.9670	0.9670	0.9670	0.9340	1.0000	0.9340
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	299	218	66	509	0	182	30	193	7	0	6
Total Analysis Volume [veh/h]	0	1196	872	264	2037	0	728	119	770	28	0	24
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	5	10	0	0	10	0	5	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	30	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0
Split [s]	0	60	0	18	78	0	0	52	0	52	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	5	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	17	0	10	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	130	130	130	130	130	130	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	56	56	14	74	48	48	
g / C, Green / Cycle	0.43	0.43	0.11	0.57	0.37	0.37	
(v / s)_i Volume / Saturation Flow Rate	0.55	0.64	0.15	0.57	0.41	0.55	
s, saturation flow rate [veh/h]	1870	1628	1781	3560	1781	1622	
c, Capacity [veh/h]	806	701	192	2027	658	599	
d1, Uniform Delay [s]	37.00	37.00	58.00	28.00	41.00	41.00	
k, delay calibration	0.50	0.50	0.19	0.50	0.50	0.50	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	137.05	221.29	181.47	21.22	68.19	226.81	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	1.28	1.47	1.38	1.01	1.11	1.48	
d, Delay for Lane Group [s/veh]	174.05	258.29	239.47	49.22	109.19	267.81	
Lane Group LOS	F	F	F	F	F	F	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	55.67	64.87	15.97	35.78	33.19	56.62	
50th-Percentile Queue Length [ft/ln]	1391.83	1621.74	399.35	894.52	829.87	1415.56	
95th-Percentile Queue Length [veh/ln]	80.24	98.43	25.27	45.79	45.76	86.05	
95th-Percentile Queue Length [ft/ln]	2006.08	2460.65	631.64	1144.84	1143.91	2151.19	

**Movement, Approach, & Intersection Results**

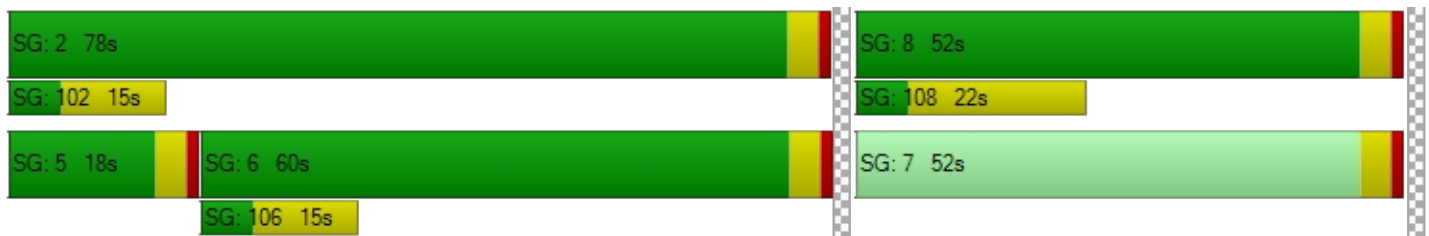
d_M, Delay for Movement [s/veh]	0.00	185.46	258.29	239.47	49.22	0.00	109.19	267.81	267.81	0.00	0.00	0.00
Movement LOS		F	F	F	F		F	F	F			
d_A, Approach Delay [s/veh]		216.17		71.05			196.40		0.00			
Approach LOS		F		E			F		A			
d_I, Intersection Delay [s/veh]	155.04											
Intersection LOS	F											
Intersection V/C	1.332											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0		0.0		9.0		9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00
d_p, Pedestrian Delay [s]	56.31		0.00		56.31		56.31
I_p,int, Pedestrian LOS Score for Intersection	3.269		0.000		2.485		2.346
Crosswalk LOS	C		F		B		B
s_b, Saturation Flow Rate of the bicycle lane	2000		2000		2000		2000
c_b, Capacity of the bicycle lane [bicycles/h]	862		1138		738		0
d_b, Bicycle Delay [s]	21.06		12.06		25.86		65.00
I_b,int, Bicycle LOS Score for Intersection	3.266		3.458		4.228		4.132
Bicycle LOS	C		C		D		D

**Sequence**

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





**Intersection Level Of Service Report**

**Intersection 8: Access Rd at Frontage Rd/SR-60 EB On-Ramp**

Control Type:	Signalized	Delay (sec / veh):	12.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.584

**Intersection Setup**

Name	Access Rd		Frontage Rd		SR-60 EB On-Ramp	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No			
Crosswalk	Yes		No		No	

**Volumes**

Name	Access Rd		Frontage Rd		SR-60 EB On-Ramp	
Base Volume Input [veh/h]	0	7	310	78	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.1000	1.1000	1.1000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	361	0	0	0
Site-Generated Trips [veh/h]	0	299	392	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	307	1094	86	0	0
Peak Hour Factor	1.0000	0.8860	0.8860	0.8860	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	87	309	24	0	0
Total Analysis Volume [veh/h]	0	347	1235	97	0	0
Presence of On-Street Parking	No	No	No	No		
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permissive	Split	Permissive	Permissive	Permissive	Permissive
Signal Group	0	8	2	0	0	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	0	5	10	0	0	0
Maximum Green [s]	0	30	30	0	0	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	0.0
Split [s]	0	44	16	0	0	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	0	0
Pedestrian Clearance [s]	0	10	7	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No			
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	0.0
Minimum Recall		No	No			
Maximum Recall		No	No			
Pedestrian Recall		No	No			
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	R	C	C	
C, Cycle Length [s]	60	60	60	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	
g_i, Effective Green Time [s]	15	37	37	
g / C, Green / Cycle	0.26	0.61	0.61	
(v / s)_i Volume / Saturation Flow Rate	0.22	0.36	0.37	
s, saturation flow rate [veh/h]	1589	1870	1823	
c, Capacity [veh/h]	412	1136	1108	
d1, Uniform Delay [s]	21.08	7.17	7.27	
k, delay calibration	0.11	0.50	0.50	
l, Upstream Filtering Factor	1.00	1.00	1.00	
d2, Incremental Delay [s]	4.75	2.22	2.42	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.84	0.59	0.60	
d, Delay for Lane Group [s/veh]	25.83	9.39	9.69	
Lane Group LOS	C	A	A	
Critical Lane Group	Yes	No	Yes	
50th-Percentile Queue Length [veh/ln]	4.76	4.45	4.55	
50th-Percentile Queue Length [ft/ln]	118.95	111.29	113.74	
95th-Percentile Queue Length [veh/ln]	8.34	7.91	8.05	
95th-Percentile Queue Length [ft/ln]	208.38	197.79	201.19	

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	0.00	25.83	9.53	9.69	0.00	0.00
Movement LOS		C	A	A		
d_A, Approach Delay [s/veh]	25.83		9.54		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	12.91					
Intersection LOS	B					
Intersection V/C	0.584					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	1.912	0.000	0.000
Crosswalk LOS	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1333	400	0
d_b, Bicycle Delay [s]	3.33	19.20	30.00
I_b,int, Bicycle LOS Score for Intersection	1.560	2.659	4.132
Bicycle LOS	A	B	D

**Sequence**

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





**Intersection Level Of Service Report  
Intersection 9: Hall Ave at Wallace St**

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.077

**Intersection Setup**

Name	Hall Ave		Wallace St		Wallace St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↶		↶		↷	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Hall Ave		Wallace St		Wallace St	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1000	1.0000	1.1000	1.1000	1.0000	1.1000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	61	0	0	152	0	247
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	0	0	152	0	247
Peak Hour Factor	0.9500	1.0000	0.9500	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	0	0	40	0	65
Total Analysis Volume [veh/h]	64	0	0	160	0	260
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.69	0.00	7.76	0.00	0.00	0.00
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.25	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.24	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.69		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.28					
Intersection LOS	A					

## Districts at Jurupa Valley

Vistro File: K:\...\Rubidoux\_AM (Phase 1 + 2).vistro

Scenario 9 HY 2045 WP AM

Report File: K:\...\3. HY 2045 WP AM.pdf

12/1/2022

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Rubidoux Blvd at 26th St	Two-way stop	HCM 6th Edition	WB Thru	0.062	190.4	F
2	Hall Ave at 26th St	Two-way stop	HCM 6th Edition	WB Left	0.127	15.1	C
3	Rubidoux Blvd at 28th St	Signalized	HCM 6th Edition	NB Left	0.500	11.9	B
4	Hall Ave at 28th St	All-way stop	HCM 6th Edition	NB Thru	0.303	9.3	A
5	Rubidoux Blvd at 30th St/SR-60 NB Off Ramp	Signalized	HCM 6th Edition	NB Left	1.505	268.1	F
6	Rubidoux Blvd at SR-60 NB On Ramp	Two-way stop	HCM 6th Edition	NB Left	5.402	2,053.5	F
7	Rubidoux Blvd at SR-60 SB Off Ramps/Frontage Rd	Signalized	HCM 6th Edition	NB Right	1.543	219.0	F
8	Access Rd at Frontage Rd/SR-60 EB On-Ramp	Signalized	HCM 6th Edition	NB Right	0.560	12.8	B
9	Hall Ave at Wallace St	Two-way stop	HCM 6th Edition	SB Left	0.093	10.7	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**  
**Intersection 1: Rubidoux Blvd at 26th St**

Control Type:	Two-way stop	Delay (sec / veh):	190.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.062

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			26th St			26th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			26th St			26th St		
Base Volume Input [veh/h]	22	1052	9	12	884	0	5	0	19	4	2	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	69	0	19	120	0	0	0	0	21	0	49
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	1121	9	31	1004	0	5	0	19	25	2	60
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	295	2	8	264	0	1	0	5	7	1	16
Total Analysis Volume [veh/h]	23	1180	9	33	1057	0	5	0	20	26	2	63
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.01	0.00	0.06	0.01	0.00	0.12	0.00	0.04	0.61	0.06	0.14
d_M, Delay for Movement [s/veh]	10.70	0.00	0.00	11.55	0.00	0.00	97.33	122.36	16.76	162.27	190.44	86.35
Movement LOS	B	A	A	B	A	A	F	F	C	F	F	F
95th-Percentile Queue Length [veh/ln]	0.11	0.00	0.00	0.18	0.00	0.00	0.56	0.56	0.56	4.65	4.65	4.65
95th-Percentile Queue Length [ft/ln]	2.73	0.00	0.00	4.49	0.00	0.00	14.06	14.06	14.06	116.35	116.35	116.35
d_A, Approach Delay [s/veh]	0.20			0.35			32.88			110.33		
Approach LOS	A			A			D			F		
d_I, Intersection Delay [s/veh]	4.75											
Intersection LOS	F											

**Intersection Level Of Service Report**  
**Intersection 2: Hall Ave at 26th St**

Control Type: Two-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 15.1  
 Level Of Service: C  
 Volume to Capacity (v/c): 0.127

**Intersection Setup**

Name	Hall Ave			Hall Ave			26th St			26th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Hall Ave			Hall Ave			26th St			26th St		
Base Volume Input [veh/h]	9	123	11	1	154	5	5	0	27	49	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	70	4	0	0	36	0	0	0	19	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	127	11	1	190	5	5	0	46	49	0	11
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	33	3	0	50	1	1	0	12	13	0	3
Total Analysis Volume [veh/h]	83	134	12	1	200	5	5	0	48	52	0	12
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.06	0.13	0.00	0.01
d_M, Delay for Movement [s/veh]	7.80	0.00	0.00	7.51	0.00	0.00	13.54	13.68	9.64	15.11	14.59	10.25
Movement LOS	A	A	A	A	A	A	B	B	A	C	B	B
95th-Percentile Queue Length [veh/ln]	0.19	0.19	0.19	0.00	0.00	0.00	0.22	0.22	0.22	0.49	0.49	0.49
95th-Percentile Queue Length [ft/ln]	4.84	4.84	4.84	0.05	0.05	0.05	5.51	5.51	5.51	12.15	12.15	12.15
d_A, Approach Delay [s/veh]	2.83			0.04			10.01			14.20		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	3.79											
Intersection LOS	C											

**Intersection Level Of Service Report  
Intersection 3: Rubidoux Blvd at 28th St**

Control Type:	Signalized	Delay (sec / veh):	11.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.500

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			28th St			28th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		



**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			28th St			28th St		
	66	1002	68	20	1077	22	41	11	98	64	12	7
Base Volume Input [veh/h]	66	1002	68	20	1077	22	41	11	98	64	12	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	59	0	5	136	0	0	2	24	16	5	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	1061	68	25	1213	22	41	13	122	80	17	17
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	279	18	7	319	6	11	3	32	21	4	4
Total Analysis Volume [veh/h]	76	1117	72	26	1277	23	43	14	128	84	18	18
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing in		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	22	35	0	9	22	0	0	26	0	0	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	46	46	2	44	44	10	10
g / C, Green / Cycle	0.06	0.66	0.66	0.03	0.63	0.63	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.04	0.32	0.32	0.01	0.35	0.35	0.11	0.10
s, saturation flow rate [veh/h]	1781	1870	1830	1781	1870	1858	1710	1229
c, Capacity [veh/h]	101	1233	1207	51	1181	1173	303	260
d1, Uniform Delay [s]	32.51	5.97	5.98	33.51	7.30	7.31	28.98	28.45
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.49	1.38	1.41	7.63	1.86	1.88	1.98	1.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.75	0.49	0.49	0.51	0.55	0.55	0.61	0.46
d, Delay for Lane Group [s/veh]	43.00	7.35	7.39	41.14	9.17	9.18	30.97	29.73
Lane Group LOS	D	A	A	D	A	A	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.52	3.76	3.70	0.53	4.87	4.85	3.03	1.93
50th-Percentile Queue Length [ft/ln]	38.08	93.97	92.50	13.26	121.76	121.25	75.82	48.22
95th-Percentile Queue Length [veh/ln]	2.74	6.77	6.66	0.96	8.49	8.46	5.46	3.47
95th-Percentile Queue Length [ft/ln]	68.55	169.14	166.50	23.88	212.24	211.55	136.48	86.80

**Movement, Approach, & Intersection Results**

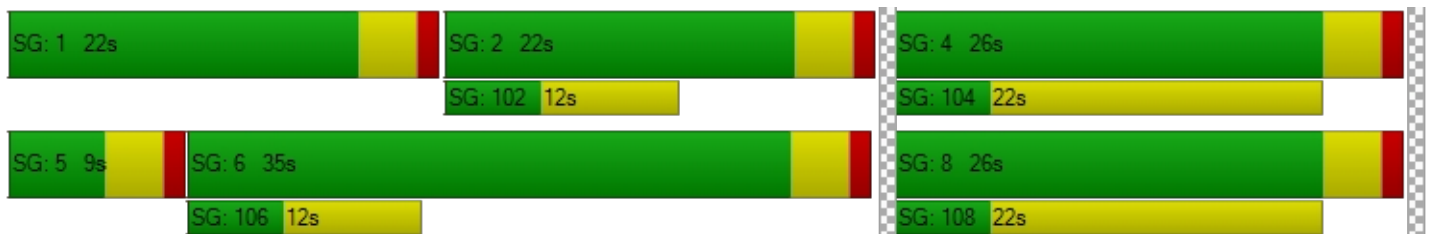
d_M, Delay for Movement [s/veh]	43.00	7.37	7.39	41.14	9.17	9.18	30.97	30.97	30.97	29.73	29.73	29.73
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	9.51			9.80			30.97			29.73		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	11.85											
Intersection LOS	B											
Intersection V/C	0.500											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	26.58			26.58			26.58			26.58		
l_p,int, Pedestrian LOS Score for Intersection	2.945			2.838			1.851			1.817		
Crosswalk LOS	C			C			A			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	886			514			629			629		
d_b, Bicycle Delay [s]	10.86			19.31			16.46			16.46		
l_b,int, Bicycle LOS Score for Intersection	2.603			2.654			1.865			1.758		
Bicycle LOS	B			B			A			A		

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 4: Hall Ave at 28th St**

Control Type: All-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 9.3  
 Level Of Service: A  
 Volume to Capacity (v/c): 0.303

**Intersection Setup**

Name	Hall Ave			Hall Ave			28th St			28th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Hall Ave			Hall Ave			28th St			28th St		
Base Volume Input [veh/h]	12	103	3	0	123	56	35	1	45	46	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	31	74	0	0	55	0	0	0	7	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	177	3	0	178	56	35	1	52	46	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	47	1	0	47	15	9	0	14	12	0	0
Total Analysis Volume [veh/h]	45	186	3	0	187	59	37	1	55	48	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings****Lanes**

Capacity per Entry Lane [veh/h]	780	812	744	669
Degree of Utilization, x	0.30	0.30	0.13	0.07

**Movement, Approach, & Intersection Results**

95th-Percentile Queue Length [veh]	1.26	1.28	0.43	0.23
95th-Percentile Queue Length [ft]	31.54	32.03	10.66	5.78
Approach Delay [s/veh]	9.58	9.35	8.53	8.80
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	9.27			
Intersection LOS	A			

**Intersection Level Of Service Report**

**Intersection 5: Rubidoux Blvd at 30th St/SR-60 NB Off Ramp**

Control Type:	Signalized	Delay (sec / veh):	268.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.505

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			30th Street			SR-60 NB Off Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			30th Street			SR-60 NB Off Ramp		
Base Volume Input [veh/h]	116	1195	0	0	1238	33	60	0	298	772	95	266
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	65	0	0	176	0	0	0	0	298	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	116	1260	0	0	1414	33	60	0	298	1070	95	266
Peak Hour Factor	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	332	0	0	372	9	16	0	78	282	25	70
Total Analysis Volume [veh/h]	122	1326	0	0	1488	35	63	0	314	1126	100	280
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing in		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	5	0	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	30	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	47	0	0	47	0	18	0	0	0	55	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	5	0	0	0	5	0
Pedestrian Clearance [s]	0	3	0	0	7	0	10	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No		No				No	
Maximum Recall		No			No		No				No	
Pedestrian Recall		No			No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	C	C	C
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	43	43	43	43	14	51
g / C, Green / Cycle	0.36	0.36	0.36	0.36	0.12	0.43
(v / s)_i Volume / Saturation Flow Rate	0.36	0.37	0.41	0.41	0.23	0.86
s, saturation flow rate [veh/h]	342	3560	1870	1855	1619	1747
c, Capacity [veh/h]	60	1276	670	665	189	743
d1, Uniform Delay [s]	60.00	38.50	38.50	38.50	53.00	34.50
k, delay calibration	0.50	0.50	0.50	0.50	0.40	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	517.99	36.02	78.82	82.47	463.24	467.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	2.03	1.04	1.14	1.15	2.00	2.03
d, Delay for Lane Group [s/veh]	577.99	74.52	117.32	120.97	516.24	501.82
Lane Group LOS	F	F	F	F	F	F
Critical Lane Group	No	No	No	Yes	Yes	Yes
50th-Percentile Queue Length [veh/ln]	10.46	24.78	34.00	34.40	29.98	117.43
50th-Percentile Queue Length [ft/ln]	261.50	619.47	849.90	859.90	749.40	2935.71
95th-Percentile Queue Length [veh/ln]	18.83	33.84	47.47	48.20	47.56	187.37
95th-Percentile Queue Length [ft/ln]	470.71	846.12	1186.69	1205.00	1189.11	4684.15

**Movement, Approach, & Intersection Results**

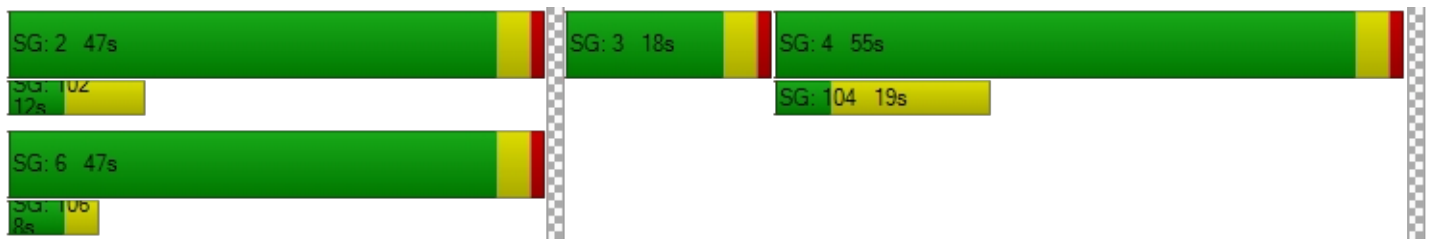
d_M, Delay for Movement [s/veh]	577.99	74.52	0.00	0.00	119.11	120.97	516.24	0.00	516.24	501.82	501.82	501.82
Movement LOS	F	F			F	F	F		F	F	F	F
d_A, Approach Delay [s/veh]	116.94			119.15			516.24			501.82		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	268.06											
Intersection LOS	F											
Intersection V/C	1.505											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	51.34	51.34	51.34
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.924	2.213	2.907
Crosswalk LOS	F	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	717	717	233	850
d_b, Bicycle Delay [s]	24.70	24.70	46.82	19.84
I_b,int, Bicycle LOS Score for Intersection	2.754	2.816	2.182	4.045
Bicycle LOS	C	C	B	D

**Sequence**



Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 6: Rubidoux Blvd at SR-60 NB On Ramp**

Control Type:	Two-way stop	Delay (sec / veh):	2,053.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	5.402

**Intersection Setup**

Name	Rubidoux Blvd		Rubidoux Blvd			
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	1	0	0	0	0
Exit Pocket Length [ft]	0.00	100.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Rubidoux Blvd		Rubidoux Blvd			
Base Volume Input [veh/h]	448	1289	1407	932	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	153	65	440	34	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	601	1354	1847	966	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	158	356	486	254	0	0
Total Analysis Volume [veh/h]	633	1425	1944	1017	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	5.40	0.01	0.02	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	2053.50	0.00	0.00	0.00	0.00	0.00
Movement LOS	F	A	A	A		
95th-Percentile Queue Length [veh/ln]	67.97	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1699.23	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	631.62		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	258.99					
Intersection LOS	F					

**Intersection Level Of Service Report**

**Intersection 7: Rubidoux Blvd at SR-60 SB Off Ramps/Frontage Rd**

Control Type:	Signalized	Delay (sec / veh):	219.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.543

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			SR-60 SB Off Ramp			Frontage Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			SR-60 SB Off Ramp			Frontage Rd		
Base Volume Input [veh/h]	0	862	1070	282	1129	0	834	15	292	7	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	218	100	142	298	0	0	128	139	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	-20	20	19	-19	0	0	0	0	19	0	18
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1060	1190	443	1408	0	834	143	431	26	0	22
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9340	1.0000	0.9340
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	279	313	117	371	0	219	38	113	7	0	6
Total Analysis Volume [veh/h]	0	1116	1253	466	1482	0	878	151	454	28	0	24
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	150
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	5	10	0	0	10	0	5	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	30	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0
Split [s]	0	73	0	28	101	0	0	49	0	49	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	5	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	17	0	10	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0



**Lane Group Calculations**

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	150	150	150	150	150	150	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	69	69	24	97	45	45	
g / C, Green / Cycle	0.46	0.46	0.16	0.65	0.30	0.30	
(v / s)_i Volume / Saturation Flow Rate	0.60	0.79	0.26	0.42	0.49	0.37	
s, saturation flow rate [veh/h]	1870	1589	1781	3560	1781	1651	
c, Capacity [veh/h]	860	731	285	2302	534	495	
d1, Uniform Delay [s]	40.50	40.50	63.00	16.04	52.50	52.50	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	142.40	326.98	301.35	1.40	297.86	116.68	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	1.30	1.71	1.64	0.64	1.64	1.22	
d, Delay for Lane Group [s/veh]	182.90	367.48	364.35	17.44	350.36	169.18	
Lane Group LOS	F	F	F	B	F	F	
Critical Lane Group	No	Yes	Yes	No	Yes	No	
50th-Percentile Queue Length [veh/ln]	65.27	92.97	34.75	15.47	64.27	34.66	
50th-Percentile Queue Length [ft/ln]	1631.82	2324.22	868.67	386.86	1606.67	866.41	
95th-Percentile Queue Length [veh/ln]	93.82	145.73	53.64	21.93	98.54	49.94	
95th-Percentile Queue Length [ft/ln]	2345.61	3643.30	1340.97	548.14	2463.45	1248.46	

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	0.00	182.90	367.48	364.35	17.44	0.00	350.36	169.18	169.18	0.00	0.00	0.00
Movement LOS		F	F	F	B		F	F	F			
d_A, Approach Delay [s/veh]		280.53		100.43			276.45			0.00		
Approach LOS		F		F			F			A		
d_I, Intersection Delay [s/veh]	219.00											
Intersection LOS	F											
Intersection V/C	1.543											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0		0.0		9.0		9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00
d_p, Pedestrian Delay [s]	66.27		0.00		66.27		66.27
I_p,int, Pedestrian LOS Score for Intersection	3.165		0.000		2.448		2.652
Crosswalk LOS	C		F		B		B
s_b, Saturation Flow Rate of the bicycle lane	2000		2000		2000		2000
c_b, Capacity of the bicycle lane [bicycles/h]	920		1293		600		0
d_b, Bicycle Delay [s]	21.87		9.36		36.75		75.00
I_b,int, Bicycle LOS Score for Intersection	3.514		3.167		4.007		4.132
Bicycle LOS	D		C		D		D

**Sequence**

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





**Intersection Level Of Service Report**

**Intersection 8: Access Rd at Frontage Rd/SR-60 EB On-Ramp**

Control Type:	Signalized	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.560

**Intersection Setup**

Name	Access Rd		Frontage Rd		SR-60 EB On-Ramp	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No			
Crosswalk	Yes		No		No	

**Volumes**

Name	Access Rd		Frontage Rd		SR-60 EB On-Ramp	
Base Volume Input [veh/h]	0	149	780	32	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	189	370	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	338	1150	32	0	0
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	89	303	8	0	0
Total Analysis Volume [veh/h]	0	356	1211	34	0	0
Presence of On-Street Parking	No	No	No	No		
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permissive	Split	Permissive	Permissive	Permissive	Permissive
Signal Group	0	8	2	0	0	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	0	5	10	0	0	0
Maximum Green [s]	0	30	30	0	0	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	0.0
Split [s]	0	44	16	0	0	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	0	0
Pedestrian Clearance [s]	0	7	7	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No			
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	0.0
Minimum Recall		No	No			
Maximum Recall		No	No			
Pedestrian Recall		No	No			
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	R	C	C	
C, Cycle Length [s]	60	60	60	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	
g_i, Effective Green Time [s]	16	36	36	
g / C, Green / Cycle	0.26	0.60	0.60	
(v / s)_i Volume / Saturation Flow Rate	0.22	0.33	0.34	
s, saturation flow rate [veh/h]	1589	1870	1852	
c, Capacity [veh/h]	421	1126	1115	
d1, Uniform Delay [s]	20.91	7.12	7.16	
k, delay calibration	0.11	0.50	0.50	
l, Upstream Filtering Factor	1.00	1.00	1.00	
d2, Incremental Delay [s]	4.77	1.96	2.02	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.85	0.55	0.56	
d, Delay for Lane Group [s/veh]	25.68	9.08	9.17	
Lane Group LOS	C	A	A	
Critical Lane Group	Yes	No	Yes	
50th-Percentile Queue Length [veh/ln]	4.87	4.09	4.12	
50th-Percentile Queue Length [ft/ln]	121.71	102.16	102.90	
95th-Percentile Queue Length [veh/ln]	8.49	7.36	7.41	
95th-Percentile Queue Length [ft/ln]	212.17	183.88	185.23	

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	0.00	25.68	9.13	9.17	0.00	0.00
Movement LOS		C	A	A		
d_A, Approach Delay [s/veh]	25.68		9.13		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	12.81					
Intersection LOS	B					
Intersection V/C	0.560					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	1.886	0.000	0.000
Crosswalk LOS	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1333	400	0
d_b, Bicycle Delay [s]	3.33	19.20	30.00
I_b,int, Bicycle LOS Score for Intersection	1.560	2.587	4.132
Bicycle LOS	A	B	D

**Sequence**

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report  
Intersection 9: Hall Ave at Wallace St**

Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.093

**Intersection Setup**

Name	Hall Ave		Wallace St		Wallace St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↶		↶↑		↷	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Hall Ave		Wallace St		Wallace St	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	62	0	0	279	0	105
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	0	0	279	0	105
Peak Hour Factor	0.9500	1.0000	0.9500	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	0	0	73	0	28
Total Analysis Volume [veh/h]	65	0	0	294	0	111
Pedestrian Volume [ped/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.70	0.00	7.43	0.00	0.00	0.00
Movement LOS	B		A	A		A
95th-Percentile Queue Length [veh/ln]	0.31	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.68	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.70		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.48					
Intersection LOS	B					

## Districts at Jurupa Valley

Vistro File: K:\...\Rubidoux\_PM (Phase 1 + 2).vistro

Scenario 9 HY 2045 WP PM

Report File: K:\...\3. HY 2045 WP PM.pdf

12/1/2022

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Rubidoux Blvd at 26th St	Two-way stop	HCM 6th Edition	WB Thru	0.052	1,413.1	F
2	Hall Ave at 26th St	Two-way stop	HCM 6th Edition	WB Left	0.116	19.4	C
3	Rubidoux Blvd at 28th St	Signalized	HCM 6th Edition	SB Left	0.716	21.9	C
4	Hall Ave at 28th St	All-way stop	HCM 6th Edition	NB Thru	0.620	12.8	B
5	Rubidoux Blvd at 30th St/SR-60 NB Off Ramp	Signalized	HCM 6th Edition	NB Left	1.953	383.2	F
6	Rubidoux Blvd at SR-60 NB On Ramp	Two-way stop	HCM 6th Edition	NB Left	10.608	4,460.8	F
7	Rubidoux Blvd at SR-60 SB Off Ramps/Frontage Rd	Signalized	HCM 6th Edition	NB Right	1.431	191.6	F
8	Access Rd at Frontage Rd/SR-60 EB On-Ramp	Signalized	HCM 6th Edition	NB Right	0.517	13.8	B
9	Hall Ave at Wallace St	Two-way stop	HCM 6th Edition	SB Left	0.077	9.7	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report**  
**Intersection 1: Rubidoux Blvd at 26th St**

Control Type:	Two-way stop	Delay (sec / veh):	1,413.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.052

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			26th St			26th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			26th St			26th St		
Base Volume Input [veh/h]	14	996	32	15	1131	5	3	2	11	17	1	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	162	0	25	164	0	0	0	0	73	0	46
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	1158	32	40	1295	5	3	2	11	90	1	59
Peak Hour Factor	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610	0.9610
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	301	8	10	337	1	1	1	3	23	0	15
Total Analysis Volume [veh/h]	15	1205	33	42	1348	5	3	2	11	94	1	61
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.01	0.00	0.08	0.01	0.00	0.13	0.11	0.03	3.29	0.05	0.14
d_M, Delay for Movement [s/veh]	12.35	0.00	0.00	11.97	0.00	0.00	175.38	215.86	33.52	1351.63	1413.09	1233.98
Movement LOS	B	A	A	B	A	A	F	F	D	F	F	F
95th-Percentile Queue Length [veh/ln]	0.09	0.00	0.00	0.24	0.00	0.00	0.91	0.91	0.91	17.29	17.29	17.29
95th-Percentile Queue Length [ft/ln]	2.29	0.00	0.00	6.08	0.00	0.00	22.72	22.72	22.72	432.15	432.15	432.15
d_A, Approach Delay [s/veh]	0.15			0.36			82.91			1306.02		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	72.96											
Intersection LOS	F											

**Intersection Level Of Service Report**  
**Intersection 2: Hall Ave at 26th St**

Control Type: Two-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 19.4  
 Level Of Service: C  
 Volume to Capacity (v/c): 0.116

**Intersection Setup**

Name	Hall Ave			Hall Ave			26th St			26th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Hall Ave			Hall Ave			26th St			26th St		
Base Volume Input [veh/h]	20	137	3	14	165	4	27	5	38	31	2	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	119	16	0	0	20	0	0	0	25	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	153	3	14	185	4	27	5	63	31	2	6
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	40	1	4	49	1	7	1	17	8	1	2
Total Analysis Volume [veh/h]	146	161	3	15	195	4	28	5	66	33	2	6
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.11	0.00	0.00	0.01	0.00	0.00	0.09	0.02	0.08	0.12	0.01	0.01
d_M, Delay for Movement [s/veh]	7.93	0.00	0.00	7.57	0.00	0.00	17.59	17.54	10.70	19.39	17.79	10.76
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	B
95th-Percentile Queue Length [veh/ln]	0.36	0.36	0.36	0.03	0.03	0.03	0.65	0.65	0.65	0.44	0.44	0.44
95th-Percentile Queue Length [ft/ln]	8.90	8.90	8.90	0.80	0.80	0.80	16.31	16.31	16.31	11.01	11.01	11.01
d_A, Approach Delay [s/veh]	3.74			0.53			13.00			18.05		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	4.97											
Intersection LOS	C											

**Intersection Level Of Service Report**  
**Intersection 3: Rubidoux Blvd at 28th St**

Control Type:	Signalized	Delay (sec / veh):	21.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.716

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			28th St			28th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			28th St			28th St		
Base Volume Input [veh/h]	125	988	83	25	1312	44	53	29	98	77	26	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	14	132	0	15	222	0	0	1	23	64	18	30
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	1120	83	40	1534	44	53	30	121	141	44	42
Peak Hour Factor	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	293	22	10	401	12	14	8	32	37	12	11
Total Analysis Volume [veh/h]	145	1172	87	42	1605	46	55	31	127	147	46	44
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing in		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	16	0	28	33	0	0	26	0	0	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	40	40	3	36	36	15	15
g / C, Green / Cycle	0.10	0.57	0.57	0.04	0.51	0.51	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.08	0.34	0.34	0.02	0.44	0.44	0.13	0.19
s, saturation flow rate [veh/h]	1781	1870	1825	1781	1870	1852	1658	1247
c, Capacity [veh/h]	178	1064	1038	73	954	944	427	356
d1, Uniform Delay [s]	30.86	9.86	9.88	32.96	15.08	15.14	24.47	26.50
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.67	2.48	2.57	6.93	10.52	10.94	0.90	2.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.81	0.60	0.60	0.57	0.87	0.87	0.50	0.67
d, Delay for Lane Group [s/veh]	39.53	12.33	12.45	39.90	25.59	26.08	25.37	28.65
Lane Group LOS	D	B	B	D	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	2.74	6.02	5.94	0.82	12.65	12.73	3.11	3.85
50th-Percentile Queue Length [ft/ln]	68.40	150.45	148.41	20.48	316.19	318.23	77.75	96.28
95th-Percentile Queue Length [veh/ln]	4.92	10.04	9.93	1.47	18.48	18.58	5.60	6.93
95th-Percentile Queue Length [ft/ln]	123.12	251.03	248.31	36.87	462.00	464.51	139.96	173.30

**Movement, Approach, & Intersection Results**

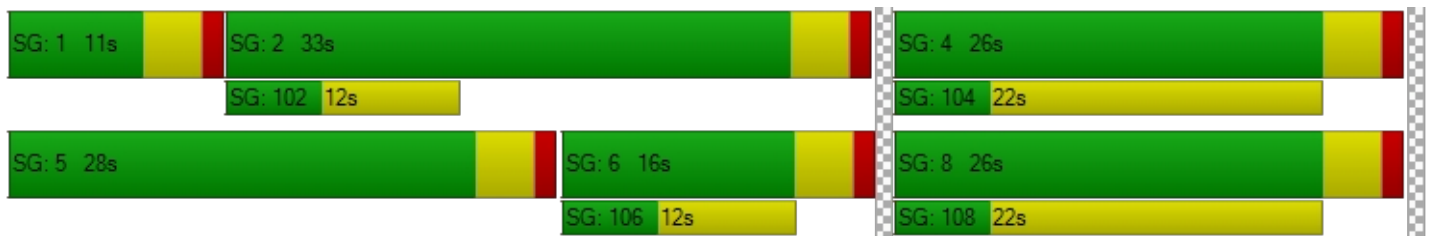
d_M, Delay for Movement [s/veh]	39.53	12.39	12.45	39.90	25.83	26.08	25.37	25.37	25.37	28.65	28.65	28.65
Movement LOS	D	B	B	D	C	C	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	15.19			26.18			25.37			28.65		
Approach LOS	B			C			C			C		
d_I, Intersection Delay [s/veh]	21.95											
Intersection LOS	C											
Intersection V/C	0.716											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	26.58	26.58
I_p,int, Pedestrian LOS Score for Intersection	3.138	2.945	1.923	1.897
Crosswalk LOS	C	C	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	343	829	629	629
d_b, Bicycle Delay [s]	24.03	12.01	16.46	16.46
I_b,int, Bicycle LOS Score for Intersection	2.718	2.956	1.911	1.951
Bicycle LOS	B	C	A	A

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 4: Hall Ave at 28th St**

Control Type:	All-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.620

**Intersection Setup**

Name	Hall Ave			Hall Ave			28th St			28th St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Hall Ave			Hall Ave			28th St			28th St		
Base Volume Input [veh/h]	25	170	4	0	131	69	52	2	77	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	112	135	0	0	45	0	0	0	16	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	305	4	0	176	69	52	2	93	0	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	80	1	0	46	18	14	1	24	0	0	0
Total Analysis Volume [veh/h]	144	321	4	0	185	73	55	2	98	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings****Lanes**

Capacity per Entry Lane [veh/h]	757	752	675	601
Degree of Utilization, x	0.62	0.34	0.23	0.00

**Movement, Approach, & Intersection Results**

95th-Percentile Queue Length [veh]	4.36	1.53	0.88	0.00
95th-Percentile Queue Length [ft]	109.04	38.21	22.06	0.00
Approach Delay [s/veh]	15.19	10.26	9.92	0.00
Approach LOS	C	B	A	A
Intersection Delay [s/veh]	12.82			
Intersection LOS	B			

**Intersection Level Of Service Report**

**Intersection 5: Rubidoux Blvd at 30th St/SR-60 NB Off Ramp**

Control Type:	Signalized	Delay (sec / veh):	383.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.953

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			30th Street			SR-60 NB Off Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			30th Street			SR-60 NB Off Ramp		
Base Volume Input [veh/h]	127	1078	0	0	1683	34	43	0	252	927	141	289
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	146	0	0	309	0	0	0	0	418	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	127	1224	0	0	1992	34	43	0	252	1345	141	289
Peak Hour Factor	0.9530	0.9530	1.0000	1.0000	0.9530	0.9530	0.9530	1.0000	0.9530	0.9530	0.9530	0.9530
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	321	0	0	523	9	11	0	66	353	37	76
Total Analysis Volume [veh/h]	133	1284	0	0	2090	36	45	0	264	1411	148	303
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing in		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	5	0	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	30	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	57	0	0	57	0	15	0	0	0	68	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	5	0	0	0	5	0
Pedestrian Clearance [s]	0	3	0	0	7	0	10	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No				No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No		No				No	
Maximum Recall		No			No		No				No	
Pedestrian Recall		No			No		No				No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0



**Lane Group Calculations**

Lane Group	L	C	C	C	C	C
C, Cycle Length [s]	140	140	140	140	140	140
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	53	53	53	53	11	64
g / C, Green / Cycle	0.38	0.38	0.38	0.38	0.08	0.46
(v / s)_i Volume / Saturation Flow Rate	0.70	0.36	0.57	0.57	0.19	1.06
s, saturation flow rate [veh/h]	190	3560	1870	1859	1615	1753
c, Capacity [veh/h]	51	1348	708	704	127	801
d1, Uniform Delay [s]	70.00	42.28	43.50	43.50	64.50	38.00
k, delay calibration	0.50	0.50	0.50	0.50	0.37	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	766.86	15.53	233.08	237.08	663.42	599.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	2.59	0.95	1.50	1.51	2.44	2.32
d, Delay for Lane Group [s/veh]	836.86	57.81	276.58	280.58	727.92	637.38
Lane Group LOS	F	E	F	F	F	F
Critical Lane Group	Yes	No	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	12.81	24.28	70.08	70.44	27.92	160.35
50th-Percentile Queue Length [ft/ln]	320.17	606.94	1751.98	1761.12	697.94	4008.72
95th-Percentile Queue Length [veh/ln]	23.05	32.36	105.57	106.31	44.27	258.86
95th-Percentile Queue Length [ft/ln]	576.31	808.95	2639.24	2657.75	1106.73	6471.47

**Movement, Approach, & Intersection Results**

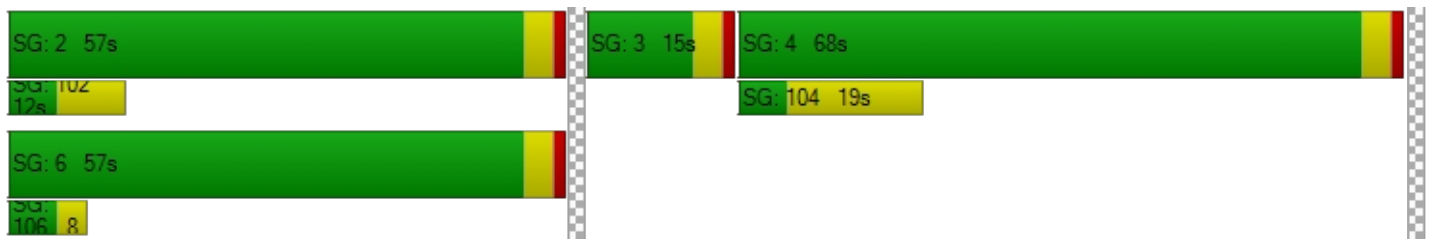
d_M, Delay for Movement [s/veh]	836.86	57.81	0.00	0.00	278.55	280.58	727.92	0.00	727.92	637.38	637.38	637.38
Movement LOS	F	E			F	F	F		F	F	F	F
d_A, Approach Delay [s/veh]	130.93			278.58			727.92			637.38		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	383.19											
Intersection LOS	F											
Intersection V/C	1.953											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	61.29	61.29	61.29
I_p,int, Pedestrian LOS Score for Intersection	0.000	3.069	2.232	3.261
Crosswalk LOS	F	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	757	757	157	914
d_b, Bicycle Delay [s]	27.03	27.03	59.43	20.63
I_b,int, Bicycle LOS Score for Intersection	2.729	3.314	2.069	4.632
Bicycle LOS	B	C	B	E

**Sequence**

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 6: Rubidoux Blvd at SR-60 NB On Ramp**

Control Type:	Two-way stop	Delay (sec / veh):	4,460.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	10.608

**Intersection Setup**

Name	Rubidoux Blvd		Rubidoux Blvd		Eastbound	
Approach	Northbound		Southbound			
Lane Configuration	↩		↩			
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	1	0	0	0	0
Exit Pocket Length [ft]	0.00	100.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

**Volumes**

Name	Rubidoux Blvd		Rubidoux Blvd		Eastbound	
Base Volume Input [veh/h]	343	1183	1762	1055	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	230	146	599	128	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	573	1329	2361	1183	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	151	350	621	311	0	0
Total Analysis Volume [veh/h]	603	1399	2485	1245	0	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	10.61	0.01	0.02	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	4460.84	0.00	0.00	0.00	0.00	0.00
Movement LOS	F	A	A	A		
95th-Percentile Queue Length [veh/ln]	71.44	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1785.88	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	1343.60		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	469.27					
Intersection LOS	F					

**Intersection Level Of Service Report**

**Intersection 7: Rubidoux Blvd at SR-60 SB Off Ramps/Frontage Rd**

Control Type:	Signalized	Delay (sec / veh):	191.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.431

**Intersection Setup**

Name	Rubidoux Blvd			Rubidoux Blvd			SR-60 SB Off Ramp			Frontage Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	Yes			No			Yes			Yes		

**Volumes**

Name	Rubidoux Blvd			Rubidoux Blvd			SR-60 SB Off Ramp			Frontage Rd		
Base Volume Input [veh/h]	0	859	659	188	1601	0	774	53	536	7	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	376	244	84	515	0	0	64	258	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	-20	20	19	-19	0	0	0	0	19	0	18
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1215	923	291	2097	0	774	117	794	26	0	22
Peak Hour Factor	1.0000	0.9670	0.9670	0.9670	0.9670	1.0000	0.9670	0.9670	0.9670	0.9340	1.0000	0.9340
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	314	239	75	542	0	200	30	205	7	0	6
Total Analysis Volume [veh/h]	0	1256	954	301	2169	0	800	121	821	28	0	24
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	150
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Split
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	5	10	0	0	10	0	5	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	30	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0
Split [s]	0	69	0	21	90	0	0	60	0	60	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	5	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	17	0	10	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	C	C	L	C	L	C	
C, Cycle Length [s]	150	150	150	150	150	150	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	65	65	17	86	56	56	
g / C, Green / Cycle	0.43	0.43	0.11	0.57	0.37	0.37	
(v / s)_i Volume / Saturation Flow Rate	0.59	0.68	0.17	0.61	0.45	0.58	
s, saturation flow rate [veh/h]	1870	1623	1781	3560	1781	1621	
c, Capacity [veh/h]	810	703	202	2041	665	605	
d1, Uniform Delay [s]	42.50	42.50	66.50	32.00	47.00	47.00	
k, delay calibration	0.50	0.50	0.34	0.50	0.50	0.50	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	171.59	263.99	238.03	38.97	105.36	258.64	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	1.36	1.57	1.49	1.06	1.20	1.56	
d, Delay for Lane Group [s/veh]	214.09	306.49	304.53	70.97	152.36	305.64	
Lane Group LOS	F	F	F	F	F	F	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	68.26	77.29	21.10	46.68	44.10	65.90	
50th-Percentile Queue Length [ft/ln]	1706.54	1932.15	527.47	1166.89	1102.56	1647.44	
95th-Percentile Queue Length [veh/ln]	99.90	118.69	32.98	60.97	62.18	100.81	
95th-Percentile Queue Length [ft/ln]	2497.45	2967.29	824.49	1524.16	1554.58	2520.35	



**Movement, Approach, & Intersection Results**

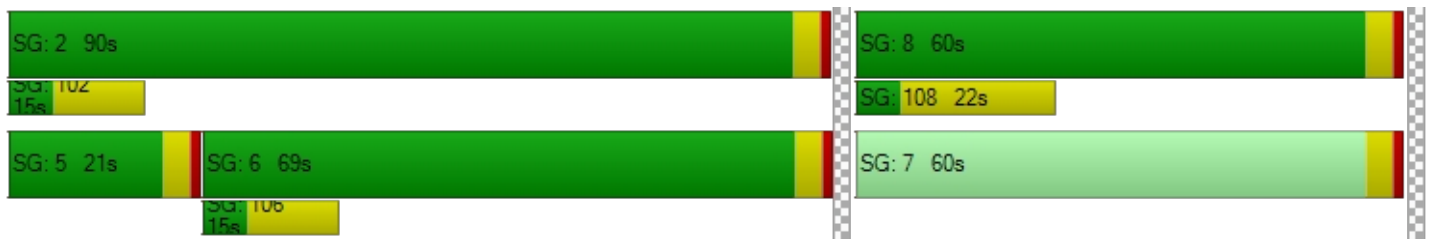
d_M, Delay for Movement [s/veh]	0.00	225.20	306.49	304.53	70.97	0.00	152.36	305.64	305.64	0.00	0.00	0.00
Movement LOS		F	F	F	F		F	F	F			
d_A, Approach Delay [s/veh]		260.29		99.43			235.25		0.00			
Approach LOS		F		F			F		A			
d_I, Intersection Delay [s/veh]	191.63											
Intersection LOS	F											
Intersection V/C	1.431											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0		0.0		9.0		9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00		0.00		0.00		0.00
d_p, Pedestrian Delay [s]	66.27		0.00		66.27		66.27
I_p,int, Pedestrian LOS Score for Intersection	3.339		0.000		2.532		2.411
Crosswalk LOS	C		F		B		B
s_b, Saturation Flow Rate of the bicycle lane	2000		2000		2000		2000
c_b, Capacity of the bicycle lane [bicycles/h]	867		1147		747		0
d_b, Bicycle Delay [s]	24.08		13.65		29.45		75.00
I_b,int, Bicycle LOS Score for Intersection	3.383		3.597		4.434		4.132
Bicycle LOS	C		D		E		D

**Sequence**

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**

**Intersection 8: Access Rd at Frontage Rd/SR-60 EB On-Ramp**

Control Type:	Signalized	Delay (sec / veh):	13.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.517

**Intersection Setup**

Name	Access Rd		Frontage Rd		SR-60 EB On-Ramp	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No			
Crosswalk	Yes		No		No	

**Volumes**

Name	Access Rd		Frontage Rd		SR-60 EB On-Ramp	
Base Volume Input [veh/h]	0	94	391	95	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	299	392	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	393	783	95	0	0
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	103	206	25	0	0
Total Analysis Volume [veh/h]	0	414	824	100	0	0
Presence of On-Street Parking	No	No	No	No		
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permissive	Split	Permissive	Permissive	Permissive	Permissive
Signal Group	0	8	2	0	0	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	0	5	10	0	0	0
Maximum Green [s]	0	30	30	0	0	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	0.0
Split [s]	0	44	16	0	0	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	0	0
Pedestrian Clearance [s]	0	7	7	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No			
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	0.0
Minimum Recall		No	No			
Maximum Recall		No	No			
Pedestrian Recall		No	No			
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	R	C	C	
C, Cycle Length [s]	60	60	60	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	
g_i, Effective Green Time [s]	18	34	34	
g / C, Green / Cycle	0.30	0.57	0.57	
(v / s)_i Volume / Saturation Flow Rate	0.26	0.25	0.26	
s, saturation flow rate [veh/h]	1589	1870	1801	
c, Capacity [veh/h]	478	1058	1019	
d1, Uniform Delay [s]	19.83	7.51	7.61	
k, delay calibration	0.11	0.50	0.50	
l, Upstream Filtering Factor	1.00	1.00	1.00	
d2, Incremental Delay [s]	4.86	1.31	1.46	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	

**Lane Group Results**

X, volume / capacity	0.87	0.44	0.45	
d, Delay for Lane Group [s/veh]	24.69	8.82	9.06	
Lane Group LOS	C	A	A	
Critical Lane Group	Yes	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.56	3.05	3.11	
50th-Percentile Queue Length [ft/ln]	139.05	76.17	77.68	
95th-Percentile Queue Length [veh/ln]	9.43	5.48	5.59	
95th-Percentile Queue Length [ft/ln]	235.74	137.10	139.82	

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	0.00	24.69	8.93	9.06	0.00	0.00
Movement LOS		C	A	A		
d_A, Approach Delay [s/veh]	24.69		8.94		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	13.81					
Intersection LOS	B					
Intersection V/C	0.517					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	1.946	0.000	0.000
Crosswalk LOS	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1333	400	0
d_b, Bicycle Delay [s]	3.33	19.20	30.00
I_b,int, Bicycle LOS Score for Intersection	1.560	2.322	4.132
Bicycle LOS	A	B	D

**Sequence**

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report  
Intersection 9: Hall Ave at Wallace St**

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.077

**Intersection Setup**

Name	Hall Ave		Wallace St		Wallace St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↶		↶		↷	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Hall Ave		Wallace St		Wallace St	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	61	0	0	152	0	247
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	0	0	152	0	247
Peak Hour Factor	0.9500	1.0000	0.9500	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	0	0	40	0	65
Total Analysis Volume [veh/h]	64	0	0	160	0	260
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

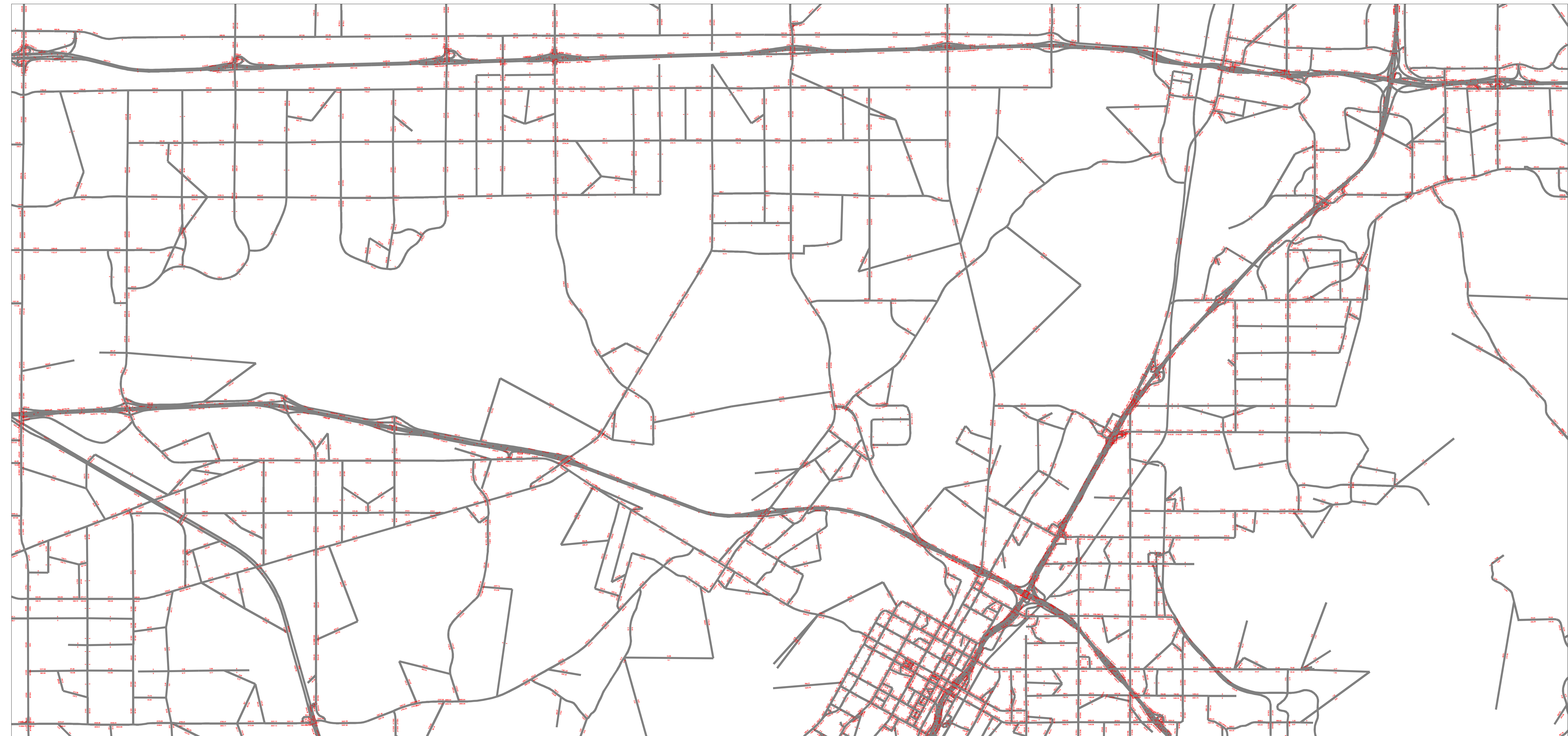
V/C, Movement V/C Ratio	0.08	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.69	0.00	7.76	0.00	0.00	0.00
Movement LOS	A		A	A		A
95th-Percentile Queue Length [veh/ln]	0.25	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.24	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.69		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.28					
Intersection LOS	A					



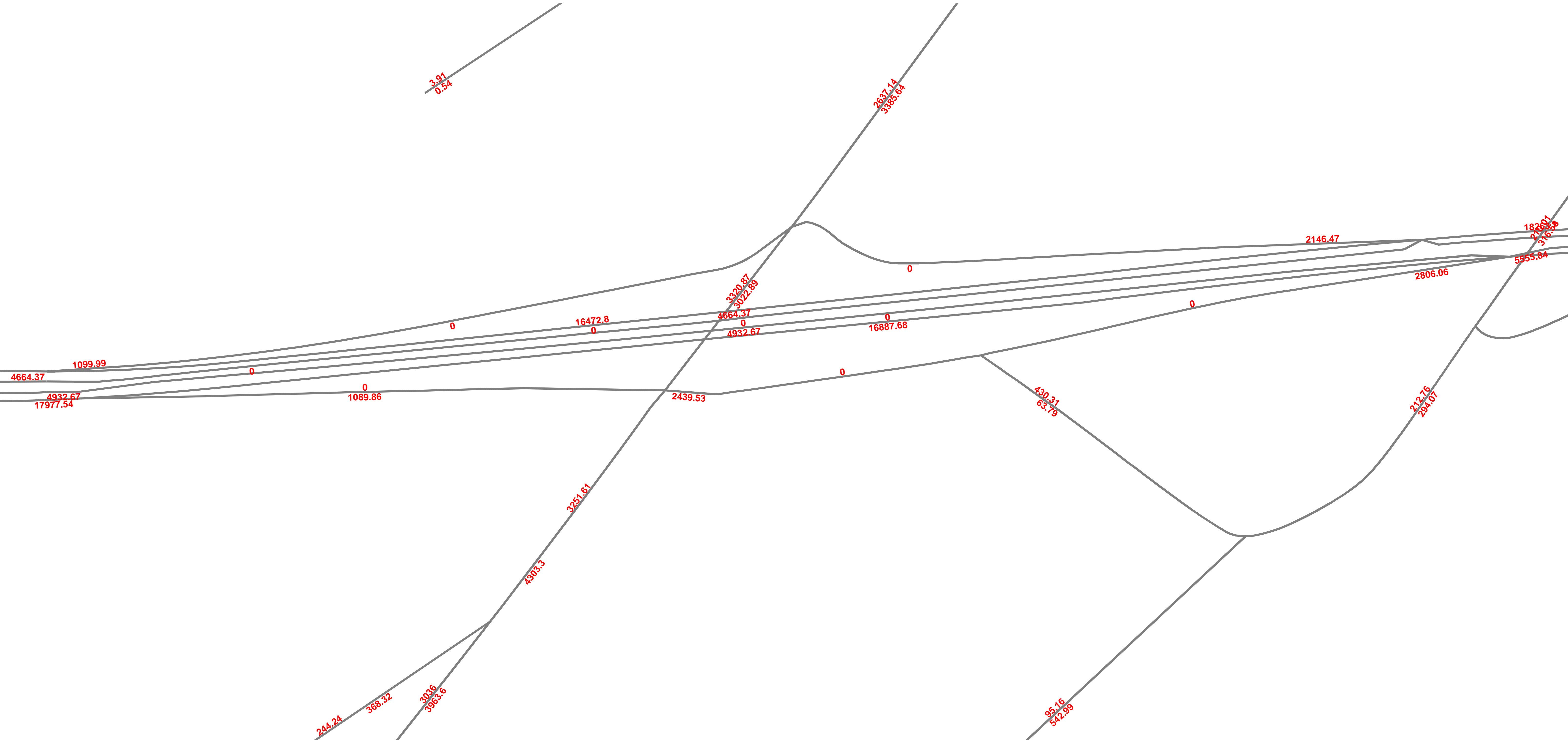
## APPENDIX E

### SBTAM MODEL PLOTS AND B-TURNS WORKSHEETS

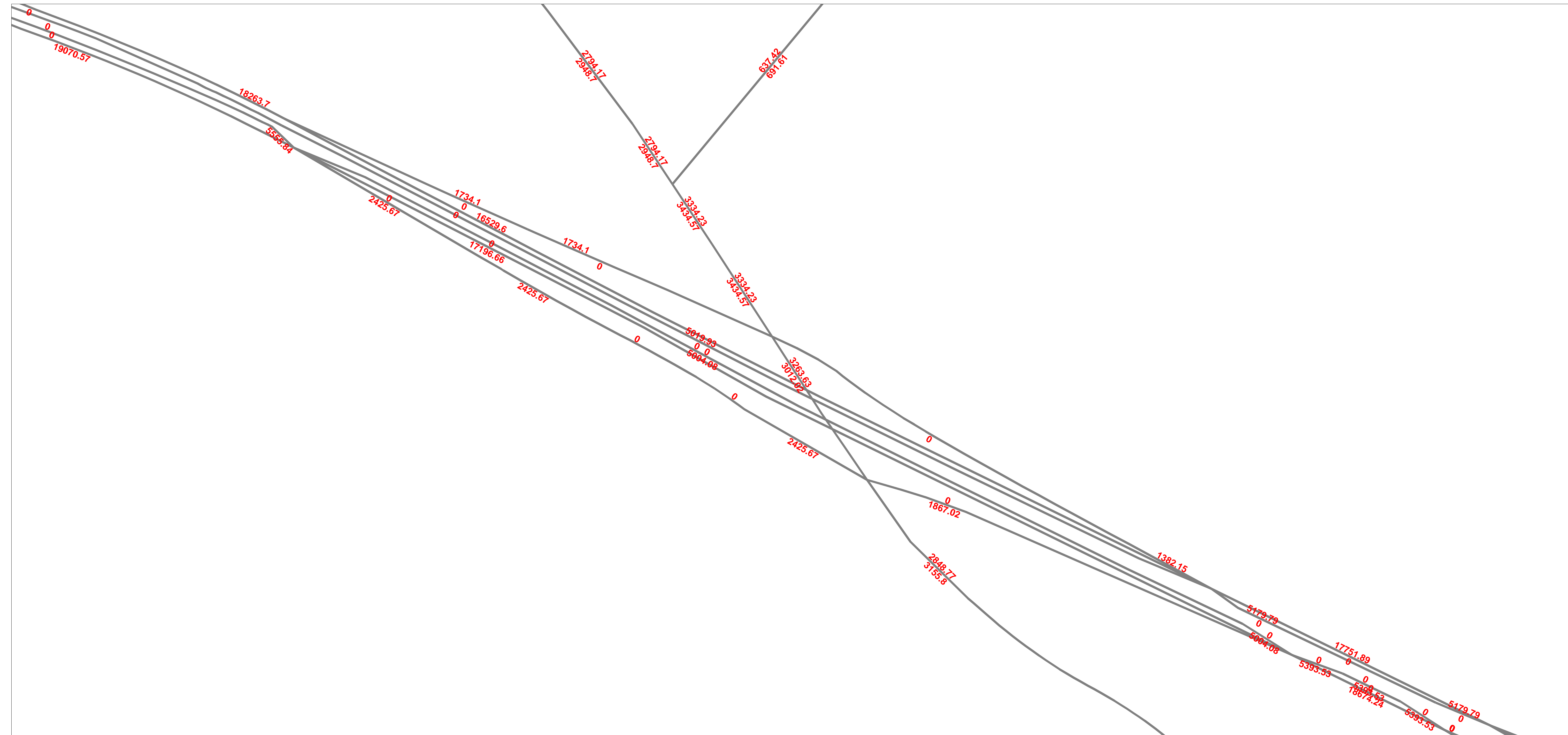
# 2018 AM Model Plots



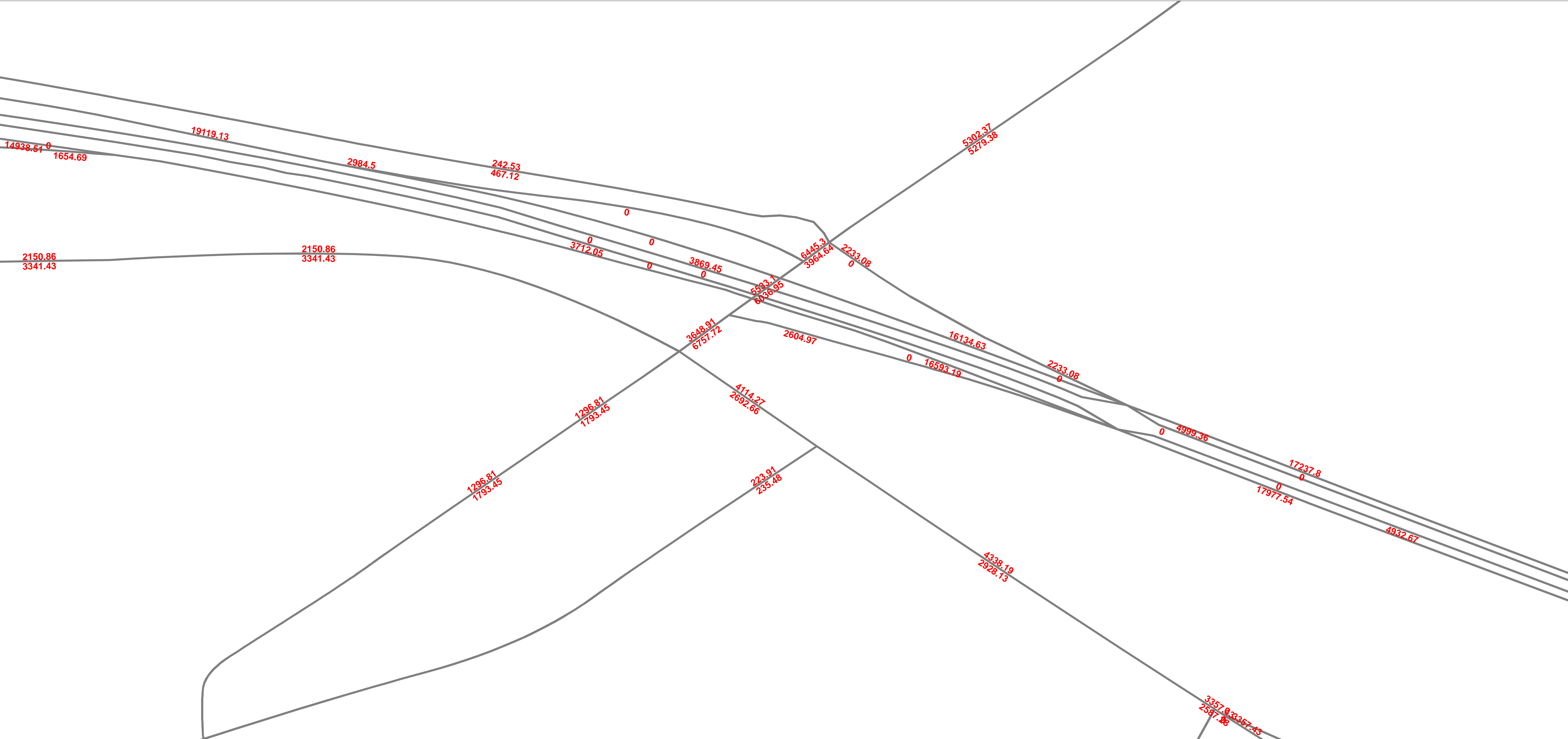
# 2018 AM Model Plots



# 2018 AM Model Plots



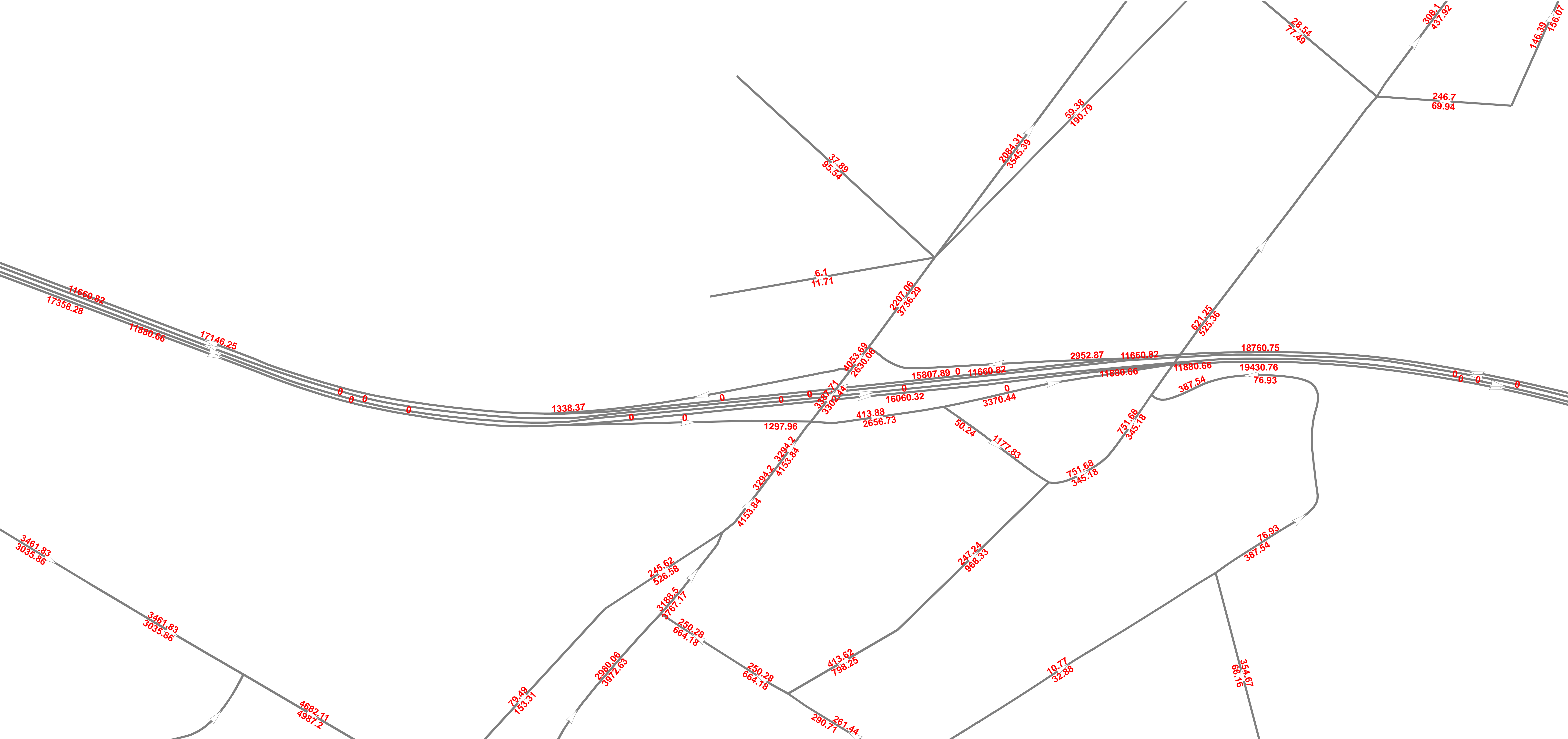
# 2018 AM Model Plots



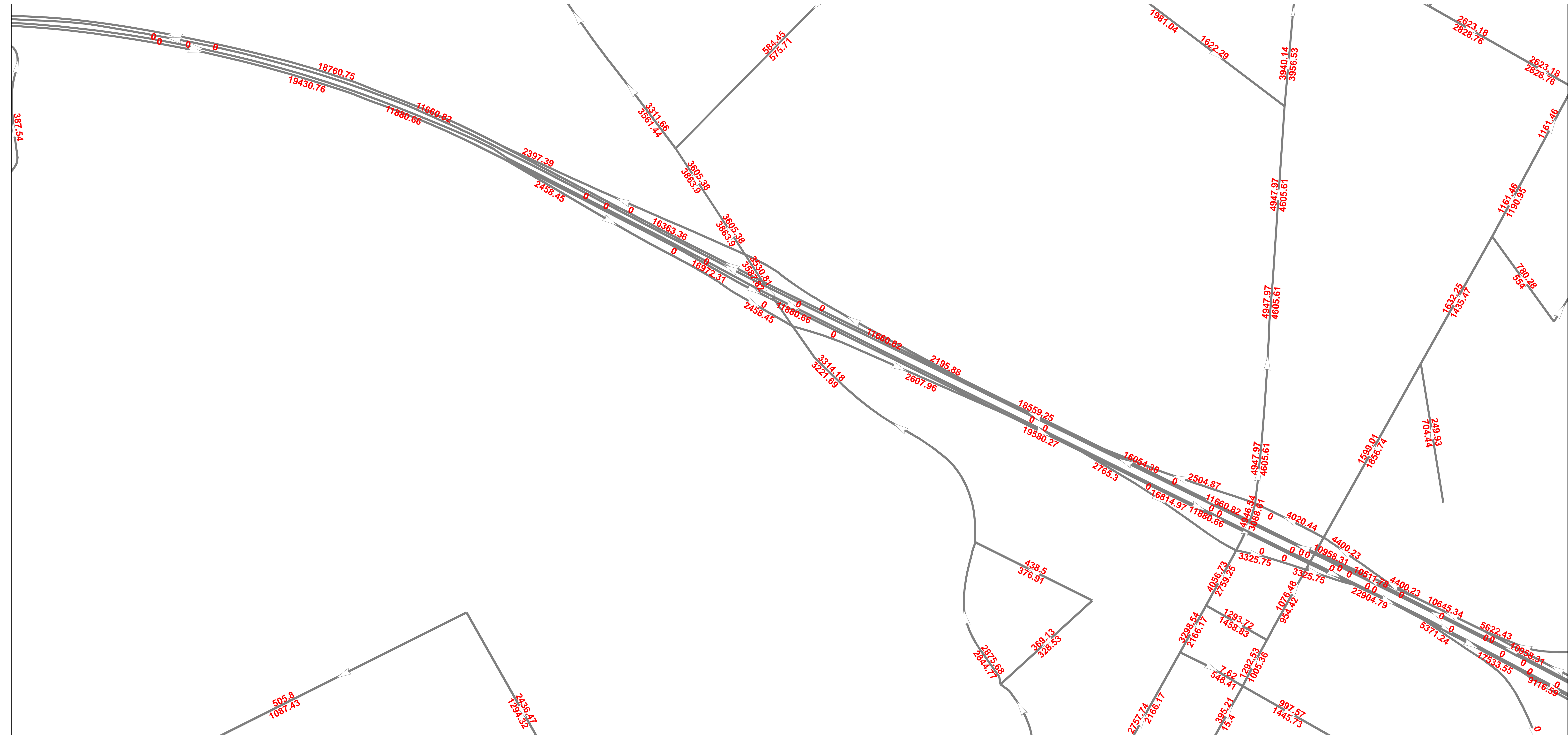
# 2018 PM Model Plots



# 2018 PM Model Plots

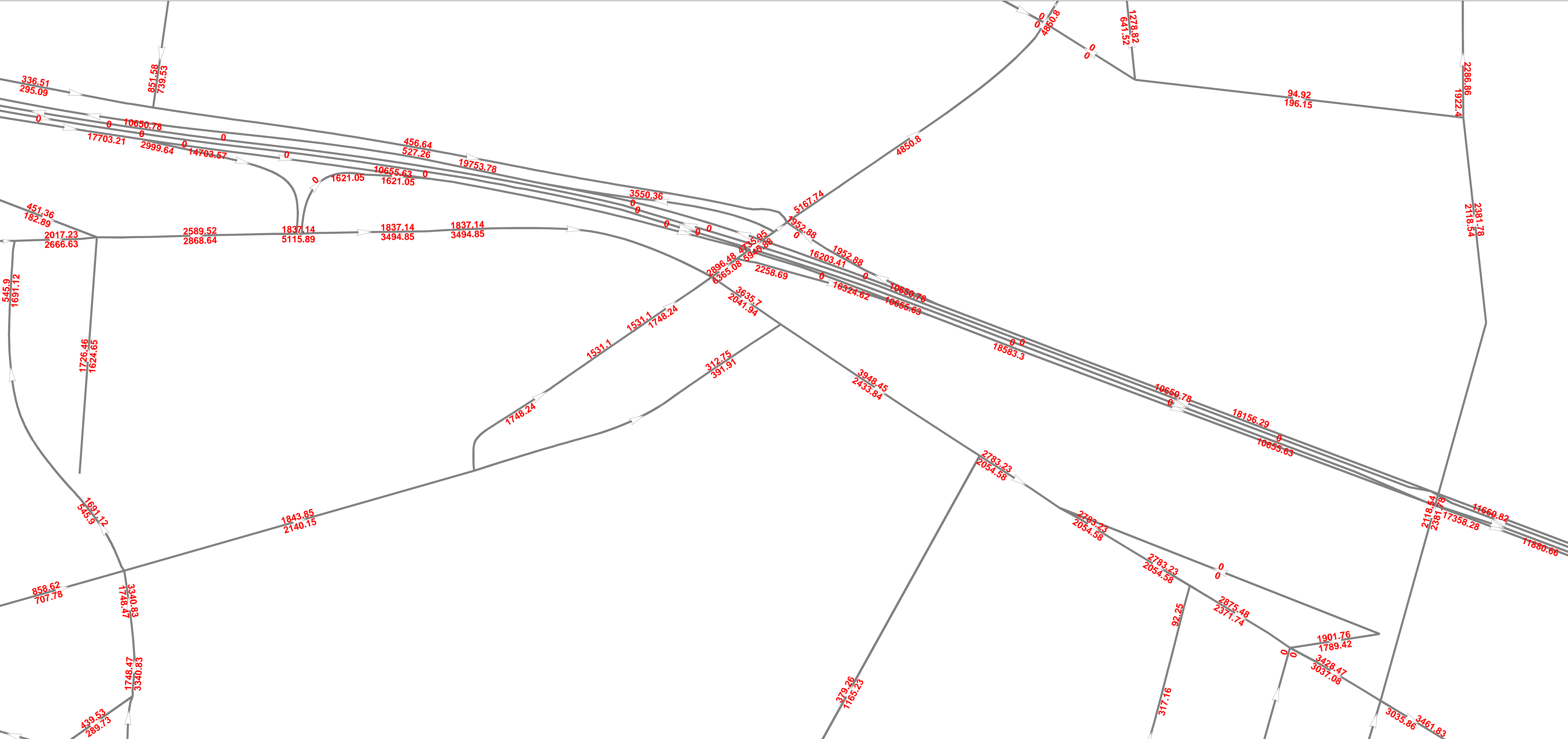


# 2018 PM Model Plots





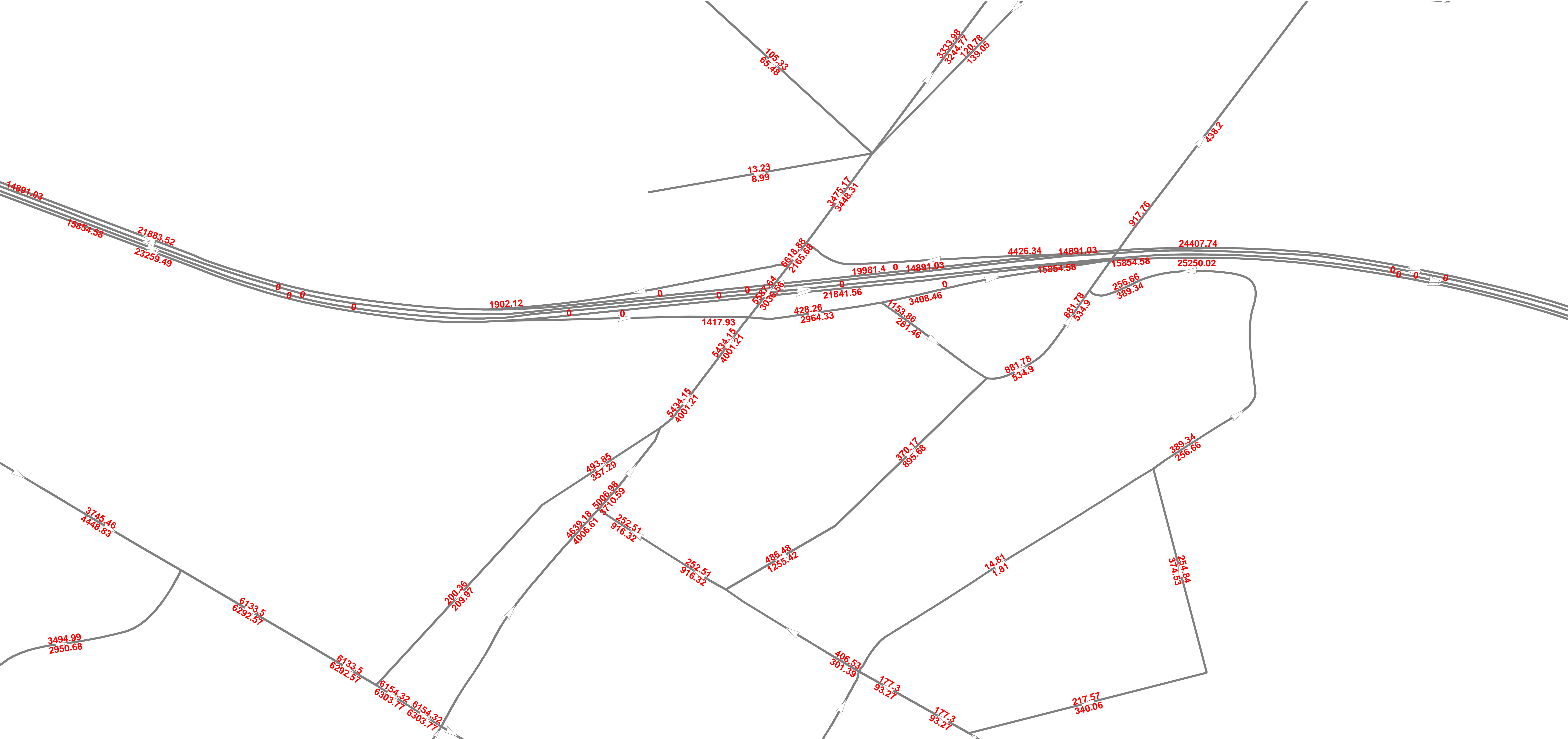
# 2018 PM Model Plots



# 2045 AM Model Plots



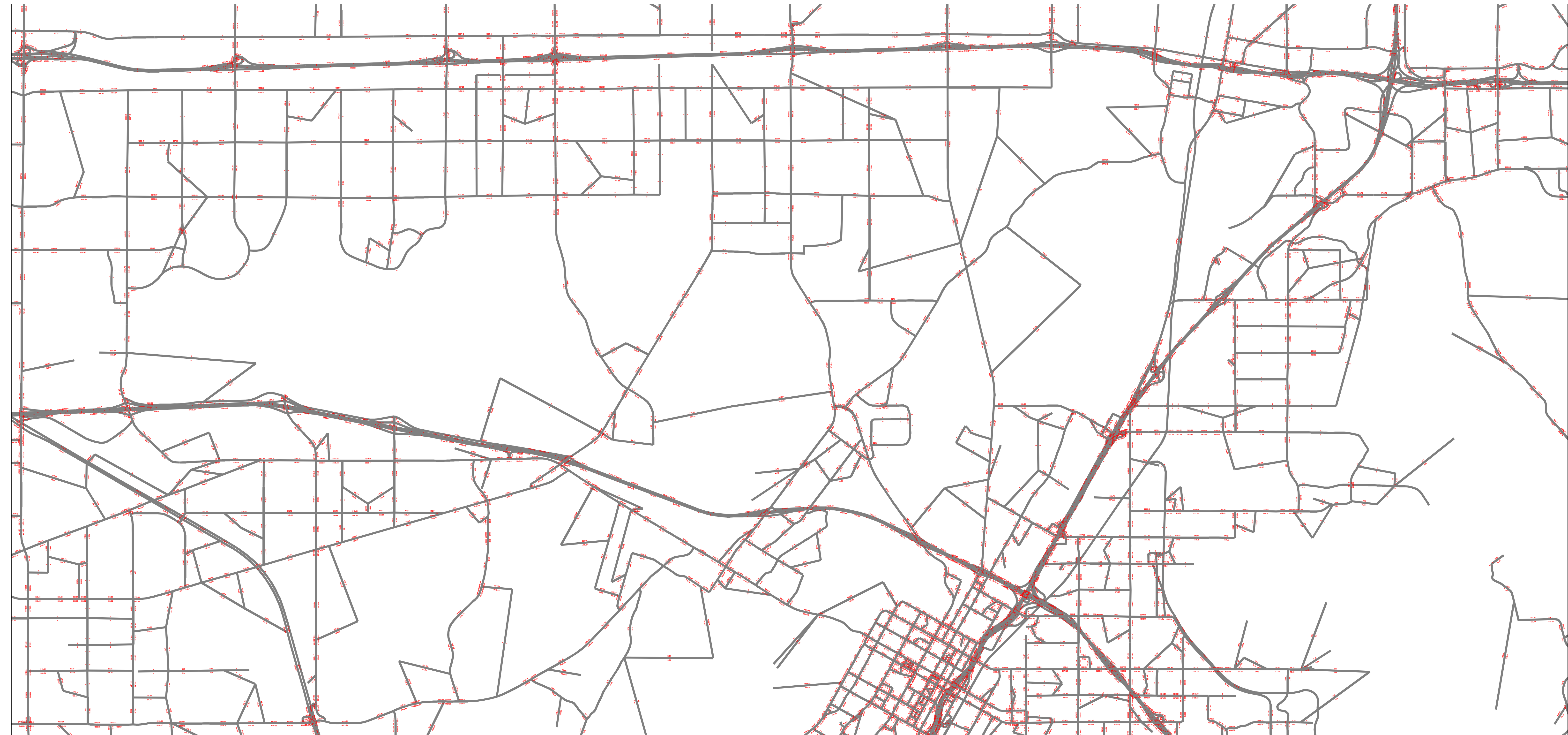
# 2045 AM Model Plots



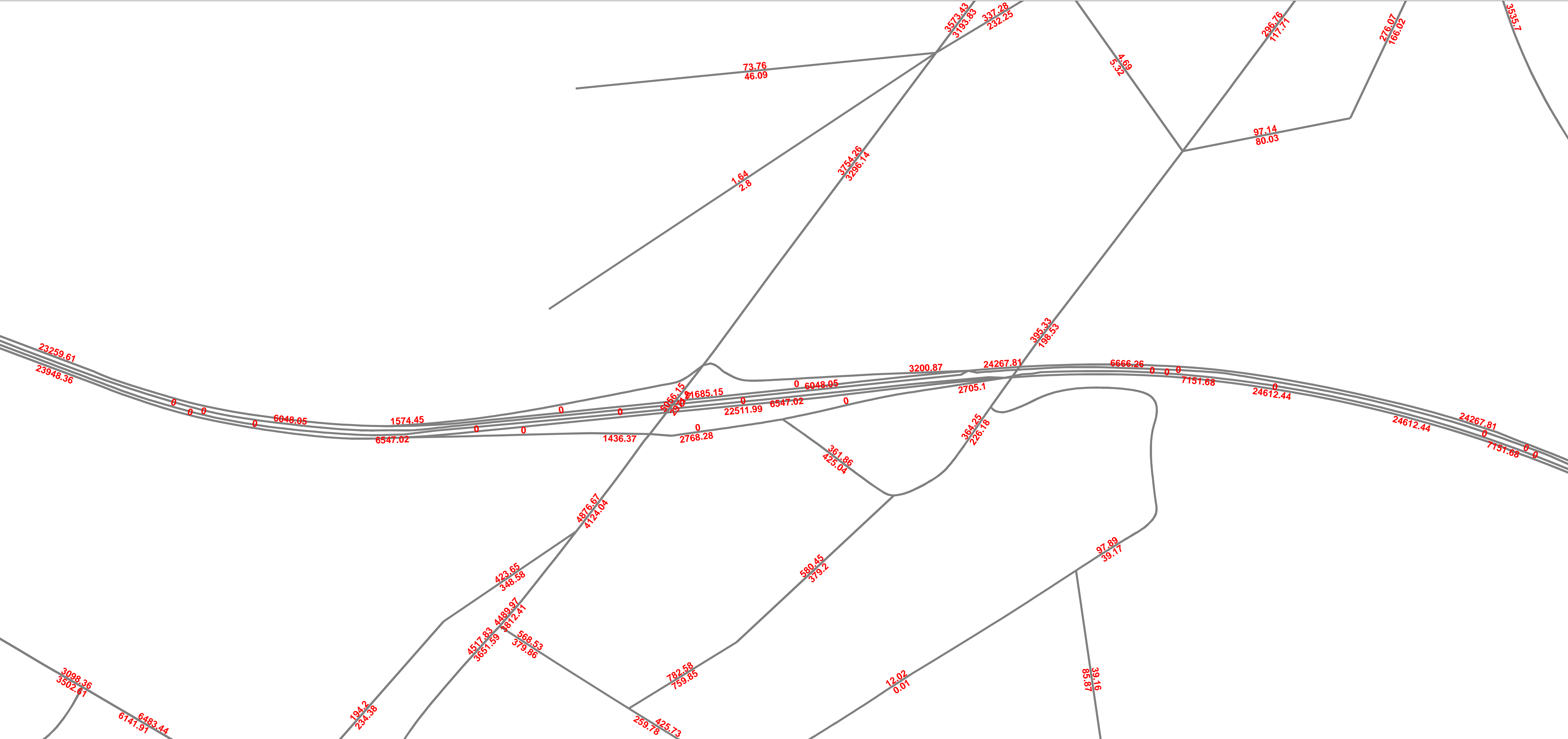




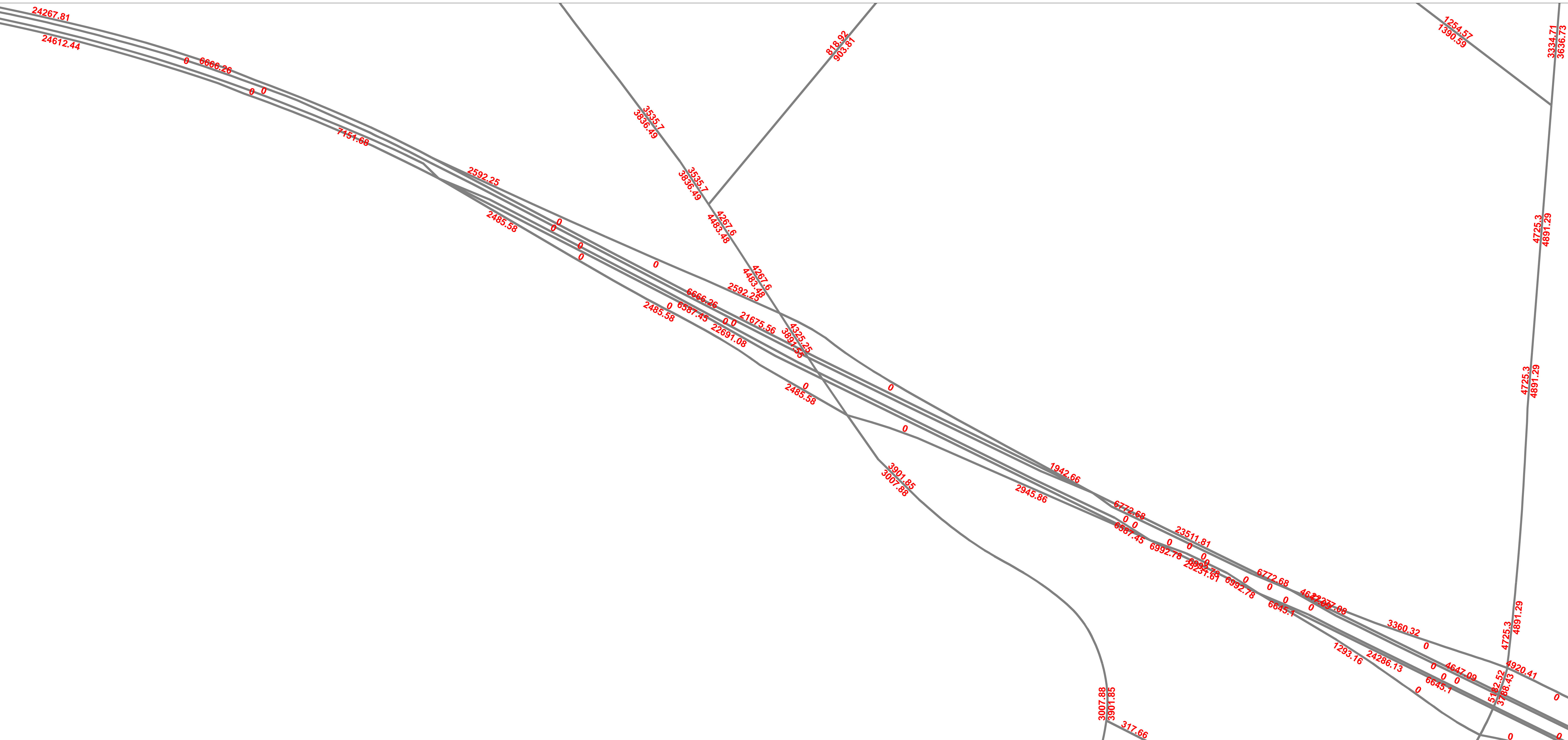
# 2045 PM Model Plots



# 2045 PM Model Plots

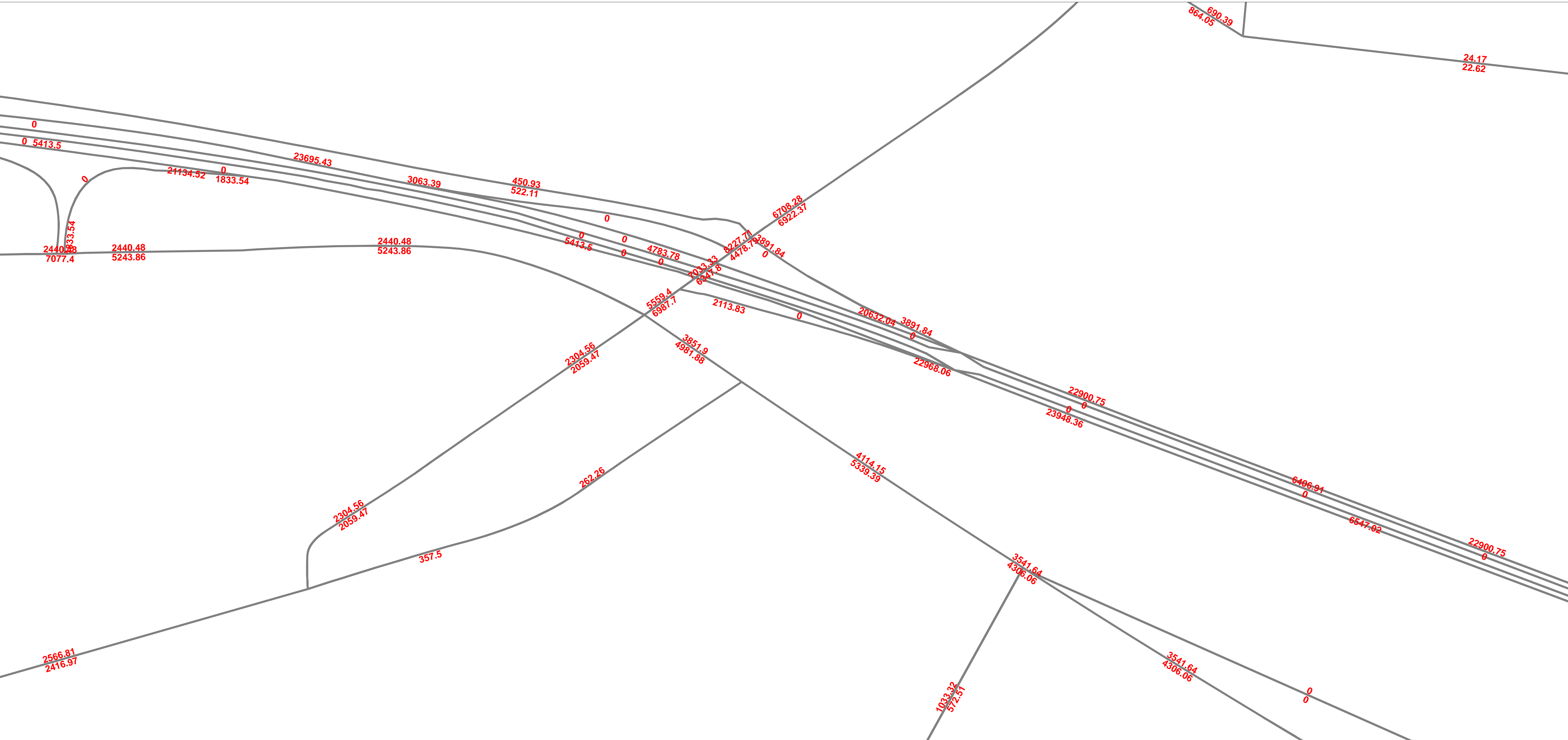


# 2045 PM Model Plots





# 2045 PM Model Plots



Intersection: Cedar Ave Slover Ave  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	134	SOUTH LEG		
	THRU	814	IN ...		1,121
	RIGHT	11	OUT ...		975
SOUTH BOUND	LEFT	113	NORTH LEG		
	THRU	890	IN ...		1,334
	RIGHT	113	OUT ...		1,480
EAST BOUND	LEFT	191	WEST LEG		
	THRU	145	IN ...		792
	RIGHT	49	OUT ...		843
WEST BOUND	LEFT	15	EAST LEG		
	THRU	143	IN ...		472
	RIGHT	140	OUT ...		420
		2,758			7,436

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	134	247
	THRU	814	867
	RIGHT	11	9
SOUTH BOUND	LEFT	113	139
	THRU	890	889
	RIGHT	113	301
EAST BOUND	LEFT	191	447
	THRU	145	272
	RIGHT	49	75
WEST BOUND	LEFT	15	12
	THRU	143	294
	RIGHT	140	166
		2,758	3,718

Intersection: Cedar Ave Slover Ave  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	120	SOUTH LEG		
	THRU	503	IN ...		797
	RIGHT	41	OUT ...		918
SOUTH BOUND	LEFT	127	NORTH LEG		
	THRU	677	IN ...		1,073
	RIGHT	77	OUT ...		1,034
EAST BOUND	LEFT	190	WEST LEG		
	THRU	379	IN ...		1,057
	RIGHT	117	OUT ...		765
WEST BOUND	LEFT	20	EAST LEG		
	THRU	222	IN ...		458
	RIGHT	103	OUT ...		670
		2,576			6,772

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	120	217
	THRU	503	552
	RIGHT	41	30
SOUTH BOUND	LEFT	127	132
	THRU	677	740
	RIGHT	77	200
EAST BOUND	LEFT	190	385
	THRU	379	508
	RIGHT	117	165
WEST BOUND	LEFT	20	13
	THRU	222	348
	RIGHT	103	98
		2,576	3,386

Intersection: Cedar Ave Santa Ana Ave  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	101	SOUTH LEG		
	THRU	721	IN ...		812
	RIGHT	17	OUT ...		798
SOUTH BOUND	LEFT	50	NORTH LEG		
	THRU	792	IN ...		918
	RIGHT	55	OUT ...		978
EAST BOUND	LEFT	57	WEST LEG		
	THRU	90	IN ...		98
	RIGHT	63	OUT ...		119
WEST BOUND	LEFT	34	EAST LEG		
	THRU	101	IN ...		196
	RIGHT	38	OUT ...		129
		2,119			4,048

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	101	23
	THRU	721	817
	RIGHT	17	9
SOUTH BOUND	LEFT	50	83
	THRU	792	756
	RIGHT	55	37
EAST BOUND	LEFT	57	48
	THRU	90	36
	RIGHT	63	15
WEST BOUND	LEFT	34	28
	THRU	101	59
	RIGHT	38	113
		2,119	2,024

Intersection: Cedar Ave Santa Ana Ave  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	142	SOUTH LEG		
	THRU	656	IN ...		845
	RIGHT	35	OUT ...		874
SOUTH BOUND	LEFT	50	NORTH LEG		
	THRU	717	IN ...		939
	RIGHT	68	OUT ...		896
EAST BOUND	LEFT	79	WEST LEG		
	THRU	103	IN ...		205
	RIGHT	106	OUT ...		271
WEST BOUND	LEFT	25	EAST LEG		
	THRU	117	IN ...		200
	RIGHT	28	OUT ...		147
		2,126			4,377

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	142	81
	THRU	656	755
	RIGHT	35	23
SOUTH BOUND	LEFT	50	61
	THRU	717	790
	RIGHT	68	72
EAST BOUND	LEFT	79	84
	THRU	103	63
	RIGHT	106	58
WEST BOUND	LEFT	25	26
	THRU	117	118
	RIGHT	28	57
		2,126	2,188

Intersection: Cedar Ave Jurupa Ave  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	29	SOUTH LEG		
	THRU	681	IN ...		824
	RIGHT	41	OUT ...		853
SOUTH BOUND	LEFT	77	NORTH LEG		
	THRU	786	IN ...		795
	RIGHT	23	OUT ...		817
EAST BOUND	LEFT	33	WEST LEG		
	THRU	74	IN ...		87
	RIGHT	24	OUT ...		(48)
WEST BOUND	LEFT	38	EAST LEG		
	THRU	83	IN ...		89
	RIGHT	130	OUT ...		173
		2,019			3,590

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	29	(18)
	THRU	681	738
	RIGHT	41	73
SOUTH BOUND	LEFT	77	51
	THRU	786	781
	RIGHT	23	(5)
EAST BOUND	LEFT	33	13
	THRU	74	49
	RIGHT	24	24
WEST BOUND	LEFT	38	47
	THRU	83	(24)
	RIGHT	130	65
		2,019	1,795

Intersection: Cedar Ave Jurupa Ave  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	61	SOUTH LEG		
	THRU	692	IN ...		880
	RIGHT	77	OUT ...		978
SOUTH BOUND	LEFT	84	NORTH LEG		
	THRU	797	IN ...		943
	RIGHT	36	OUT ...		781
EAST BOUND	LEFT	31	WEST LEG		
	THRU	175	IN ...		220
	RIGHT	44	OUT ...		109
WEST BOUND	LEFT	42	EAST LEG		
	THRU	70	IN ...		118
	RIGHT	46	OUT ...		293
		2,155			4,322

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	61	51
	THRU	692	726
	RIGHT	77	88
SOUTH BOUND	LEFT	84	61
	THRU	797	877
	RIGHT	36	19
EAST BOUND	LEFT	31	23
	THRU	175	143
	RIGHT	44	54
WEST BOUND	LEFT	42	48
	THRU	70	39
	RIGHT	46	32
		2,155	2,161

Intersection: Cedar Ave Tarragona Dr/EI Rivino Rd  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	3	SOUTH LEG		
	THRU	483	IN ...		867
	RIGHT	115	OUT ...		1,001
SOUTH BOUND	LEFT	98	NORTH LEG		
	THRU	858	IN ...		953
	RIGHT	3	OUT ...		737
EAST BOUND	LEFT	12	WEST LEG		
	THRU	2	IN ...		34
	RIGHT	20	OUT ...		7
WEST BOUND	LEFT	102	EAST LEG		
	THRU	1	IN ...		211
	RIGHT	52	OUT ...		320
		1,749			4,129

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	3	4
	THRU	483	659
	RIGHT	115	203
SOUTH BOUND	LEFT	98	114
	THRU	858	838
	RIGHT	3	2
EAST BOUND	LEFT	12	11
	THRU	2	2
	RIGHT	20	20
WEST BOUND	LEFT	102	143
	THRU	1	1
	RIGHT	52	67
		1,749	2,064



Intersection: Cedar Ave Tarragona Dr/EI Rivino Rd  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	4	SOUTH LEG		
	THRU	672	IN ...		916
	RIGHT	87	OUT ...		1,218
SOUTH BOUND	LEFT	129	NORTH LEG		
	THRU	828	IN ...		1,070
	RIGHT	19	OUT ...		895
EAST BOUND	LEFT	9	WEST LEG		
	THRU	4	IN ...		20
	RIGHT	7	OUT ...		27
WEST BOUND	LEFT	168	EAST LEG		
	THRU	4	IN ...		468
	RIGHT	161	OUT ...		335
		2,092			4,950

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	4	6
	THRU	672	726
	RIGHT	87	178
SOUTH BOUND	LEFT	129	152
	THRU	828	909
	RIGHT	19	16
EAST BOUND	LEFT	9	6
	THRU	4	5
	RIGHT	7	9
WEST BOUND	LEFT	168	300
	THRU	4	5
	RIGHT	161	163
		2,092	2,475

Intersection: Rubidoux Blvd Agua Mansa Commerce Park Dwy

Condition: 2045 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG		
	THRU	806	IN ...		1,072
	RIGHT	0	OUT ...		1,012
SOUTH BOUND	LEFT	0	NORTH LEG		
	THRU	991	IN ...		1,012
	RIGHT	0	OUT ...		1,072
EAST BOUND	LEFT	0	WEST LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		0
WEST BOUND	LEFT	0	EAST LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		0
		1,797			4,167

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	806	1,072
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	991	1,012
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
		1,797	2,083

Intersection: Rubidoux Blvd Agua Mansa Commerce Park Dwy

Condition: 2045 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG		
	THRU	888	IN ...		1,041
	RIGHT	0	OUT ...		1,192
SOUTH BOUND	LEFT	0	NORTH LEG		
	THRU	977	IN ...		1,192
	RIGHT	0	OUT ...		1,041
EAST BOUND	LEFT	0	WEST LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		0
WEST BOUND	LEFT	0	EAST LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		0
		1,865			4,467

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	888	1,041
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	977	1,192
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
		1,865	2,234

Intersection: Rubidoux Blvd 20th St/Market St  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	20	SOUTH LEG		
	THRU	257	IN ...		657
	RIGHT	283	OUT ...		(294)
SOUTH BOUND	LEFT	440	NORTH LEG		
	THRU	589	IN ...		861
	RIGHT	68	OUT ...		409
EAST BOUND	LEFT	46	WEST LEG		
	THRU	57	IN ...		138
	RIGHT	35	OUT ...		144
WEST BOUND	LEFT	275	EAST LEG		
	THRU	56	IN ...		724
	RIGHT	354	OUT ...		2,121
		2,480			4,760

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	20	0
	THRU	257	0
	RIGHT	283	841
SOUTH BOUND	LEFT	440	1,104
	THRU	589	(0)
	RIGHT	68	0
EAST BOUND	LEFT	46	0
	THRU	57	177
	RIGHT	35	(0)
WEST BOUND	LEFT	275	(294)
	THRU	56	144
	RIGHT	354	409
		2,480	2,380

Intersection: Rubidoux Blvd 20th St/Market St  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	22	SOUTH LEG		
	THRU	344	IN ...		1,100
	RIGHT	349	OUT ...		1,476
SOUTH BOUND	LEFT	480	NORTH LEG		
	THRU	583	IN ...		1,438
	RIGHT	27	OUT ...		1,245
EAST BOUND	LEFT	41	WEST LEG		
	THRU	87	IN ...		160
	RIGHT	32	OUT ...		95
WEST BOUND	LEFT	298	EAST LEG		
	THRU	46	IN ...		1,367
	RIGHT	431	OUT ...		1,249
		2,740			8,130

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	22	22
	THRU	344	507
	RIGHT	349	570
SOUTH BOUND	LEFT	480	593
	THRU	583	825
	RIGHT	27	21
EAST BOUND	LEFT	41	37
	THRU	87	87
	RIGHT	32	37
WEST BOUND	LEFT	298	615
	THRU	46	52
	RIGHT	431	700
		2,740	4,065

Intersection: Agua Mansa Rd Market St  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	9	SOUTH LEG		
	THRU	1	IN ...		23
	RIGHT	13	OUT ...		59
SOUTH BOUND	LEFT	103	NORTH LEG		
	THRU	1	IN ...		239
	RIGHT	230	OUT ...		677
EAST BOUND	LEFT	265	WEST LEG		
	THRU	529	IN ...		1,274
	RIGHT	39	OUT ...		971
WEST BOUND	LEFT	19	EAST LEG		
	THRU	442	IN ...		1,226
	RIGHT	161	OUT ...		1,055
		1,812			5,523

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	9	6
	THRU	1	1
	RIGHT	13	16
SOUTH BOUND	LEFT	103	105
	THRU	1	0
	RIGHT	230	133
EAST BOUND	LEFT	265	315
	THRU	529	934
	RIGHT	39	31
WEST BOUND	LEFT	19	28
	THRU	442	832
	RIGHT	161	361
		1,812	2,762

Intersection: Agua Mansa Rd Market St  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG		
	THRU	3	IN ...		4
	RIGHT	1	OUT ...		1
SOUTH BOUND	LEFT	154	NORTH LEG		
	THRU	0	IN ...		491
	RIGHT	319	OUT ...		536
EAST BOUND	LEFT	442	WEST LEG		
	THRU	458	IN ...		1,253
	RIGHT	1	OUT ...		1,099
WEST BOUND	LEFT	0	EAST LEG		
	THRU	450	IN ...		972
	RIGHT	202	OUT ...		1,084
		2,030			5,439

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	3	2
	RIGHT	1	2
SOUTH BOUND	LEFT	154	184
	THRU	0	0
	RIGHT	319	307
EAST BOUND	LEFT	442	354
	THRU	458	898
	RIGHT	1	1
WEST BOUND	LEFT	0	0
	THRU	450	792
	RIGHT	202	180
		2,030	2,720

Intersection: Rubidoux Blvd 24th St  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	7	SOUTH LEG		
	THRU	536	IN ...		659
	RIGHT	17	OUT ...		636
SOUTH BOUND	LEFT	106	NORTH LEG		
	THRU	772	IN ...		644
	RIGHT	0	OUT ...		530
EAST BOUND	LEFT	0	WEST LEG		
	THRU	3	IN ...		7
	RIGHT	4	OUT ...		10
WEST BOUND	LEFT	8	EAST LEG		
	THRU	3	IN ...		(113)
	RIGHT	17	OUT ...		21
		1,473			2,394

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	7	(256)
	THRU	536	574
	RIGHT	17	11
SOUTH BOUND	LEFT	106	10
	THRU	772	749
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	3	1
	RIGHT	4	8
WEST BOUND	LEFT	8	(120)
	THRU	3	266
	RIGHT	17	(44)
		1,473	1,197



Intersection: Rubidoux Blvd 24th St  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	19	SOUTH LEG		
	THRU	677	IN ...		756
	RIGHT	48	OUT ...		800
SOUTH BOUND	LEFT	109	NORTH LEG		
	THRU	815	IN ...		802
	RIGHT	4	OUT ...		560
EAST BOUND	LEFT	1	WEST LEG		
	THRU	17	IN ...		28
	RIGHT	10	OUT ...		29
WEST BOUND	LEFT	32	EAST LEG		
	THRU	6	IN ...		(105)
	RIGHT	31	OUT ...		92
		1,769			2,963

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	19	33
	THRU	677	574
	RIGHT	48	58
SOUTH BOUND	LEFT	109	26
	THRU	815	871
	RIGHT	4	1
EAST BOUND	LEFT	1	0
	THRU	17	8
	RIGHT	10	22
WEST BOUND	LEFT	32	(93)
	THRU	6	(6)
	RIGHT	31	(14)
		1,769	1,482

Intersection: Market St Hall Ave  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	20	SOUTH LEG		
	THRU	0	IN ...		56
	RIGHT	8	OUT ...		43
SOUTH BOUND	LEFT	0	NORTH LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		0
EAST BOUND	LEFT	0	WEST LEG		
	THRU	570	IN ...		994
	RIGHT	14	OUT ...		1,284
WEST BOUND	LEFT	18	EAST LEG		
	THRU	660	IN ...		1,254
	RIGHT	0	OUT ...		977
		1,290			4,608

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	20	42
	THRU	0	0
	RIGHT	8	14
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	570	963
	RIGHT	14	19
WEST BOUND	LEFT	18	23
	THRU	660	1,242
	RIGHT	0	0
		1,290	2,304

Intersection: Market St Hall Ave  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	15	SOUTH LEG		
	THRU	0	IN ...		40
	RIGHT	19	OUT ...		66
SOUTH BOUND	LEFT	0	NORTH LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		0
EAST BOUND	LEFT	0	WEST LEG		
	THRU	575	IN ...		1,070
	RIGHT	24	OUT ...		1,035
WEST BOUND	LEFT	22	EAST LEG		
	THRU	700	IN ...		1,035
	RIGHT	0	OUT ...		1,046
		1,355			4,292

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	15	19
	THRU	0	0
	RIGHT	19	21
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	575	1,024
	RIGHT	24	39
WEST BOUND	LEFT	22	26
	THRU	700	1,016
	RIGHT	0	0
		1,355	2,146

Intersection: Hall Ave 24th St  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	10	SOUTH LEG		
	THRU	13	IN ...		94
	RIGHT	32	OUT ...		59
SOUTH BOUND	LEFT	13	NORTH LEG		
	THRU	9	IN ...		44
	RIGHT	6	OUT ...		23
EAST BOUND	LEFT	1	WEST LEG		
	THRU	115	IN ...		511
	RIGHT	4	OUT ...		191
WEST BOUND	LEFT	14	EAST LEG		
	THRU	10	IN ...		116
	RIGHT	4	OUT ...		493
		231			1,531

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	10	66
	THRU	13	12
	RIGHT	32	20
SOUTH BOUND	LEFT	13	6
	THRU	9	8
	RIGHT	6	31
EAST BOUND	LEFT	1	6
	THRU	115	466
	RIGHT	4	29
WEST BOUND	LEFT	14	22
	THRU	10	95
	RIGHT	4	5
		231	765

Intersection: Hall Ave 24th St  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	27	SOUTH LEG		
	THRU	28	IN ...		179
	RIGHT	89	OUT ...		159
SOUTH BOUND	LEFT	5	NORTH LEG		
	THRU	38	IN ...		52
	RIGHT	12	OUT ...		49
EAST BOUND	LEFT	8	WEST LEG		
	THRU	150	IN ...		486
	RIGHT	21	OUT ...		316
WEST BOUND	LEFT	60	EAST LEG		
	THRU	29	IN ...		291
	RIGHT	1	OUT ...		484
		468			2,016

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	27	85
	THRU	28	24
	RIGHT	89	71
SOUTH BOUND	LEFT	5	3
	THRU	38	20
	RIGHT	12	29
EAST BOUND	LEFT	8	23
	THRU	150	410
	RIGHT	21	49
WEST BOUND	LEFT	60	90
	THRU	29	202
	RIGHT	1	2
		468	1,008

Intersection: Market St 24th St/Via Cerro  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	26	SOUTH LEG		
	THRU	585	IN ...		934
	RIGHT	155	OUT ...		1,004
SOUTH BOUND	LEFT	21	NORTH LEG		
	THRU	569	IN ...		990
	RIGHT	1	OUT ...		1,183
EAST BOUND	LEFT	11	WEST LEG		
	THRU	32	IN ...		(35)
	RIGHT	123	OUT ...		(142)
WEST BOUND	LEFT	114	EAST LEG		
	THRU	7	IN ...		132
	RIGHT	11	OUT ...		208
		1,655			4,274

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	26	(54)
	THRU	585	1,093
	RIGHT	155	106
SOUTH BOUND	LEFT	21	114
	THRU	569	905
	RIGHT	1	(16)
EAST BOUND	LEFT	11	(12)
	THRU	32	(13)
	RIGHT	123	(14)
WEST BOUND	LEFT	114	113
	THRU	7	(72)
	RIGHT	11	102
		1,655	2,253

Intersection: Market St 24th St/Via Cerro  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	54	SOUTH LEG		
	THRU	578	IN ...		835
	RIGHT	104	OUT ...		1,308
SOUTH BOUND	LEFT	21	NORTH LEG		
	THRU	681	IN ...		1,155
	RIGHT	1	OUT ...		926
EAST BOUND	LEFT	4	WEST LEG		
	THRU	30	IN ...		82
	RIGHT	216	OUT ...		(114)
WEST BOUND	LEFT	233	EAST LEG		
	THRU	38	IN ...		302
	RIGHT	31	OUT ...		155
		1,991			4,649

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	54	(38)
	THRU	578	805
	RIGHT	104	78
SOUTH BOUND	LEFT	21	61
	THRU	681	1,009
	RIGHT	1	(3)
EAST BOUND	LEFT	4	4
	THRU	30	16
	RIGHT	216	57
WEST BOUND	LEFT	233	241
	THRU	38	(73)
	RIGHT	31	117
		1,991	2,275

Intersection: Rubidoux Blvd 26th St  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	8	SOUTH LEG		
	THRU	661	IN ...		789
	RIGHT	7	OUT ...		543
SOUTH BOUND	LEFT	10	NORTH LEG		
	THRU	669	IN ...		531
	RIGHT	0	OUT ...		771
EAST BOUND	LEFT	2	WEST LEG		
	THRU	0	IN ...		24
	RIGHT	9	OUT ...		15
WEST BOUND	LEFT	4	EAST LEG		
	THRU	2	IN ...		(26)
	RIGHT	9	OUT ...		(11)
		1,381			2,636

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	8	22
	THRU	661	780
	RIGHT	7	(5)
SOUTH BOUND	LEFT	10	(6)
	THRU	669	530
	RIGHT	0	0
EAST BOUND	LEFT	2	5
	THRU	0	0
	RIGHT	9	19
WEST BOUND	LEFT	4	(5)
	THRU	2	(7)
	RIGHT	9	(14)
		1,381	1,318



Intersection: Rubidoux Blvd 26th St  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	2	SOUTH LEG		
	THRU	730	IN ...		794
	RIGHT	26	OUT ...		697
SOUTH BOUND	LEFT	13	NORTH LEG		
	THRU	744	IN ...		701
	RIGHT	1	OUT ...		755
EAST BOUND	LEFT	2	WEST LEG		
	THRU	2	IN ...		16
	RIGHT	6	OUT ...		14
WEST BOUND	LEFT	14	EAST LEG		
	THRU	1	IN ...		(26)
	RIGHT	11	OUT ...		19
		1,552			2,972

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	2	14
	THRU	730	760
	RIGHT	26	12
SOUTH BOUND	LEFT	13	5
	THRU	744	698
	RIGHT	1	5
EAST BOUND	LEFT	2	3
	THRU	2	2
	RIGHT	6	11
WEST BOUND	LEFT	14	(12)
	THRU	1	(5)
	RIGHT	11	(8)
		1,552	1,486

Intersection: Hall Ave 26th St  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	2	SOUTH LEG		
	THRU	71	IN ...		148
	RIGHT	8	OUT ...		230
SOUTH BOUND	LEFT	1	NORTH LEG		
	THRU	83	IN ...		155
	RIGHT	3	OUT ...		140
EAST BOUND	LEFT	3	WEST LEG		
	THRU	0	IN ...		32
	RIGHT	5	OUT ...		13
WEST BOUND	LEFT	9	EAST LEG		
	THRU	0	IN ...		59
	RIGHT	6	OUT ...		11
		191			789

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	2	9
	THRU	71	123
	RIGHT	8	11
SOUTH BOUND	LEFT	1	0
	THRU	83	154
	RIGHT	3	5
EAST BOUND	LEFT	3	5
	THRU	0	0
	RIGHT	5	27
WEST BOUND	LEFT	9	49
	THRU	0	0
	RIGHT	6	11
		191	394

Intersection: Hall Ave 26th St  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	13	SOUTH LEG		
	THRU	93	IN ...		164
	RIGHT	1	OUT ...		234
SOUTH BOUND	LEFT	12	NORTH LEG		
	THRU	95	IN ...		175
	RIGHT	4	OUT ...		170
EAST BOUND	LEFT	20	WEST LEG		
	THRU	2	IN ...		70
	RIGHT	9	OUT ...		24
WEST BOUND	LEFT	5	EAST LEG		
	THRU	1	IN ...		39
	RIGHT	3	OUT ...		19
		258			894

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	13	20
	THRU	93	137
	RIGHT	1	3
SOUTH BOUND	LEFT	12	12
	THRU	95	165
	RIGHT	4	2
EAST BOUND	LEFT	20	27
	THRU	2	5
	RIGHT	9	38
WEST BOUND	LEFT	5	31
	THRU	1	2
	RIGHT	3	6
		258	447

Intersection: Rubidoux Blvd 28th St  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	32	SOUTH LEG		
	THRU	549	IN ...		750
	RIGHT	56	OUT ...		731
SOUTH BOUND	LEFT	16	NORTH LEG		
	THRU	801	IN ...		680
	RIGHT	11	OUT ...		665
EAST BOUND	LEFT	12	WEST LEG		
	THRU	9	IN ...		50
	RIGHT	16	OUT ...		58
WEST BOUND	LEFT	53	EAST LEG		
	THRU	10	IN ...		27
	RIGHT	5	OUT ...		53
		1,570			3,014

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	32	46
	THRU	549	649
	RIGHT	56	41
SOUTH BOUND	LEFT	16	6
	THRU	801	680
	RIGHT	11	8
EAST BOUND	LEFT	12	15
	THRU	9	7
	RIGHT	16	28
WEST BOUND	LEFT	53	22
	THRU	10	4
	RIGHT	5	1
		1,570	1,507

Intersection: Rubidoux Blvd 28th St  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	29	SOUTH LEG		
	THRU	699	IN ...		832
	RIGHT	68	OUT ...		870
SOUTH BOUND	LEFT	21	NORTH LEG		
	THRU	836	IN ...		812
	RIGHT	12	OUT ...		750
EAST BOUND	LEFT	29	WEST LEG		
	THRU	24	IN ...		96
	RIGHT	37	OUT ...		73
WEST BOUND	LEFT	64	EAST LEG		
	THRU	22	IN ...		44
	RIGHT	10	OUT ...		91
		1,851			3,570

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	29	47
	THRU	699	718
	RIGHT	68	58
SOUTH BOUND	LEFT	21	13
	THRU	836	794
	RIGHT	12	14
EAST BOUND	LEFT	29	29
	THRU	24	20
	RIGHT	37	47
WEST BOUND	LEFT	64	29
	THRU	22	12
	RIGHT	10	4
		1,851	1,785

Intersection: Hall Ave 28th St  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	6	SOUTH LEG		
	THRU	45	IN ...		119
	RIGHT	1	OUT ...		213
SOUTH BOUND	LEFT	0	NORTH LEG		
	THRU	56	IN ...		170
	RIGHT	46	OUT ...		134
EAST BOUND	LEFT	29	WEST LEG		
	THRU	1	IN ...		77
	RIGHT	23	OUT ...		60
WEST BOUND	LEFT	1	EAST LEG		
	THRU	0	IN ...		45
	RIGHT	0	OUT ...		4
		208			823

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	6	12
	THRU	45	103
	RIGHT	1	3
SOUTH BOUND	LEFT	0	0
	THRU	56	123
	RIGHT	46	48
EAST BOUND	LEFT	29	31
	THRU	1	1
	RIGHT	23	45
WEST BOUND	LEFT	1	46
	THRU	0	0
	RIGHT	0	0
		208	411

Intersection: Hall Ave 28th St  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	16	SOUTH LEG		
	THRU	114	IN ...		188
	RIGHT	1	OUT ...		208
SOUTH BOUND	LEFT	0	NORTH LEG		
	THRU	53	IN ...		174
	RIGHT	57	OUT ...		211
EAST BOUND	LEFT	43	WEST LEG		
	THRU	1	IN ...		113
	RIGHT	30	OUT ...		79
WEST BOUND	LEFT	0	EAST LEG		
	THRU	0	IN ...		30
	RIGHT	0	OUT ...		6
		315			1,008

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	16	25
	THRU	114	170
	RIGHT	1	4
SOUTH BOUND	LEFT	0	0
	THRU	53	131
	RIGHT	57	55
EAST BOUND	LEFT	43	41
	THRU	1	2
	RIGHT	30	77
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
		315	504

Intersection: Rubidoux Blvd 30th St/SR-60 WB Off-Ramp

Condition: 2045 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	40	SOUTH LEG		
	THRU	623	IN ...		536
	RIGHT	0	OUT ...		1,321
SOUTH BOUND	LEFT	0	NORTH LEG		
	THRU	833	IN ...		713
	RIGHT	19	OUT ...		850
EAST BOUND	LEFT	24	WEST LEG		
	THRU	0	IN ...		240
	RIGHT	185	OUT ...		133
WEST BOUND	LEFT	402	EAST LEG		
	THRU	63	IN ...		816
	RIGHT	90	OUT ...		0
		2,279			4,609

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	40	17
	THRU	623	524
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	833	687
	RIGHT	19	21
EAST BOUND	LEFT	24	60
	THRU	0	0
	RIGHT	185	179
WEST BOUND	LEFT	402	455
	THRU	63	95
	RIGHT	90	266
		2,279	2,305



Intersection: Rubidoux Blvd 30th St/SR-60 WB Off-Ramp

Condition: 2045 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	49	SOUTH LEG		
	THRU	707	IN ...		564
	RIGHT	0	OUT ...		1,530
SOUTH BOUND	LEFT	0	NORTH LEG		
	THRU	941	IN ...		880
	RIGHT	6	OUT ...		880
EAST BOUND	LEFT	21	WEST LEG		
	THRU	0	IN ...		201
	RIGHT	165	OUT ...		172
WEST BOUND	LEFT	427	EAST LEG		
	THRU	92	IN ...		927
	RIGHT	116	OUT ...		0
		2,524			5,154

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	49	23
	THRU	707	548
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	941	871
	RIGHT	6	7
EAST BOUND	LEFT	21	43
	THRU	0	0
	RIGHT	165	158
WEST BOUND	LEFT	427	500
	THRU	92	141
	RIGHT	116	289
		2,524	2,582

Intersection: Rubidoux Blvd SR-60 WB On-Ramp  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	286	SOUTH LEG		
	THRU	645	IN ...		1,021
	RIGHT	0	OUT ...		810
SOUTH BOUND	LEFT	0	NORTH LEG		
	THRU	788	IN ...		1,870
	RIGHT	623	OUT ...		1,095
EAST BOUND	LEFT	0	WEST LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		986
WEST BOUND	LEFT	0	EAST LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		0
		2,342			5,782

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	286	54
	THRU	645	1,095
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	788	810
	RIGHT	623	932
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
		2,342	2,891

Intersection: Rubidoux Blvd SR-60 WB On-Ramp  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	205	SOUTH LEG		
	THRU	738	IN ...		959
	RIGHT	0	OUT ...		1,267
SOUTH BOUND	LEFT	0	NORTH LEG		
	THRU	902	IN ...		2,180
	RIGHT	595	OUT ...		993
EAST BOUND	LEFT	0	WEST LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		878
WEST BOUND	LEFT	0	EAST LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		0
		2,440			6,278

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	205	57
	THRU	738	993
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	902	1,267
	RIGHT	595	821
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
		2,440	3,139

Intersection: Rubidoux Blvd SR-60 EB Off-Ramp/Frontage Rd

Condition: 2045 Build-out

Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG		
	THRU	499	IN ...		992
	RIGHT	541	OUT ...		842
SOUTH BOUND	LEFT	158	NORTH LEG		
	THRU	634	IN ...		814
	RIGHT	0	OUT ...		1,011
EAST BOUND	LEFT	418	WEST LEG		
	THRU	11	IN ...		683
	RIGHT	187	OUT ...		0
WEST BOUND	LEFT	7	EAST LEG		
	THRU	0	IN ...		145
	RIGHT	4	OUT ...		781
		2,459			5,267

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	499	448
	RIGHT	541	545
SOUTH BOUND	LEFT	158	221
	THRU	634	592
	RIGHT	0	0
EAST BOUND	LEFT	418	501
	THRU	11	15
	RIGHT	187	168
WEST BOUND	LEFT	7	82
	THRU	0	0
	RIGHT	4	63
		2,459	2,633

Intersection: Rubidoux Blvd SR-60 EB Off-Ramp/Frontage Rd

Condition: 2045 Build-out

Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG		
	THRU	556	IN ...		791
	RIGHT	264	OUT ...		1,341
SOUTH BOUND	LEFT	73	NORTH LEG		
	THRU	851	IN ...		1,051
	RIGHT	0	OUT ...		1,073
EAST BOUND	LEFT	496	WEST LEG		
	THRU	46	IN ...		879
	RIGHT	341	OUT ...		0
WEST BOUND	LEFT	16	EAST LEG		
	THRU	0	IN ...		123
	RIGHT	5	OUT ...		430
		2,648			5,687

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	556	520
	RIGHT	264	272
SOUTH BOUND	LEFT	73	105
	THRU	851	945
	RIGHT	0	0
EAST BOUND	LEFT	496	520
	THRU	46	53
	RIGHT	341	306
WEST BOUND	LEFT	16	90
	THRU	0	0
	RIGHT	5	33
		2,648	2,843

Intersection: 30th St Frontage Rd/SR-60 EB-On Ramp  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	12	SOUTH LEG		
	THRU	0	IN ...		295
	RIGHT	41	OUT ...		22
SOUTH BOUND	LEFT	0	NORTH LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		0
EAST BOUND	LEFT	0	WEST LEG		
	THRU	706	IN ...		803
	RIGHT	26	OUT ...		146
WEST BOUND	LEFT	0	EAST LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		930
		785			2,195

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	12	146
	THRU	0	0
	RIGHT	41	149
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	706	780
	RIGHT	26	22
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
		785	1,097

Intersection: 30th St Frontage Rd/SR-60 EB-On Ramp  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	10	SOUTH LEG		
	THRU	0	IN ...		206
	RIGHT	7	OUT ...		44
SOUTH BOUND	LEFT	0	NORTH LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		0
EAST BOUND	LEFT	0	WEST LEG		
	THRU	310	IN ...		435
	RIGHT	78	OUT ...		112
WEST BOUND	LEFT	0	EAST LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		485
		405			1,281

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	10	112
	THRU	0	0
	RIGHT	7	94
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	310	391
	RIGHT	78	44
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
		405	641

Intersection: Market St Rivera St  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	24	SOUTH LEG		
	THRU	735	IN ...		1,153
	RIGHT	306	OUT ...		1,104
SOUTH BOUND	LEFT	32	NORTH LEG		
	THRU	701	IN ...		937
	RIGHT	5	OUT ...		949
EAST BOUND	LEFT	3	WEST LEG		
	THRU	0	IN ...		15
	RIGHT	12	OUT ...		29
WEST BOUND	LEFT	252	EAST LEG		
	THRU	0	IN ...		278
	RIGHT	43	OUT ...		300
		2,113			4,765

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	24	22
	THRU	735	888
	RIGHT	306	258
SOUTH BOUND	LEFT	32	42
	THRU	701	874
	RIGHT	5	7
EAST BOUND	LEFT	3	4
	THRU	0	0
	RIGHT	12	11
WEST BOUND	LEFT	252	219
	THRU	0	0
	RIGHT	43	57
		2,113	2,382



Intersection: Market St Rivera St  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	5	SOUTH LEG		
	THRU	798	IN ...		1,104
	RIGHT	218	OUT ...		1,304
SOUTH BOUND	LEFT	85	NORTH LEG		
	THRU	905	IN ...		1,168
	RIGHT	0	OUT ...		959
EAST BOUND	LEFT	2	WEST LEG		
	THRU	14	IN ...		72
	RIGHT	56	OUT ...		5
WEST BOUND	LEFT	211	EAST LEG		
	THRU	0	IN ...		262
	RIGHT	60	OUT ...		337
		2,354			5,212

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	5	5
	THRU	798	890
	RIGHT	218	216
SOUTH BOUND	LEFT	85	107
	THRU	905	1,055
	RIGHT	0	0
EAST BOUND	LEFT	2	2
	THRU	14	15
	RIGHT	56	55
WEST BOUND	LEFT	211	194
	THRU	0	0
	RIGHT	60	67
		2,354	2,606

Intersection: Market St SR-60 WB Ramps  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	139	SOUTH LEG		
	THRU	312	IN ...		537
	RIGHT	0	OUT ...		1,083
SOUTH BOUND	LEFT	0	NORTH LEG		
	THRU	828	IN ...		1,121
	RIGHT	154	OUT ...		1,186
EAST BOUND	LEFT	0	WEST LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		508
WEST BOUND	LEFT	69	EAST LEG		
	THRU	0	IN ...		1,118
	RIGHT	786	OUT ...		0
		2,288			5,554

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	139	290
	THRU	312	246
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	828	913
	RIGHT	154	218
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	69	170
	THRU	0	0
	RIGHT	786	940
		2,288	2,777

Intersection: Market St SR-60 WB Ramps  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	317	SOUTH LEG		
	THRU	340	IN ...		838
	RIGHT	0	OUT ...		1,211
SOUTH BOUND	LEFT	0	NORTH LEG		
	THRU	951	IN ...		1,248
	RIGHT	165	OUT ...		1,089
EAST BOUND	LEFT	0	WEST LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		700
WEST BOUND	LEFT	79	EAST LEG		
	THRU	0	IN ...		914
	RIGHT	666	OUT ...		0
		2,518			6,001

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	317	510
	THRU	340	326
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	951	1,064
	RIGHT	165	191
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	79	147
	THRU	0	0
	RIGHT	666	763
		2,518	3,000

Intersection: Market St SR-60 EB Ramps  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG		
	THRU	359	IN ...		654
	RIGHT	144	OUT ...		867
SOUTH BOUND	LEFT	548	NORTH LEG		
	THRU	348	IN ...		1,082
	RIGHT	0	OUT ...		564
EAST BOUND	LEFT	119	WEST LEG		
	THRU	0	IN ...		628
	RIGHT	498	OUT ...		0
WEST BOUND	LEFT	0	EAST LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		932
		2,016			4,727

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	359	440
	RIGHT	144	214
SOUTH BOUND	LEFT	548	718
	THRU	348	364
	RIGHT	0	0
EAST BOUND	LEFT	119	124
	THRU	0	0
	RIGHT	498	503
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
		2,016	2,364

Intersection: Market St SR-60 EB Ramps  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG		
	THRU	573	IN ...		848
	RIGHT	61	OUT ...		1,458
SOUTH BOUND	LEFT	438	NORTH LEG		
	THRU	567	IN ...		1,186
	RIGHT	0	OUT ...		863
EAST BOUND	LEFT	109	WEST LEG		
	THRU	0	IN ...		972
	RIGHT	761	OUT ...		0
WEST BOUND	LEFT	0	EAST LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		686
		2,509			6,013

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	573	744
	RIGHT	61	103
SOUTH BOUND	LEFT	438	583
	THRU	567	604
	RIGHT	0	0
EAST BOUND	LEFT	109	118
	THRU	0	0
	RIGHT	761	855
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
		2,509	3,007

Intersection: Rubidoux Blvd 34th St  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	21	SOUTH LEG		
	THRU	774	IN ...		856
	RIGHT	41	OUT ...		835
SOUTH BOUND	LEFT	51	NORTH LEG		
	THRU	737	IN ...		884
	RIGHT	46	OUT ...		942
EAST BOUND	LEFT	120	WEST LEG		
	THRU	32	IN ...		168
	RIGHT	16	OUT ...		74
WEST BOUND	LEFT	19	EAST LEG		
	THRU	7	IN ...		94
	RIGHT	112	OUT ...		150
		1,976			4,002

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	21	25
	THRU	774	765
	RIGHT	41	56
SOUTH BOUND	LEFT	51	54
	THRU	737	798
	RIGHT	46	43
EAST BOUND	LEFT	120	107
	THRU	32	40
	RIGHT	16	20
WEST BOUND	LEFT	19	17
	THRU	7	5
	RIGHT	112	71
		1,976	2,001

Intersection: Rubidoux Blvd 34th St  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	20	SOUTH LEG		
	THRU	661	IN ...		859
	RIGHT	93	OUT ...		979
SOUTH BOUND	LEFT	180	NORTH LEG		
	THRU	901	IN ...		1,318
	RIGHT	114	OUT ...		801
EAST BOUND	LEFT	101	WEST LEG		
	THRU	43	IN ...		172
	RIGHT	28	OUT ...		153
WEST BOUND	LEFT	21	EAST LEG		
	THRU	19	IN ...		28
	RIGHT	63	OUT ...		444
		2,244			4,753

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	20	23
	THRU	661	694
	RIGHT	93	139
SOUTH BOUND	LEFT	180	250
	THRU	901	946
	RIGHT	114	124
EAST BOUND	LEFT	101	90
	THRU	43	55
	RIGHT	28	27
WEST BOUND	LEFT	21	6
	THRU	19	5
	RIGHT	63	16
		2,244	2,377

Intersection: Wallace St 34th St  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	47	SOUTH LEG		
	THRU	23	IN ...		92
	RIGHT	3	OUT ...		101
SOUTH BOUND	LEFT	12	NORTH LEG		
	THRU	36	IN ...		52
	RIGHT	3	OUT ...		43
EAST BOUND	LEFT	4	WEST LEG		
	THRU	51	IN ...		127
	RIGHT	58	OUT ...		115
WEST BOUND	LEFT	5	EAST LEG		
	THRU	57	IN ...		81
	RIGHT	8	OUT ...		93
		307			704

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	47	53
	THRU	23	30
	RIGHT	3	8
SOUTH BOUND	LEFT	12	16
	THRU	36	35
	RIGHT	3	2
EAST BOUND	LEFT	4	3
	THRU	51	69
	RIGHT	58	57
WEST BOUND	LEFT	5	9
	THRU	57	61
	RIGHT	8	10
		307	352



Intersection: Wallace St 34th St  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	27	SOUTH LEG		
	THRU	15	IN ...		117
	RIGHT	5	OUT ...		200
SOUTH BOUND	LEFT	28	NORTH LEG		
	THRU	34	IN ...		72
	RIGHT	9	OUT ...		57
EAST BOUND	LEFT	15	WEST LEG		
	THRU	183	IN ...		302
	RIGHT	94	OUT ...		85
WEST BOUND	LEFT	5	EAST LEG		
	THRU	54	IN ...		26
	RIGHT	27	OUT ...		174
		496			1,033

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	27	65
	THRU	15	38
	RIGHT	5	13
SOUTH BOUND	LEFT	28	19
	THRU	34	47
	RIGHT	9	6
EAST BOUND	LEFT	15	12
	THRU	183	142
	RIGHT	94	150
WEST BOUND	LEFT	5	3
	THRU	54	15
	RIGHT	27	8
		496	517

Intersection: Crestmore Rd 34th St  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	40	SOUTH LEG		
	THRU	0	IN ...		63
	RIGHT	3	OUT ...		82
SOUTH BOUND	LEFT	0	NORTH LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		0
EAST BOUND	LEFT	0	WEST LEG		
	THRU	3	IN ...		83
	RIGHT	40	OUT ...		62
WEST BOUND	LEFT	2	EAST LEG		
	THRU	2	IN ...		4
	RIGHT	0	OUT ...		6
		90			300

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	40	60
	THRU	0	0
	RIGHT	3	3
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	3	3
	RIGHT	40	80
WEST BOUND	LEFT	2	2
	THRU	2	2
	RIGHT	0	0
		90	150

Intersection: Crestmore Rd 34th St  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	60	SOUTH LEG		
	THRU	0	IN ...		39
	RIGHT	3	OUT ...		144
SOUTH BOUND	LEFT	0	NORTH LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		0
EAST BOUND	LEFT	0	WEST LEG		
	THRU	1	IN ...		144
	RIGHT	177	OUT ...		39
WEST BOUND	LEFT	1	EAST LEG		
	THRU	3	IN ...		4
	RIGHT	0	OUT ...		4
		245			374

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	60	36
	THRU	0	0
	RIGHT	3	3
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	1	1
	RIGHT	177	143
WEST BOUND	LEFT	1	1
	THRU	3	3
	RIGHT	0	0
		245	187

Intersection: Wallace St 36th St  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG		
	THRU	64	IN ...		91
	RIGHT	8	OUT ...		95
SOUTH BOUND	LEFT	5	NORTH LEG		
	THRU	84	IN ...		91
	RIGHT	0	OUT ...		90
EAST BOUND	LEFT	0	WEST LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		0
WEST BOUND	LEFT	9	EAST LEG		
	THRU	0	IN ...		16
	RIGHT	7	OUT ...		13
		177			397

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	64	83
	RIGHT	8	8
SOUTH BOUND	LEFT	5	5
	THRU	84	87
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	9	9
	THRU	0	0
	RIGHT	7	7
		177	199

Intersection: Wallace St 36th St  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG		
	THRU	56	IN ...		132
	RIGHT	6	OUT ...		135
SOUTH BOUND	LEFT	11	NORTH LEG		
	THRU	62	IN ...		140
	RIGHT	0	OUT ...		129
EAST BOUND	LEFT	0	WEST LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		0
WEST BOUND	LEFT	6	EAST LEG		
	THRU	0	IN ...		9
	RIGHT	3	OUT ...		17
		144			561

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	56	126
	RIGHT	6	6
SOUTH BOUND	LEFT	11	11
	THRU	62	129
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	6	6
	THRU	0	0
	RIGHT	3	3
		144	281

Intersection: Crestmore Rd 36th St  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG		
	THRU	56	IN ...		76
	RIGHT	0	OUT ...		83
SOUTH BOUND	LEFT	0	NORTH LEG		
	THRU	39	IN ...		79
	RIGHT	0	OUT ...		77
EAST BOUND	LEFT	1	WEST LEG		
	THRU	0	IN ...		5
	RIGHT	4	OUT ...		0
WEST BOUND	LEFT	0	EAST LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		0
		100			320

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	56	76
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	39	79
	RIGHT	0	0
EAST BOUND	LEFT	1	1
	THRU	0	0
	RIGHT	4	4
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
		100	160

Intersection: Crestmore Rd 36th St  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG		
	THRU	125	IN ...		101
	RIGHT	0	OUT ...		26
SOUTH BOUND	LEFT	0	NORTH LEG		
	THRU	55	IN ...		21
	RIGHT	0	OUT ...		101
EAST BOUND	LEFT	0	WEST LEG		
	THRU	0	IN ...		5
	RIGHT	5	OUT ...		0
WEST BOUND	LEFT	0	EAST LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		0
		185			254

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	125	101
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	55	21
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	5	5
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
		185	127

Intersection: Valley Way Mission Blvd  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	15	SOUTH LEG		
	THRU	348	IN ...		380
	RIGHT	32	OUT ...		412
SOUTH BOUND	LEFT	358	NORTH LEG		
	THRU	257	IN ...		681
	RIGHT	309	OUT ...		1,075
EAST BOUND	LEFT	271	WEST LEG		
	THRU	322	IN ...		664
	RIGHT	21	OUT ...		466
WEST BOUND	LEFT	58	EAST LEG		
	THRU	244	IN ...		730
	RIGHT	583	OUT ...		501
		2,818			4,909

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	15	18
	THRU	348	336
	RIGHT	32	25
SOUTH BOUND	LEFT	358	171
	THRU	257	285
	RIGHT	309	225
EAST BOUND	LEFT	271	312
	THRU	322	305
	RIGHT	21	46
WEST BOUND	LEFT	58	81
	THRU	244	223
	RIGHT	583	426
		2,818	2,454



Intersection: Valley Way Mission Blvd  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	19	SOUTH LEG		
	THRU	402	IN ...		556
	RIGHT	61	OUT ...		450
SOUTH BOUND	LEFT	387	NORTH LEG		
	THRU	341	IN ...		764
	RIGHT	222	OUT ...		1,291
EAST BOUND	LEFT	558	WEST LEG		
	THRU	709	IN ...		1,370
	RIGHT	34	OUT ...		382
WEST BOUND	LEFT	48	EAST LEG		
	THRU	177	IN ...		378
	RIGHT	387	OUT ...		944
		3,345			6,136

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	19	33
	THRU	402	463
	RIGHT	61	60
SOUTH BOUND	LEFT	387	206
	THRU	341	348
	RIGHT	222	211
EAST BOUND	LEFT	558	629
	THRU	709	678
	RIGHT	34	62
WEST BOUND	LEFT	48	40
	THRU	177	138
	RIGHT	387	199
		3,345	3,068

Intersection: Golden Ave Mission Blvd  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	230	SOUTH LEG		
	THRU	0	IN ...		332
	RIGHT	42	OUT ...		121
SOUTH BOUND	LEFT	0	NORTH LEG		
	THRU	0	IN ...		3
	RIGHT	3	OUT ...		20
EAST BOUND	LEFT	16	WEST LEG		
	THRU	760	IN ...		698
	RIGHT	82	OUT ...		933
WEST BOUND	LEFT	27	EAST LEG		
	THRU	826	IN ...		671
	RIGHT	4	OUT ...		630
		1,990			3,408

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	230	287
	THRU	0	0
	RIGHT	42	45
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	3	3
EAST BOUND	LEFT	16	16
	THRU	760	584
	RIGHT	82	94
WEST BOUND	LEFT	27	27
	THRU	826	643
	RIGHT	4	4
		1,990	1,704

Intersection: Golden Ave Mission Blvd  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG		
	THRU	2	IN ...		27
	RIGHT	2	OUT ...		38
SOUTH BOUND	LEFT	102	NORTH LEG		
	THRU	0	IN ...		134
	RIGHT	32	OUT ...		291
EAST BOUND	LEFT	63	WEST LEG		
	THRU	565	IN ...		421
	RIGHT	1	OUT ...		942
WEST BOUND	LEFT	12	EAST LEG		
	THRU	1,135	IN ...		1,126
	RIGHT	226	OUT ...		435
		2,140			3,414

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	2	17
	RIGHT	2	9
SOUTH BOUND	LEFT	102	87
	THRU	0	0
	RIGHT	32	45
EAST BOUND	LEFT	63	71
	THRU	565	339
	RIGHT	1	4
WEST BOUND	LEFT	12	35
	THRU	1,135	897
	RIGHT	226	203
		2,140	1,707

Intersection: Opal St Mission Blvd  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	102	SOUTH LEG		
	THRU	15	IN ...		159
	RIGHT	153	OUT ...		275
SOUTH BOUND	LEFT	93	NORTH LEG		
	THRU	33	IN ...		262
	RIGHT	136	OUT ...		147
EAST BOUND	LEFT	82	WEST LEG		
	THRU	616	IN ...		609
	RIGHT	83	OUT ...		659
WEST BOUND	LEFT	229	EAST LEG		
	THRU	607	IN ...		728
	RIGHT	50	OUT ...		676
		2,199			3,515

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	102	53
	THRU	15	11
	RIGHT	153	95
SOUTH BOUND	LEFT	93	104
	THRU	33	32
	RIGHT	136	126
EAST BOUND	LEFT	82	77
	THRU	616	477
	RIGHT	83	55
WEST BOUND	LEFT	229	188
	THRU	607	481
	RIGHT	50	58
		2,199	1,757

Intersection: Opal St Mission Blvd  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	63	SOUTH LEG		
	THRU	9	IN ...		70
	RIGHT	85	OUT ...		154
SOUTH BOUND	LEFT	12	NORTH LEG		
	THRU	10	IN ...		34
	RIGHT	12	OUT ...		58
EAST BOUND	LEFT	38	WEST LEG		
	THRU	1,017	IN ...		911
	RIGHT	90	OUT ...		347
WEST BOUND	LEFT	151	EAST LEG		
	THRU	519	IN ...		441
	RIGHT	11	OUT ...		897
		2,017			2,912

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	63	19
	THRU	9	6
	RIGHT	85	45
SOUTH BOUND	LEFT	12	16
	THRU	10	8
	RIGHT	12	9
EAST BOUND	LEFT	38	38
	THRU	1,017	836
	RIGHT	90	46
WEST BOUND	LEFT	151	99
	THRU	519	318
	RIGHT	11	14
		2,017	1,456

Intersection: Pacific Ave Mission Blvd  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	156	SOUTH LEG		
	THRU	48	IN ...		530
	RIGHT	70	OUT ...		397
SOUTH BOUND	LEFT	17	NORTH LEG		
	THRU	60	IN ...		397
	RIGHT	119	OUT ...		503
EAST BOUND	LEFT	118	WEST LEG		
	THRU	601	IN ...		799
	RIGHT	51	OUT ...		945
WEST BOUND	LEFT	66	EAST LEG		
	THRU	649	IN ...		1,026
	RIGHT	23	OUT ...		909
		1,978			5,507

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	156	116
	THRU	48	201
	RIGHT	70	216
SOUTH BOUND	LEFT	17	80
	THRU	60	179
	RIGHT	119	135
EAST BOUND	LEFT	118	163
	THRU	601	613
	RIGHT	51	33
WEST BOUND	LEFT	66	185
	THRU	649	693
	RIGHT	23	139
		1,978	2,754

Intersection: Pacific Ave Mission Blvd  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	61	SOUTH LEG		
	THRU	25	IN ...		358
	RIGHT	50	OUT ...		558
SOUTH BOUND	LEFT	27	NORTH LEG		
	THRU	39	IN ...		446
	RIGHT	80	OUT ...		397
EAST BOUND	LEFT	141	WEST LEG		
	THRU	1,153	IN ...		1,386
	RIGHT	145	OUT ...		624
WEST BOUND	LEFT	132	EAST LEG		
	THRU	532	IN ...		847
	RIGHT	28	OUT ...		1,456
		2,413			6,070

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	61	60
	THRU	25	116
	RIGHT	50	182
SOUTH BOUND	LEFT	27	156
	THRU	39	163
	RIGHT	80	125
EAST BOUND	LEFT	141	173
	THRU	1,153	1,117
	RIGHT	145	102
WEST BOUND	LEFT	132	293
	THRU	532	439
	RIGHT	28	108
		2,413	3,035

Intersection: La Rue St Mission Blvd  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		0
SOUTH BOUND	LEFT	133	NORTH LEG		
	THRU	0	IN ...		239
	RIGHT	106	OUT ...		420
EAST BOUND	LEFT	242	WEST LEG		
	THRU	659	IN ...		1,122
	RIGHT	0	OUT ...		1,069
WEST BOUND	LEFT	0	EAST LEG		
	THRU	675	IN ...		1,141
	RIGHT	178	OUT ...		1,013
		1,993			5,004

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
SOUTH BOUND	LEFT	133	131
	THRU	0	0
	RIGHT	106	108
EAST BOUND	LEFT	242	239
	THRU	659	882
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	675	961
	RIGHT	178	181
		1,993	2,502



Intersection: La Rue St Mission Blvd  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	0	SOUTH LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		0
SOUTH BOUND	LEFT	69	NORTH LEG		
	THRU	0	IN ...		115
	RIGHT	46	OUT ...		164
EAST BOUND	LEFT	109	WEST LEG		
	THRU	916	IN ...		1,251
	RIGHT	0	OUT ...		753
WEST BOUND	LEFT	0	EAST LEG		
	THRU	552	IN ...		762
	RIGHT	55	OUT ...		1,211
		1,747			4,254

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
SOUTH BOUND	LEFT	69	69
	THRU	0	0
	RIGHT	46	46
EAST BOUND	LEFT	109	108
	THRU	916	1,142
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	552	706
	RIGHT	55	56
		1,747	2,127

Intersection: Riverview Dr Mission Blvd  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	204	SOUTH LEG		
	THRU	64	IN ...		395
	RIGHT	389	OUT ...		407
SOUTH BOUND	LEFT	19	NORTH LEG		
	THRU	50	IN ...		98
	RIGHT	29	OUT ...		116
EAST BOUND	LEFT	37	WEST LEG		
	THRU	463	IN ...		837
	RIGHT	116	OUT ...		1,085
WEST BOUND	LEFT	358	EAST LEG		
	THRU	564	IN ...		1,046
	RIGHT	15	OUT ...		767
		2,308			4,752

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	204	207
	THRU	64	35
	RIGHT	389	152
SOUTH BOUND	LEFT	19	13
	THRU	50	35
	RIGHT	29	50
EAST BOUND	LEFT	37	68
	THRU	463	603
	RIGHT	116	159
WEST BOUND	LEFT	358	213
	THRU	564	827
	RIGHT	15	12
		2,308	2,376

Intersection: Riverview Dr Mission Blvd  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	119	SOUTH LEG		
	THRU	57	IN ...		322
	RIGHT	294	OUT ...		443
SOUTH BOUND	LEFT	24	NORTH LEG		
	THRU	46	IN ...		97
	RIGHT	27	OUT ...		159
EAST BOUND	LEFT	64	WEST LEG		
	THRU	1,068	IN ...		1,499
	RIGHT	141	OUT ...		839
WEST BOUND	LEFT	452	EAST LEG		
	THRU	538	IN ...		945
	RIGHT	38	OUT ...		1,422
		2,868			5,726

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	119	128
	THRU	57	38
	RIGHT	294	157
SOUTH BOUND	LEFT	24	19
	THRU	46	34
	RIGHT	27	44
EAST BOUND	LEFT	64	92
	THRU	1,068	1,246
	RIGHT	141	152
WEST BOUND	LEFT	452	257
	THRU	538	667
	RIGHT	38	29
		2,868	2,863

Intersection: Rubidoux Blvd Mission Blvd  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	23	SOUTH LEG		
	THRU	155	IN ...		390
	RIGHT	42	OUT ...		266
SOUTH BOUND	LEFT	239	NORTH LEG		
	THRU	116	IN ...		788
	RIGHT	370	OUT ...		802
EAST BOUND	LEFT	381	WEST LEG		
	THRU	461	IN ...		706
	RIGHT	10	OUT ...		974
WEST BOUND	LEFT	105	EAST LEG		
	THRU	478	IN ...		662
	RIGHT	246	OUT ...		505
		2,626			5,092

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	23	61
	THRU	155	277
	RIGHT	42	51
SOUTH BOUND	LEFT	239	144
	THRU	116	156
	RIGHT	370	490
EAST BOUND	LEFT	381	379
	THRU	461	310
	RIGHT	10	15
WEST BOUND	LEFT	105	94
	THRU	478	423
	RIGHT	246	146
		2,626	2,546

Intersection: Rubidoux Blvd Mission Blvd  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	42	SOUTH LEG		
	THRU	101	IN ...		237
	RIGHT	59	OUT ...		453
SOUTH BOUND	LEFT	319	NORTH LEG		
	THRU	155	IN ...		881
	RIGHT	378	OUT ...		747
EAST BOUND	LEFT	323	WEST LEG		
	THRU	1,071	IN ...		1,443
	RIGHT	24	OUT ...		919
WEST BOUND	LEFT	188	EAST LEG		
	THRU	601	IN ...		900
	RIGHT	238	OUT ...		1,342
		3,499			6,921

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	42	48
	THRU	101	131
	RIGHT	59	58
SOUTH BOUND	LEFT	319	279
	THRU	155	214
	RIGHT	378	388
EAST BOUND	LEFT	323	401
	THRU	1,071	1,005
	RIGHT	24	36
WEST BOUND	LEFT	188	203
	THRU	601	483
	RIGHT	238	215
		3,499	3,461

Intersection: Wallace St Mission Blvd  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	61	SOUTH LEG		
	THRU	6	IN ...		91
	RIGHT	24	OUT ...		87
SOUTH BOUND	LEFT	5	NORTH LEG		
	THRU	7	IN ...		103
	RIGHT	89	OUT ...		106
EAST BOUND	LEFT	78	WEST LEG		
	THRU	604	IN ...		723
	RIGHT	46	OUT ...		736
WEST BOUND	LEFT	34	EAST LEG		
	THRU	575	IN ...		626
	RIGHT	2	OUT ...		615
		1,531			3,086

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	61	59
	THRU	6	8
	RIGHT	24	24
SOUTH BOUND	LEFT	5	5
	THRU	7	7
	RIGHT	89	91
EAST BOUND	LEFT	78	95
	THRU	604	585
	RIGHT	46	44
WEST BOUND	LEFT	34	36
	THRU	575	586
	RIGHT	2	3
		1,531	1,543

Intersection: Wallace St Mission Blvd  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	105	SOUTH LEG		
	THRU	12	IN ...		198
	RIGHT	81	OUT ...		218
SOUTH BOUND	LEFT	30	NORTH LEG		
	THRU	25	IN ...		165
	RIGHT	43	OUT ...		190
EAST BOUND	LEFT	97	WEST LEG		
	THRU	1,373	IN ...		1,513
	RIGHT	122	OUT ...		755
WEST BOUND	LEFT	71	EAST LEG		
	THRU	738	IN ...		746
	RIGHT	11	OUT ...		1,458
		2,708			5,243

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	105	75
	THRU	12	23
	RIGHT	81	100
SOUTH BOUND	LEFT	30	66
	THRU	25	44
	RIGHT	43	55
EAST BOUND	LEFT	97	142
	THRU	1,373	1,293
	RIGHT	122	92
WEST BOUND	LEFT	71	83
	THRU	738	626
	RIGHT	11	25
		2,708	2,621

Intersection: Crestmore Rd Mission Blvd  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	59	SOUTH LEG		
	THRU	14	IN ...		816
	RIGHT	304	OUT ...		395
SOUTH BOUND	LEFT	38	NORTH LEG		
	THRU	11	IN ...		107
	RIGHT	18	OUT ...		52
EAST BOUND	LEFT	7	WEST LEG		
	THRU	534	IN ...		346
	RIGHT	35	OUT ...		592
WEST BOUND	LEFT	147	EAST LEG		
	THRU	500	IN ...		895
	RIGHT	11	OUT ...		1,126
		1,678			4,329

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	59	65
	THRU	14	28
	RIGHT	304	732
SOUTH BOUND	LEFT	38	70
	THRU	11	22
	RIGHT	18	15
EAST BOUND	LEFT	7	4
	THRU	534	324
	RIGHT	35	23
WEST BOUND	LEFT	147	350
	THRU	500	511
	RIGHT	11	20
		1,678	2,164



Intersection: Crestmore Rd Mission Blvd  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	73	SOUTH LEG		
	THRU	20	IN ...		683
	RIGHT	350	OUT ...		792
SOUTH BOUND	LEFT	140	NORTH LEG		
	THRU	38	IN ...		154
	RIGHT	10	OUT ...		57
EAST BOUND	LEFT	8	WEST LEG		
	THRU	1,368	IN ...		1,465
	RIGHT	115	OUT ...		746
WEST BOUND	LEFT	355	EAST LEG		
	THRU	737	IN ...		1,331
	RIGHT	53	OUT ...		2,039
		3,267			7,267

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	73	76
	THRU	20	16
	RIGHT	350	593
SOUTH BOUND	LEFT	140	113
	THRU	38	37
	RIGHT	10	5
EAST BOUND	LEFT	8	4
	THRU	1,368	1,333
	RIGHT	115	134
WEST BOUND	LEFT	355	621
	THRU	737	664
	RIGHT	53	37
		3,267	3,634

Intersection: Riverview Dr 42nd Street  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	12	SOUTH LEG		
	THRU	581	IN ...		520
	RIGHT	115	OUT ...		567
SOUTH BOUND	LEFT	50	NORTH LEG		
	THRU	488	IN ...		443
	RIGHT	22	OUT ...		473
EAST BOUND	LEFT	11	WEST LEG		
	THRU	60	IN ...		(29)
	RIGHT	15	OUT ...		102
WEST BOUND	LEFT	112	EAST LEG		
	THRU	55	IN ...		402
	RIGHT	143	OUT ...		194
		1,664			2,673

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	12	11
	THRU	581	342
	RIGHT	115	166
SOUTH BOUND	LEFT	50	51
	THRU	488	379
	RIGHT	22	14
EAST BOUND	LEFT	11	(2)
	THRU	60	(23)
	RIGHT	15	(4)
WEST BOUND	LEFT	112	192
	THRU	55	78
	RIGHT	143	133
		1,664	1,337

Intersection: Riverview Dr 42nd Street  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	30	SOUTH LEG		
	THRU	478	IN ...		522
	RIGHT	124	OUT ...		530
SOUTH BOUND	LEFT	61	NORTH LEG		
	THRU	529	IN ...		429
	RIGHT	35	OUT ...		373
EAST BOUND	LEFT	18	WEST LEG		
	THRU	107	IN ...		182
	RIGHT	43	OUT ...		105
WEST BOUND	LEFT	98	EAST LEG		
	THRU	74	IN ...		240
	RIGHT	25	OUT ...		365
		1,622			2,747

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	30	18
	THRU	478	334
	RIGHT	124	169
SOUTH BOUND	LEFT	61	61
	THRU	529	353
	RIGHT	35	16
EAST BOUND	LEFT	18	12
	THRU	107	135
	RIGHT	43	36
WEST BOUND	LEFT	98	142
	THRU	74	71
	RIGHT	25	28
		1,622	1,373

Intersection: Riverview Dr/Linc Pacific Ave  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	167	SOUTH LEG		
	THRU	569	IN ...		951
	RIGHT	0	OUT ...		716
SOUTH BOUND	LEFT	0	NORTH LEG		
	THRU	424	IN ...		690
	RIGHT	111	OUT ...		865
EAST BOUND	LEFT	78	WEST LEG		
	THRU	0	IN ...		336
	RIGHT	106	OUT ...		396
WEST BOUND	LEFT	0	EAST LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		0
		1,455			3,953

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	167	234
	THRU	569	717
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	424	527
	RIGHT	111	162
EAST BOUND	LEFT	78	147
	THRU	0	0
	RIGHT	106	189
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
		1,455	1,976

Intersection: Riverview Dr/Limc Pacific Ave  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	193	SOUTH LEG		
	THRU	754	IN ...		1,156
	RIGHT	0	OUT ...		947
SOUTH BOUND	LEFT	0	NORTH LEG		
	THRU	607	IN ...		808
	RIGHT	56	OUT ...		950
EAST BOUND	LEFT	66	WEST LEG		
	THRU	0	IN ...		310
	RIGHT	128	OUT ...		377
WEST BOUND	LEFT	0	EAST LEG		
	THRU	0	IN ...		0
	RIGHT	0	OUT ...		0
		1,804			4,548

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	193	299
	THRU	754	855
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	607	731
	RIGHT	56	78
EAST BOUND	LEFT	66	95
	THRU	0	0
	RIGHT	128	216
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
		1,804	2,274

Intersection: Limonite Ave Avenue San Juan Bautista  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	21	SOUTH LEG		
	THRU	545	IN ...		703
	RIGHT	12	OUT ...		785
SOUTH BOUND	LEFT	56	NORTH LEG		
	THRU	631	IN ...		922
	RIGHT	49	OUT ...		888
EAST BOUND	LEFT	38	WEST LEG		
	THRU	5	IN ...		52
	RIGHT	9	OUT ...		85
WEST BOUND	LEFT	16	EAST LEG		
	THRU	15	IN ...		175
	RIGHT	90	OUT ...		94
		1,487			3,704

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	21	15
	THRU	545	696
	RIGHT	12	10
SOUTH BOUND	LEFT	56	79
	THRU	631	764
	RIGHT	49	56
EAST BOUND	LEFT	38	43
	THRU	5	4
	RIGHT	9	6
WEST BOUND	LEFT	16	15
	THRU	15	14
	RIGHT	90	149
		1,487	1,852

Intersection: Limonite Ave Avenue San Juan Bautista  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	20	SOUTH LEG		
	THRU	688	IN ...		881
	RIGHT	22	OUT ...		1,071
SOUTH BOUND	LEFT	105	NORTH LEG		
	THRU	913	IN ...		1,306
	RIGHT	76	OUT ...		1,037
EAST BOUND	LEFT	48	WEST LEG		
	THRU	7	IN ...		59
	RIGHT	4	OUT ...		107
WEST BOUND	LEFT	18	EAST LEG		
	THRU	11	IN ...		147
	RIGHT	92	OUT ...		178
		2,004			4,788

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	20	16
	THRU	688	862
	RIGHT	22	23
SOUTH BOUND	LEFT	105	150
	THRU	913	1,052
	RIGHT	76	82
EAST BOUND	LEFT	48	51
	THRU	7	6
	RIGHT	4	3
WEST BOUND	LEFT	18	16
	THRU	11	9
	RIGHT	92	124
		2,004	2,394

Intersection: Camino Real Limonite Ave  
 Condition: 2045 Build-out  
 Peak Hour: AM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	114	SOUTH LEG		
	THRU	67	IN ...		556
	RIGHT	127	OUT ...		266
SOUTH BOUND	LEFT	73	NORTH LEG		
	THRU	75	IN ...		360
	RIGHT	231	OUT ...		397
EAST BOUND	LEFT	145	WEST LEG		
	THRU	637	IN ...		925
	RIGHT	69	OUT ...		1,250
WEST BOUND	LEFT	98	EAST LEG		
	THRU	764	IN ...		1,064
	RIGHT	68	OUT ...		990
		2,468			5,808

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	114	188
	THRU	67	135
	RIGHT	127	233
SOUTH BOUND	LEFT	73	74
	THRU	75	75
	RIGHT	231	211
EAST BOUND	LEFT	145	170
	THRU	637	683
	RIGHT	69	72
WEST BOUND	LEFT	98	119
	THRU	764	851
	RIGHT	68	92
		2,468	2,904



Intersection: Camino Real Limonite Ave  
 Condition: 2045 Build-out  
 Peak Hour: PM Peak Hour

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* INPUT DATA \*\*\* Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	INTERSECTION LEG	FY	TOTAL
NORTH BOUND	LEFT	80	SOUTH LEG		
	THRU	102	IN ...		441
	RIGHT	181	OUT ...		539
SOUTH BOUND	LEFT	62	NORTH LEG		
	THRU	124	IN ...		497
	RIGHT	222	OUT ...		436
EAST BOUND	LEFT	239	WEST LEG		
	THRU	995	IN ...		1,472
	RIGHT	115	OUT ...		1,036
WEST BOUND	LEFT	138	EAST LEG		
	THRU	670	IN ...		993
	RIGHT	50	OUT ...		1,392
		2,978			6,807

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

\*\*\* RESULTS \*\*\* Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	80	84
	THRU	102	125
	RIGHT	181	232
SOUTH BOUND	LEFT	62	79
	THRU	124	184
	RIGHT	222	233
EAST BOUND	LEFT	239	248
	THRU	995	1,081
	RIGHT	115	145
WEST BOUND	LEFT	138	210
	THRU	670	719
	RIGHT	50	63
		2,978	3,403

## APPENDIX F

### OPENING YEAR VOLUME COMPARISON

OPENING YEAR 2025 AM (CUMULATIVE + GROWTH)

#	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	149	885	15	122	971	122	206	157	61	24	154	151
2	109	792	18	54	879	59	62	97	68	37	109	41
3	31	748	44	83	873	25	36	80	26	41	90	140
4	3	534	124	106	950	3	13	2	22	110	1	56
5	0	882	0	0	1093	0	0	0	0	0	0	0
6	64	285	323	477	641	89	53	70	46	305	107	384
7	10	1	14	113	1	250	294	582	42	21	527	179
8	8	646	18	114	854	0	0	3	4	9	3	18
9	22	61	9	0	21	0	0	616	15	19	713	0
10	11	14	35	14	10	6	1	124	4	15	11	4
11	28	693	167	23	636	1	12	35	133	123	8	12
12	9	783	8	11	743	0	2	0	10	4	2	10
13	2	77	9	1	90	3	3	0	5	10	0	6
14	43	664	60	17	882	14	20	10	38	57	11	5
15	6	49	1	0	60	50	31	1	25	1	0	0
16	61	773	0	0	951	24	33	0	220	468	71	110
17	316	815	0	0	919	710	0	0	0	0	0	0
18	0	574	622	190	733	0	540	12	208	8	0	4
19	13	0	44	0	0	0	0	762	28	0	0	0
20	26	859	330	40	782	5	3	0	13	272	0	51
21	165	364	0	0	914	172	0	0	0	89	0	893
22	0	424	171	605	397	0	135	0	552	0	0	0
23	23	898	44	55	847	51	133	35	18	21	8	121
24	51	25	3	13	39	3	4	55	63	5	62	9
25	43	0	3	0	0	0	0	3	43	2	2	0
26	0	69	9	5	91	0	0	0	0	10	0	8
27	0	60	0	0	42	0	1	0	4	0	0	0
28	16	376	35	396	278	347	302	382	23	63	267	633
29	248	0	45	0	0	3	17	870	89	29	933	4
30	110	16	165	100	36	147	89	714	90	247	704	54
31	168	52	76	32	65	129	127	698	55	71	749	30
32	0	0	0	148	0	114	261	780	0	0	789	194
33	235	70	443	23	54	31	40	556	141	400	656	20
34	25	167	45	268	125	442	464	527	11	113	538	276
35	66	6	26	6	8	99	88	687	50	37	650	3
36	64	15	328	43	12	27	13	609	38	159	564	14
37	13	667	124	54	557	24	12	65	16	121	59	154
38	180	655	0	0	488	120	84	0	114	0	0	0
39	23	626	13	60	711	53	41	5	10	17	16	97
40	123	72	137	79	81	249	157	725	75	106	855	73

PHASE 1 DIFFERENCE AM

#	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	SUM
1	-5	16	-8	4	9	4	7	6	-18	-18	5	5	7
2	3	-7	-1	2	-32	2	3	3	1	1	4	1	-20
3	0	-9	0	3	-31	1	2	3	0	0	4	5	-22
4	0	-15	4	4	-26	0	1	0	1	4	0	2	-25
5	0	-3	0	0	-22	0	0	0	0	0	0	0	-25
6	-98	-5	-26	4	12	-35	-4	-17	-15	-8	-109	1	-300
7	1	0	0	1	0	3	-9	-11	1	1	-106	-6	-125
8	1	-135	0	4	-17	0	0	0	0	1	0	0	-146
9	1	61	1	0	21	0	0	23	0	0	27	0	134
10	1	0	2	0	1	0	0	4	0	0	1	0	9
11	1	-125	6	1	-32	0	1	2	5	4	1	1	-135
12	1	-133	1	1	-21	0	0	0	1	0	0	1	-149
13	0	3	1	0	4	0	0	0	0	1	0	0	9
14	-15	-214	2	0	-49	-5	-16	1	-50	2	1	0	-343
15	0	2	0	0	2	2	1	0	1	0	0	0	8
16	-42	-276	0	0	-124	-5	-14	0	-39	-210	-6	-26	-742
17	-73	-318	0	0	-313	-61	0	0	0	0	0	0	-765
18	0	-180	-319	-56	-255	0	-193	1	-45	-18	0	-18	-1083
19	13	0	1	0	0	0	0	28	1	0	0	0	43
20	1	-170	12	-22	-77	0	0	0	1	10	0	-25	-270
21	-31	-82	0	0	-46	-25	0	0	0	-29	0	-86	-299
22	0	-84	-30	-26	-49	0	-27	0	-12	0	0	0	-228
23	0	-483	1	2	-315	0	-1	2	-2	1	1	5	-789
24	2	1	0	1	2	0	0	2	3	0	3	1	15
25	1	0	0	0	0	0	0	0	1	0	0	0	2
26	0	2	1	0	4	0	0	0	0	1	0	1	9
27	0	2	0	0	1	0	0	0	0	0	0	0	3
28	0	-26	2	-45	-58	24	-74	-101	1	3	8	-13	-279
29	9	0	1	0	0	0	0	-170	4	1	-143	0	-298
30	4	0	6	3	2	6	4	-177	4	9	-168	2	-305
31	6	2	3	-31	3	5	4	-177	2	2	-167	-10	-358
32	0	0	0	-4	0	4	9	-219	0	0	-193	4	-399
33	-60	1	-19	-5	1	1	2	-153	-80	-5	-133	-8	-458
34	1	6	1	-1	4	-106	-120	-57	1	4	-44	9	-302
35	3	0	1	-1	1	-3	-7	-53	2	2	-35	-2	-92
36	3	0	12	3	1	8	6	-60	2	6	-46	3	-62
37	1	-79	4	2	-85	1	1	3	0	5	2	5	-140
38	6	-79	0	0	-87	5	3	0	4	0	0	0	-148
39	1	-73	1	2	-78	2	1	0	1	0	0	3	-140
40	4	2	5	3	3	9	6	-69	3	4	-73	2	-101

OPENING YEAR 2028 AM (CUMULATIVE + GROWTH)

#	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	163	943	22	129	1041	129	218	165	76	37	163	160
2	116	856	20	57	967	63	65	103	73	40	115	43
3	34	810	48	88	960	26	38	84	28	44	95	148
4	3	583	131	112	1040	3	14	2	23	116	1	59
5	0	951	0	0	1192	0	0	0	0	0	0	0
6	136	311	367	508	684	120	59	87	60	336	190	410
7	10	1	15	121	1	268	324	632	44	22	637	198
8	8	790	19	121	934	0	0	3	5	9	3	19
9	23	162	9	0	55	0	0	650	16	21	752	0
10	11	15	36	15	10	7	1	131	5	16	11	5
11	30	829	177	24	704	1	13	36	140	130	8	13
12	9	937	8	11	817	0	2	0	10	5	2	10
13	2	81	9	1	95	3	3	0	6	10	0	7
14	56	816	64	18	959	19	33	10	75	60	11	6
15	7	51	1	0	64	52	33	1	26	1	0	0
16	95	976	0	0	1085	29	45	0	265	548	81	137
17	344	1049	0	0	1078	808	0	0	0	0	0	0
18	0	663	717	230	852	0	715	13	228	8	0	5
19	14	0	47	0	0	0	0	805	30	0	0	0
20	27	1011	349	48	865	6	3	0	14	287	0	63
21	199	428	0	0	998	191	0	0	0	116	0	1012
22	0	506	205	659	453	0	153	0	605	0	0	0
23	25	1047	47	58	975	54	144	36	20	22	8	128
24	54	26	3	14	41	3	5	58	66	6	65	9
25	46	0	3	0	0	0	0	3	46	2	2	0
26	0	73	9	6	96	0	0	0	0	10	0	8
27	0	64	0	0	44	0	1	0	5	0	0	0
28	17	397	36	433	293	386	333	458	24	66	287	673
29	262	0	48	0	0	3	18	996	93	31	1052	5
30	116	17	174	106	38	155	93	832	95	261	821	57
31	178	55	80	55	68	136	135	815	58	75	869	39
32	0	0	0	163	0	121	276	932	0	0	930	207
33	272	75	504	28	58	33	42	678	174	442	768	27
34	26	177	48	299	132	533	574	604	11	120	603	306
35	70	7	27	8	8	108	100	783	52	39	733	4
36	67	16	347	48	13	41	22	694	40	168	633	17
37	14	768	131	57	637	25	13	68	17	128	63	163
38	190	755	0	0	564	127	89	0	121	0	0	0
39	24	719	14	64	799	56	43	6	10	18	17	103
40	130	76	145	83	86	263	165	824	79	112	951	78

PHASE 2 DIFFERENCE AM

#	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	SUM
1	1	26	-2	5	26	5	8	5	-6	-6	6	6	74
2	4	14	0	2	9	2	2	4	3	2	4	1	47
3	1	12	2	3	8	1	2	3	1	1	4	5	43
4	0	5	4	4	12	0	1	0	1	4	0	2	33
5	0	17	0	0	18	0	0	0	0	0	0	0	35
6	-27	5	1	9	20	-8	-1	-4	-4	6	-30	6	-27
7	0	0	1	3	0	7	5	7	1	1	-22	3	6
8	0	-24	0	4	17	0	0	0	1	0	0	0	-2
9	1	162	0	0	55	0	0	23	1	1	26	0	269
10	0	1	1	1	0	0	0	4	1	1	0	1	10
11	1	-25	6	1	2	0	1	1	5	5	0	1	-2
12	0	-19	0	0	13	0	0	0	0	1	0	0	-5
13	0	3	0	0	4	0	0	0	0	0	0	0	7
14	-4	-95	2	0	-20	-1	-4	0	-14	2	0	0	-134
15	0	1	0	0	2	1	1	0	1	0	0	0	6
16	-10	-110	0	0	-40	-1	-3	0	-6	-154	1	-4	-327
17	-63	-123	0	0	-201	0	0	0	0	0	0	0	-387
18	0	-121	-256	-26	-174	0	-43	1	-37	-19	0	-17	-692
19	14	0	2	0	0	0	0	28	1	0	0	0	45
20	1	-63	12	-16	-36	0	0	0	1	10	0	-15	-106
21	-5	-37	0	0	-12	-15	0	0	0	-6	0	-15	-90
22	0	-24	-4	-5	-14	0	-16	0	11	0	0	0	-52
23	1	-380	2	2	-232	0	3	1	-1	1	0	5	-598
24	2	1	0	1	1	0	1	2	2	0	2	0	12
25	2	0	0	0	0	0	0	0	2	0	0	0	4
26	0	3	0	0	4	0	0	0	0	0	0	0	7
27	0	2	0	0	1	0	0	0	1	0	0	0	4
28	0	-26	1	-30	-59	44	-59	-44	1	2	14	-8	-164
29	9	0	2	0	0	0	0	-90	3	1	-74	1	-148
30	4	0	6	4	2	5	3	-96	4	9	-88	2	-145
31	6	2	3	-9	2	5	5	-96	2	2	-86	-2	-166
32	0	0	0	3	0	4	10	-107	0	0	-93	6	-177
33	-35	3	19	-1	2	1	1	-58	-54	15	-54	-2	-163
34	1	6	2	16	4	-37	-33	-8	0	4	-8	24	-29
35	3	0	1	0	0	1	0	7	1	2	13	-1	27
36	2	1	13	6	1	21	14	-7	1	6	-7	5	56
37	1	-13	4	2	-34	1	1	2	0	5	2	6	-23
38	6	-13	0	0	-36	5	3	0	4	0	0	0	-31
39	1	-13	1	2	-28	2	1	0	0	0	0	4	-30
40	5	2	5	3	3	9	5	-9	3	4	-22	3	11

OPENING YEAR 2025 PM (CUMULATIVE + GROWTH)

#	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	137	552	50	137	739	83	205	409	131	26	240	111
2	153	731	38	54	791	73	85	111	114	27	126	30
3	66	770	83	91	878	39	33	189	48	45	76	50
4	4	748	94	139	909	21	10	4	8	181	4	174
5	0	981	0	0	1070	0	0	0	0	0	0	0
6	36	379	388	521	638	34	57	132	68	340	63	467
7	0	3	1	171	0	353	480	535	1	0	502	220
8	21	761	52	118	941	4	1	18	11	35	6	33
9	16	28	21	0	54	0	0	621	26	24	756	0
10	29	30	96	5	41	13	9	162	23	65	31	1
11	58	652	112	23	789	1	4	32	233	252	41	33
12	2	818	28	14	866	1	2	2	6	15	1	12
13	14	100	1	13	103	4	22	2	10	5	1	3
14	56	781	73	23	967	21	36	26	54	69	24	11
15	17	123	1	0	57	62	46	1	32	0	0	0
16	71	812	0	0	1146	13	28	0	192	504	108	139
17	232	864	0	0	1070	734	0	0	0	0	0	0
18	0	631	322	101	993	0	583	50	381	17	0	5
19	11	0	8	0	0	0	0	335	84	0	0	0
20	5	894	235	97	1032	0	2	15	60	228	0	70
21	359	384	0	0	1081	184	0	0	0	102	0	737
22	0	645	83	510	647	0	125	0	839	0	0	0
23	23	776	100	194	1046	126	111	46	31	23	21	68
24	29	16	5	30	37	10	16	198	102	5	58	29
25	65	0	3	0	0	0	0	1	191	1	3	0
26	0	60	6	12	67	0	0	0	0	6	0	3
27	0	135	0	0	59	0	0	0	5	0	0	0
28	21	434	66	423	368	250	629	796	37	52	202	445
29	0	2	2	110	0	35	68	648	1	13	1268	244
30	68	10	92	13	11	13	41	1142	97	163	609	12
31	66	27	54	38	42	86	152	1289	157	143	623	45
32	0	0	0	78	0	50	118	1045	0	0	662	64
33	145	63	337	31	51	29	69	1199	166	514	637	46
34	45	109	64	365	167	461	391	1185	26	203	682	277
35	113	13	87	34	27	52	111	1525	132	77	844	14
36	79	22	378	155	41	27	26	1504	124	383	830	62
37	32	553	134	66	612	38	19	116	46	106	80	27
38	208	851	0	0	697	60	71	0	138	0	0	0
39	22	780	24	113	1027	82	52	8	4	19	12	99
40	86	110	195	67	134	240	258	1111	124	149	762	54

PHASE 1 DIFFERENCE PM

#	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	SUM
1	-16	-9	-17	5	1	3	7	15	-12	-12	9	4	-22
2	3	-39	0	2	-22	2	3	4	2	-1	4	1	-41
3	1	-38	1	4	-18	2	1	7	0	-1	3	2	-36
4	0	-33	4	5	-13	1	1	0	1	6	0	7	-21
5	0	-25	0	0	-7	0	0	0	0	0	0	0	-32
6	-26	-3	-13	5	3	-9	-28	-83	-76	-31	-29	3	-287
7	0	0	0	-7	0	-6	10	-83	0	0	-26	3	-109
8	1	-45	2	5	-112	0	0	0	1	2	0	1	-145
9	0	28	1	0	54	0	0	23	1	1	28	0	136
10	1	1	3	0	1	1	1	6	1	3	1	0	19
11	2	-50	4	1	-107	0	0	1	8	10	1	1	-129
12	0	-43	1	0	-118	0	0	0	0	0	0	1	-159
13	0	3	0	1	4	0	1	0	1	0	0	0	10
14	-56	-75	2	1	-175	-18	-10	1	-32	2	1	1	-358
15	0	4	0	0	2	3	1	0	1	0	0	0	11
16	-41	-125	0	0	-328	-17	-10	0	-27	-313	-17	-29	-907
17	-67	-167	0	0	-478	-189	0	0	0	0	0	0	-901
18	0	-116	-262	-66	-411	0	-91	2	-86	-19	0	-18	-1067
19	11	0	1	0	0	0	0	13	3	0	0	0	28
20	0	-99	8	-22	-144	0	0	0	2	9	0	-26	-272
21	-26	-62	0	0	-122	-27	0	0	0	-36	0	-35	-308
22	0	-55	-35	-86	-72	0	-31	0	-8	0	0	0	-287
23	-2	-372	3	7	-495	-4	0	1	0	1	1	2	-858
24	1	0	0	1	2	1	0	8	4	0	2	1	20
25	3	0	0	0	0	0	0	0	7	0	0	0	10
26	0	2	0	1	3	0	0	0	0	0	0	0	6
27	0	5	0	0	2	0	0	0	0	0	0	0	7
28	1	-43	3	-18	-26	-60	-113	-90	2	2	-23	-120	-485
29	0	0	0	4	0	2	2	-150	0	1	-148	9	-280
30	2	1	4	1	1	1	1	-159	3	6	-200	1	-338
31	3	1	2	-20	1	3	5	-153	6	6	-199	-35	-380
32	0	0	0	-3	0	2	5	-190	0	0	-241	-9	-436
33	-82	-1	-17	-21	-2	1	2	-118	-66	-17	-166	-21	-508
34	1	4	3	2	6	-149	-134	-23	1	7	-57	-6	-345
35	4	1	3	-5	1	-25	-22	4	5	3	-41	-5	-77
36	3	1	14	9	1	17	18	-20	4	14	-61	7	7
37	1	-99	5	3	-89	2	0	5	1	4	3	1	-163
38	7	-88	0	0	-85	2	2	0	5	0	0	0	-157
39	1	-91	1	4	-74	3	2	1	0	0	1	3	-149
40	3	4	7	3	5	9	9	-76	4	5	-75	2	-100



OPENING YEAR 2028 PM (CUMULATIVE + GROWTH)

#	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	155	598	64	145	794	88	217	432	147	34	253	117
2	163	809	41	57	861	78	90	117	122	30	133	32
3	71	850	89	96	953	41	35	200	51	49	80	52
4	5	824	99	147	985	22	10	5	8	192	5	184
5	0	1070	0	0	1155	0	0	0	0	0	0	0
6	56	410	428	554	687	43	81	199	125	389	87	497
7	0	3	1	190	0	386	512	629	1	0	555	236
8	22	852	55	124	1091	5	1	19	11	36	7	35
9	17	74	22	0	144	0	0	656	27	25	798	0
10	31	32	101	6	43	14	9	171	24	68	33	1
11	62	733	119	24	920	1	5	34	246	266	43	35
12	2	912	30	15	1014	1	2	2	7	16	1	13
13	15	106	1	14	108	5	23	2	10	6	1	3
14	99	867	78	24	1123	36	46	27	80	73	25	11
15	18	130	1	0	60	65	49	1	34	0	0	0
16	105	935	0	0	1420	26	37	0	226	601	128	170
17	264	1019	0	0	1283	921	0	0	0	0	0	0
18	0	716	399	141	1168	0	691	52	424	18	0	6
19	11	0	8	0	0	0	0	353	89	0	0	0
20	6	996	249	111	1178	0	2	16	64	241	0	82
21	405	433	0	0	1228	205	0	0	0	135	0	806
22	0	723	114	597	738	0	142	0	913	0	0	0
23	26	919	106	205	1222	139	120	49	34	24	22	72
24	31	17	6	32	39	10	17	209	107	6	62	31
25	68	0	3	0	0	0	0	1	202	1	3	0
26	0	64	7	13	71	0	0	0	0	7	0	3
27	0	143	0	0	63	0	0	0	6	0	0	0
28	22	458	70	455	389	279	705	889	39	55	231	514
29	0	2	2	116	0	36	72	746	1	14	1407	258
30	72	10	97	14	11	14	43	1277	103	172	720	13
31	70	29	57	55	44	91	161	1432	165	150	734	73
32	0	0	0	86	0	52	124	1193	0	0	805	76
33	178	67	386	40	54	31	73	1340	197	584	763	56
34	48	115	67	418	177	573	481	1295	27	214	774	325
35	120	14	92	38	29	64	126	1676	139	81	967	17
36	83	23	399	171	43	54	55	1632	131	405	930	72
37	34	643	141	70	713	40	21	122	49	112	84	29
38	220	958	0	0	802	64	75	0	146	0	0	0
39	23	882	25	120	1151	87	55	8	5	21	13	105
40	91	116	206	71	141	253	272	1229	131	157	866	57

#	PHASE 2 DIFFERENCE PM												SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
1	-5	7	-5	5	15	3	8	15	-3	-5	9	4	48
2	5	-1	0	2	5	3	3	4	3	0	4	1	29
3	2	1	2	4	9	1	1	7	1	1	3	1	33
4	1	3	3	5	13	1	0	1	0	7	1	7	42
5	0	11	0	0	19	0	0	0	0	0	0	0	30
6	-7	8	6	9	17	-2	-6	-22	-21	0	-8	7	-19
7	0	0	0	3	0	8	16	-17	0	0	0	7	17
8	1	5	2	4	-11	1	0	0	0	1	0	1	4
9	0	74	1	0	144	0	0	23	1	1	28	0	272
10	1	1	3	0	1	1	0	6	1	2	1	0	17
11	3	-4	5	1	-17	0	1	1	8	10	1	1	10
12	0	7	1	1	-14	0	0	0	0	1	0	1	-3
13	1	4	0	1	3	1	1	0	0	0	0	0	11
14	-15	-31	3	1	-70	-4	-2	1	-9	3	1	0	-122
15	0	5	0	0	2	2	2	0	1	0	0	0	12
16	-10	-45	0	0	-110	-5	-2	0	-3	-242	-2	-5	-424
17	-48	-56	0	0	-319	-38	0	0	0	0	0	0	-461
18	0	-65	-200	-30	-287	0	-13	1	-63	-19	0	-18	-694
19	11	0	0	0	0	0	0	12	3	0	0	0	26
20	0	-45	9	-14	-53	0	0	1	2	9	0	-18	-109
21	1	-33	0	0	-32	-16	0	0	0	-8	0	-6	-94
22	0	-11	-8	-25	-15	0	-21	0	20	0	0	0	-60
23	0	-269	4	7	-373	3	3	2	1	1	1	3	-617
24	1	0	0	1	2	0	0	8	4	0	3	1	20
25	2	0	0	0	0	0	0	0	7	0	0	0	9
26	0	2	0	1	3	0	0	0	0	0	0	0	6
27	0	5	0	0	2	0	0	0	0	0	0	0	7
28	1	-43	3	-10	-25	-44	-71	-40	2	2	-5	-75	-305
29	0	0	0	4	0	1	3	-86	0	1	-78	9	-146
30	3	0	3	1	0	1	1	-85	4	6	-120	1	-185
31	3	1	2	-5	1	3	6	-79	5	5	-120	-9	-187
32	0	0	0	1	0	1	4	-97	0	0	-131	-1	-223
33	-56	-1	15	-13	-2	1	3	-41	-43	26	-72	-13	-196
34	2	4	2	36	6	-60	-63	23	1	7	-1	28	-15
35	4	1	3	-3	1	-15	-13	73	5	3	38	-3	94
36	3	1	14	17	1	43	46	26	4	14	-6	14	177
37	1	-38	5	3	-20	1	1	4	2	4	3	1	-33
38	8	-26	0	0	-17	2	2	0	5	0	0	0	-26
39	1	-30	1	4	-4	3	2	0	1	1	1	4	-16
40	3	4	7	3	5	9	9	-18	4	5	-11	2	22