APPENDIX J

TRAFFIC STUDY WAL-MART SUPERCENTER AT CANYON CROSSINGS

JULY 2006

LSA ASSOCIATES, INC.

DRAFT

TRAFFIC STUDY

WAL-MART SUPERCENTER AT CANYON CROSSINGS

CITY OF RIVERSIDE

RIVERSIDE COUNTY, CALIFORNIA

LSA

July 31, 2006

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CITY OF RIVERSIDE

RIVERSIDE COUNTY, CALIFORNIA

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July 31, 2006

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INTRODUCTION

This report presents the results of a traffic study conducted to evaluate the traffic impacts associated with the relocation of the existing Wal-Mart located west of Corporate Center Place between Campus Parkway and Canyon Springs Parkway to a location north of Corporate Center Place between Valley Springs Parkway and Campus Parkway in the existing Canyon Springs Shopping Center in the City of Riverside. Note that the new Wal-Mart will be located within the same shopping center as the existing Wal-Mart and is only moving into a newer and larger facility. The proposed facility is a retail store with a total of 235,000 square feet of space, which is an increase of approximately 109,127 square feet from the existing 125,873-square foot facility.

The objectives of the study presented in this report are as follows:

- Document existing traffic conditions in the vicinity of the proposed project;
- Evaluate project opening year traffic conditions;
- Evaluate cumulative traffic conditions;
- Determine project traffic impacts; and
- Identify circulation improvements needed to maintain the City's level of service standard.

The p.m. peak hour is the critical time period for evaluating traffic impacts of a retail center because the estimated project trip generation is highest and ambient, or background, traffic volumes are at their highest. The p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

Project Description

The proposed Wal-Mart Supercenter is located north of Corporate Center Place between Valley Springs Parkway and Campus Parkway in the existing Canyon Crossings shopping center in the City of Riverside. The project location is illustrated in Figure 1. The Wal-Mart Supercenter is a single building with a total of 235,000 square feet of space, including an 8,500-square foot outside garden center on 21.25 gross acres. Figure 2 illustrates a conceptual site plan for the proposed project.

Project access will be provided via two driveways on Valley Springs Parkway and two driveways on Campus Parkway. The project will extend Campus Parkway to the north, connecting it to the existing Canyon Springs Parkway; it will also extend Canyon Springs Parkway, connecting it to the existing Valley Springs Parkway. Regional access to the project site is provided by Interstate 215 (I-215) via an interchange at Eucalyptus Avenue, and by State Route 60 (SR-60) via an interchange at Day Street.

The site is adjacent to an existing 125,873-square foot Wal-Mart retail store. Upon completion of the Supercenter, it is expected that the existing facility will be reused by another retailer. The project is expected to be completed in 2007.

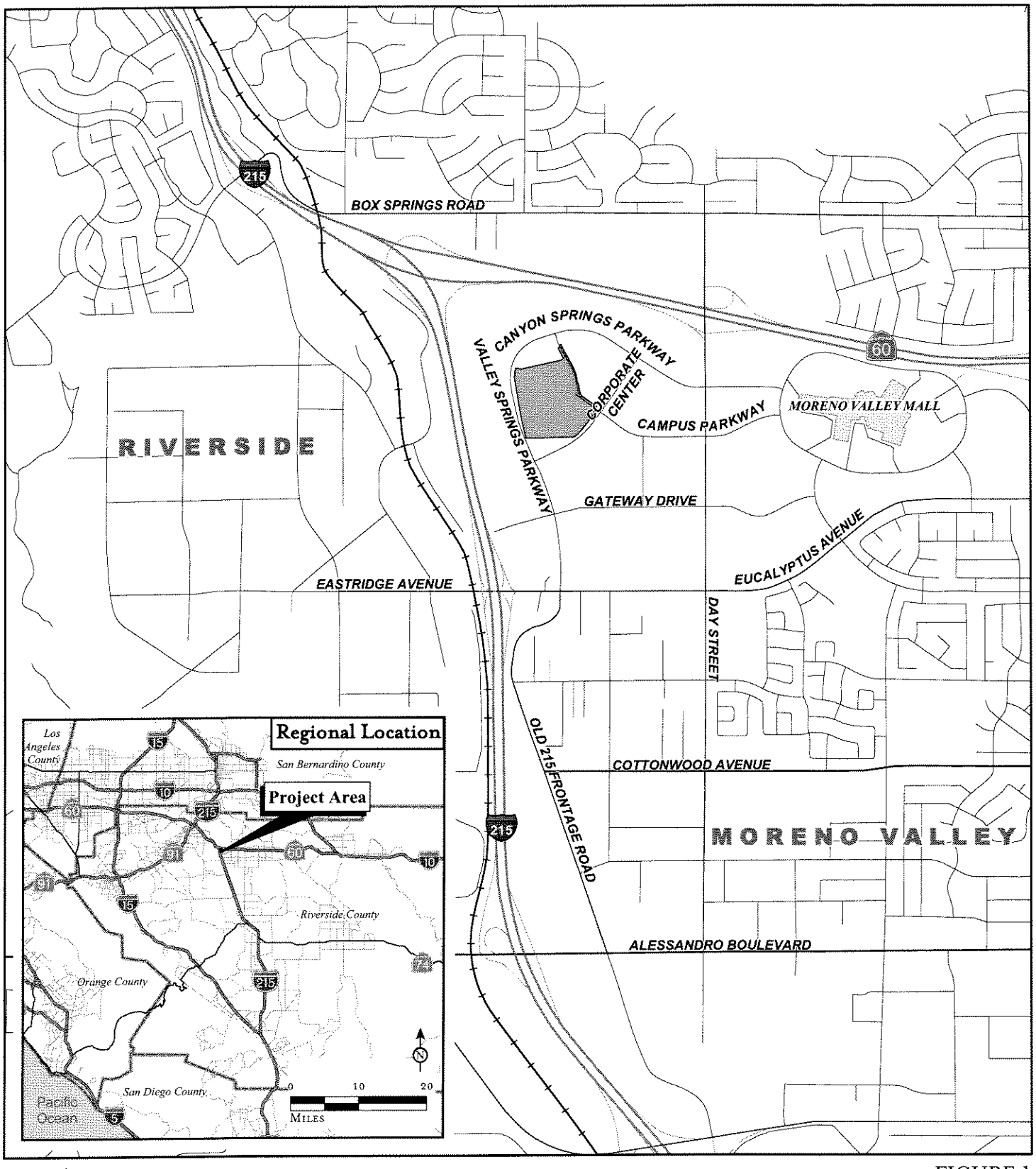

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FIGURE 1

PROJECT LOCATION

0 1,000 2,000
FEET

SOURCE: Thomas Bros., 2004

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Wal-Mart Supercenter at Canyon Crossings

Regional and Project Location

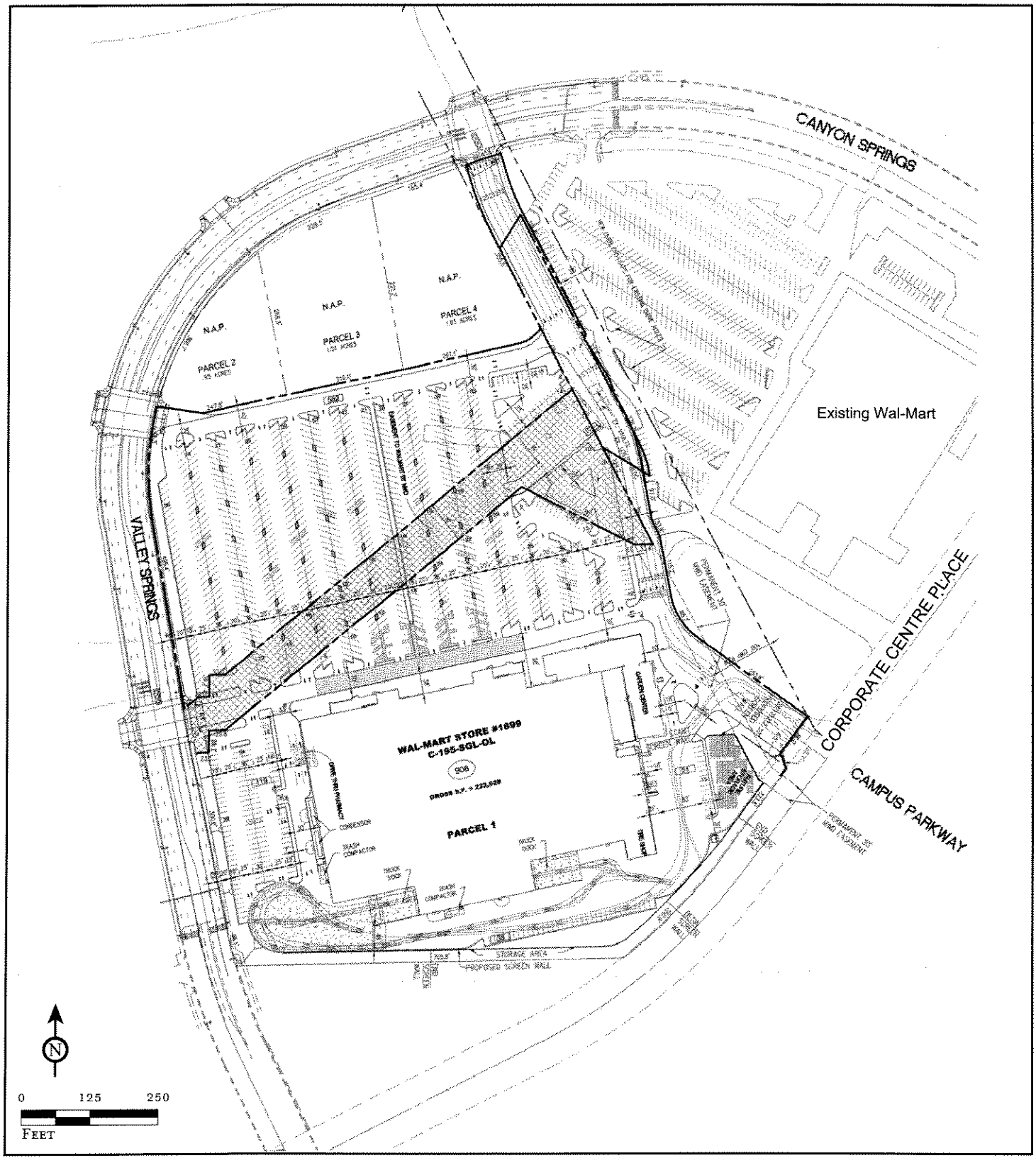

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FIGURE 2

METROPOLITAN WATER DISTRICT PARCEL

Wal-Mart Supercenter at Canyon Crossings

Conceptual Site Plan

SOURCE: Hall and Foreman, 2005

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Study Area

The study area was determined in consultation with City of Riverside staff to include locations at which project traffic is most likely to have an impact, based on the trip distribution described in the "Project Traffic" section below. Any arterial segment or intersection in which the project passenger car equivalent (PCE) volume is anticipated to equal or exceed 50 two-way trips during the p.m. peak hour is included in the study area. The study area includes the following fifteen intersections:

1. I-215 Interchange/Eucalyptus Avenue (City of Riverside and City of Moreno Valley);
2. I-215 Southbound Ramps/Alessandro Boulevard (City of Riverside and County of Riverside);
3. I-215 Northbound Ramps/Alessandro Boulevard (City of Riverside and County of Riverside);
4. Valley Springs Parkway/Corporate Center Place (City of Riverside);
5. Valley Springs Parkway/Gateway Drive (City of Riverside);
6. Valley Springs Parkway/Eucalyptus Avenue (City of Moreno Valley);
7. Campus Parkway/Corporate Center Place (City of Riverside);
8. Old 215 Frontage Road/Alessandro Boulevard (County of Riverside);
9. Day Street/SR-60 Westbound Ramps (City of Riverside);
10. Day Street/SR-60 Eastbound Ramps (City of Riverside);
11. Day Street/Campus Parkway (City of Riverside and City of Moreno Valley);
12. Day Street/Gateway Drive (City of Riverside and City of Moreno Valley);
13. Day Street/Eucalyptus Avenue (City of Riverside and City of Moreno Valley);
14. Day Street/Cottonwood Avenue (City of Moreno Valley); and
15. Day Street/Alessandro Boulevard (City of Moreno Valley).

At the intersection of Campus Parkway/Corporate Center Place, Campus Parkway has been treated as the north-south roadway.

Figure 3 illustrates the locations of the study area intersections.

LEVEL OF SERVICE STANDARD

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (which are defined using the letter grades A through F). These levels recognize that, while an absolute limit exists as to the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience rapidly deteriorate as traffic approaches the absolute capacity. Under such conditions, congestion is experienced. There is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled Level of Service (LOS) E. Beyond LOS E, capacity has been exceeded, and arriving traffic

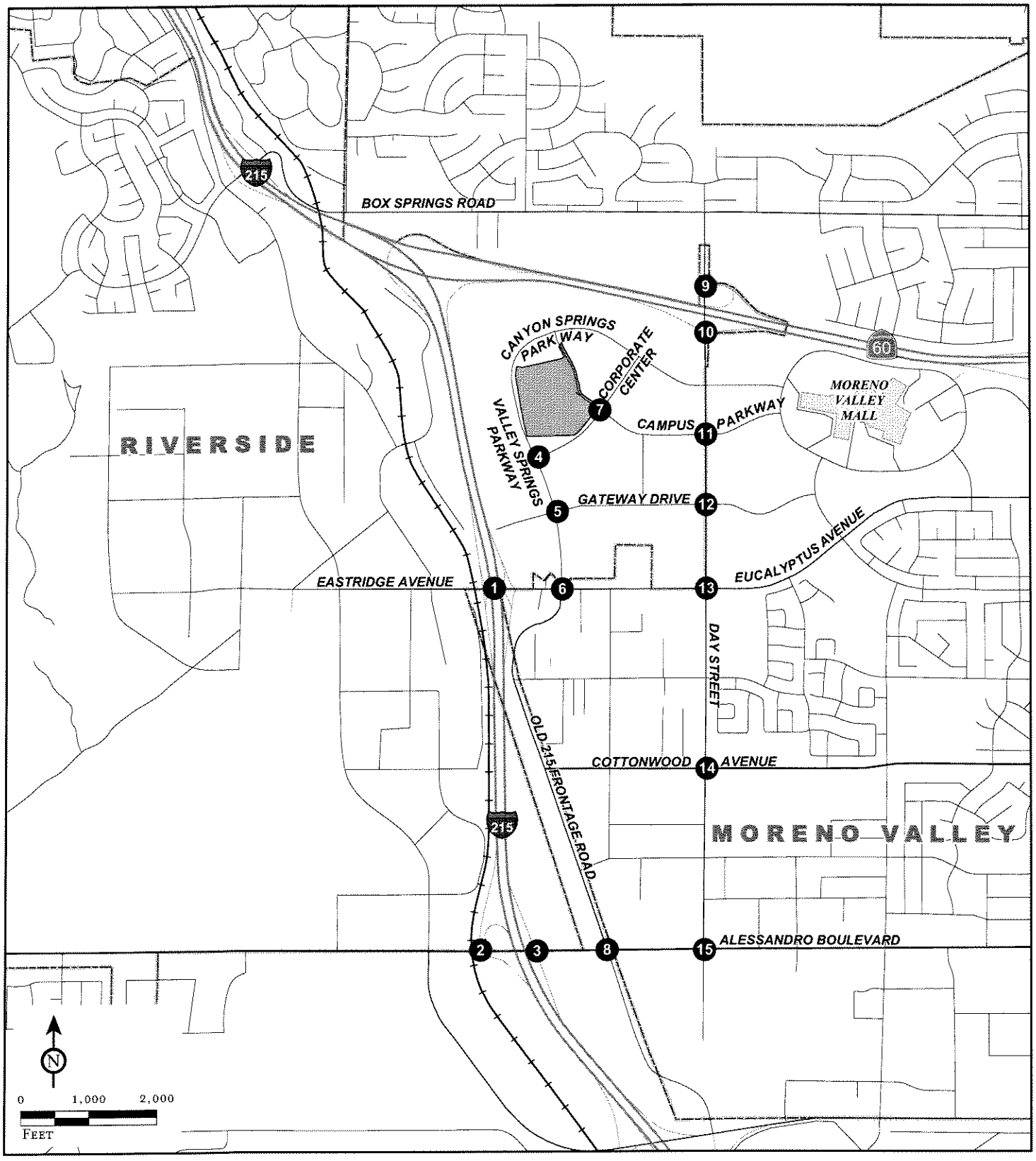

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FIGURE 3

PROJECT LOCATION

CITY BOUNDARY

1 STUDY AREA INTERSECTION

Wal-Mart Supercenter at Canyon Crossings

Study Area Intersections

SOURCE: Thomas Bros., 2004

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will exceed the ability of the intersection to accommodate it. An upstream queue will then form and continue to expand in length until the demand volume again declines.

A complete description of the meaning of level of service can be found in the Transportation Research Board Special Report 209, *Highway Capacity Manual*. The Manual establishes levels of service A through F as shown in Table A.

Table A – Level of Service Definitions

LOS	Description
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 so.
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.

The level of service criteria for unsignalized and signalized intersections are shown in Table B.

Table B – Level of Service Criteria for Unsignalized and Signalized Intersections

Level of Service	Unsignalized Intersection Average Delay per Vehicle (sec.)	Signalized Intersection Average Delay per Vehicle (sec.)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

For all study area intersections, the 2000 *Highway Capacity Manual* (HCM 2000) analysis methodologies were used to determine intersection levels of service. All levels of service were calculated using the Traffix 7.7 software, using the HCM 2000 methodologies.

All freeway ramp terminus intersections are under the jurisdiction of Caltrans. Caltrans' level of service standard is LOS D. In the City of Riverside, the intersection level of service standard is also

LOS D. All study intersections in Riverside County are in community development areas, where the LOS standard is D. In the City of Moreno Valley, the intersection level of service standard is LOS C. Any intersection operating below the relevant jurisdiction's level of service is considered an impact requiring mitigation.

In this report, the level of service standard for each jurisdiction is applied to intersections entirely within that jurisdiction. In cases in which an intersection is partially within two or more jurisdictions that have different level of service standards, the less stringent standard is applied. This approach is used because a jurisdiction with a less restrictive standard may not be willing to provide improvements and be burdened with significant funding needs to achieve a higher level of service than would normally be applied elsewhere in that jurisdiction.

PROJECT TRAFFIC

The proposed project will replace the existing Wal-Mart retail store adjacent to the site. It is expected that the existing store will be reused by another retailer.

Therefore, the trip generation of the project is the net of the trips generated by the new store less the reduction in trips resulting from the change in use at the former store site, most likely an electronics superstore.

Trip Generation

Although sales at the Wal-Mart Supercenter are anticipated to include items typically sold at a grocery store as described for Land Use 813 ("Free Standing Discount Superstore") from the Institute of Transportation Engineers (ITE), *Trip Generation*, 7th Edition, the rates from Land Use 815 ("Free Standing Discount Store") were used because they yield a higher quantity of trips on a daily basis and during the p.m. peak hour. The p.m. peak hour is the critical time period for evaluating traffic impacts of a retail center because the estimated project trip generation is highest and ambient, or background, traffic volumes are at their highest. Therefore, potential use of trip generation rates for Land Use 815 rather than Land Use 813 results in an analysis of "worst-case" conditions.

The trips generated by the existing Wal-Mart store (at the former site) have been included in the traffic counts conducted in March 2005. Hence, these trips have been deducted from the total trip generation of the project. The change in project site of the existing Wal-Mart store is expected to impact only the adjacent intersections, which have been accounted for in the "Trip Distribution" section below. Therefore, the trip generation of the project is the net of the trips generated by the new store less the reduction in trips resulting from the change in use at the former store site. Table C summarizes the daily and p.m. peak hour trip generation for the project. As shown in Table C, the proposed Wal-Mart Supercenter is expected to generate 1,189 trips during the p.m. peak hour and a total of 13,165 daily trips. The existing Wal-Mart store generates 637 trips during the p.m. peak hour and a total of 7,051 daily trips. The re-use of the existing Wal-Mart store as an electronics superstore would result in a net reduction of 71 trips occurring during the p.m. peak hour and 1,382 daily trips. Therefore, the proposed Wal-Mart Supercenter would have a net project trip generation of 1,118 (1,189 – 637 + 566) trips during the p.m. peak hour and 11,783 (13,165 - 7,051 + 5,669) daily trips.

Table C - Project Trip Generation

Site	Units	P.M. Peak Hour In	Out	Total	Daily
Proposed Wal-Mart Supercenter					
Free Standing Discount Store	235.00 TSF				
Trips/Unit[1]		2.53	2.53	5.06	56.02
Trip Generation		595	595	1,189	13,165
Existing Wal-Mart Store					
Free Standing Discount Store	125.87 TSF				
Trips/Unit[1]		2.53	2.53	5.06	56.02
Trip Generation		318	318	637	7,051
Electronics Superstore	125.87 TSF				
Trips/Unit[2]		2.21	2.30	4.50	45.04
Trip Generation		278	289	566	5,669
Net Change at Existing Location		(40)	(29)	(71)	(1,382)
Net Project Trip Generation		555	566	1,118	11,783

[1] Trip generation based on rates for Land Use 815 - "Free-Standing Discount Store" from ITE *Trip Generation* (7th Edition)

[2] Trip generation based on rates for Land Use 863 - "Electronics Superstore" from ITE *Trip Generation* (7th Edition)

Trip Distribution

The distribution of project trips was developed in consultation with City staff by examining the location of the proposed project in relation to surrounding residential areas, as well as the regional roadway network. It is projected that 25 percent of project traffic will be to and from the north on I-215/SR-60 (10% using I-215 via Eucalyptus Avenue and 15% using SR-60 via Day Street), 25 percent to and from the south on I-215, 20 percent to and from the east on SR-60, 5 percent to and from the east on Eucalyptus Avenue, 5 percent to and from the east on Cottonwood Avenue, 5 percent to and from the west on Eastridge Avenue, and the remaining 15 percent will be to and from the west on Alessandro Boulevard. Figure 4 illustrates the detailed distribution of project trips at the study area intersections.

Trip Assignment

Trip assignment for project trips is the product of project trip generation multiplied by the trip distribution percentages. Figure 5 illustrates the p.m. peak hour project trip volumes through each of the study area intersections. In addition to the new trips generated by the project, some trips will shift from the old store site to the new site. These trips are already on the roadways and will, therefore, have no impact away from the immediate vicinity of the site. However, this shift in trips will result in changes in turning movements near the site. The net change in traffic volumes in the immediate vicinity of the project due to the relocation of Wal-Mart is illustrated in Figure 6.

EXISTING (2005) CONDITIONS

Existing Traffic Controls and Intersection Geometrics

An inventory of the existing study area street system was conducted by LSA in March 2005. Existing intersection geometrics and stop controls are illustrated in Figure 7. In the project vicinity, Cottonwood Avenue is an undivided two-lane roadway; Corporate Center Place, Eucalyptus Avenue, Campus Parkway, and Gateway Drive are undivided four-lane roadways; Valley Springs Parkway is divided four-lane roadway; and Alessandro Boulevard is a divided six-lane roadway. Day Street is a divided six-lane roadway between SR-60 and Eucalyptus Avenue, and generally a two-lane roadway south of Eucalyptus; however, some segments of Day Street have been widened by adjacent development to provide additional northbound or southbound lanes.

Existing Traffic Volumes

The p.m. peak hour is the critical time period for evaluating traffic impacts of a retail center because the estimated project trip generation is highest and ambient, or background, traffic volumes are at their highest. Therefore, p.m. peak hour traffic counts were conducted by LSA in March 2005. Existing p.m. peak hour intersection traffic volumes are illustrated in Figure 8. Count sheets are contained in Appendix A. Vehicle classification counts were conducted at the intersections of I-215 Interchange/Eucalyptus Avenue, I-215 Southbound Ramps/Alessandro Boulevard, I-215 Northbound Ramps/Alessandro Boulevard, SR-60 Eastbound Ramps/Day Street, and SR-60 Westbound Ramps/Day Street. Passenger Car Equivalent (PCE) volumes for these locations were calculated using a PCE factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with 4 or more axles. Truck percentages for locations at which classification counts were not conducted were

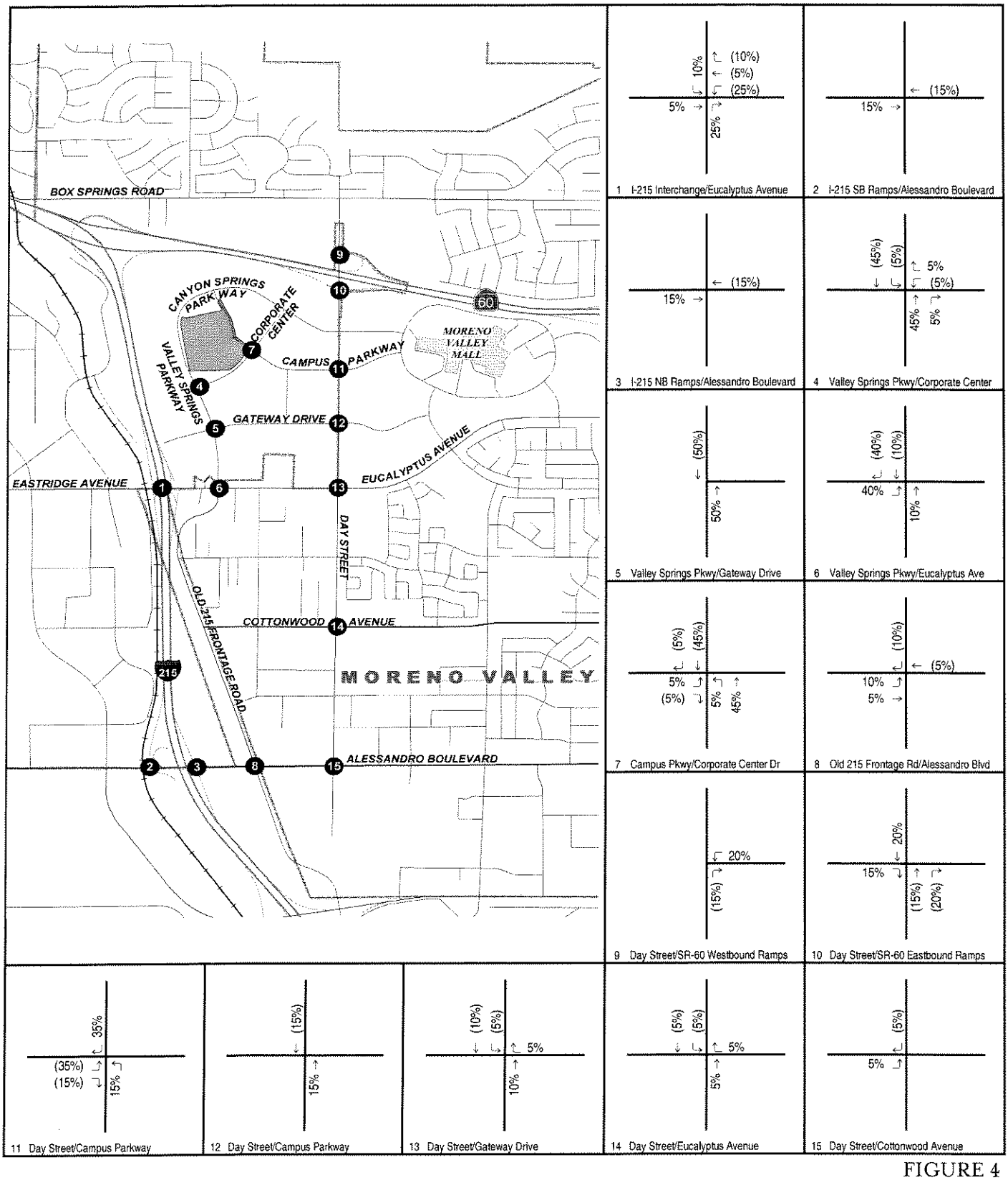

FIGURE 4

XX% (YY%) Inbound (Outbound) Distribution

Wal-Mart Supercenter at Canyon Crossings
Project Trip Distribution

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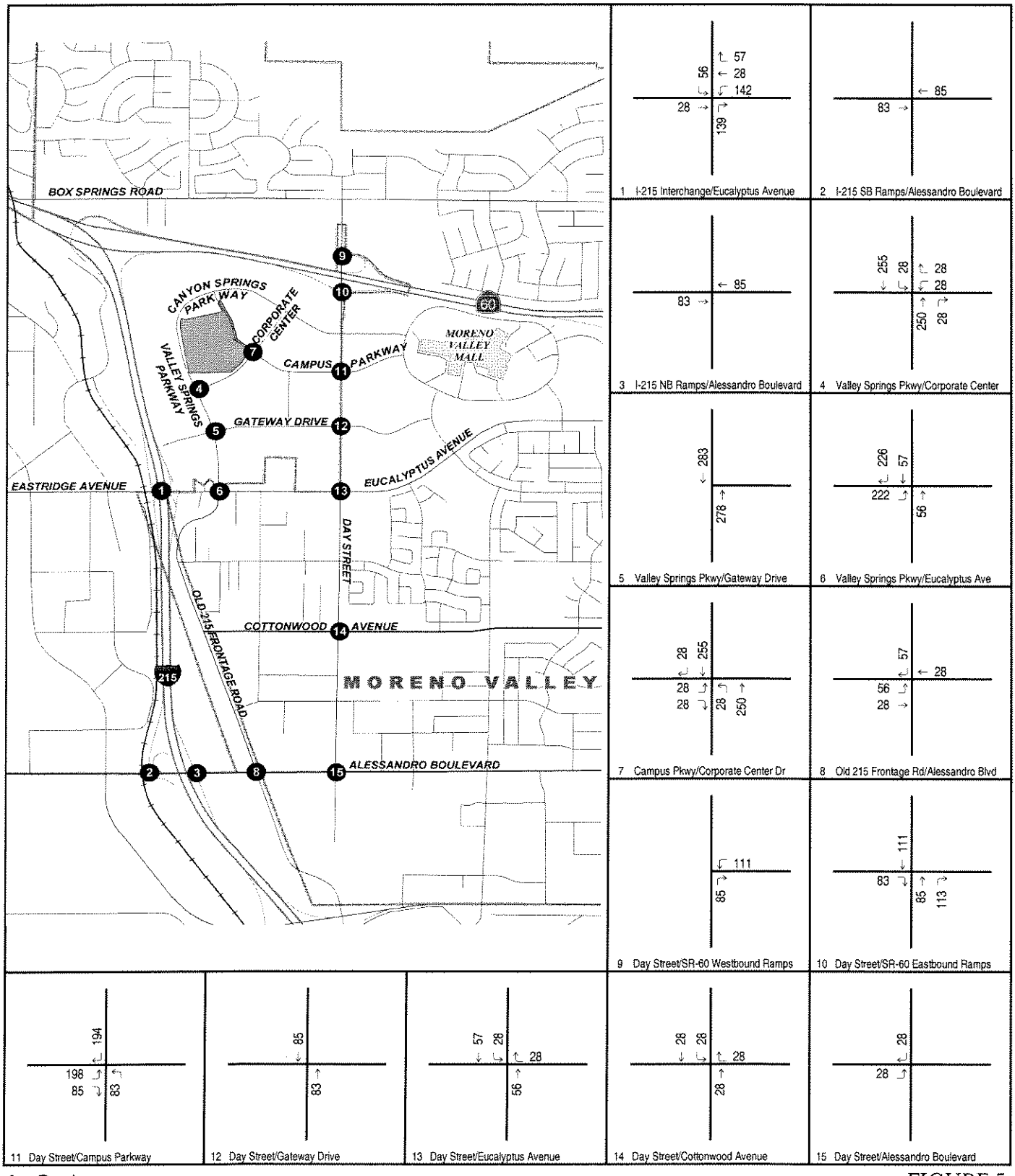

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FIGURE 5

XXX PM Peak Hour Volume

Wal-Mart Supercenter at Canyon Crossings

New Project Trips

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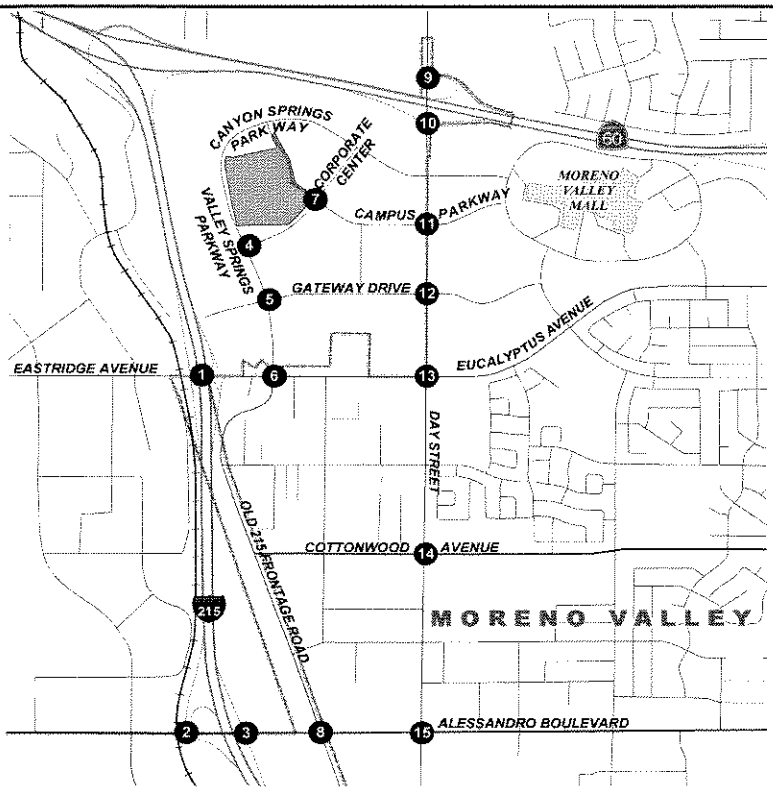


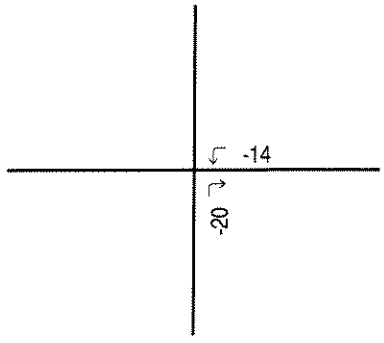
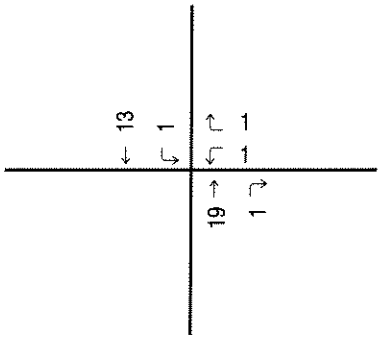
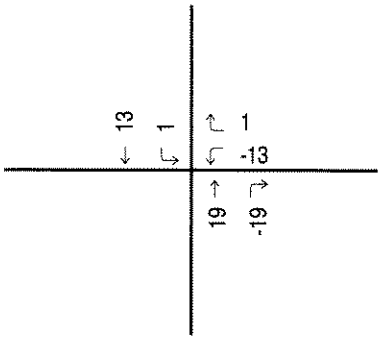
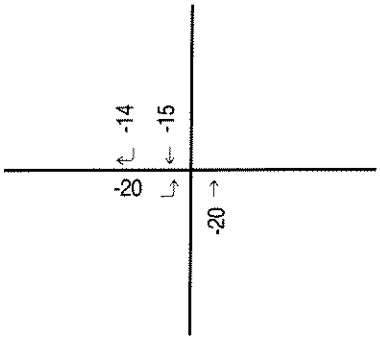
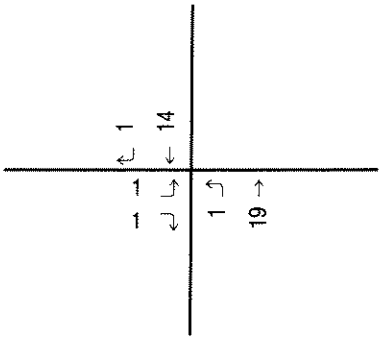
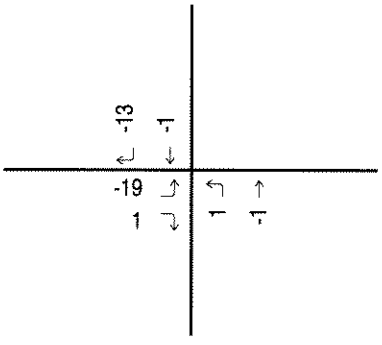
Reduction To/From Existing Location	Increase To/From Proposed Location	Net Change
		
4 Valley Springs Parkway/Corporate Center Place	4 Valley Springs Parkway/Corporate Center Place	4 Valley Springs Parkway/Corporate Center Place
		
7 Campus Parkway/Corporate Center Drive	7 Campus Parkway/Corporate Center Drive	7 Campus Parkway/Corporate Center Drive

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FIGURE 6

XX PM Peak Hour Volume

Wal-Mart Supercenter at Canyon Crossings

Net Change From Diverted Trips

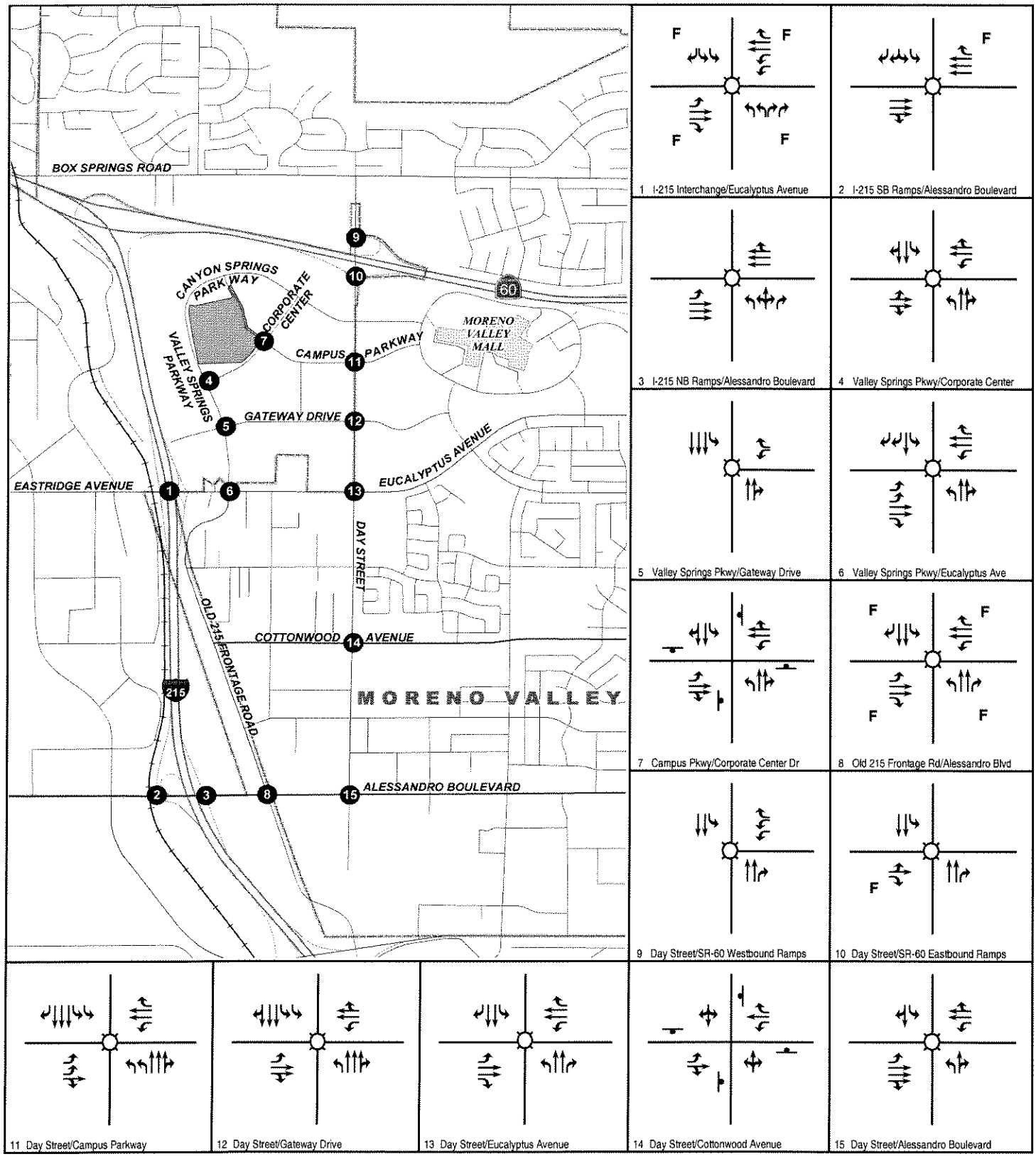

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FIGURE 7

Legend
Signal
Stop Sign
F Free Right Turn

Wal-Mart Supercenter at Canyon Crossings
Existing Intersection Geometrics

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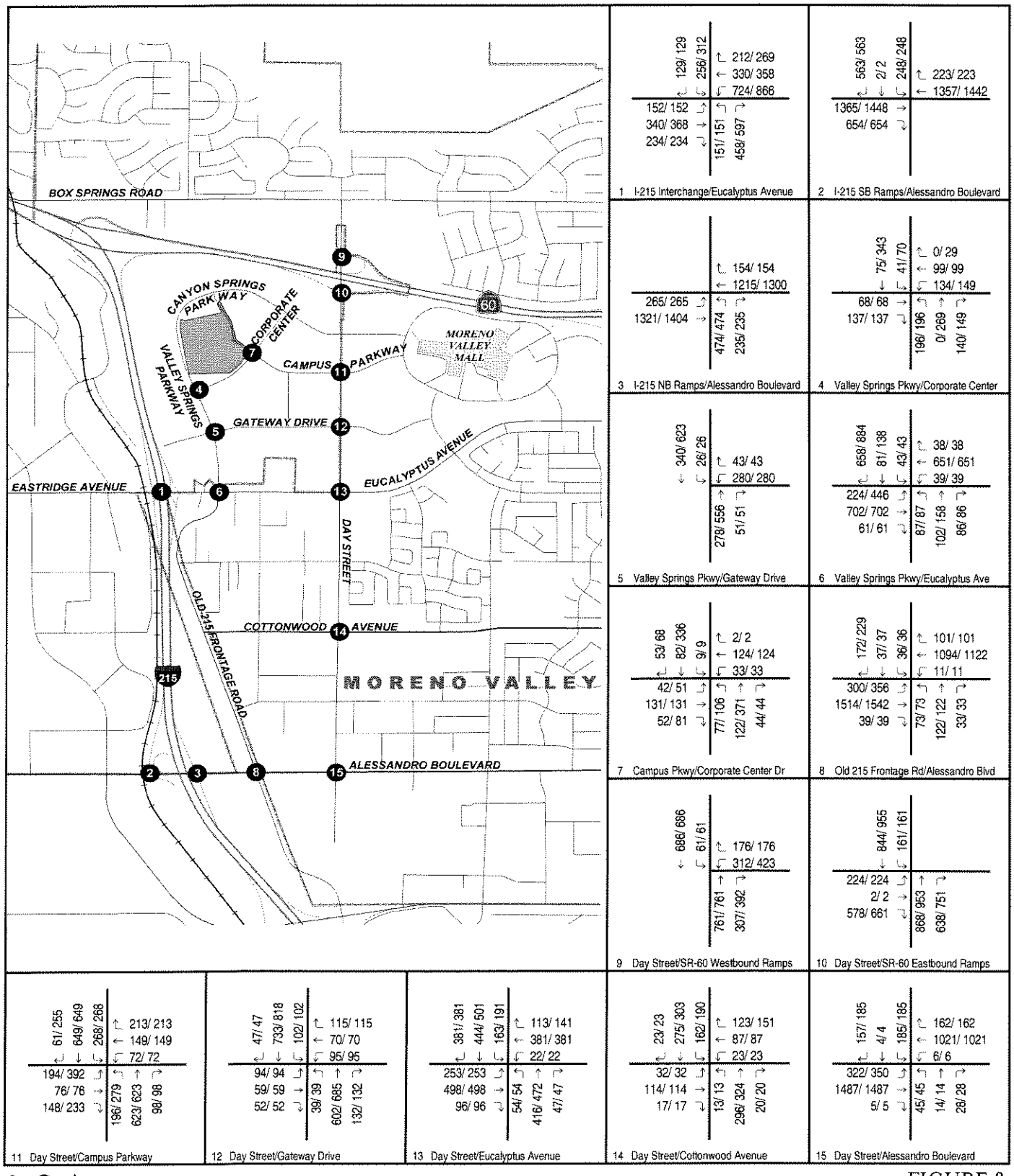

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FIGURE 8

XXXX/ YYYY Without Project/ With Project PM Peak Hour Volume

Wal-Mart Supercenter at Canyon Crossings

Existing Without and With Project Traffic Volumes

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developed from the percentages at approaches to adjacent intersections. PCE volumes for these locations were computed using a PCE factor of 2.5 for all trucks. Detailed volume development worksheets are included in Appendix B.

Existing Intersection Levels of Service

A level of service analysis was conducted to evaluate existing p.m. peak hour traffic operations at the study area intersections. The results of this analysis are summarized in Table D. Level of service worksheets are included in Appendix C. As shown in Table D, all study area intersections are currently operating at satisfactory levels of service.

Existing with Project Traffic Volumes

Existing with project traffic volumes in the project vicinity were developed by adding the project traffic to the existing traffic volumes. Previously referenced Figure 8 illustrates existing with project traffic volumes at each of the study area intersections during the p.m. peak hour.

Existing with Project Intersection Levels of Service

A level of service analysis was conducted to evaluate existing with project p.m. peak hour traffic operations at the study area intersections. The results of this analysis are summarized in Table D. Level of service worksheets are included in Appendix C. As shown on Table D, all study area intersections are currently operating at satisfactory levels of service, with the exception of the following:

- Valley Springs Parkway/Eucalyptus Avenue; and
- Day Street/Cottonwood Avenue.

PROJECTED FUTURE TRAFFIC

Opening Year Traffic Volumes

Background Traffic Volumes. Based on consultation with City staff, an annual growth rate of 2 percent was used to forecast future traffic volumes. Therefore, the existing (2005) traffic counts were increased by 2 percent per year to develop year 2007 background traffic volumes. Figure 9 illustrates opening year without project traffic volumes at each of the study area intersections during the p.m. peak hour. Detailed volume development worksheets are included in Appendix B.

Opening Year with Project Traffic Volumes. Opening year with project traffic volumes in the project vicinity were developed by adding the project traffic to the year 2007 background traffic volumes. Figure 9 also illustrates opening year with project traffic volumes at each of the study area intersections during the p.m. peak hour.

Table D - Existing (2005) Intersection Levels of Service

Intersection	LOS Standard	Control	P.M. Peak Hour						
			Without Project			With Project			
			V/C	Delay	LOS	V/C	Delay	LOS	
1 . I-215 Interchange/Eucalyptus Avenue	D	Signal	0.49	30.6	C	0.58	31.7	C	
2 . I-215 Southbound Ramps/Alessandro Boulevard	D	Signal	0.70	17.0	B	0.72	16.9	B	
3 . I-215 Northbound Ramps/Alessandro Boulevard	D	Signal	0.65	21.9	C	0.67	21.7	C	
4 . Valley Springs Parkway/Corporate Center Place	D	Signal	0.32	33.0	C	0.36	30.5	C	
5 . Valley Springs Parkway/Gateway Drive	D	Signal	0.41	23.0	C	0.50	22.8	C	
6 . Valley Springs Parkway/Eucalyptus Avenue	C	Signal	0.62	33.6	C	0.79	38.7	D	*
7 . Campus Parkway/Corporate Center Drive	D	AWSC	0.21	10.4	B	0.58	17.9	C	
8 . Old 215 Frontage Road/Alessandro Boulevard	D	Signal	0.61	27.8	C	0.62	30.0	C	
9 . Day Street/SR-60 Westbound Ramps	D	Signal	0.40	15.2	B	0.43	16.2	B	
10 . Day Street/SR-60 Eastbound Ramps	D	Signal	0.69	16.8	B	0.77	16.9	B	
11 . Day Street/Campus Parkway	D	Signal	0.49	33.2	C	0.56	33.8	C	
12 . Day Street/Gateway Drive	D	Signal	0.40	28.4	C	0.42	27.6	C	
13 . Day Street/Eucalyptus Avenue	D	Signal	0.62	34.2	C	0.62	34.5	C	
14 . Day Street/Cottonwood Avenue	C	AWSC	0.86	23.0	C	1.00	36.8	E	*
15 . Day Street/Alessandro Boulevard	C	Signal	0.70	23.6	C	0.72	25.5	C	

Notes:

AWSC = All-Way Stop Control

V/C = Volume/capacity ratio

Delay = Average control delay in seconds.

LOS = Level of Service

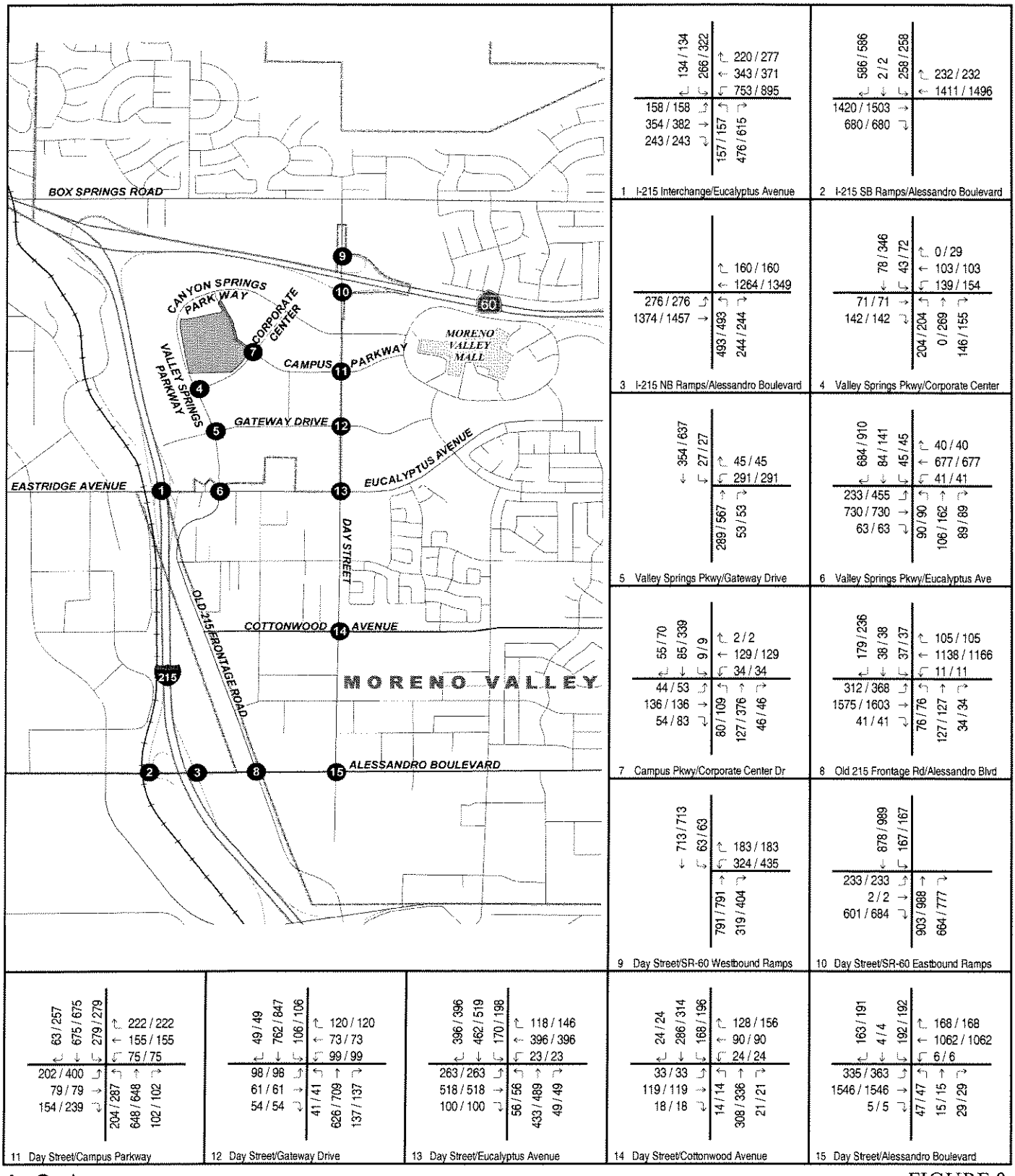

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FIGURE 9

XXXX/YYYY Without / With Project PM Peak Hour Volume

Wal-Mart Supercenter at Canyon Crossings

Opening Year Without and With Project Traffic Volumes

R:\CTR530\Traffic\June06 Update\g30- Opening Year Traffic Volumes (7/31/2006)

Opening Year Conditions Intersection Levels of Service

Opening Year Without Project Conditions. A level of service analysis was conducted to evaluate opening year without project p.m. peak hour traffic operations at the study area intersections. The results of this analysis are summarized in Table E. Level of service worksheets are included in Appendix C. As shown in Table E, all study area intersections are projected to operate at satisfactory levels of service, with the exception of the following:

- Day Street/Cottonwood Avenue.

Opening Year With Project Conditions. A level of service analysis was conducted to evaluate opening year with project p.m. peak hour traffic operations at the study area intersections. The results of this analysis are summarized in previously referenced Table E. Level of service worksheets are included in Appendix C. As shown in Table E, all study area intersections are projected to operate at satisfactory levels of service, with the exception of the following:

- Valley Springs Parkway/Eucalyptus Avenue; and
- Day Street/Cottonwood Avenue.

Cumulative Traffic Volumes

Approved and Pending Project Traffic Volumes. Information concerning approved and pending projects in the vicinity was obtained from the City of Riverside and the City of Moreno Valley. A total of 71 projects from the City of Riverside and 14 projects from the City of Moreno Valley were identified for inclusion in the analysis, including a potential expansion of the existing Wal-Mart store by 20,000 square feet. For simplicity, approved and pending projects have been grouped into sub-areas that would be expected to have the same trip distribution patterns at study intersections. The areas are illustrated in Figure 10.

Trip generation for the approved and pending projects was developed using rates from *Trip Generation.* The trip generation for approved and pending projects by sub-area is included in Table F. As shown in Table F, the approved and pending projects are expected to generate 15,378 trips in the p.m. peak hour and 146,031 daily trips. Detailed trip generation tables for approved and pending projects are included in Appendix D. The generalized trip distribution for the approved and pending projects is assumed to be similar to the proposed project distribution. Figure 11 illustrates the total p.m. peak hour approved and pending project trip volumes at each of the study area intersections. Detailed trip distribution and trip assignment tables for approved and pending projects are also included in Appendix D.

Cumulative Without Project Traffic Volumes. Cumulative without project traffic volumes were calculated by summing opening year without project traffic volumes and approved project traffic volumes. Figure 12 illustrates cumulative without project traffic volumes at each of the study area intersections during the p.m. peak hour. Detailed volume development worksheets are included in Appendix B.

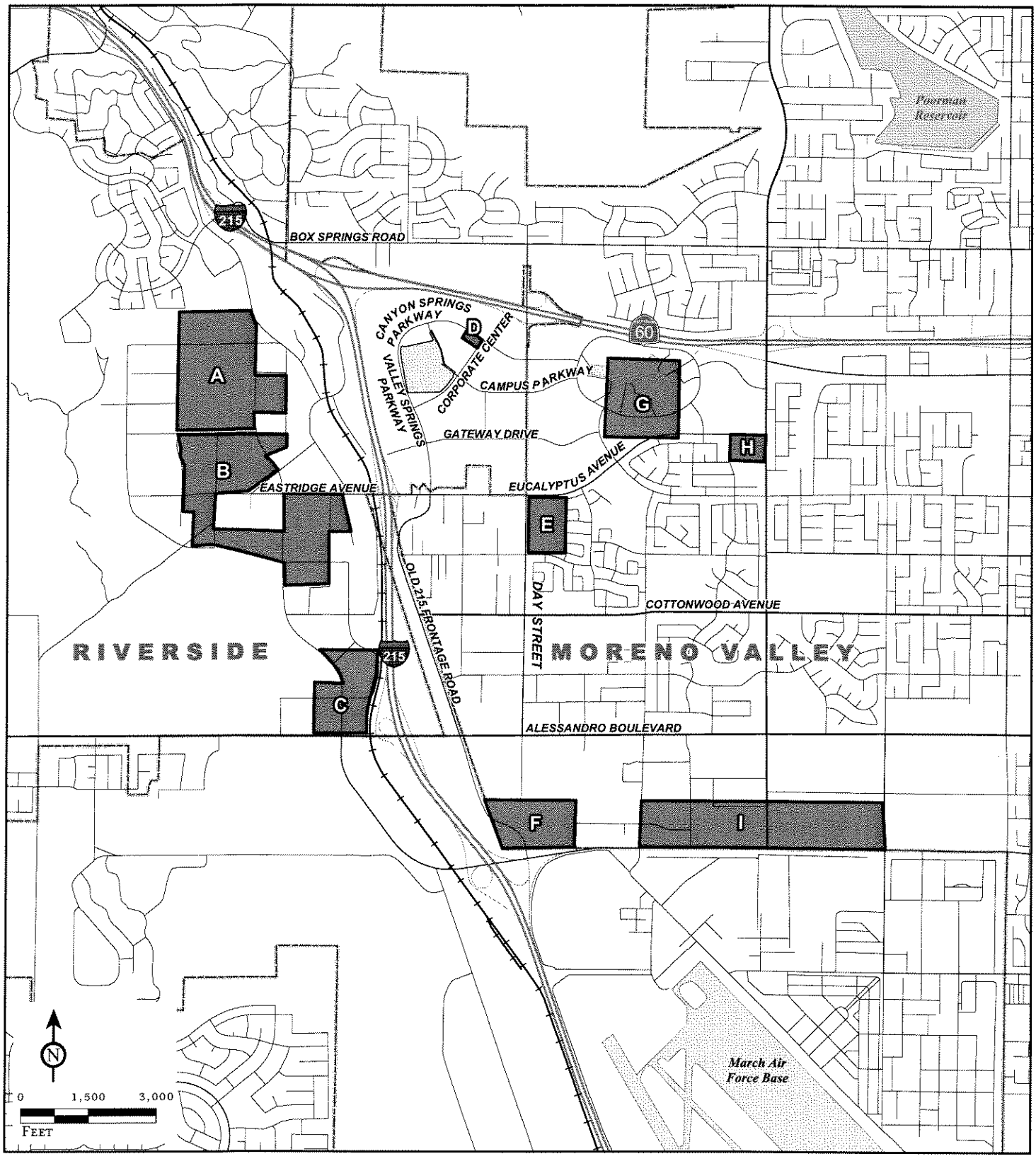
Table E - Opening Year Intersection Levels of Service

Intersection	LOS Standard	Control	P.M. Peak Hour							
			Without Project				With Project			
			V/C	Delay	LOS		V/C	Delay	LOS	
1 . I-215 Interchange/Eucalyptus Avenue	D	Signal	0.51	30.9	C		0.60	32.1	C	
2 . I-215 Southbound Ramps/Alessandro Boulevard	D	Signal	0.73	17.4	B		0.75	17.4	B	
3 . I-215 Northbound Ramps/Alessandro Boulevard	D	Signal	0.68	22.3	C		0.69	22.1	C	
4 . Valley Springs Parkway/Corporate Center Place	D	Signal	0.33	33.2	C		0.44	31.5	C	
5 . Valley Springs Parkway/Gateway Drive	D	Signal	0.43	23.1	C		0.52	23.1	C	
6 . Valley Springs Parkway/Eucalyptus Avenue	C	Signal	0.65	34.1	C		0.81	40.0	D	*
7 . Campus Parkway/Corporate Center Drive	D	AWSC	0.22	10.6	B		0.60	18.6	C	
8 . Old 215 Frontage Road/Alessandro Boulevard	D	Signal	0.63	29.1	C		0.64	31.8	C	
9 . Day Street/SR-60 Westbound Ramps	D	Signal	0.42	15.3	B		0.45	16.3	B	
10 . Day Street/SR-60 Eastbound Ramps	D	Signal	0.72	17.4	B		0.80	17.8	B	
11 . Day Street/Campus Parkway	D	Signal	0.51	33.4	C		0.58	34.0	C	
12 . Day Street/Gateway Drive	D	Signal	0.41	28.5	C		0.44	27.7	C	
13 . Day Street/Eucalyptus Avenue	D	Signal	0.65	34.5	C		0.65	35.0	C	
14 . Day Street/Cottonwood Avenue	C	AWSC	0.91	27.1	D	*	1.05	44.3	F	*
15 . Day Street/Alessandro Boulevard	C	Signal	0.73	24.1	C		0.74	25.1	C	

* Exceeds level of service standard

Notes:

AWSC = All-Way Stop Control
V/C = Volume/capacity ratio
Delay = Average control delay in seconds.
LOS = Level of Service



LSA

FIGURE 10

CITY BOUNDARY

PROJECT LOCATION

APPROVED AND PENDING PROJECT LOCATIONS

Wal-Mart Supercenter at Canyon Crossings

Approved and Pendiing Project Locations

SOURCE: Thomas Bros., 2004

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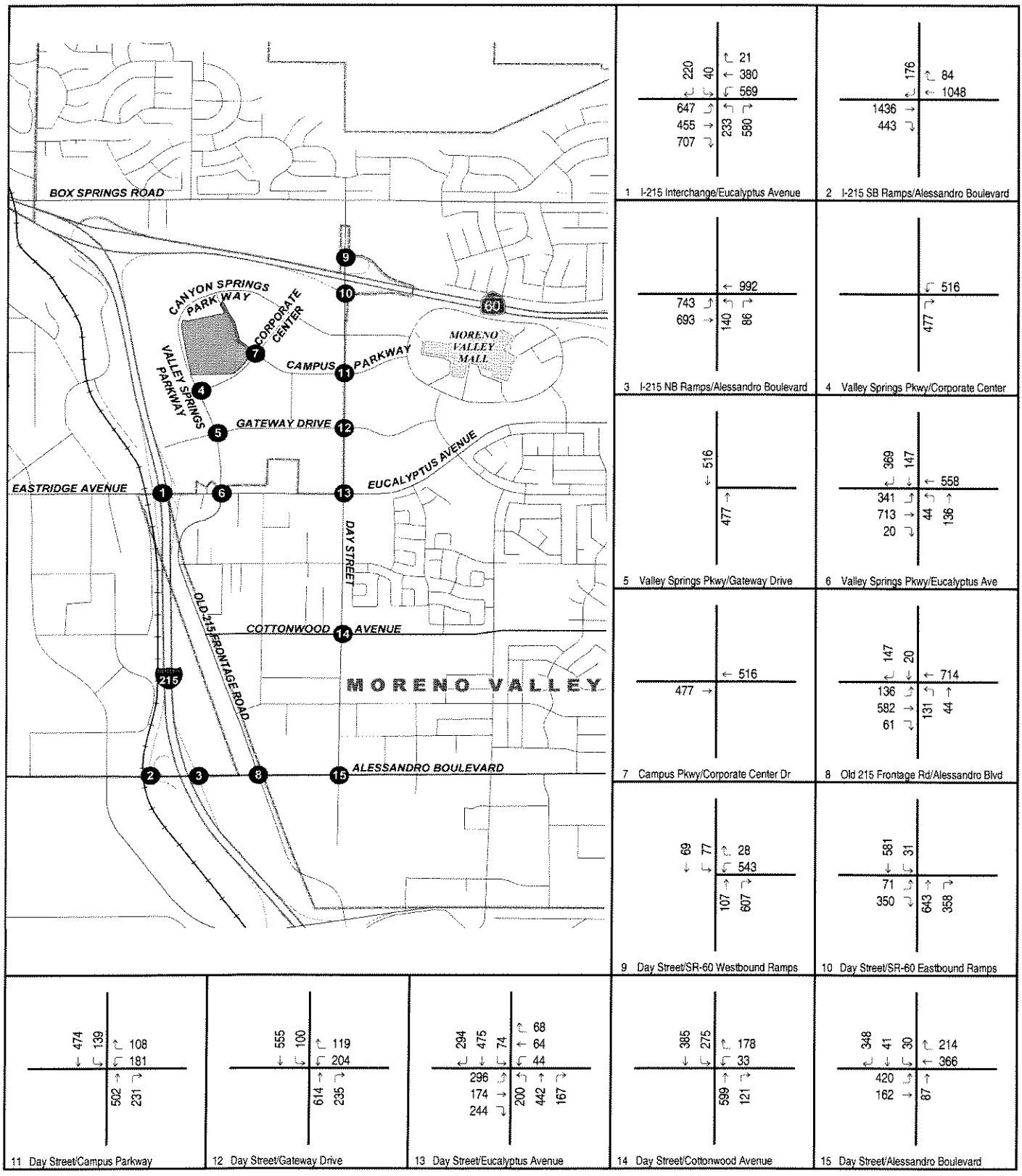
Table F - Approved and Pending ProjectsTrip Generation Summary

Area	P.M. Peak Hour			Daily
	In	Out	Total	
Area A	305	215	520	4,811
Area B	496	1,561	2,057	20,077
Area C	434	1,265	1,699	17,673
Area D	255	1,555	1,810	13,816
Area E	1,362	1,474	2,836	30,313
Area F	142	153	295	3,238
Area G	38	233	271	1,626
Area H	924	722	1,646	20,666
Area I	108	58	166	1,801
Area J	159	85	244	2,648
Area K	409	872	1,281	10,937
Area L	298	2,139	2,437	17,333
Area M	73	43	116	1,091
Total Trips	**5,003**	**10,375**	**15,378**	**146,031**



LSA

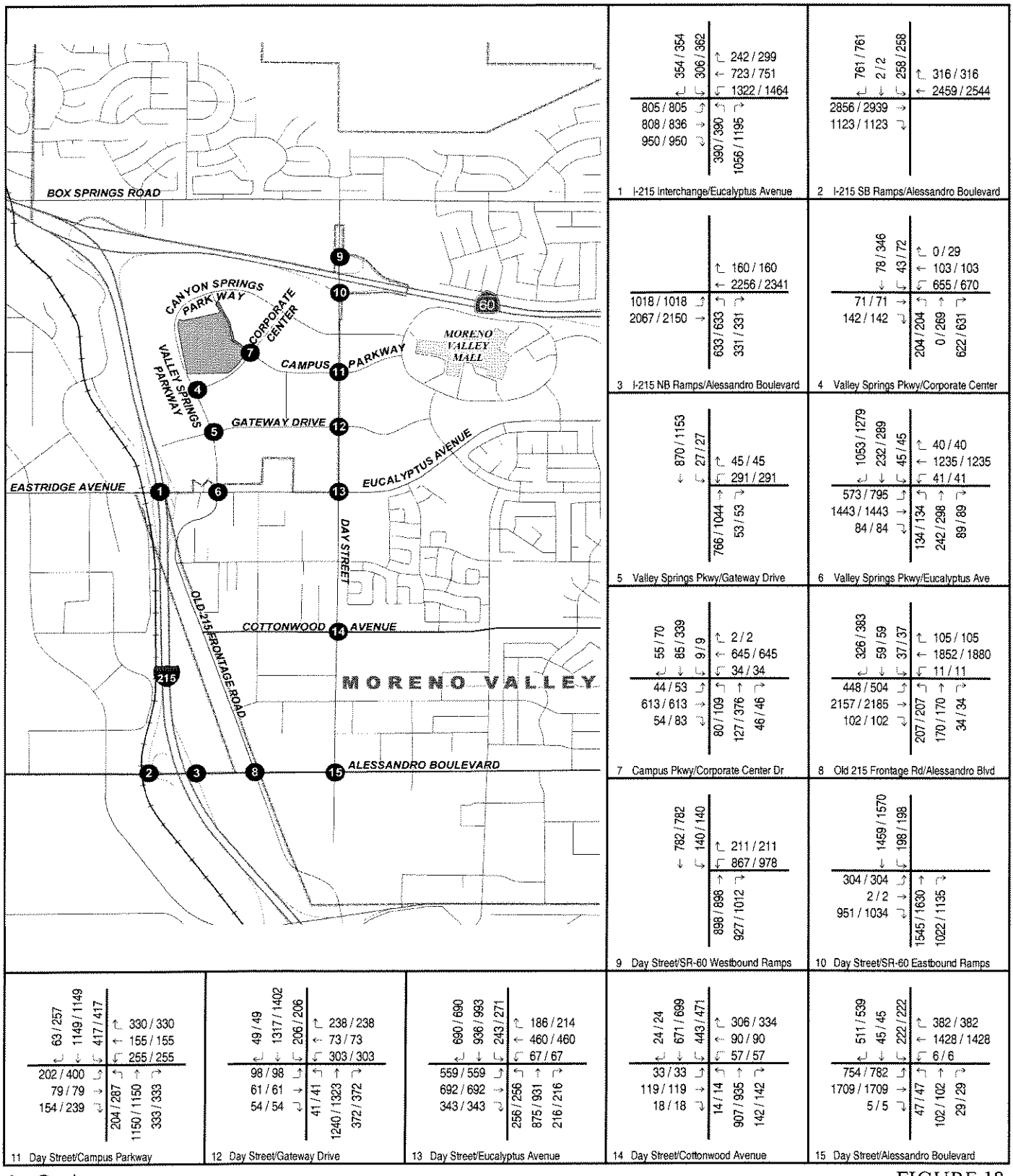
FIGURE 11

XXX PM Peak Hour Volume

Wal-Mart Supercenter at Canyon Crossings

Approved and Pending Projects Traffic Volumes

R:\CTR530\Traffic\June06 Update\g30- Approved Project Traffic (7/31/2006)



LSA

FIGURE 12

XXX / YYY Without / With Project PM Peak HourVolume

Wal-Mart Supercenter at Canyon Crossings

Cumulative Traffic Volumes

R:\CTR530\Traffic\June06 Update\g30- Cumulative Traffic Volumes (7/31/2006)

Cumulative With Project Traffic Volumes. Cumulative with project traffic volumes were calculated by summing opening year with project traffic volumes and approved project traffic volumes. Previously referenced Figure 12 illustrates cumulative with project traffic volumes at each of the study area intersections during the p.m. peak hour. Detailed volume development worksheets are included in Appendix B.

Cumulative Conditions Intersection Levels of Service

Cumulative Without Project Conditions. A level of service analysis was conducted to evaluate cumulative without project conditions traffic operations at the study area intersections during the p.m. peak hour. The results of the analysis are summarized in Table G. Level of service worksheets are included in Appendix C. As shown in Table G, all study area intersections are projected to operate at satisfactory levels of service, with the exception of the following:

- I-215 Southbound Interchange/Eucalyptus Avenue;
- I-215 South Ramps/Alessandro Boulevard;
- I-215 Northbound Ramps/Alessandro Boulevard;
- Valley Springs Parkway/Corporate Center Place;
- Valley Springs Parkway/Eucalyptus Avenue;
- Campus Parkway/Corporate Center Place;
- Old 215 Frontage Road/Alessandro Boulevard;
- Day Street/SR-60 Eastbound Ramps;
- Day Street/Eucalyptus Avenue;
- Day Street/Cottonwood Avenue; and
- Day Street/Alessandro Boulevard.

Cumulative With Project Conditions. A level of service analysis was conducted to evaluate cumulative with project conditions traffic operations at the study area intersections during the p.m. peak hour. The results of the analysis are summarized in previously referenced Table G. Level of service worksheets are included in Appendix C. As shown in Table G, all study area intersections are projected to operate at satisfactory levels of service, with the exception of the following:

- I-215 Interchange/Eucalyptus Avenue;
- I-215 Southbound Ramps/Alessandro Boulevard;
- I-215 Northbound Ramps/Alessandro Boulevard;
- Valley Springs Parkway/Corporate Center Place;
- Valley Springs Parkway/Eucalyptus Avenue;
- Campus Parkway/Corporate Center Place;

Table G - Cumulative Conditions Intersection Levels of Service

Intersection	LOS Standard	Control	P.M. Peak Hour							
			Without Project				With Project			
			V/C	Delay	LOS		V/C	Delay	LOS	
1 . I-215 Interchange/Eucalyptus Avenue	D	Signal	1.02	>100	F	*	1.03	>100	F	*
2 . I-215 Southbound Ramps/Alessandro Boulevard	D	Signal	1.19	68.5	F	*	1.21	72.9	F	*
3 . I-215 Northbound Ramps/Alessandro Boulevard	D	Signal	1.45	>100	F	*	1.47	>100	F	*
4 . Valley Springs Parkway/Corporate Center Place	D	Signal	1.01	>100	F	*	1.05	96.3	F	*
5 . Valley Springs Parkway/Gateway Drive	D	Signal	0.59	22.5	C		0.68	22.2	C	
6 . Valley Springs Parkway/Eucalyptus Avenue	C	Signal	1.13	>100	F	*	1.29	>100	F	*
7 . Campus Parkway/Corporate Center Drive	D	AWSC	1.05	60.5	F	*	1.47	>100	F	*
8 . Old 215 Frontage Road/Alessandro Boulevard	D	Signal	1.13	>100	F	*	1.18	>100	F	*
9 . Day Street/SR-60 Westbound Ramps	D	Signal	0.67	20.5	C		0.74	33.3	C	
10 . Day Street/SR-60 Eastbound Ramps	D	Signal	1.04	33.5	F	*	1.11	42.2	F	*
11 . Day Street/Campus Parkway	D	Signal	0.84	38.6	D		0.91	43.6	D	
12 . Day Street/Gateway Drive	D	Signal	0.75	32.7	C		0.77	33.1	C	
13 . Day Street/Eucalyptus Avenue	D	Signal	1.23	86.9	F	*	1.23	92.8	F	*
14 . Day Street/Cottonwood Avenue	C	AWSC	2.58	>100	F	*	2.74	>100	F	*
15 . Day Street/Alessandro Boulevard	C	Signal	1.40	>100	F	*	1.44	>100	F	*

* Exceeds level of service standard

Notes:

AWSC = All-Way Stop Control
V/C = Volume/capacity ratio
Delay = Average control delay in seconds.
LOS = Level of Service

- Old 215 Frontage Road/Alessandro Boulevard;
- Day Street/SR-60 Eastbound Ramps;
- Day Street/Eucalyptus Avenue;
- Day Street/Cottonwood Avenue; and
- Day Street/Alessandro Boulevard.

CIRCULATION IMPROVEMENTS

At any intersection where project development is forecast to have an impact, the City of Riverside requires that improvements be identified as mitigation measures to maintain conformance with the City's level of service standards.

Existing Plus Project and Opening Year Plus Project Improvements

Under the Existing and Opening Year with project conditions, the following improvements are required to maintain the jurisdictions' level of service standards:

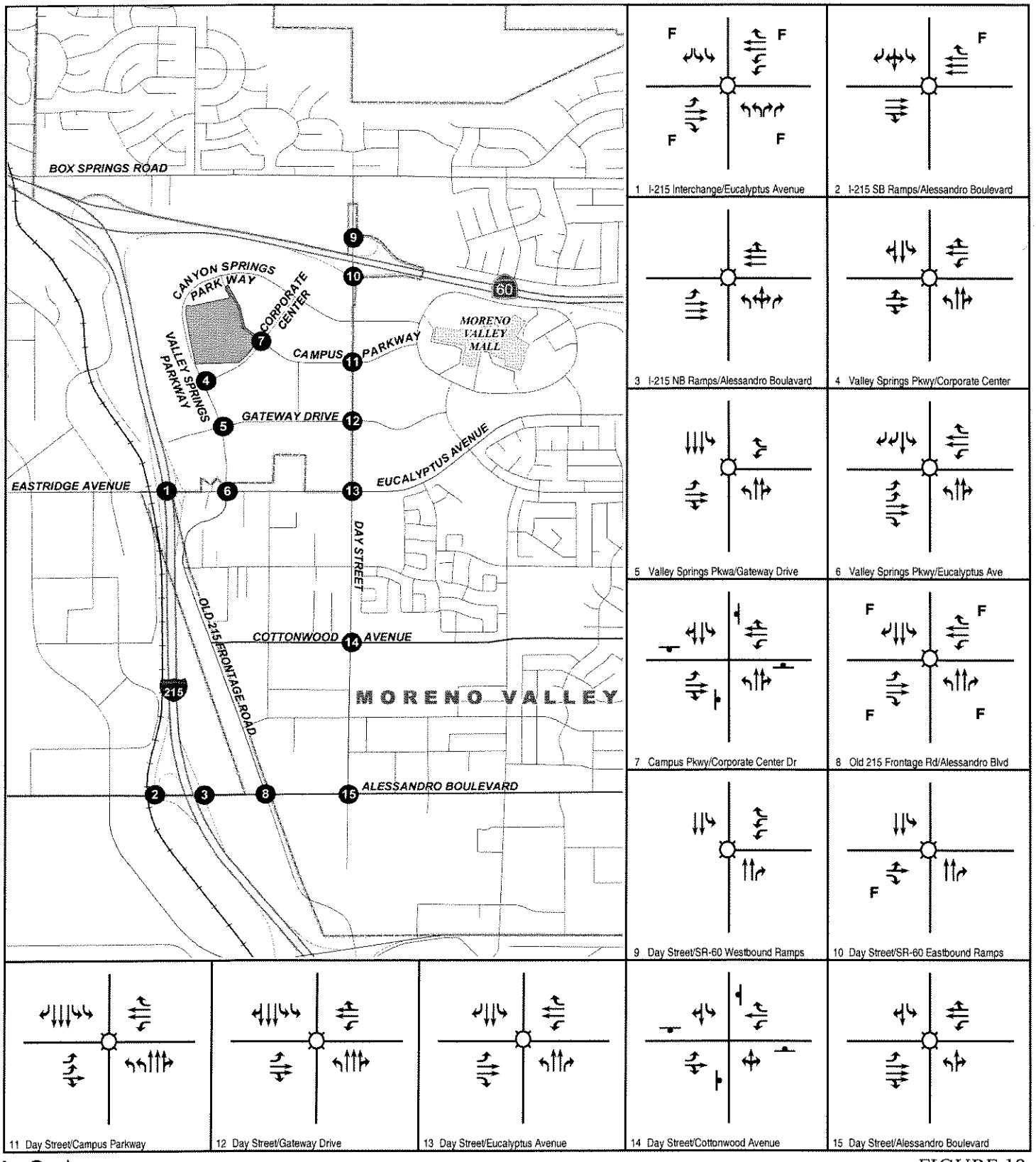
- Valley Springs Parkway/Eucalyptus Avenue – Modification of signal phasing to provide southbound right-turn overlap.
- Day Street/Cottonwood Avenue – Addition of a southbound left-turn lane.

The resulting intersection geometrics with improvements are illustrated in Figure 13. The resulting intersection levels of service are shown in Tables H and I.

Cumulative Improvements

The following improvements are required to maintain the respective jurisdictions' level of service standards:

- I-215 Interchange/Eucalyptus Avenue – Re-striping of eastbound approach to provide two eastbound left-turn lanes. Addition of a westbound left-turn lane to provide three westbound left-turn lanes. These improvements will require the reconstruction of the I-215 Interchange/Eucalyptus Avenue northbound collector to provide three receiving lanes.
- I-215 Southbound Ramps/Alessandro Boulevard – Modification of southbound right-turn lane to provide a free-right-turn lane. Re-striping of southbound shared left/right-turn lane as a left-turn lane.
- I-215 Northbound Ramps/Alessandro Boulevard – Addition of an eastbound left-turn lane and a westbound through lane. Re-striping of northbound shared left/right-turn lane as a left-turn lane. These improvements will require widening of the on-ramp to provide two northbound departure lanes.
- Valley Springs Parkway/Corporate Center Place – Re-striping of one westbound through lane as a left-turn lane.



LSA

FIGURE 13

Legend

Signal

Stop Sign

F Free Right Turn

Wal-Mart Supercenter at Canyon Crossings

Existing and Opening Year Intersection Geometrics With Improvements

R:\CTR530\Traffic\June06 Update\g-30 geometrics Opening MIT 7/31/2006

Table H Existing (2005) With Project With Improvements
Intersection Levels of Service

	Intersection	LOS Standard	Control	P.M. Peak Hour V/C	Delay	LOS
1	I-215 Interchange/Eucalyptus Avenue	D	Signal	0.60	32.1	C
2	I-215 Southbound Ramps/Alessandro Boulevard	D	Signal	0.75	17.4	B
3	I-215 Northbound Ramps/Alessandro Boulevard	D	Signal	0.69	22.1	C
4	Valley Springs Parkway/Corporate Center Place	D	Signal	0.44	31.5	C
5	Valley Springs Parkway/Gateway Drive	D	Signal	0.52	23.1	C
6	Valley Springs Parkway/Eucalyptus Avenue	C	Signal	0.67	31.2	C
7	Campus Parkway/Corporate Center Drive	D	AWSC	0.60	18.6	C
8	Old 215 Frontage Road/Alessandro Boulevard	D	Signal	0.64	31.8	C
9	Day Street/SR-60 Westbound Ramps	D	Signal	0.45	16.3	B
10	Day Street/SR-60 Eastbound Ramps	D	Signal	0.80	17.8	B
11	Day Street/Campus Parkway	D	Signal	0.58	34.0	C
12	Day Street/Gateway Drive	D	Signal	0.44	27.7	C
13	Day Street/Eucalyptus Avenue	D	Signal	0.65	35.0	C
14	Day Street/Cottonwood Avenue	C	AWSC	0.88	24.9	C
15	Day Street/Alessandro Boulevard	C	Signal	0.74	25.1	C

Notes:
AWSC = All-Way Stop Control
V/C = Volume/capacity ratio
Delay = Average control delay in seconds.
LOS = Level of Service

Table I - Opening Year (2007) With Project With Improvements
Intersection Levels of Service

	Intersection	LOS Standard	Control	P.M. Peak Hour V/C	Delay	LOS
1	I-215 Interchange/Eucalyptus Avenue	D	Signal	0.60	30.9	C
2	I-215 Southbound Ramps/Alessandro Boulevard	D	Signal	0.84	20.4	C
3	I-215 Northbound Ramps/Alessandro Boulevard	D	Signal	0.73	22.9	C
4	Valley Springs Parkway/Corporate Center Place	D	Signal	0.40	31.0	C
5	Valley Springs Parkway/Gateway Drive	D	Signal	0.54	23.5	C
6	Valley Springs Parkway/Eucalyptus Avenue	C	Signal	0.74	33.3	C
7	Campus Parkway/Corporate Center Drive	D	AWSC	0.60	18.6	C
8	Old 215 Frontage Road/Alessandro Boulevard	D	Signal	0.75	33.7	C
9	Day Street/SR-60 Westbound Ramps	D	Signal	0.46	16.6	B
10	Day Street/SR-60 Eastbound Ramps	D	Signal	0.93	23.9	C
11	Day Street/Campus Parkway	D	Signal	0.62	35.2	D
12	Day Street/Gateway Drive	D	Signal	0.45	28.2	C
13	Day Street/Eucalyptus Avenue	D	Signal	0.71	36.1	D
14	Day Street/Cottonwood Avenue	C	AWSC	0.88	24.9	C
15	Day Street/Alessandro Boulevard	C	Signal	0.83	28.8	C

Notes:
AWSC = All-Way Stop Control
V/C = Volume/capacity ratio
Delay = Average control delay in seconds.
LOS = Level of Service

- Valley Springs Parkway/Eucalyptus Avenue – Re-striping of one southbound right-turn lane as a through lane and modification of the other southbound right-turn lane to provide a free right-turn lane. Re-striping of one westbound right-turn lane as a shared through-right-turn lane.
- Campus Parkway/Corporate Center Place – Installation of a traffic signal. A peak hour signal warrant is included in Appendix E.
- Old 215 Frontage Road/Alessandro Boulevard – Addition of a westbound through lane and an eastbound left-turn lane. Re-striping of an eastbound free right-turn lane to a shared through/right-turn lane. Re-striping of a westbound free right-turn lane to a shared through/right-turn lane.
- Day Street/SR-60 Eastbound Ramps – Modification of northbound right-turn lane to provide a free right-turn lane.
- Day Street/Eucalyptus Avenue – Addition of one eastbound left-turn lane and modification of signal phasing to provide southbound right-turn overlap.
- Day Street/Cottonwood Avenue – Installation of a traffic signal and the addition of a northbound left-turn lane, a northbound through lane, and a southbound left-turn lane. Modification of signal phasing to provide westbound right-turn overlap. A peak hour signal warrant is included in Appendix E.
- Day Street/Alessandro Boulevard – Addition of an eastbound left-turn lane, a dedicated westbound right-turn lane, a westbound through lane, and a dedicated southbound right-turn lane with overlap phasing. These improvements will require widening of Day Street to provide an additional northbound departure lane.

The resulting intersection geometrics with improvements are illustrated in Figure 14.

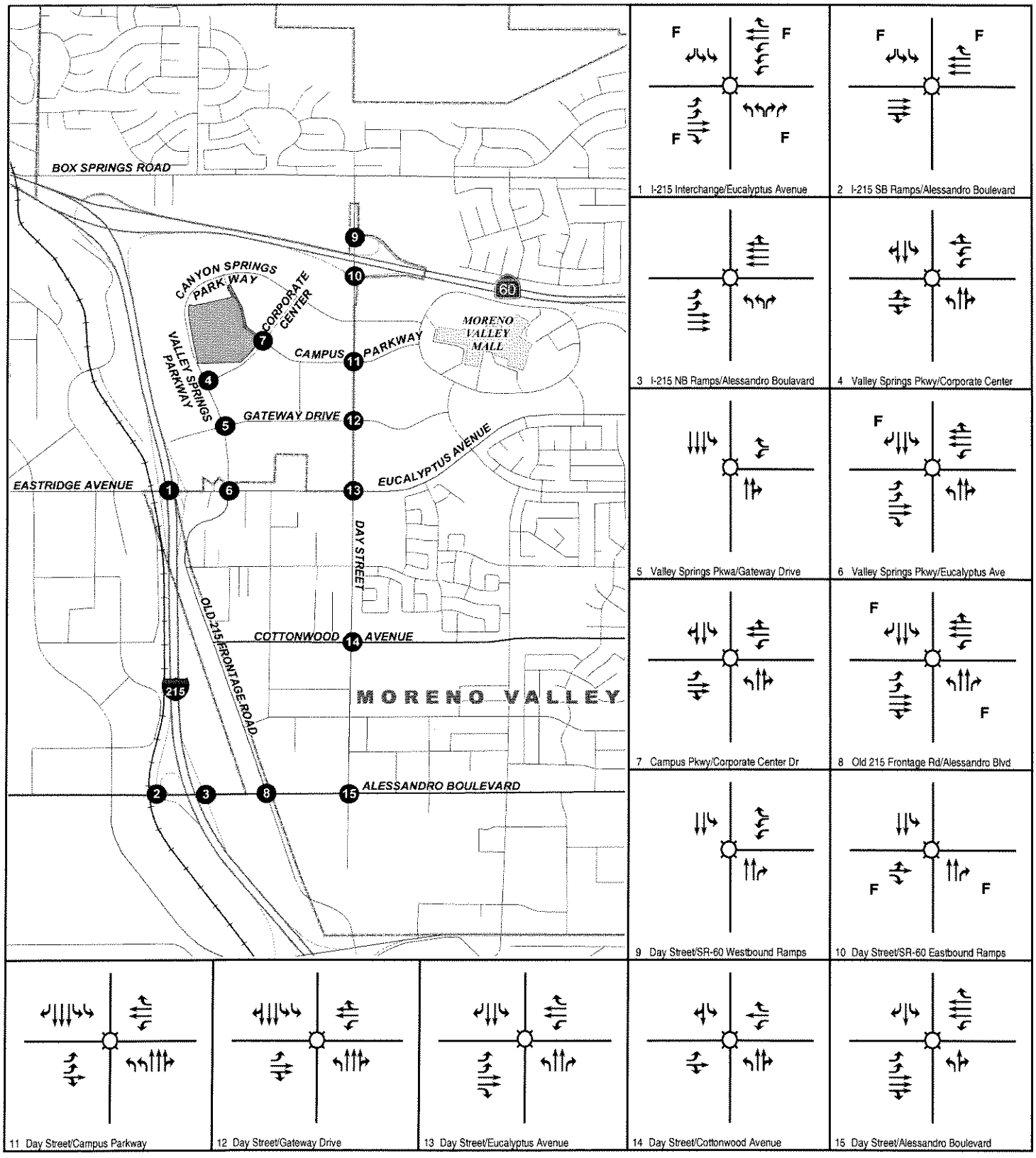
Cumulative Conditions With Improvements Intersection Levels of Service

A level of service analysis was conducted to evaluate cumulative conditions with improvements traffic operations at the study area intersections during the p.m. peak hour. The results of the analysis are summarized in Table J. Level of service worksheets are included in Appendix C. As shown in Table J, all study area intersections are projected to operate at satisfactory levels of service with the defined improvements.

SUMMARY AND CONCLUSIONS

This section of the report summarizes the findings and recommendations of the traffic analysis for the Wal-Mart Supercenter.

1. The proposed project is expected to generate 11,783 new trips daily, with 1,118 trips occurring during the p.m. peak hour.
2. The existing p.m. peak hour intersection turn volumes for analysis locations were collected by LSA. Under existing conditions, all study area intersections are operating at satisfactory levels of service.



LSA

FIGURE 14

Legend

Signal

F Free Right Turn

Wal-Mart Supercenter at Canyon Crossings

Cumulative Intersection Geometrics With Improvements

R:\CTR530\Traffic\June06 Update\g-30 geometrics Cumulative MIT 7/31/2006

Table J - Cumulative Conditions With Project With Improvements
Intersection Levels of Service

	Intersection	LOS Standard	Control	P.M. Peak Hour V/C	Delay	LOS
1	I-215 Interchange/Eucalyptus Avenue	D	Signal	0.85	48.4	D
2	I-215 Southbound Ramps/Alessandro Boulevard	D	Signal	0.96	14.1	B
3	I-215 Northbound Ramps/Alessandro Boulevard	D	Signal	0.98	37.2	D
4	Valley Springs Parkway/Corporate Center Place	D	Signal	0.82	42.0	D
5	Valley Springs Parkway/Gateway Drive	D	Signal	0.68	22.2	C
6	Valley Springs Parkway/Eucalyptus Avenue	C	Signal	0.68	33.4	C
7	Campus Parkway/Corporate Center Drive	D	Signal	0.40	16.8	B
8	Old 215 Frontage Road/Alessandro Boulevard	D	Signal	0.81	33.9	C
9	Day Street/SR-60 Westbound Ramps	D	Signal	0.74	33.3	C
10	Day Street/SR-60 Eastbound Ramps	D	Signal	0.92	26.1	C
11	Day Street/Campus Parkway	D	Signal	0.91	43.6	D
12	Day Street/Gateway Drive	D	Signal	0.77	33.1	C
13	Day Street/Eucalyptus Avenue	D	Signal	0.93	49.0	D
14	Day Street/Cottonwood Avenue	C	Signal	0.77	30.6	C
15	Day Street/Alessandro Boulevard	C	Signal	0.77	26.8	C

Notes:
V/C = Volume/capacity ratio
Delay = Average control delay in seconds.
LOS = Level of Service

3. Under existing year with project conditions, all study area intersections are projected to operate at satisfactory levels of service, with the exception of the following:
   - Valley Springs Parkway/Eucalyptus Avenue; and
   - Day Street/Cottonwood Avenue.
4. Under opening year without project conditions, all study area intersections are projected to operate at satisfactory levels of service, with the exception of the following:
   - Day Street/Cottonwood Avenue.
5. Under opening year with project conditions, all study area intersections are projected to operate at satisfactory levels of service, with the exception of the following:
   - Valley Springs Parkway/Eucalyptus Avenue; and
   - Day Street/Cottonwood Avenue.
6. Approved and pending projects are expected to generate 15,378 trips in the p.m. peak hour and 146,031 daily trips.
7. Under cumulative without project conditions, all study area intersections examined are projected to operate at satisfactory levels of service, with the exception of the following:
   - I-215 Southbound Interchange/Eucalyptus Avenue;
   - I-215 Southbound Ramps/Alessandro Boulevard;
   - I-215 Northbound Ramps/Alessandro Boulevard;
   - Valley Springs Parkway/Corporate Center Place;
   - Valley Springs Parkway/Eucalyptus Avenue;
   - Campus Parkway/Corporate Center Place;
   - Old 215 Frontage Road/Alessandro Boulevard;
   - Day Street/SR-60 Eastbound Ramps;
   - Day Street/Eucalyptus Avenue;
   - Day Street/Cottonwood Avenue; and
   - Day Street/Alessandro Boulevard.
8. Under cumulative with project conditions, all study area intersections examined are projected to operate at satisfactory levels of service, with the exception of the following:
   - I-215 Interchange/Eucalyptus Avenue;
   - I-215 Southbound Ramps/Alessandro Boulevard;
   - I-215 Northbound Ramps/Alessandro Boulevard;
   - Valley Springs Parkway/Corporate Center Place;
   - Valley Springs Parkway/Eucalyptus Avenue;
   - Campus Parkway/Corporate Center Place;

- Old 215 Frontage Road/Alessandro Boulevard;
- Day Street/SR-60 Eastbound Ramps;
- Day Street/Eucalyptus Avenue;
- Day Street/Cottonwood Avenue; and
- Day Street/Alessandro Boulevard.

9. Mitigation measures have been recommended for significantly impacted intersections under existing and opening year with project conditions. These improvements are as follows:
   - Valley Springs Parkway/Eucalyptus Avenue – Modification of signal phasing to provide southbound right-turn overlap.
   - Day Street/Cottonwood Avenue – Addition of a southbound left-turn lane.
10. Mitigation measures have been recommended for significantly impacted intersections under cumulative with project conditions. These improvements are as follows:
    - I-215 Interchange/Eucalyptus Avenue – Re-striping of eastbound approach to provide two eastbound left-turn lanes. Addition of a westbound left-turn lane to provide three westbound left-turn lanes
    - I-215 Southbound Ramps/Alessandro Boulevard – Modification of southbound right-turn lane to provide a free right-turn lane. Re-striping of southbound shared right/left-turn lane as a left-turn lane.
    - I-215 Northbound Ramps/Alessandro Boulevard – Addition of an eastbound left-turn lane and a westbound though lane. Re-striping of northbound shared left/right-turn lane as a shared left-turn lane. These improvements will require widening of the on-ramp to provide two northbound departure lanes.
    - Valley Springs Parkway/Corporate Center Place – Re-striping of one westbound through lane as a left-turn lane.
    - Valley Springs Parkway/Eucalyptus Avenue – Re-striping of one southbound right-turn lane as a through lane and modification of the other southbound right-turn lane to provide a free right-turn lane. Re-striping of a westbound free right to a shared through/right-turn lane.
    - Campus Parkway/Corporate Center Place – Installation of a traffic signal.
    - Old 215 Frontage Road/Alessandro Boulevard – Addition of a westbound through lane and an eastbound left-turn lane. Re-striping of an eastbound free right-turn lane to a shared though/right-turn lane. Re-striping of a westbound free right-turn lane to a shared through/right-turn lane.
    - Day Street/SR-60 Eastbound Ramps – Modification of northbound right-turn lane to provide a free right-turn lane.
    - Day Street/Eucalyptus Avenue – Addition of one eastbound left-turn lane and modification of signal phasing to provide southbound right-turn overlap.
    - Day Street/Cottonwood Avenue – Installation of a traffic signal and the addition of a northbound left-turn lane, a northbound through lane, and a southbound left-turn lane. Modification of signal phasing to provide westbound right turn overlap.

- Day Street/Alessandro Boulevard – Addition of an eastbound left-turn lane, a dedicated westbound right-turn lane, a westbound through lane, and a dedicated southbound right-turn lane with overlap phasing. These improvements will require widening of Day Street to provide an additional northbound departure lane.

APPENDIX A

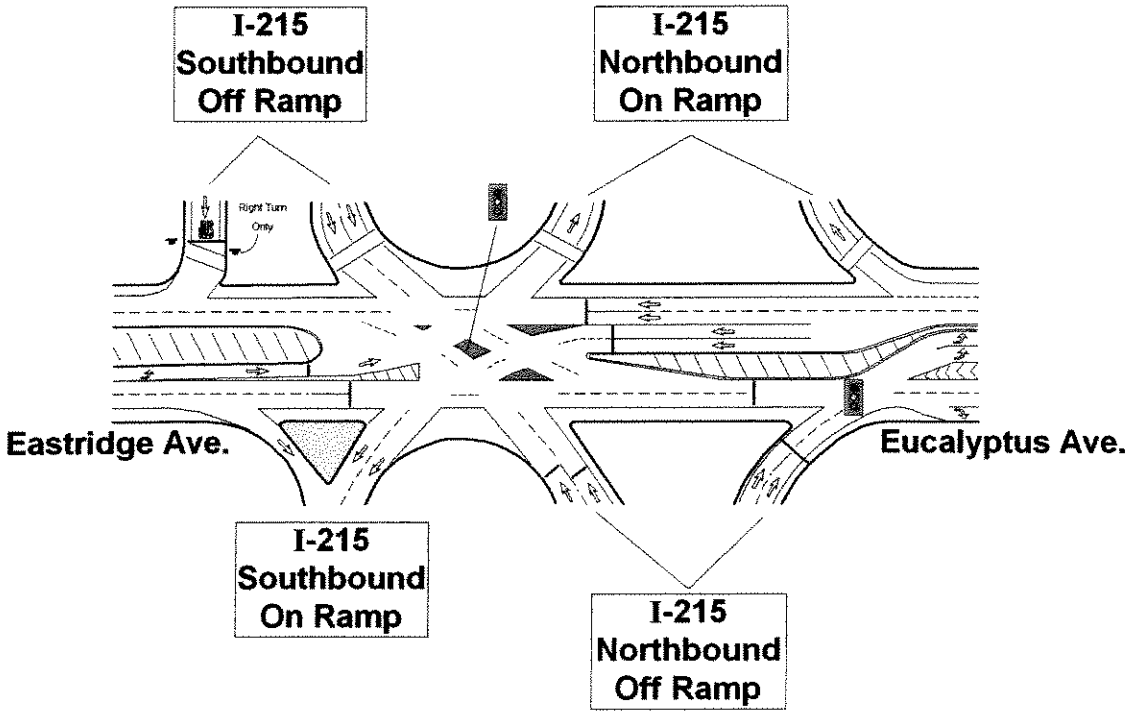
EXISTING TRAFFIC COUNTS

CITY OF RIVERSIDE

I-215 INTERCHANGE / EASTRIDGE AV-EUCALYPTUS AV

Turning Movement Count
March 2005

Counts Unlimited, Inc. ▪ 25424 Jaclyn Avenue ▪ Moreno Valley, CA 92557 ▪ T 909 247 6716 ▪ F 909 924 8604



N
W
E
S
NOT TO SCALE

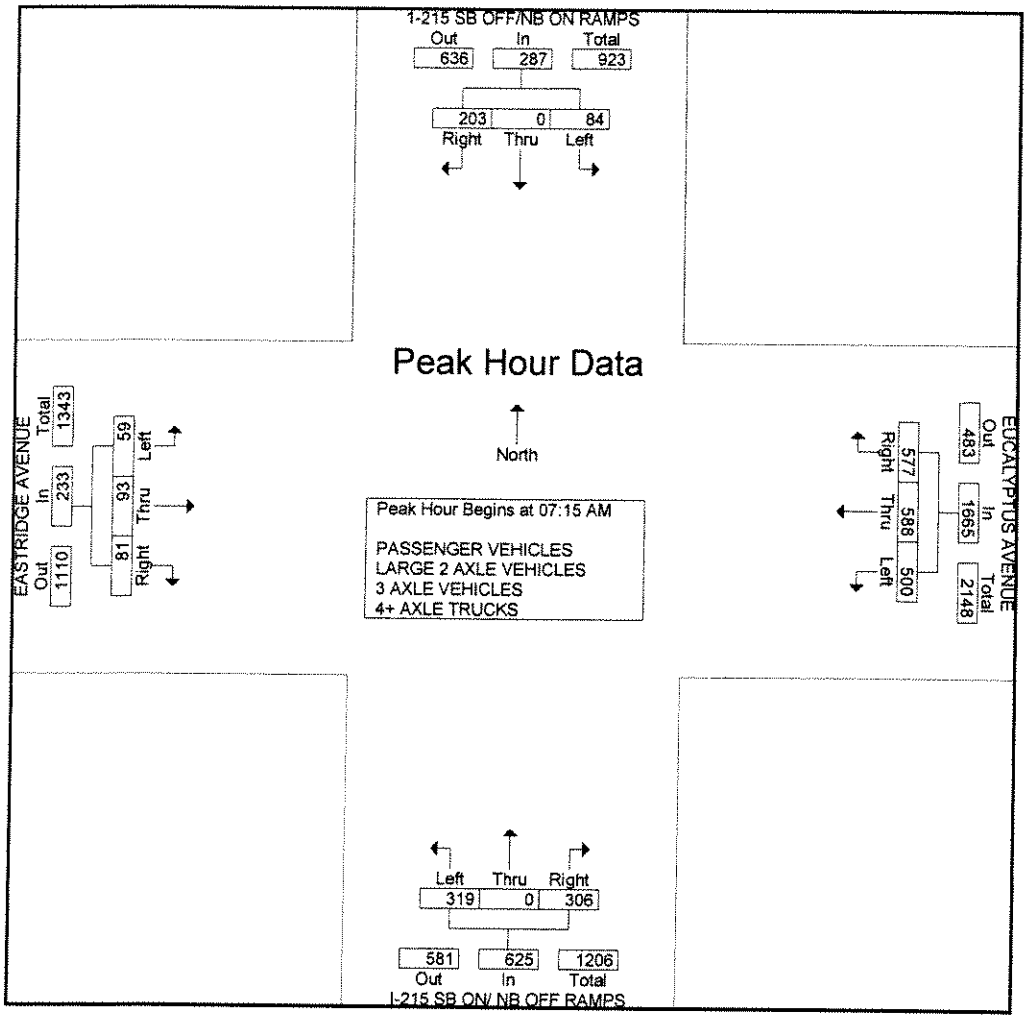
City of Riverside
I-215 and Eastridge Avenue / Eucalyptus Avenue

03/29/2005 - 0716_215_Eastridge_Eucalyptus

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND/SOUTHBOUND RAMPS
E/W: EASTRIDGE AVENUE/EUCALYPTUS AVENUE
WEATHER: SUNNY

File Name : RI215EAAM
Site Code : 0323113
Start Date : 3/29/2005
Page No : 2



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

	07:30 AM				07:00 AM				07:45 AM				07:45 AM			
+0 mins.	17	0	**60**	**77**	95	122	114	331	82	0	89	171	12	25	23	60
+15 mins.	**21**	0	50	71	116	132	**192**	440	89	0	78	167	**17**	21	**29**	67
+30 mins.	16	0	52	68	137	166	171	**474**	97	0	97	194	15	32	18	65
+45 mins.	21	0	56	77	**141**	**169**	139	449	**110**	0	**112**	**222**	13	**41**	18	**72**
Total Volume	75	0	218	293	489	589	616	1694	378	0	376	754	57	119	88	264
% App. Total	25.6	0	74.4		28.9	34.8	36.4		50.1	0	49.9		21.6	45.1	33.3	
PHF	.893	.000	.908	.951	.867	.871	.802	.893	.859	.000	.839	.849	.838	.726	.759	.917

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25424 JACLYN AVENUE
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951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND/SOUTHBOUND RAMPS
E/W: EASTRIDGE AVENUE/EUCALYPTUS AVENUE
WEATHER: SUNNY

File Name : RI215EAAM
Site Code : 0323113
Start Date : 3/29/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLES - 3 AXLE VEHICLES - 4+ AXLE TRUCKS

	1-215 SB OFF/NB ON RAMPS Southbound				EUCALYPTUS AVENUE Westbound				I-215 SB ON/ NB OFF RAMPS Northbound				EASTRIDGE AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	25	0	14	39	95	122	114	331	116	0	68	184	11	11	8	30	584
07:15 AM	30	0	41	71	116	132	192	440	85	0	73	158	13	24	15	52	721
07:30 AM	17	0	60	77	137	166	171	474	63	0	66	129	17	23	14	54	734
07:45 AM	21	0	50	71	141	169	139	449	82	0	89	171	12	25	23	60	751
Total	93	0	165	258	489	589	616	1694	346	0	296	642	53	83	60	196	2790
08:00 AM	16	0	52	68	106	121	75	302	89	0	78	167	17	21	29	67	604
08:15 AM	21	0	56	77	62	84	84	230	97	0	97	194	15	32	18	65	566
08:30 AM	24	0	39	63	67	75	55	197	110	0	112	222	13	41	18	72	554
08:45 AM	19	0	41	60	61	52	47	160	38	0	75	113	11	26	23	60	393
Total	80	0	188	268	296	332	261	889	334	0	362	696	56	120	88	264	2117
Grand Total	173	0	353	526	785	921	877	2583	680	0	658	1338	109	203	148	460	4907
Apprch %	32.9	0	67.1		30.4	35.7	34		50.8	0	49.2		23.7	44.1	32.2		
Total %	3.5	0	7.2	10.7	16	18.8	17.9	52.6	13.9	0	13.4	27.3	2.2	4.1	3	9.4	
PASSENGER VEHICLES	160	0	263	423	734	905	857	2496	657	0	624	1281	39	197	127	363	4563
% PASSENGER VEHICLES	92.5	0	74.5	80.4	93.5	98.3	97.7	96.6	96.6	0	94.8	95.7	35.8	97	85.8	78.9	46.5
LARGE 2 AXLE VEHICLES	4	0	7	11	17	13	7	37	11	0	18	29	4	4	10	18	95
% LARGE 2 AXLE VEHICLES	2.3	0	2	2.1	2.2	1.4	0.8	1.4	1.6	0	2.7	2.2	3.7	2	6.8	3.9	1
3 AXLE VEHICLES	2	0	2	4	27	2	3	32	2	0	12	14	4	0	1	5	55
% 3 AXLE VEHICLES	1.2	0	0.6	0.8	3.4	0.2	0.3	1.2	0.3	0	1.8	1	3.7	0	0.7	1.1	0.6
4+ AXLE TRUCKS	7	0	81	88	7	1	10	18	10	0	4	14	62	2	10	74	194
% 4+ AXLE TRUCKS	4	0	22.9	16.7	0.9	0.1	1.1	0.7	1.5	0	0.6	1	56.9	1	6.8	16.1	2

	1-215 SB OFF/NB ON RAMPS Southbound				EUCALYPTUS AVENUE Westbound				I-215 SB ON/ NB OFF RAMPS Northbound				EASTRIDGE AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**30**	0	41	71	116	132	**192**	440	85	0	73	158	13	24	15	52	721
07:30 AM	17	0	**60**	**77**	137	166	171	**474**	63	0	66	129	**17**	23	14	54	734
07:45 AM	21	0	50	71	**141**	**169**	139	449	82	0	**89**	**171**	12	**25**	23	60	**751**
08:00 AM	16	0	52	68	106	121	75	302	**89**	0	78	167	17	21	**29**	**67**	604
Total Volume	84	0	203	287	500	588	577	1665	319	0	306	625	59	93	81	233	2810
% App. Total	29.3	0	70.7		30	35.3	34.7		51	0	49		25.3	39.9	34.8		
PHF	.700	.000	.846	.932	.887	.870	.751	.878	.896	.000	.860	.914	.868	.930	.698	.869	.935

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND/SOUTHBOUND RAMPS
E/W: EASTRIDGE AVENUE/EUCALYPTUS AVENUE
WEATHER: SUNNY

File Name : RI215EAAM
Site Code : 0323113
Start Date : 3/29/2005
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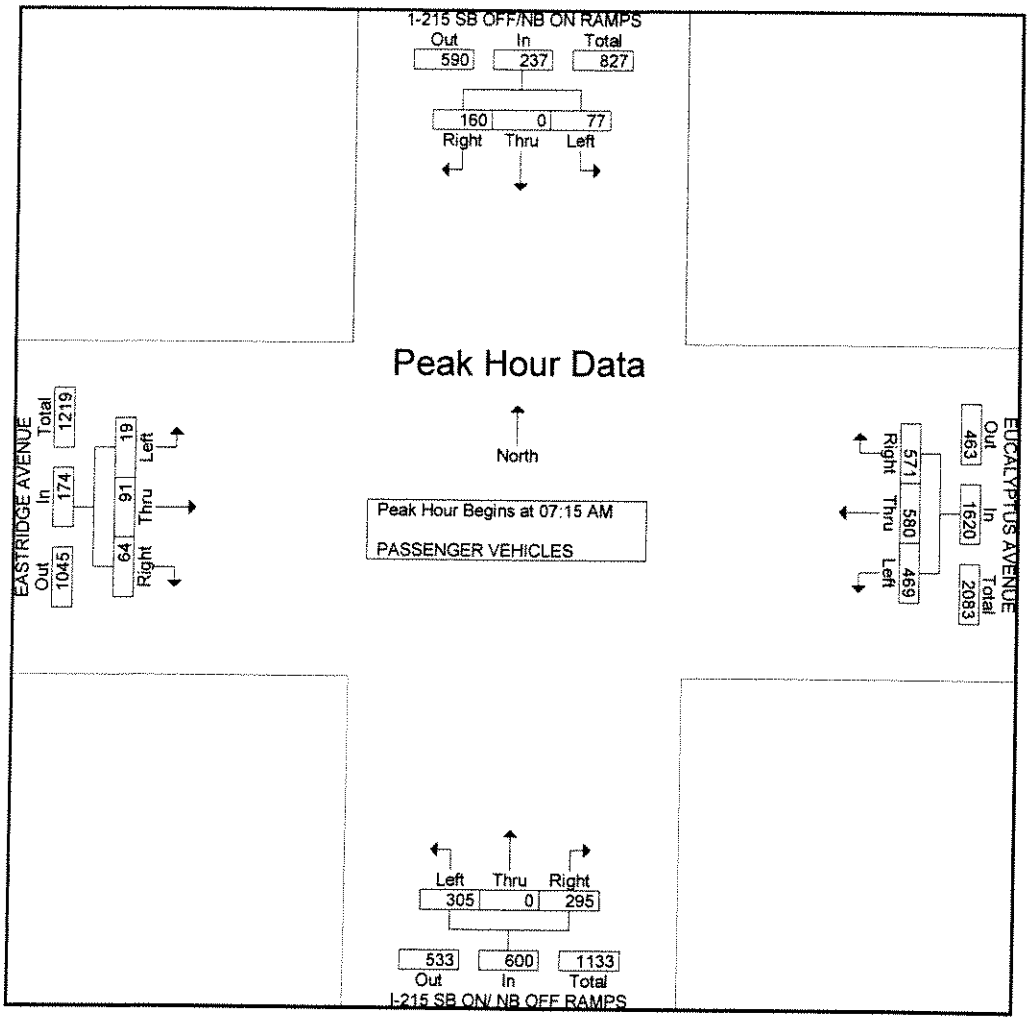

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**28**	0	31	59	107	132	**191**	430	**85**	0	70	155	**6**	23	15	44
+15 mins.	15	0	**50**	**65**	130	163	168	**461**	57	0	65	122	4	23	12	39
+30 mins.	20	0	37	57	**133**	**168**	139	440	78	0	**86**	**164**	5	**24**	17	**46**
+45 mins.	14	0	42	56	99	117	73	289	85	0	74	159	4	21	**20**	45
Total Volume	77	0	160	237	469	580	571	1620	305	0	295	600	19	91	64	174
% App. Total	32.5	0	67.5		29	35.8	35.2		50.8	0	49.2		10.9	52.3	36.8	
PHF	.688	.000	.800	.912	.882	.863	.747	.879	.897	.000	.858	.915	.792	.948	.800	.946

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E/W: EASTRIDGE AVENUE/EUCALYPTUS AVENUE
WEATHER: SUNNY

File Name : RI215EAAM
Site Code : 0323113
Start Date : 3/29/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES

	1-215 SB OFF/NB ON RAMPS Southbound				EUCALYPTUS AVENUE Westbound				I-215 SB ON/ NB OFF RAMPS Northbound				EASTRIDGE AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	24	0	11	35	87	122	111	320	114	0	66	180	4	11	8	23	558
07:15 AM	28	0	31	59	107	132	191	430	85	0	70	155	6	23	15	44	688
07:30 AM	15	0	50	65	130	163	168	461	57	0	65	122	4	23	12	39	687
07:45 AM	20	0	37	57	133	168	139	440	78	0	86	164	5	24	17	46	707
Total	87	0	129	216	457	585	609	1651	334	0	287	621	19	81	52	152	2640
08:00 AM	14	0	42	56	99	117	73	289	85	0	74	159	4	21	20	45	549
08:15 AM	21	0	36	57	58	81	79	218	96	0	88	184	6	29	15	50	509
08:30 AM	23	0	28	51	66	72	53	191	105	0	106	211	4	40	18	62	515
08:45 AM	15	0	28	43	54	50	43	147	37	0	69	106	6	26	22	54	350
Total	73	0	134	207	277	320	248	845	323	0	337	660	20	116	75	211	1923
Grand Total	160	0	263	423	734	905	857	2496	657	0	624	1281	39	197	127	363	4563
Apprch %	37.8	0	62.2		29.4	36.3	34.3		51.3	0	48.7		10.7	54.3	35		
Total %	3.5	0	5.8	9.3	16.1	19.8	18.8	54.7	14.4	0	13.7	28.1	0.9	4.3	2.8	8	

	1-215 SB OFF/NB ON RAMPS Southbound				EUCALYPTUS AVENUE Westbound				I-215 SB ON/ NB OFF RAMPS Northbound				EASTRIDGE AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**28**	0	31	59	107	132	**191**	430	**85**	0	70	155	**6**	23	15	44	688
07:30 AM	15	0	**50**	**65**	130	163	168	**461**	57	0	65	122	4	23	12	39	687
07:45 AM	20	0	37	57	**133**	**168**	139	440	78	0	**86**	**164**	5	**24**	17	**46**	**707**
08:00 AM	14	0	42	56	99	117	73	289	85	0	74	159	4	21	**20**	45	549
Total Volume	77	0	160	237	469	580	571	1620	305	0	295	600	19	91	64	174	2631
% App. Total	32.5	0	67.5		29	35.8	35.2		50.8	0	49.2		10.9	52.3	36.8		
PHF	.688	.000	.800	.912	.882	.863	.747	.879	.897	.000	.858	.915	.792	.948	.800	.946	.930

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25424 JACLYN AVENUE
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951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND/SOUTHBOUND RAMPS
E/W: EASTRIDGE AVENUE/EUCALYPTUS AVENUE
WEATHER: SUNNY

File Name : RI215EAAM
Site Code : 0323113
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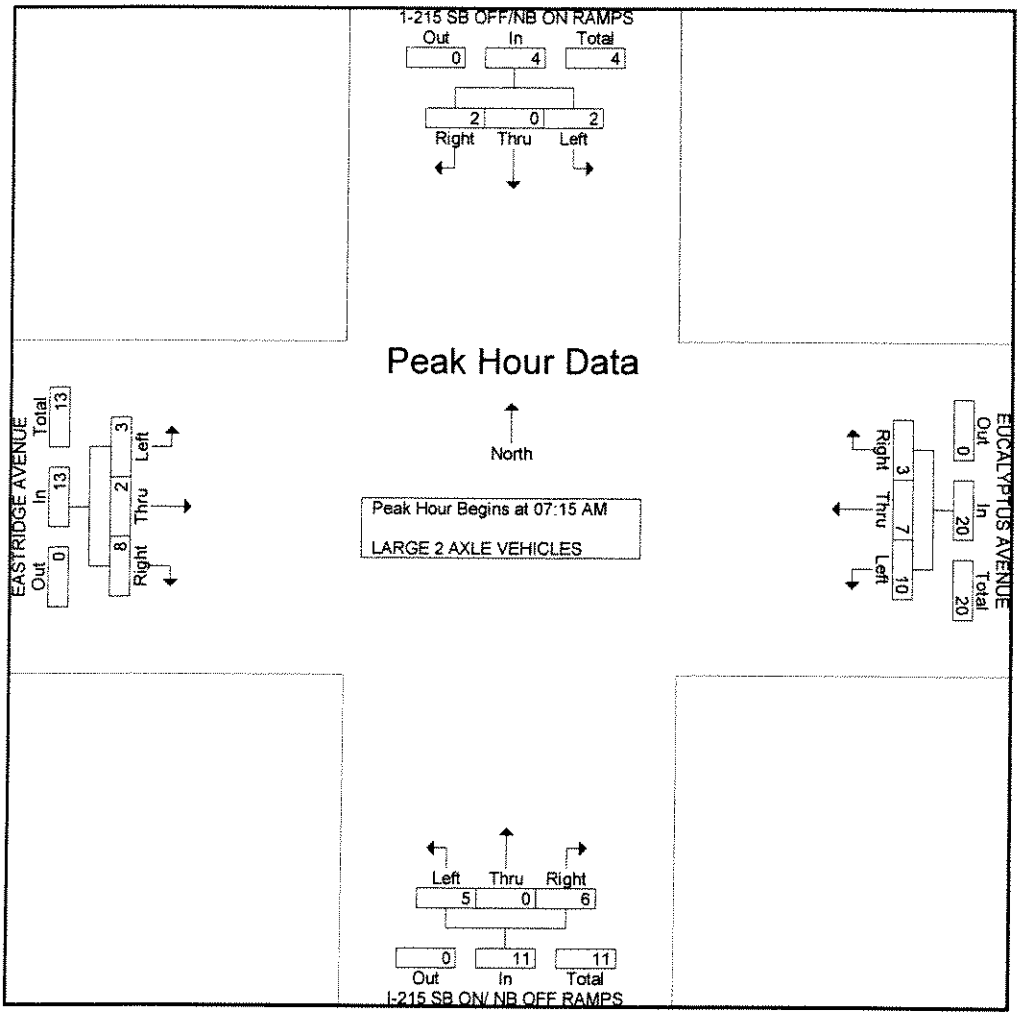

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	**1**	1	**3**	0	0	3	0	0	1	1	0	**1**	0	1
+15 mins.	0	0	0	0	3	**3**	1	**7**	1	0	1	2	1	0	0	1
+30 mins.	**1**	0	1	**2**	3	1	0	4	**2**	0	**2**	**4**	**2**	1	3	**6**
+45 mins.	1	0	0	1	1	3	**2**	6	2	0	2	4	0	0	**5**	5
Total Volume	2	0	2	4	10	7	3	20	5	0	6	11	3	2	8	13
% App. Total	50	0	50		50	35	15		45.5	0	54.5		23.1	15.4	61.5	
PHF	.500	.000	.500	.500	.833	.583	.375	.714	.625	.000	.750	.688	.375	.500	.400	.542

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CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND/SOUTHBOUND RAMPS
E/W: EASTRIDGE AVENUE/EUCALYPTUS AVENUE
WEATHER: SUNNY

File Name : RI215EAAM
Site Code : 0323113
Start Date : 3/29/2005
Page No : 1

Groups Printed- LARGE 2 AXLE VEHICLES

	1-215 SB OFF/NB ON RAMPS Southbound				EUCALYPTUS AVENUE Westbound				I-215 SB ON/ NB OFF RAMPS Northbound				EASTRIDGE AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	4	0	2	6	0	0	0	0	0	0	0	0	7
07:15 AM	0	0	1	1	3	0	0	3	0	0	1	1	0	1	0	1	6
07:30 AM	0	0	0	0	3	3	1	7	1	0	1	2	1	0	0	1	10
07:45 AM	1	0	1	2	3	1	0	4	2	0	2	4	2	1	3	6	16
Total	2	0	2	4	13	4	3	20	3	0	4	7	3	2	3	8	39
08:00 AM	1	0	0	1	1	3	2	6	2	0	2	4	0	0	5	5	16
08:15 AM	0	0	2	2	1	2	1	4	1	0	8	9	1	2	1	4	19
08:30 AM	0	0	3	3	1	3	1	5	4	0	3	7	0	0	0	0	15
08:45 AM	1	0	0	1	1	1	0	2	1	0	1	2	0	0	1	1	6
Total	2	0	5	7	4	9	4	17	8	0	14	22	1	2	7	10	56
Grand Total	4	0	7	11	17	13	7	37	11	0	18	29	4	4	10	18	95
Apprch %	36.4	0	63.6		45.9	35.1	18.9		37.9	0	62.1		22.2	22.2	55.6		
Total %	4.2	0	7.4	11.6	17.9	13.7	7.4	38.9	11.6	0	18.9	30.5	4.2	4.2	10.5	18.9	

	1-215 SB OFF/NB ON RAMPS Southbound				EUCALYPTUS AVENUE Westbound				I-215 SB ON/ NB OFF RAMPS Northbound				EASTRIDGE AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**1**	1	**3**	0	0	3	0	0	1	1	0	**1**	0	1	6
07:30 AM	0	0	0	0	3	**3**	1	**7**	**1**	0	1	2	1	0	0	1	10
07:45 AM	**1**	0	1	**2**	3	1	0	4	**2**	0	**2**	**4**	**2**	1	3	**6**	**16**
08:00 AM	1	0	0	1	1	3	**2**	6	2	0	2	4	0	0	**5**	5	16
Total Volume	2	0	2	4	10	7	3	20	5	0	6	11	3	2	8	13	48
% App. Total	50	0	50		50	35	15		45.5	0	54.5		23.1	15.4	61.5		
PHF	.500	.000	.500	.500	.833	.583	.375	.714	.625	.000	.750	.688	.375	.500	.400	.542	.750

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25424 JACLYN AVENUE
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CITY OF RIVERSIDE
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E/W: EASTRIDGE AVENUE/EUCALYPTUS AVENUE
WEATHER: SUNNY

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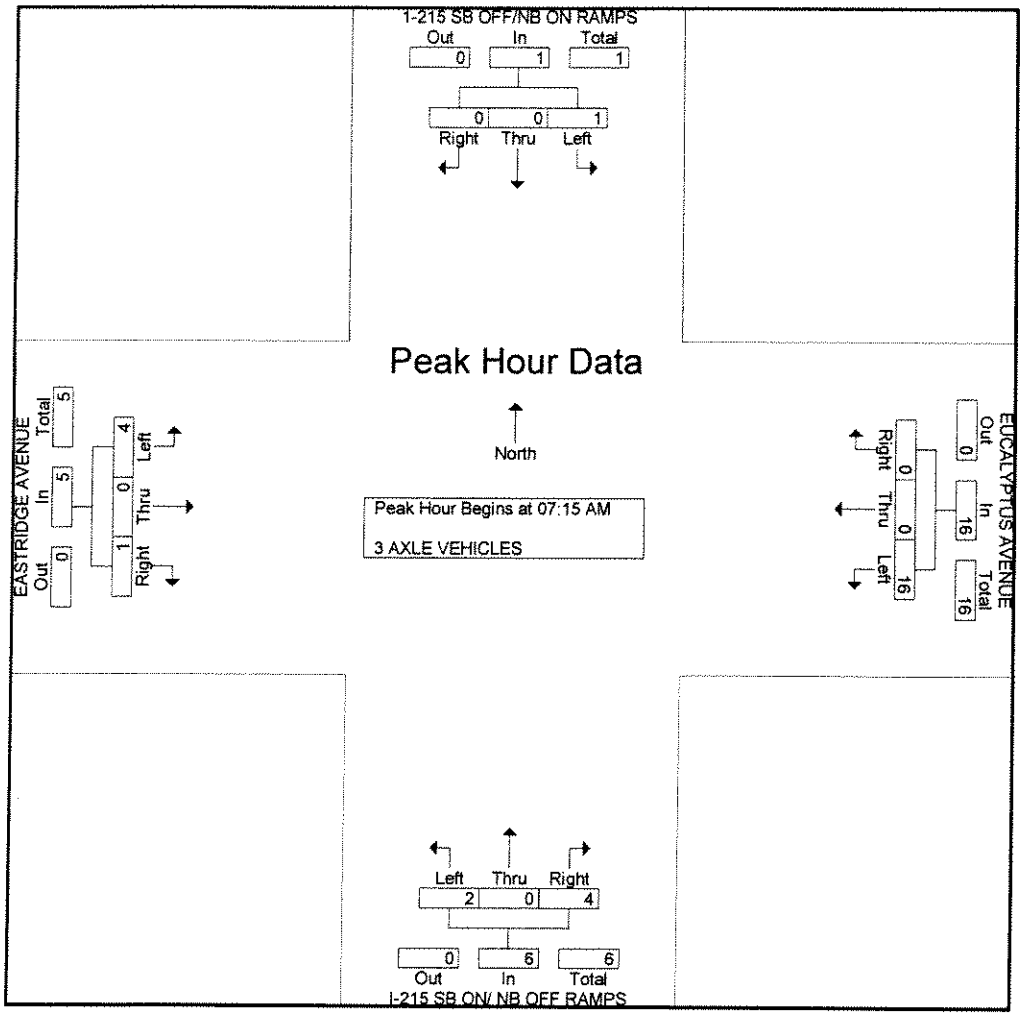

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	**5**	0	0	**5**	0	0	**2**	**2**	1	0	0	1
+15 mins.	**1**	0	0	**1**	4	0	0	4	**1**	0	0	1	1	0	0	1
+30 mins.	0	0	0	0	3	0	0	3	1	0	0	1	**2**	0	0	**2**
+45 mins.	0	0	0	0	4	0	0	4	0	0	2	2	0	0	**1**	1
Total Volume	1	0	0	1	16	0	0	16	2	0	4	6	4	0	1	5
% App. Total	100	0	0		100	0	0		33.3	0	66.7		80	0	20	
PHF	.250	.000	.000	.250	.800	.000	.000	.800	.500	.000	.500	.750	.500	.000	.250	.625

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CITY OF RIVERSIDE
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E/W: EASTRIDGE AVENUE/EUCALYPTUS AVENUE
WEATHER: SUNNY

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Groups Printed- 3 AXLE VEHICLES

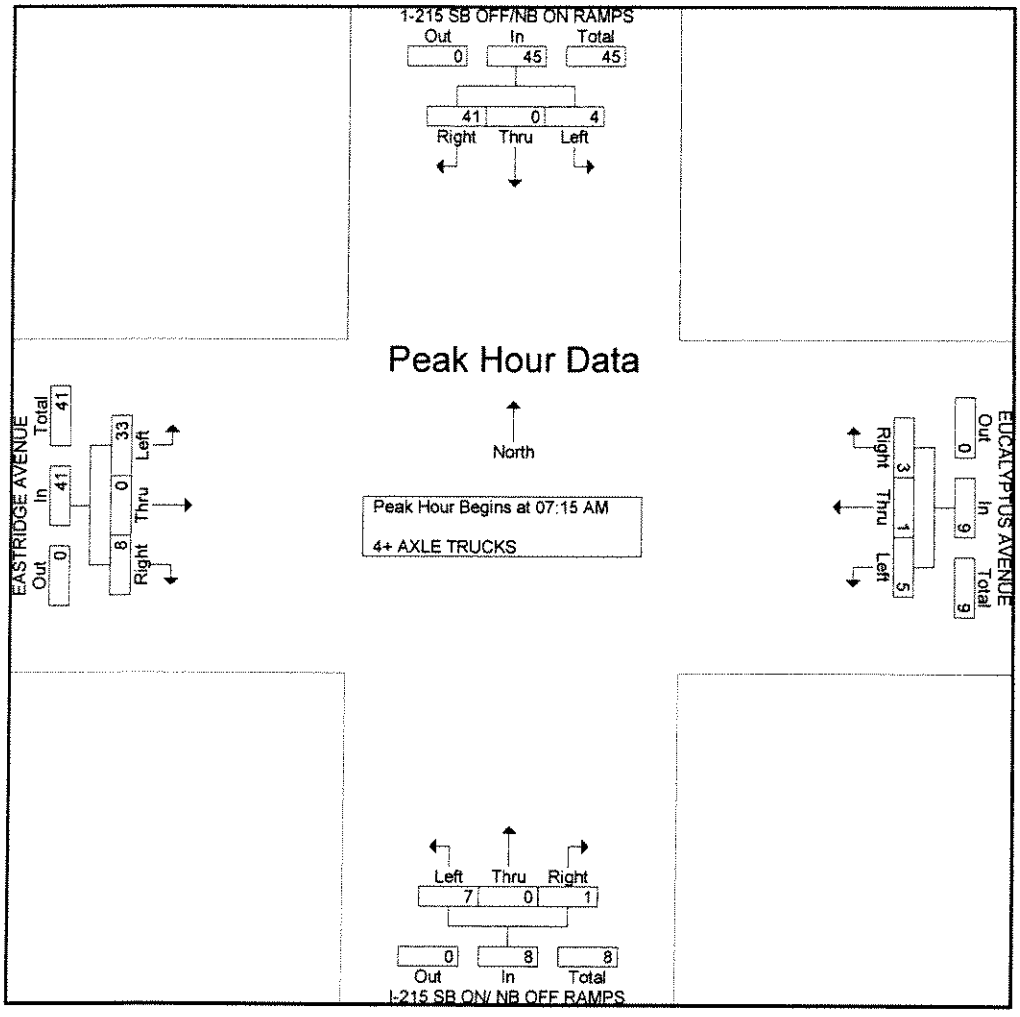
	1-215 SB OFF/NB ON RAMPS Southbound				EUCALYPTUS AVENUE Westbound				I-215 SB ON/ NB OFF RAMPS Northbound				EASTRIDGE AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	4	0	1	5	0	0	0	0	0	0	0	0	5
07:15 AM	0	0	0	0	5	0	0	5	0	0	2	2	1	0	0	1	8
07:30 AM	1	0	0	1	4	0	0	4	1	0	0	1	1	0	0	1	7
07:45 AM	0	0	0	0	3	0	0	3	1	0	0	1	2	0	0	2	6
Total	1	0	0	1	16	0	1	17	2	0	2	4	4	0	0	4	26
08:00 AM	0	0	0	0	4	0	0	4	0	0	2	2	0	0	1	1	7
08:15 AM	0	0	1	1	3	1	1	5	0	0	1	1	0	0	0	0	7
08:30 AM	0	0	1	1	0	0	0	0	0	0	2	2	0	0	0	0	3
08:45 AM	1	0	0	1	4	1	1	6	0	0	5	5	0	0	0	0	12
Total	1	0	2	3	11	2	2	15	0	0	10	10	0	0	1	1	29
Grand Total	2	0	2	4	27	2	3	32	2	0	12	14	4	0	1	5	55
Apprch %	50	0	50		84.4	6.2	9.4		14.3	0	85.7		80	0	20		
Total %	3.6	0	3.6	7.3	49.1	3.6	5.5	58.2	3.6	0	21.8	25.5	7.3	0	1.8	9.1	

	1-215 SB OFF/NB ON RAMPS Southbound				EUCALYPTUS AVENUE Westbound				I-215 SB ON/ NB OFF RAMPS Northbound				EASTRIDGE AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 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	**5**	0	0	**5**	0	0	**2**	**2**	1	0	0	1	**8**
07:30 AM	**1**	0	0	**1**	4	0	0	4	**1**	0	0	1	1	0	0	1	7
07:45 AM	0	0	0	0	3	0	0	3	1	0	0	1	**2**	0	0	**2**	6
08:00 AM	0	0	0	0	4	0	0	4	0	0	2	2	0	0	**1**	1	7
Total Volume	1	0	0	1	16	0	0	16	2	0	4	6	4	0	1	5	28
% App. Total	100	0	0		100	0	0		33.3	0	66.7		80	0	20		
PHF	.250	.000	.000	.250	.800	.000	.000	.800	.500	.000	.500	.750	.500	.000	.250	.625	.875

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND/SOUTHBOUND RAMPS
E/W: EASTRIDGE AVENUE/EUCALYPTUS AVENUE
WEATHER: SUNNY

File Name : RI215EAAM
Site Code : 0323113
Start Date : 3/29/2005
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**	0	9	11	1	0	1	2	0	0	0	0	6	0	0	6
+15 mins.	1	0	10	11	0	0	**2**	2	**4**	0	0	**4**	11	0	2	13
+30 mins.	0	0	**12**	**12**	**2**	0	0	2	1	0	**1**	2	3	0	**3**	6
+45 mins.	1	0	10	11	2	**1**	0	**3**	2	0	0	2	**13**	0	3	**16**
Total Volume	4	0	41	45	5	1	3	9	7	0	1	8	33	0	8	41
% App. Total	8.9	0	91.1		55.6	11.1	33.3		87.5	0	12.5		80.5	0	19.5	
PHF	.500	.000	.854	.938	.625	.250	.375	.750	.438	.000	.250	.500	.635	.000	.667	.641

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND/SOUTHBOUND RAMPS
E/W: EASTRIDGE AVENUE/EUCALYPTUS AVENUE
WEATHER: SUNNY

File Name : RI215EAAM
Site Code : 0323113
Start Date : 3/29/2005
Page No : 1

Groups Printed- 4+ AXLE TRUCKS

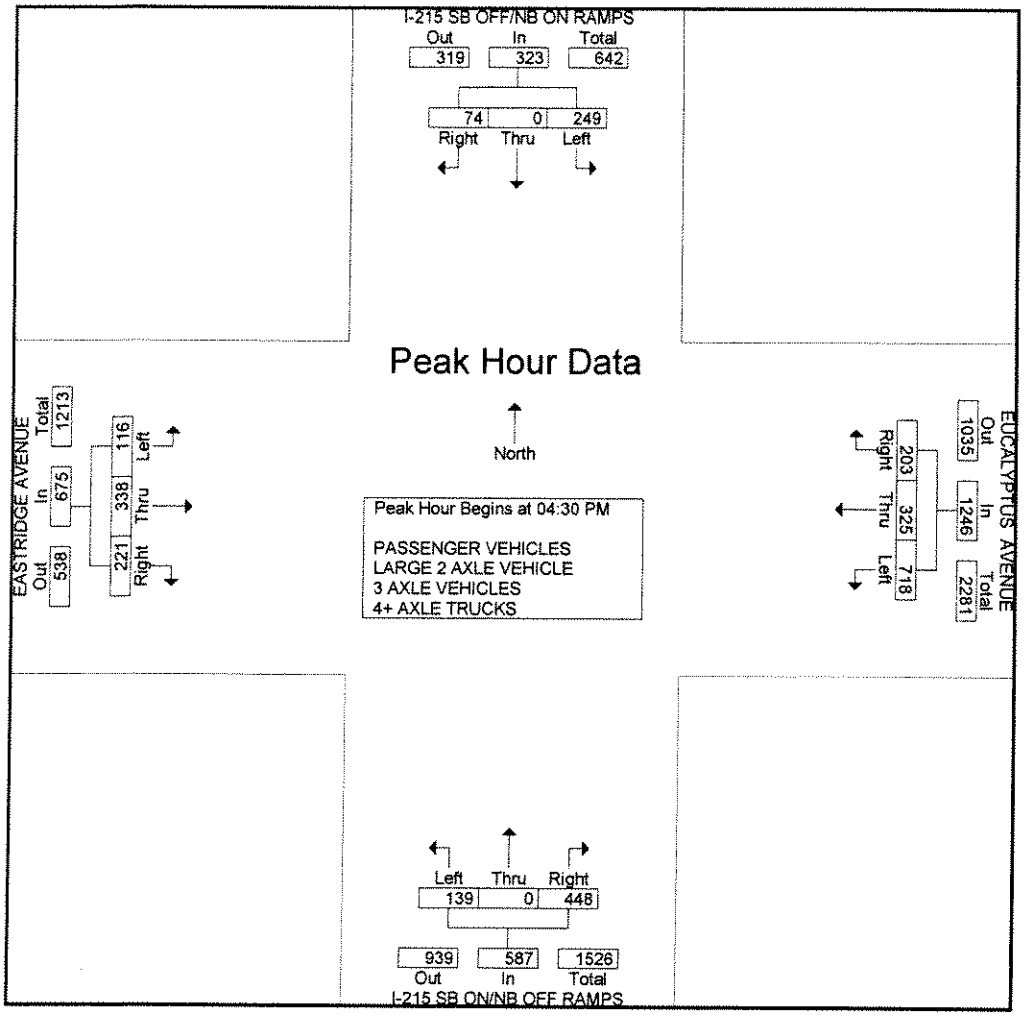
	1-215 SB OFF/NB ON RAMPS Southbound				EUCALYPTUS AVENUE Westbound				I-215 SB ON/ NB OFF RAMPS Northbound				EASTRIDGE AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	3	3	0	0	0	0	2	0	2	4	7	0	0	7	14
07:15 AM	2	0	9	11	1	0	1	2	0	0	0	0	6	0	0	6	19
07:30 AM	1	0	10	11	0	0	2	2	4	0	0	4	11	0	2	13	30
07:45 AM	0	0	12	12	2	0	0	2	1	0	1	2	3	0	3	6	22
Total	3	0	34	37	3	0	3	6	7	0	3	10	27	0	5	32	85
08:00 AM	1	0	10	11	2	1	0	3	2	0	0	2	13	0	3	16	32
08:15 AM	0	0	17	17	0	0	3	3	0	0	0	0	8	1	2	11	31
08:30 AM	1	0	7	8	0	0	1	1	1	0	1	2	9	1	0	10	21
08:45 AM	2	0	13	15	2	0	3	5	0	0	0	0	5	0	0	5	25
Total	4	0	47	51	4	1	7	12	3	0	1	4	35	2	5	42	109
Grand Total	7	0	81	88	7	1	10	18	10	0	4	14	62	2	10	74	194
Apprch %	8	0	92		38.9	5.6	55.6		71.4	0	28.6		83.8	2.7	13.5		
Total %	3.6	0	41.8	45.4	3.6	0.5	5.2	9.3	5.2	0	2.1	7.2	32	1	5.2	38.1	

	1-215 SB OFF/NB ON RAMPS Southbound				EUCALYPTUS AVENUE Westbound				I-215 SB ON/ NB OFF RAMPS Northbound				EASTRIDGE AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**2**	0	9	11	1	0	1	2	0	0	0	0	6	0	0	6	19
07:30 AM	1	0	10	11	0	0	**2**	2	**4**	0	0	**4**	11	0	2	13	30
07:45 AM	0	0	**12**	**12**	**2**	0	0	2	1	0	**1**	2	3	0	**3**	6	22
08:00 AM	1	0	10	11	2	**1**	0	**3**	2	0	0	2	**13**	0	3	**16**	**32**
Total Volume	4	0	41	45	5	1	3	9	7	0	1	8	33	0	8	41	103
% App. Total	8.9	0	91.1		55.6	11.1	33.3		87.5	0	12.5		80.5	0	19.5		
PHF	.500	.000	.854	.938	.625	.250	.375	.750	.438	.000	.250	.500	.635	.000	.667	.641	.805

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND/SOUTHBOUND RAMPS
E/W: EASTRIDGE AVENUE/EUCALYPTUS AVENUE
WEATHER: SUNNY

File Name : RI215EAPM
Site Code : 03230643
Start Date : 3/29/2005
Page No : 2



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

	04:45 PM				04:30 PM				04:45 PM				04:15 PM			
+0 mins.	**66**	0	**28**	**94**	195	**96**	48	339	**43**	0	**152**	**195**	20	67	49	136
+15 mins.	64	0	9	73	138	73	48	259	39	0	120	159	34	96	**61**	191
+30 mins.	58	0	18	76	**213**	85	**65**	**363**	33	0	104	137	31	82	43	156
+45 mins.	66	0	22	88	172	71	42	285	18	0	94	112	**35**	**98**	60	**193**
Total Volume	254	0	77	331	718	325	203	1246	133	0	470	603	120	343	213	676
% App. Total	76.7	0	23.3		57.6	26.1	16.3		22.1	0	77.9		17.8	50.7	31.5	
PHF	.962	.000	.688	.880	.843	.846	.781	.858	.773	.000	.773	.773	.857	.875	.873	.876

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND/SOUTHBOUND RAMPS
E/W: EASTRIDGE AVENUE/EUCALYPTUS AVENUE
WEATHER: SUNNY

File Name : RI215EAPM
Site Code : 03230643
Start Date : 3/29/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLE - 3 AXLE VEHICLES - 4+ AXLE TRUCKS

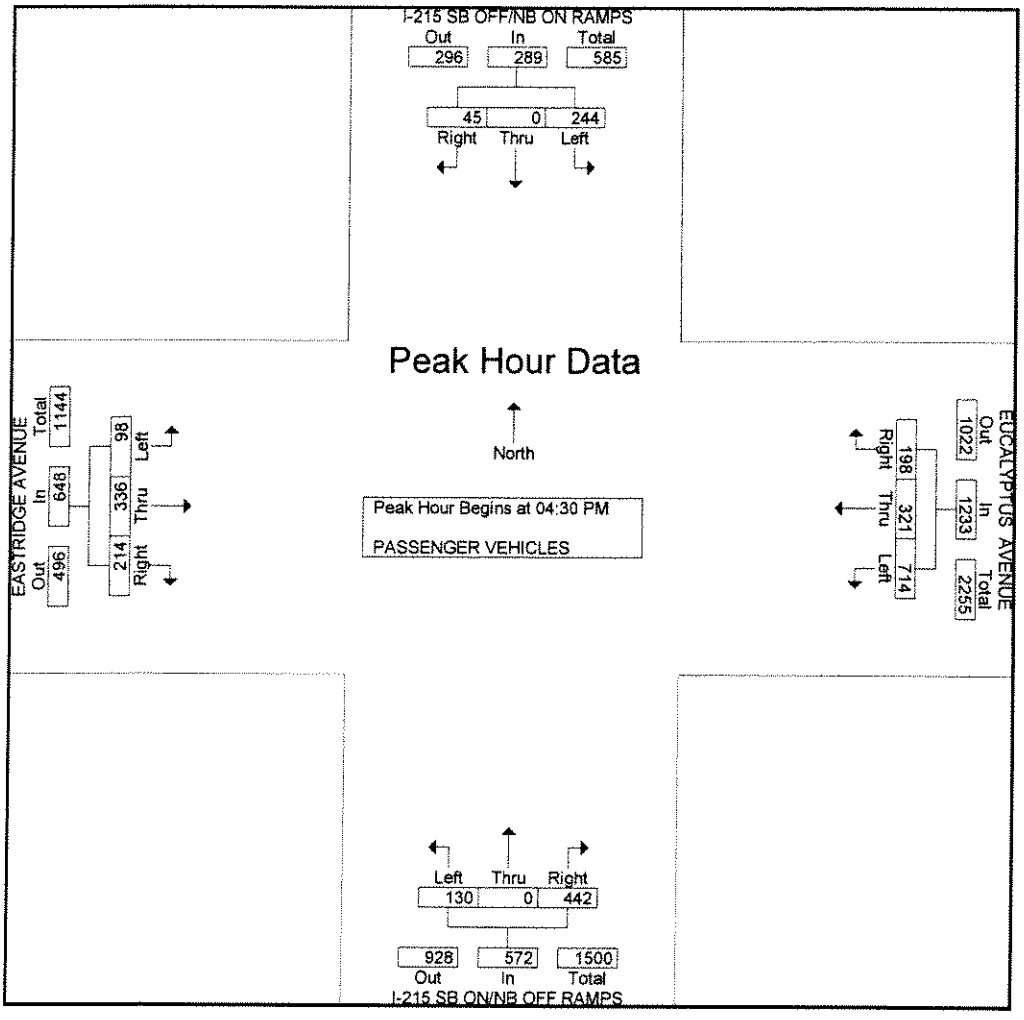
	I-215 SB OFF/NB ON RAMPS Southbound				EUCALYPTUS AVENUE Westbound				I-215 SB ON/NB OFF RAMPS Northbound				EASTRIDGE AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	64	0	18	82	161	71	31	263	58	0	71	129	29	60	42	131	605
04:15 PM	48	1	23	72	146	101	31	278	44	0	96	140	20	67	49	136	626
04:30 PM	61	0	19	80	195	96	48	339	24	0	72	96	34	96	61	191	706
04:45 PM	66	0	28	94	138	73	48	259	43	0	152	195	31	82	43	156	704
Total	239	1	88	328	640	341	158	1139	169	0	391	560	114	305	195	614	2641
05:00 PM	64	0	9	73	213	85	65	363	39	0	120	159	35	98	60	193	788
05:15 PM	58	0	18	76	172	71	42	285	33	0	104	137	16	62	57	135	633
05:30 PM	66	0	22	88	172	64	63	299	18	0	94	112	22	81	34	137	636
05:45 PM	74	0	20	94	141	53	42	236	17	0	87	104	31	89	34	154	588
Total	262	0	69	331	698	273	212	1183	107	0	405	512	104	330	185	619	2645
Grand Total	501	1	157	659	1338	614	370	2322	276	0	796	1072	218	635	380	1233	5286
Apprch %	76	0.2	23.8		57.6	26.4	15.9		25.7	0	74.3		17.7	51.5	30.8		
Total %	9.5	0	3	12.5	25.3	11.6	7	43.9	5.2	0	15.1	20.3	4.1	12	7.2	23.3	
PASSENGER VEHICLES	489	1	101	591	1320	610	362	2292	256	0	780	1036	179	630	368	1177	5096
% PASSENGER VEHICLES	97.6	100	64.3	89.7	98.7	99.3	97.8	98.7	92.8	0	98	96.6	82.1	99.2	96.8	95.5	48.2
LARGE 2 AXLE VEHICLE	4	0	3	7	4	3	3	10	11	0	4	15	3	4	5	12	44
% LARGE 2 AXLE VEHICLE	0.8	0	1.9	1.1	0.3	0.5	0.8	0.4	4	0	0.5	1.4	1.4	0.6	1.3	1	0.4
3 AXLE VEHICLES	2	0	10	12	6	0	1	7	2	0	8	10	0	1	1	2	31
% 3 AXLE VEHICLES	0.4	0	6.4	1.8	0.4	0	0.3	0.3	0.7	0	1	0.9	0	0.2	0.3	0.2	0.3
4+ AXLE TRUCKS	6	0	43	49	8	1	4	13	7	0	4	11	36	0	6	42	115
% 4+ AXLE TRUCKS	1.2	0	27.4	7.4	0.6	0.2	1.1	0.6	2.5	0	0.5	1	16.5	0	1.6	3.4	1.1

	I-215 SB OFF/NB ON RAMPS Southbound				EUCALYPTUS AVENUE Westbound				I-215 SB ON/NB OFF RAMPS Northbound				EASTRIDGE AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	61	0	19	80	195	**96**	48	339	24	0	72	96	34	96	**61**	191	706
04:45 PM	**66**	0	**28**	**94**	138	73	48	259	**43**	0	**152**	**195**	31	82	43	156	704
05:00 PM	64	0	9	73	**213**	85	**65**	**363**	39	0	120	159	**35**	**98**	60	**193**	**788**
05:15 PM	58	0	18	76	172	71	42	285	33	0	104	137	16	62	57	135	633
Total Volume	249	0	74	323	718	325	203	1246	139	0	448	587	116	338	221	675	2831
% App. Total	77.1	0	22.9		57.6	26.1	16.3		23.7	0	76.3		17.2	50.1	32.7		
PHF	.943	.000	.661	.859	.843	.846	.781	.858	.808	.000	.737	.753	.829	.862	.906	.874	.898

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND/SOUTHBOUND RAMPS
E/W: EASTRIDGE AVENUE/EUCALYPTUS AVENUE
WEATHER: SUNNY

File Name : RI215EAPM
Site Code : 03230643
Start Date : 3/29/2005
Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	58	0	10	68	194	**95**	48	337	23	0	69	92	26	94	**60**	180
+15 mins.	**66**	0	**18**	**84**	137	73	47	257	**40**	0	**149**	**189**	28	82	41	151
+30 mins.	62	0	5	67	**212**	83	**65**	**360**	36	0	120	156	**32**	**98**	59	**189**
+45 mins.	58	0	12	70	171	70	38	279	31	0	104	135	12	62	54	128
Total Volume	244	0	45	289	714	321	198	1233	130	0	442	572	98	336	214	648
% App. Total	84.4	0	15.6		57.9	26	16.1		22.7	0	77.3		15.1	51.9	33	
PHF	.924	.000	.625	.860	.842	.845	.762	.856	.813	.000	.742	.757	.766	.857	.892	.857

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND/SOUTHBOUND RAMPS
E/W: EASTRIDGE AVENUE/EUCALYPTUS AVENUE
WEATHER: SUNNY

File Name : RI215EAPM
Site Code : 03230643
Start Date : 3/29/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES

	I-215 SB OFF/NB ON RAMPS Southbound				EUCALYPTUS AVENUE Westbound				I-215 SB ON/NB OFF RAMPS Northbound				EASTRIDGE AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	61	0	11	72	156	71	30	257	55	0	68	123	22	60	40	122	574
04:15 PM	47	1	13	61	140	101	30	271	39	0	92	131	14	65	47	126	589
04:30 PM	58	0	10	68	194	95	48	337	23	0	69	92	26	94	60	180	677
04:45 PM	66	0	18	84	137	73	47	257	40	0	149	189	28	82	41	151	681
Total	232	1	52	285	627	340	155	1122	157	0	378	535	90	301	188	579	2521
05:00 PM	62	0	5	67	212	83	65	360	36	0	120	156	32	98	59	189	772
05:15 PM	58	0	12	70	171	70	38	279	31	0	104	135	12	62	54	128	612
05:30 PM	64	0	18	82	171	64	62	297	18	0	92	110	19	80	33	132	621
05:45 PM	73	0	14	87	139	53	42	234	14	0	86	100	26	89	34	149	570
Total	257	0	49	306	693	270	207	1170	99	0	402	501	89	329	180	598	2575
Grand Total	489	1	101	591	1320	610	362	2292	256	0	780	1036	179	630	368	1177	5096
Apprch %	82.7	0.2	17.1		57.6	26.6	15.8		24.7	0	75.3		15.2	53.5	31.3		
Total %	9.6	0	2	11.6	25.9	12	7.1	45	5	0	15.3	20.3	3.5	12.4	7.2	23.1	

	I-215 SB OFF/NB ON RAMPS Southbound				EUCALYPTUS AVENUE Westbound				I-215 SB ON/NB OFF RAMPS Northbound				EASTRIDGE AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	58	0	10	68	194	**95**	48	337	23	0	69	92	26	94	**60**	180	677
04:45 PM	**66**	0	**18**	**84**	137	73	47	257	**40**	0	**149**	**189**	28	82	41	151	681
05:00 PM	62	0	5	67	**212**	83	**65**	**360**	36	0	120	156	**32**	**98**	59	**189**	**772**
05:15 PM	58	0	12	70	171	70	38	279	31	0	104	135	12	62	54	128	612
Total Volume	244	0	45	289	714	321	198	1233	130	0	442	572	98	336	214	648	2742
% App. Total	84.4	0	15.6		57.9	26	16.1		22.7	0	77.3		15.1	51.9	33		
PHF	.924	.000	.625	.860	.842	.845	.762	.856	.813	.000	.742	.757	.766	.857	.892	.857	.888

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND/SOUTHBOUND RAMPS
E/W: EASTRIDGE AVENUE/EUCALYPTUS AVENUE
WEATHER: SUNNY

File Name : RI215EAPM
Site Code : 03230643
Start Date : 3/29/2005
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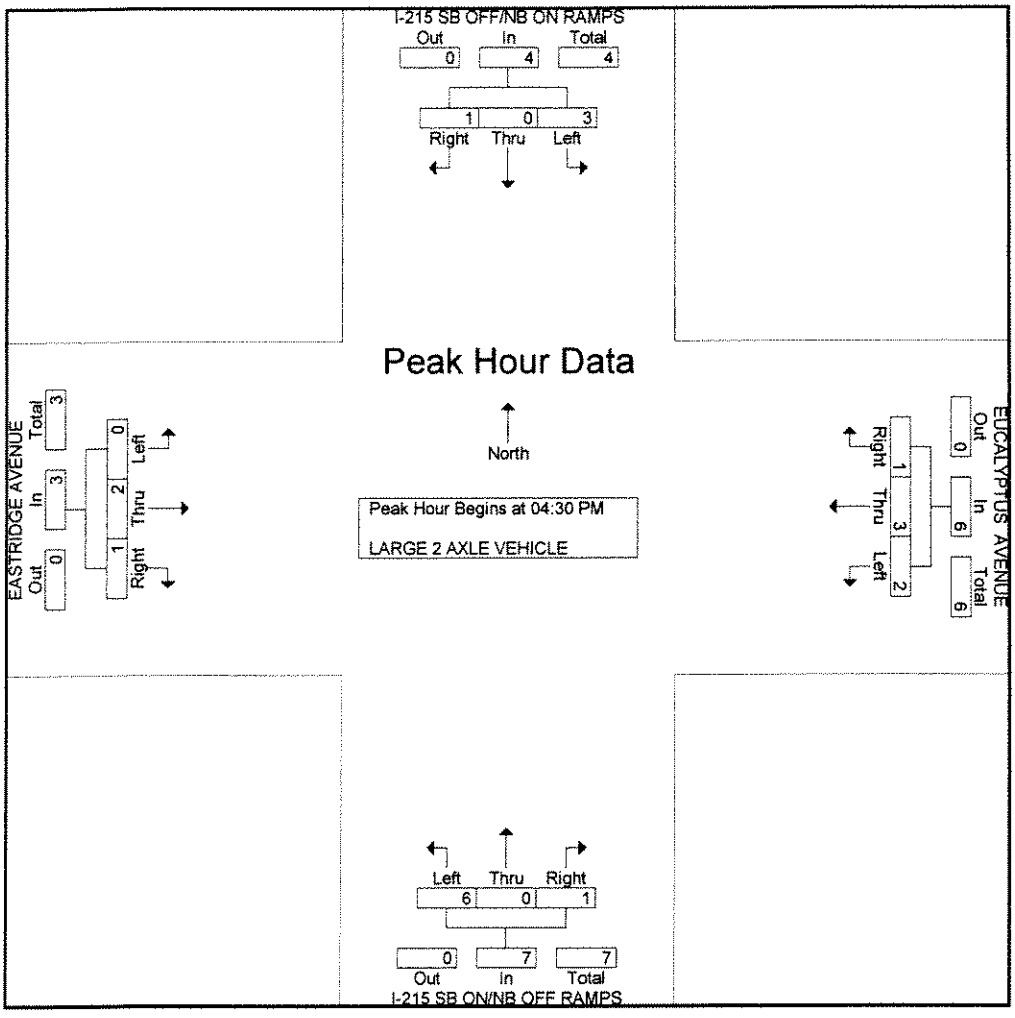

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**2**	0	0	**2**	0	0	0	0	1	0	0	1	0	**2**	0	**2**
+15 mins.	0	0	0	0	**1**	0	0	1	2	0	**1**	**3**	0	0	0	0
+30 mins.	1	0	**1**	2	1	**2**	0	**3**	**3**	0	0	3	0	0	**1**	1
+45 mins.	0	0	0	0	0	1	**1**	2	0	0	0	0	0	0	0	0
Total Volume	3	0	1	4	2	3	1	6	6	0	1	7	0	2	1	3
% App. Total	75	0	25		33.3	50	16.7		85.7	0	14.3		0	66.7	33.3	
PHF	.375	.000	.250	.500	.500	.375	.250	.500	.500	.000	.250	.583	.000	.250	.250	.375

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND/SOUTHBOUND RAMPS
E/W: EASTRIDGE AVENUE/EUCALYPTUS AVENUE
WEATHER: SUNNY

File Name : RI215EAPM
Site Code : 03230643
Start Date : 3/29/2005
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Groups Printed- LARGE 2 AXLE VEHICLE

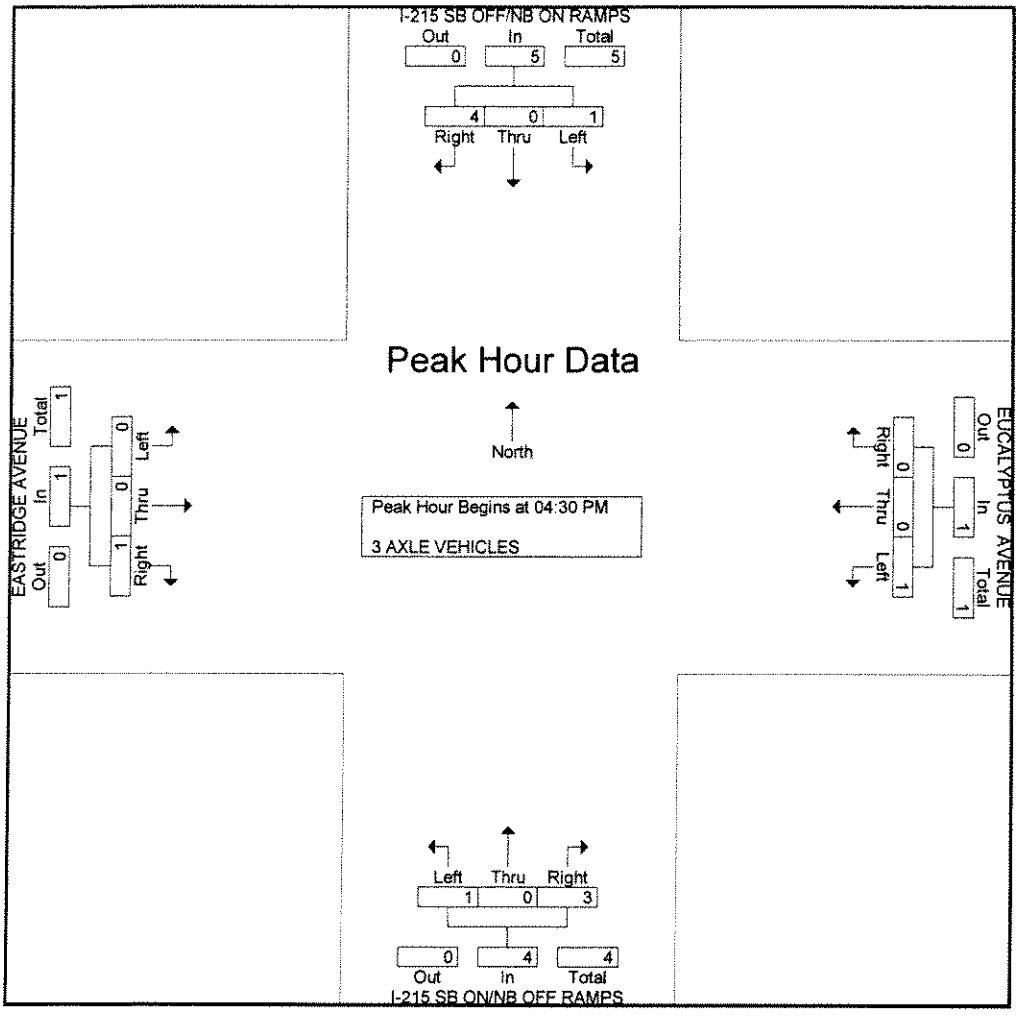
	I-215 SB OFF/NB ON RAMPS Southbound				EUCALYPTUS AVENUE Westbound				I-215 SB ON/NB OFF RAMPS Northbound				EASTRIDGE AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	1	0	1	2	2	0	1	3	0	0	1	1	6
04:15 PM	0	0	2	2	1	0	0	1	3	0	1	4	2	1	2	5	12
04:30 PM	2	0	0	2	0	0	0	0	1	0	0	1	0	2	0	2	5
04:45 PM	0	0	0	0	1	0	0	1	2	0	1	3	0	0	0	0	4
Total	2	0	2	4	3	0	1	4	8	0	3	11	2	3	3	8	27
05:00 PM	1	0	1	2	1	2	0	3	3	0	0	3	0	0	1	1	9
05:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
05:30 PM	1	0	0	1	0	0	1	1	0	0	0	0	1	1	1	3	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	2	0	1	3	1	3	2	6	3	0	1	4	1	1	2	4	17
Grand Total	4	0	3	7	4	3	3	10	11	0	4	15	3	4	5	12	44
Apprch %	57.1	0	42.9		40	30	30		73.3	0	26.7		25	33.3	41.7		
Total %	9.1	0	6.8	15.9	9.1	6.8	6.8	22.7	25	0	9.1	34.1	6.8	9.1	11.4	27.3	

	I-215 SB OFF/NB ON RAMPS Southbound				EUCALYPTUS AVENUE Westbound				I-215 SB ON/NB OFF RAMPS Northbound				EASTRIDGE AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**2**	0	0	**2**	0	0	0	0	1	0	0	1	0	**2**	0	**2**	5
04:45 PM	0	0	0	0	**1**	0	0	1	2	0	**1**	**3**	0	0	0	0	4
05:00 PM	1	0	**1**	2	1	**2**	0	**3**	**3**	0	0	3	0	0	**1**	1	**9**
05:15 PM	0	0	0	0	0	1	**1**	2	0	0	0	0	0	0	0	0	2
Total Volume	3	0	1	4	2	3	1	6	6	0	1	7	0	2	1	3	20
% App. Total	75	0	25		33.3	50	16.7		85.7	0	14.3		0	66.7	33.3		
PHF	.375	.000	.250	.500	.500	.375	.250	.500	.500	.000	.250	.583	.000	.250	.250	.375	.556

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND/SOUTHBOUND RAMPS
E/W: EASTRIDGE AVENUE/EUCALYPTUS AVENUE
WEATHER: SUNNY

File Name : RI215EAPM
Site Code : 03230643
Start Date : 3/29/2005
Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	0	**3**	**3**	0	0	**1**	**1**
+15 mins.	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	2	2	0	0	0	0	**1**	0	0	1	0	0	0	0
Total Volume	1	0	4	5	1	0	0	1	1	0	3	4	0	0	1	1
% App. Total	20	0	80		100	0	0		25	0	75		0	0	100	
PHF	.250	.000	.500	.625	.250	.000	.000	.250	.250	.000	.250	.333	.000	.000	.250	.250

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND/SOUTHBOUND RAMPS
E/W: EASTRIDGE AVENUE/EUCALYPTUS AVENUE
WEATHER: SUNNY

File Name : RI215EAPM
Site Code : 03230643
Start Date : 3/29/2005
Page No : 1

Groups Printed- 3 AXLE VEHICLES

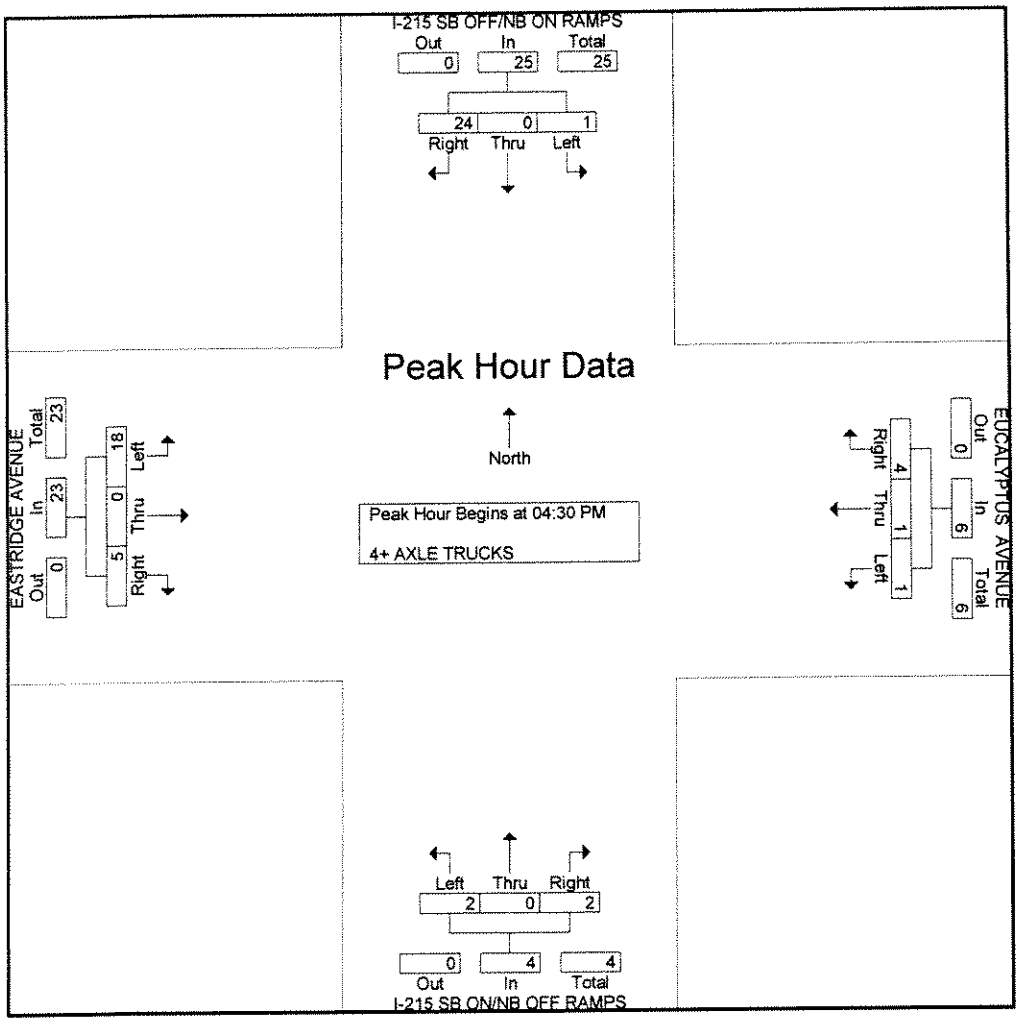
	I-215 SB OFF/NB ON RAMPS Southbound				EUCALYPTUS AVENUE Westbound				I-215 SB ON/NB OFF RAMPS Northbound				EASTRIDGE AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	2	2	2	0	0	2	0	0	2	2	0	0	0	0	6
04:15 PM	1	0	2	3	1	0	1	2	1	0	2	3	0	1	0	1	9
04:30 PM	0	0	0	0	1	0	0	1	0	0	3	3	0	0	1	1	5
04:45 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	0	6	7	4	0	1	5	1	0	7	8	0	1	1	2	22
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	2	2	0	0	0	0	1	0	0	1	0	0	0	0	3
05:30 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
05:45 PM	0	0	2	2	1	0	0	1	0	0	0	0	0	0	0	0	3
Total	1	0	4	5	2	0	0	2	1	0	1	2	0	0	0	0	9
Grand Total	2	0	10	12	6	0	1	7	2	0	8	10	0	1	1	2	31
Apprch %	16.7	0	83.3		85.7	0	14.3		20	0	80		0	50	50		
Total %	6.5	0	32.3	38.7	19.4	0	3.2	22.6	6.5	0	25.8	32.3	0	3.2	3.2	6.5	

	I-215 SB OFF/NB ON RAMPS Southbound				EUCALYPTUS AVENUE Westbound				I-215 SB ON/NB OFF RAMPS Northbound				EASTRIDGE AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	**1**	0	0	**1**	0	0	**3**	**3**	0	0	**1**	**1**	**5**
04:45 PM	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	2	2	0	0	0	0	**1**	0	0	1	0	0	0	0	3
Total Volume	1	0	4	5	1	0	0	1	1	0	3	4	0	0	1	1	11
% App. Total	20	0	80		100	0	0		25	0	75		0	0	100		
PHF	.250	.000	.500	.625	.250	.000	.000	.250	.250	.000	.250	.333	.000	.000	.250	.250	.550

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND/SOUTHBOUND RAMPS
E/W: EASTRIDGE AVENUE/EUCALYPTUS AVENUE
WEATHER: SUNNY

File Name : RI215EAPM
Site Code : 03230643
Start Date : 3/29/2005
Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**1**	0	**9**	**10**	0	**1**	0	1	0	0	0	0	**8**	0	0	**8**
+15 mins.	0	0	8	8	0	0	1	1	**1**	0	**2**	**3**	3	0	2	5
+30 mins.	0	0	3	3	0	0	0	0	0	0	0	0	3	0	0	3
+45 mins.	0	0	4	4	**1**	0	**3**	**4**	1	0	0	1	4	0	**3**	7
Total Volume	1	0	24	25	1	1	4	6	2	0	2	4	18	0	5	23
% App. Total	4	0	96		16.7	16.7	66.7		50	0	50		78.3	0	21.7	
PHF	.250	.000	.667	.625	.250	.250	.333	.375	.500	.000	.250	.333	.563	.000	.417	.719

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND/SOUTHBOUND RAMPS
E/W: EASTRIDGE AVENUE/EUCALYPTUS AVENUE
WEATHER: SUNNY

File Name : RI215EAPM
Site Code : 03230643
Start Date : 3/29/2005
Page No : 1

Groups Printed- 4+ AXLE TRUCKS

	I-215 SB OFF/NB ON RAMPS Southbound				EUCALYPTUS AVENUE Westbound				I-215 SB ON/NB OFF RAMPS Northbound				EASTRIDGE AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	3	0	5	8	2	0	0	2	1	0	0	1	7	0	1	8	19
04:15 PM	0	0	6	6	4	0	0	4	1	0	1	2	4	0	0	4	16
04:30 PM	1	0	9	10	0	1	0	1	0	0	0	0	8	0	0	8	19
04:45 PM	0	0	8	8	0	0	1	1	1	0	2	3	3	0	2	5	17
Total	4	0	28	32	6	1	1	8	3	0	3	6	22	0	3	25	71
05:00 PM	0	0	3	3	0	0	0	0	0	0	0	0	3	0	0	3	6
05:15 PM	0	0	4	4	1	0	3	4	1	0	0	1	4	0	3	7	16
05:30 PM	1	0	4	5	0	0	0	0	0	0	1	1	2	0	0	2	8
05:45 PM	1	0	4	5	1	0	0	1	3	0	0	3	5	0	0	5	14
Total	2	0	15	17	2	0	3	5	4	0	1	5	14	0	3	17	44
Grand Total	6	0	43	49	8	1	4	13	7	0	4	11	36	0	6	42	115
Apprch %	12.2	0	87.8		61.5	7.7	30.8		63.6	0	36.4		85.7	0	14.3		
Total %	5.2	0	37.4	42.6	7	0.9	3.5	11.3	6.1	0	3.5	9.6	31.3	0	5.2	36.5	

	I-215 SB OFF/NB ON RAMPS Southbound				EUCALYPTUS AVENUE Westbound				I-215 SB ON/NB OFF RAMPS Northbound				EASTRIDGE AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	0	**9**	**10**	0	**1**	0	1	0	0	0	0	**8**	0	0	**8**	**19**
04:45 PM	0	0	8	8	0	0	1	1	**1**	0	**2**	**3**	3	0	2	5	17
05:00 PM	0	0	3	3	0	0	0	0	0	0	0	0	3	0	0	3	6
05:15 PM	0	0	4	4	**1**	0	**3**	**4**	1	0	0	1	4	0	**3**	7	16
Total Volume	1	0	24	25	1	1	4	6	2	0	2	4	18	0	5	23	58
% App. Total	4	0	96		16.7	16.7	66.7		50	0	50		78.3	0	21.7		
PHF	.250	.000	.667	.625	.250	.250	.333	.375	.500	.000	.250	.333	.563	.000	.417	.719	.763

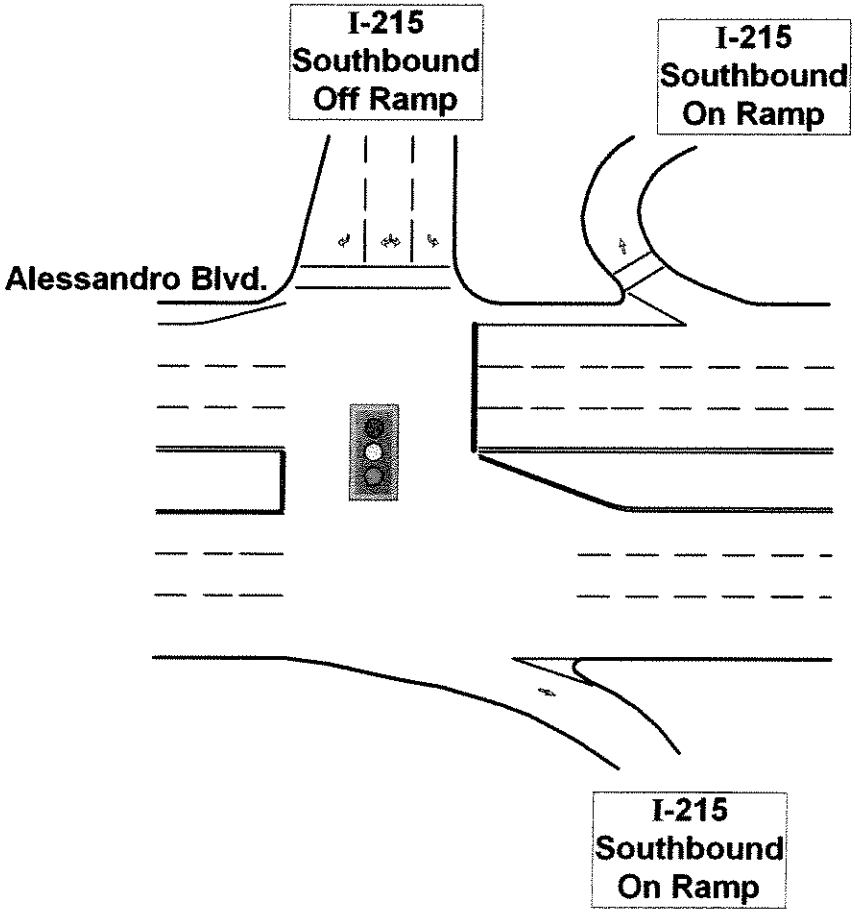
CITY OF RIVERSIDE

I-215 SOUTHBOUND RAMPS / ALESSANDRO BLVD

Turning Movement Count
March 2005

Counts Unlimited, Inc. ▪ 25424 Jaclyn Avenue ▪ Moreno Valley, CA 92557 ▪ T 909 247 6716 ▪ F 909 924 8604

NOT TO SCALE



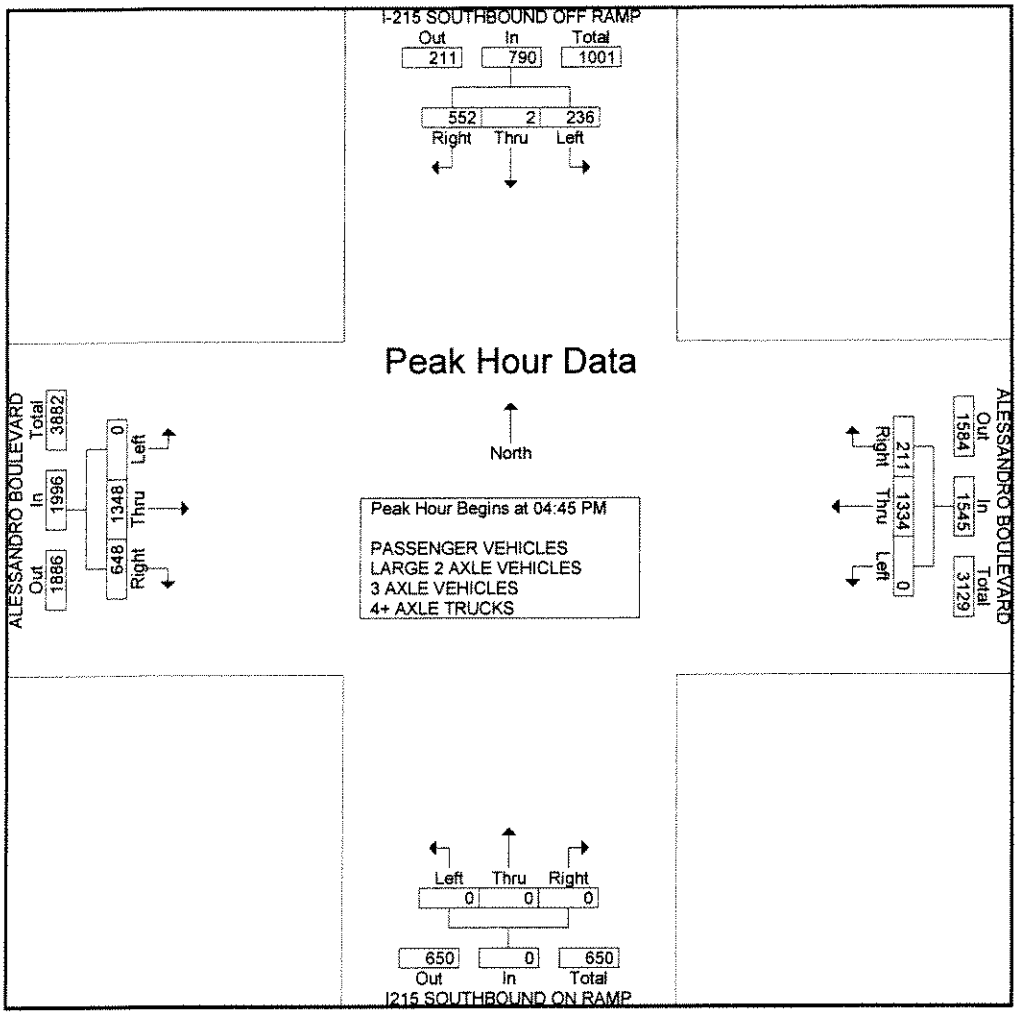
City of Riverside
I-215 Southbound Ramps and Alessandro Boulevard

03/22/2005 - 0716_215S_Alessandro

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 SOUTHBOUND RAMPS
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : RI215SALPM
Site Code : 0322113
Start Date : 3/30/2005
Page No : 2



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

	04:15 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	53	**1**	127	181	0	314	51	365	0	0	0	0	0	315	**171**	486
+15 mins.	**62**	0	152	214	0	**365**	**54**	**419**	0	0	0	0	0	320	145	465
+30 mins.	62	0	130	192	0	334	54	388	0	0	0	0	0	337	164	501
+45 mins.	61	0	**163**	**224**	0	364	40	404	0	0	0	0	0	**376**	168	**544**
Total Volume	238	1	572	811	0	1377	199	1576	0	0	0	0	0	1348	648	1996
% App. Total	29.3	0.1	70.5		0	87.4	12.6		0	0	0		0	67.5	32.5	
PHF	.960	.250	.877	.905	.000	.943	.921	.940	.000	.000	.000	.000	.000	.896	.947	.917

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 SOUTHBOUND RAMPS
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : RI215SALPM
Site Code : 0322113
Start Date : 3/30/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLES - 3 AXLE VEHICLES - 4+ AXLE TRUCKS

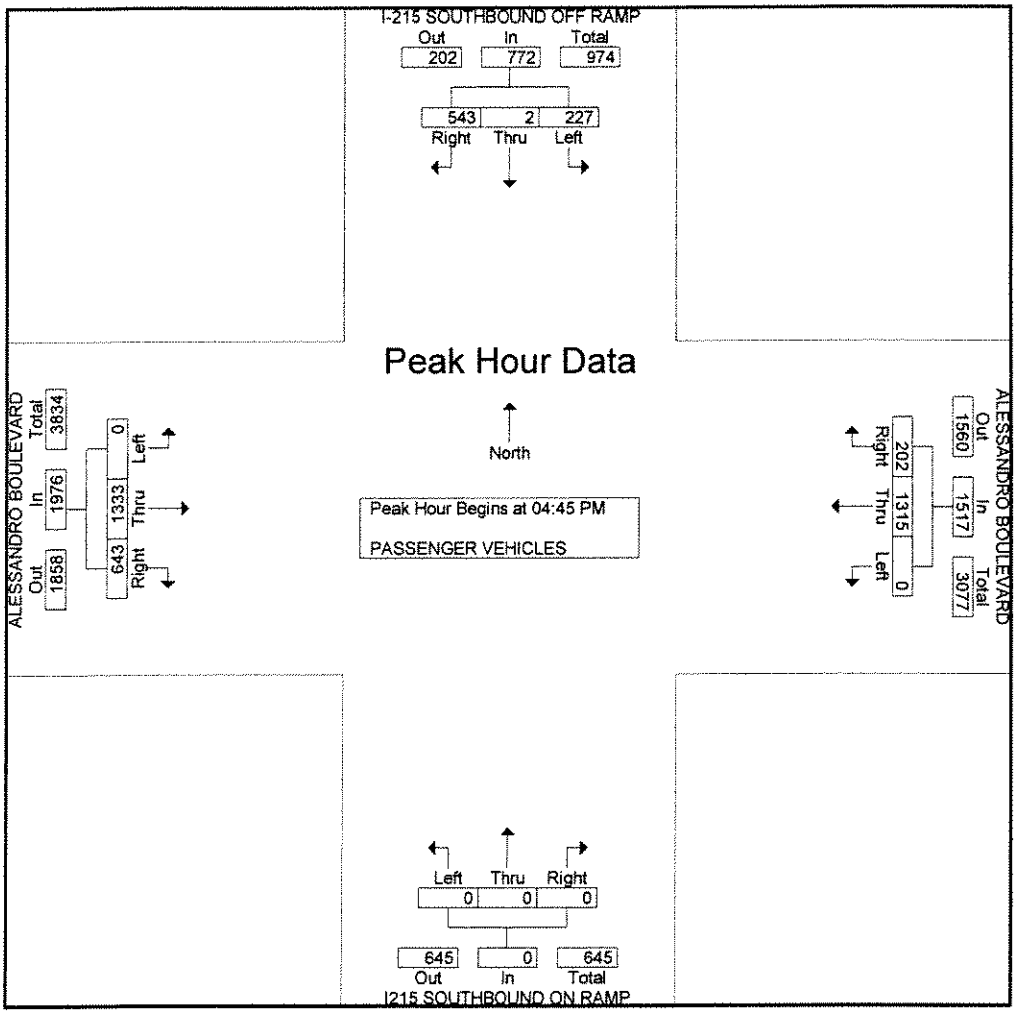
	I-215 SOUTHBOUND OFF RAMP Southbound				ALESSANDRO BOULEVARD Westbound				I215 SOUTHBOUND ON RAMP Northbound				ALESSANDRO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	49	1	124	174	0	314	51	365	0	0	0	0	0	306	122	428	967
04:15 PM	53	1	127	181	0	365	54	419	0	0	0	0	0	294	118	412	1012
04:30 PM	62	0	152	214	0	334	54	388	0	0	0	0	0	307	124	431	1033
04:45 PM	62	0	130	192	0	364	40	404	0	0	0	0	0	315	171	486	1082
Total	226	2	533	761	0	1377	199	1576	0	0	0	0	0	1222	535	1757	4094
05:00 PM	61	0	163	224	0	311	48	359	0	0	0	0	0	320	145	465	1048
05:15 PM	52	1	124	177	0	320	74	394	0	0	0	0	0	337	164	501	1072
05:30 PM	61	1	135	197	0	339	49	388	0	0	0	0	0	376	168	544	1129
05:45 PM	47	1	138	186	0	267	46	313	0	0	0	0	0	318	162	480	979
Total	221	3	560	784	0	1237	217	1454	0	0	0	0	0	1351	639	1990	4228
Grand Total	447	5	1093	1545	0	2614	416	3030	0	0	0	0	0	2573	1174	3747	8322
Apprch %	28.9	0.3	70.7		0	86.3	13.7		0	0	0		0	68.7	31.3		
Total %	5.4	0.1	13.1	18.6	0	31.4	5	36.4	0	0	0	0	0	30.9	14.1	45	
PASSENGER VEHICLES	426	4	1068	1498	0	2563	398	2961	0	0	0	0	0	2534	1160	3694	8153
% PASSENGER VEHICLES	95.3	80	97.7	97	0	98	95.7	97.7	0	0	0	0	0	98.5	98.8	98.6	49
LARGE 2 AXLE VEHICLES	16	0	16	32	0	43	13	56	0	0	0	0	0	36	12	48	136
% LARGE 2 AXLE VEHICLES	3.6	0	1.5	2.1	0	1.6	3.1	1.8	0	0	0	0	0	1.4	1	1.3	0.8
3 AXLE VEHICLES	0	0	3	3	0	3	3	6	0	0	0	0	0	1	1	2	11
% 3 AXLE VEHICLES	0	0	0.3	0.2	0	0.1	0.7	0.2	0	0	0	0	0	0	0.1	0.1	0.1
4+ AXLE TRUCKS	5	1	6	12	0	5	2	7	0	0	0	0	0	2	1	3	22
% 4+ AXLE TRUCKS	1.1	20	0.5	0.8	0	0.2	0.5	0.2	0	0	0	0	0	0.1	0.1	0.1	0.1

	I-215 SOUTHBOUND OFF RAMP Southbound				ALESSANDRO BOULEVARD Westbound				I215 SOUTHBOUND ON RAMP Northbound				ALESSANDRO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**62**	0	130	192	0	**364**	40	**404**	0	0	0	0	0	315	**171**	486	1082
05:00 PM	61	0	**163**	**224**	0	311	48	359	0	0	0	0	0	320	145	465	1048
05:15 PM	52	1	124	177	0	320	**74**	394	0	0	0	0	0	337	164	501	1072
05:30 PM	61	1	135	197	0	339	49	388	0	0	0	0	0	**376**	168	**544**	**1129**
Total Volume	236	2	552	790	0	1334	211	1545	0	0	0	0	0	1348	648	1996	4331
% App. Total	29.9	0.3	69.9		0	86.3	13.7		0	0	0		0	67.5	32.5		
PHF	.952	.500	.847	.882	.000	.916	.713	.956	.000	.000	.000	.000	.000	.896	.947	.917	.959

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 SOUTHBOUND RAMPS
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : RI215SALPM
Site Code : 0322113
Start Date : 3/30/2005
Page No : 2



COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 SOUTHBOUND RAMPS
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : RI215SALPM
Site Code : 0322113
Start Date : 3/30/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES

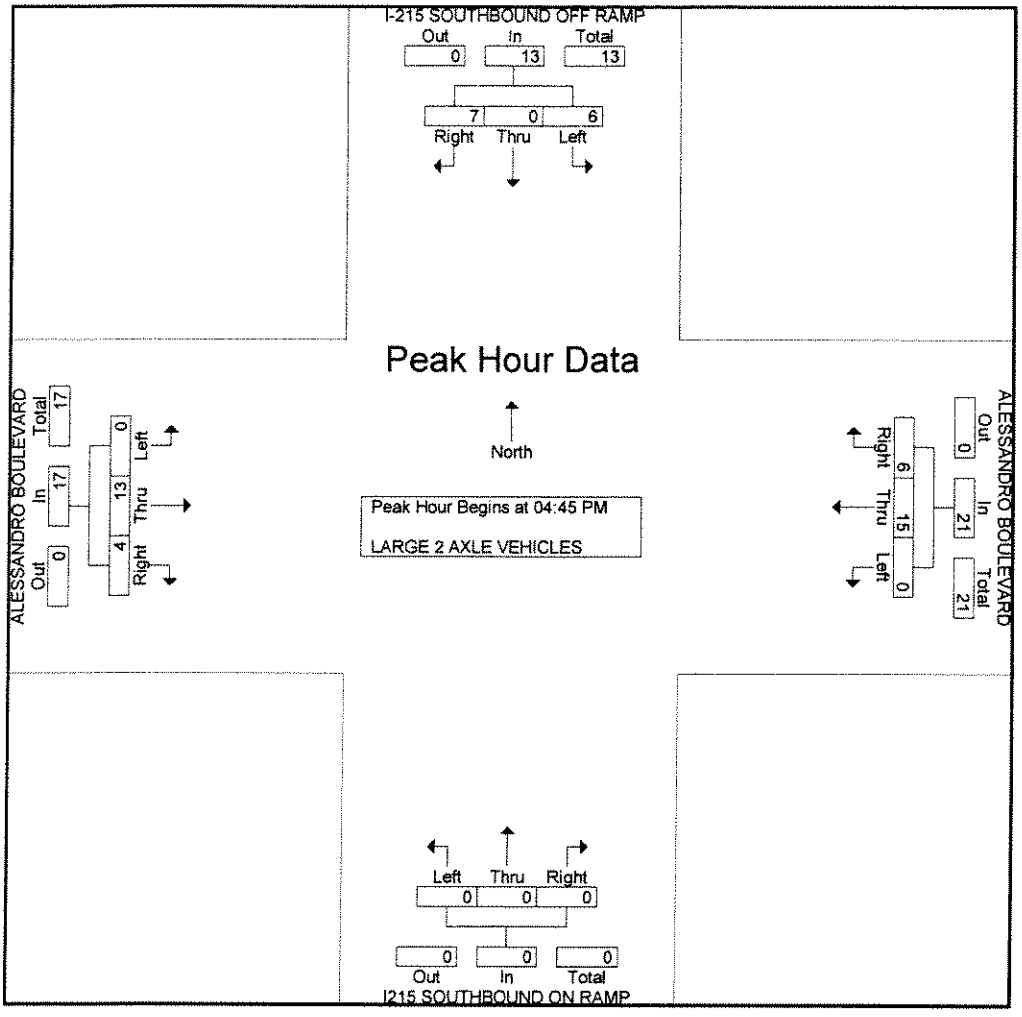
	I-215 SOUTHBOUND OFF RAMP Southbound				ALESSANDRO BOULEVARD Westbound				I215 SOUTHBOUND ON RAMP Northbound				ALESSANDRO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	45	0	120	165	0	304	47	351	0	0	0	0	0	301	118	419	935
04:15 PM	52	1	123	176	0	355	52	407	0	0	0	0	0	289	117	406	989
04:30 PM	58	0	148	206	0	324	51	375	0	0	0	0	0	298	123	421	1002
04:45 PM	61	0	128	189	0	359	39	398	0	0	0	0	0	309	169	478	1065
Total	216	1	519	736	0	1342	189	1531	0	0	0	0	0	1197	527	1724	3991
05:00 PM	58	0	159	217	0	307	45	352	0	0	0	0	0	318	144	462	1031
05:15 PM	48	1	122	171	0	316	71	387	0	0	0	0	0	332	163	495	1053
05:30 PM	60	1	134	195	0	333	47	380	0	0	0	0	0	374	167	541	1116
05:45 PM	44	1	134	179	0	265	46	311	0	0	0	0	0	313	159	472	962
Total	210	3	549	762	0	1221	209	1430	0	0	0	0	0	1337	633	1970	4162
Grand Total	426	4	1068	1498	0	2563	398	2961	0	0	0	0	0	2534	1160	3694	8153
Apprch %	28.4	0.3	71.3		0	86.6	13.4		0	0	0		0	68.6	31.4		
Total %	5.2	0	13.1	18.4	0	31.4	4.9	36.3	0	0	0	0	0	31.1	14.2	45.3	

	I-215 SOUTHBOUND OFF RAMP Southbound				ALESSANDRO BOULEVARD Westbound				I215 SOUTHBOUND ON RAMP Northbound				ALESSANDRO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**61**	0	128	189	0	**359**	39	**398**	0	0	0	0	0	309	**169**	478	1065
05:00 PM	58	0	**159**	**217**	0	307	45	352	0	0	0	0	0	318	144	462	1031
05:15 PM	48	**1**	122	171	0	316	**71**	387	0	0	0	0	0	332	163	495	1053
05:30 PM	60	1	134	195	0	333	47	380	0	0	0	0	0	**374**	167	**541**	**1116**
Total Volume	227	2	543	772	0	1315	202	1517	0	0	0	0	0	1333	643	1976	4265
% App. Total	29.4	0.3	70.3		0	86.7	13.3		0	0	0		0	67.5	32.5		
PHF	.930	.500	.854	.889	.000	.916	.711	.953	.000	.000	.000	.000	.000	.891	.951	.913	.955

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 SOUTHBOUND RAMPS
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : RI215SALPM
Site Code : 0322113
Start Date : 3/30/2005
Page No : 2



COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 SOUTHBOUND RAMPS
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : RI215SALPM
Site Code : 0322113
Start Date : 3/30/2005
Page No : 1

Groups Printed- LARGE 2 AXLE VEHICLES

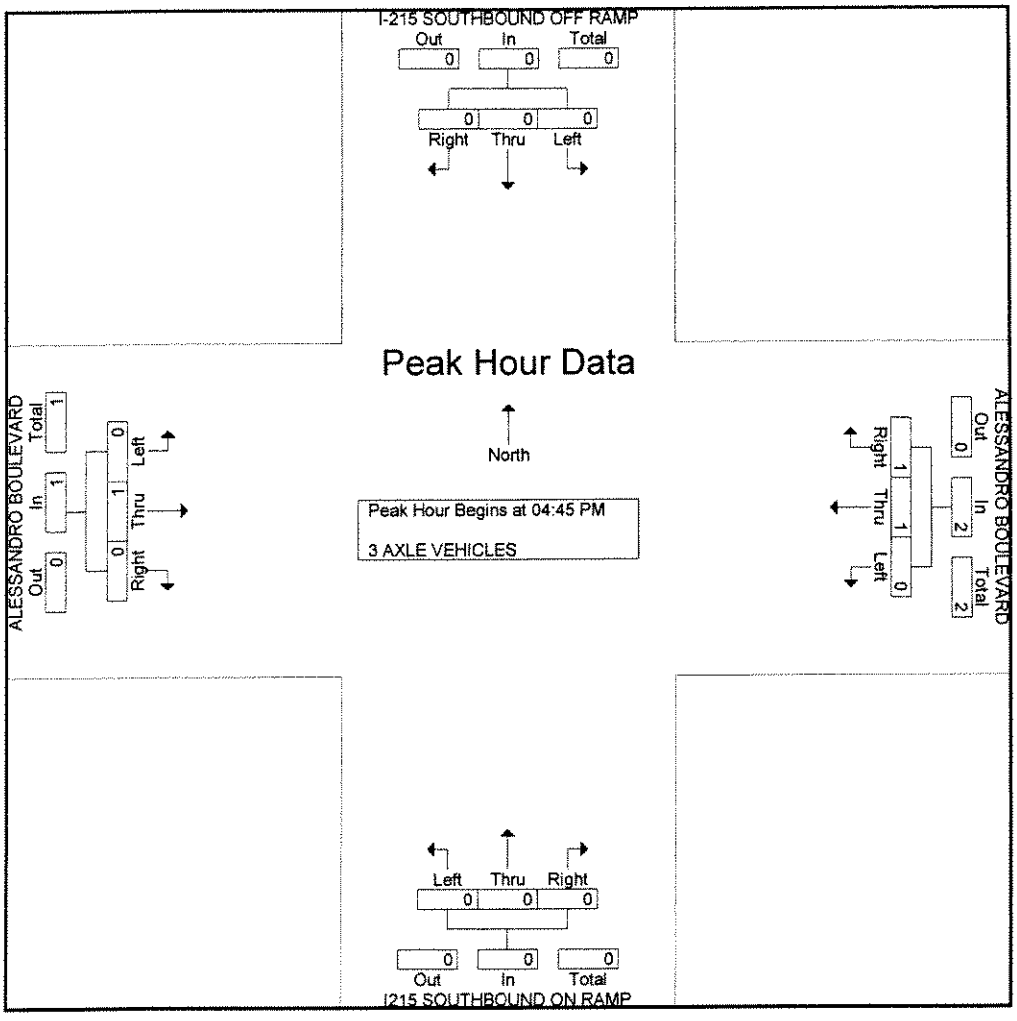
	I-215 SOUTHBOUND OFF RAMP Southbound				ALESSANDRO BOULEVARD Westbound				I215 SOUTHBOUND ON RAMP Northbound				ALESSANDRO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	0	4	7	0	9	3	12	0	0	0	0	0	5	4	9	28
04:15 PM	1	0	1	2	0	9	2	11	0	0	0	0	0	5	1	6	19
04:30 PM	4	0	2	6	0	8	2	10	0	0	0	0	0	9	0	9	25
04:45 PM	1	0	1	2	0	4	1	5	0	0	0	0	0	4	1	5	12
Total	9	0	8	17	0	30	8	38	0	0	0	0	0	23	6	29	84
05:00 PM	2	0	4	6	0	2	3	5	0	0	0	0	0	2	1	3	14
05:15 PM	2	0	1	3	0	3	1	4	0	0	0	0	0	5	1	6	13
05:30 PM	1	0	1	2	0	6	1	7	0	0	0	0	0	2	1	3	12
05:45 PM	2	0	2	4	0	2	0	2	0	0	0	0	0	4	3	7	13
Total	7	0	8	15	0	13	5	18	0	0	0	0	0	13	6	19	52
Grand Total	16	0	16	32	0	43	13	56	0	0	0	0	0	36	12	48	136
Apprch %	50	0	50		0	76.8	23.2		0	0	0		0	75	25		
Total %	11.8	0	11.8	23.5	0	31.6	9.6	41.2	0	0	0	0	0	26.5	8.8	35.3	

	I-215 SOUTHBOUND OFF RAMP Southbound				ALESSANDRO BOULEVARD Westbound				I215 SOUTHBOUND ON RAMP Northbound				ALESSANDRO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	0	1	2	0	4	1	5	0	0	0	0	0	4	**1**	5	12
05:00 PM	**2**	0	**4**	**6**	0	2	**3**	5	0	0	0	0	0	2	1	3	**14**
05:15 PM	2	0	1	3	0	3	1	4	0	0	0	0	0	**5**	1	**6**	13
05:30 PM	1	0	1	2	0	**6**	1	**7**	0	0	0	0	0	2	1	3	12
Total Volume	6	0	7	13	0	15	6	21	0	0	0	0	0	13	4	17	51
% App. Total	46.2	0	53.8		0	71.4	28.6		0	0	0		0	76.5	23.5		
PHF	.750	.000	.438	.542	.000	.625	.500	.750	.000	.000	.000	.000	.000	.650	1.000	.708	.911

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 SOUTHBOUND RAMPS
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : RI215SALPM
Site Code : 0322113
Start Date : 3/30/2005
Page No : 2



COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 SOUTHBOUND RAMPS
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : RI215SALPM
Site Code : 0322113
Start Date : 3/30/2005
Page No : 1

Groups Printed- 3 AXLE VEHICLES

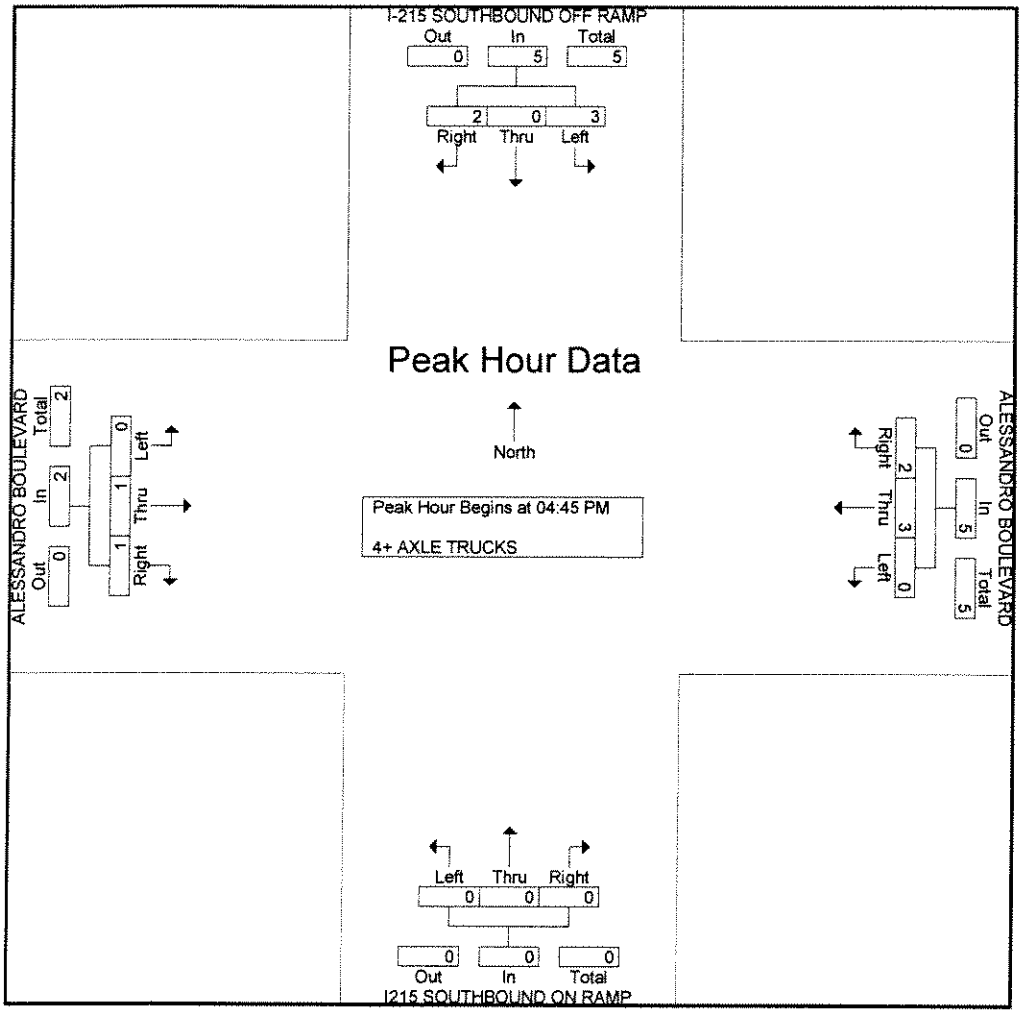
	I-215 SOUTHBOUND OFF RAMP Southbound				ALESSANDRO BOULEVARD Westbound				I215 SOUTHBOUND ON RAMP Northbound				ALESSANDRO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	2	2	0	1	0	1	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	1	1	0	0	1	1	0	0	0	0	0	0	1	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	3	3	0	2	2	4	0	0	0	0	0	1	1	2	9
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
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	1	1	2	0	0	0	0	0	0	0	0	2
Grand Total	0	0	3	3	0	3	3	6	0	0	0	0	0	1	1	2	11
Apprch %	0	0	100		0	50	50		0	0	0		0	50	50		
Total %	0	0	27.3	27.3	0	27.3	27.3	54.5	0	0	0	0	0	9.1	9.1	18.2	

	I-215 SOUTHBOUND OFF RAMP Southbound				ALESSANDRO BOULEVARD Westbound				I215 SOUTHBOUND ON RAMP Northbound				ALESSANDRO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 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	1	0	1	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
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	1	1	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0		0	50	50		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.000	.000	.000	.250	.000	.250	.750

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 SOUTHBOUND RAMPS
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : RI215SALPM
Site Code : 0322113
Start Date : 3/30/2005
Page No : 2



COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 SOUTHBOUND RAMPS
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : RI215SALPM
Site Code : 0322113
Start Date : 3/30/2005
Page No : 1

Groups Printed- 4+ AXLE TRUCKS

	I-215 SOUTHBOUND OFF RAMP Southbound				ALESSANDRO BOULEVARD Westbound				I215 SOUTHBOUND ON RAMP Northbound				ALESSANDRO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	1	2	4
Total	1	1	3	5	0	3	0	3	0	0	0	0	0	1	1	2	10
05:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:15 PM	2	0	1	3	0	1	1	2	0	0	0	0	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:45 PM	1	0	2	3	0	0	0	0	0	0	0	0	0	1	0	1	4
Total	4	0	3	7	0	2	2	4	0	0	0	0	0	1	0	1	12
Grand Total	5	1	6	12	0	5	2	7	0	0	0	0	0	2	1	3	22
Apprch %	41.7	8.3	50		0	71.4	28.6		0	0	0		0	66.7	33.3		
Total %	22.7	4.5	27.3	54.5	0	22.7	9.1	31.8	0	0	0	0	0	9.1	4.5	13.6	

	I-215 SOUTHBOUND OFF RAMP Southbound				ALESSANDRO BOULEVARD Westbound				I215 SOUTHBOUND ON RAMP Northbound				ALESSANDRO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	**1**	1	0	**1**	0	1	0	0	0	0	0	**1**	**1**	**2**	**4**
05:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:15 PM	**2**	0	1	**3**	0	1	**1**	**2**	0	0	0	0	0	0	0	0	**5**
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Volume	3	0	2	5	0	3	2	5	0	0	0	0	0	1	1	2	12
% App. Total	60	0	40		0	60	40		0	0	0		0	50	50		
PHF	.375	.000	.500	.417	.000	.750	.500	.625	.000	.000	.000	.000	.000	.250	.250	.250	.600

3

CITY OF RIVERSIDE

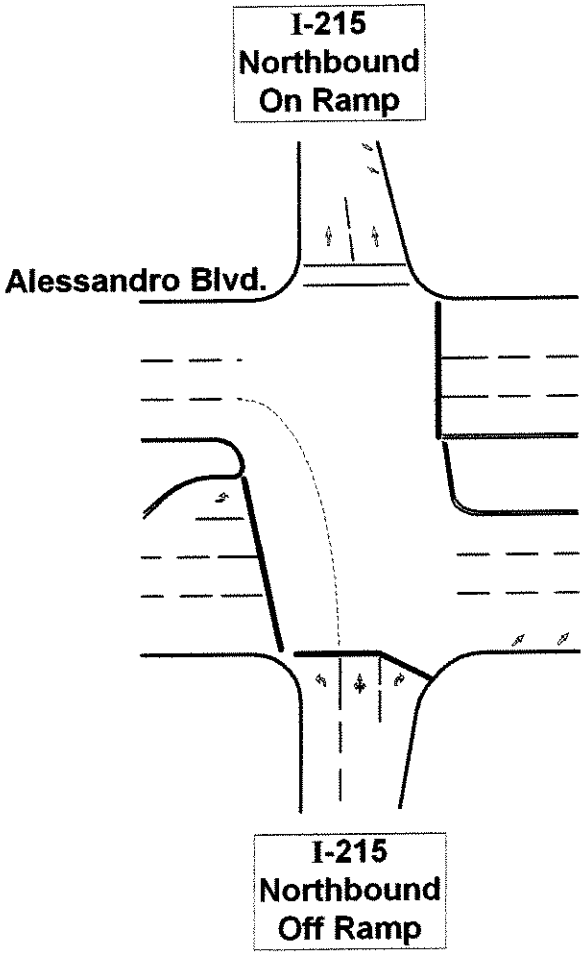
I-215 NORTHBOUND RAMPS / ALESSANDRO BLVD

Turning Movement Count
March 2005

Counts Unlimited, Inc. ▪ 25424 Jaclyn Avenue ▪ Moreno Valley, CA 92557 ▪ T 909 247 6716 ▪ F 909 924 8604

N
W
E
S

NOT TO SCALE



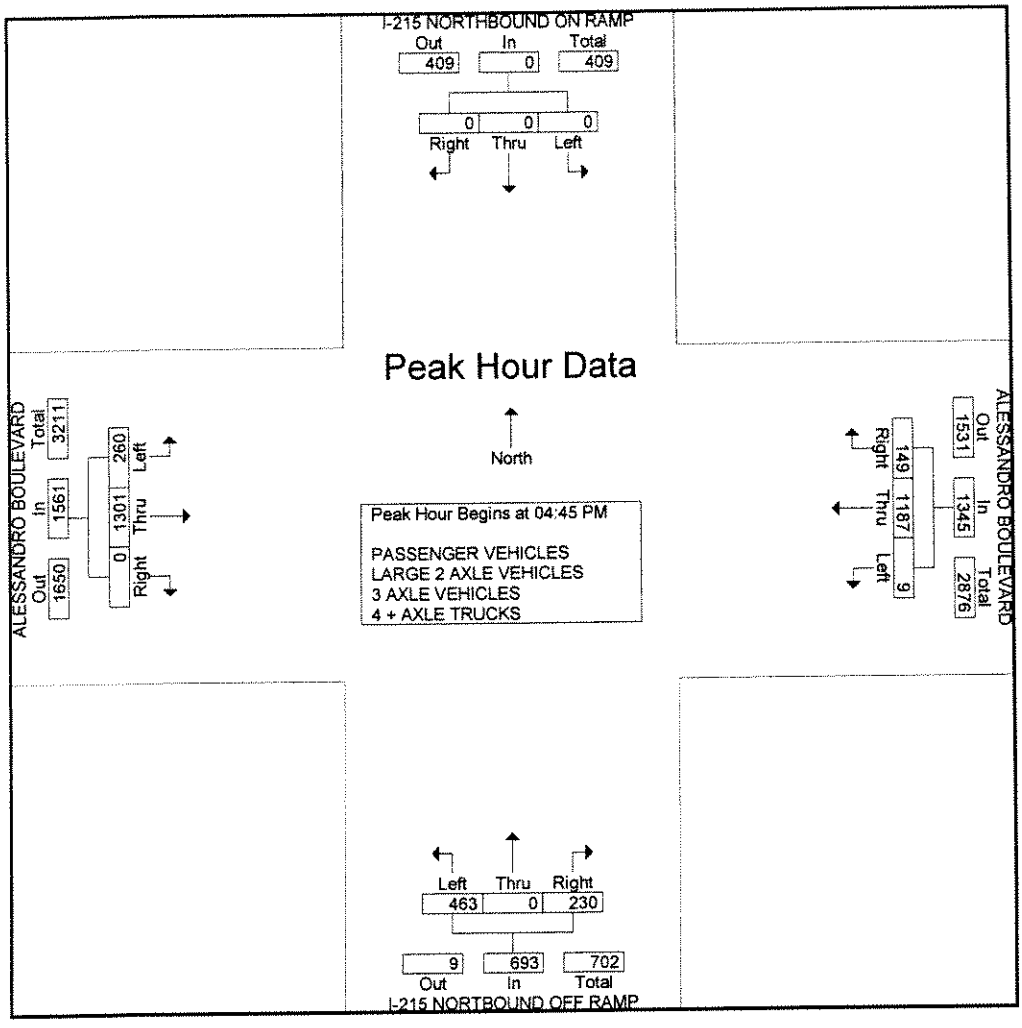
City of Riverside
I-215 Northbound Ramps and Alessandro Boulevard

03/22/2005 - 0716_215N_Alessandro

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND RAMPS
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : RI215 NALPM
Site Code : 032244
Start Date : 3/30/2005
Page No : 2



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

	04:00 PM				04:45 PM				04:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	**310**	33	343	144	0	**52**	196	73	302	0	375
+15 mins.	0	0	0	0	**9**	274	33	316	155	**2**	46	203	61	319	0	380
+30 mins.	0	0	0	0	0	307	33	340	**167**	0	52	**219**	71	**374**	0	**445**
+45 mins.	0	0	0	0	0	296	**50**	**346**	130	0	51	181	**79**	291	0	370
Total Volume	0	0	0	0	9	1187	149	1345	596	2	201	799	284	1286	0	1570
% App. Total	0	0	0		0.7	88.3	11.1		74.6	0.3	25.2		18.1	81.9	0	
PHF	.000	.000	.000	.000	.250	.957	.745	.972	.892	.250	.966	.912	.899	.860	.000	.882

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND RAMPS
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : RI215 NALPM
Site Code : 032244
Start Date : 3/30/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLES - 3 AXLE VEHICLES - 4 + AXLE TRUCKS

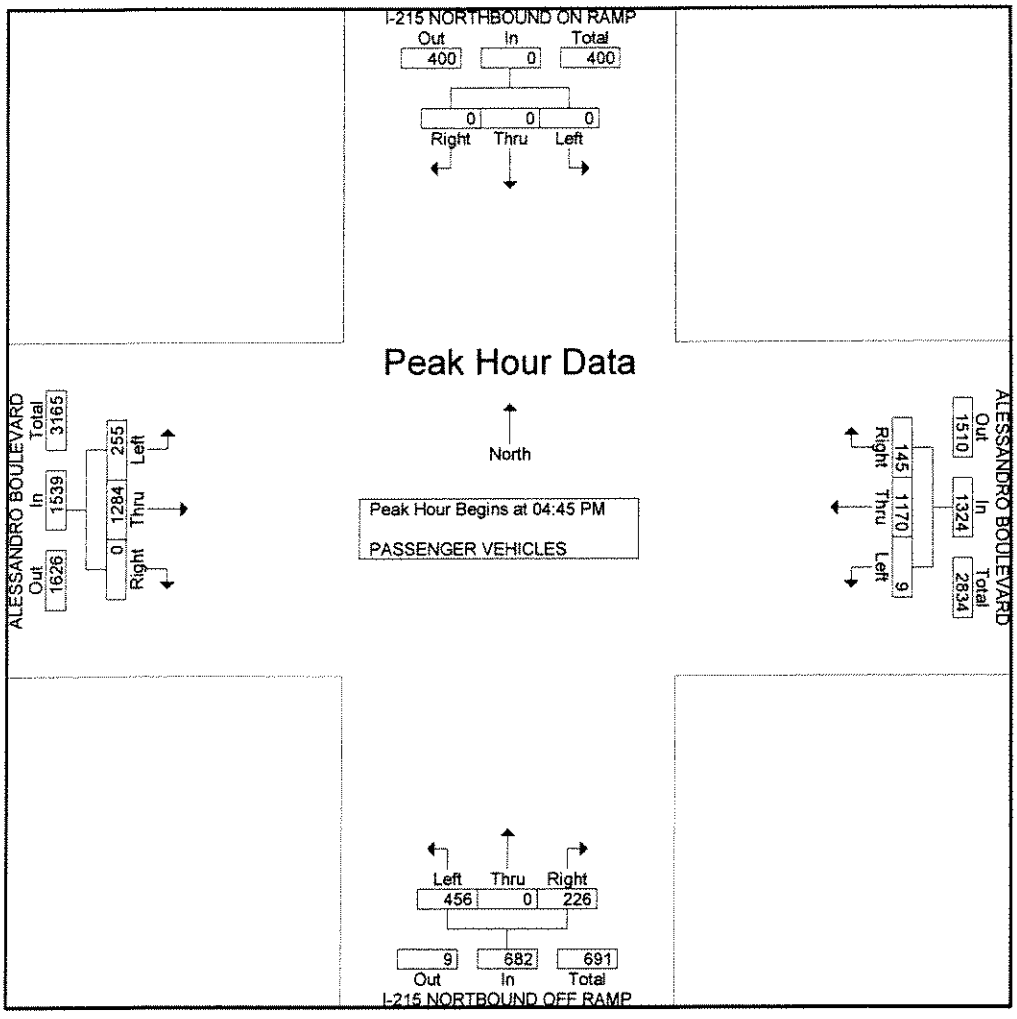
	I-215 NORTHBOUND ON RAMP Southbound				ALESSANDRO BOULEVARD Westbound				I-215 NORTBOUND OFF RAMP Northbound				ALESSANDRO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	263	45	308	144	0	52	196	39	308	0	347	851
04:15 PM	0	0	0	0	0	313	45	358	155	2	46	203	28	310	0	338	899
04:30 PM	0	0	0	0	0	251	48	299	167	0	52	219	47	293	0	340	858
04:45 PM	0	0	0	0	0	310	33	343	130	0	51	181	55	306	0	361	885
Total	0	0	0	0	0	1137	171	1308	596	2	201	799	169	1217	0	1386	3493
05:00 PM	0	0	0	0	9	274	33	316	100	0	57	157	73	302	0	375	848
05:15 PM	0	0	0	0	0	307	33	340	116	0	66	182	61	319	0	380	902
05:30 PM	0	0	0	0	0	296	50	346	117	0	56	173	71	374	0	445	964
05:45 PM	0	0	0	0	0	232	34	266	84	0	47	131	79	291	0	370	767
Total	0	0	0	0	9	1109	150	1268	417	0	226	643	284	1286	0	1570	3481
Grand Total	0	0	0	0	9	2246	321	2576	1013	2	427	1442	453	2503	0	2956	6974
Apprch %	0	0	0		0.3	87.2	12.5		70.2	0.1	29.6		15.3	84.7	0		
Total %	0	0	0	0	0.1	32.2	4.6	36.9	14.5	0	6.1	20.7	6.5	35.9	0	42.4	
PASSENGER VEHICLES	0	0	0	0	9	2208	308	2525	992	2	422	1416	442	2466	0	2908	6849
% PASSENGER VEHICLES	0	0	0	0	100	98.3	96	98	97.9	100	98.8	98.2	97.6	98.5	0	98.4	49.1
LARGE 2 AXLE VEHICLES	0	0	0	0	0	34	9	43	10	0	3	13	9	31	0	40	96
% LARGE 2 AXLE VEHICLES	0	0	0	0	0	1.5	2.8	1.7	1	0	0.7	0.9	2	1.2	0	1.4	0.7
3 AXLE VEHICLES	0	0	0	0	0	3	2	5	2	0	2	4	1	1	0	2	11
% 3 AXLE VEHICLES	0	0	0	0	0	0.1	0.6	0.2	0.2	0	0.5	0.3	0.2	0	0	0.1	0.1
4 + AXLE TRUCKS	0	0	0	0	0	1	2	3	9	0	0	9	1	5	0	6	18
% 4 + AXLE TRUCKS	0	0	0	0	0	0	0.6	0.1	0.9	0	0	0.6	0.2	0.2	0	0.2	0.1

	I-215 NORTHBOUND ON RAMP Southbound				ALESSANDRO BOULEVARD Westbound				I-215 NORTBOUND OFF RAMP Northbound				ALESSANDRO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**310**	33	343	**130**	0	51	181	55	306	0	361	885
05:00 PM	0	0	0	0	**9**	274	33	316	100	0	57	157	**73**	302	0	375	848
05:15 PM	0	0	0	0	0	307	33	340	116	0	**66**	**182**	61	319	0	380	902
05:30 PM	0	0	0	0	0	296	**50**	**346**	117	0	56	173	71	**374**	0	**445**	**964**
Total Volume	0	0	0	0	9	1187	149	1345	463	0	230	693	260	1301	0	1561	3599
% App. Total	0	0	0		0.7	88.3	11.1		66.8	0	33.2		16.7	83.3	0		
PHF	.000	.000	.000	.000	.250	.957	.745	.972	.890	.000	.871	.952	.890	.870	.000	.877	.933

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND RAMPS
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : RI215 NALPM
Site Code : 032244
Start Date : 3/30/2005
Page No : 2



COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND RAMPS
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : RI215 NALPM
Site Code : 032244
Start Date : 3/30/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES

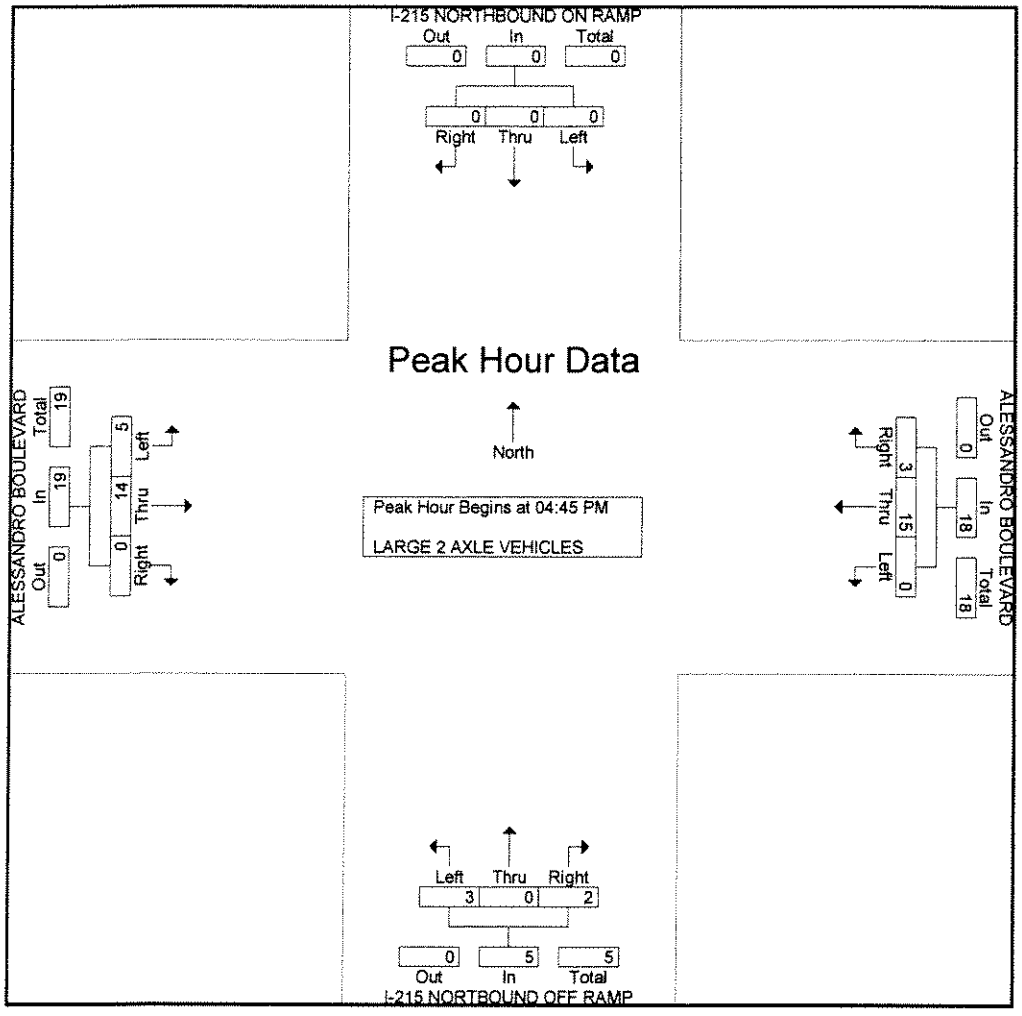
	I-215 NORTHBOUND ON RAMP Southbound				ALESSANDRO BOULEVARD Westbound				I-215 NORTBOUND OFF RAMP Northbound				ALESSANDRO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	257	41	298	140	0	52	192	38	302	0	340	830
04:15 PM	0	0	0	0	0	305	43	348	153	2	46	201	27	305	0	332	881
04:30 PM	0	0	0	0	0	245	46	291	160	0	52	212	45	288	0	333	836
04:45 PM	0	0	0	0	0	305	32	337	129	0	48	177	54	303	0	357	871
Total	0	0	0	0	0	1112	162	1274	582	2	198	782	164	1198	0	1362	3418
05:00 PM	0	0	0	0	9	271	31	311	97	0	57	154	72	299	0	371	836
05:15 PM	0	0	0	0	0	303	32	335	114	0	65	179	59	310	0	369	883
05:30 PM	0	0	0	0	0	291	50	341	116	0	56	172	70	372	0	442	955
05:45 PM	0	0	0	0	0	231	33	264	83	0	46	129	77	287	0	364	757
Total	0	0	0	0	9	1096	146	1251	410	0	224	634	278	1268	0	1546	3431
Grand Total	0	0	0	0	9	2208	308	2525	992	2	422	1416	442	2466	0	2908	6849
Apprch %	0	0	0		0.4	87.4	12.2		70.1	0.1	29.8		15.2	84.8	0		
Total %	0	0	0	0	0.1	32.2	4.5	36.9	14.5	0	6.2	20.7	6.5	36	0	42.5	

	I-215 NORTHBOUND ON RAMP Southbound				ALESSANDRO BOULEVARD Westbound				I-215 NORTBOUND OFF RAMP Northbound				ALESSANDRO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 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	**305**	32	337	**129**	0	48	177	54	303	0	357	871
05:00 PM	0	0	0	0	**9**	271	31	311	97	0	57	154	**72**	299	0	371	836
05:15 PM	0	0	0	0	0	303	32	335	114	0	**65**	**179**	59	310	0	369	883
05:30 PM	0	0	0	0	0	291	**50**	**341**	116	0	56	172	70	**372**	0	**442**	**955**
Total Volume	0	0	0	0	9	1170	145	1324	456	0	226	682	255	1284	0	1539	3545
% App. Total	0	0	0		0.7	88.4	11		66.9	0	33.1		16.6	83.4	0		
PHF	.000	.000	.000	.000	.250	.959	.725	.971	.884	.000	.869	.953	.885	.863	.000	.870	.928

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND RAMPS
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : RI215 NALPM
Site Code : 032244
Start Date : 3/30/2005
Page No : 2



COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND RAMPS
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : RI215 NALPM
Site Code : 032244
Start Date : 3/30/2005
Page No : 1

Groups Printed- LARGE 2 AXLE VEHICLES

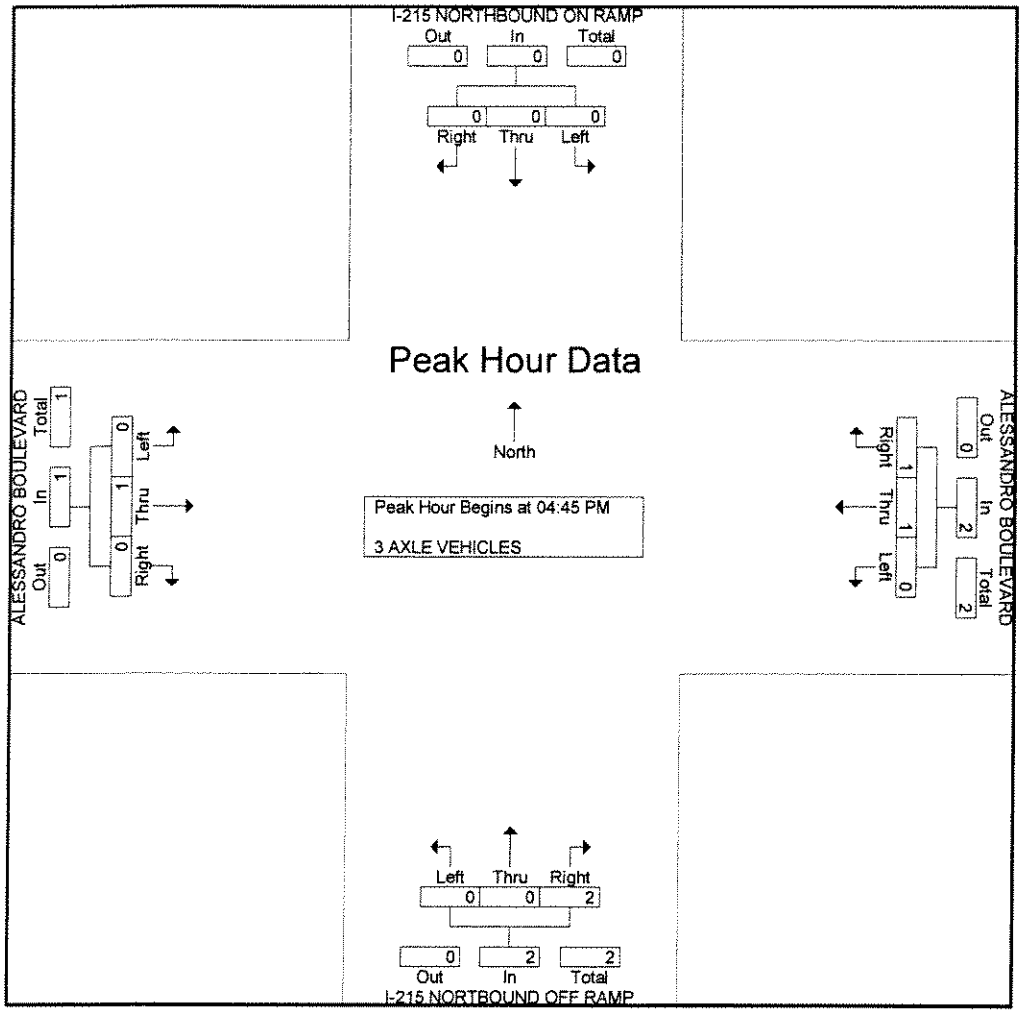
	I-215 NORTHBOUND ON RAMP Southbound				ALESSANDRO BOULEVARD Westbound				I-215 NORTBOUND OFF RAMP Northbound				ALESSANDRO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	6	2	8	3	0	0	3	1	4	0	5	16
04:15 PM	0	0	0	0	0	6	2	8	2	0	0	2	0	5	0	5	15
04:30 PM	0	0	0	0	0	6	2	8	1	0	0	1	2	5	0	7	16
04:45 PM	0	0	0	0	0	5	1	6	0	0	1	1	1	2	0	3	10
Total	0	0	0	0	0	23	7	30	6	0	1	7	4	16	0	20	57
05:00 PM	0	0	0	0	0	3	1	4	1	0	0	1	1	2	0	3	8
05:15 PM	0	0	0	0	0	3	1	4	1	0	1	2	2	8	0	10	16
05:30 PM	0	0	0	0	0	4	0	4	1	0	0	1	1	2	0	3	8
05:45 PM	0	0	0	0	0	1	0	1	1	0	1	2	1	3	0	4	7
Total	0	0	0	0	0	11	2	13	4	0	2	6	5	15	0	20	39
Grand Total	0	0	0	0	0	34	9	43	10	0	3	13	9	31	0	40	96
Apprch %	0	0	0		0	79.1	20.9		76.9	0	23.1		22.5	77.5	0		
Total %	0	0	0	0	0	35.4	9.4	44.8	10.4	0	3.1	13.5	9.4	32.3	0	41.7	

	I-215 NORTHBOUND ON RAMP Southbound				ALESSANDRO BOULEVARD Westbound				I-215 NORTBOUND OFF RAMP Northbound				ALESSANDRO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 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	**5**	**1**	**6**	0	0	**1**	1	1	2	0	3	10
05:00 PM	0	0	0	0	0	3	1	4	**1**	0	0	1	1	2	0	3	8
05:15 PM	0	0	0	0	0	3	1	4	1	0	1	**2**	**2**	**8**	0	**10**	**16**
05:30 PM	0	0	0	0	0	4	0	4	1	0	0	1	1	2	0	3	8
Total Volume	0	0	0	0	0	15	3	18	3	0	2	5	5	14	0	19	42
% App. Total	0	0	0		0	83.3	16.7		60	0	40		26.3	73.7	0		
PHF	.000	.000	.000	.000	.000	.750	.750	.750	.750	.000	.500	.625	.625	.438	.000	.475	.656

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND RAMPS
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : RI215 NALPM
Site Code : 032244
Start Date : 3/30/2005
Page No : 2



COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND RAMPS
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : RI215 NALPM
Site Code : 032244
Start Date : 3/30/2005
Page No : 1

Groups Printed- 3 AXLE VEHICLES

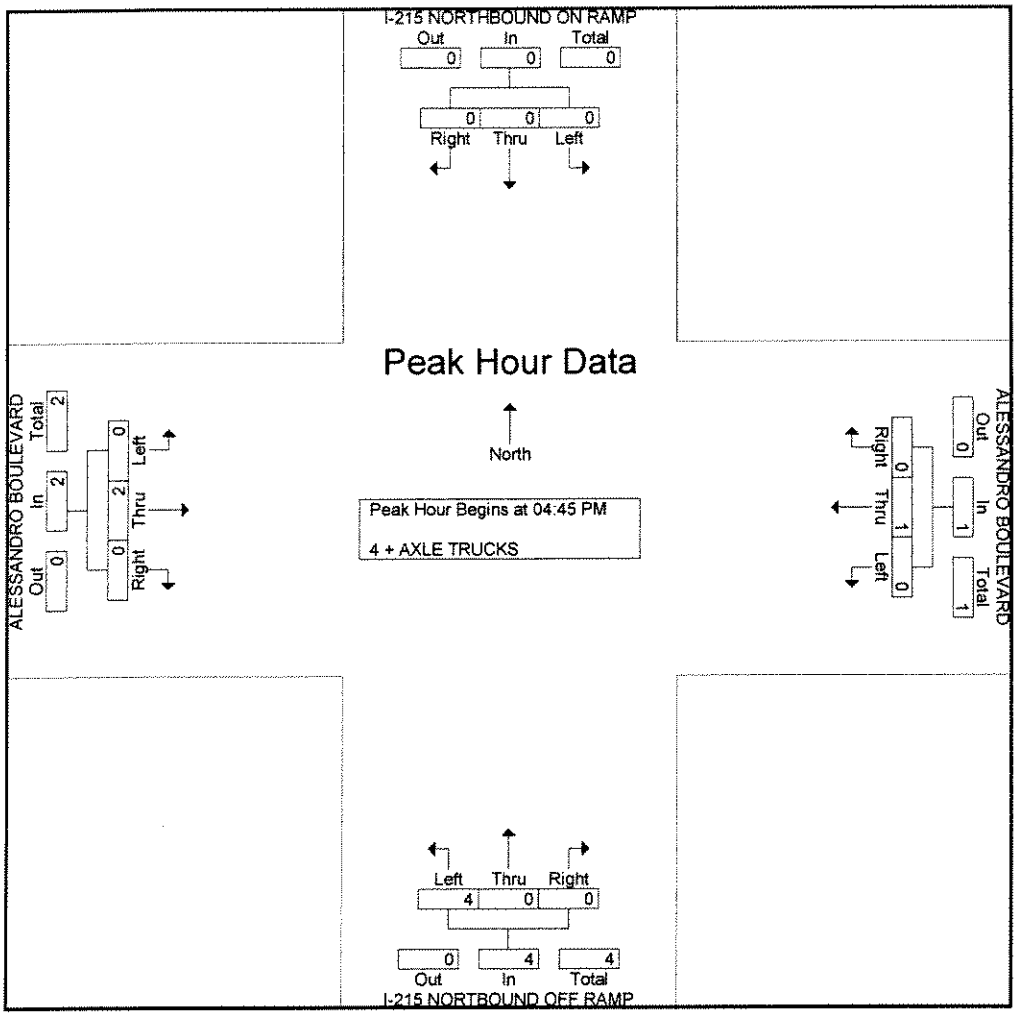
	I-215 NORTHBOUND ON RAMP Southbound				ALESSANDRO BOULEVARD Westbound				I-215 NORTBOUND OFF RAMP Northbound				ALESSANDRO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	3
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	1	3
Total	0	0	0	0	0	2	1	3	2	0	2	4	1	1	0	2	9
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
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	1	1	2	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	3	2	5	2	0	2	4	1	1	0	2	11
Apprch %	0	0	0		0	60	40		50	0	50		50	50	0		
Total %	0	0	0	0	0	27.3	18.2	45.5	18.2	0	18.2	36.4	9.1	9.1	0	18.2	

	I-215 NORTHBOUND ON RAMP Southbound				ALESSANDRO BOULEVARD Westbound				I-215 NORTBOUND OFF RAMP Northbound				ALESSANDRO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 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	**2**	**2**	0	**1**	0	**1**	**3**
05:00 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
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	1	1	2	0	0	2	2	0	1	0	1	5
% App. Total	0	0	0		0	50	50		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.250	.250	.000	.250	.000	.250	.417

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND RAMPS
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : RI215 NALPM
Site Code : 032244
Start Date : 3/30/2005
Page No : 2



COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: I-215 NORTHBOUND RAMPS
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : RI215 NALPM
Site Code : 032244
Start Date : 3/30/2005
Page No : 1

Groups Printed- 4 + AXLE TRUCKS

	I-215 NORTHBOUND ON RAMP Southbound				ALESSANDRO BOULEVARD Westbound				I-215 NORTBOUND OFF RAMP Northbound				ALESSANDRO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	5
04:45 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	1	1	6	0	0	6	0	2	0	2	9
05:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	2	3
Total	0	0	0	0	0	1	1	2	3	0	0	3	1	3	0	4	9
Grand Total	0	0	0	0	0	1	2	3	9	0	0	9	1	5	0	6	18
Apprch %	0	0	0		0	33.3	66.7		100	0	0		16.7	83.3	0		
Total %	0	0	0	0	0	5.6	11.1	16.7	50	0	0	50	5.6	27.8	0	33.3	

	I-215 NORTHBOUND ON RAMP Southbound				ALESSANDRO BOULEVARD Westbound				I-215 NORTBOUND OFF RAMP Northbound				ALESSANDRO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 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	1	0	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	**2**	0	0	**2**	0	**1**	0	**1**	**3**
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
05:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	4	0	0	4	0	2	0	2	7
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.500	.000	.500	.000	.500	.583

4

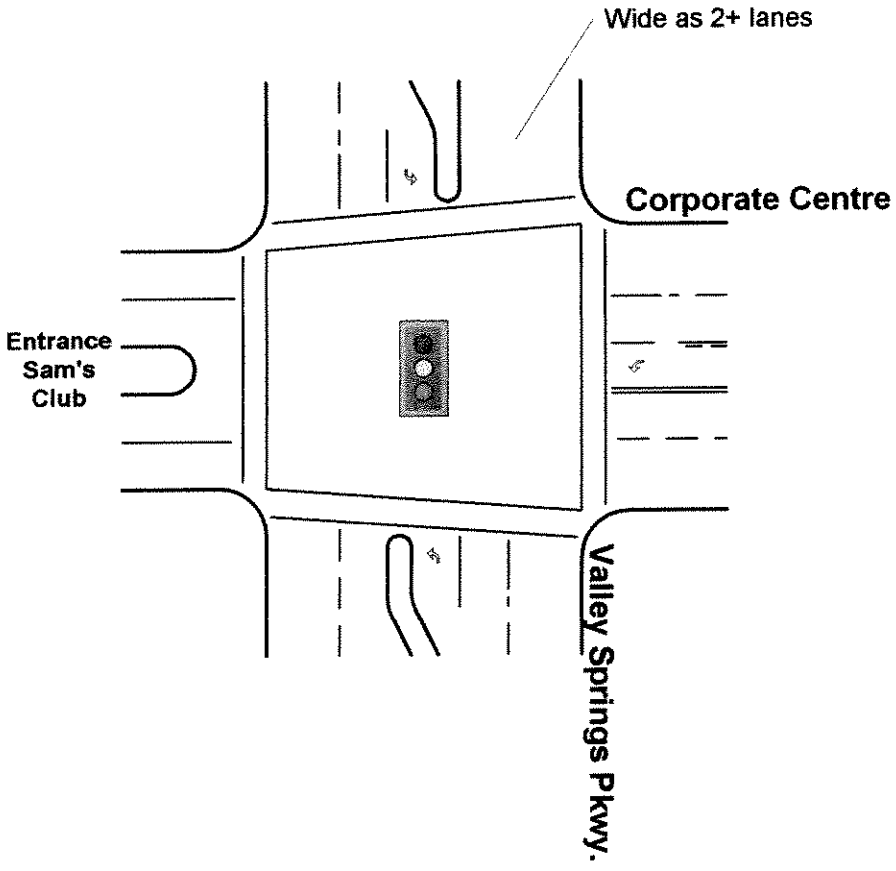
CITY OF RIVERSIDE

VALLEY SPRINGS PKWY / CORPORATE CENTER DRIVE

Turning Movement Count
March 2005

Counts Unlimited, Inc. ▪ 25424 Jaclyn Avenue ▪ Moreno Valley, CA 92557 ▪ T 909 247 6716 ▪ F 909 924 8604

NOT TO SCALE



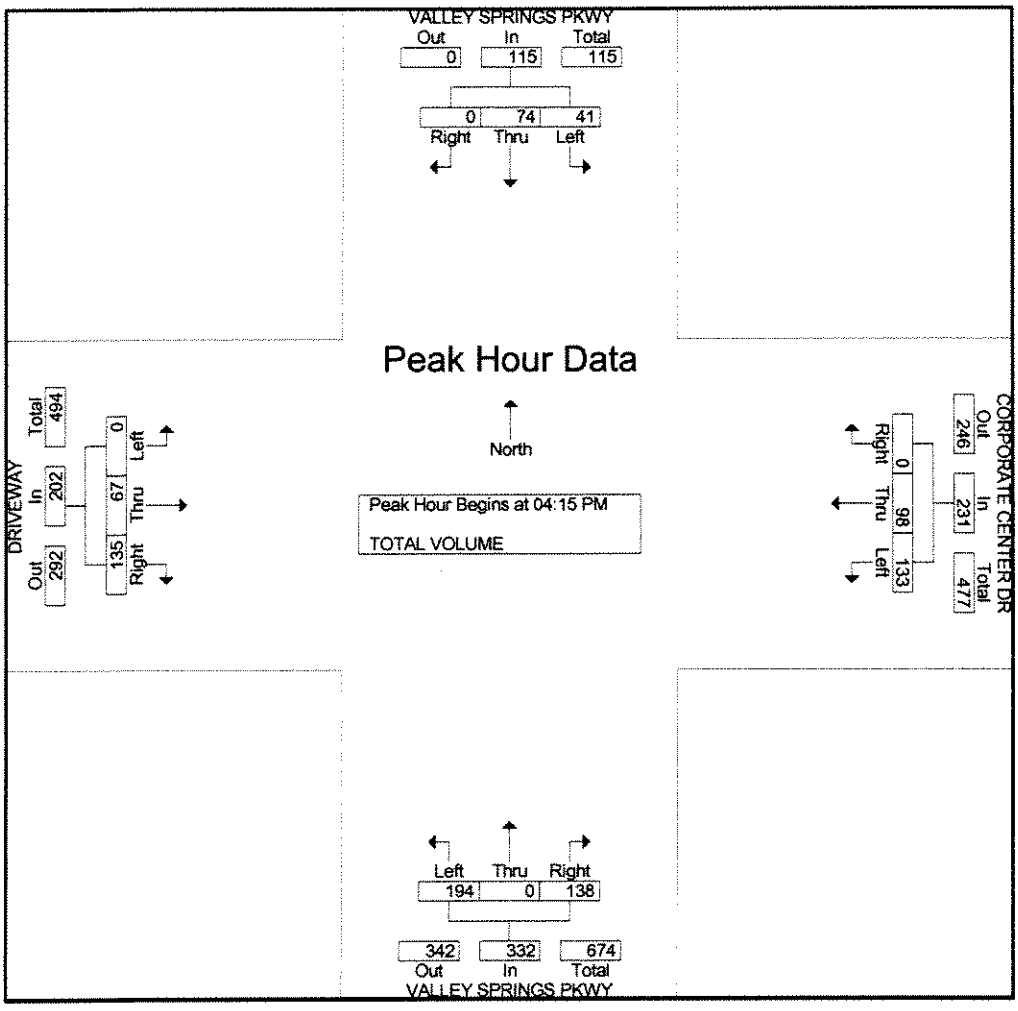
City of Riverside
Valley Springs Parkway and Corporate Centre Place

03/22/2005 - 0716_ValleySprgs_Corporate

Counts Unlimited Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
951-247-6716

CITY OF RIVERSIDE
N/S: VALLEY SPRINGS PARKWAY
E/W: CORPORATE CENTER DRIVE
WEATHER: PARTLY CLOUDY

File Name : RIVSCCPM
Site Code : 032219
Start Date : 3/23/2005
Page No : 2



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

	04:00 PM				04:00 PM				04:45 PM				04:30 PM			
+0 mins.	10	14	0	24	32	26	0	58	48	0	31	79	0	**22**	30	52
+15 mins.	11	**23**	0	**34**	32	**34**	0	**66**	49	0	**48**	**97**	0	19	**41**	**60**
+30 mins.	**14**	20	0	34	**37**	16	0	53	45	0	33	78	0	13	35	48
+45 mins.	7	17	0	24	34	25	0	59	**51**	0	29	80	0	14	31	45
Total Volume	42	74	0	116	135	101	0	236	193	0	141	334	0	68	137	205
% App. Total	36.2	63.8	0		57.2	42.8	0		57.8	0	42.2		0	33.2	66.8	
PHF	.750	.804	.000	.853	.912	.743	.000	.894	.946	.000	.734	.861	.000	.773	.835	.854

Counts Unlimited Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
951-247-6716

CITY OF RIVERSIDE
N/S: VALLEY SPRINGS PARKWAY
E/W: CORPORATE CENTER DRIVE
WEATHER: PARTLY CLOUDY

File Name : RIVSCCPM
Site Code : 032219
Start Date : 3/23/2005
Page No : 1

Groups Printed- TOTAL VOLUME

	VALLEY SPRINGS PKWY Southbound				CORPORATE CENTER DR Westbound				VALLEY SPRINGS PKWY Northbound				DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	14	0	24	32	26	0	58	47	0	48	95	0	13	28	41	218
04:15 PM	11	23	0	34	32	34	0	66	56	0	30	86	0	13	29	42	228
04:30 PM	14	20	0	34	37	16	0	53	41	0	29	70	0	22	30	52	209
04:45 PM	7	17	0	24	34	25	0	59	48	0	31	79	0	19	41	60	222
Total	42	74	0	116	135	101	0	236	192	0	138	330	0	67	128	195	877
05:00 PM	9	14	0	23	30	23	0	53	49	0	48	97	0	13	35	48	221
05:15 PM	3	11	0	14	38	23	0	61	45	0	33	78	0	14	31	45	198
05:30 PM	7	13	0	20	32	28	0	60	51	0	29	80	0	14	28	42	202
05:45 PM	9	19	0	28	34	27	0	61	33	0	30	63	0	23	31	54	206
Total	28	57	0	85	134	101	0	235	178	0	140	318	0	64	125	189	827
Grand Total	70	131	0	201	269	202	0	471	370	0	278	648	0	131	253	384	1704
Apprch %	34.8	65.2	0		57.1	42.9	0		57.1	0	42.9		0	34.1	65.9		
Total %	4.1	7.7	0	11.8	15.8	11.9	0	27.6	21.7	0	16.3	38	0	7.7	14.8	22.5	

	VALLEY SPRINGS PKWY Southbound				CORPORATE CENTER DR Westbound				VALLEY SPRINGS PKWY Northbound				DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	11	**23**	0	**34**	32	**34**	0	**66**	**56**	0	30	86	0	13	29	42	**228**
04:30 PM	**14**	20	0	34	**37**	16	0	53	41	0	29	70	0	**22**	30	52	209
04:45 PM	7	17	0	24	34	25	0	59	48	0	31	79	0	19	**41**	**60**	222
05:00 PM	9	14	0	23	30	23	0	53	49	0	**48**	**97**	0	13	35	48	221
Total Volume	41	74	0	115	133	98	0	231	194	0	138	332	0	67	135	202	880
% App. Total	35.7	64.3	0		57.6	42.4	0		58.4	0	41.6		0	33.2	66.8		
PHF	.732	.804	.000	.846	.899	.721	.000	.875	.866	.000	.719	.856	.000	.761	.823	.842	.965

5

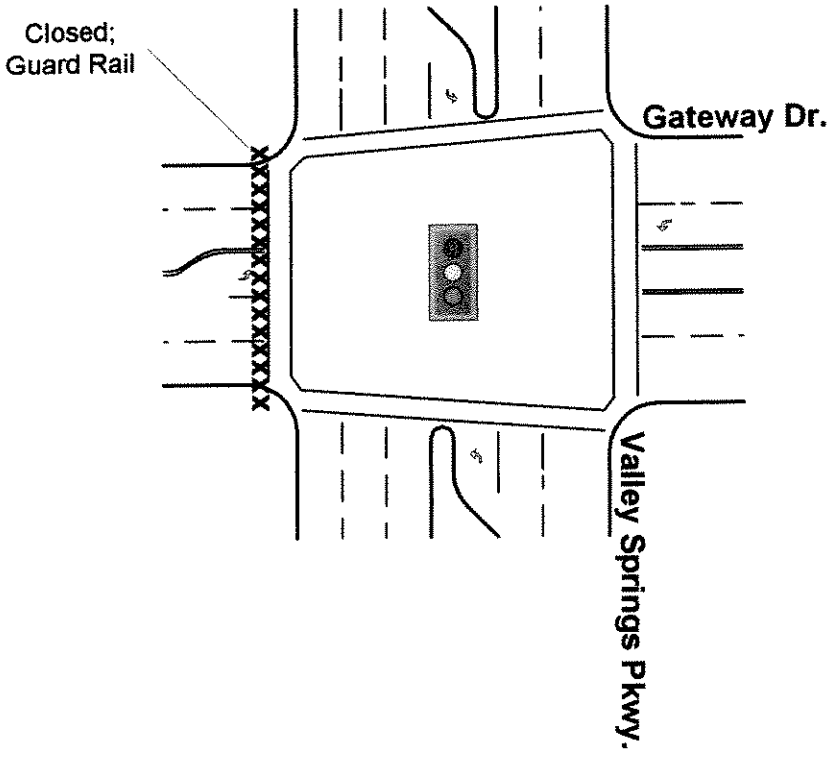
CITY OF RIVERSIDE

VALLEY SPRINGS PKWY / GATEWAY DRIVE

Turning Movement Count
March 2005

Counts Unlimited, Inc. ▪ 25424 Jaclyn Avenue ▪ Moreno Valley, CA 92557 ▪ T 909 247 6716 ▪ F 909 924 8604

NOT TO SCALE



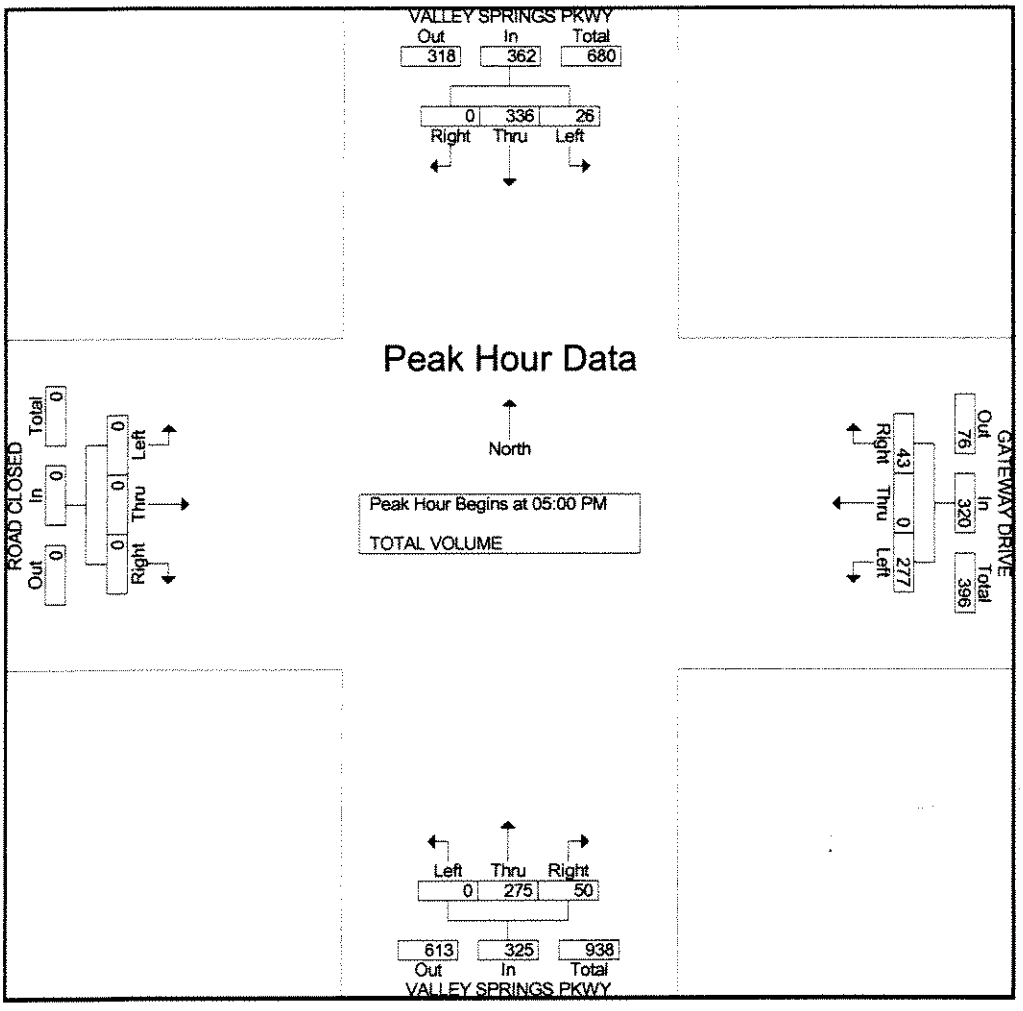
City of Riverside
Valley Springs Parkway and Gateway Drive

03/22/2005 - 0716_ValleySprgs_Gateway

Counts Unlimited Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
951-247-6716

CITY OF RIVERSIDE
N/S: VALLEY SPRINGS PARKWAY
E/W: GATEWAY DRIVE
WEATHER: CLOUDY

File Name : RIVSGAPM
Site Code : 032219
Start Date : 3/24/2005
Page No : 2



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

	05:00 PM				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	**8**	85	0	93	48	0	13	61	0	**76**	**31**	**107**	0	0	0	0
+15 mins.	6	72	0	78	68	0	14	82	0	63	18	81	0	0	0	0
+30 mins.	4	80	0	84	43	0	**15**	58	0	66	22	88	0	0	0	0
+45 mins.	8	**99**	0	**107**	**123**	0	11	**134**	0	63	10	73	0	0	0	0
Total Volume	26	336	0	362	282	0	53	335	0	268	81	349	0	0	0	0
% App. Total	7.2	92.8	0		84.2	0	15.8		0	76.8	23.2		0	0	0	
PHF	.813	.848	.000	.846	.573	.000	.883	.625	.000	.882	.653	.815	.000	.000	.000	.000

Counts Unlimited Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
951-247-6716

CITY OF RIVERSIDE
N/S: VALLEY SPRINGS PARKWAY
E/W: GATEWAY DRIVE
WEATHER: CLOUDY

File Name : RIVSGAPM
Site Code : 032219
Start Date : 3/24/2005
Page No : 1

Groups Printed- TOTAL VOLUME

	VALLEY SPRINGS PKWY Southbound				GATEWAY DRIVE Westbound				VALLEY SPRINGS PKWY Northbound				ROAD CLOSED Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	85	0	94	34	0	14	48	0	76	31	107	0	0	0	0	249
04:15 PM	7	65	0	72	48	0	13	61	0	63	18	81	0	0	0	0	214
04:30 PM	6	78	0	84	68	0	14	82	0	66	22	88	0	0	0	0	254
04:45 PM	7	61	0	68	43	0	15	58	0	63	10	73	0	0	0	0	199
Total	29	289	0	318	193	0	56	249	0	268	81	349	0	0	0	0	916
05:00 PM	8	85	0	93	123	0	11	134	0	57	20	77	0	0	0	0	304
05:15 PM	6	72	0	78	41	0	10	51	0	71	11	82	0	0	0	0	211
05:30 PM	4	80	0	84	77	0	13	90	0	66	9	75	0	0	0	0	249
05:45 PM	8	99	0	107	36	0	9	45	0	81	10	91	0	0	0	0	243
Total	26	336	0	362	277	0	43	320	0	275	50	325	0	0	0	0	1007
Grand Total	55	625	0	680	470	0	99	569	0	543	131	674	0	0	0	0	1923
Apprch %	8.1	91.9	0		82.6	0	17.4		0	80.6	19.4		0	0	0		
Total %	2.9	32.5	0	35.4	24.4	0	5.1	29.6	0	28.2	6.8	35	0	0	0	0	

	VALLEY SPRINGS PKWY Southbound				GATEWAY DRIVE Westbound				VALLEY SPRINGS PKWY Northbound				ROAD CLOSED Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**8**	85	0	93	**123**	0	11	**134**	0	57	**20**	77	0	0	0	0	**304**
05:15 PM	6	72	0	78	41	0	10	51	0	71	11	82	0	0	0	0	211
05:30 PM	4	80	0	84	77	0	**13**	90	0	66	9	75	0	0	0	0	249
05:45 PM	8	**99**	0	**107**	36	0	9	45	0	**81**	10	**91**	0	0	0	0	243
Total Volume	26	336	0	362	277	0	43	320	0	275	50	325	0	0	0	0	1007
% App. Total	7.2	92.8	0		86.6	0	13.4		0	84.6	15.4		0	0	0		
PHF	.813	.848	.000	.846	.563	.000	.827	.597	.000	.849	.625	.893	.000	.000	.000	.000	.828

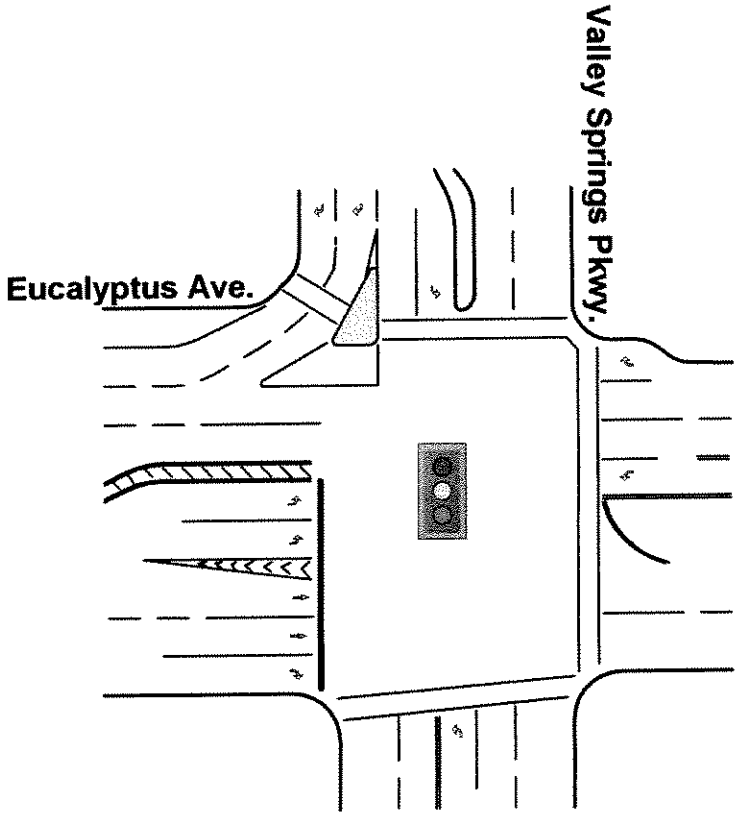
(6)

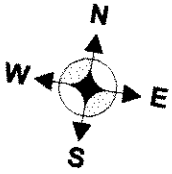
CITY OF RIVERSIDE

VALLEY SPRINGS PKWY / EUCALYPTUS AVENUE

Turning Movement Count
March 2005

Counts Unlimited, Inc. ▪ 25424 Jaclyn Avenue ▪ Moreno Valley, CA 92557 ▪ T 909 247 6716 ▪ F 909 924 8604





NOT TO SCALE

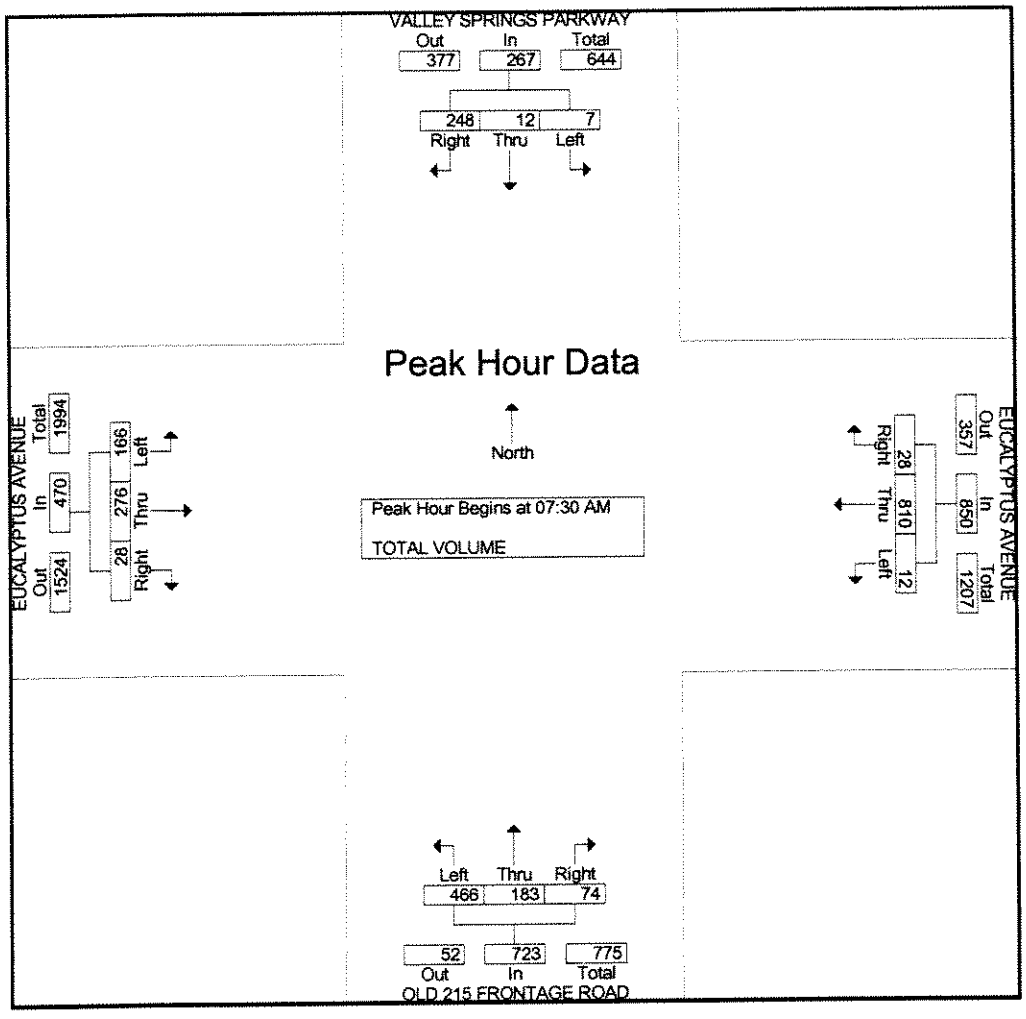
City of Riverside
Valley Springs Parkway and Eucalyptus Avenue

03/23/2005 - 0716_ValleySprgs_Eucalyptus

Counts Unlimited Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
951-247-6716

CITY OF RIVERSIDE
N/S: VALLEY SPRINGS PARKWAY
E/W: EUCALYPTUS AVENUE
WEATHER: PARTLY SUNNY

File Name : RIVSEUAM
Site Code : 032302
Start Date : 3/24/2005
Page No : 2



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

	07:45 AM				07:00 AM				07:30 AM				07:30 AM			
+0 mins.	2	4	72	78	2	214	3	219	133	43	18	194	32	**77**	6	115
+15 mins.	**3**	4	**92**	**99**	3	180	0	183	**161**	48	16	**225**	42	73	**8**	123
+30 mins.	2	2	45	49	1	**229**	3	**233**	111	**57**	**27**	195	**54**	67	7	**128**
+45 mins.	0	**5**	50	55	**5**	218	**9**	232	61	35	13	109	38	59	7	104
Total Volume	7	15	259	281	11	841	15	867	466	183	74	723	166	276	28	470
% App. Total	2.5	5.3	92.2		1.3	97	1.7		64.5	25.3	10.2		35.3	58.7	6	
PHF	.583	.750	.704	.710	.550	.918	.417	.930	.724	.803	.685	.803	.769	.896	.875	.918

Counts Unlimited Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
951-247-6716

CITY OF RIVERSIDE
N/S: VALLEY SPRINGS PARKWAY
E/W: EUCALYPTUS AVENUE
WEATHER: PARTLY SUNNY

File Name : RIVSEUAM
Site Code : 032302
Start Date : 3/24/2005
Page No : 1

Groups Printed- TOTAL VOLUME

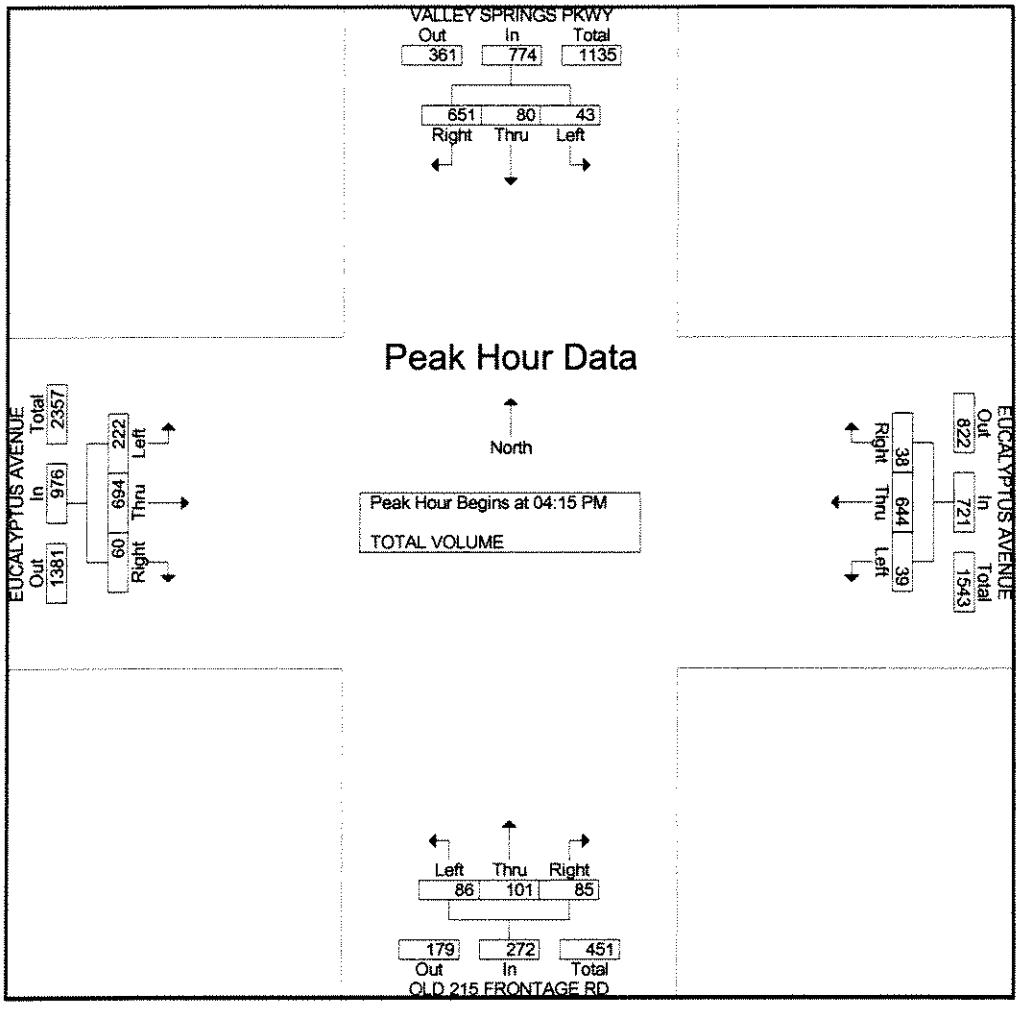
	VALLEY SPRINGS PARKWAY Southbound				EUCALYPTUS AVENUE Westbound				OLD 215 FRONTAGE ROAD Northbound				EUCALYPTUS AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	3	3	23	29	2	214	3	219	55	31	8	94	38	56	5	99	441
07:15 AM	0	5	30	35	3	180	0	183	59	24	13	96	26	66	1	93	407
07:30 AM	0	2	39	41	1	229	3	233	133	43	18	194	32	77	6	115	583
07:45 AM	2	4	72	78	5	218	9	232	161	48	16	225	42	73	8	123	658
Total	5	14	164	183	11	841	15	867	408	146	55	609	138	272	20	430	2089
08:00 AM	3	4	92	99	3	199	9	211	111	57	27	195	54	67	7	128	633
08:15 AM	2	2	45	49	3	164	7	174	61	35	13	109	38	59	7	104	436
08:30 AM	0	5	50	55	2	147	3	152	49	20	7	76	42	67	2	111	394
08:45 AM	2	9	54	65	4	114	6	124	18	19	12	49	47	75	1	123	361
Total	7	20	241	268	12	624	25	661	239	131	59	429	181	268	17	466	1824
Grand Total	12	34	405	451	23	1465	40	1528	647	277	114	1038	319	540	37	896	3913
Apprch %	2.7	7.5	89.8		1.5	95.9	2.6		62.3	26.7	11		35.6	60.3	4.1		
Total %	0.3	0.9	10.4	11.5	0.6	37.4	1	39	16.5	7.1	2.9	26.5	8.2	13.8	0.9	22.9	

	VALLEY SPRINGS PARKWAY Southbound				EUCALYPTUS AVENUE Westbound				OLD 215 FRONTAGE ROAD Northbound				EUCALYPTUS AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	39	41	1	**229**	3	**233**	133	43	18	194	32	**77**	6	115	583
07:45 AM	2	**4**	72	78	**5**	218	**9**	232	**161**	48	16	**225**	42	73	**8**	123	**658**
08:00 AM	**3**	4	**92**	**99**	3	199	9	211	111	**57**	**27**	195	**54**	67	7	**128**	633
08:15 AM	2	2	45	49	3	164	7	174	61	35	13	109	38	59	7	104	436
Total Volume	7	12	248	267	12	810	28	850	466	183	74	723	166	276	28	470	2310
% App. Total	2.6	4.5	92.9		1.4	95.3	3.3		64.5	25.3	10.2		35.3	58.7	6		
PHF	.583	.750	.674	.674	.600	.884	.778	.912	.724	.803	.685	.803	.769	.896	.875	.918	.878

Counts Unlimited Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
951-247-6716

CITY OF RIVERSIDE
N/S: VALLEY SPRINGS PARKWAY
E/W: EUCALYPTUS AVENUE
WEATHER: PARTLY SUNNY

File Name : RIVSEUPM
Site Code : 032302
Start Date : 3/23/2005
Page No : 2



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

	04:15 PM				05:00 PM				04:00 PM				04:00 PM			
+0 mins.	**14**	18	120	152	**10**	**184**	**13**	**207**	**44**	28	**32**	**104**	**62**	172	10	244
+15 mins.	11	21	166	198	6	175	7	188	24	23	20	67	56	**191**	**15**	**262**
+30 mins.	14	18	143	175	3	158	12	173	19	23	19	61	52	187	14	253
+45 mins.	4	**23**	**222**	**249**	7	158	8	173	22	**30**	22	74	60	156	15	231
Total Volume	43	80	651	774	26	675	40	741	109	104	93	306	230	706	54	990
% App. Total	5.6	10.3	84.1		3.5	91.1	5.4		35.6	34	30.4		23.2	71.3	5.5	
PHF	.768	.870	.733	.777	.650	.917	.769	.895	.619	.867	.727	.736	.927	.924	.900	.945

Counts Unlimited Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
951-247-6716

CITY OF RIVERSIDE
N/S: VALLEY SPRINGS PARKWAY
E/W: EUCALYPTUS AVENUE
WEATHER: PARTLY SUNNY

File Name : RIVSEUPM
Site Code : 032302
Start Date : 3/23/2005
Page No : 1

Groups Printed- TOTAL VOLUME

	VALLEY SPRINGS PKWY Southbound				EUCALYPTUS AVENUE Westbound				OLD 215 FRONTAGE RD Northbound				EUCALYPTUS AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	14	17	124	155	6	166	15	187	44	28	32	104	62	172	10	244	690
04:15 PM	14	18	120	152	10	154	11	175	24	23	20	67	56	191	15	262	656
04:30 PM	11	21	166	198	11	163	6	180	19	23	19	61	52	187	14	253	692
04:45 PM	14	18	143	175	8	143	8	159	22	30	22	74	60	156	15	231	639
Total	53	74	553	680	35	626	40	701	109	104	93	306	230	706	54	990	2677
05:00 PM	4	23	222	249	10	184	13	207	21	25	24	70	54	160	16	230	756
05:15 PM	15	12	124	151	6	175	7	188	20	19	18	57	57	171	17	245	641
05:30 PM	4	15	140	159	3	158	12	173	14	22	10	46	53	177	12	242	620
05:45 PM	14	15	129	158	7	158	8	173	20	16	10	46	53	186	10	249	626
Total	37	65	615	717	26	675	40	741	75	82	62	219	217	694	55	966	2643
Grand Total	90	139	1168	1397	61	1301	80	1442	184	186	155	525	447	1400	109	1956	5320
Apprch %	6.4	9.9	83.6		4.2	90.2	5.5		35	35.4	29.5		22.9	71.6	5.6		
Total %	1.7	2.6	22	26.3	1.1	24.5	1.5	27.1	3.5	3.5	2.9	9.9	8.4	26.3	2	36.8	

	VALLEY SPRINGS PKWY Southbound				EUCALYPTUS AVENUE Westbound				OLD 215 FRONTAGE RD Northbound				EUCALYPTUS AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**14**	18	120	152	10	154	11	175	**24**	23	20	67	56	**191**	15	**262**	656
04:30 PM	11	21	166	198	**11**	163	6	180	19	23	19	61	52	187	14	253	692
04:45 PM	14	18	143	175	8	143	8	159	22	**30**	22	**74**	**60**	156	15	231	639
05:00 PM	4	**23**	**222**	**249**	10	**184**	**13**	**207**	21	25	**24**	70	54	160	**16**	230	**756**
Total Volume	43	80	651	774	39	644	38	721	86	101	85	272	222	694	60	976	2743
% App. Total	5.6	10.3	84.1		5.4	89.3	5.3		31.6	37.1	31.2		22.7	71.1	6.1		
PHF	.768	.870	.733	.777	.886	.875	.731	.871	.896	.842	.885	.919	.925	.908	.938	.931	.907

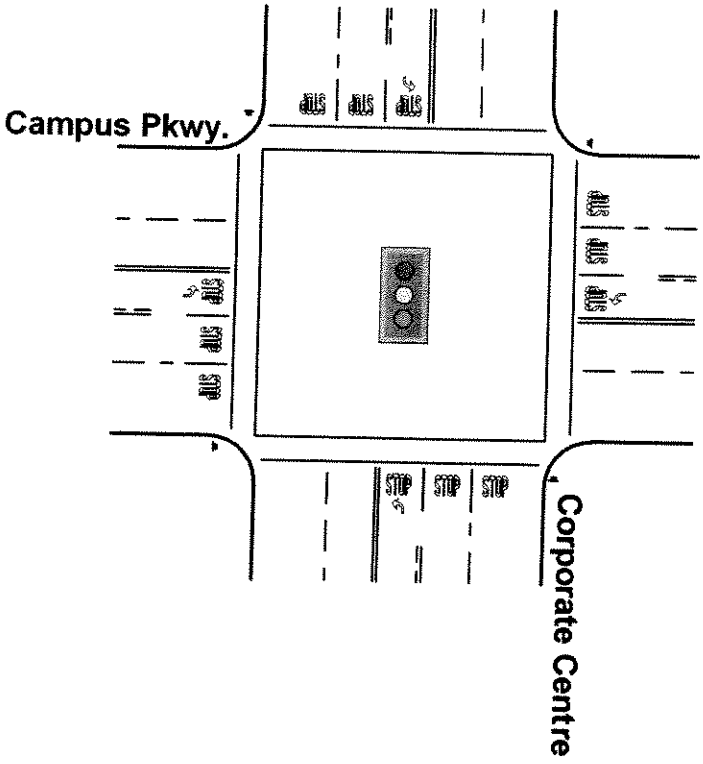
7

CITY OF RIVERSIDE
CAMPUS PARKWAY / CORPORATE CENTER DRIVE

Turning Movement Count
March 2005

Counts Unlimited, Inc. ▪ 25424 Jaclyn Avenue ▪ Moreno Valley, CA 92557 ▪ T 909 247 6716 ▪ F 909 924 8604

NOT TO SCALE



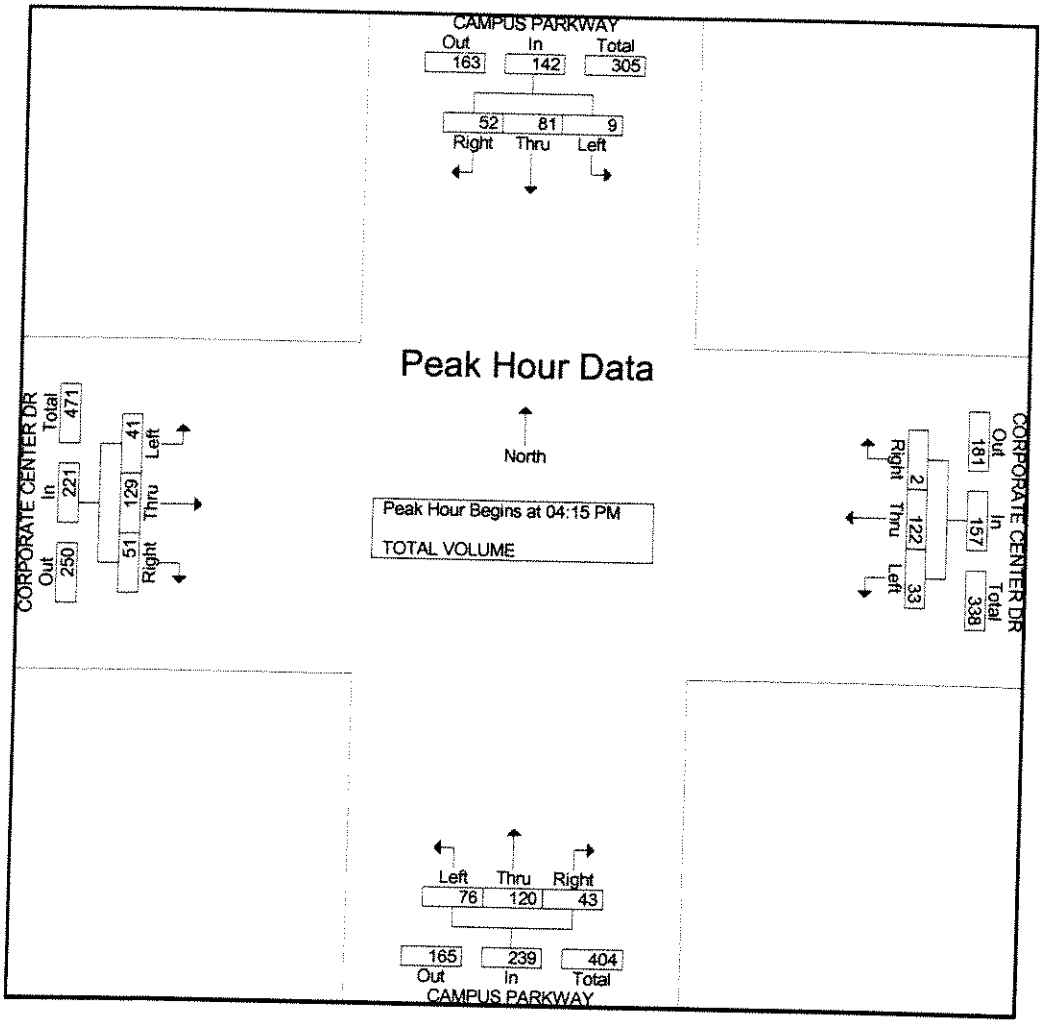
City of Riverside
Corporate Center Drive and Campus Parkway

03/22/2005 - 0716_Corporate_Campus

Counts Unlimited Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
951-247-6716

CITY OF RIVERSIDE
N/S: CAMPUS PARKWAY
E/W: CORPORATE CENTER DRIVE
WEATHER: PARTLY SUNNY

File Name : RICACCPM
Site Code : 032219
Start Date : 3/22/2005
Page No : 2



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

	04:00 PM				04:00 PM				04:15 PM				04:45 PM			
+0 mins.	1	18	**20**	39	9	33	**1**	43	9	**33**	12	54	**18**	36	**15**	**69**
+15 mins.	1	**25**	16	**42**	10	27	1	38	17	28	7	52	12	32	9	53
+30 mins.	**3**	20	13	36	9	**35**	1	**45**	21	28	10	59	16	**43**	10	69
+45 mins.	3	18	13	34	**11**	33	0	44	**29**	31	**14**	**74**	13	31	10	54
Total Volume	8	81	62	151	39	128	3	170	76	120	43	239	59	142	44	245
% App. Total	5.3	53.6	41.1		22.9	75.3	1.8		31.8	50.2	18		24.1	58	18	
PHF	.667	.810	.775	.899	.886	.914	.750	.944	.655	.909	.768	.807	.819	.826	.733	.888

Counts Unlimited Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
951-247-6716

CITY OF RIVERSIDE
N/S: CAMPUS PARKWAY
E/W: CORPORATE CENTER DRIVE
WEATHER: PARTLY SUNNY

File Name : RICACCPM
Site Code : 032219
Start Date : 3/22/2005
Page No : 1

Groups Printed- TOTAL VOLUME

	CAMPUS PARKWAY Southbound				CORPORATE CENTER DR Westbound				CAMPUS PARKWAY Northbound				CORPORATE CENTER DR Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	18	20	39	9	33	1	43	20	23	7	50	17	22	15	54	186
04:15 PM	1	25	16	42	10	27	1	38	9	33	12	54	8	28	10	46	180
04:30 PM	3	20	13	36	9	35	1	45	17	28	7	52	3	33	17	53	186
04:45 PM	3	18	13	34	11	33	0	44	21	28	10	59	18	36	15	69	206
Total	8	81	62	151	39	128	3	170	67	112	36	215	46	119	57	222	758
05:00 PM	2	18	10	30	3	27	0	30	29	31	14	74	12	32	9	53	187
05:15 PM	1	14	8	23	8	36	0	44	16	22	4	42	16	43	10	69	178
05:30 PM	1	31	10	42	9	20	2	31	10	25	8	43	13	31	10	54	170
05:45 PM	0	35	8	43	7	21	1	29	23	28	11	62	13	32	11	56	190
Total	4	98	36	138	27	104	3	134	78	106	37	221	54	138	40	232	725
Grand Total	12	179	98	289	66	232	6	304	145	218	73	436	100	257	97	454	1483
Apprch %	4.2	61.9	33.9		21.7	76.3	2		33.3	50	16.7		22	56.6	21.4		
Total %	0.8	12.1	6.6	19.5	4.5	15.6	0.4	20.5	9.8	14.7	4.9	29.4	6.7	17.3	6.5	30.6	

	CAMPUS PARKWAY Southbound				CORPORATE CENTER DR Westbound				CAMPUS PARKWAY Northbound				CORPORATE CENTER DR Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	**25**	**16**	**42**	10	27	**1**	38	9	**33**	12	54	8	28	10	46	180
04:30 PM	**3**	20	13	36	9	**35**	1	**45**	17	28	7	52	3	33	**17**	53	186
04:45 PM	3	18	13	34	**11**	33	0	44	21	28	10	59	**18**	**36**	15	**69**	**206**
05:00 PM	2	18	10	30	3	27	0	30	**29**	31	**14**	**74**	12	32	9	53	187
Total Volume	9	81	52	142	33	122	2	157	76	120	43	239	41	129	51	221	759
% App. Total	6.3	57	36.6		21	77.7	1.3		31.8	50.2	18		18.6	58.4	23.1		
PHF	.750	.810	.813	.845	.750	.871	.500	.872	.655	.909	.768	.807	.569	.896	.750	.801	.921

CITY OF RIVERSIDE

OLD 215 FRONTAGE ROAD / ALESSANDRO BOULEVARD

Turning Movement Count
Report - March 2005

Counts Unlimited, Inc. ▪ 25424 Jaclyn Avenue ▪ Moreno Valley, CA 92557 ▪ T 909 247 6716 ▪ F 909 924 8604

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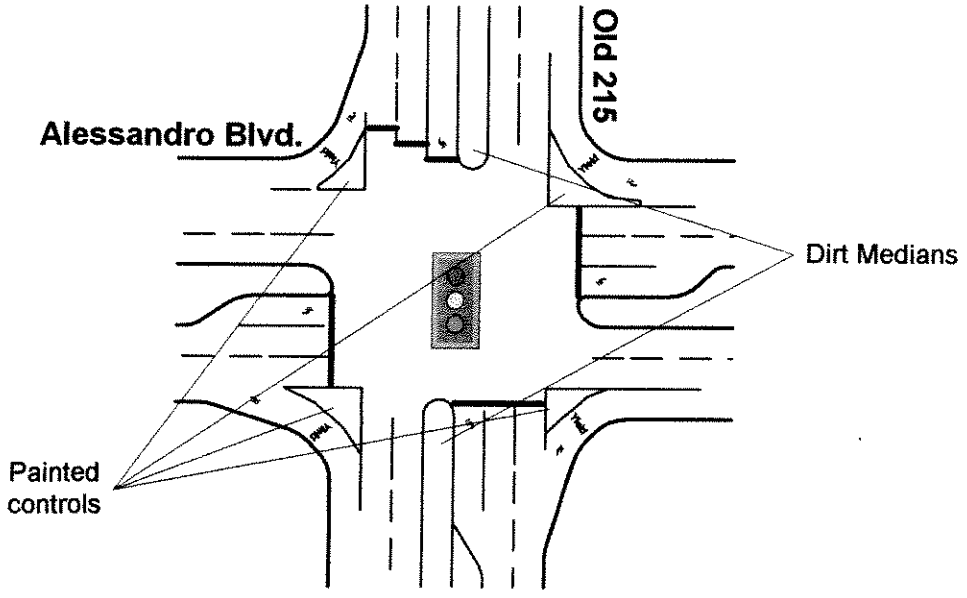
NOT TO SCALE



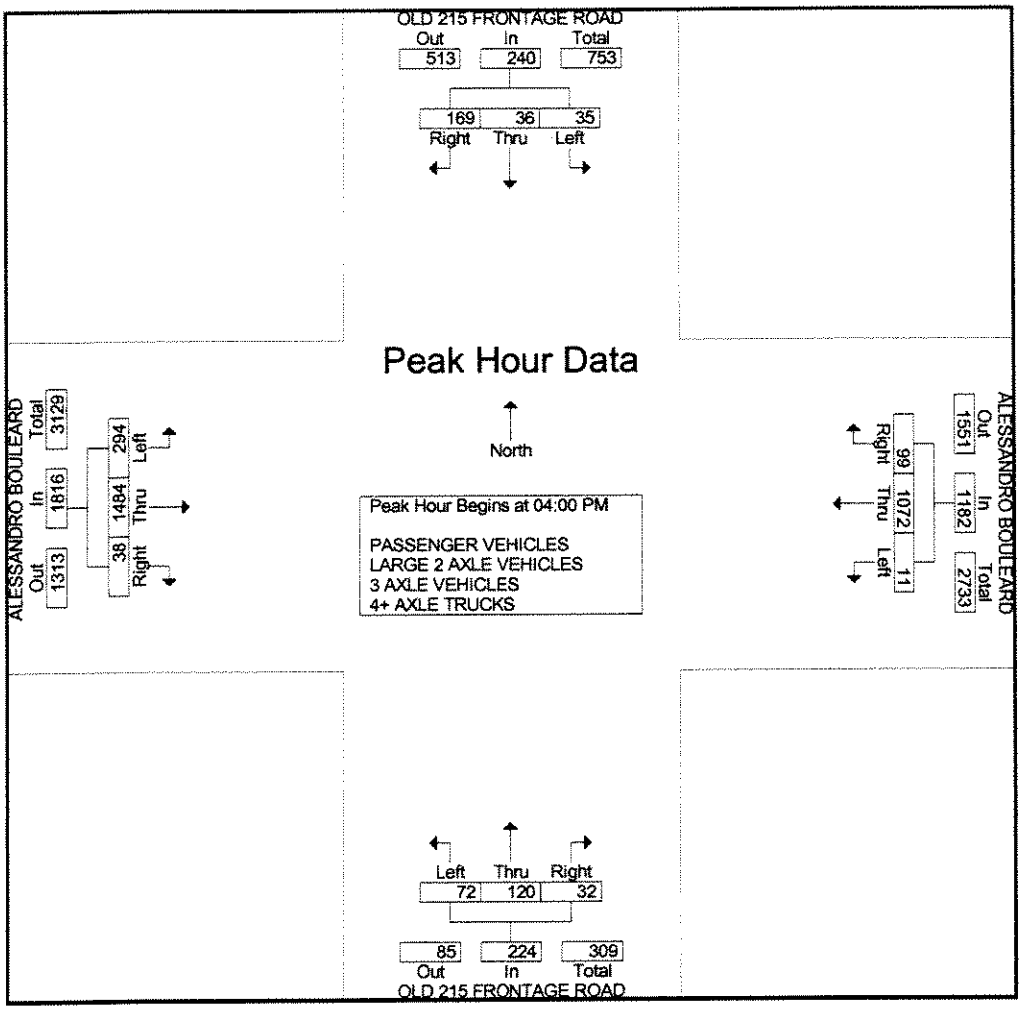
City of Moreno Valley
Old 215 Frontage Road and Alessandro Boulevard

03/22/2005 - 0716_Old215_Alessandro

Counts Unlimited Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
951-247-6716

CITY OF MORENO VALLEY
N/S: OLD 215 FRONTAGE ROAD
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : MVO215ALPM
Site Code : 410502
Start Date : 3/10/2005
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**9**	5	41	55	1	**289**	**31**	**321**	9	**32**	6	47	63	363	6	432
+15 mins.	8	9	42	59	**4**	260	26	290	14	26	**11**	51	**85**	373	10	468
+30 mins.	9	**17**	**57**	**83**	3	247	16	266	23	32	7	62	66	365	10	441
+45 mins.	9	5	29	43	3	276	26	305	**26**	30	8	**64**	80	**383**	**12**	**475**
Total Volume	35	36	169	240	11	1072	99	1182	72	120	32	224	294	1484	38	1816
% App. Total	14.6	15	70.4		0.9	90.7	8.4		32.1	53.6	14.3		16.2	81.7	2.1	
PHF	.972	.529	.741	.723	.688	.927	.798	.921	.692	.938	.727	.875	.865	.969	.792	.956

Counts Unlimited Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
951-247-6716

CITY OF MORENO VALLEY
N/S: OLD 215 FRONTAGE ROAD
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : MVO215ALPM
Site Code : 410502
Start Date : 3/10/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLES - 3 AXLE VEHICLES - 4+ AXLE TRUCKS

	OLD 215 FRONTAGE ROAD Southbound				ALESSANDRO BOULEARD Westbound				OLD 215 FRONTAGE ROAD Northbound				ALESSANDRO BOULEARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	5	41	55	1	289	31	321	9	32	6	47	63	363	6	432	855
04:15 PM	8	9	42	59	4	260	26	290	14	26	11	51	85	373	10	468	868
04:30 PM	9	17	57	83	3	247	16	266	23	32	7	62	66	365	10	441	852
04:45 PM	9	5	29	43	3	276	26	305	26	30	8	64	80	383	12	475	887
Total	35	36	169	240	11	1072	99	1182	72	120	32	224	294	1484	38	1816	3462
05:00 PM	14	18	62	94	5	241	21	267	19	23	6	48	62	344	6	412	821
05:15 PM	7	4	58	69	1	329	22	352	15	19	1	35	44	371	22	437	893
05:30 PM	11	8	52	71	3	261	30	294	7	14	2	23	35	362	14	411	799
05:45 PM	6	14	40	60	2	238	17	257	15	17	4	36	36	349	8	393	746
Total	38	44	212	294	11	1069	90	1170	56	73	13	142	177	1426	50	1653	3259
Grand Total	73	80	381	534	22	2141	189	2352	128	193	45	366	471	2910	88	3469	6721
Apprch %	13.7	15	71.3		0.9	91	8		35	52.7	12.3		13.6	83.9	2.5		
Total %	1.1	1.2	5.7	7.9	0.3	31.9	2.8	35	1.9	2.9	0.7	5.4	7	43.3	1.3	51.6	
PASSENGER VEHICLES	72	79	377	528	21	2111	183	2315	126	185	41	352	458	2873	87	3418	6613
% PASSENGER VEHICLES	98.6	98.8	99	98.9	95.5	98.6	96.8	98.4	98.4	95.9	91.1	96.2	97.2	98.7	98.9	98.5	49.2
LARGE 2 AXLE VEHICLES	1	1	3	5	1	23	3	27	1	4	4	9	8	33	1	42	83
% LARGE 2 AXLE VEHICLES	1.4	1.2	0.8	0.9	4.5	1.1	1.6	1.1	0.8	2.1	8.9	2.5	1.7	1.1	1.1	1.2	0.6
3 AXLE VEHICLES	0	0	0	0	0	1	3	4	0	4	0	4	4	2	0	6	14
% 3 AXLE VEHICLES	0	0	0	0	0	0	1.6	0.2	0	2.1	0	1.1	0.8	0.1	0	0.2	0.1
4+ AXLE TRUCKS	0	0	1	1	0	6	0	6	1	0	0	1	1	2	0	3	11
% 4+ AXLE TRUCKS	0	0	0.3	0.2	0	0.3	0	0.3	0.8	0	0	0.3	0.2	0.1	0	0.1	0.1

	OLD 215 FRONTAGE ROAD Southbound				ALESSANDRO BOULEARD Westbound				OLD 215 FRONTAGE ROAD Northbound				ALESSANDRO BOULEARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**9**	5	41	55	1	**289**	**31**	**321**	9	**32**	6	47	63	363	6	432	855
04:15 PM	8	9	42	59	**4**	260	26	290	14	26	**11**	51	**85**	373	10	468	868
04:30 PM	9	**17**	**57**	**83**	3	247	16	266	23	32	7	62	66	365	10	441	852
04:45 PM	9	5	29	43	3	276	26	305	**26**	30	8	**64**	80	**383**	**12**	**475**	**887**
Total Volume	35	36	169	240	11	1072	99	1182	72	120	32	224	294	1484	38	1816	3462
% App. Total	14.6	15	70.4		0.9	90.7	8.4		32.1	53.6	14.3		16.2	81.7	2.1		
PHF	.972	.529	.741	.723	.688	.927	.798	.921	.692	.938	.727	.875	.865	.969	.792	.956	.976

CITY OF RIVERSIDE
DAY STREET / SR – 60 WESTBOUND RAMPS

Turning Movement Count
March 2005

Counts Unlimited, Inc. ▪ 25424 Jaclyn Avenue ▪ Moreno Valley, CA 92557 ▪ T 909 247 6716 ▪ F 909 924 8604

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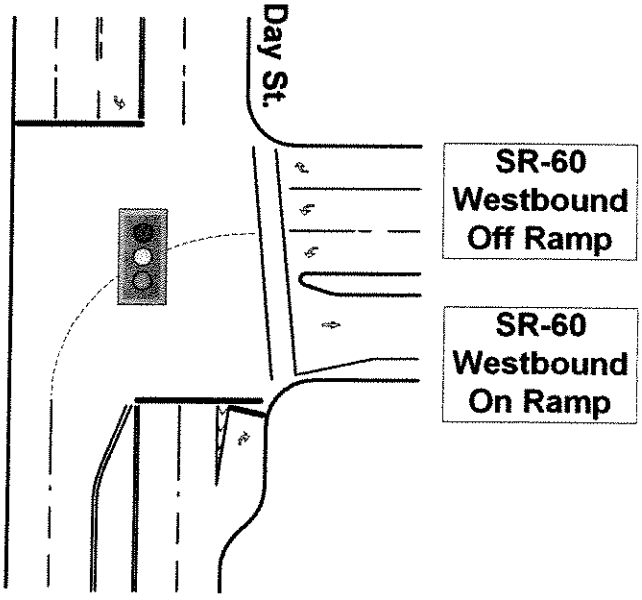
NOT TO SCALE



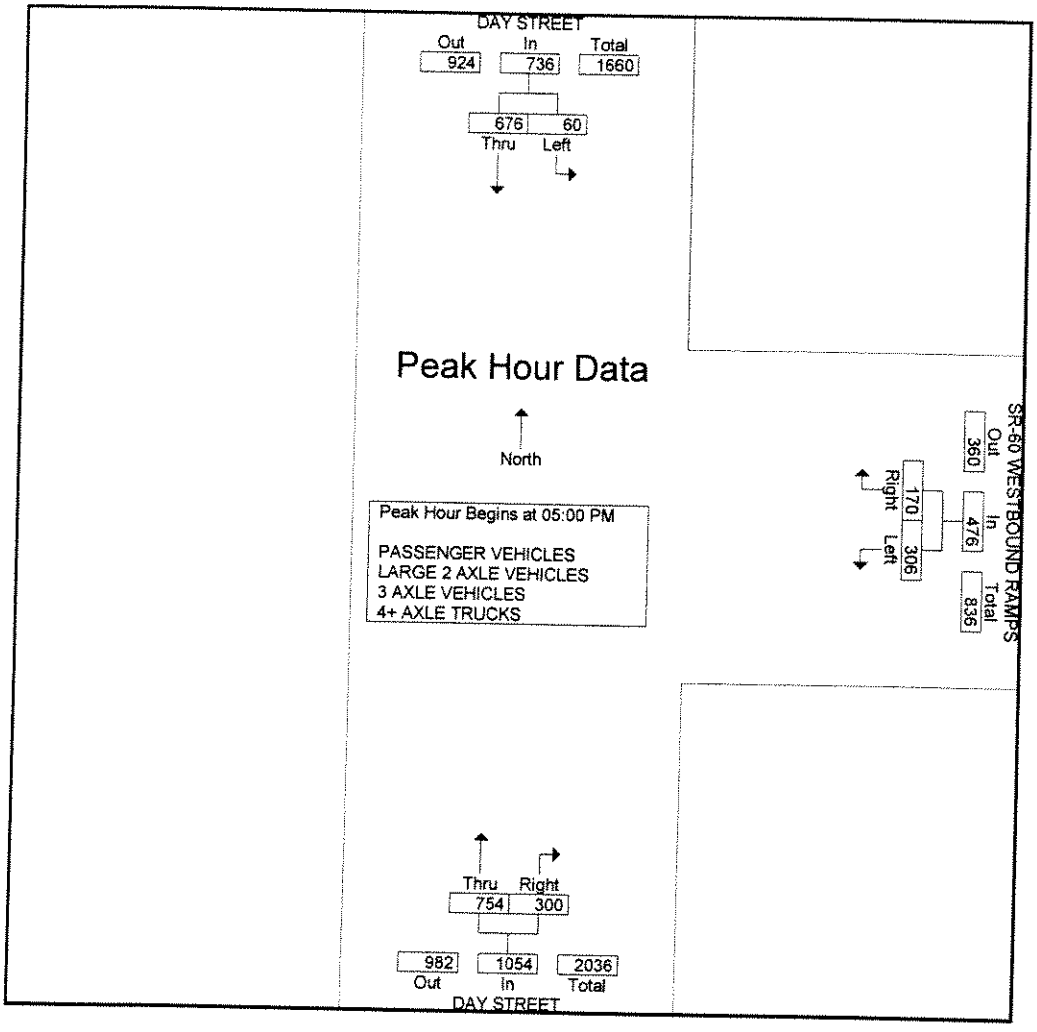
City of Riverside
Day Street and SR-60 Westbound Ramps

03/22/2005 - 0717_Day_60W

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: SR-60 WESTBOUND RAMPS
WEATHER: SUNNY

File Name : RIDA60WPM
Site Code : 032208
Start Date : 3/30/2005
Page No : 2



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

	05:00 PM			04:00 PM			05:00 PM		
+0 mins.	15	**184**	**199**	87	**50**	137	**198**	**83**	**281**
+15 mins.	**17**	170	187	86	42	128	195	65	260
+30 mins.	11	143	154	**93**	45	**138**	175	79	254
+45 mins.	17	179	196	70	48	118	186	73	259
Total Volume	60	676	736	336	185	521	754	300	1054
% App. Total	8.2	91.8		64.5	35.5		71.5	28.5	
PHF	.882	.918	.925	.903	.925	.944	.952	.904	.938

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: SR-60 WESTBOUND RAMPS
WEATHER: SUNNY

File Name : RIDA60WPM
Site Code : 032208
Start Date : 3/30/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLES - 3 AXLE VEHICLES - 4+ AXLE TRUCKS

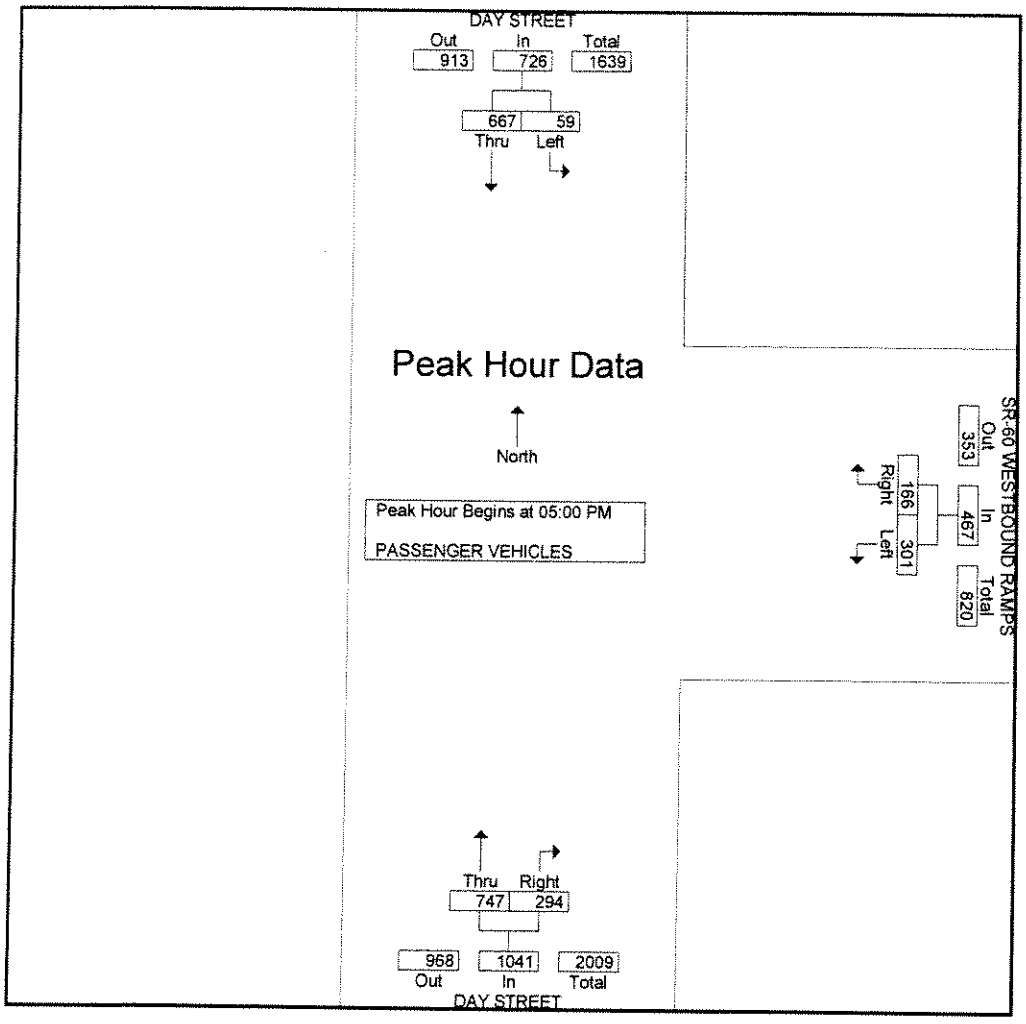
	DAY STREET Southbound			SR-60 WESTBOUND RAMPS Westbound			DAY STREET Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	13	155	168	87	50	137	170	67	237	542
04:15 PM	7	144	151	86	42	128	196	54	250	529
04:30 PM	12	139	151	93	45	138	179	67	246	535
04:45 PM	11	164	175	70	48	118	156	58	214	507
Total	43	602	645	336	185	521	701	246	947	2113
05:00 PM	15	184	199	68	51	119	198	83	281	599
05:15 PM	17	170	187	81	35	116	195	65	260	563
05:30 PM	11	143	154	84	32	116	175	79	254	524
05:45 PM	17	179	196	73	52	125	186	73	259	580
Total	60	676	736	306	170	476	754	300	1054	2266
Grand Total	103	1278	1381	642	355	997	1455	546	2001	4379
Apprch %	7.5	92.5		64.4	35.6		72.7	27.3		
Total %	2.4	29.2	31.5	14.7	8.1	22.8	33.2	12.5	45.7	
PASSENGER VEHICLES	101	1259	1360	624	346	970	1439	524	1963	4293
% PASSENGER VEHICLES	98.1	98.5	98.5	97.2	97.5	97.3	98.9	96	98.1	49
LARGE 2 AXLE VEHICLES	2	18	20	11	7	18	15	12	27	65
% LARGE 2 AXLE VEHICLES	1.9	1.4	1.4	1.7	2	1.8	1	2.2	1.3	0.7
3 AXLE VEHICLES	0	0	0	1	0	1	0	4	4	5
% 3 AXLE VEHICLES	0	0	0	0.2	0	0.1	0	0.7	0.2	0.1
4+ AXLE TRUCKS	0	1	1	6	2	8	1	6	7	16
% 4+ AXLE TRUCKS	0	0.1	0.1	0.9	0.6	0.8	0.1	1.1	0.3	0.2

	DAY STREET Southbound			SR-60 WESTBOUND RAMPS Westbound			DAY STREET Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	15	**184**	**199**	68	51	119	**198**	**83**	**281**	**599**
05:15 PM	**17**	170	187	81	35	116	195	65	260	563
05:30 PM	11	143	154	**84**	32	116	175	79	254	524
05:45 PM	17	179	196	73	**52**	**125**	186	73	259	580
Total Volume	60	676	736	306	170	476	754	300	1054	2266
% App. Total	8.2	91.8		64.3	35.7		71.5	28.5		
PHF	.882	.918	.925	.911	.817	.952	.952	.904	.938	.946

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: SR-60 WESTBOUND RAMPS
WEATHER: SUNNY

File Name : RIDA60WPM
Site Code : 032208
Start Date : 3/30/2005
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		
+0 mins.	15	**181**	**196**	68	48	116	**197**	**83**	**280**
+15 mins.	**17**	166	183	79	34	113	194	63	257
+30 mins.	10	142	152	**81**	32	113	174	78	252
+45 mins.	17	178	195	73	**52**	**125**	182	70	252
Total Volume	59	667	726	301	166	467	747	294	1041
% App. Total	8.1	91.9		64.5	35.5		71.8	28.2	
PHF	.868	.921	.926	.929	.798	.934	.948	.886	.929

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: SR-60 WESTBOUND RAMPS
WEATHER: SUNNY

File Name : RIDA60WPM
Site Code : 032208
Start Date : 3/30/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES

	DAY STREET Southbound			SR-60 WESTBOUND RAMPS Westbound			DAY STREET Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	13	151	164	84	48	132	168	64	232	528
04:15 PM	7	142	149	84	40	124	194	48	242	515
04:30 PM	11	137	148	88	44	132	175	64	239	519
04:45 PM	11	162	173	67	48	115	155	54	209	497
Total	42	592	634	323	180	503	692	230	922	2059
05:00 PM	15	181	196	68	48	116	197	83	280	592
05:15 PM	17	166	183	79	34	113	194	63	257	553
05:30 PM	10	142	152	81	32	113	174	78	252	517
05:45 PM	17	178	195	73	52	125	182	70	252	572
Total	59	667	726	301	166	467	747	294	1041	2234
Grand Total	101	1259	1360	624	346	970	1439	524	1963	4293
Apprch %	7.4	92.6		64.3	35.7		73.3	26.7		
Total %	2.4	29.3	31.7	14.5	8.1	22.6	33.5	12.2	45.7	

	DAY STREET Southbound			SR-60 WESTBOUND RAMPS Westbound			DAY STREET Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. 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	15	**181**	**196**	68	48	116	**197**	**83**	**280**	**592**
05:15 PM	**17**	166	183	79	34	113	194	63	257	553
05:30 PM	10	142	152	**81**	32	113	174	78	252	517
05:45 PM	17	178	195	73	**52**	**125**	182	70	252	572
Total Volume	59	667	726	301	166	467	747	294	1041	2234
% App. Total	8.1	91.9		64.5	35.5		71.8	28.2		
PHF	.868	.921	.926	.929	.798	.934	.948	.886	.929	.943

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
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951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: SR-60 WESTBOUND RAMPS
WEATHER: SUNNY

File Name : RIDA60WPM
Site Code : 032208
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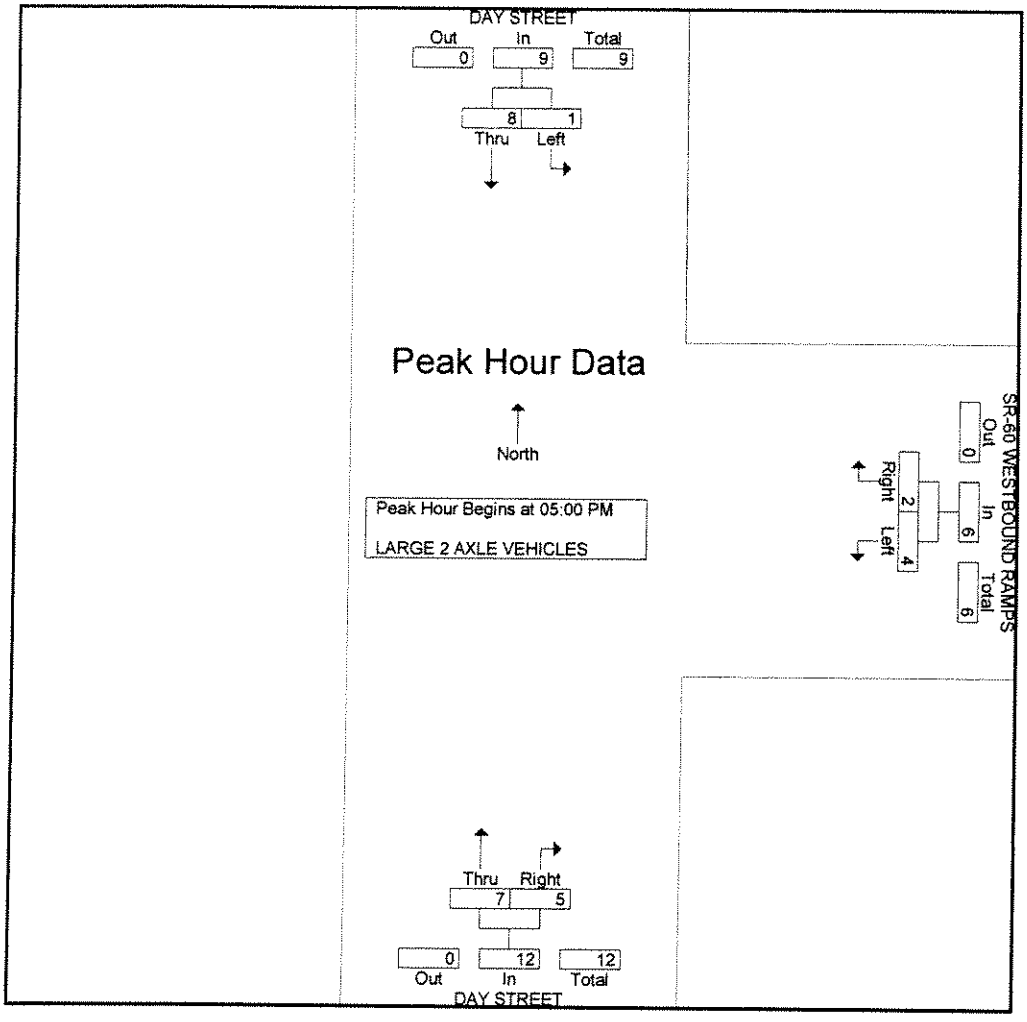

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	3	3	0	1	1	1	0	1
+15 mins.	0	4	4	1	1	2	1	1	2
+30 mins.	1	0	1	3	0	3	1	1	2
+45 mins.	0	1	1	0	0	0	4	3	7
Total Volume	1	8	9	4	2	6	7	5	12
% App. Total	11.1	88.9		66.7	33.3		58.3	41.7	
PHF	.250	.500	.563	.333	.500	.500	.438	.417	.429

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: SR-60 WESTBOUND RAMPS
WEATHER: SUNNY

File Name : RIDA60WPM
Site Code : 032208
Start Date : 3/30/2005
Page No : 1

Groups Printed- LARGE 2 AXLE VEHICLES

	DAY STREET Southbound			SR-60 WESTBOUND RAMPS Westbound			DAY STREET Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	4	1	2	3	2	2	4	11
04:15 PM	0	2	2	0	2	2	2	2	4	8
04:30 PM	1	2	3	5	1	6	3	1	4	13
04:45 PM	0	2	2	1	0	1	1	2	3	6
Total	1	10	11	7	5	12	8	7	15	38
05:00 PM	0	3	3	0	1	1	1	0	1	5
05:15 PM	0	4	4	1	1	2	1	1	2	8
05:30 PM	1	0	1	3	0	3	1	1	2	6
05:45 PM	0	1	1	0	0	0	4	3	7	8
Total	1	8	9	4	2	6	7	5	12	27
Grand Total	2	18	20	11	7	18	15	12	27	65
Apprch %	10	90		61.1	38.9		55.6	44.4		
Total %	3.1	27.7	30.8	16.9	10.8	27.7	23.1	18.5	41.5	

	DAY STREET Southbound			SR-60 WESTBOUND RAMPS Westbound			DAY STREET Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. 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	3	3	0	**1**	1	1	0	1	5
05:15 PM	0	**4**	**4**	1	1	2	1	1	2	**8**
05:30 PM	**1**	0	1	**3**	0	**3**	1	1	2	6
05:45 PM	0	1	1	0	0	0	**4**	**3**	**7**	8
Total Volume	1	8	9	4	2	6	7	5	12	27
% App. Total	11.1	88.9		66.7	33.3		58.3	41.7		
PHF	.250	.500	.563	.333	.500	.500	.438	.417	.429	.844

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: SR-60 WESTBOUND RAMPS
WEATHER: SUNNY

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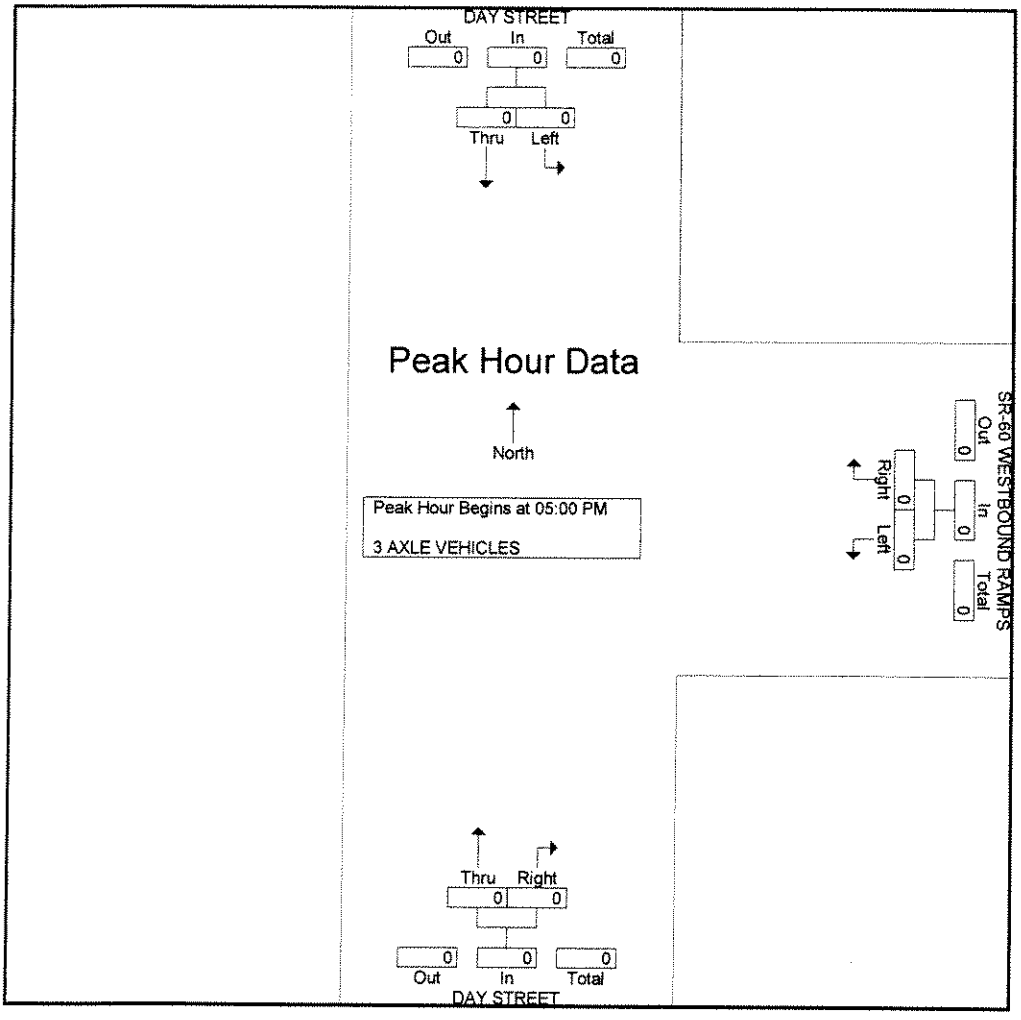


Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+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	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: SR-60 WESTBOUND RAMPS
WEATHER: SUNNY

File Name : RIDA60WPM
Site Code : 032208
Start Date : 3/30/2005
Page No : 1

Groups Printed- 3 AXLE VEHICLES

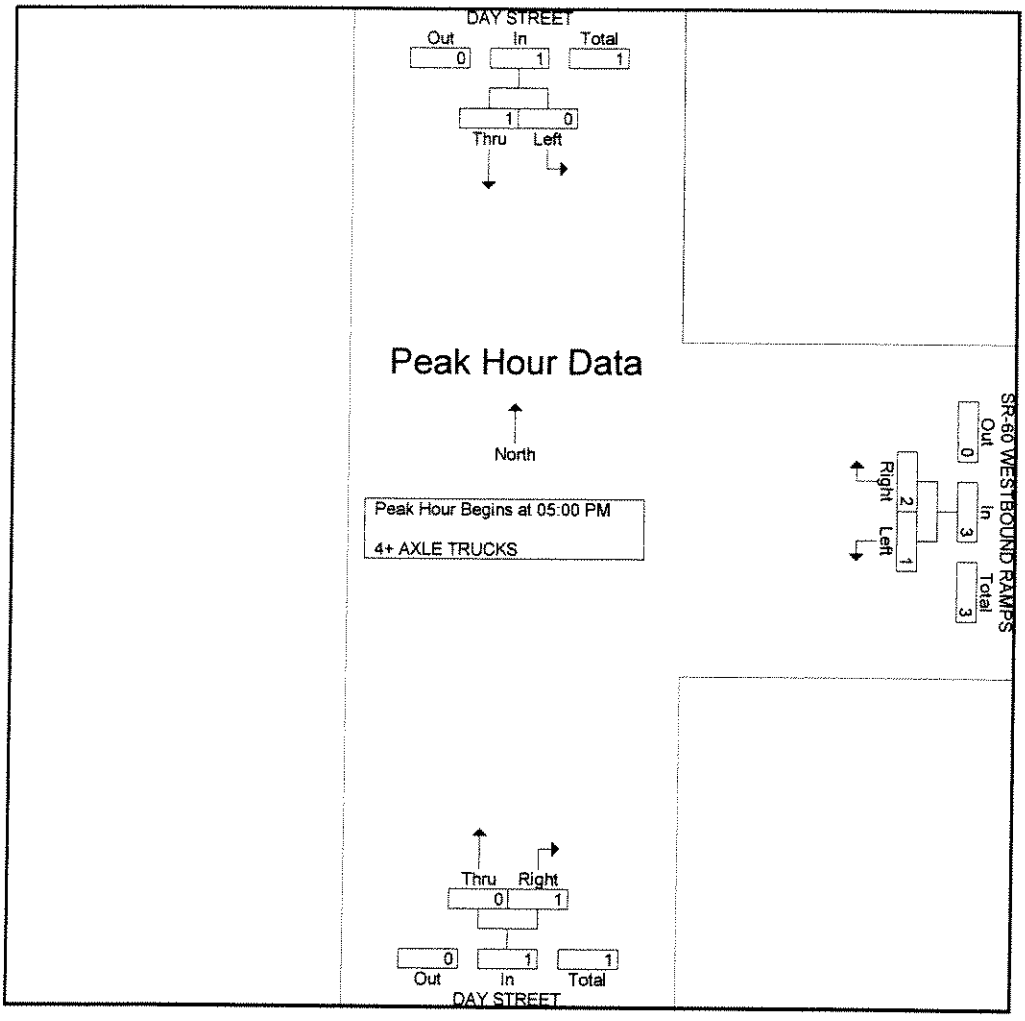
	DAY STREET Southbound			SR-60 WESTBOUND RAMPS Westbound			DAY STREET Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	1	0	1	0	4	4	5
05:00 PM	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0
Grand Total	0	0	0	1	0	1	0	4	4	5
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	20	0	20	0	80	80	

	DAY STREET Southbound			SR-60 WESTBOUND RAMPS Westbound			DAY STREET Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. 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	0
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 Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: SR-60 WESTBOUND RAMPS
WEATHER: SUNNY

File Name : RIDA60WPM
Site Code : 032208
Start Date : 3/30/2005
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		
+0 mins.	0	0	0	0	**2**	**2**	0	0	0
+15 mins.	0	0	0	**1**	0	1	0	**1**	**1**
+30 mins.	0	**1**	**1**	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	1	2	3	0	1	1
% App. Total	0	100		33.3	66.7		0	100	
PHF	.000	.250	.250	.250	.250	.375	.000	.250	.250

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: SR-60 WESTBOUND RAMPS
WEATHER: SUNNY

File Name : RIDA60WPM
Site Code : 032208
Start Date : 3/30/2005
Page No : 1

Groups Printed- 4+ AXLE TRUCKS

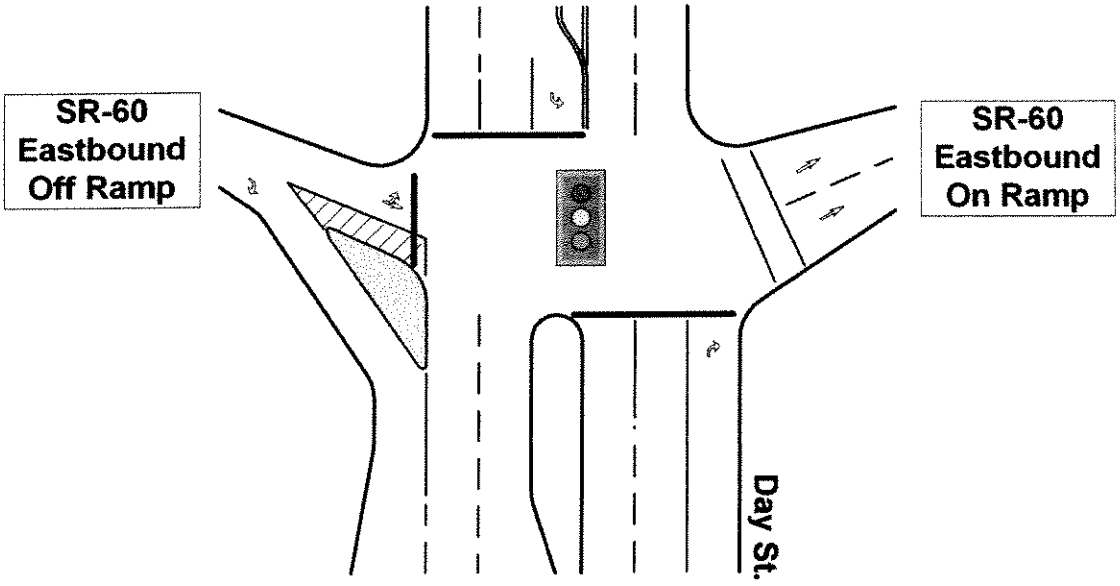
	DAY STREET Southbound			SR-60 WESTBOUND RAMPS Westbound			DAY STREET Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	0	1	1	2
04:15 PM	0	0	0	2	0	2	0	3	3	5
04:30 PM	0	0	0	0	0	0	1	1	2	2
04:45 PM	0	0	0	2	0	2	0	0	0	2
Total	0	0	0	5	0	5	1	5	6	11
05:00 PM	0	0	0	0	2	2	0	0	0	2
05:15 PM	0	0	0	1	0	1	0	1	1	2
05:30 PM	0	1	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	1	2	3	0	1	1	5
Grand Total	0	1	1	6	2	8	1	6	7	16
Apprch %	0	100		75	25		14.3	85.7		
Total %	0	6.2	6.2	37.5	12.5	50	6.2	37.5	43.8	

	DAY STREET Southbound			SR-60 WESTBOUND RAMPS Westbound			DAY STREET Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. 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	**2**	**2**	0	0	0	**2**
05:15 PM	0	0	0	**1**	0	1	0	**1**	**1**	2
05:30 PM	0	**1**	**1**	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	1	2	3	0	1	1	5
% App. Total	0	100		33.3	66.7		0	100		
PHF	.000	.250	.250	.250	.250	.375	.000	.250	.250	.625

CITY OF RIVERSIDE
DAY STREET / SR – 60 EASTBOUND RAMPS

Turning Movement Count
March 2005

Counts Unlimited, Inc. ▪ 25424 Jaclyn Avenue ▪ Moreno Valley, CA 92557 ▪ T 909 247 6716 ▪ F 909 924 8604



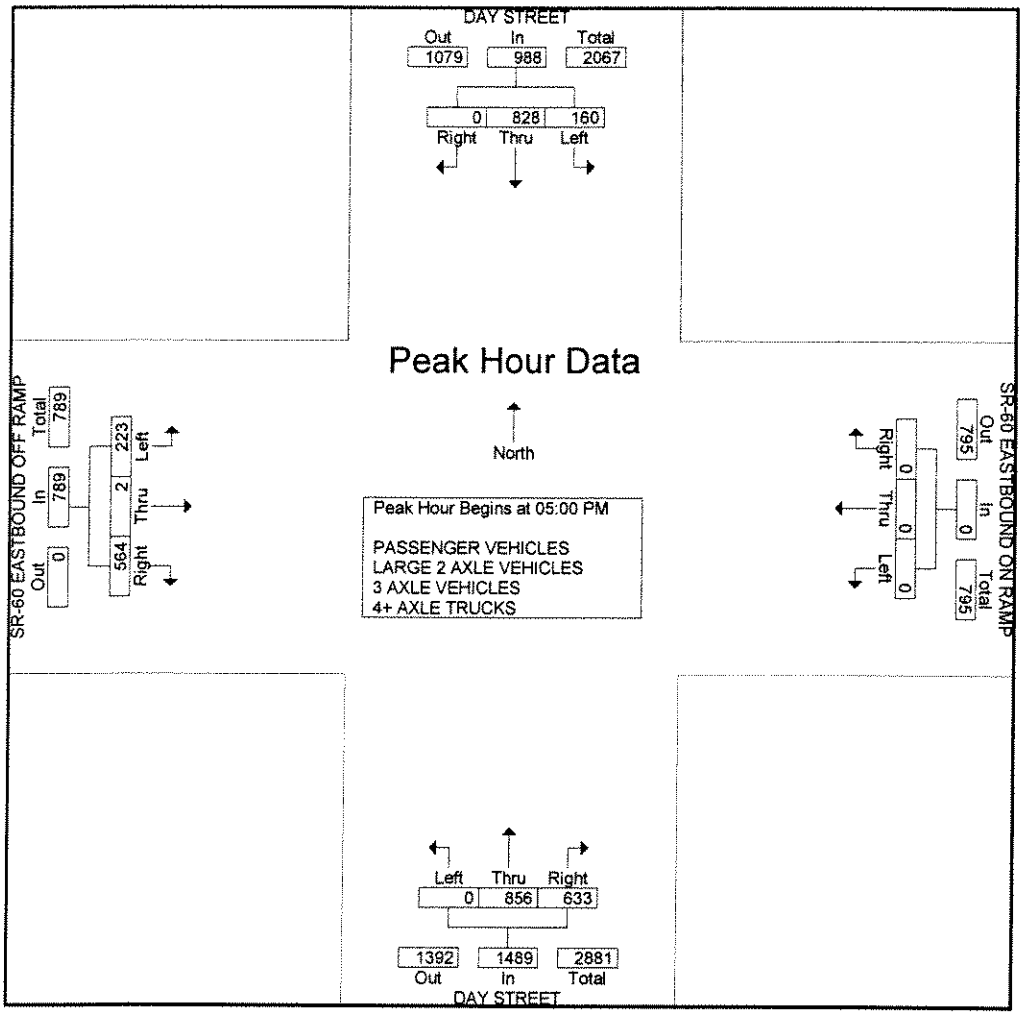
City of Riverside
Day Street and SR-60 Eastbound Ramps

03/22/2005 - 0717_Day_60E

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: SR-60 EASTBOUND RAMPS
WEATHER: SUNNY

File Name : RIDA60EPM
Site Code : 032211
Start Date : 3/30/2005
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.	**43**	203	0	246	0	0	0	0	0	**242**	**191**	**433**	53	0	113	166
+15 mins.	40	**221**	0	**261**	0	0	0	0	0	202	150	352	56	0	148	204
+30 mins.	34	196	0	230	0	0	0	0	0	204	162	366	**58**	**1**	145	204
+45 mins.	43	208	0	251	0	0	0	0	0	208	130	338	56	1	**158**	**215**
Total Volume	160	828	0	988	0	0	0	0	0	856	633	1489	223	2	564	789
% App. Total	16.2	83.8	0		0	0	0		0	57.5	42.5		28.3	0.3	71.5	
PHF	.930	.937	.000	.946	.000	.000	.000	.000	.000	.884	.829	.860	.961	.500	.892	.917

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: SR-60 EASTBOUND RAMPS
WEATHER: SUNNY

File Name : RIDA60EPM
Site Code : 032211
Start Date : 3/30/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLES - 3 AXLE VEHICLES - 4+ AXLE TRUCKS

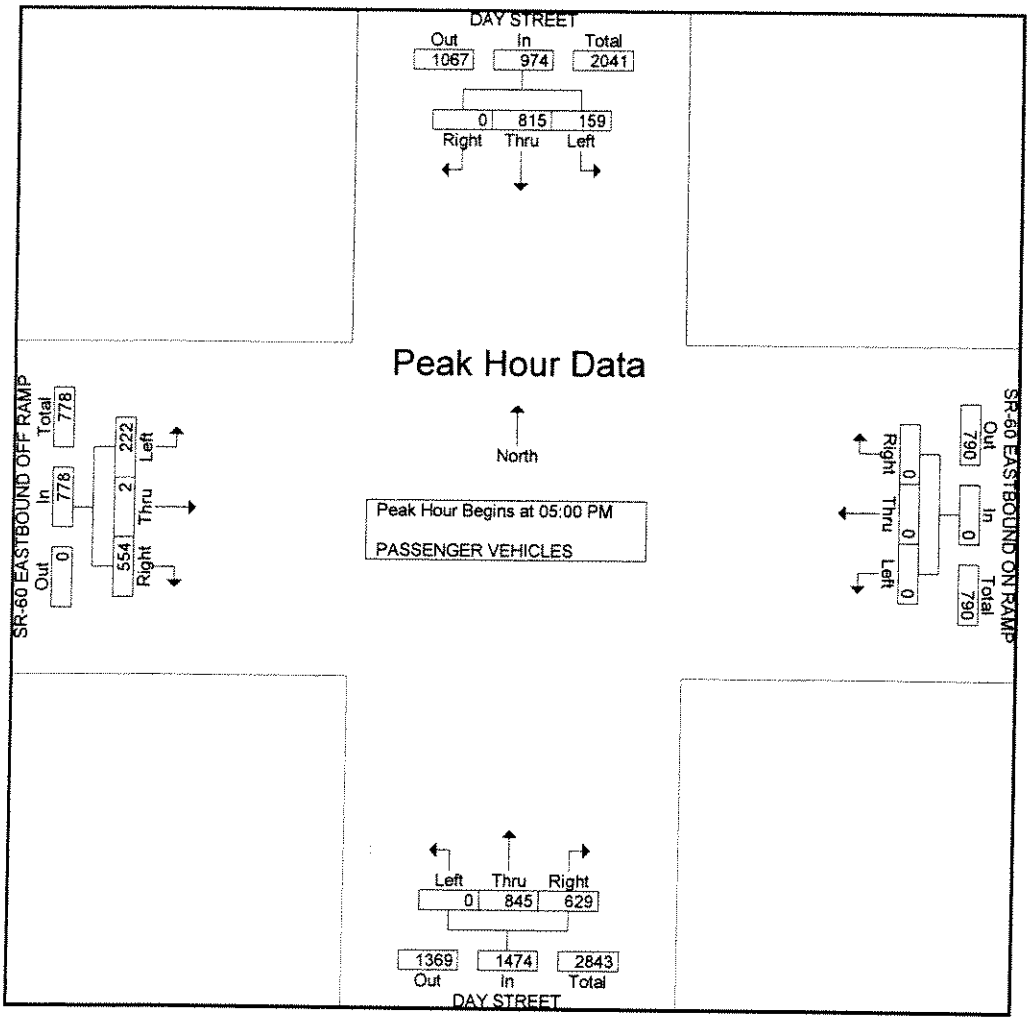
	DAY STREET Southbound				SR-60 EASTBOUND ON RAMP Westbound				DAY STREET Northbound				SR-60 EASTBOUND OFF RAMP Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	36	208	0	244	0	0	0	0	0	185	151	336	58	1	130	189	769
04:15 PM	36	195	0	231	0	0	0	0	0	202	148	350	39	1	101	141	722
04:30 PM	25	206	0	231	0	0	0	0	0	222	128	350	41	2	125	168	749
04:45 PM	33	204	0	237	0	0	0	0	0	180	159	339	40	1	122	163	739
Total	130	813	0	943	0	0	0	0	0	789	586	1375	178	5	478	661	2979
05:00 PM	43	203	0	246	0	0	0	0	0	242	191	433	53	0	113	166	845
05:15 PM	40	221	0	261	0	0	0	0	0	202	150	352	56	0	148	204	817
05:30 PM	34	196	0	230	0	0	0	0	0	204	162	366	58	1	145	204	800
05:45 PM	43	208	0	251	0	0	0	0	0	208	130	338	56	1	158	215	804
Total	160	828	0	988	0	0	0	0	0	856	633	1489	223	2	564	789	3266
Grand Total	290	1641	0	1931	0	0	0	0	0	1645	1219	2864	401	7	1042	1450	6245
Apprch %	15	85	0		0	0	0		0	57.4	42.6		27.7	0.5	71.9		
Total %	4.6	26.3	0	30.9	0	0	0	0	0	26.3	19.5	45.9	6.4	0.1	16.7	23.2	
PASSENGER VEHICLES	286	1612	0	1898	0	0	0	0	0	1615	1209	2824	399	7	1023	1429	6151
% PASSENGER VEHICLES	98.6	98.2	0	98.3	0	0	0	0	0	98.2	99.2	98.6	99.5	100	98.2	98.6	49.2
LARGE 2 AXLE VEHICLES	4	21	0	25	0	0	0	0	0	21	6	27	2	0	9	11	63
% LARGE 2 AXLE VEHICLES	1.4	1.3	0	1.3	0	0	0	0	0	1.3	0.5	0.9	0.5	0	0.9	0.8	0.5
3 AXLE VEHICLES	0	1	0	1	0	0	0	0	0	3	0	3	0	0	4	4	8
% 3 AXLE VEHICLES	0	0.1	0	0.1	0	0	0	0	0	0.2	0	0.1	0	0	0.4	0.3	0.1
4+ AXLE TRUCKS	0	7	0	7	0	0	0	0	0	6	4	10	0	0	6	6	23
% 4+ AXLE TRUCKS	0	0.4	0	0.4	0	0	0	0	0	0.4	0.3	0.3	0	0	0.6	0.4	0.2

	DAY STREET Southbound				SR-60 EASTBOUND ON RAMP Westbound				DAY STREET Northbound				SR-60 EASTBOUND OFF RAMP Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**43**	203	0	246	0	0	0	0	0	**242**	**191**	**433**	53	0	113	166	**845**
05:15 PM	40	**221**	0	**261**	0	0	0	0	0	202	150	352	56	0	148	204	817
05:30 PM	34	196	0	230	0	0	0	0	0	204	162	366	**58**	**1**	145	204	800
05:45 PM	43	208	0	251	0	0	0	0	0	208	130	338	56	1	**158**	**215**	804
Total Volume	160	828	0	988	0	0	0	0	0	856	633	1489	223	2	564	789	3266
% App. Total	16.2	83.8	0		0	0	0		0	57.5	42.5		28.3	0.3	71.5		
PHF	.930	.937	.000	.946	.000	.000	.000	.000	.000	.884	.829	.860	.961	.500	.892	.917	.966

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: SR-60 EASTBOUND RAMPS
WEATHER: SUNNY

File Name : RIDA60EPM
Site Code : 032211
Start Date : 3/30/2005
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.	**43**	199	0	242	0	0	0	0	0	**241**	**190**	**431**	53	0	112	165
+15 mins.	39	**216**	0	**255**	0	0	0	0	0	199	150	349	56	0	143	199
+30 mins.	34	193	0	227	0	0	0	0	0	201	161	362	**57**	**1**	143	201
+45 mins.	43	207	0	250	0	0	0	0	0	204	128	332	56	1	**156**	**213**
Total Volume	159	815	0	974	0	0	0	0	0	845	629	1474	222	2	554	778
% App. Total	16.3	83.7	0		0	0	0		0	57.3	42.7		28.5	0.3	71.2	
PHF	.924	.943	.000	.955	.000	.000	.000	.000	.000	.877	.828	.855	.974	.500	.888	.913

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: SR-60 EASTBOUND RAMPS
WEATHER: SUNNY

File Name : RIDA60EPM
Site Code : 032211
Start Date : 3/30/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES

	DAY STREET Southbound				SR-60 EASTBOUND ON RAMP Westbound				DAY STREET Northbound				SR-60 EASTBOUND OFF RAMP Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	34	203	0	237	0	0	0	0	0	182	147	329	57	1	129	187	753
04:15 PM	36	192	0	228	0	0	0	0	0	197	147	344	39	1	100	140	712
04:30 PM	25	200	0	225	0	0	0	0	0	216	128	344	41	2	120	163	732
04:45 PM	32	202	0	234	0	0	0	0	0	175	158	333	40	1	120	161	728
Total	127	797	0	924	0	0	0	0	0	770	580	1350	177	5	469	651	2925
05:00 PM	43	199	0	242	0	0	0	0	0	241	190	431	53	0	112	165	838
05:15 PM	39	216	0	255	0	0	0	0	0	199	150	349	56	0	143	199	803
05:30 PM	34	193	0	227	0	0	0	0	0	201	161	362	57	1	143	201	790
05:45 PM	43	207	0	250	0	0	0	0	0	204	128	332	56	1	156	213	795
Total	159	815	0	974	0	0	0	0	0	845	629	1474	222	2	554	778	3226
Grand Total	286	1612	0	1898	0	0	0	0	0	1615	1209	2824	399	7	1023	1429	6151
Apprch %	15.1	84.9	0		0	0	0		0	57.2	42.8		27.9	0.5	71.6		
Total %	4.6	26.2	0	30.9	0	0	0	0	0	26.3	19.7	45.9	6.5	0.1	16.6	23.2	

	DAY STREET Southbound				SR-60 EASTBOUND ON RAMP Westbound				DAY STREET Northbound				SR-60 EASTBOUND OFF RAMP Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**43**	199	0	242	0	0	0	0	0	**241**	**190**	**431**	53	0	112	165	**838**
05:15 PM	39	**216**	0	**255**	0	0	0	0	0	199	150	349	56	0	143	199	803
05:30 PM	34	193	0	227	0	0	0	0	0	201	161	362	**57**	**1**	143	201	790
05:45 PM	43	207	0	250	0	0	0	0	0	204	128	332	56	1	**156**	**213**	795
Total Volume	159	815	0	974	0	0	0	0	0	845	629	1474	222	2	554	778	3226
% App. Total	16.3	83.7	0		0	0	0		0	57.3	42.7		28.5	0.3	71.2		
PHF	.924	.943	.000	.955	.000	.000	.000	.000	.000	.877	.828	.855	.974	.500	.888	.913	.962

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: SR-60 EASTBOUND RAMPS
WEATHER: SUNNY

File Name : RIDA60EPM
Site Code : 032211
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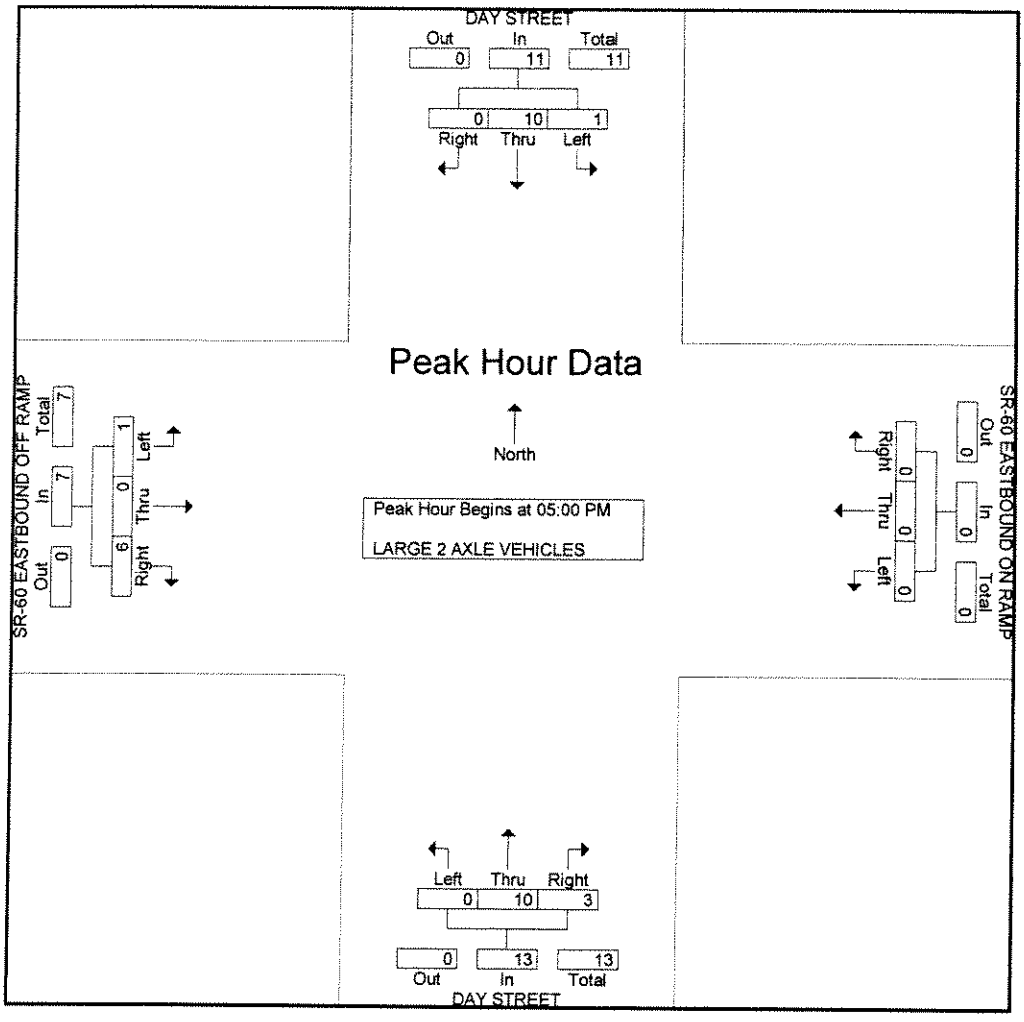


Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	3	0	3	0	0	0	0	0	1	1	2	0	0	0	0
+15 mins.	**1**	**4**	0	**5**	0	0	0	0	0	2	0	2	0	0	**5**	**5**
+30 mins.	0	2	0	2	0	0	0	0	0	3	0	3	**1**	0	1	2
+45 mins.	0	1	0	1	0	0	0	0	0	**4**	**2**	**6**	0	0	0	0
Total Volume	1	10	0	11	0	0	0	0	0	10	3	13	1	0	6	7
% App. Total	9.1	90.9	0		0	0	0		0	76.9	23.1		14.3	0	85.7	
PHF	.250	.625	.000	.550	.000	.000	.000	.000	.000	.625	.375	.542	.250	.000	.300	.350

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: SR-60 EASTBOUND RAMPS
WEATHER: SUNNY

File Name : RIDA60EPM
Site Code : 032211
Start Date : 3/30/2005
Page No : 1

Groups Printed- LARGE 2 AXLE VEHICLES

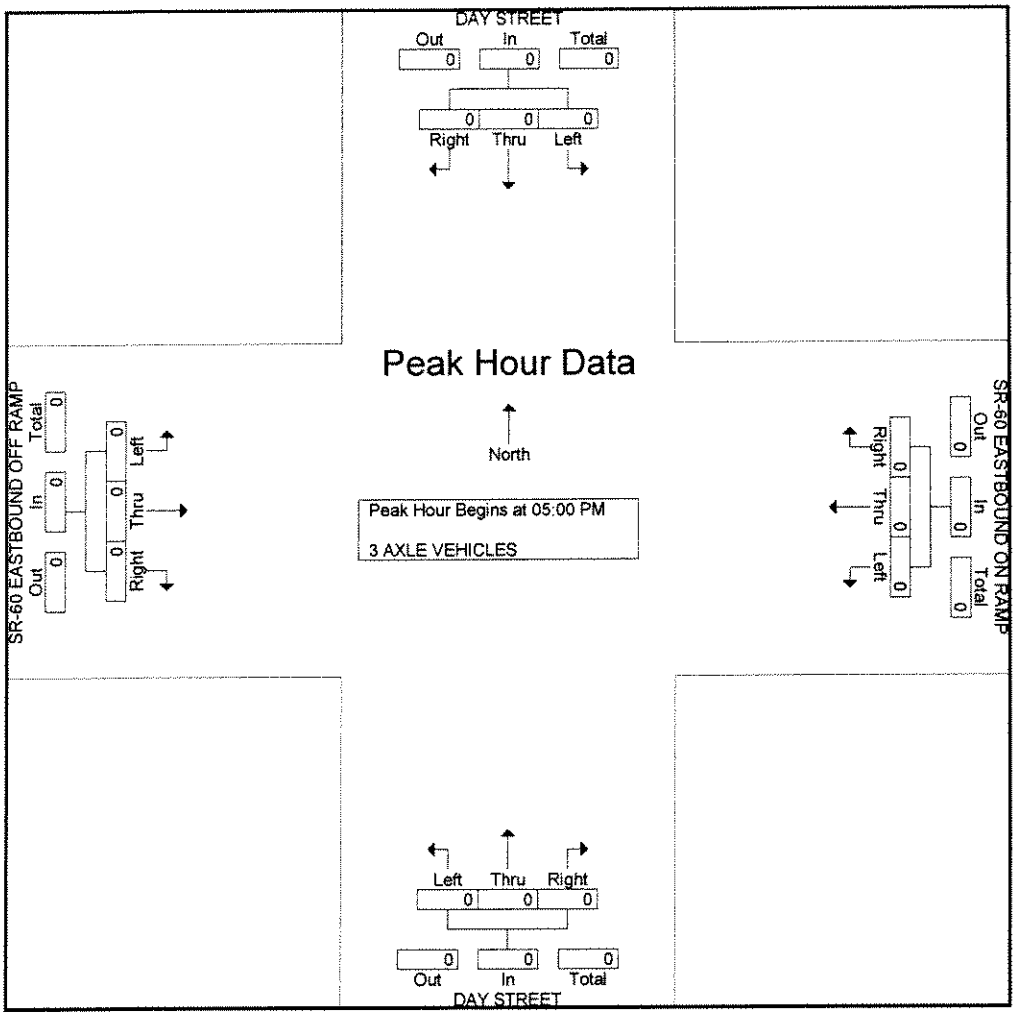
	DAY STREET Southbound				SR-60 EASTBOUND ON RAMP Westbound				DAY STREET Northbound				SR-60 EASTBOUND OFF RAMP Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	3	0	5	0	0	0	0	0	2	2	4	1	0	1	2	11
04:15 PM	0	1	0	1	0	0	0	0	0	1	1	2	0	0	1	1	4
04:30 PM	0	6	0	6	0	0	0	0	0	4	0	4	0	0	1	1	11
04:45 PM	1	1	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
Total	3	11	0	14	0	0	0	0	0	11	3	14	1	0	3	4	32
05:00 PM	0	3	0	3	0	0	0	0	0	1	1	2	0	0	0	0	5
05:15 PM	1	4	0	5	0	0	0	0	0	2	0	2	0	0	5	5	12
05:30 PM	0	2	0	2	0	0	0	0	0	3	0	3	1	0	1	2	7
05:45 PM	0	1	0	1	0	0	0	0	0	4	2	6	0	0	0	0	7
Total	1	10	0	11	0	0	0	0	0	10	3	13	1	0	6	7	31
Grand Total	4	21	0	25	0	0	0	0	0	21	6	27	2	0	9	11	63
Apprch %	16	84	0		0	0	0		0	77.8	22.2		18.2	0	81.8		
Total %	6.3	33.3	0	39.7	0	0	0	0	0	33.3	9.5	42.9	3.2	0	14.3	17.5	

	DAY STREET Southbound				SR-60 EASTBOUND ON RAMP Westbound				DAY STREET Northbound				SR-60 EASTBOUND OFF RAMP Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 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	3	0	3	0	0	0	0	0	1	1	2	0	0	0	0	5
05:15 PM	**1**	**4**	0	**5**	0	0	0	0	0	2	0	2	0	0	**5**	**5**	**12**
05:30 PM	0	2	0	2	0	0	0	0	0	3	0	3	**1**	0	1	2	7
05:45 PM	0	1	0	1	0	0	0	0	0	**4**	**2**	**6**	0	0	0	0	7
Total Volume	1	10	0	11	0	0	0	0	0	10	3	13	1	0	6	7	31
% App. Total	9.1	90.9	0		0	0	0		0	76.9	23.1		14.3	0	85.7		
PHF	.250	.625	.000	.550	.000	.000	.000	.000	.000	.625	.375	.542	.250	.000	.300	.350	.646

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: SR-60 EASTBOUND RAMPS
WEATHER: SUNNY

File Name : RIDA60EPM
Site Code : 032211
Start Date : 3/30/2005
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	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	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: SR-60 EASTBOUND RAMPS
WEATHER: SUNNY

File Name : RIDA60EPM
Site Code : 032211
Start Date : 3/30/2005
Page No : 1

Groups Printed- 3 AXLE VEHICLES

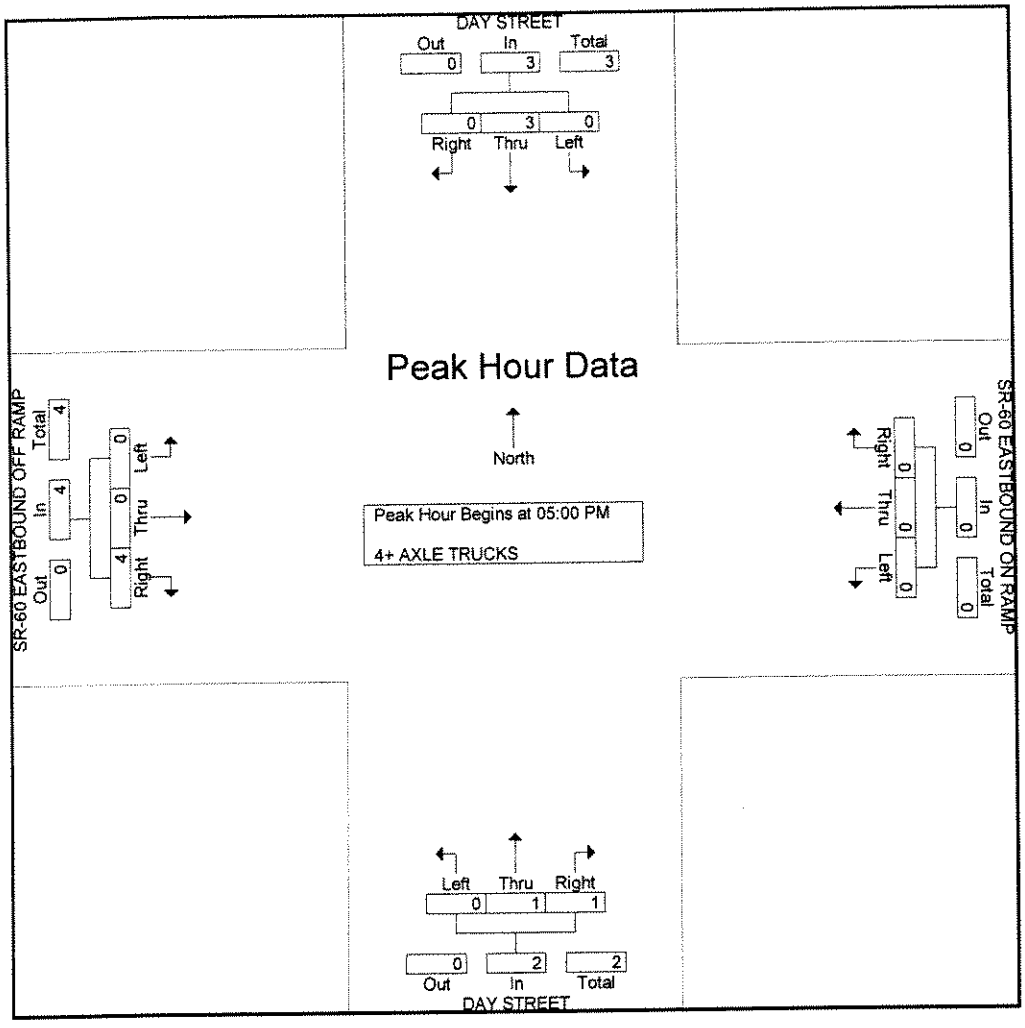
	DAY STREET Southbound				SR-60 EASTBOUND ON RAMP Westbound				DAY STREET Northbound				SR-60 EASTBOUND OFF RAMP Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2	3
Total	0	1	0	1	0	0	0	0	0	3	0	3	0	0	4	4	8
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	1	0	1	0	0	0	0	0	3	0	3	0	0	4	4	8
Apprch %	0	100	0		0	0	0		0	100	0		0	0	100		
Total %	0	12.5	0	12.5	0	0	0	0	0	37.5	0	37.5	0	0	50	50	

	DAY STREET Southbound				SR-60 EASTBOUND ON RAMP Westbound				DAY STREET Northbound				SR-60 EASTBOUND OFF RAMP Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 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	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 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

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: SR-60 EASTBOUND RAMPS
WEATHER: SUNNY

File Name : RIDA60EPM
Site Code : 032211
Start Date : 3/30/2005
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	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	1	1
+15 mins.	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	**1**	1	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**
Total Volume	0	3	0	3	0	0	0	0	0	1	1	2	0	0	4	4
% App. Total	0	100	0		0	0	0		0	50	50		0	0	100	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.500	.500

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA, 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: SR-60 EASTBOUND RAMPS
WEATHER: SUNNY

File Name : RIDA60EPM
Site Code : 032211
Start Date : 3/30/2005
Page No : 1

Groups Printed- 4+ AXLE TRUCKS

	DAY STREET Southbound				SR-60 EASTBOUND ON RAMP Westbound				DAY STREET Northbound				SR-60 EASTBOUND OFF RAMP Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	1	2	3	0	0	0	0	4
04:15 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2	3
04:45 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
Total	0	4	0	4	0	0	0	0	0	5	3	8	0	0	2	2	14
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	1	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	3	0	3	0	0	0	0	0	1	1	2	0	0	4	4	9
Grand Total	0	7	0	7	0	0	0	0	0	6	4	10	0	0	6	6	23
Apprch %	0	100	0		0	0	0		0	60	40		0	0	100		
Total %	0	30.4	0	30.4	0	0	0	0	0	26.1	17.4	43.5	0	0	26.1	26.1	

	DAY STREET Southbound				SR-60 EASTBOUND ON RAMP Westbound				DAY STREET Northbound				SR-60 EASTBOUND OFF RAMP Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 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	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
05:30 PM	0	1	0	1	0	0	0	0	0	0	**1**	1	0	0	1	1	**3**
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**	2
Total Volume	0	3	0	3	0	0	0	0	0	1	1	2	0	0	4	4	9
% App. Total	0	100	0		0	0	0		0	50	50		0	0	100		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.500	.500	.750

CITY OF RIVERSIDE
DAY STREET / CAMPUS PARKWAY

Turning Movement Count
March 2005

Counts Unlimited, Inc. ▪ 25424 Jaclyn Avenue ▪ Moreno Valley, CA 92557 ▪ T 909 247 6716 ▪ F 909 924 8604

counts unlimited

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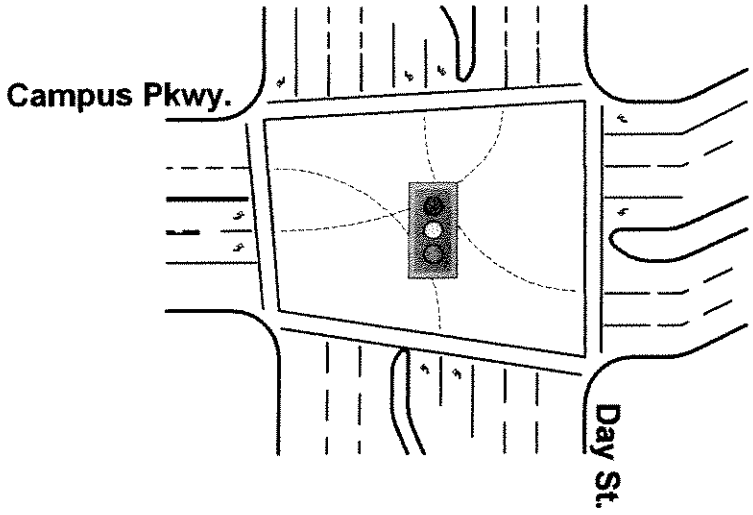
NOT TO SCALE



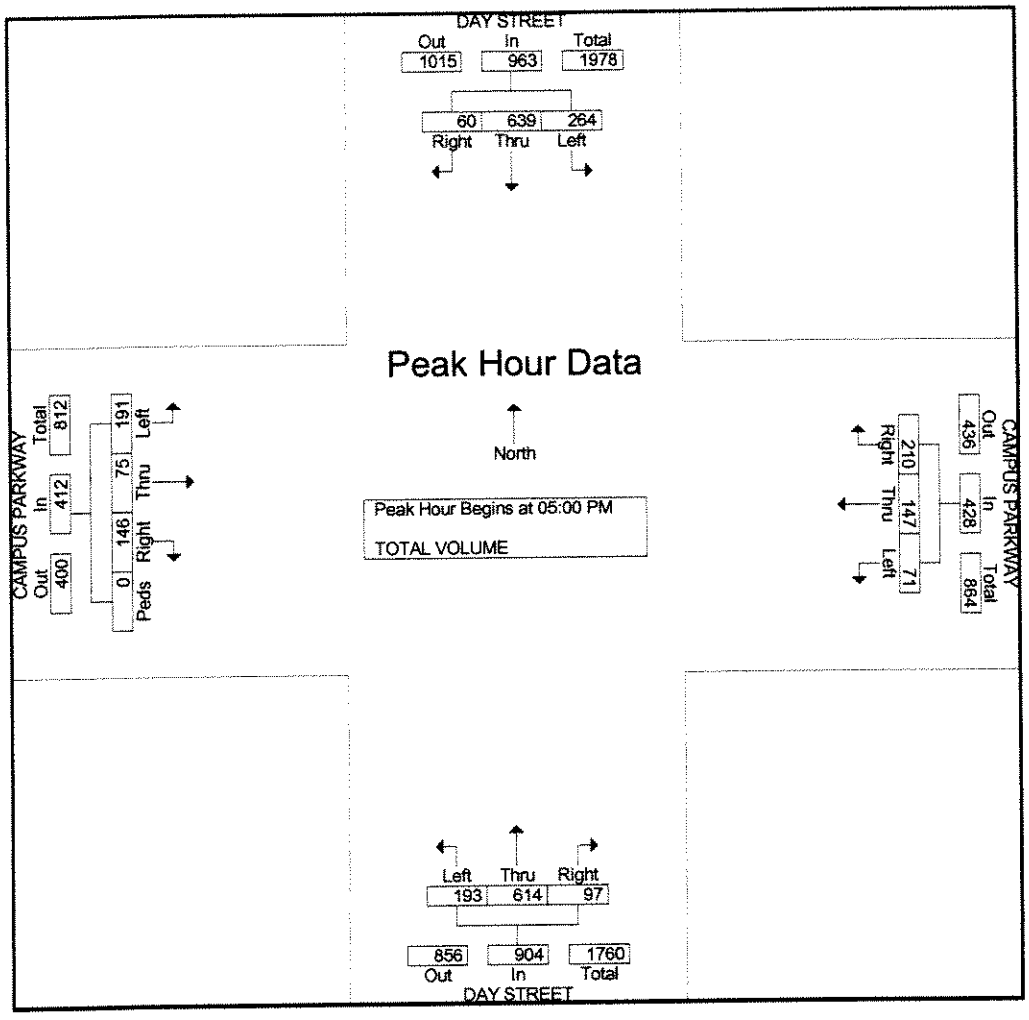
City of Riverside
Day Street and Campus Parkway

03/22/2005 - 0717_Day_Campus

Counts Unlimited Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: CAMPUS PARKWAY
WEATHER: SUNNY

File Name : RIDACAPM
Site Code : 032203
Start Date : 3/30/2005
Page No : 2



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

	04:00 PM				04:15 PM				04:15 PM				04:45 PM				
+0 mins.	**53**	**202**	14	**269**	**19**	**49**	50	**118**	**52**	**179**	20	**251**	36	17	37	0	90
+15 mins.	48	167	13	228	16	40	**58**	114	39	171	**32**	242	**81**	**20**	35	0	**136**
+30 mins.	51	184	**21**	256	14	35	44	93	44	148	32	224	36	17	**40**	0	93
+45 mins.	53	149	14	216	19	42	48	109	36	154	32	222	45	13	38	0	96
Total Volume	205	702	62	969	68	166	200	434	171	652	116	939	198	67	150	0	415
% App. Total	21.2	72.4	6.4		15.7	38.2	46.1		18.2	69.4	12.4		47.7	16.1	36.1	0	
PHF	.967	.869	.738	.901	.895	.847	.862	.919	.822	.911	.906	.935	.611	.838	.938	.000	.763

Counts Unlimited Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: CAMPUS PARKWAY
WEATHER: SUNNY

File Name : RIDACAPM
Site Code : 032203
Start Date : 3/30/2005
Page No : 1

Groups Printed- TOTAL VOLUME

	DAY STREET Southbound				CAMPUS PARKWAY Westbound				DAY STREET Northbound				CAMPUS PARKWAY Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	53	202	14	269	17	42	44	103	46	130	22	198	33	12	47	0	92	662
04:15 PM	48	167	13	228	19	49	50	118	52	179	20	251	29	22	36	0	87	684
04:30 PM	51	184	21	256	16	40	58	114	39	171	32	242	26	15	31	0	72	684
04:45 PM	53	149	14	216	14	35	44	93	44	148	32	224	36	17	37	0	90	623
Total	205	702	62	969	66	166	196	428	181	628	106	915	124	66	151	0	341	2653
05:00 PM	60	138	7	205	19	42	48	109	36	154	32	222	81	20	35	0	136	672
05:15 PM	64	174	21	259	12	33	59	104	47	166	21	234	36	17	40	0	93	690
05:30 PM	66	169	19	254	23	36	54	113	40	160	20	220	45	13	38	0	96	683
05:45 PM	74	158	13	245	17	36	49	102	70	134	24	228	29	25	33	0	87	662
Total	264	639	60	963	71	147	210	428	193	614	97	904	191	75	146	0	412	2707
Grand Total	469	1341	122	1932	137	313	406	856	374	1242	203	1819	315	141	297	0	753	5360
Apprch %	24.3	69.4	6.3		16	36.6	47.4		20.6	68.3	11.2		41.8	18.7	39.4	0		
Total %	8.8	25	2.3	36	2.6	5.8	7.6	16	7	23.2	3.8	33.9	5.9	2.6	5.5	0	14	

	DAY STREET Southbound				CAMPUS PARKWAY Westbound				DAY STREET Northbound				CAMPUS PARKWAY Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 05:00 PM																		
05:00 PM	60	138	7	205	19	**42**	48	109	36	154	**32**	222	**81**	20	35	0	**136**	672
05:15 PM	64	**174**	**21**	**259**	12	33	**59**	104	47	**166**	21	**234**	36	17	**40**	0	93	**690**
05:30 PM	66	169	19	254	**23**	36	54	**113**	40	160	20	220	45	13	38	0	96	683
05:45 PM	**74**	158	13	245	17	36	49	102	**70**	134	24	228	29	**25**	33	0	87	662
Total Volume	264	639	60	963	71	147	210	428	193	614	97	904	191	75	146	0	412	2707
% App. Total	27.4	66.4	6.2		16.6	34.3	49.1		21.3	67.9	10.7		46.4	18.2	35.4	0		
PHF	.892	.918	.714	.930	.772	.875	.890	.947	.689	.925	.758	.966	.590	.750	.913	.000	.757	.981

CITY OF RIVERSIDE
DAY STREET / GATEWAY DRIVE

Turning Movement Count
March 2005

Counts Unlimited, Inc. ▪ 25424 Jaclyn Avenue ▪ Moreno Valley, CA 92557 ▪ T 909 247 6716 ▪ F 909 924 8604

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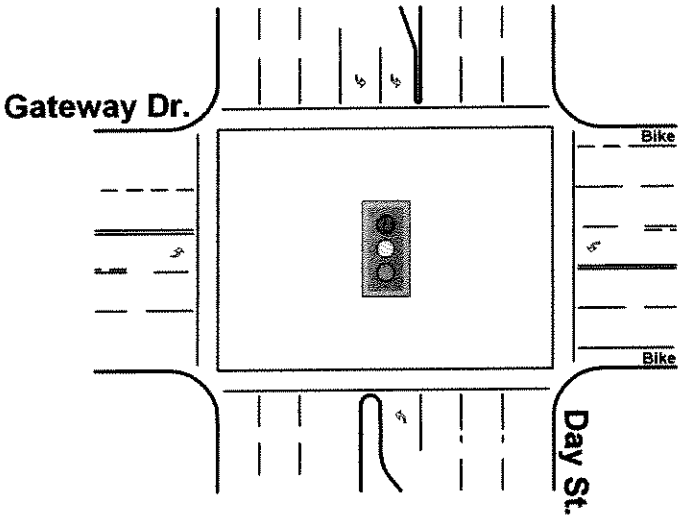
NOT TO SCALE



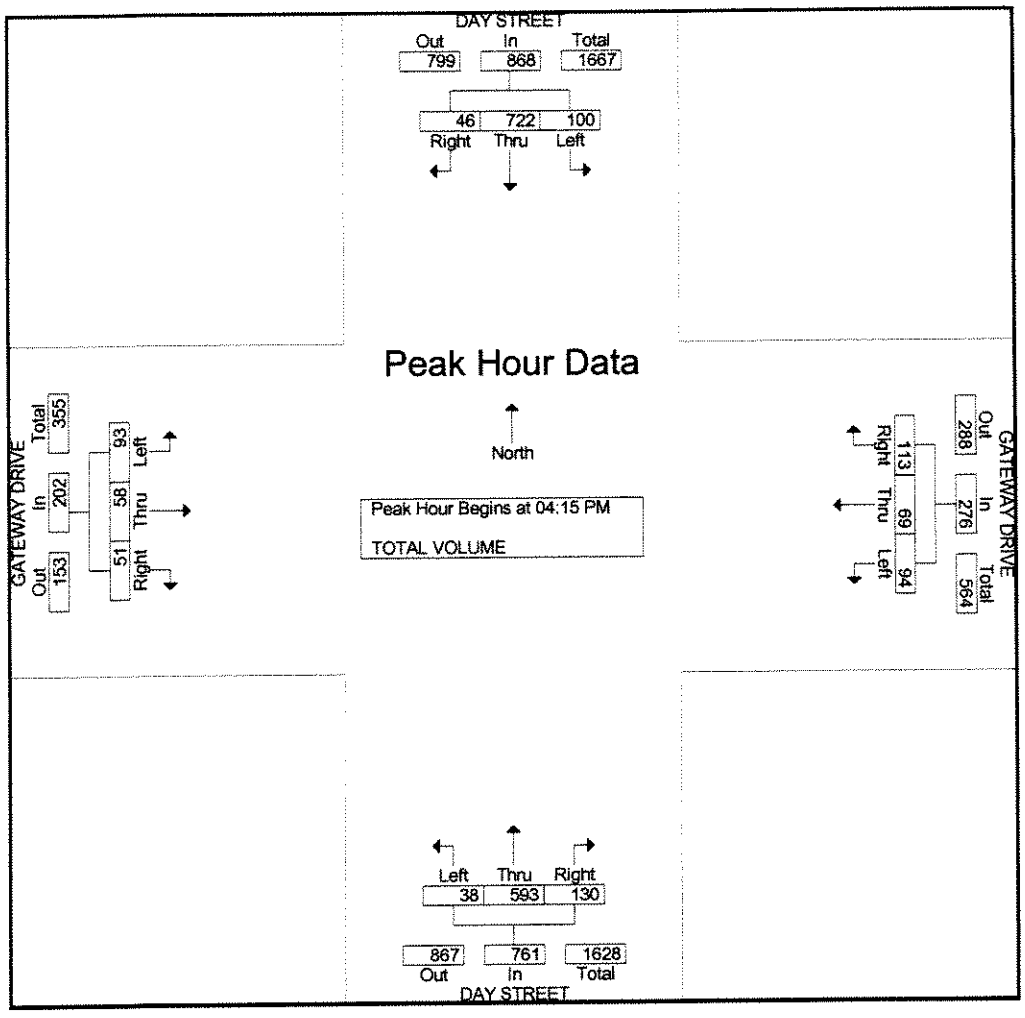
City of Riverside
Day Street and Gateway Drive

03/22/2005 - 0717_Day_Gateway

Counts Unlimited Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: GATEWAY DRIVE
WEATHER: PARTLY CLOUDY

File Name : RIDAGWPM
Site Code : 032202
Start Date : 3/24/2005
Page No : 2



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

	04:15 PM				04:30 PM				04:00 PM				04:30 PM			
+0 mins.	26	212	8	246	31	11	**36**	78	16	162	31	209	**36**	17	16	69
+15 mins.	23	149	6	178	12	19	26	57	9	132	31	172	18	8	7	33
+30 mins.	24	146	11	181	33	**20**	24	77	**19**	161	**38**	**218**	29	**22**	**21**	**72**
+45 mins.	**27**	**215**	**21**	**263**	**42**	16	23	**81**	2	**168**	27	197	15	17	11	43
Total Volume	100	722	46	868	118	66	109	293	46	623	127	796	98	64	55	217
% App. Total	11.5	83.2	5.3		40.3	22.5	37.2		5.8	78.3	16		45.2	29.5	25.3	
PHF	.926	.840	.548	.825	.702	.825	.757	.904	.605	.927	.836	.913	.681	.727	.655	.753

Counts Unlimited Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: GATEWAY DRIVE
WEATHER: PARTLY CLOUDY

File Name : RIDAGWPM
Site Code : 032202
Start Date : 3/24/2005
Page No : 1

Groups Printed- TOTAL VOLUME

	DAY STREET Southbound				GATEWAY DRIVE Westbound				DAY STREET Northbound				GATEWAY DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	20	206	13	239	36	20	31	87	16	162	31	209	22	18	8	48	583
04:15 PM	26	212	8	246	18	19	27	64	9	132	31	172	10	11	7	28	510
04:30 PM	23	149	6	178	31	11	36	78	19	161	38	218	36	17	16	69	543
04:45 PM	24	146	11	181	12	19	26	57	2	168	27	197	18	8	7	33	468
Total	93	713	38	844	97	69	120	286	46	623	127	796	86	54	38	178	2104
05:00 PM	27	215	21	263	33	20	24	77	8	132	34	174	29	22	21	72	586
05:15 PM	28	149	8	185	42	16	23	81	7	127	44	178	15	17	11	43	487
05:30 PM	15	170	13	198	32	17	20	69	11	138	21	170	27	16	3	46	483
05:45 PM	22	153	9	184	34	7	22	63	6	137	28	171	17	20	6	43	461
Total	92	687	51	830	141	60	89	290	32	534	127	693	88	75	41	204	2017
Grand Total	185	1400	89	1674	238	129	209	576	78	1157	254	1489	174	129	79	382	4121
Apprch %	11.1	83.6	5.3		41.3	22.4	36.3		5.2	77.7	17.1		45.5	33.8	20.7		
Total %	4.5	34	2.2	40.6	5.8	3.1	5.1	14	1.9	28.1	6.2	36.1	4.2	3.1	1.9	9.3	

	DAY STREET Southbound				GATEWAY DRIVE Westbound				DAY STREET Northbound				GATEWAY DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	26	212	8	246	18	19	27	64	9	132	31	172	10	11	7	28	510
04:30 PM	23	149	6	178	31	11	**36**	**78**	**19**	161	**38**	**218**	**36**	17	16	69	543
04:45 PM	24	146	11	181	12	19	26	57	2	**168**	27	197	18	8	7	33	468
05:00 PM	**27**	**215**	**21**	**263**	**33**	**20**	24	77	8	132	34	174	29	**22**	**21**	**72**	**586**
Total Volume	100	722	46	868	94	69	113	276	38	593	130	761	93	58	51	202	2107
% App. Total	11.5	83.2	5.3		34.1	25	40.9		5	77.9	17.1		46	28.7	25.2		
PHF	.926	.840	.548	.825	.712	.863	.785	.885	.500	.882	.855	.873	.646	.659	.607	.701	.899

CITY OF RIVERSIDE
DAY STREET / EUCALYPTUS AVENUE

Turning Movement Count
March 2005

Counts Unlimited, Inc. ▪ 25424 Jaclyn Avenue ▪ Moreno Valley, CA 92557 ▪ T 909 247 6716 ▪ F 909 924 8604

County unlimited

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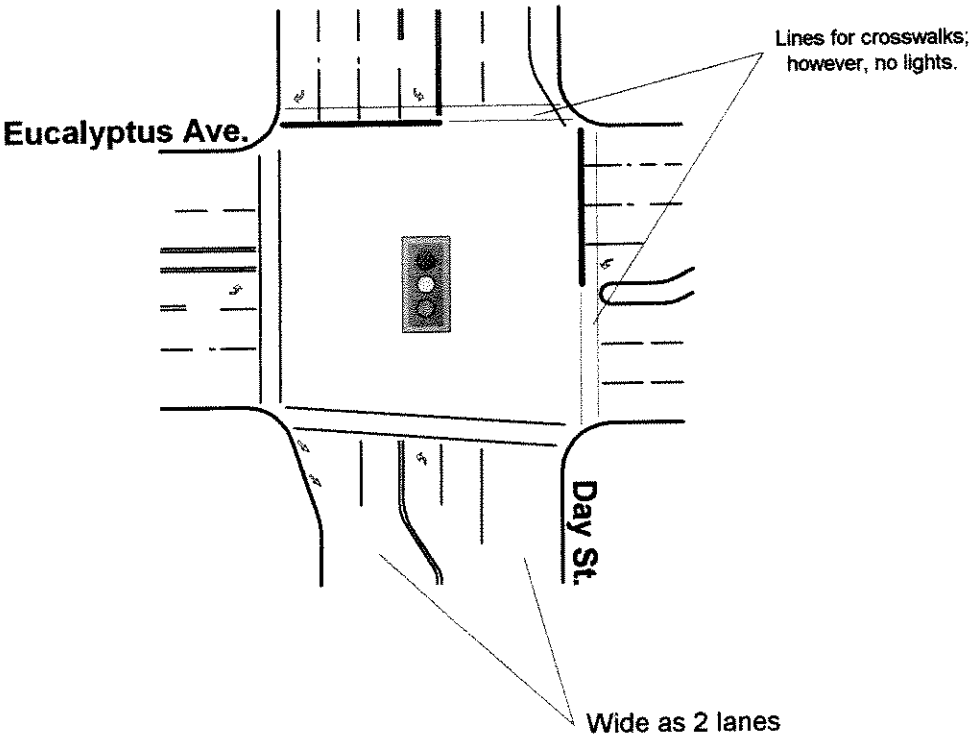
NOT TO SCALE



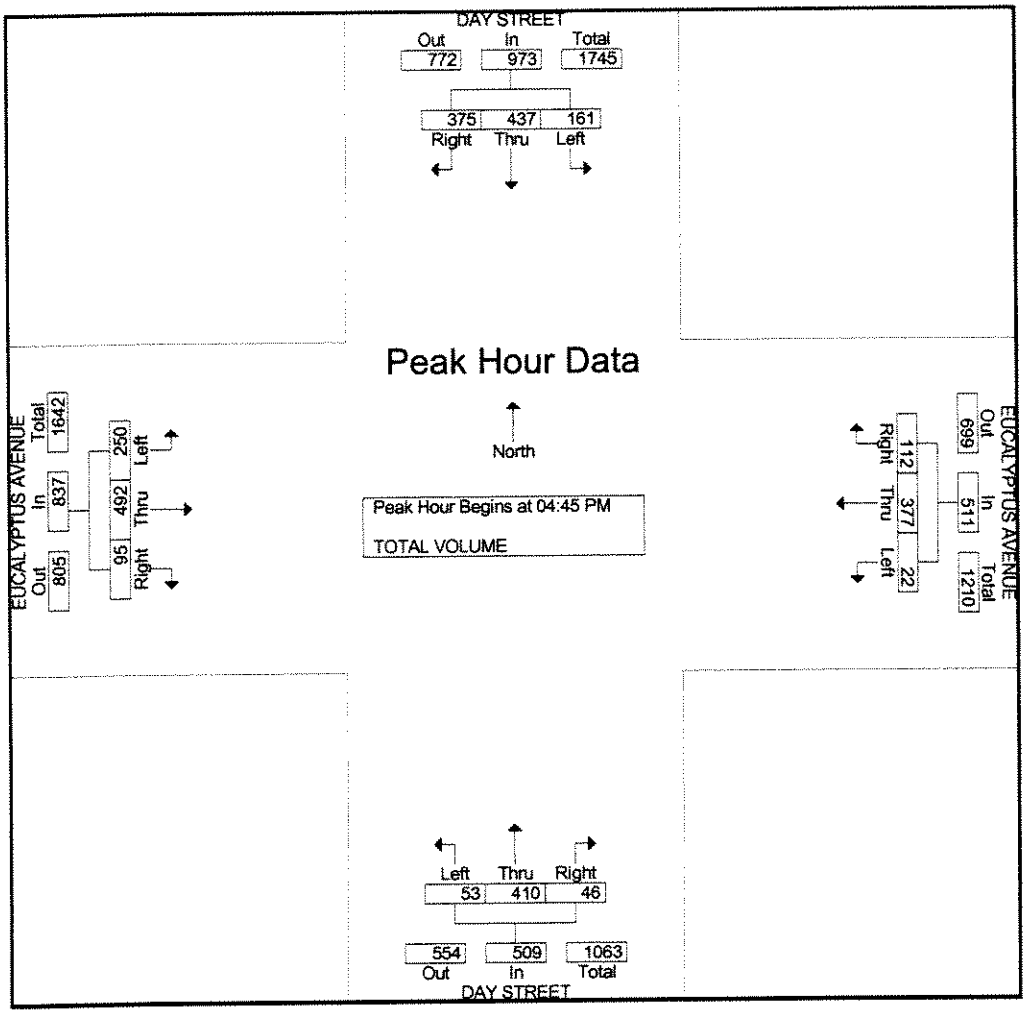
City of Moreno Valley
Day Street and Eucalyptus Avenue

03/22/2005 - 0717_Day_Eucalyptus

Counts Unlimited Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: EUCALYPTUS AVENUE
WEATHER: CLOUDY

File Name : RIDAEUPM
Site Code : 032206
Start Date : 3/22/2005
Page No : 2



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

	04:45 PM				04:30 PM				04:15 PM				05:00 PM			
+0 mins.	32	**136**	94	**262**	**8**	99	30	137	19	110	2	131	60	111	13	184
+15 mins.	40	99	**112**	251	5	83	**31**	119	**23**	90	8	121	**65**	**139**	29	**233**
+30 mins.	39	88	89	216	6	**114**	30	**150**	20	100	**16**	136	63	125	**31**	219
+45 mins.	**50**	114	80	244	6	95	25	126	16	**124**	13	**153**	61	138	22	221
Total Volume	161	437	375	973	25	391	116	532	78	424	39	541	249	513	95	857
% App. Total	16.5	44.9	38.5		4.7	73.5	21.8		14.4	78.4	7.2		29.1	59.9	11.1	
PHF	.805	.803	.837	.928	.781	.857	.935	.887	.848	.855	.609	.884	.958	.923	.766	.920

Counts Unlimited Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: EUCALYPTUS AVENUE
WEATHER: CLOUDY

File Name : RIDAEUPM
Site Code : 032206
Start Date : 3/22/2005
Page No : 1

Groups Printed- TOTAL VOLUME

	DAY STREET Southbound				EUCALYPTUS AVENUE Westbound				DAY STREET Northbound				EUCALYPTUS AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	39	111	83	233	4	86	26	116	26	95	5	126	79	97	21	197	672
04:15 PM	40	103	106	249	10	92	22	124	19	110	2	131	69	120	25	214	718
04:30 PM	35	80	81	196	8	99	30	137	23	90	8	121	60	118	14	192	646
04:45 PM	32	136	94	262	5	83	31	119	20	100	16	136	62	117	22	201	718
Total	146	430	364	940	27	360	109	496	88	395	31	514	270	452	82	804	2754
05:00 PM	40	99	112	251	6	114	30	150	16	124	13	153	60	111	13	184	738
05:15 PM	39	88	89	216	6	95	25	126	11	85	8	104	65	139	29	233	679
05:30 PM	50	114	80	244	5	85	26	116	6	101	9	116	63	125	31	219	695
05:45 PM	41	83	46	170	6	94	37	137	13	84	7	104	61	138	22	221	632
Total	170	384	327	881	23	388	118	529	46	394	37	477	249	513	95	857	2744
Grand Total	316	814	691	1821	50	748	227	1025	134	789	68	991	519	965	177	1661	5498
Apprch %	17.4	44.7	37.9		4.9	73	22.1		13.5	79.6	6.9		31.2	58.1	10.7		
Total %	5.7	14.8	12.6	33.1	0.9	13.6	4.1	18.6	2.4	14.4	1.2	18	9.4	17.6	3.2	30.2	

	DAY STREET Southbound				EUCALYPTUS AVENUE Westbound				DAY STREET Northbound				EUCALYPTUS AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	32	**136**	94	**262**	5	83	**31**	119	**20**	100	**16**	136	62	117	22	201	718
05:00 PM	40	99	**112**	251	**6**	**114**	30	**150**	16	**124**	13	**153**	60	111	13	184	**738**
05:15 PM	39	88	89	216	6	95	25	126	11	85	8	104	**65**	**139**	29	**233**	679
05:30 PM	**50**	114	80	244	5	85	26	116	6	101	9	116	63	125	**31**	219	695
Total Volume	161	437	375	973	22	377	112	511	53	410	46	509	250	492	95	837	2830
% App. Total	16.5	44.9	38.5		4.3	73.8	21.9		10.4	80.6	9		29.9	58.8	11.4		
PHF	.805	.803	.837	.928	.917	.827	.903	.852	.663	.827	.719	.832	.962	.885	.766	.898	.959

(14)

CITY OF RIVERSIDE
DAY STREET / COTTONWOOD AVENUE

Turning Movement Count
March 2005

Counts Unlimited, Inc. ▪ 25424 Jaclyn Avenue ▪ Moreno Valley, CA 92557 ▪ T 909 247 6716 ▪ F 909 924 8604

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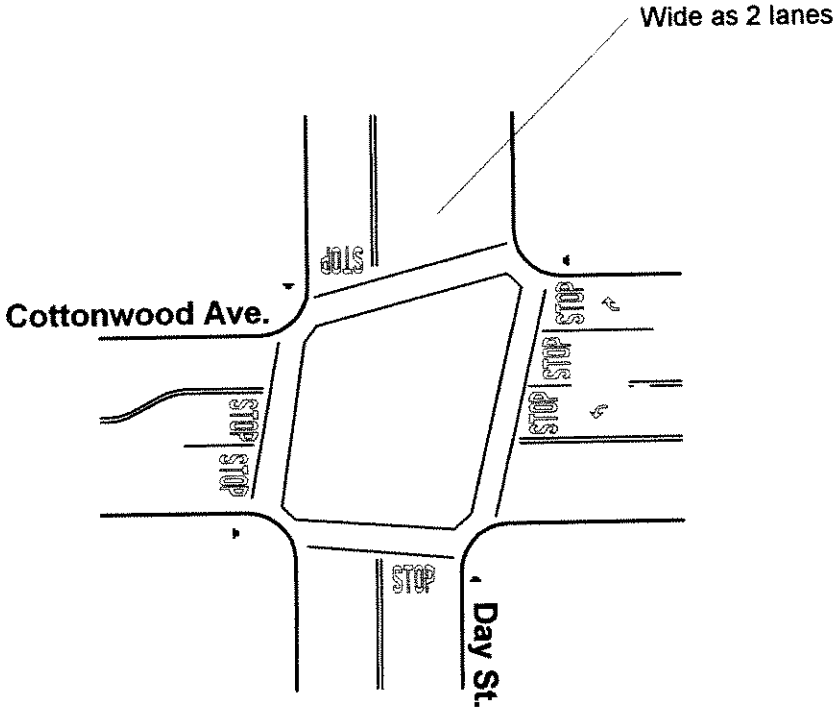
NOT TO SCALE



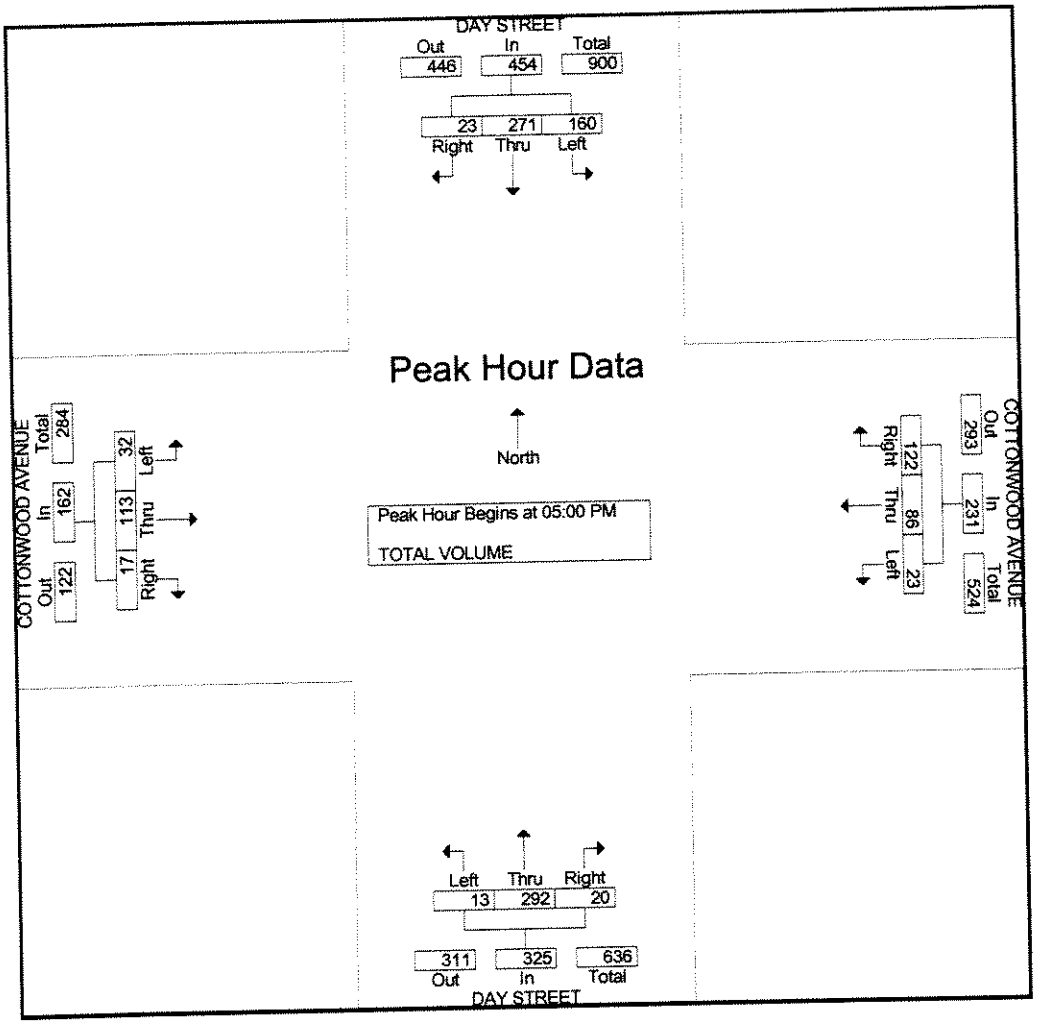
City of Moreno Valley
Day Street and Cottonwood Avenue

03/22/2005 - 0717_Day_Cottonwood

Counts Unlimited Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: COTTONWOOD AVENUE
WEATHER: PARTLY CLOUDY

File Name : RIDACOPM
Site Code : 032203
Start Date : 3/17/2005
Page No : 2



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

	05:00 PM				04:45 PM				04:00 PM				05:00 PM			
+0 mins.	**47**	55	4	106	**9**	**26**	25	**60**	3	81	**9**	93	5	29	3	37
+15 mins.	32	**75**	7	114	5	26	28	59	**5**	**86**	6	**97**	4	25	6	35
+30 mins.	38	69	3	110	5	22	27	54	4	72	9	85	11	**31**	0	42
+45 mins.	43	72	**9**	**124**	7	24	**29**	60	5	75	6	86	**12**	28	**8**	**48**
Total Volume	160	271	23	454	26	98	109	233	17	314	30	361	32	113	17	162
% App. Total	35.2	59.7	5.1		11.2	42.1	46.8		4.7	87	8.3		19.8	69.8	10.5	
PHF	.851	.903	.639	.915	.722	.942	.940	.971	.850	.913	.833	.930	.667	.911	.531	.844

Counts Unlimited Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
951-247-6716

CITY OF RIVERSIDE
N/S: DAY STREET
E/W: COTTONWOOD AVENUE
WEATHER: PARTLY CLOUDY

File Name : RIDACOPM
Site Code : 032203
Start Date : 3/17/2005
Page No : 1

Groups Printed- TOTAL VOLUME

	DAY STREET Southbound				COTTONWOOD AVENUE Westbound				DAY STREET Northbound				COTTONWOOD AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	42	68	6	116	8	16	28	52	3	81	9	93	9	35	1	45	306
04:15 PM	45	61	7	113	6	19	15	40	5	86	6	97	3	39	1	43	293
04:30 PM	37	61	5	103	4	13	36	53	4	72	9	85	2	17	3	22	263
04:45 PM	38	61	5	104	9	26	25	60	5	75	6	86	7	25	3	35	285
Total	162	251	23	436	27	74	104	205	17	314	30	361	21	116	8	145	1147
05:00 PM	47	55	4	106	5	26	28	59	2	66	2	70	5	29	3	37	272
05:15 PM	32	75	7	114	5	22	27	54	2	81	6	89	4	25	6	35	292
05:30 PM	38	69	3	110	7	24	29	60	7	82	7	96	11	31	0	42	308
05:45 PM	43	72	9	124	6	14	38	58	2	63	5	70	12	28	8	48	300
Total	160	271	23	454	23	86	122	231	13	292	20	325	32	113	17	162	1172
Grand Total	322	522	46	890	50	160	226	436	30	606	50	686	53	229	25	307	2319
Apprch %	36.2	58.7	5.2		11.5	36.7	51.8		4.4	88.3	7.3		17.3	74.6	8.1		
Total %	13.9	22.5	2	38.4	2.2	6.9	9.7	18.8	1.3	26.1	2.2	29.6	2.3	9.9	1.1	13.2	

	DAY STREET Southbound				COTTONWOOD AVENUE Westbound				DAY STREET Northbound				COTTONWOOD AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**47**	55	4	106	5	**26**	28	59	2	66	2	70	5	29	3	37	272
05:15 PM	32	**75**	7	114	5	22	27	54	2	81	6	89	4	25	6	35	292
05:30 PM	38	69	3	110	7	24	29	**60**	**7**	**82**	**7**	**96**	11	**31**	0	42	**308**
05:45 PM	43	72	**9**	**124**	6	14	**38**	58	2	63	5	70	**12**	28	**8**	**48**	300
Total Volume	160	271	23	454	23	86	122	231	13	292	20	325	32	113	17	162	1172
% App. Total	35.2	59.7	5.1		10	37.2	52.8		4	89.8	6.2		19.8	69.8	10.5		
PHF	.851	.903	.639	.915	.821	.827	.803	.963	.464	.890	.714	.846	.667	.911	.531	.844	.951

(15)

CITY OF RIVERSIDE
DAY STREET / ALESSANDRO BOULEVARD

Turning Movement Count
Report - March 2005

Counts Unlimited, Inc. ▪ 25424 Jaclyn Avenue ▪ Moreno Valley, CA 92557 ▪ T 909 247 6716 ▪ F 909 924 8604

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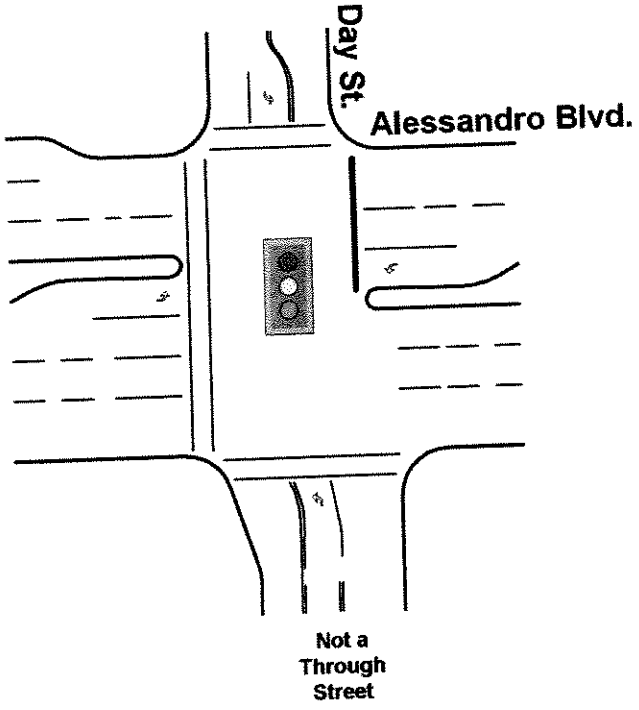


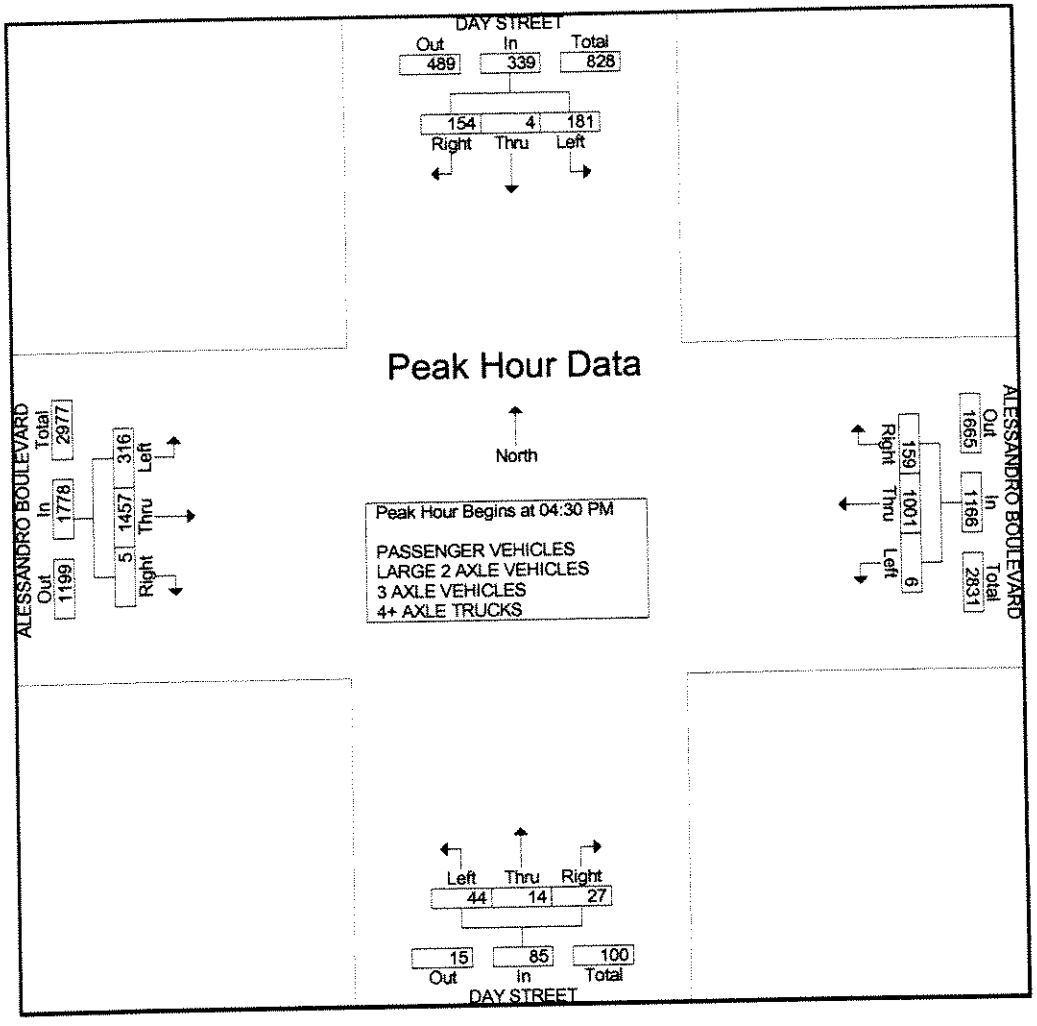
City of Moreno Valley
Day Street and Alessandro Boulevard

03/22/2005 - 0717_Day_Alessandr

Counts Unlimited Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
951-247-6716

CITY OF MORENO VALLEY
N/S: DAY STREET
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : MVDAALPM
Site Code : 410519
Start Date : 3/8/2005
Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	41	1	**47**	**89**	1	241	**48**	290	4	1	8	13	79	344	2	425
+15 mins.	49	1	36	86	**3**	248	39	290	**28**	**9**	**13**	**50**	**83**	373	**3**	**459**
+30 mins.	**52**	0	31	83	2	230	39	271	12	3	3	18	82	**376**	0	458
+45 mins.	39	**2**	40	81	0	**282**	33	**315**	0	1	3	4	72	364	0	436
Total Volume	181	4	154	339	6	1001	159	1166	44	14	27	85	316	1457	5	1778
% App. Total	53.4	1.2	45.4		0.5	85.8	13.6		51.8	16.5	31.8		17.8	81.9	0.3	
PHF	.870	.500	.819	.952	.500	.887	.828	.925	.393	.389	.519	.425	.952	.969	.417	.968

Counts Unlimited Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
951-247-6716

CITY OF MORENO VALLEY
N/S: DAY STREET
E/W: ALESSANDRO BOULEVARD
WEATHER: SUNNY

File Name : MVDAALPM
Site Code : 410519
Start Date : 3/8/2005
Page No : 1

Groups Printed- PASSENGER VEHICLES - LARGE 2 AXLE VEHICLES - 3 AXLE VEHICLES - 4+ AXLE TRUCKS

	DAY STREET Southbound				ALESSANDRO BOULEVARD Westbound				DAY STREET Northbound				ALESSANDRO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	40	6	49	95	0	284	48	332	2	4	3	9	70	307	0	377	813
04:15 PM	39	0	35	74	1	250	39	290	5	0	6	11	77	342	1	420	795
04:30 PM	41	1	47	89	1	241	48	290	4	1	8	13	79	344	2	425	817
04:45 PM	49	1	36	86	3	248	39	290	28	9	13	50	83	373	3	459	885
Total	169	8	167	344	5	1023	174	1202	39	14	30	83	309	1366	6	1681	3310
05:00 PM	52	0	31	83	2	230	39	271	12	3	3	18	82	376	0	458	830
05:15 PM	39	2	40	81	0	282	33	315	0	1	3	4	72	364	0	436	836
05:30 PM	54	1	38	93	1	231	36	268	2	1	1	4	38	315	1	354	719
05:45 PM	41	1	47	89	3	278	20	301	7	2	1	10	31	294	4	329	729
Total	186	4	156	346	6	1021	128	1155	21	7	8	36	223	1349	5	1577	3114
Grand Total	355	12	323	690	11	2044	302	2357	60	21	38	119	532	2715	11	3258	6424
Apprch %	51.4	1.7	46.8		0.5	86.7	12.8		50.4	17.6	31.9		16.3	83.3	0.3		
Total %	5.5	0.2	5	10.7	0.2	31.8	4.7	36.7	0.9	0.3	0.6	1.9	8.3	42.3	0.2	50.7	
PASSENGER VEHICLES	353	12	320	685	11	2006	301	2318	60	21	37	118	530	2673	11	3214	6335
% PASSENGER VEHICLES	99.4	100	99.1	99.3	100	98.1	99.7	98.3	100	100	97.4	99.2	99.6	98.5	100	98.6	49.3
LARGE 2 AXLE VEHICLES	1	0	2	3	0	27	0	27	0	0	1	1	1	37	0	38	69
% LARGE 2 AXLE VEHICLES	0.3	0	0.6	0.4	0	1.3	0	1.1	0	0	2.6	0.8	0.2	1.4	0	1.2	0.5
3 AXLE VEHICLES	1	0	0	1	0	5	0	5	0	0	0	0	1	2	0	3	9
% 3 AXLE VEHICLES	0.3	0	0	0.1	0	0.2	0	0.2	0	0	0	0	0.2	0.1	0	0.1	0.1
4+ AXLE TRUCKS	0	0	1	1	0	6	1	7	0	0	0	0	0	3	0	3	11
% 4+ AXLE TRUCKS	0	0	0.3	0.1	0	0.3	0.3	0.3	0	0	0	0	0	0.1	0	0.1	0.1

	DAY STREET Southbound				ALESSANDRO BOULEVARD Westbound				DAY STREET Northbound				ALESSANDRO BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	41	1	**47**	**89**	1	241	**48**	290	4	1	8	13	79	344	2	425	817
04:45 PM	49	1	36	86	**3**	248	39	290	**28**	**9**	**13**	**50**	**83**	373	**3**	**459**	**885**
05:00 PM	**52**	0	31	83	2	230	39	271	12	3	3	18	82	**376**	0	458	830
05:15 PM	39	**2**	40	81	0	**282**	33	**315**	0	1	3	4	72	364	0	436	836
Total Volume	181	4	154	339	6	1001	159	1166	44	14	27	85	316	1457	5	1778	3368
% App. Total	53.4	1.2	45.4		0.5	85.8	13.6		51.8	16.5	31.8		17.8	81.9	0.3		
PHF	.870	.500	.819	.952	.500	.887	.828	.925	.393	.389	.519	.425	.952	.969	.417	.968	.951

APPENDIX B

VOLUME DEVELOPMENT WORKSHEETS

Table B-1
Existing Peak Hour Volumes (Vehicle Classification Counts)

	P.M. Peak Hour					
	Passenger Vehicles	Trucks 2-Axle	3-Axle	4+ Axle	PCE	Total PCE Volume
1 I-215 Interchange/Eucalyptus Avenue						
NBL	130	6	1	2	21	151
NBT	0	0	0	0	0	0
NBR	442	1	3	2	16	458
SBL	244	3	1	1	12	256
SBT	0	0	0	0	0	0
SBR	45	1	4	24	84	129
EBL	98	0	0	18	54	152
EBT	336	2	0	0	4	340
EBR	214	1	1	5	20	234
WBL	714	2	1	1	10	724
WBT	321	3	0	1	9	330
WBR	198	1	0	4	14	212
North Leg						
Approach	289	4	5	25	96	385
Departure	296	1	0	22	68	364
Total	585	5	5	47	164	749
South Leg						
Approach	572	7	4	4	36	609
Departure	928	3	2	6	29	958
Total	1,500	10	6	10	65	1,567
East Leg						
Approach	1,233	6	1	6	33	1,266
Departure	1,022	6	4	3	31	1,054
Total	2,255	12	5	9	64	2,320
West Leg						
Approach	648	3	1	23	78	726
Departure	496	10	5	27	114	610
Total	1,144	13	6	50	191	1,336
Total Approaches						
Approach	2,742	20	11	58	242	2,986
Departure	2,742	20	11	58	242	2,986
Total	5,484	40	22	116	483	5,972

Table B-1
Existing Peak Hour Volumes (Vehicle Classification Counts)

	P.M. Peak Hour					
	Passenger Vehicles	Trucks 2-Axle	Trucks 3-Axle	Trucks 4+ Axle	Trucks PCE	Total PCE Volume
2 I-215 Southbound Ramps/Alessandro Boulevard						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	227	6	0	3	21	248
SBT	2	0	0	0	0	2
SBR	543	7	0	2	20	563
EBL	0	0	0	0	0	0
EBT	1,333	13	1	1	32	1,365
EBR	643	4	0	1	11	654
WBL	0	0	0	0	0	0
WBT	1,315	15	1	3	42	1,357
WBR	202	6	1	2	21	223
North Leg						
Approach	772	13	0	5	41	813
Departure	202	6	1	2	21	223
Total	974	19	1	7	62	1,036
South Leg						
Approach	0	0	0	0	0	0
Departure	645	4	0	1	11	656
Total	645	4	0	1	11	656
East Leg						
Approach	1,517	21	2	5	62	1,580
Departure	1,560	19	1	4	53	1,613
Total	3,077	40	3	9	115	3,193
West Leg						
Approach	1,976	17	1	2	43	2,019
Departure	1,858	22	1	5	62	1,920
Total	3,834	39	2	7	104	3,939
Total Approaches						
Approach	4,265	51	3	12	146	4,412
Departure	4,265	51	3	12	146	4,412
Total	8,530	102	6	24	291	8,824

Table B-1
Existing Peak Hour Volumes (Vehicle Classification Counts)

	P.M. Peak Hour					
	Passenger Vehicles	Trucks 2-Axle	3-Axle	4+ Axle	PCE	Total PCE Volume
3 I-215 Northbound Ramps/Alessandro Boulevard						
NBL	456	3	0	4	18	474
NBT	0	0	0	0	0	0
NBR	226	2	2	0	9	235
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	255	5	0	0	10	265
EBT	1,284	14	1	2	37	1,321
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	1,179	15	1	1	36	1,215
WBR	145	3	1	0	9	154
North Leg						
Approach	0	0	0	0	0	0
Departure	400	8	1	0	19	419
Total	400	8	1	0	19	419
South Leg						
Approach	682	5	2	4	27	709
Departure	0	0	0	0	0	0
Total	682	5	2	4	27	709
East Leg						
Approach	1,324	18	2	1	44	1,369
Departure	1,510	16	3	2	46	1,556
Total	2,834	34	5	3	90	2,925
West Leg						
Approach	1,539	19	1	2	47	1,586
Departure	1,635	18	1	5	54	1,689
Total	3,174	37	2	7	100	3,275
Total Approaches						
Approach	3,545	42	5	7	118	3,664
Departure	3,545	42	5	7	118	3,664
Total	7,090	84	10	14	235	7,328

Table B-1
Existing Peak Hour Volumes (Vehicle Classification Counts)

	P.M. Peak Hour					
	Passenger Vehicles	Trucks 2-Axle	3-Axle	4+ Axle	PCE	Total PCE Volume
9 Day Street/SR-60 Westbound Ramps						
NBL	0	0	0	0	0	0
NBT	747	7	0	0	14	761
NBR	294	5	0	1	13	307
SBL	59	1	0	0	2	61
SBT	667	8	0	1	19	686
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	301	4	0	1	11	312
WBT	0	0	0	0	0	0
WBR	166	2	0	2	10	176
North Leg						
Approach	726	9	0	1	21	747
Departure	913	9	0	2	24	937
Total	1,639	18	0	3	45	1,684
South Leg						
Approach	1,041	12	0	1	27	1,068
Departure	968	12	0	2	30	998
Total	2,009	24	0	3	57	2,066
East Leg						
Approach	467	6	0	3	21	488
Departure	353	6	0	1	15	368
Total	820	12	0	4	36	856
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	2,234	27	0	5	69	2,303
Departure	2,234	27	0	5	69	2,303
Total	4,468	54	0	10	138	4,606

Table B-1
Existing Peak Hour Volumes (Vehicle Classification Counts)

	P.M. Peak Hour					
	Passenger Vehicles	Trucks 2-Axle	3-Axle	4+ Axle	PCE	Total PCE Volume
10 Day Street/SR-60 Eastbound Ramps						
NBL	0	0	0	0	0	0
NBT	845	10	0	1	23	868
NBR	629	3	0	1	9	638
SBL	159	1	0	0	2	161
SBT	815	10	0	3	29	844
SBR	0	0	0	0	0	0
EBL	222	1	0	0	2	224
EBT	2	0	0	0	0	2
EBR	554	6	0	4	24	578
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	974	11	0	3	31	1,005
Departure	1,067	11	0	1	25	1,092
Total	2,041	22	0	4	56	2,097
South Leg						
Approach	1,474	13	0	2	32	1,506
Departure	1,369	16	0	7	53	1,422
Total	2,843	29	0	9	85	2,928
East Leg						
Approach	0	0	0	0	0	0
Departure	790	4	0	1	11	801
Total	790	4	0	1	11	801
West Leg						
Approach	778	7	0	4	26	804
Departure	0	0	0	0	0	0
Total	778	7	0	4	26	804
Total Approaches						
Approach	3,226	31	0	9	89	3,315
Departure	3,226	31	0	9	89	3,315
Total	6,452	62	0	18	178	6,630

Table B-2
Existing Peak Hour Truck Percentages

	P.M. Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
9 Day Street/SR-60 Westbound Ramps				
NBL	0	0	0	
NBT	747	7	754	
NBR	294	5	299	
SBL	59	1	60	
SBT	667	8	675	
SBR	0	0	0	
EBL	0	0	0	
EBT	0	0	0	
EBR	0	0	0	
WBL	301	4	305	
WBT	0	0	0	
WBR	166	2	168	
North Leg				
Approach	726	9	735	
Departure	913	9	922	
Total	1,639	18	1,657	1.1%
South Leg				
Approach	1,041	12	1,053	
Departure	968	12	980	
Total	2,009	24	2,033	1.2%
East Leg				
Approach	467	6	473	
Departure	353	6	359	
Total	820	12	832	1.4%
West Leg				
Approach	0	0	0	
Departure	0	0	0	
Total	0	0	0	0.0%
Total Approaches				
Approach	2,234	27	2,261	
Departure	2,234	27	2,261	
Total	4,468	54	4,522	1.2%

Table B-2
Existing Peak Hour Truck Percentages

	P.M. Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
10 Day Street/SR-60 Eastbound Ramps				
NBL	0	0	0	
NBT	845	10	855	
NBR	629	3	632	
SBL	159	1	160	
SBT	815	10	825	
SBR	0	0	0	
EBL	222	1	223	
EBT	2	0	2	
EBR	554	6	560	
WBL	0	0	0	
WBT	0	0	0	
WBR	0	0	0	
North Leg				
Approach	974	11	985	
Departure	1,067	11	1,078	
Total	2,041	22	2,063	1.1%
South Leg				
Approach	1,474	13	1,487	
Departure	1,369	16	1,385	
Total	2,843	29	2,872	1.0%
East Leg				
Approach	0	0	0	
Departure	790	4	794	
Total	790	4	794	0.5%
West Leg				
Approach	778	7	785	
Departure	0	0	0	
Total	778	7	785	0.9%
Total Approaches				
Approach	3,226	31	3,257	
Departure	3,226	31	3,257	
Total	6,452	62	6,514	1.0%

Table B-2
Existing Peak Hour Truck Percentages

	P.M. Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
1 I-215 Interchange/Eucalyptus Avenue				
NBL	130	7	137	
NBT	0	0	0	
NBR	442	4	446	
SBL	244	4	248	
SBT	0	0	0	
SBR	45	5	50	
EBL	98	0	98	
EBT	336	2	338	
EBR	214	2	216	
WBL	714	3	717	
WBT	321	3	324	
WBR	198	1	199	
North Leg				
Approach	289	9	298	
Departure	296	1	297	
Total	585	10	595	1.7%
South Leg				
Approach	572	11	583	
Departure	928	5	933	
Total	1,500	16	1,516	1.1%
East Leg				
Approach	1,233	7	1,240	
Departure	1,022	10	1,032	
Total	2,255	17	2,272	0.7%
West Leg				
Approach	648	4	652	
Departure	496	15	511	
Total	1,144	19	1,163	1.6%
Total Approaches				
Approach	2,742	31	2,773	
Departure	2,742	31	2,773	
Total	5,484	62	5,546	1.1%

Table B-2
Existing Peak Hour Truck Percentages

	P.M. Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
2 I-215 Southbound Ramps/Alessandro Boulevard				
NBL	0	0	0	
NBT	0	0	0	
NBR	0	0	0	
SBL	227	6	233	
SBT	2	0	2	
SBR	543	7	550	
EBL	0	0	0	
EBT	1,333	14	1,347	
EBR	643	4	647	
WBL	0	0	0	
WBT	1,315	16	1,331	
WBR	202	7	209	
North Leg				
Approach	772	13	785	
Departure	202	7	209	
Total	974	20	994	2.0%
South Leg				
Approach	0	0	0	
Departure	645	4	649	
Total	645	4	649	0.6%
East Leg				
Approach	1,517	23	1,540	
Departure	1,560	20	1,580	
Total	3,077	43	3,120	1.4%
West Leg				
Approach	1,976	18	1,994	
Departure	1,858	23	1,881	
Total	3,834	41	3,875	1.1%
Total Approaches				
Approach	4,265	54	4,319	
Departure	4,265	54	4,319	
Total	8,530	108	8,638	1.3%

Table B-2
Existing Peak Hour Truck Percentages

	P.M. Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
3 I-215 Northbound Ramps/Alessandro Boulevard				
NBL	456	3	459	
NBT	0	0	0	
NBR	226	4	230	
SBL	0	0	0	
SBT	0	0	0	
SBR	0	0	0	
EBL	255	5	260	
EBT	1,284	15	1,299	
EBR	0	0	0	
WBL	0	0	0	
WBT	1,179	16	1,195	
WBR	145	4	149	
North Leg				
Approach	0	0	0	
Departure	400	9	409	
Total	400	9	409	2.2%
South Leg				
Approach	682	7	689	
Departure	0	0	0	
Total	682	7	689	1.0%
East Leg				
Approach	1,324	20	1,344	
Departure	1,510	19	1,529	
Total	2,834	39	2,873	1.4%
West Leg				
Approach	1,539	20	1,559	
Departure	1,635	19	1,654	
Total	3,174	39	3,213	1.2%
Total Approaches				
Approach	3,545	47	3,592	
Departure	3,545	47	3,592	
Total	7,090	94	7,184	1.3%

Table B-3
Existing Peak Hour Volumes (Intersections Without Classification Counts)

	P.M. Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
4 Valley Springs Parkway/Corporate Center Drive						
NBL	194	0.7%	193	1	4	196
NBT	0	0.7%	0	0	0	0
NBR	138	0.7%	137	1	3	140
SBL	41	0.7%	41	0	1	41
SBT	74	0.7%	73	1	1	75
SBR	0	0.7%	0	0	0	0
EBL	0	0.7%	0	0	0	0
EBT	67	0.7%	66	1	1	68
EBR	135	0.7%	134	1	3	137
WBL	133	0.7%	132	1	2	134
WBT	98	0.7%	97	1	2	99
WBR	0	0.7%	0	0	0	0
North Leg						
Approach	115		114	1	2	116
Departure	0		0	0	0	0
Total	115		114	1	2	116
South Leg						
Approach	332		330	2	6	336
Departure	342		339	3	6	346
Total	674		669	5	13	682
East Leg						
Approach	231		229	2	4	233
Departure	246		244	2	5	249
Total	477		473	4	9	482
West Leg						
Approach	202		200	2	4	205
Departure	292		290	2	5	295
Total	494		490	4	9	500
Total Approaches						
Approach	880		873	7	16	890
Departure	880		873	7	16	890
Total	1,760		1,747	13	33	1,780

Table B-3
Existing Peak Hour Volumes (Intersections Without Classification Counts)

	P.M. Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
5 Valley Springs Parkway/Gateway Drive						
NBL	0	0.7%	0	0	0	0
NBT	275	0.7%	273	2	5	278
NBR	50	0.7%	50	0	1	51
SBL	26	0.7%	26	0	0	26
SBT	336	0.7%	333	3	6	340
SBR	0	0.7%	0	0	0	0
EBL	0	0.7%	0	0	0	0
EBT	0	0.7%	0	0	0	0
EBR	0	0.7%	0	0	0	0
WBL	277	0.7%	275	2	5	280
WBT	0	0.7%	0	0	0	0
WBR	43	0.7%	43	0	1	43
North Leg						
Approach	362		359	3	7	366
Departure	318		316	2	6	321
Total	680		675	5	13	687
South Leg						
Approach	325		323	2	6	329
Departure	613		608	5	11	620
Total	938		931	7	18	949
East Leg						
Approach	320		318	2	6	323
Departure	76		75	1	1	77
Total	396		393	3	7	400
West Leg						
Approach	0		0	0	0	0
Departure	0		0	0	0	0
Total	0		0	0	0	0
Total Approaches						
Approach	1,007		999	8	19	1,018
Departure	1,007		999	8	19	1,018
Total	2,014		1,999	15	38	2,036

Table B-3
Existing Peak Hour Volumes (Intersections Without Classification Counts)

	P.M. Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
6 Valley Springs Parkway/Eucalyptus Avenue						
NBL	86	0.7%	85	1	2	87
NBT	101	0.7%	100	1	2	102
NBR	85	0.7%	84	1	2	86
SBL	43	0.7%	43	0	1	43
SBT	80	0.7%	79	1	1	81
SBR	651	0.7%	646	5	12	658
EBL	222	0.7%	220	2	4	224
EBT	694	0.7%	689	5	13	702
EBR	60	0.7%	60	0	1	61
WBL	39	0.7%	39	0	1	39
WBT	644	0.7%	639	5	12	651
WBR	38	0.7%	38	0	1	38
North Leg						
Approach	774		768	6	14	782
Departure	361		358	3	7	364
Total	1,135		1,127	8	21	1,146
South Leg						
Approach	272		270	2	5	275
Departure	179		178	1	3	181
Total	451		448	3	8	456
East Leg						
Approach	721		716	5	13	728
Departure	822		816	6	15	831
Total	1,543		1,531	12	29	1,559
West Leg						
Approach	976		969	7	18	987
Departure	1,381		1,371	10	26	1,396
Total	2,357		2,339	18	44	2,383
Total Approaches						
Approach	2,743		2,722	21	51	2,772
Departure	2,743		2,722	21	51	2,772
Total	5,486		5,445	41	103	5,544

Table B-3
Existing Peak Hour Volumes (Intersections Without Classification Counts)

	P.M. Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
7 Campus Parkway/Corporate Center Drive						
NBL	76	1.0%	75	1	2	77
NBT	120	1.0%	119	1	3	122
NBR	43	1.0%	43	0	1	44
SBL	9	1.0%	9	0	0	9
SBT	81	1.0%	80	1	2	82
SBR	52	1.0%	51	1	1	53
EBL	41	1.0%	41	0	1	42
EBT	129	1.0%	128	1	3	131
EBR	51	1.0%	50	1	1	52
WBL	33	1.0%	33	0	1	33
WBT	122	1.0%	121	1	3	124
WBR	2	1.0%	2	0	0	2
North Leg						
Approach	142		141	1	4	144
Departure	163		161	2	4	166
Total	305		302	3	8	310
South Leg						
Approach	239		237	2	6	243
Departure	165		163	2	4	167
Total	404		400	4	10	410
East Leg						
Approach	157		155	2	4	159
Departure	181		179	2	5	184
Total	338		335	3	9	343
West Leg						
Approach	221		219	2	6	225
Departure	250		247	3	6	254
Total	471		466	5	12	479
Total Approaches						
Approach	759		751	8	19	771
Departure	759		751	8	19	771
Total	1,518		1,503	15	38	1,542

Table B-3
Existing Peak Hour Volumes (Intersections Without Classification Counts)

	P.M. Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
8 Old 215 Frontage Road/Alessandro Boulevard						
NBL	72	1.4%	71	1	2	73
NBT	120	1.4%	118	2	4	122
NBR	32	1.4%	32	0	1	33
SBL	35	1.4%	35	0	1	36
SBT	36	1.4%	36	0	1	37
SBR	169	1.4%	167	2	6	172
EBL	294	1.4%	290	4	10	300
EBT	1,484	1.4%	1,464	20	50	1,514
EBR	38	1.4%	37	1	1	39
WBL	11	1.4%	11	0	0	11
WBT	1,072	1.4%	1,057	15	36	1,094
WBR	99	1.4%	98	1	3	101
North Leg						
Approach	240		237	3	8	245
Departure	513		506	7	17	523
Total	753		743	10	26	768
South Leg						
Approach	224		221	3	8	228
Departure	85		84	1	3	87
Total	309		305	4	10	315
East Leg						
Approach	1,182		1,166	16	40	1,206
Departure	1,551		1,530	21	53	1,583
Total	2,733		2,696	37	93	2,789
West Leg						
Approach	1,816		1,791	25	62	1,853
Departure	1,313		1,295	18	45	1,339
Total	3,129		3,087	42	106	3,192
Total Approaches						
Approach	3,462		3,415	47	117	3,532
Departure	3,462		3,415	47	117	3,532
Total	6,924		6,830	94	235	7,064

Table B-3
Existing Peak Hour Volumes (Intersections Without Classification Counts)

	P.M. Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
11 Day Street/Campus Parkway						
NBL	193	1.0%	191	2	5	196
NBT	614	1.0%	608	6	15	623
NBR	97	1.0%	96	1	2	98
SBL	264	1.0%	261	3	7	268
SBT	639	1.0%	633	6	16	649
SBR	60	1.0%	59	1	2	61
EBL	191	1.0%	189	2	5	194
EBT	75	1.0%	74	1	2	76
EBR	146	1.0%	145	1	4	148
WBL	71	1.0%	70	1	2	72
WBT	147	1.0%	146	1	4	149
WBR	210	1.0%	208	2	5	213
North Leg						
Approach	963		953	10	24	978
Departure	1,015		1,005	10	26	1,030
Total	1,978		1,958	20	50	2,008
South Leg						
Approach	904		895	9	23	917
Departure	856		847	9	22	869
Total	1,760		1,742	18	44	1,786
East Leg						
Approach	428		424	4	11	434
Departure	436		432	4	11	442
Total	864		855	9	22	876
West Leg						
Approach	412		408	4	10	418
Departure	400		396	4	10	406
Total	812		804	8	20	824
Total Approaches						
Approach	2,707		2,680	27	68	2,747
Departure	2,707		2,680	27	68	2,747
Total	5,414		5,359	55	137	5,494

Table B-3
Existing Peak Hour Volumes (Intersections Without Classification Counts)

	P.M. Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
12 Day Street/Gateway Drive						
NBL	38	1.0%	38	0	1	39
NBT	593	1.0%	587	6	15	602
NBR	130	1.0%	129	1	3	132
SBL	100	1.0%	99	1	3	102
SBT	722	1.0%	715	7	18	733
SBR	46	1.0%	46	0	1	47
EBL	93	1.0%	92	1	2	94
EBT	58	1.0%	57	1	1	59
EBR	51	1.0%	50	1	1	52
WBL	94	1.0%	93	1	2	95
WBT	69	1.0%	68	1	2	70
WBR	113	1.0%	112	1	3	115
North Leg						
Approach	868		859	9	22	882
Departure	799		791	8	20	811
Total	1,667		1,650	17	42	1,693
South Leg						
Approach	761		753	8	19	773
Departure	867		858	9	22	880
Total	1,628		1,612	16	41	1,653
East Leg						
Approach	276		273	3	7	280
Departure	288		285	3	7	293
Total	564		558	6	14	573
West Leg						
Approach	202		200	2	5	205
Departure	153		151	2	4	156
Total	355		351	4	9	361
Total Approaches						
Approach	2,107		2,086	21	53	2,140
Departure	2,107		2,086	21	53	2,140
Total	4,214		4,171	43	106	4,280

Table B-3
Existing Peak Hour Volumes (Intersections Without Classification Counts)

	P.M. Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
13 Day Street/Eucalyptus Avenue						
NBL	53	1.0%	52	1	1	54
NBT	410	1.0%	406	4	10	416
NBR	46	1.0%	46	0	1	47
SBL	161	1.0%	159	2	4	163
SBT	437	1.0%	433	4	11	444
SBR	375	1.0%	371	4	9	381
EBL	250	0.7%	248	2	5	253
EBT	492	0.7%	488	4	9	498
EBR	95	0.7%	94	1	2	96
WBL	22	0.7%	22	0	0	22
WBT	377	0.7%	374	3	7	381
WBR	112	0.7%	111	1	2	113
North Leg						
Approach	973		963	10	25	988
Departure	772		765	7	17	782
Total	1,745		1,728	17	42	1,770
South Leg						
Approach	509		504	5	13	517
Departure	554		549	5	13	562
Total	1,063		1,053	10	26	1,079
East Leg						
Approach	511		507	4	10	516
Departure	699		693	6	14	708
Total	1,210		1,200	10	24	1,224
West Leg						
Approach	837		831	6	16	847
Departure	805		798	7	18	816
Total	1,642		1,629	13	34	1,663
Total Approaches						
Approach	2,830		2,805	25	63	2,868
Departure	2,830		2,805	25	63	2,868
Total	5,660		5,610	50	125	5,736

Table B-3
Existing Peak Hour Volumes (Intersections Without Classification Counts)

	P.M. Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
14 Day Street/Cottonwood Avenue						
NBL	13	1.0%	13	0	0	13
NBT	292	1.0%	289	3	7	296
NBR	20	1.0%	20	0	1	20
SBL	160	1.0%	158	2	4	162
SBT	271	1.0%	268	3	7	275
SBR	23	1.0%	23	0	1	23
EBL	32	0.7%	32	0	1	32
EBT	113	0.7%	112	1	2	114
EBR	17	0.7%	17	0	0	17
WBL	23	0.7%	23	0	0	23
WBT	86	0.7%	85	1	2	87
WBR	122	0.7%	121	1	2	123
North Leg						
Approach	454		449	5	11	460
Departure	446		442	4	10	451
Total	900		891	9	22	911
South Leg						
Approach	325		322	3	8	329
Departure	311		308	3	8	315
Total	636		630	6	16	644
East Leg						
Approach	231		229	2	4	233
Departure	293		290	3	7	296
Total	524		520	4	11	529
West Leg						
Approach	162		161	1	3	163
Departure	122		121	1	3	123
Total	284		282	2	6	286
Total Approaches						
Approach	1,172		1,161	11	27	1,185
Departure	1,172		1,161	11	27	1,185
Total	2,344		2,322	22	54	2,370

Table B-3
Existing Peak Hour Volumes (Intersections Without Classification Counts)

	P.M. Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
15 Day Street/Alessandro Boulevard						
NBL	44	1.4%	43	1	1	45
NBT	14	1.4%	14	0	0	14
NBR	27	1.4%	27	0	1	28
SBL	181	1.4%	179	2	6	185
SBT	4	1.4%	4	0	0	4
SBR	154	1.4%	152	2	5	157
EBL	316	1.4%	312	4	11	322
EBT	1,457	1.4%	1,437	20	49	1,487
EBR	5	1.4%	5	0	0	5
WBL	6	1.4%	6	0	0	6
WBT	1,001	1.4%	987	14	34	1,021
WBR	159	1.4%	157	2	5	162
North Leg						
Approach	339		334	5	12	346
Departure	489		482	7	17	498
Total	828		817	11	28	844
South Leg						
Approach	85		84	1	3	87
Departure	15		15	0	1	15
Total	100		99	1	3	102
East Leg						
Approach	1,166		1,150	16	40	1,189
Departure	1,665		1,642	23	57	1,700
Total	2,831		2,793	38	96	2,889
West Leg						
Approach	1,778		1,754	24	60	1,814
Departure	1,199		1,183	16	41	1,223
Total	2,977		2,937	40	101	3,037
Total Approaches						
Approach	3,368		3,322	46	114	3,436
Departure	3,368		3,322	46	114	3,436
Total	6,736		6,645	91	229	6,872

Table B-4
Existing (2005) Peak Hour Volume
Summary

	P.M. Peak Hour					
	Passenger Vehicles	Truck PCE	Total PCE Volume	Project Traffic	Net Change From Diverted Trips	Existing + Project Volume
1 I-215 Interchange/Eucalyptus Avenue						
NBL	130	21	151	0	0	151
NBT	0	0	0	0	0	0
NBR	442	16	458	139	0	597
SBL	244	12	256	56	0	312
SBT	0	0	0	0	0	0
SBR	45	84	129	0	0	129
EBL	98	54	152	0	0	152
EBT	336	4	340	28	0	368
EBR	214	20	234	0	0	234
WBL	714	10	724	142	0	866
WBT	321	9	330	28	0	358
WBR	198	14	212	57	0	269
North Leg						
Approach	289	96	385	56	0	441
Departure	296	68	364	57	0	421
Total	585	164	749	113	0	862
South Leg						
Approach	572	36	609	139	0	748
Departure	928	29	958	142	0	1,100
Total	1,500	65	1,567	281	0	1,848
East Leg						
Approach	1,233	33	1,266	227	0	1,493
Departure	1,022	31	1,054	223	0	1,277
Total	2,255	64	2,320	450	0	2,770
West Leg						
Approach	648	78	726	28	0	754
Departure	496	114	610	28	0	638
Total	1,144	191	1,336	56	0	1,392
Total Approaches						
Approach	2,742	242	2,986	450	0	3,436
Departure	2,742	242	2,986	450	0	3,436
Total	5,484	483	5,972	900	0	6,872

Table B-4
Existing (2005) Peak Hour Volume
Summary

	P.M. Peak Hour					
	Passenger Vehicles	Truck PCE	Total PCE Volume	Project Traffic	Net Change From Diverted Trips	Existing + Project Volume
2 I-215 Southbound Ramps/Alessandro Boulevard						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	227	21	248	0	0	248
SBT	2	0	2	0	0	2
SBR	543	20	563	0	0	563
EBL	0	0	0	0	0	0
EBT	1,333	32	1,365	83	0	1,448
EBR	643	11	654	0	0	654
WBL	0	0	0	0	0	0
WBT	1,315	42	1,357	85	0	1,442
WBR	202	21	223	0	0	223
North Leg						
Approach	772	41	813	0	0	813
Departure	202	21	223	0	0	223
Total	974	62	1,036	0	0	1,036
South Leg						
Approach	0	0	0	0	0	0
Departure	645	11	656	0	0	656
Total	645	11	656	0	0	0
				0	0	0
East Leg				0	0	0
Approach	1,517	62	1,580	85	0	85
Departure	1,560	53	1,613	83	0	83
Total	3,077	115	3,193	168	0	168
West Leg						
Approach	1,976	43	2,019	83	0	83
Departure	1,858	62	1,920	85	0	85
Total	3,834	104	3,939	168	0	168
				0	0	0
Total Approaches						
Approach	4,265	146	4,412			
Departure	4,265	146	4,412	336	0	336
Total	8,530	291	8,824	0	0	0
				336	0	336

Table B-4
Existing (2005) Peak Hour Volume
Summary

	P.M. Peak Hour					
	Passenger Vehicles	Truck PCE	Total PCE Volume	Project Traffic	Net Change From Diverted Trips	Existing + Project Volume
3 I-215 Northbound Ramps/Alessandro Boulevard						
NBL	456	18	474	0	0	474
NBT	0	0	0	0	0	0
NBR	226	9	235	0	0	235
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	255	10	265	0	0	265
EBT	1,284	37	1,321	83	0	1,404
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	1,179	36	1,215	85	0	1,300
WBR	145	9	154	0	0	154
North Leg						
Approach	0	0	0	0	0	0
Departure	400	19	419	0	0	419
Total	400	19	419	0	0	419
South Leg						
Approach	682	27	709	0	0	709
Departure	0	0	0	0	0	0
Total	682	27	709	0	0	709
East Leg						
Approach	1,324	44	1,369	85	0	1,454
Departure	1,510	46	1,556	83	0	1,639
Total	2,834	90	2,925	168	0	3,093
West Leg						
Approach	1,539	47	1,586	83	0	1,669
Departure	1,635	54	1,689	85	0	1,774
Total	3,174	100	3,275	168	0	3,443
Total Approaches						
Approach	3,545	118	3,664	168	0	3,832
Departure	3,545	118	3,664	168	0	3,832
Total	7,090	235	7,328	336	0	7,664

Table B-4
Existing (2005) Peak Hour Volume
Summary

	P.M. Peak Hour					
	Passenger Vehicles	Truck PCE	Total PCE Volume	Project Traffic	Net Change From Diverted Trips	Existing + Project Volume
4 Valley Springs Parkway/Corporate Center Drive						
NBL	193	4	196	0	0	196
NBT	0	0	0	250	19	269
NBR	137	3	140	28	-19	149
SBL	41	1	41	28	1	70
SBT	73	1	75	255	13	343
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	66	1	68	0	0	68
EBR	134	3	137	0	0	137
WBL	132	2	134	28	-13	149
WBT	97	2	99	0	0	99
WBR	0	0	0	28	1	29
North Leg						
Approach	114	2	116	283	14	413
Departure	0	0	0	278	20	298
Total	114	2	116	561	34	711
South Leg						
Approach	330	6	336	278	0	614
Departure	339	6	346	283	0	629
Total	669	13	682	561	0	1,243
East Leg						
Approach	229	4	233	56	-12	277
Departure	244	5	249	56	-18	287
Total	473	9	482	112	-30	564
West Leg						
Approach	200	4	205	0	0	205
Departure	290	5	295	0	0	295
Total	490	9	500	0	0	500
Total Approaches						
Approach	873	16	890	617	2	1,509
Departure	873	16	890	617	2	1,509
Total	1,747	33	1,780	1,234	4	3,018

Table B-4
Existing (2005) Peak Hour Volume
Summary

	P.M. Peak Hour					
	Passenger Vehicles	Truck PCE	Total PCE Volume	Project Traffic	Net Change From Diverted Trips	Existing + Project Volume
5 Valley Springs Parkway/Gateway Drive						
NBL	0	0	0	0	0	0
NBT	273	5	278	278	0	556
NBR	50	1	51	0	0	51
SBL	26	0	26	0	0	26
SBT	333	6	340	283	0	623
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	275	5	280	0	0	280
WBT	0	0	0	0	0	0
WBR	43	1	43	0	0	43
North Leg						
Approach	359	7	366	283	0	649
Departure	316	6	321	278	0	599
Total	675	13	687	561	0	1,248
South Leg						
Approach	323	6	329	278	0	607
Departure	608	11	620	283	0	903
Total	931	18	949	561	0	561
						0
East Leg						0
Approach	318	6	323	0	0	0
Departure	75	1	77	0	0	0
Total	393	7	400	0	0	0
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
						0
Total Approaches						
Approach	999	19	1,018	561	0	
Departure	999	19	1,018	561	0	0
Total	1,999	38	2,036	1,122	0	0
						0

Table B-4
Existing (2005) Peak Hour Volume
Summary

	P.M. Peak Hour					
	Passenger Vehicles	Truck PCE	Total PCE Volume	Project Traffic	Net Change From Diverted Trips	Existing + Project Volume
6 Valley Springs Parkway/Eucalyptus Avenue						
NBL	85	2	87	0	0	87
NBT	100	2	102	56	0	158
NBR	84	2	86	0	0	86
SBL	43	1	43	0	0	43
SBT	79	1	81	57	0	138
SBR	646	12	658	226	0	884
EBL	220	4	224	222	0	446
EBT	689	13	702	0	0	702
EBR	60	1	61	0	0	61
WBL	39	1	39	0	0	39
WBT	639	12	651	0	0	651
WBR	38	1	38	0	0	38
North Leg						
Approach	768	14	782	283	0	1,065
Departure	358	7	364	278	0	642
Total	1,127	21	1,146	561	0	1,707
South Leg						
Approach	270	5	275	56	0	331
Departure	178	3	181	57	0	238
Total	448	8	456	113	0	569
East Leg						
Approach	716	13	728	0	0	728
Departure	816	15	831	0	0	831
Total	1,531	29	1,559	0	0	1,559
West Leg						
Approach	969	18	987	222	0	1,209
Departure	1,371	26	1,396	226	0	1,622
Total	2,339	44	2,383	448	0	2,831
Total Approaches						
Approach	2,722	51	2,772	561	0	3,333
Departure	2,722	51	2,772	561	0	3,333
Total	5,445	103	5,544	1,122	0	6,666

Table B-4
Existing (2005) Peak Hour Volume
Summary

	P.M. Peak Hour					
	Passenger Vehicles	Truck PCE	Total PCE Volume	Project Traffic	Net Change From Diverted Trips	Existing + Project Volume
7 Campus Parkway/Corporate Center Drive						
NBL	75	2	77	28	1	106
NBT	119	3	122	250	-1	371
NBR	43	1	44	0	0	44
SBL	9	0	9	0	0	9
SBT	80	2	82	255	-1	336
SBR	51	1	53	28	-13	68
EBL	41	1	42	28	-19	51
EBT	128	3	131	0	0	131
EBR	50	1	52	28	1	81
WBL	33	1	33	0	0	33
WBT	121	3	124	0	0	124
WBR	2	0	2	0	0	2
North Leg						
Approach	141	4	144	283	-14	413
Departure	161	4	166	278	-20	424
Total	302	8	310	561	-34	837
South Leg						
Approach	237	6	243	278	0	521
Departure	163	4	167	283	0	450
Total	400	10	410	561	0	971
East Leg						
Approach	155	4	159	0	0	159
Departure	179	5	184	0	0	184
Total	335	9	343	0	0	343
West Leg						
Approach	219	6	225	56	-18	263
Departure	247	6	254	56	-12	298
Total	466	12	479	112	-30	561
Total Approaches						
Approach	751	19	771	617	-32	1,356
Departure	751	19	771	617	-32	1,356
Total	1,503	38	1,542	1,234	-64	2,712

Table B-4
Existing (2005) Peak Hour Volume
Summary

	P.M. Peak Hour					
	Passenger Vehicles	Truck PCE	Total PCE Volume	Project Traffic	Net Change From Diverted Trips	Existing + Project Volume
8 Old 215 Frontage Road/Alessandro Boulevard						
NBL	71	2	73	0	0	73
NBT	118	4	122	0	0	122
NBR	32	1	33	0	0	33
SBL	35	1	36	0	0	36
SBT	36	1	37	0	0	37
SBR	167	6	172	57	0	229
EBL	290	10	300	56	0	356
EBT	1,464	50	1,514	28	0	1,542
EBR	37	1	39	0	0	39
WBL	11	0	11	0	0	11
WBT	1,057	36	1,094	28	0	1,122
WBR	98	3	101	0	0	101
North Leg						
Approach	237	8	245	57	0	302
Departure	506	17	523	56	0	579
Total	743	26	768	113	0	881
South Leg						
Approach	221	8	228	0	0	228
Departure	84	3	87	0	0	87
Total	305	10	315	0	0	0
						0
East Leg						0
Approach	1,166	40	1,206	28	0	28
Departure	1,530	53	1,583	28	0	28
Total	2,696	93	2,789	56	0	56
West Leg						
Approach	1,791	62	1,853	84	0	84
Departure	1,295	45	1,339	85	0	85
Total	3,087	106	3,192	169	0	169
						0
Total Approaches						
Approach	3,415	117	3,532	169	0	
Departure	3,415	117	3,532	169	0	112
Total	6,830	235	7,064	338	0	0
						112

Table B-4
Existing (2005) Peak Hour Volume
Summary

	P.M. Peak Hour					
	Passenger Vehicles	Truck PCE	Total PCE Volume	Project Traffic	Net Change From Diverted Trips	Existing + Project Volume
9 Day Street/SR-60 Westbound Ramps						
NBL	0	0	0	0	0	0
NBT	747	14	761	0	0	761
NBR	294	13	307	85	0	392
SBL	59	2	61	0	0	61
SBT	667	19	686	0	0	686
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	301	11	312	111	0	423
WBT	0	0	0	0	0	0
WBR	166	10	176	0	0	176
North Leg						
Approach	726	21	747	0	0	747
Departure	913	24	937	0	0	937
Total	1,639	45	1,684	0	0	1,684
South Leg						
Approach	1,041	27	1,068	85	0	1,153
Departure	968	30	998	111	0	1,109
Total	2,009	57	2,066	196	0	2,262
East Leg						
Approach	467	21	488	111	0	599
Departure	353	15	368	85	0	453
Total	820	36	856	196	0	1,052
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	2,234	69	2,303	196	0	2,499
Departure	2,234	69	2,303	196	0	2,499
Total	4,468	138	4,606	392	0	4,998

Table B-4
Existing (2005) Peak Hour Volume
Summary

	P.M. Peak Hour					
	Passenger Vehicles	Truck PCE	Total PCE Volume	Project Traffic	Net Change From Diverted Trips	Existing + Project Volume
10 Day Street/SR-60 Eastbound Ramps						
NBL	0	0	0	0	0	0
NBT	845	23	868	85	0	953
NBR	629	9	638	113	0	751
SBL	159	2	161	0	0	161
SBT	815	29	844	111	0	955
SBR	0	0	0	0	0	0
EBL	222	2	224	0	0	224
EBT	2	0	2	0	0	2
EBR	554	24	578	83	0	661
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	974	31	1,005	111	0	1,116
Departure	1,067	25	1,092	85	0	1,177
Total	2,041	56	2,097	196	0	2,293
South Leg						
Approach	1,474	32	1,506	198	0	1,704
Departure	1,369	53	1,422	194	0	1,616
Total	2,843	85	2,928	392	0	3,320
East Leg						
Approach	0	0	0	0	0	0
Departure	790	11	801	113	0	914
Total	790	11	801	113	0	914
West Leg						
Approach	778	26	804	83	0	887
Departure	0	0	0	0	0	0
Total	778	26	804	83	0	887
Total Approaches						
Approach	3,226	89	3,315	392	0	3,707
Departure	3,226	89	3,315	392	0	3,707
Total	6,452	178	6,630	784	0	7,414

Table B-4
Existing (2005) Peak Hour Volume
Summary

	P.M. Peak Hour					
	Passenger Vehicles	Truck PCE	Total PCE Volume	Project Traffic	Net Change From Diverted Trips	Existing + Project Volume
11 Day Street/Campus Parkway						
NBL	191	5	196	83	0	279
NBT	608	15	623	0	0	623
NBR	96	2	98	0	0	98
SBL	261	7	268	0	0	268
SBT	633	16	649	0	0	649
SBR	59	2	61	194	0	255
EBL	189	5	194	198	0	392
EBT	74	2	76	0	0	76
EBR	145	4	148	85	0	233
WBL	70	2	72	0	0	72
WBT	146	4	149	0	0	149
WBR	208	5	213	0	0	213
North Leg						
Approach	953	24	978	194	0	1,172
Departure	1,005	26	1,030	198	0	1,228
Total	1,958	50	2,008	392	0	2,400
South Leg						
Approach	895	23	917	83	0	1,000
Departure	847	22	869	85	0	954
Total	1,742	44	1,786	168	0	168
						0
East Leg						0
Approach	424	11	434	0	0	0
Departure	432	11	442	0	0	0
Total	855	22	876	0	0	0
West Leg						
Approach	408	10	418	283	0	283
Departure	396	10	406	277	0	277
Total	804	20	824	560	0	560
						0
Total Approaches						
Approach	2,680	68	2,747	560	0	
Departure	2,680	68	2,747	560	0	0
Total	5,359	137	5,494	1,120	0	0
						0

Table B-4
Existing (2005) Peak Hour Volume
Summary

	P.M. Peak Hour					
	Passenger Vehicles	Truck PCE	Total PCE Volume	Project Traffic	Net Change From Diverted Trips	Existing + Project Volume
12 Day Street/Gateway Drive						
NBL	38	1	39	0	0	39
NBT	587	15	602	83	0	685
NBR	129	3	132	0	0	132
SBL	99	3	102	0	0	102
SBT	715	18	733	85	0	818
SBR	46	1	47	0	0	47
EBL	92	2	94	0	0	94
EBT	57	1	59	0	0	59
EBR	50	1	52	0	0	52
WBL	93	2	95	0	0	95
WBT	68	2	70	0	0	70
WBR	112	3	115	0	0	115
North Leg						
Approach	859	22	882	85	0	967
Departure	791	20	811	83	0	894
Total	1,650	42	1,693	168	0	1,861
South Leg						
Approach	753	19	773	83	0	856
Departure	858	22	880	85	0	965
Total	1,612	41	1,653	168	0	1,821
East Leg						
Approach	273	7	280	0	0	280
Departure	285	7	293	0	0	293
Total	558	14	573	0	0	573
West Leg						
Approach	200	5	205	0	0	205
Departure	151	4	156	0	0	156
Total	351	9	361	0	0	361
Total Approaches						
Approach	2,086	53	2,140	168	0	2,308
Departure	2,086	53	2,140	168	0	2,308
Total	4,171	106	4,280	336	0	4,616

Table B-4
Existing (2005) Peak Hour Volume
Summary

	P.M. Peak Hour					
	Passenger Vehicles	Truck PCE	Total PCE Volume	Project Traffic	Net Change From Diverted Trips	Existing + Project Volume
13 Day Street/Eucalyptus Avenue						
NBL	52	1	54	0	0	54
NBT	406	10	416	56	0	472
NBR	46	1	47	0	0	47
SBL	159	4	163	28	0	191
SBT	433	11	444	57	0	501
SBR	371	9	381	0	0	381
EBL	248	5	253	0	0	253
EBT	488	9	498	0	0	498
EBR	94	2	96	0	0	96
WBL	22	0	22	0	0	22
WBT	374	7	381	0	0	381
WBR	111	2	113	28	0	141
North Leg						
Approach	963	25	988	85	0	1,073
Departure	765	17	782	84	0	866
Total	1,728	42	1,770	169	0	1,939
South Leg						
Approach	504	13	517	56	0	573
Departure	549	13	562	57	0	619
Total	1,053	26	1,079	113	0	1,192
East Leg						
Approach	507	10	516	28	0	544
Departure	693	14	708	28	0	736
Total	1,200	24	1,224	56	0	1,280
West Leg						
Approach	831	16	847	0	0	847
Departure	798	18	816	0	0	816
Total	1,629	34	1,663	0	0	1,663
Total Approaches						
Approach	2,805	63	2,868	169	0	3,037
Departure	2,805	63	2,868	169	0	3,037
Total	5,610	125	5,736	338	0	6,074

Table B-4
Existing (2005) Peak Hour Volume
Summary

	P.M. Peak Hour					
	Passenger Vehicles	Truck PCE	Total PCE Volume	Project Traffic	Net Change From Diverted Trips	Existing + Project Volume
14 Day Street/Cottonwood Avenue						
NBL	13	0	13	0	0	13
NBT	289	7	296	28	0	324
NBR	20	1	20	0	0	20
SBL	158	4	162	28	0	190
SBT	268	7	275	28	0	303
SBR	23	1	23	0	0	23
EBL	32	1	32	0	0	32
EBT	112	2	114	0	0	114
EBR	17	0	17	0	0	17
WBL	23	0	23	0	0	23
WBT	85	2	87	0	0	87
WBR	121	2	123	28	0	151
North Leg						
Approach	449	11	460	56	0	516
Departure	442	10	451	56	0	507
Total	891	22	911	112	0	1,023
South Leg						
Approach	322	8	329	28	0	357
Departure	308	8	315	28	0	343
Total	630	16	644	56	0	700
East Leg						
Approach	229	4	233	28	0	261
Departure	290	7	296	28	0	324
Total	520	11	529	56	0	585
West Leg						
Approach	161	3	163	0	0	163
Departure	121	3	123	0	0	123
Total	282	6	286	0	0	286
Total Approaches						
Approach	1,161	27	1,185	112	0	1,297
Departure	1,161	27	1,185	112	0	1,297
Total	2,322	54	2,370	224	0	2,594

Table B-4
Existing (2005) Peak Hour Volume
Summary

	P.M. Peak Hour					
	Passenger Vehicles	Truck PCE	Total PCE Volume	Project Traffic	Net Change From Diverted Trips	Existing + Project Volume
15 Day Street/Alessandro Boulevard						
NBL	43	1	45	0	0	45
NBT	14	0	14	0	0	14
NBR	27	1	28	0	0	28
SBL	179	6	185	0	0	185
SBT	4	0	4	0	0	4
SBR	152	5	157	28	0	185
EBL	312	11	322	28	0	350
EBT	1,437	49	1,487	0	0	1,487
EBR	5	0	5	0	0	5
WBL	6	0	6	0	0	6
WBT	987	34	1,021	0	0	1,021
WBR	157	5	162	0	0	162
North Leg						
Approach	334	12	346	28	0	374
Departure	482	17	498	28	0	526
Total	817	28	844	56	0	900
South Leg						
Approach	84	3	87	0	0	87
Departure	15	1	15	0	0	15
Total	99	3	102	0	0	102
East Leg						
Approach	1,150	40	1,189	0	0	1,189
Departure	1,642	57	1,700	0	0	1,700
Total	2,793	96	2,889	0	0	2,889
West Leg						
Approach	1,754	60	1,814	28	0	1,842
Departure	1,183	41	1,223	28	0	1,251
Total	2,937	101	3,037	56	0	3,093
Total Approaches						
Approach	3,322	114	3,436	56	0	3,492
Departure	3,322	114	3,436	56	0	3,492
Total	6,645	229	6,872	112	0	6,984

Table B-5
Year 2007 Peak Hour Turning Movements

	P.M. Peak Hour								
	2005 Volume	Growth	2007 Base	Project Trips	Net Change From Diverted Trips	Total With Project	App. Proj. Trips	Cumulative Without Project Volumes	Cumulative With Project Volumes
1 I-215 Interchange/Eucalyptus Avenue									
NBL	151	6	157	0	0	157	233	390	390
NBT	0	0	0	0	0	0	0	0	0
NBR	458	18	476	139	0	615	580	1,056	1,195
SBL	256	10	266	56	0	322	40	306	362
SBT	0	0	0	0	0	0	0	0	0
SBR	129	5	134	0	0	134	220	354	354
EBL	152	6	158	0	0	158	647	805	805
EBT	340	14	354	28	0	382	455	808	836
EBR	234	9	243	0	0	243	707	950	950
WBL	724	29	753	142	0	895	569	1,322	1,464
WBT	330	13	343	28	0	371	380	723	751
WBR	212	8	220	57	0	277	21	242	299
North Leg									
Approach	385	15	400	56	0	456	260	660	716
Departure	364	15	379	57	0	436	669	1,047	1,104
Total	749	30	779	113	0	892	928	1,707	1,820
South Leg									
Approach	609	24	633	139	0	772	812	1,446	1,585
Departure	958	38	996	142	0	1,138	1,276	2,272	2,414
Total	1,567	63	1,630	281	0	1,911	2,088	3,718	3,999
East Leg									
Approach	1,266	51	1,317	227	0	1,544	970	2,287	2,514
Departure	1,054	42	1,096	223	0	1,319	1,074	2,170	2,393
Total	2,320	93	2,413	450	0	2,863	2,044	4,457	4,907
West Leg									
Approach	726	29	755	28	0	783	1,808	2,563	2,591
Departure	610	24	634	28	0	662	832	1,467	1,495
Total	1,336	53	1,389	56	0	1,445	2,641	4,030	4,086
Total Approaches									
Approach	2,986	119	3,105	450	0	3,555	3,851	6,956	7,406
Departure	2,986	119	3,105	450	0	3,555	3,851	6,956	7,406
Total	5,972	239	6,211	900	0	7,111	7,702	13,912	14,812

Table B-5
Year 2007 Peak Hour Turning Movements

	P.M. Peak Hour								
	2005 Volume	Growth	2007 Base	Project Trips	Net Change From Diverted Trips	Total With Project	App. Proj. Trips	Cumulative Without Project Volumes	Cumulative With Project Volumes
2 I-215 Southbound Ramps/Alessandro Boulevard									
NBL	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0
SBL	248	10	258	0	0	258	0	258	258
SBT	2	0	2	0	0	2	0	2	2
SBR	563	23	586	0	0	586	176	761	761
EBL	0	0	0	0	0	0	0	0	0
EBT	1,365	55	1,420	83	0	1,503	1,436	2,856	2,939
EBR	654	26	680	0	0	680	443	1,123	1,123
WBL	0	0	0	0	0	0	0	0	0
WBT	1,357	54	1,411	85	0	1,496	1,048	2,459	2,544
WBR	223	9	232	0	0	232	84	316	316
North Leg									
Approach	813	33	846	0	0	846	176	1,021	1,021
Departure	223	9	232	0	0	232	84	316	316
Total	1,036	41	1,077	0	0	1,077	260	1,338	1,338
South Leg									
Approach	0	0	0	0	0	0	0	0	0
Departure	656	26	682	0	0	682	443	1,125	1,125
Total	656	26	682	0	0	682	443	1,125	1,125
East Leg									
Approach	1,580	63	1,643	85	0	1,728	1,132	2,775	2,860
Departure	1,613	65	1,678	83	0	1,761	1,436	3,113	3,196
Total	3,193	128	3,321	168	0	3,489	2,568	5,889	6,057
West Leg									
Approach	2,019	81	2,100	83	0	2,183	1,878	3,978	4,061
Departure	1,920	77	1,997	85	0	2,082	1,223	3,220	3,305
Total	3,939	158	4,097	168	0	4,265	3,102	7,198	7,366
Total Approaches									
Approach	4,412	176	4,588	168	0	4,756	3,186	7,775	7,943
Departure	4,412	176	4,588	168	0	4,756	3,186	7,775	7,943
Total	8,824	353	9,177	336	0	9,513	6,373	15,549	15,885

Table B-5
Year 2007 Peak Hour Turning Movements

	P.M. Peak Hour								
	2005 Volume	Growth	2007 Base	Project Trips	Net Change From Diverted Trips	Total With Project	App. Proj. Trips	Cumulative Without Project Volumes	Cumulative With Project Volumes
3 I-215 Northbound Ramps/Alessandro Boulevard									
NBL	474	19	493	0	0	493	140	633	633
NBT	0	0	0	0	0	0	0	0	0
NBR	235	9	244	0	0	244	86	331	331
SBL	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0
EBL	265	11	276	0	0	276	743	1,018	1,018
EBT	1,321	53	1,374	83	0	1,457	693	2,067	2,150
EBR	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0
WBT	1,215	49	1,264	85	0	1,349	992	2,256	2,341
WBR	154	6	160	0	0	160	0	160	160
North Leg									
Approach	0	0	0	0	0	0	0	0	0
Departure	419	17	436	0	0	436	743	1,179	1,179
Total	419	17	436	0	0	436	743	1,179	1,179
South Leg									
Approach	709	28	737	0	0	737	226	964	964
Departure	0	0	0	0	0	0	0	0	0
Total	709	28	737	0	0	737	226	964	964
East Leg									
Approach	1,369	55	1,424	85	0	1,509	992	2,416	2,501
Departure	1,556	62	1,618	83	0	1,701	780	2,398	2,481
Total	2,925	117	3,042	168	0	3,210	1,772	4,814	4,982
West Leg									
Approach	1,586	63	1,649	83	0	1,732	1,436	3,085	3,168
Departure	1,689	68	1,757	85	0	1,842	1,132	2,889	2,974
Total	3,275	131	3,406	168	0	3,574	2,568	5,974	6,142
Total Approaches									
Approach	3,664	147	3,811	168	0	3,979	2,654	6,465	6,633
Departure	3,664	147	3,811	168	0	3,979	2,654	6,465	6,633
Total	7,328	293	7,621	336	0	7,957	5,309	12,930	13,266

Table B-5
Year 2007 Peak Hour Turning Movements

	P.M. Peak Hour								
	2005 Volume	Growth	2007 Base	Project Trips	Net Change From Diverted Trips	Total With Project	App. Proj. Trips	Cumulative Without Project Volumes	Cumulative With Project Volumes
4 Valley Springs Parkway/Corporate Center Drive									
NBL	196	8	204	0	0	204	0	204	204
NBT	0	0	0	250	19	269	0	0	269
NBR	140	6	146	28	-19	155	477	622	631
SBL	41	2	43	28	1	72	0	43	72
SBT	75	3	78	255	13	346	0	78	346
SBR	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0
EBT	68	3	71	0	0	71	0	71	71
EBR	137	5	142	0	0	142	0	142	142
WBL	134	5	139	28	-13	154	516	655	670
WBT	99	4	103	0	0	103	0	103	103
WBR	0	0	0	28	1	29	0	0	29
North Leg									
Approach	116	5	121	283	14	418	0	121	418
Departure	0	0	0	278	20	298	0	0	298
Total	116	5	121	561	34	716	0	121	716
South Leg									
Approach	336	13	349	278	0	627	477	826	1,104
Departure	346	14	360	283	0	643	516	876	1,159
Total	682	27	709	561	0	1,270	993	1,702	2,263
East Leg									
Approach	233	9	242	56	-12	286	516	758	802
Departure	249	10	259	56	-18	297	477	736	774
Total	482	19	501	112	-30	583	993	1,494	1,576
West Leg									
Approach	205	8	213	0	0	213	0	213	213
Departure	295	12	307	0	0	307	0	307	307
Total	500	20	520	0	0	520	0	520	520
Total Approaches									
Approach	890	36	926	617	2	1,545	993	1,918	2,537
Departure	890	36	926	617	2	1,545	993	1,918	2,537
Total	1,780	71	1,851	1,234	4	3,089	1,985	3,836	5,074

Table B-5
Year 2007 Peak Hour Turning Movements

	P.M. Peak Hour								
	2005 Volume	Growth	2007 Base	Project Trips	Net Change From Diverted Trips	Total With Project	App. Proj. Trips	Cumulative Without Project Volumes	Cumulative With Project Volumes
5 Valley Springs Parkway/Gateway Drive									
NBL	0	0	0	0	0	0	0	0	0
NBT	278	11	289	278	0	567	477	766	1,044
NBR	51	2	53	0	0	53	0	53	53
SBL	26	1	27	0	0	27	0	27	27
SBT	340	14	354	283	0	637	516	870	1,153
SBR	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0
WBL	280	11	291	0	0	291	0	291	291
WBT	0	0	0	0	0	0	0	0	0
WBR	43	2	45	0	0	45	0	45	45
North Leg									
Approach	366	15	381	283	0	664	516	897	1,180
Departure	321	13	334	278	0	612	477	811	1,089
Total	687	27	714	561	0	1,275	993	1,707	2,268
South Leg									
Approach	329	13	342	278	0	620	477	819	1,097
Departure	620	25	645	283	0	928	516	1,161	1,444
Total	949	38	987	561	0	1,548	993	1,980	2,541
East Leg									
Approach	323	13	336	0	0	336	0	336	336
Departure	77	3	80	0	0	80	0	80	80
Total	400	16	416	0	0	416	0	416	416
West Leg									
Approach	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
Total Approaches									
Approach	1,018	41	1,059	561	0	1,620	993	2,051	2,612
Departure	1,018	41	1,059	561	0	1,620	993	2,051	2,612
Total	2,036	81	2,117	1,122	0	3,239	1,985	4,103	5,225

Table B-5
Year 2007 Peak Hour Turning Movements

	P.M. Peak Hour								
	2005 Volume	Growth	2007 Base	Project Trips	Net Change From Diverted Trips	Total With Project	App. Proj. Trips	Cumulative Without Project Volumes	Cumulative With Project Volumes
6 Valley Springs Parkway/Eucalyptus Avenue									
NBL	87	3	90	0	0	90	44	134	134
NBT	102	4	106	56	0	162	136	242	298
NBR	86	3	89	0	0	89	0	89	89
SBL	43	2	45	0	0	45	0	45	45
SBT	81	3	84	57	0	141	147	232	289
SBR	658	26	684	226	0	910	369	1,053	1,279
EBL	224	9	233	222	0	455	341	573	795
EBT	702	28	730	0	0	730	713	1,443	1,443
EBR	61	2	63	0	0	63	20	84	84
WBL	39	2	41	0	0	41	0	41	41
WBT	651	26	677	0	0	677	558	1,235	1,235
WBR	38	2	40	0	0	40	0	40	40
North Leg									
Approach	782	31	813	283	0	1,096	516	1,329	1,612
Departure	364	15	379	278	0	657	477	855	1,133
Total	1,146	46	1,192	561	0	1,753	993	2,184	2,745
South Leg									
Approach	275	11	286	56	0	342	180	466	522
Departure	181	7	188	57	0	245	168	356	413
Total	456	18	474	113	0	587	348	822	935
East Leg									
Approach	728	29	757	0	0	757	558	1,315	1,315
Departure	831	33	864	0	0	864	713	1,577	1,577
Total	1,559	62	1,621	0	0	1,621	1,271	2,893	2,893
West Leg									
Approach	987	39	1,026	222	0	1,248	1,074	2,100	2,322
Departure	1,396	56	1,452	226	0	1,678	970	2,422	2,648
Total	2,383	95	2,478	448	0	2,926	2,044	4,523	4,971
Total Approaches									
Approach	2,772	111	2,883	561	0	3,444	2,328	5,211	5,772
Departure	2,772	111	2,883	561	0	3,444	2,328	5,211	5,772
Total	5,544	222	5,766	1,122	0	6,888	4,656	10,422	11,544

Table B-5
Year 2007 Peak Hour Turning Movements

	P.M. Peak Hour								
	2005 Volume	Growth	2007 Base	Project Trips	Net Change From Diverted Trips	Total With Project	App. Proj. Trips	Cumulative Without Project Volumes	Cumulative With Project Volumes
7 Campus Parkway/Corporate Center Drive									
NBL	77	3	80	28	1	109	0	80	109
NBT	122	5	127	250	-1	376	0	127	376
NBR	44	2	46	0	0	46	0	46	46
SBL	9	0	9	0	0	9	0	9	9
SBT	82	3	85	255	-1	339	0	85	339
SBR	53	2	55	28	-13	70	0	55	70
EBL	42	2	44	28	-19	53	0	44	53
EBT	131	5	136	0	0	136	477	613	613
EBR	52	2	54	28	1	83	0	54	83
WBL	33	1	34	0	0	34	0	34	34
WBT	124	5	129	0	0	129	516	645	645
WBR	2	0	2	0	0	2	0	2	2
North Leg									
Approach	144	6	150	283	-14	419	0	150	419
Departure	166	7	173	278	-20	431	0	173	431
Total	310	12	322	561	-34	849	0	322	849
South Leg									
Approach	243	10	253	278	0	531	0	253	531
Departure	167	7	174	283	0	457	0	174	457
Total	410	16	426	561	0	987	0	426	987
East Leg									
Approach	159	6	165	0	0	165	516	681	681
Departure	184	7	191	0	0	191	477	668	668
Total	343	14	357	0	0	357	993	1,349	1,349
West Leg									
Approach	225	9	234	56	-18	272	477	711	749
Departure	254	10	264	56	-12	308	516	780	824
Total	479	19	498	112	-30	580	993	1,491	1,573
Total Approaches									
Approach	771	31	802	617	-32	1,387	993	1,794	2,379
Departure	771	31	802	617	-32	1,387	993	1,794	2,379
Total	1,542	62	1,604	1,234	-64	2,774	1,985	3,589	4,759

Table B-5
Year 2007 Peak Hour Turning Movements

	P.M. Peak Hour								
	2005 Volume	Growth	2007 Base	Project Trips	Net Change From Diverted Trips	Total With Project	App. Proj. Trips	Cumulative Without Project Volumes	Cumulative With Project Volumes
8 Old 215 Frontage Road/Alessandro Boulevard									
NBL	73	3	76	0	0	76	131	207	207
NBT	122	5	127	0	0	127	44	170	170
NBR	33	1	34	0	0	34	0	34	34
SBL	36	1	37	0	0	37	0	37	37
SBT	37	1	38	0	0	38	20	59	59
SBR	172	7	179	57	0	236	147	326	383
EBL	300	12	312	56	0	368	136	448	504
EBT	1,514	61	1,575	28	0	1,603	582	2,157	2,185
EBR	39	2	41	0	0	41	61	102	102
WBL	11	0	11	0	0	11	0	11	11
WBT	1,094	44	1,138	28	0	1,166	714	1,852	1,880
WBR	101	4	105	0	0	105	0	105	105
North Leg									
Approach	245	10	255	57	0	312	168	423	480
Departure	523	21	544	56	0	600	180	724	780
Total	768	31	799	113	0	912	348	1,146	1,259
South Leg									
Approach	228	9	237	0	0	237	174	412	412
Departure	87	3	90	0	0	90	82	172	172
Total	315	13	328	0	0	328	256	584	584
East Leg									
Approach	1,206	48	1,254	28	0	1,282	714	1,968	1,996
Departure	1,583	63	1,646	28	0	1,674	582	2,228	2,256
Total	2,789	112	2,901	56	0	2,957	1,296	4,196	4,252
West Leg									
Approach	1,853	74	1,927	84	0	2,011	780	2,707	2,791
Departure	1,339	54	1,393	85	0	1,478	992	2,385	2,470
Total	3,192	128	3,320	169	0	3,489	1,772	5,091	5,260
Total Approaches									
Approach	3,532	141	3,673	169	0	3,842	1,836	5,509	5,678
Departure	3,532	141	3,673	169	0	3,842	1,836	5,509	5,678
Total	7,064	283	7,347	338	0	7,685	3,671	11,018	11,356

Table B-5
Year 2007 Peak Hour Turning Movements

	P.M. Peak Hour								
	2005 Volume	Growth	2007 Base	Project Trips	Net Change From Diverted Trips	Total With Project	App. Proj. Trips	Cumulative Without Project Volumes	Cumulative With Project Volumes
9 Day Street/SR-60 Westbound Ramps									
NBL	0	0	0	0	0	0	0	0	0
NBT	761	30	791	0	0	791	107	898	898
NBR	307	12	319	85	0	404	607	927	1,012
SBL	61	2	63	0	0	63	77	140	140
SBT	686	27	713	0	0	713	69	782	782
SBR	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0
WBL	312	12	324	111	0	435	543	867	978
WBT	0	0	0	0	0	0	0	0	0
WBR	176	7	183	0	0	183	28	211	211
North Leg									
Approach	747	30	777	0	0	777	145	922	922
Departure	937	37	974	0	0	974	135	1,109	1,109
Total	1,684	67	1,751	0	0	1,751	280	2,032	2,032
South Leg									
Approach	1,068	43	1,111	85	0	1,196	714	1,824	1,909
Departure	998	40	1,038	111	0	1,149	612	1,650	1,761
Total	2,066	83	2,149	196	0	2,345	1,325	3,474	3,670
East Leg									
Approach	488	20	508	111	0	619	571	1,079	1,190
Departure	368	15	383	85	0	468	684	1,066	1,151
Total	856	34	890	196	0	1,086	1,255	2,145	2,341
West Leg									
Approach	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
Total Approaches									
Approach	2,303	92	2,395	196	0	2,591	1,430	3,825	4,021
Departure	2,303	92	2,395	196	0	2,591	1,430	3,825	4,021
Total	4,606	184	4,790	392	0	5,182	2,861	7,651	8,043

Table B-5
Year 2007 Peak Hour Turning Movements

	P.M. Peak Hour								
	2005 Volume	Growth	2007 Base	Project Trips	Net Change From Diverted Trips	Total With Project	App. Proj. Trips	Cumulative Without Project Volumes	Cumulative With Project Volumes
10 Day Street/SR-60 Eastbound Ramps									
NBL	0	0	0	0	0	0	0	0	0
NBT	868	35	903	85	0	988	643	1,545	1,630
NBR	638	26	664	113	0	777	358	1,022	1,135
SBL	161	6	167	0	0	167	31	198	198
SBT	844	34	878	111	0	989	581	1,459	1,570
SBR	0	0	0	0	0	0	0	0	0
EBL	224	9	233	0	0	233	71	304	304
EBT	2	0	2	0	0	2	0	2	2
EBR	578	23	601	83	0	684	350	951	1,034
WBL	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0
North Leg									
Approach	1,005	40	1,045	111	0	1,156	612	1,657	1,768
Departure	1,092	44	1,136	85	0	1,221	714	1,849	1,934
Total	2,097	84	2,181	196	0	2,377	1,325	3,506	3,702
South Leg									
Approach	1,506	60	1,566	198	0	1,764	1,001	2,567	2,765
Departure	1,422	57	1,479	194	0	1,673	931	2,410	2,604
Total	2,928	117	3,045	392	0	3,437	1,932	4,977	5,369
East Leg									
Approach	0	0	0	0	0	0	0	0	0
Departure	801	32	833	113	0	946	389	1,222	1,335
Total	801	32	833	113	0	946	389	1,222	1,335
West Leg									
Approach	804	32	836	83	0	919	421	1,257	1,340
Departure	0	0	0	0	0	0	0	0	0
Total	804	32	836	83	0	919	421	1,257	1,340
Total Approaches									
Approach	3,315	133	3,448	392	0	3,840	2,034	5,481	5,873
Departure	3,315	133	3,448	392	0	3,840	2,034	5,481	5,873
Total	6,630	265	6,895	784	0	7,679	4,068	10,963	11,747

Table B-5
Year 2007 Peak Hour Turning Movements

	P.M. Peak Hour								
	2005 Volume	Growth	2007 Base	Project Trips	Net Change From Diverted Trips	Total With Project	App. Proj. Trips	Cumulative Without Project Volumes	Cumulative With Project Volumes
11 Day Street/Campus Parkway									
NBL	196	8	204	83	0	287	0	204	287
NBT	623	25	648	0	0	648	502	1,150	1,150
NBR	98	4	102	0	0	102	231	333	333
SBL	268	11	279	0	0	279	139	417	417
SBT	649	26	675	0	0	675	474	1,149	1,149
SBR	61	2	63	194	0	257	0	63	257
EBL	194	8	202	198	0	400	0	202	400
EBT	76	3	79	0	0	79	0	79	79
EBR	148	6	154	85	0	239	0	154	239
WBL	72	3	75	0	0	75	181	255	255
WBT	149	6	155	0	0	155	0	155	155
WBR	213	9	222	0	0	222	108	330	330
North Leg									
Approach	978	39	1,017	194	0	1,211	613	1,630	1,824
Departure	1,030	41	1,071	198	0	1,269	610	1,681	1,879
Total	2,008	80	2,088	392	0	2,480	1,223	3,312	3,704
South Leg									
Approach	917	37	954	83	0	1,037	733	1,687	1,770
Departure	869	35	904	85	0	989	655	1,559	1,644
Total	1,786	71	1,857	168	0	2,025	1,388	3,245	3,413
East Leg									
Approach	434	17	451	0	0	451	289	740	740
Departure	442	18	460	0	0	460	370	829	829
Total	876	35	911	0	0	911	658	1,569	1,569
West Leg									
Approach	418	17	435	283	0	718	0	435	718
Departure	406	16	422	277	0	699	0	422	699
Total	824	33	857	560	0	1,417	0	857	1,417
Total Approaches									
Approach	2,747	110	2,857	560	0	3,417	1,635	4,492	5,052
Departure	2,747	110	2,857	560	0	3,417	1,635	4,492	5,052
Total	5,494	220	5,714	1,120	0	6,834	3,269	8,983	10,103

Table B-5
Year 2007 Peak Hour Turning Movements

	P.M. Peak Hour								
	2005 Volume	Growth	2007 Base	Project Trips	Net Change From Diverted Trips	Total With Project	App. Proj. Trips	Cumulative Without Project Volumes	Cumulative With Project Volumes
12 Day Street/Gateway Drive									
NBL	39	2	41	0	0	41	0	41	41
NBT	602	24	626	83	0	709	614	1,240	1,323
NBR	132	5	137	0	0	137	235	372	372
SBL	102	4	106	0	0	106	100	206	206
SBT	733	29	762	85	0	847	555	1,317	1,402
SBR	47	2	49	0	0	49	0	49	49
EBL	94	4	98	0	0	98	0	98	98
EBT	59	2	61	0	0	61	0	61	61
EBR	52	2	54	0	0	54	0	54	54
WBL	95	4	99	0	0	99	204	303	303
WBT	70	3	73	0	0	73	0	73	73
WBR	115	5	120	0	0	120	119	238	238
North Leg									
Approach	882	35	917	85	0	1,002	655	1,572	1,657
Departure	811	32	843	83	0	926	733	1,576	1,659
Total	1,693	68	1,761	168	0	1,929	1,388	3,149	3,317
South Leg									
Approach	773	31	804	83	0	887	849	1,653	1,736
Departure	880	35	915	85	0	1,000	759	1,674	1,759
Total	1,653	66	1,719	168	0	1,887	1,608	3,327	3,495
East Leg									
Approach	280	11	291	0	0	291	323	614	614
Departure	293	12	305	0	0	305	335	640	640
Total	573	23	596	0	0	596	657	1,253	1,253
West Leg									
Approach	205	8	213	0	0	213	0	213	213
Departure	156	6	162	0	0	162	0	162	162
Total	361	14	375	0	0	375	0	375	375
Total Approaches									
Approach	2,140	86	2,226	168	0	2,394	1,826	4,052	4,220
Departure	2,140	86	2,226	168	0	2,394	1,826	4,052	4,220
Total	4,280	171	4,451	336	0	4,787	3,653	8,104	8,440

Table B-5
Year 2007 Peak Hour Turning Movements

	P.M. Peak Hour								
	2005 Volume	Growth	2007 Base	Project Trips	Net Change From Diverted Trips	Total With Project	App. Proj. Trips	Cumulative Without Project Volumes	Cumulative With Project Volumes
13 Day Street/Eucalyptus Avenue									
NBL	54	2	56	0	0	56	200	256	256
NBT	416	17	433	56	0	489	442	875	931
NBR	47	2	49	0	0	49	167	216	216
SBL	163	7	170	28	0	198	74	243	271
SBT	444	18	462	57	0	519	475	936	993
SBR	381	15	396	0	0	396	294	690	690
EBL	253	10	263	0	0	263	296	559	559
EBT	498	20	518	0	0	518	174	692	692
EBR	96	4	100	0	0	100	244	343	343
WBL	22	1	23	0	0	23	44	67	67
WBT	381	15	396	0	0	396	64	460	460
WBR	113	5	118	28	0	146	68	186	214
North Leg									
Approach	988	40	1,028	85	0	1,113	842	1,870	1,955
Departure	782	31	813	84	0	897	806	1,619	1,703
Total	1,770	71	1,841	169	0	2,010	1,648	3,489	3,658
South Leg									
Approach	517	21	538	56	0	594	809	1,347	1,403
Departure	562	22	584	57	0	641	762	1,347	1,404
Total	1,079	43	1,122	113	0	1,235	1,571	2,693	2,806
East Leg									
Approach	516	21	537	28	0	565	176	713	741
Departure	708	28	736	28	0	764	414	1,150	1,178
Total	1,224	49	1,273	56	0	1,329	590	1,863	1,919
West Leg									
Approach	847	34	881	0	0	881	713	1,594	1,594
Departure	816	33	849	0	0	849	558	1,407	1,407
Total	1,663	67	1,730	0	0	1,730	1,271	3,001	3,001
Total Approaches									
Approach	2,868	115	2,983	169	0	3,152	2,541	5,523	5,692
Departure	2,868	115	2,983	169	0	3,152	2,541	5,523	5,692
Total	5,736	229	5,965	338	0	6,303	5,081	11,046	11,384

Table B-5
Year 2007 Peak Hour Turning Movements

	P.M. Peak Hour								
	2005 Volume	Growth	2007 Base	Project Trips	Net Change From Diverted Trips	Total With Project	App. Proj. Trips	Cumulative Without Project Volumes	Cumulative With Project Volumes
14 Day Street/Cottonwood Avenue									
NBL	13	1	14	0	0	14	0	14	14
NBT	296	12	308	28	0	336	599	907	935
NBR	20	1	21	0	0	21	121	142	142
SBL	162	6	168	28	0	196	275	443	471
SBT	275	11	286	28	0	314	385	671	699
SBR	23	1	24	0	0	24	0	24	24
EBL	32	1	33	0	0	33	0	33	33
EBT	114	5	119	0	0	119	0	119	119
EBR	17	1	18	0	0	18	0	18	18
WBL	23	1	24	0	0	24	33	57	57
WBT	87	3	90	0	0	90	0	90	90
WBR	123	5	128	28	0	156	178	306	334
North Leg									
Approach	460	18	478	56	0	534	660	1,138	1,194
Departure	451	18	469	56	0	525	777	1,246	1,302
Total	911	36	947	112	0	1,059	1,437	2,384	2,496
South Leg									
Approach	329	13	342	28	0	370	721	1,063	1,091
Departure	315	13	328	28	0	356	419	746	774
Total	644	26	670	56	0	726	1,139	1,809	1,865
East Leg									
Approach	233	9	242	28	0	270	211	453	481
Departure	296	12	308	28	0	336	396	704	732
Total	529	21	550	56	0	606	607	1,157	1,213
West Leg									
Approach	163	7	170	0	0	170	0	170	170
Departure	123	5	128	0	0	128	0	128	128
Total	286	11	297	0	0	297	0	297	297
Total Approaches									
Approach	1,185	47	1,232	112	0	1,344	1,592	2,824	2,936
Departure	1,185	47	1,232	112	0	1,344	1,592	2,824	2,936
Total	2,370	95	2,465	224	0	2,689	3,183	5,648	5,872

Table B-5
Year 2007 Peak Hour Turning Movements

	P.M. Peak Hour								
	2005 Volume	Growth	2007 Base	Project Trips	Net Change From Diverted Trips	Total With Project	App. Proj. Trips	Cumulative Without Project Volumes	Cumulative With Project Volumes
15 Day Street/Alessandro Boulevard									
NBL	45	2	47	0	0	47	0	47	47
NBT	14	1	15	0	0	15	87	102	102
NBR	28	1	29	0	0	29	0	29	29
SBL	185	7	192	0	0	192	30	222	222
SBT	4	0	4	0	0	4	41	45	45
SBR	157	6	163	28	0	191	348	511	539
EBL	322	13	335	28	0	363	420	754	782
EBT	1,487	59	1,546	0	0	1,546	162	1,709	1,709
EBR	5	0	5	0	0	5	0	5	5
WBL	6	0	6	0	0	6	0	6	6
WBT	1,021	41	1,062	0	0	1,062	366	1,428	1,428
WBR	162	6	168	0	0	168	214	382	382
North Leg									
Approach	346	14	360	28	0	388	419	778	806
Departure	498	20	518	28	0	546	721	1,239	1,267
Total	844	34	878	56	0	934	1,139	2,017	2,073
South Leg									
Approach	87	3	90	0	0	90	87	178	178
Departure	15	1	16	0	0	16	41	57	57
Total	102	4	106	0	0	106	128	234	234
East Leg									
Approach	1,189	48	1,237	0	0	1,237	580	1,817	1,817
Departure	1,700	68	1,768	0	0	1,768	192	1,960	1,960
Total	2,889	116	3,005	0	0	3,005	772	3,777	3,777
West Leg									
Approach	1,814	73	1,887	28	0	1,915	582	2,469	2,497
Departure	1,223	49	1,272	28	0	1,300	714	1,986	2,014
Total	3,037	121	3,158	56	0	3,214	1,296	4,454	4,510
Total Approaches									
Approach	3,436	137	3,573	56	0	3,629	1,668	5,241	5,297
Departure	3,436	137	3,573	56	0	3,629	1,668	5,241	5,297
Total	6,872	275	7,147	112	0	7,259	3,335	10,482	10,594

APPENDIX C

LEVEL OF SERVICE CALCULATION WORKSHEETS

EXISTING CONDITIONS

Riverside Walmart
City Of Riverside
Existing Conditions - P.M. Peak Hour

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

Intersection #1 I-215 Interchange/Eastridge Av-Eucalyptus Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.494
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 30.6
Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	0 0	2	2 0	0 0	1	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	151	0	458	256	0	129	152	340	234	724	330	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	0	458	256	0	129	152	340	234	724	330	212
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.77	0.77	0.00	0.88	0.88	0.00	0.88	0.88	0.00	0.86	0.86	0.00
PHF Volume:	195	0	0	291	0	0	174	388	0	844	385	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	0	0	291	0	0	174	388	0	844	385	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	195	0	0	291	0	0	174	388	0	844	385	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	0.88	0.97	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Lanes:	2.00	0.00	2.00	2.00	0.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3686	0	3344	3686	0	1900	1900	3610	1900	3686	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.00	0.08	0.00	0.00	0.09	0.11	0.00	0.23	0.11	0.00
Crit Moves:		****		****				****		****		
Green Time:	12.0	0.0	0.0	14.1	0.0	0.0	29.0	19.2	0.0	40.8	30.9	0.0
Volume/Cap:	0.44	0.00	0.00	0.56	0.00	0.00	0.31	0.56	0.00	0.56	0.34	0.00
Delay/Veh:	41.6	0.0	0.0	41.5	0.0	0.0	28.1	37.7	0.0	23.2	26.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	0.0	0.0	41.5	0.0	0.0	28.1	37.7	0.0	23.2	26.9	0.0
HCM2kAvg:	3	0	0	5	0	0	4	6	0	10	5	0

Riverside Walmart
City Of Riverside
Existing Conditions - P.M. Peak Hour

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

Intersection #2 I-215 Southbound Ramps and Alessandro Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	248	2	563	0	1365	654	0	1357	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	248	2	563	0	1365	654	0	1357	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	0.88	0.88	0.88	0.92	0.92	0.92	0.96	0.96	0.00
PHF Volume:	0	0	0	281	2	638	0	1489	713	0	1419	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	281	2	638	0	1489	713	0	1419	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	281	2	638	0	1489	713	0	1419	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	1.30	0.01	1.69	0.00	2.06	0.94	0.00	3.00	1.00
Final Sat.:	0	0	0	2478	9	3213	0	3723	1784	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.24	0.20	0.00	0.40	0.40	0.00	0.27	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	34.8	34.8	34.8	0.0	57.2	57.2	0.0	57.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.33	0.70	0.57	0.00	0.70	0.70	0.00	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	24.0	29.8	27.0	0.0	16.0	16.0	0.0	12.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.0	29.8	27.0	0.0	16.0	16.0	0.0	12.7	0.0
HCM2kAvg:	0	0	0	5	13	10	0	17	17	0	9	0

Riverside Walmart
City Of Riverside
Existing Conditions - P.M. Peak Hour

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

Intersection #3 I-215 Northbound Ramps and Alessandro Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.650
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: 53 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1! 0	1	0 0	0 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	474	0	235	0	0	0	265	1321	0	0	1215	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	474	0	235	0	0	0	265	1321	0	0	1215	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	1.00	1.00	1.00	0.88	0.88	0.88	0.97	0.97	0.97
PHF Volume:	498	0	247	0	0	0	302	1506	0	0	1250	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	498	0	247	0	0	0	302	1506	0	0	1250	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	498	0	247	0	0	0	302	1506	0	0	1250	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.96	1.00
Lanes:	1.67	0.00	1.33	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.67	0.33
Final Sat.:	3170	0	2530	0	0	0	1900	5187	0	0	4889	620
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.10	0.00	0.00	0.00	0.16	0.29	0.00	0.00	0.26	0.26
Crit Moves:	****						****				****	
Green Time:	24.2	0.0	24.2	0.0	0.0	0.0	24.5	63.8	0.0	0.0	39.3	39.3
Volume/Cap:	0.65	0.00	0.40	0.00	0.00	0.00	0.65	0.45	0.00	0.00	0.65	0.65
Delay/Veh:	35.4	0.0	32.0	0.0	0.0	0.0	37.1	9.3	0.0	0.0	25.4	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	0.0	32.0	0.0	0.0	0.0	37.1	9.3	0.0	0.0	25.4	25.4
HCM2kAvg:	9	0	5	0	0	0	9	8	0	0	12	13

Riverside Walmart
City Of Riverside
Existing Conditions - P.M. Peak Hour

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

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Intersection #4 Valley Springs Parkway and Corporate Centre Place

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.318
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 33.0
Optimal Cycle: 56 Level Of Service: C

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	196	0	140	41	75	0	0	68	137	134	99	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	0	140	41	75	0	0	68	137	134	99	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.85	0.85	0.85	0.84	0.84	0.84	0.88	0.88	0.88
PHF Volume:	229	0	164	48	89	0	0	81	163	153	113	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	0	164	48	89	0	0	81	163	153	113	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	229	0	164	48	89	0	0	81	163	153	113	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1900	1900	1900	1900	3800	0	0	1900	1900	1900	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.09	0.03	0.02	0.00	0.00	0.04	0.09	0.08	0.03	0.00
Crit Moves:	****				****			****		****		
Green Time:	31.1	0.0	20.5	20.5	10.0	0.0	0.0	22.1	22.1	20.8	20.8	0.0
Volume/Cap:	0.39	0.00	0.42	0.12	0.23	0.00	0.00	0.19	0.39	0.39	0.14	0.00
Delay/Veh:	27.4	0.0	35.3	32.5	41.8	0.0	0.0	31.8	33.6	34.7	32.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	0.0	35.3	32.5	41.8	0.0	0.0	31.8	33.6	34.7	32.4	0.0
HCM2kAvg:	6	0	5	1	1	0	0	2	4	4	1	0

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Riverside Walmart
City Of Riverside
Existing Conditions - P.M. Peak Hour

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

Intersection #5 Valley Springs Parkway and Gateway Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.409
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1 1	0	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	278	51	26	340	0	0	0	0	280	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	278	51	26	340	0	0	0	0	280	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.85	0.85	0.85	1.00	1.00	1.00	0.60	0.60	0.60
PHF Volume:	0	311	57	31	402	0	0	0	0	469	0	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	311	57	31	402	0	0	0	0	469	0	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	311	57	31	402	0	0	0	0	469	0	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.69	0.31	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3211	589	1900	5187	0	0	0	0	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.02	0.08	0.00	0.00	0.00	0.00	0.25	0.00	0.04
Crit Moves:		****		****						****		
Green Time:	0.0	22.0	22.0	10.0	32.0	0.0	0.0	0.0	0.0	56.0	0.0	56.0
Volume/Cap:	0.00	0.44	0.44	0.16	0.24	0.00	0.00	0.00	0.00	0.44	0.00	0.07
Delay/Veh:	0.0	34.1	34.1	41.6	25.1	0.0	0.0	0.0	0.0	13.1	0.0	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.1	34.1	41.6	25.1	0.0	0.0	0.0	0.0	13.1	0.0	10.1
HCM2kAvg:	0	5	5	1	3	0	0	0	0	8	0	1

Riverside Walmart
City Of Riverside
Existing Conditions - P.M. Peak Hour

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

Intersection #6 Valley Springs Parkway and Eucalyptus Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.621
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 33.6
Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 0	2	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	87	102	86	43	81	658	224	702	61	39	651	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	102	86	43	81	658	224	702	61	39	651	38
User Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Adj:	0.92	0.92	0.92	0.78	0.78	0.78	0.93	0.93	0.93	0.87	0.87	0.87
PHF Volume:	86	101	85	50	95	768	218	684	59	41	678	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	101	85	50	95	768	218	684	59	41	678	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	86	101	85	50	95	768	218	684	59	41	678	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.88	0.97	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	1.09	0.91	1.00	1.00	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	2062	1738	1900	1900	3344	3686	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.03	0.05	0.23	0.06	0.19	0.03	0.02	0.19	0.02
Crit Moves:	****					****	****				****	
Green Time:	10.0	22.6	22.6	22.6	35.2	35.2	10.0	25.4	25.4	13.4	28.8	28.8
Volume/Cap:	0.45	0.22	0.22	0.12	0.14	0.65	0.59	0.75	0.12	0.16	0.65	0.07
Delay/Veh:	44.1	31.6	31.6	30.9	22.2	28.6	45.6	37.7	28.8	38.6	32.7	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	31.6	31.6	30.9	22.2	28.6	45.6	37.7	28.8	38.6	32.7	26.0
HCM2kAvg:	3	2	2	1	2	11	4	11	1	1	10	1

Riverside Walmart
City Of Riverside
Existing Conditions - P.M. Peak Hour

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

Intersection #7 Corporate Center Drive and Campus Parkway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.211
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	77	122	44	9	82	53	42	131	52	33	124	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	122	44	9	82	53	42	131	52	33	124	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.85	0.85	0.85	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	95	151	55	11	97	63	52	164	65	38	142	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	151	55	11	97	63	52	164	65	38	142	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	151	55	11	97	63	52	164	65	38	142	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.47	0.53	1.00	1.21	0.79	1.00	1.43	0.57	1.00	1.97	0.03
Final Sat.:	498	801	300	470	623	430	493	774	320	474	1004	16
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.18	0.02	0.16	0.15	0.11	0.21	0.20	0.08	0.14	0.14
Crit Moves:	****				****			****			****	
Delay/Veh:	11.1	10.3	10.0	10.0	10.4	9.8	10.4	10.6	10.2	10.4	10.3	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	10.3	10.0	10.0	10.4	9.8	10.4	10.6	10.2	10.4	10.3	10.3
LOS by Move:	B	B	A	B	B	A	B	B	B	B	B	B
ApproachDel:		10.5			10.1			10.5			10.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.5			10.1			10.5			10.3	
LOS by Appr:		B			B			B			B	

Riverside Walmart
City Of Riverside
Existing Conditions - P.M. Peak Hour

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

Intersection #8 Old 215 Frontage Road and Alessandro Boulevard

Cycle (sec):	100	Critical Vol./Cap. (X):	0.607
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	27.8
Optimal Cycle:	58	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	73	122	33	36	37	172	300	1514	39	11	1094	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	122	33	36	37	172	300	1514	39	11	1094	101
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.88	0.88	0.00	0.72	0.72	0.00	0.96	0.96	0.00	0.92	0.92	0.00
PHF Volume:	83	139	0	50	51	0	314	1584	0	12	1188	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	139	0	50	51	0	314	1584	0	12	1188	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	83	139	0	50	51	0	314	1584	0	12	1188	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.03	0.01	0.00	0.17	0.44	0.00	0.01	0.33	0.00
Crit Moves:		****		****				****		****		
Green Time:	10.0	10.0	0.0	10.0	10.0	0.0	21.4	54.0	0.0	10.0	42.6	0.0
Volume/Cap:	0.44	0.39	0.00	0.26	0.14	0.00	0.77	0.81	0.00	0.06	0.77	0.00
Delay/Veh:	44.0	42.8	0.0	42.3	41.3	0.0	45.9	21.6	0.0	40.9	27.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	42.8	0.0	42.3	41.3	0.0	45.9	21.6	0.0	40.9	27.0	0.0
HCM2kAvg:	3	2	0	2	1	0	11	22	0	0	17	0

Riverside Walmart
City Of Riverside
Existing Conditions - P.M. Peak Hour

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

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Intersection #9 Day Street and SR-60 Westbound Ramps

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.396
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 52 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	761	307	61	686	0	0	0	0	312	0	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	761	307	61	686	0	0	0	0	312	0	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.93	0.93	0.93	1.00	1.00	1.00	0.95	0.95	0.95
PHF Volume:	0	811	327	66	742	0	0	0	0	328	0	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	811	327	66	742	0	0	0	0	328	0	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	811	327	66	742	0	0	0	0	328	0	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3610	1900	1900	3610	0	0	0	0	3686	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.17	0.03	0.21	0.00	0.00	0.00	0.00	0.09	0.00	0.10
Crit Moves:		****		****						****		
Green Time:	0.0	54.4	78.0	10.0	64.4	0.0	0.0	0.0	0.0	23.6	0.0	23.6
Volume/Cap:	0.00	0.41	0.22	0.35	0.32	0.00	0.00	0.00	0.00	0.38	0.00	0.41
Delay/Veh:	0.0	13.5	3.0	43.1	8.0	0.0	0.0	0.0	0.0	32.3	0.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.5	3.0	43.1	8.0	0.0	0.0	0.0	0.0	32.3	0.0	33.0
HCM2kAvg:	0	7	3	2	5	0	0	0	0	4	0	5

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Riverside Walmart
City Of Riverside
Existing Conditions - P.M. Peak Hour

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

Intersection #10 Day Street and SR-60 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.693
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	868	638	161	844	0	224	2	578	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	868	638	161	844	0	224	2	578	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.95	0.95	0.95	0.92	0.92	0.00	1.00	1.00	1.00
PHF Volume:	0	1009	742	170	892	0	244	2	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1009	742	170	892	0	244	2	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	0	1009	742	170	892	0	244	2	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	1883	17	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.39	0.09	0.25	0.00	0.13	0.13	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	56.4	56.4	12.9	69.3	0.0	18.7	18.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.69	0.69	0.36	0.00	0.69	0.69	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	13.4	17.6	49.9	6.4	0.0	43.7	43.7	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.4	17.6	49.9	6.4	0.0	43.7	43.7	0.0	0.0	0.0	0.0
HCM2kAvg:	0	9	17	6	6	0	8	8	0	0	0	0

Riverside Walmart
City Of Riverside
Existing Conditions - P.M. Peak Hour

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

Intersection #11 Day Street and Campus Parkway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.487
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 33.2
Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	196	623	98	268	649	61	194	76	148	72	149	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	623	98	268	649	61	194	76	148	72	149	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.93	0.93	0.93	0.76	0.76	0.76	0.95	0.95	0.95
PHF Volume:	203	645	101	288	698	66	256	100	196	76	157	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	645	101	288	698	66	256	100	196	76	157	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	203	645	101	288	698	66	256	100	196	76	157	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.96	1.00	0.97	0.91	1.00	0.97	1.00	1.00	1.00	0.95	1.00
Lanes:	2.00	2.61	0.39	2.00	3.00	1.00	2.00	0.34	0.66	1.00	2.00	1.00
Final Sat.:	3686	4760	749	3686	5187	1900	3686	645	1255	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.08	0.13	0.03	0.07	0.16	0.16	0.04	0.04	0.12
Crit Moves:		****		****				****		****		
Green Time:	18.2	27.1	27.1	15.7	24.6	43.4	18.9	31.2	31.2	10.0	22.3	22.3
Volume/Cap:	0.30	0.50	0.50	0.50	0.55	0.08	0.37	0.50	0.50	0.40	0.20	0.53
Delay/Veh:	35.6	31.0	31.0	39.3	33.4	16.6	35.7	28.7	28.7	43.6	31.7	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	31.0	31.0	39.3	33.4	16.6	35.7	28.7	28.7	43.6	31.7	35.5
HCM2kAvg:	3	7	7	5	7	1	4	8	8	3	2	7

Riverside Walmart
City Of Riverside
Existing Conditions - P.M. Peak Hour

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

Intersection #12 Day Street and Gateway Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.398
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 28.4
Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 1	0	2 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	39	602	132	102	733	47	94	59	52	95	70	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	602	132	102	733	47	94	59	52	95	70	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.83	0.83	0.83	0.70	0.70	0.70	0.89	0.89	0.89
PHF Volume:	45	690	151	124	888	57	134	84	74	107	79	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	690	151	124	888	57	134	84	74	107	79	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	45	690	151	124	888	57	134	84	74	107	79	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.96	1.00	0.97	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.48	0.52	2.00	2.83	0.17	1.00	1.06	0.94	1.00	1.00	1.00
Final Sat.:	1900	4518	991	3686	5178	332	1900	2020	1780	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.03	0.17	0.17	0.07	0.04	0.04	0.06	0.04	0.07
Crit Moves:	****				****		****					****
Green Time:	10.0	30.7	30.7	20.1	40.9	40.9	16.8	16.6	16.6	16.6	16.3	16.3
Volume/Cap:	0.24	0.50	0.50	0.17	0.42	0.42	0.42	0.25	0.25	0.34	0.26	0.42
Delay/Veh:	42.1	28.5	28.5	33.1	21.2	21.2	38.1	36.5	36.5	37.5	36.7	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	28.5	28.5	33.1	21.2	21.2	38.1	36.5	36.5	37.5	36.7	38.2
HCM2kAvg:	1	7	8	2	7	7	4	2	2	3	2	4

Riverside Walmart
City Of Riverside
Existing Conditions - P.M. Peak Hour

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

Intersection #13 Day Street and Eucalyptus Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.622
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 34.2
Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	54	416	47	163	444	381	253	498	96	22	381	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	416	47	163	444	381	253	498	96	22	381	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.93	0.93	0.93	0.90	0.90	0.90	0.85	0.85	0.85
PHF Volume:	65	500	56	176	478	411	282	555	107	26	447	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	500	56	176	478	411	282	555	107	26	447	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	500	56	176	478	411	282	555	107	26	447	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.03	0.09	0.13	0.22	0.15	0.15	0.06	0.01	0.12	0.07
Crit Moves:	****					****	****				****	
Green Time:	10.0	24.8	24.8	17.9	32.8	32.8	22.5	25.0	25.0	16.3	18.8	18.8
Volume/Cap:	0.34	0.56	0.12	0.52	0.40	0.66	0.66	0.61	0.23	0.08	0.66	0.37
Delay/Veh:	43.0	33.6	29.2	38.5	26.3	31.5	39.1	34.5	30.1	35.7	40.1	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	33.6	29.2	38.5	26.3	31.5	39.1	34.5	30.1	35.7	40.1	36.1
HCM2kAvg:	2	7	1	5	6	12	9	8	3	1	7	4

Riverside Walmart
City Of Riverside
Existing Conditions - P.M. Peak Hour

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

Intersection #14 Day Street and Cottonwood Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.860
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	13	296	20	162	275	23	32	114	17	23	87	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	296	20	162	275	23	32	114	17	23	87	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.92	0.92	0.92	0.84	0.84	0.84	0.96	0.96	0.96
PHF Volume:	15	350	24	177	301	25	38	135	20	24	90	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	350	24	177	301	25	38	135	20	24	90	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	350	24	177	301	25	38	135	20	24	90	128
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.90	0.06	0.35	0.60	0.05	1.00	0.87	0.13	1.00	1.00	1.00
Final Sat.:	22	504	34	206	350	29	417	389	58	421	448	490
Capacity Analysis Module:												
Vol/Sat:	0.69	0.69	0.69	0.86	0.86	0.86	0.09	0.35	0.35	0.06	0.20	0.26
Crit Moves:		****		****				****				****
Delay/Veh:	20.9	20.9	20.9	33.8	33.8	33.8	11.4	13.5	13.5	11.1	11.8	11.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	20.9	20.9	33.8	33.8	33.8	11.4	13.5	13.5	11.1	11.8	11.5
LOS by Move:	C	C	C	D	D	D	B	B	B	B	B	B
ApproachDel:		20.9			33.8			13.1			11.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		20.9			33.8			13.1			11.6	
LOS by Appr:		C			D			B			B	

Riverside Walmart
City Of Riverside
Existing Conditions - P.M. Peak Hour

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

Intersection #15 Day Street and Alessandro Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.698
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.6
Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	45	14	28	185	4	157	322	1487	5	6	1021	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	14	28	185	4	157	322	1487	5	6	1021	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.43	0.43	0.43	0.95	0.95	0.95	0.97	0.97	0.97	0.93	0.93	0.93
PHF Volume:	106	33	66	194	4	165	333	1536	5	6	1104	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	33	66	194	4	165	333	1536	5	6	1104	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	106	33	66	194	4	165	333	1536	5	6	1104	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	1.00	0.02	0.98	1.00	2.99	0.01	1.00	1.73	0.27
Final Sat.:	1900	633	1267	1900	47	1853	1900	5492	18	1900	3280	520
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.10	0.09	0.09	0.18	0.28	0.28	0.00	0.34	0.34
Crit Moves:				****			****				****	
Green Time:	14.7	14.7	14.7	14.7	14.7	14.7	25.1	54.0	54.0	19.3	48.2	48.2
Volume/Cap:	0.38	0.35	0.35	0.70	0.61	0.61	0.70	0.52	0.52	0.02	0.70	0.70
Delay/Veh:	39.4	39.2	39.2	48.1	43.8	43.8	38.5	14.8	14.8	32.7	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	39.2	39.2	48.1	43.8	43.8	38.5	14.8	14.8	32.7	21.4	21.4
HCM2kAvg:	3	3	3	7	6	6	10	10	10	0	16	16

EXISTING WITH PROJECT CONDITIONS

Riverside Walmart
City Of Riverside
Existing With Project Conditions - P.M. Peak Hour

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

****

Intersection #1 I-215 Interchange/Eastridge Av-Eucalyptus Av

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.579
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 31.7
Optimal Cycle: 56 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0 0 0 2			2 0 0 0 1			1 0 2 0 1			2 0 2 0 1		
Volume Module:												
Base Vol:	151	0	597	312	0	129	152	368	234	866	358	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	0	597	312	0	129	152	368	234	866	358	269
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.77	0.77	0.00	0.88	0.88	0.00	0.88	0.88	0.00	0.86	0.86	0.00
PHF Volume:	195	0	0	355	0	0	174	420	0	1009	417	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	0	0	355	0	0	174	420	0	1009	417	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	195	0	0	355	0	0	174	420	0	1009	417	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	0.88	0.97	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Lanes:	2.00	0.00	2.00	2.00	0.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3686	0	3344	3686	0	1900	1900	3610	1900	3686	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.00	0.10	0.00	0.00	0.09	0.12	0.00	0.27	0.12	0.00
Crit Moves:		****		****				****		****		
Green Time:	12.3	0.0	0.0	14.6	0.0	0.0	27.5	17.7	0.0	41.7	31.8	0.0
Volume/Cap:	0.43	0.00	0.00	0.66	0.00	0.00	0.33	0.66	0.00	0.66	0.36	0.00
Delay/Veh:	41.2	0.0	0.0	43.3	0.0	0.0	29.3	40.8	0.0	24.5	26.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	0.0	0.0	43.3	0.0	0.0	29.3	40.8	0.0	24.5	26.5	0.0
HCM2kAvg:	3	0	0	6	0	0	4	7	0	13	5	0

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Riverside Walmart
City Of Riverside
Existing With Project Conditions - P.M. Peak Hour

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

****

Intersection #2 I-215 Southbound Ramps and Alessandro Boulevard

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.717
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: 50 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	248	2	563	0	1448	654	0	1442	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	248	2	563	0	1448	654	0	1442	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	0.88	0.88	0.88	0.92	0.92	0.92	0.96	0.96	0.00
PHF Volume:	0	0	0	281	2	638	0	1579	713	0	1508	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	281	2	638	0	1579	713	0	1508	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	281	2	638	0	1579	713	0	1508	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	1.30	0.01	1.69	0.00	2.10	0.90	0.00	3.00	1.00
Final Sat.:	0	0	0	2478	9	3213	0	3794	1713	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.24	0.20	0.00	0.42	0.42	0.00	0.29	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	33.9	33.9	33.9	0.0	58.1	58.1	0.0	58.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.33	0.72	0.59	0.00	0.72	0.72	0.00	0.50	0.00
Delay/Veh:	0.0	0.0	0.0	24.7	30.8	27.8	0.0	15.9	15.9	0.0	12.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.7	30.8	27.8	0.0	15.9	15.9	0.0	12.5	0.0
HCM2kAvg:	0	0	0	5	14	10	0	17	18	0	9	0

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Riverside Walmart
City Of Riverside
Existing With Project Conditions - P.M. Peak Hour

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

****

Intersection #3 I-215 Northbound Ramps and Alessandro Boulevard

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 55 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1! 0	1	0 0	0 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	474	0	235	0	0	0	265	1404	0	0	1300	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	474	0	235	0	0	0	265	1404	0	0	1300	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	1.00	1.00	1.00	0.88	0.88	0.88	0.97	0.97	0.97
PHF Volume:	498	0	247	0	0	0	302	1601	0	0	1337	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	498	0	247	0	0	0	302	1601	0	0	1337	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	498	0	247	0	0	0	302	1601	0	0	1337	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.96	1.00
Lanes:	1.67	0.00	1.33	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.69	0.31
Final Sat.:	3170	0	2530	0	0	0	1900	5187	0	0	4926	584
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.10	0.00	0.00	0.00	0.16	0.31	0.00	0.00	0.27	0.27
Crit Moves:	****						****				****	
Green Time:	23.5	0.0	23.5	0.0	0.0	0.0	23.8	64.5	0.0	0.0	40.7	40.7
Volume/Cap:	0.67	0.00	0.41	0.00	0.00	0.00	0.67	0.48	0.00	0.00	0.67	0.67
Delay/Veh:	36.3	0.0	32.6	0.0	0.0	0.0	38.3	9.2	0.0	0.0	25.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	0.0	32.6	0.0	0.0	0.0	38.3	9.2	0.0	0.0	25.0	25.0
HCM2kAvg:	9	0	5	0	0	0	9	9	0	0	13	14

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Riverside Walmart
City Of Riverside
Existing With Project Conditions - P.M. Peak Hour

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

Intersection #4 Valley Springs Parkway and Corporate Centre Place

Cycle (sec):	100	Critical Vol./Cap. (X):	0.362
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	30.5
Optimal Cycle:	56	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	196	269	149	70	343	0	0	68	137	149	99	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	269	149	70	343	0	0	68	137	149	99	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.85	0.85	0.85	0.84	0.84	0.84	0.88	0.88	0.88
PHF Volume:	229	314	174	83	405	0	0	81	163	170	113	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	314	174	83	405	0	0	81	163	170	113	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	229	314	174	83	405	0	0	81	163	170	113	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.29	0.71	1.00	2.00	0.00	0.00	1.00	1.00	1.00	1.55	0.45
Final Sat.:	1900	2445	1355	1900	3800	0	0	1900	1900	1900	2939	861
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.13	0.04	0.11	0.00	0.00	0.04	0.09	0.09	0.04	0.04
Crit Moves:		****		****				****		****		
Green Time:	25.2	35.5	35.5	12.0	22.3	0.0	0.0	23.6	23.6	24.7	24.7	24.7
Volume/Cap:	0.48	0.36	0.36	0.36	0.48	0.00	0.00	0.18	0.36	0.36	0.16	0.16
Delay/Veh:	32.6	24.0	24.0	41.4	34.2	0.0	0.0	30.5	32.2	31.6	29.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	24.0	24.0	41.4	34.2	0.0	0.0	30.5	32.2	31.6	29.5	29.5
HCM2kAvg:	6	6	6	3	6	0	0	2	4	4	2	2

Riverside Walmart
City Of Riverside
Existing With Project Conditions - P.M. Peak Hour

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

****

Intersection #5 Valley Springs Parkway and Gateway Drive

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.502
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: 52 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1 1	0	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	556	51	26	623	0	0	0	0	280	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	556	51	26	623	0	0	0	0	280	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.85	0.85	0.85	1.00	1.00	1.00	0.60	0.60	0.60
PHF Volume:	0	623	57	31	736	0	0	0	0	469	0	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	623	57	31	736	0	0	0	0	469	0	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	623	57	31	736	0	0	0	0	469	0	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.83	0.17	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3481	319	1900	5187	0	0	0	0	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.02	0.14	0.00	0.00	0.00	0.00	0.25	0.00	0.04
Crit Moves:		****		****						****		
Green Time:	0.0	32.8	32.8	10.0	42.8	0.0	0.0	0.0	0.0	45.2	0.0	45.2
Volume/Cap:	0.00	0.55	0.55	0.16	0.33	0.00	0.00	0.00	0.00	0.55	0.00	0.08
Delay/Veh:	0.0	28.0	28.0	41.6	19.2	0.0	0.0	0.0	0.0	20.7	0.0	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.0	28.0	41.6	19.2	0.0	0.0	0.0	0.0	20.7	0.0	15.6
HCM2kAvg:	0	9	9	1	5	0	0	0	0	11	0	1

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Riverside Walmart
City Of Riverside
Existing With Project Conditions - P.M. Peak Hour

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

Intersection #6 Valley Springs Parkway and Eucalyptus Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.785
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 38.7
Optimal Cycle: 83 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0 1	1 0		1 0 1	0 2		2 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	87	158	86	43	138	884	446	702	61	39	651	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	158	86	43	138	884	446	702	61	39	651	38
User Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Adj:	0.92	0.92	0.92	0.78	0.78	0.78	0.93	0.93	0.93	0.87	0.87	0.87
PHF Volume:	86	156	85	50	161	1032	435	684	59	41	678	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	156	85	50	161	1032	435	684	59	41	678	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	86	156	85	50	161	1032	435	684	59	41	678	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.88	0.97	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	1.30	0.70	1.00	1.00	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	2461	1339	1900	1900	3344	3686	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.03	0.08	0.31	0.12	0.19	0.03	0.02	0.19	0.02
Crit Moves:	****					****	****				****	
Green Time:	10.0	23.6	23.6	23.6	37.2	37.2	14.2	24.1	24.1	12.7	22.6	22.6
Volume/Cap:	0.45	0.27	0.27	0.11	0.23	0.83	0.83	0.79	0.13	0.17	0.83	0.09
Delay/Veh:	44.1	31.3	31.3	30.1	21.7	33.4	52.5	40.3	29.9	39.2	44.0	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	31.3	31.3	30.1	21.7	33.4	52.5	40.3	29.9	39.2	44.0	30.7
HCM2kAvg:	3	3	3	1	3	17	9	12	1	1	12	1

Riverside Walmart
City Of Riverside
Existing With Project Conditions - P.M. Peak Hour

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

Intersection #7 Corporate Center Drive and Campus Parkway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.579
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	106	371	44	9	336	68	51	131	81	33	124	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	371	44	9	336	68	51	131	81	33	124	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.85	0.85	0.85	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	131	460	55	11	398	80	64	164	101	38	142	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	460	55	11	398	80	64	164	101	38	142	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	131	460	55	11	398	80	64	164	101	38	142	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.66	0.34	1.00	1.24	0.76	1.00	1.97	0.03
Final Sat.:	410	794	95	386	709	146	363	483	313	340	708	11
Capacity Analysis Module:												
Vol/Sat:	0.32	0.58	0.57	0.03	0.56	0.55	0.18	0.34	0.32	0.11	0.20	0.20
Crit Moves:		****			****			****			****	
Delay/Veh:	14.9	20.3	19.9	11.7	20.2	19.5	13.8	15.4	14.5	13.5	13.9	13.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	20.3	19.9	11.7	20.2	19.5	13.8	15.4	14.5	13.5	13.9	13.9
LOS by Move:	B	C	C	B	C	C	B	C	B	B	B	B
ApproachDel:		19.1			19.9			14.8			13.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		19.1			19.9			14.8			13.8	
LOS by Appr:		C			C			B			B	

Riverside Walmart
City Of Riverside
Existing With Project Conditions - P.M. Peak Hour

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

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Intersection #8 Old 215 Frontage Road and Alessandro Boulevard

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.617
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 30.0
Optimal Cycle: 59 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	73	122	33	36	37	229	356	1542	39	11	1122	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	122	33	36	37	229	356	1542	39	11	1122	101
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.88	0.88	0.00	0.72	0.72	0.00	0.96	0.96	0.00	0.92	0.92	0.00
PHF Volume:	83	139	0	50	51	0	372	1613	0	12	1218	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	139	0	50	51	0	372	1613	0	12	1218	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	83	139	0	50	51	0	372	1613	0	12	1218	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.03	0.01	0.00	0.20	0.45	0.00	0.01	0.34	0.00
Crit Moves:		****		****				****		****		
Green Time:	10.0	10.0	0.0	10.0	10.0	0.0	23.5	54.0	0.0	10.0	40.5	0.0
Volume/Cap:	0.44	0.39	0.00	0.26	0.14	0.00	0.83	0.83	0.00	0.06	0.83	0.00
Delay/Veh:	44.0	42.8	0.0	42.3	41.3	0.0	49.0	22.2	0.0	40.9	31.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	42.8	0.0	42.3	41.3	0.0	49.0	22.2	0.0	40.9	31.0	0.0
HCM2kAvg:	3	2	0	2	1	0	13	23	0	0	19	0

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Riverside Walmart
City Of Riverside
Existing With Project Conditions - P.M. Peak Hour

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

****

Intersection #9 Day Street and SR-60 Westbound Ramps

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.432
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 52 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0 2	0 1		1 0 2	0 0		0 0 0	0 0		2 0 0	0 1	
Volume Module:												
Base Vol:	0	761	392	61	686	0	0	0	0	423	0	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	761	392	61	686	0	0	0	0	423	0	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.93	0.93	0.93	1.00	1.00	1.00	0.95	0.95	0.95
PHF Volume:	0	811	418	66	742	0	0	0	0	444	0	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	811	418	66	742	0	0	0	0	444	0	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	811	418	66	742	0	0	0	0	444	0	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3610	1900	1900	3610	0	0	0	0	3686	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.03	0.21	0.00	0.00	0.00	0.00	0.12	0.00	0.10
Crit Moves:		****		****						****		
Green Time:	0.0	50.8	78.0	10.0	60.8	0.0	0.0	0.0	0.0	27.2	0.0	27.2
Volume/Cap:	0.00	0.44	0.28	0.35	0.34	0.00	0.00	0.00	0.00	0.44	0.00	0.36
Delay/Veh:	0.0	15.8	3.2	43.1	9.8	0.0	0.0	0.0	0.0	30.4	0.0	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.8	3.2	43.1	9.8	0.0	0.0	0.0	0.0	30.4	0.0	29.8
HCM2kAvg:	0	8	4	2	6	0	0	0	0	6	0	5

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Riverside Walmart
City Of Riverside
Existing With Project Conditions - P.M. Peak Hour

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

****

Intersection #10 Day Street and SR-60 Eastbound Ramps

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.771
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: 71 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	953	751	161	955	0	224	2	661	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	953	751	161	955	0	224	2	661	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.95	0.95	0.95	0.92	0.92	0.00	1.00	1.00	1.00
PHF Volume:	0	1108	873	170	1010	0	244	2	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1108	873	170	1010	0	244	2	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	0	1108	873	170	1010	0	244	2	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	1883	17	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.46	0.09	0.28	0.00	0.13	0.13	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	59.6	59.6	11.6	71.2	0.0	16.8	16.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.77	0.77	0.39	0.00	0.77	0.77	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.0	18.4	58.2	5.9	0.0	50.8	50.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.0	18.4	58.2	5.9	0.0	50.8	50.8	0.0	0.0	0.0	0.0
HCM2kAvg:	0	10	21	7	6	0	9	9	0	0	0	0

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Riverside Walmart
City Of Riverside
Existing With Project Conditions - P.M. Peak Hour

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

****

Intersection #11 Day Street and Campus Parkway

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.558
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 33.8
Optimal Cycle: 56 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	279	623	98	268	649	255	392	76	233	72	149	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	623	98	268	649	255	392	76	233	72	149	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.93	0.93	0.93	0.76	0.76	0.76	0.95	0.95	0.95
PHF Volume:	289	645	101	288	698	274	518	100	308	76	157	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	645	101	288	698	274	518	100	308	76	157	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	289	645	101	288	698	274	518	100	308	76	157	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.96	1.00	0.97	0.91	1.00	0.97	1.00	1.00	1.00	0.95	1.00
Lanes:	2.00	2.61	0.39	2.00	3.00	1.00	2.00	0.25	0.75	1.00	2.00	1.00
Final Sat.:	3686	4760	749	3686	5187	1900	3686	467	1433	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.08	0.13	0.14	0.14	0.21	0.21	0.04	0.04	0.12
Crit Moves:		****		****				****		****		
Green Time:	15.7	23.4	23.4	13.5	21.2	46.7	25.6	37.1	37.1	10.0	21.5	21.5
Volume/Cap:	0.50	0.58	0.58	0.58	0.64	0.31	0.55	0.58	0.58	0.40	0.20	0.55
Delay/Veh:	39.2	34.6	34.6	42.3	37.1	16.8	32.9	26.4	26.4	43.6	32.3	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	34.6	34.6	42.3	37.1	16.8	32.9	26.4	26.4	43.6	32.3	36.5
HCM2kAvg:	5	7	8	5	7	5	7	10	10	3	2	7

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Riverside Walmart
City Of Riverside
Existing With Project Conditions - P.M. Peak Hour

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

Intersection #12 Day Street and Gateway Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.420
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 27.6
Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0 2	1 0		2 0 2	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	39	685	132	102	818	47	94	59	52	95	70	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	685	132	102	818	47	94	59	52	95	70	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.83	0.83	0.83	0.70	0.70	0.70	0.89	0.89	0.89
PHF Volume:	45	785	151	124	992	57	134	84	74	107	79	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	785	151	124	992	57	134	84	74	107	79	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	45	785	151	124	992	57	134	84	74	107	79	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.96	1.00	0.97	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.53	0.47	2.00	2.84	0.16	1.00	1.06	0.94	1.00	1.00	1.00
Final Sat.:	1900	4619	890	3686	5210	299	1900	2020	1780	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.03	0.19	0.19	0.07	0.04	0.04	0.06	0.04	0.07
Crit Moves:	****				****		****					****
Green Time:	10.0	33.2	33.2	19.6	42.8	42.8	15.9	15.6	15.6	15.6	15.4	15.4
Volume/Cap:	0.24	0.51	0.51	0.17	0.44	0.44	0.44	0.27	0.27	0.36	0.27	0.44
Delay/Veh:	42.1	27.1	27.1	33.6	20.4	20.4	39.1	37.4	37.4	38.5	37.6	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	27.1	27.1	33.6	20.4	20.4	39.1	37.4	37.4	38.5	37.6	39.1
HCM2kAvg:	1	8	8	2	8	8	4	2	2	3	2	4

Riverside Walmart
City Of Riverside
Existing With Project Conditions - P.M. Peak Hour

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

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Intersection #13 Day Street and Eucalyptus Avenue

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.622
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 34.5
Optimal Cycle: 59 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	54	472	47	191	501	381	253	498	96	22	381	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	472	47	191	501	381	253	498	96	22	381	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.93	0.93	0.93	0.90	0.90	0.90	0.85	0.85	0.85
PHF Volume:	65	567	56	206	540	411	282	555	107	26	447	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	567	56	206	540	411	282	555	107	26	447	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	567	56	206	540	411	282	555	107	26	447	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.03	0.11	0.15	0.22	0.15	0.15	0.06	0.01	0.12	0.09
Crit Moves:	****					****	****				****	
Green Time:	10.0	25.3	25.3	17.4	32.8	32.8	22.5	25.0	25.0	16.3	18.8	18.8
Volume/Cap:	0.34	0.62	0.12	0.62	0.46	0.66	0.66	0.61	0.23	0.08	0.66	0.46
Delay/Veh:	43.0	34.4	28.9	41.8	26.9	31.5	39.1	34.5	30.1	35.7	40.1	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	34.4	28.9	41.8	26.9	31.5	39.1	34.5	30.1	35.7	40.1	37.1
HCM2kAvg:	2	9	1	7	7	12	9	8	3	1	7	5

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Riverside Walmart
City Of Riverside
Existing With Project Conditions - P.M. Peak Hour

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

Intersection #14 Day Street and Cottonwood Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.998
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 36.8
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	13	324	20	190	303	23	32	114	17	23	87	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	324	20	190	303	23	32	114	17	23	87	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.92	0.92	0.92	0.84	0.84	0.84	0.96	0.96	0.96
PHF Volume:	15	383	24	208	331	25	38	135	20	24	90	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	383	24	208	331	25	38	135	20	24	90	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	383	24	208	331	25	38	135	20	24	90	157
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.91	0.05	0.37	0.59	0.04	1.00	0.87	0.13	1.00	1.00	1.00
Final Sat.:	20	491	30	208	332	25	406	379	56	416	441	483
Capacity Analysis Module:												
Vol/Sat:	0.78	0.78	0.78	1.00	1.00	1.00	0.09	0.36	0.36	0.06	0.20	0.32
Crit Moves:		****		****				****				****
Delay/Veh:	28.3	28.3	28.3	62.4	62.4	62.4	12.0	14.6	14.6	11.5	12.5	13.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	28.3	28.3	62.4	62.4	62.4	12.0	14.6	14.6	11.5	12.5	13.1
LOS by Move:	D	D	D	F	F	F	B	B	B	B	B	B
ApproachDel:		28.3			62.4			14.1			12.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		28.3			62.4			14.1			12.7	
LOS by Appr:		D			F			B			B	

Riverside Walmart
City Of Riverside
Existing With Project Conditions - P.M. Peak Hour

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

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Intersection #15 Day Street and Alessandro Boulevard

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.717
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.6
Optimal Cycle: 62 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0 0	1 0		1 0 0	1 0		1 0 2	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	45	14	28	185	4	185	350	1487	5	6	1021	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	14	28	185	4	185	350	1487	5	6	1021	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.43	0.43	0.43	0.95	0.95	0.95	0.97	0.97	0.97	0.93	0.93	0.93
PHF Volume:	106	33	66	194	4	194	362	1536	5	6	1104	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	33	66	194	4	194	362	1536	5	6	1104	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	106	33	66	194	4	194	362	1536	5	6	1104	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	1.00	0.02	0.98	1.00	2.99	0.01	1.00	1.73	0.27
Final Sat.:	1900	633	1267	1900	40	1860	1900	5492	18	1900	3280	520
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.10	0.10	0.10	0.19	0.28	0.28	0.00	0.34	0.34
Crit Moves:					****		****				****	
Green Time:	14.6	14.6	14.6	14.6	14.6	14.6	26.5	54.1	54.1	19.3	46.9	46.9
Volume/Cap:	0.38	0.36	0.36	0.70	0.72	0.72	0.72	0.52	0.52	0.02	0.72	0.72
Delay/Veh:	39.5	39.3	39.3	48.5	49.5	49.5	38.3	14.8	14.8	32.7	22.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	39.3	39.3	48.5	49.5	49.5	38.3	14.8	14.8	32.7	22.7	22.7
HCM2kAvg:	3	3	3	7	7	7	11	10	10	0	17	17

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OPENING YEAR WITHOUT PROJECT CONDITIONS

Riverside Walmart
City of Riverside
Opening Year (2007) Without Project Conditions - P.M. Peak Hour

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

Intersection #1 I-215 Interchange/Eastridge Av-Eucalyptus Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.514
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 30.9
Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	0 0	2	2 0	0 0	1	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	157	0	476	266	0	134	158	354	243	753	343	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	0	476	266	0	134	158	354	243	753	343	220
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.77	0.77	0.00	0.88	0.88	0.00	0.88	0.88	0.00	0.86	0.86	0.00
PHF Volume:	203	0	0	302	0	0	180	404	0	878	400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	0	0	302	0	0	180	404	0	878	400	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	203	0	0	302	0	0	180	404	0	878	400	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	0.88	0.97	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Lanes:	2.00	0.00	2.00	2.00	0.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3686	0	3344	3686	0	1900	1900	3610	1900	3686	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.00	0.08	0.00	0.00	0.09	0.11	0.00	0.24	0.11	0.00
Crit Moves:		****		****				****		****		
Green Time:	12.0	0.0	0.0	14.0	0.0	0.0	28.4	19.2	0.0	40.8	31.5	0.0
Volume/Cap:	0.46	0.00	0.00	0.58	0.00	0.00	0.33	0.58	0.00	0.58	0.35	0.00
Delay/Veh:	41.7	0.0	0.0	42.0	0.0	0.0	28.6	38.1	0.0	23.6	26.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	0.0	0.0	42.0	0.0	0.0	28.6	38.1	0.0	23.6	26.6	0.0
HCM2kAvg:	3	0	0	5	0	0	4	6	0	11	5	0

Riverside Walmart
City of Riverside
Opening Year (2007) Without Project Conditions - P.M. Peak Hour

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

Intersection #2 I-215 Southbound Ramps and Alessandro Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.727
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	258	2	586	0	1420	680	0	1411	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	258	2	586	0	1420	680	0	1411	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	0.88	0.88	0.88	0.92	0.92	0.92	0.96	0.96	0.00
PHF Volume:	0	0	0	293	2	664	0	1549	742	0	1476	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	293	2	664	0	1549	742	0	1476	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	293	2	664	0	1549	742	0	1476	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	1.30	0.01	1.69	0.00	2.06	0.94	0.00	3.00	1.00
Final Sat.:	0	0	0	2478	9	3213	0	3724	1783	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.25	0.21	0.00	0.42	0.42	0.00	0.28	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	34.8	34.8	34.8	0.0	57.2	57.2	0.0	57.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.34	0.73	0.59	0.00	0.73	0.73	0.00	0.50	0.00
Delay/Veh:	0.0	0.0	0.0	24.2	30.5	27.4	0.0	16.6	16.6	0.0	12.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.2	30.5	27.4	0.0	16.6	16.6	0.0	12.9	0.0
HCM2kAvg:	0	0	0	5	14	10	0	18	19	0	9	0

Riverside Walmart
City of Riverside
Opening Year (2007) Without Project Conditions - P.M. Peak Hour

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

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Intersection #3 I-215 Northbound Ramps and Alessandro Boulevard

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.676
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: 56 Level Of Service: C

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1! 0	1	0 0	0 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	493	0	244	0	0	0	276	1374	0	0	1264	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	493	0	244	0	0	0	276	1374	0	0	1264	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	1.00	1.00	1.00	0.88	0.88	0.88	0.97	0.97	0.97
PHF Volume:	518	0	256	0	0	0	315	1567	0	0	1300	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	518	0	256	0	0	0	315	1567	0	0	1300	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	518	0	256	0	0	0	315	1567	0	0	1300	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.96	1.00
Lanes:	1.67	0.00	1.33	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.67	0.33
Final Sat.:	3171	0	2529	0	0	0	1900	5187	0	0	4890	619
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.10	0.00	0.00	0.00	0.17	0.30	0.00	0.00	0.27	0.27
Crit Moves:	****						****				****	
Green Time:	24.2	0.0	24.2	0.0	0.0	0.0	24.5	63.8	0.0	0.0	39.3	39.3
Volume/Cap:	0.68	0.00	0.42	0.00	0.00	0.00	0.68	0.47	0.00	0.00	0.68	0.68
Delay/Veh:	36.0	0.0	32.2	0.0	0.0	0.0	38.1	9.5	0.0	0.0	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	0.0	32.2	0.0	0.0	0.0	38.1	9.5	0.0	0.0	25.9	25.9
HCM2kAvg:	10	0	5	0	0	0	10	8	0	0	13	14

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Riverside Walmart
City of Riverside
Opening Year (2007) Without Project Conditions - P.M. Peak Hour

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

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Intersection #4 Valley Springs Parkway and Corporate Centre Place

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.331
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 33.2
Optimal Cycle: 56 Level Of Service: C

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	204	0	146	43	78	0	0	71	142	139	103	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	0	146	43	78	0	0	71	142	139	103	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.85	0.85	0.85	0.84	0.84	0.84	0.88	0.88	0.88
PHF Volume:	238	0	171	51	92	0	0	84	169	159	118	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	0	171	51	92	0	0	84	169	159	118	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	238	0	171	51	92	0	0	84	169	159	118	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1900	1900	1900	1900	3800	0	0	1900	1900	1900	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.09	0.03	0.02	0.00	0.00	0.04	0.09	0.08	0.03	0.00
Crit Moves:	****				****			****		****		
Green Time:	31.2	0.0	20.6	20.6	10.0	0.0	0.0	22.1	22.1	20.8	20.8	0.0
Volume/Cap:	0.40	0.00	0.44	0.13	0.24	0.00	0.00	0.20	0.40	0.40	0.15	0.00
Delay/Veh:	27.5	0.0	35.4	32.6	41.8	0.0	0.0	31.9	33.8	34.9	32.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	0.0	35.4	32.6	41.8	0.0	0.0	31.9	33.8	34.9	32.5	0.0
HCM2kAvg:	6	0	5	1	1	0	0	2	5	4	2	0

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Riverside Walmart
City of Riverside
Opening Year (2007) Without Project Conditions - P.M. Peak Hour

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

Intersection #5 Valley Springs Parkway and Gateway Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.425
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.1
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1 1	0	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	289	53	27	354	0	0	0	0	291	0	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	289	53	27	354	0	0	0	0	291	0	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.85	0.85	0.85	1.00	1.00	1.00	0.60	0.60	0.60
PHF Volume:	0	324	59	32	418	0	0	0	0	487	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	324	59	32	418	0	0	0	0	487	0	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	324	59	32	418	0	0	0	0	487	0	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.69	0.31	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3211	589	1900	5187	0	0	0	0	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.02	0.08	0.00	0.00	0.00	0.00	0.26	0.00	0.04
Crit Moves:		****		****						****		
Green Time:	0.0	22.0	22.0	10.0	32.0	0.0	0.0	0.0	0.0	56.0	0.0	56.0
Volume/Cap:	0.00	0.46	0.46	0.17	0.25	0.00	0.00	0.00	0.00	0.46	0.00	0.07
Delay/Veh:	0.0	34.2	34.2	41.6	25.2	0.0	0.0	0.0	0.0	13.3	0.0	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.2	34.2	41.6	25.2	0.0	0.0	0.0	0.0	13.3	0.0	10.1
HCM2kAvg:	0	5	5	1	3	0	0	0	0	9	0	1

Riverside Walmart
City of Riverside
Opening Year (2007) Without Project Conditions - P.M. Peak Hour

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

Intersection #6 Valley Springs Parkway and Eucalyptus Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.646
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 34.1
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 0	2	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	90	106	89	45	84	684	233	730	63	41	677	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	106	89	45	84	684	233	730	63	41	677	40
User Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Adj:	0.92	0.92	0.92	0.78	0.78	0.78	0.93	0.93	0.93	0.87	0.87	0.87
PHF Volume:	89	105	88	53	98	798	227	711	61	43	705	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	105	88	53	98	798	227	711	61	43	705	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	89	105	88	53	98	798	227	711	61	43	705	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.88	0.97	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	1.09	0.91	1.00	1.00	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	2066	1734	1900	1900	3344	3686	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.03	0.05	0.24	0.06	0.20	0.03	0.02	0.20	0.02
Crit Moves:	****					****	****				****	
Green Time:	10.0	22.6	22.6	22.6	35.2	35.2	10.0	25.7	25.7	13.1	28.8	28.8
Volume/Cap:	0.47	0.22	0.22	0.12	0.15	0.68	0.62	0.77	0.13	0.17	0.68	0.08
Delay/Veh:	44.3	31.7	31.7	30.9	22.2	29.2	46.3	38.2	28.6	39.0	33.3	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	31.7	31.7	30.9	22.2	29.2	46.3	38.2	28.6	39.0	33.3	26.0
HCM2kAvg:	3	2	2	1	2	11	4	12	1	1	11	1

Riverside Walmart
City of Riverside
Opening Year (2007) Without Project Conditions - P.M. Peak Hour

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

Intersection #7 Corporate Center Drive and Campus Parkway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.223
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	80	127	46	9	85	55	44	136	54	34	129	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	127	46	9	85	55	44	136	54	34	129	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.85	0.85	0.85	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	99	157	57	11	101	65	55	170	67	39	148	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	157	57	11	101	65	55	170	67	39	148	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	99	157	57	11	101	65	55	170	67	39	148	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.47	0.53	1.00	1.21	0.79	1.00	1.43	0.57	1.00	1.97	0.03
Final Sat.:	492	790	297	463	612	422	486	763	315	467	988	15
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.19	0.02	0.16	0.15	0.11	0.22	0.21	0.08	0.15	0.15
Crit Moves:	****				****			****			****	
Delay/Veh:	11.3	10.5	10.1	10.1	10.6	10.0	10.6	10.8	10.4	10.5	10.5	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	10.5	10.1	10.1	10.6	10.0	10.6	10.8	10.4	10.5	10.5	10.5
LOS by Move:	B	B	B	B	B	A	B	B	B	B	B	B
ApproachDel:	10.7			10.3			10.7			10.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.7			10.3			10.7			10.5		
LOS by Appr:	B			B			B			B		

Riverside Walmart
City of Riverside
Opening Year (2007) Without Project Conditions - P.M. Peak Hour

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

Intersection #8 Old 215 Frontage Road and Alessandro Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.631
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 29.1
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	76	127	34	37	38	179	312	1575	41	11	1138	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	127	34	37	38	179	312	1575	41	11	1138	105
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.88	0.88	0.00	0.72	0.72	0.00	0.96	0.96	0.00	0.92	0.92	0.00
PHF Volume:	87	145	0	51	53	0	326	1647	0	12	1236	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	145	0	51	53	0	326	1647	0	12	1236	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	87	145	0	51	53	0	326	1647	0	12	1236	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.00	0.03	0.01	0.00	0.17	0.46	0.00	0.01	0.34	0.00
Crit Moves:		****		****				****		****		
Green Time:	10.0	10.0	0.0	10.0	10.0	0.0	21.4	54.0	0.0	10.0	42.6	0.0
Volume/Cap:	0.46	0.40	0.00	0.27	0.15	0.00	0.80	0.85	0.00	0.06	0.80	0.00
Delay/Veh:	44.2	42.9	0.0	42.4	41.3	0.0	48.3	23.1	0.0	40.9	28.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	42.9	0.0	42.4	41.3	0.0	48.3	23.1	0.0	40.9	28.2	0.0
HCM2kAvg:	3	3	0	2	1	0	12	24	0	0	18	0

Riverside Walmart
City of Riverside
Opening Year (2007) Without Project Conditions - P.M. Peak Hour

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

Intersection #9 Day Street and SR-60 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.421
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	791	319	63	713	0	0	0	0	324	0	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	791	319	63	713	0	0	0	0	324	0	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.93	0.93	0.93	1.00	1.00	1.00	0.95	0.95	0.95
PHF Volume:	0	843	340	68	771	0	0	0	0	340	0	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	843	340	68	771	0	0	0	0	340	0	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	843	340	68	771	0	0	0	0	340	0	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3610	1900	1900	3610	0	0	0	0	3686	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.18	0.04	0.21	0.00	0.00	0.00	0.00	0.09	0.00	0.10
Crit Moves:		****		****								****
Green Time:	0.0	54.4	78.0	10.0	64.4	0.0	0.0	0.0	0.0	23.6	0.0	23.6
Volume/Cap:	0.00	0.43	0.23	0.36	0.33	0.00	0.00	0.00	0.00	0.39	0.00	0.43
Delay/Veh:	0.0	13.7	3.0	43.2	8.1	0.0	0.0	0.0	0.0	32.5	0.0	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.7	3.0	43.2	8.1	0.0	0.0	0.0	0.0	32.5	0.0	33.2
HCM2kAvg:	0	8	3	2	5	0	0	0	0	5	0	5

Riverside Walmart
City of Riverside
Opening Year (2007) Without Project Conditions - P.M. Peak Hour

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

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Intersection #10 Day Street and SR-60 Eastbound Ramps

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.721
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 62 Level Of Service: B

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	903	664	167	878	0	233	2	601	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	903	664	167	878	0	233	2	601	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.95	0.95	0.95	0.92	0.92	0.00	1.00	1.00	1.00
PHF Volume:	0	1050	772	177	928	0	254	2	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1050	772	177	928	0	254	2	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	0	1050	772	177	928	0	254	2	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	1884	16	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.41	0.09	0.26	0.00	0.13	0.13	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	56.4	56.4	12.9	69.3	0.0	18.7	18.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.72	0.72	0.37	0.00	0.72	0.72	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	13.6	18.4	51.8	6.4	0.0	45.2	45.2	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.6	18.4	51.8	6.4	0.0	45.2	45.2	0.0	0.0	0.0	0.0
HCM2kAvg:	0	10	18	7	6	0	9	9	0	0	0	0

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Riverside Walmart
City of Riverside
Opening Year (2007) Without Project Conditions - P.M. Peak Hour

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

Intersection #11 Day Street and Campus Parkway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.507
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 33.4
Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	204	648	102	279	675	63	202	79	154	75	155	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	648	102	279	675	63	202	79	154	75	155	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.93	0.93	0.93	0.76	0.76	0.76	0.95	0.95	0.95
PHF Volume:	211	671	106	300	726	68	267	104	203	79	164	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	671	106	300	726	68	267	104	203	79	164	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	211	671	106	300	726	68	267	104	203	79	164	234
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.96	1.00	0.97	0.91	1.00	0.97	1.00	1.00	1.00	0.95	1.00
Lanes:	2.00	2.61	0.39	2.00	3.00	1.00	2.00	0.34	0.66	1.00	2.00	1.00
Final Sat.:	3686	4760	749	3686	5187	1900	3686	644	1256	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.08	0.14	0.04	0.07	0.16	0.16	0.04	0.05	0.12
Crit Moves:		****		****				****		****		
Green Time:	17.8	27.1	27.1	15.7	25.0	43.4	18.4	31.2	31.2	10.0	22.8	22.8
Volume/Cap:	0.32	0.52	0.52	0.52	0.56	0.08	0.39	0.52	0.52	0.42	0.20	0.54
Delay/Veh:	36.1	31.2	31.2	39.5	33.3	16.6	36.2	29.1	29.1	43.7	31.4	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.1	31.2	31.2	39.5	33.3	16.6	36.2	29.1	29.1	43.7	31.4	35.4
HCM2kAvg:	3	7	7	5	7	1	4	8	8	3	2	7

Riverside Walmart
City of Riverside
Opening Year (2007) Without Project Conditions - P.M. Peak Hour

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

Intersection #12 Day Street and Gateway Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.414
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 28.5
Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 1	0	2 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	41	626	137	106	762	49	98	61	54	99	73	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	626	137	106	762	49	98	61	54	99	73	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.83	0.83	0.83	0.70	0.70	0.70	0.89	0.89	0.89
PHF Volume:	47	717	157	128	924	59	140	87	77	112	82	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	717	157	128	924	59	140	87	77	112	82	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	717	157	128	924	59	140	87	77	112	82	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.96	1.00	0.97	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.48	0.52	2.00	2.82	0.18	1.00	1.06	0.94	1.00	1.00	1.00
Final Sat.:	1900	4520	989	3686	5177	333	1900	2016	1784	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.03	0.18	0.18	0.07	0.04	0.04	0.06	0.04	0.07
Crit Moves:	****				****		****					****
Green Time:	10.0	31.2	31.2	19.7	40.8	40.8	16.8	16.6	16.6	16.6	16.3	16.3
Volume/Cap:	0.25	0.51	0.51	0.18	0.44	0.44	0.44	0.26	0.26	0.36	0.27	0.44
Delay/Veh:	42.2	28.4	28.4	33.6	21.4	21.4	38.3	36.6	36.6	37.7	36.8	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	28.4	28.4	33.6	21.4	21.4	38.3	36.6	36.6	37.7	36.8	38.3
HCM2kAvg:	2	8	8	2	7	8	4	2	2	3	2	4

Riverside Walmart
City of Riverside
Opening Year (2007) Without Project Conditions - P.M. Peak Hour

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

Intersection #13 Day Street and Eucalyptus Avenue

Cycle (sec):	100	Critical Vol./Cap. (X):	0.646
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	34.5
Optimal Cycle:	62	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	56	433	49	170	462	396	263	518	100	23	396	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	433	49	170	462	396	263	518	100	23	396	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.93	0.93	0.93	0.90	0.90	0.90	0.85	0.85	0.85
PHF Volume:	67	520	59	183	498	427	293	577	111	27	465	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	520	59	183	498	427	293	577	111	27	465	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	520	59	183	498	427	293	577	111	27	465	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.03	0.10	0.14	0.22	0.15	0.16	0.06	0.01	0.13	0.07
Crit Moves:	****					****	****				****	
Green Time:	10.0	25.2	25.2	17.5	32.7	32.7	22.5	25.4	25.4	15.9	18.8	18.8
Volume/Cap:	0.35	0.57	0.12	0.55	0.42	0.69	0.69	0.63	0.23	0.09	0.69	0.39
Delay/Veh:	43.1	33.5	29.0	39.6	26.5	32.4	40.1	34.6	29.8	36.0	40.8	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	33.5	29.0	39.6	26.5	32.4	40.1	34.6	29.8	36.0	40.8	36.3
HCM2kAvg:	2	8	1	6	6	12	9	9	3	1	8	4

Riverside Walmart
City of Riverside
Opening Year (2007) Without Project Conditions - P.M. Peak Hour

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

Intersection #14 Day Street and Cottonwood Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.911
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 27.1
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	14	308	21	168	286	24	33	119	18	24	90	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	308	21	168	286	24	33	119	18	24	90	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.92	0.92	0.92	0.84	0.84	0.84	0.96	0.96	0.96
PHF Volume:	17	364	25	184	313	26	39	141	21	25	93	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	364	25	184	313	26	39	141	21	25	93	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	17	364	25	184	313	26	39	141	21	25	93	133
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.90	0.06	0.35	0.60	0.05	1.00	0.87	0.13	1.00	1.00	1.00
Final Sat.:	22	492	34	202	343	29	412	384	58	417	442	484
Capacity Analysis Module:												
Vol/Sat:	0.74	0.74	0.74	0.91	0.91	0.91	0.09	0.37	0.37	0.06	0.21	0.27
Crit Moves:		****			****			****				****
Delay/Veh:	23.9	23.9	23.9	42.1	42.1	42.1	11.7	14.2	14.2	11.3	12.2	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.9	23.9	23.9	42.1	42.1	42.1	11.7	14.2	14.2	11.3	12.2	12.0
LOS by Move:	C	C	C	E	E	E	B	B	B	B	B	B
ApproachDel:		23.9			42.1			13.7			12.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		23.9			42.1			13.7			12.0	
LOS by Appr:		C			E			B			B	

Riverside Walmart
City of Riverside
Opening Year (2007) Without Project Conditions - P.M. Peak Hour

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

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Intersection #15 Day Street and Alessandro Boulevard

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: 63 Level Of Service: C

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	47	15	29	192	4	163	335	1546	5	6	1062	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	15	29	192	4	163	335	1546	5	6	1062	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.43	0.43	0.43	0.95	0.95	0.95	0.97	0.97	0.97	0.93	0.93	0.93
PHF Volume:	111	35	68	202	4	171	346	1597	5	6	1148	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	35	68	202	4	171	346	1597	5	6	1148	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	35	68	202	4	171	346	1597	5	6	1148	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00
Lanes:	1.00	0.34	0.66	1.00	0.02	0.98	1.00	2.99	0.01	1.00	1.73	0.27
Final Sat.:	1900	648	1252	1900	46	1854	1900	5492	18	1900	3281	519
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.11	0.09	0.09	0.18	0.29	0.29	0.00	0.35	0.35
Crit Moves:				****			****				****	
Green Time:	14.6	14.6	14.6	14.6	14.6	14.6	25.1	54.6	54.6	18.8	48.2	48.2
Volume/Cap:	0.40	0.37	0.37	0.73	0.63	0.63	0.73	0.53	0.53	0.02	0.73	0.73
Delay/Veh:	39.6	39.4	39.4	49.9	44.8	44.8	39.8	14.7	14.7	33.1	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	39.4	39.4	49.9	44.8	44.8	39.8	14.7	14.7	33.1	22.1	22.1
HCM2kAvg:	3	3	3	8	6	6	11	11	11	0	17	17

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OPENING YEAR WITH PROJECT CONDITIONS

Riverside Walmart
City of Riverside
Opening Year (2007) With Project Conditions - P.M. Peak Hour

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

Intersection #1 I-215 Interchange/Eastridge Av-Eucalyptus Av

Cycle (sec):	100	Critical Vol./Cap. (X):	0.599
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	32.1
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	0 0	2	2 0	0 0	1	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	157	0	615	322	0	134	158	382	243	895	371	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	0	615	322	0	134	158	382	243	895	371	277
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.77	0.77	0.00	0.88	0.88	0.00	0.88	0.88	0.00	0.86	0.86	0.00
PHF Volume:	203	0	0	366	0	0	180	436	0	1043	432	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	0	0	366	0	0	180	436	0	1043	432	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	203	0	0	366	0	0	180	436	0	1043	432	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	0.88	0.97	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Lanes:	2.00	0.00	2.00	2.00	0.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3686	0	3344	3686	0	1900	1900	3610	1900	3686	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.00	0.10	0.00	0.00	0.09	0.12	0.00	0.28	0.12	0.00
Crit Moves:		****		****				****		****		
Green Time:	12.3	0.0	0.0	14.6	0.0	0.0	27.0	17.8	0.0	41.6	32.4	0.0
Volume/Cap:	0.45	0.00	0.00	0.68	0.00	0.00	0.35	0.68	0.00	0.68	0.37	0.00
Delay/Veh:	41.4	0.0	0.0	44.0	0.0	0.0	29.8	41.4	0.0	25.0	26.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	0.0	0.0	44.0	0.0	0.0	29.8	41.4	0.0	25.0	26.2	0.0
HCM2kAvg:	3	0	0	7	0	0	5	8	0	14	5	0

Riverside Walmart
City of Riverside
Opening Year (2007) With Project Conditions - P.M. Peak Hour

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

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Intersection #2 I-215 Southbound Ramps and Alessandro Boulevard

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.745
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 55 Level Of Service: B

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	258	2	586	0	1503	680	0	1496	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	258	2	586	0	1503	680	0	1496	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	0.88	0.88	0.88	0.92	0.92	0.92	0.96	0.96	0.00
PHF Volume:	0	0	0	293	2	664	0	1639	742	0	1565	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	293	2	664	0	1639	742	0	1565	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	293	2	664	0	1639	742	0	1565	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	1.30	0.01	1.69	0.00	2.10	0.90	0.00	3.00	1.00
Final Sat.:	0	0	0	2478	9	3213	0	3792	1715	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.25	0.21	0.00	0.43	0.43	0.00	0.30	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	34.0	34.0	34.0	0.0	58.0	58.0	0.0	58.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.35	0.74	0.61	0.00	0.74	0.74	0.00	0.52	0.00
Delay/Veh:	0.0	0.0	0.0	24.8	31.6	28.2	0.0	16.5	16.5	0.0	12.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.8	31.6	28.2	0.0	16.5	16.5	0.0	12.8	0.0
HCM2kAvg:	0	0	0	5	14	11	0	19	20	0	10	0

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Riverside Walmart
City of Riverside
Opening Year (2007) With Project Conditions - P.M. Peak Hour

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

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Intersection #3 I-215 Northbound Ramps and Alessandro Boulevard

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.694
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: 59 Level Of Service: C

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1! 0	1	0 0	0 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	493	0	244	0	0	0	276	1457	0	0	1349	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	493	0	244	0	0	0	276	1457	0	0	1349	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	1.00	1.00	1.00	0.88	0.88	0.88	0.97	0.97	0.97
PHF Volume:	518	0	256	0	0	0	315	1661	0	0	1388	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	518	0	256	0	0	0	315	1661	0	0	1388	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	518	0	256	0	0	0	315	1661	0	0	1388	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.96	1.00
Lanes:	1.67	0.00	1.33	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.69	0.31
Final Sat.:	3171	0	2529	0	0	0	1900	5187	0	0	4925	584
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.10	0.00	0.00	0.00	0.17	0.32	0.00	0.00	0.28	0.28
Crit Moves:	****						****				****	
Green Time:	23.5	0.0	23.5	0.0	0.0	0.0	23.9	64.5	0.0	0.0	40.6	40.6
Volume/Cap:	0.69	0.00	0.43	0.00	0.00	0.00	0.69	0.50	0.00	0.00	0.69	0.69
Delay/Veh:	36.9	0.0	32.7	0.0	0.0	0.0	39.4	9.4	0.0	0.0	25.5	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	0.0	32.7	0.0	0.0	0.0	39.4	9.4	0.0	0.0	25.5	25.5
HCM2kAvg:	10	0	5	0	0	0	10	9	0	0	14	14

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Riverside Walmart
City of Riverside
Opening Year (2007) With Project Conditions - P.M. Peak Hour

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

Intersection #4 Valley Springs Parkway and Corporate Centre Place

Cycle (sec): 100 Critical Vol./Cap. (X): 0.441
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 31.5
Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	204	269	155	72	346	0	0	71	142	154	103	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	269	155	72	346	0	0	71	142	154	103	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.85	0.85	0.85	0.84	0.84	0.84	0.88	0.88	0.88
PHF Volume:	238	314	181	85	409	0	0	84	169	176	118	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	314	181	85	409	0	0	84	169	176	118	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	238	314	181	85	409	0	0	84	169	176	118	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.27	0.73	1.00	2.00	0.00	0.00	1.00	1.00	1.00	1.56	0.44
Final Sat.:	1900	2411	1389	1900	3800	0	0	1900	1900	1900	2965	835
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.04	0.11	0.00	0.00	0.04	0.09	0.09	0.04	0.04
Crit Moves:	****				****			****		****		
Green Time:	28.5	29.9	29.9	23.0	24.4	0.0	0.0	20.1	20.1	21.0	21.0	21.0
Volume/Cap:	0.44	0.44	0.44	0.20	0.44	0.00	0.00	0.22	0.44	0.44	0.19	0.19
Delay/Veh:	29.8	28.5	28.5	31.3	32.3	0.0	0.0	33.5	35.5	35.1	32.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	28.5	28.5	31.3	32.3	0.0	0.0	33.5	35.5	35.1	32.6	32.6
HCM2kAvg:	6	6	6	2	6	0	0	2	5	5	2	2

Riverside Walmart
City of Riverside
Opening Year (2007) With Project Conditions - P.M. Peak Hour

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

Intersection #5 Valley Springs Parkway and Gateway Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.1
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1 1	0	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	567	53	27	637	0	0	0	0	291	0	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	567	53	27	637	0	0	0	0	291	0	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.85	0.85	0.85	1.00	1.00	1.00	0.60	0.60	0.60
PHF Volume:	0	635	59	32	753	0	0	0	0	487	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	635	59	32	753	0	0	0	0	487	0	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	635	59	32	753	0	0	0	0	487	0	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.83	0.17	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3475	325	1900	5187	0	0	0	0	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.02	0.15	0.00	0.00	0.00	0.00	0.26	0.00	0.04
Crit Moves:		****		****						****		
Green Time:	0.0	32.4	32.4	10.0	42.4	0.0	0.0	0.0	0.0	45.6	0.0	45.6
Volume/Cap:	0.00	0.56	0.56	0.17	0.34	0.00	0.00	0.00	0.00	0.56	0.00	0.09
Delay/Veh:	0.0	28.5	28.5	41.6	19.5	0.0	0.0	0.0	0.0	20.8	0.0	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.5	28.5	41.6	19.5	0.0	0.0	0.0	0.0	20.8	0.0	15.5
HCM2kAvg:	0	9	9	1	5	0	0	0	0	11	0	1

Riverside Walmart
City of Riverside
Opening Year (2007) With Project Conditions - P.M. Peak Hour

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

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Intersection #6 Valley Springs Parkway and Eucalyptus Avenue

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.809
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 40.0
Optimal Cycle: 89 Level Of Service: D

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0 1	1 0		1 0 1	0 2		2 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	90	162	89	45	141	910	455	730	63	41	677	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	162	89	45	141	910	455	730	63	41	677	40
User Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Adj:	0.92	0.92	0.92	0.78	0.78	0.78	0.93	0.93	0.93	0.87	0.87	0.87
PHF Volume:	89	160	88	53	165	1062	443	711	61	43	705	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	160	88	53	165	1062	443	711	61	43	705	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	89	160	88	53	165	1062	443	711	61	43	705	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.88	0.97	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	1.29	0.71	1.00	1.00	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	2453	1347	1900	1900	3344	3686	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.07	0.03	0.09	0.32	0.12	0.20	0.03	0.02	0.20	0.02
Crit Moves:	****					****	****				****	
Green Time:	10.0	23.6	23.6	23.6	37.1	37.1	14.1	24.5	24.5	12.4	22.8	22.8
Volume/Cap:	0.47	0.28	0.28	0.12	0.23	0.86	0.86	0.81	0.13	0.18	0.86	0.10
Delay/Veh:	44.3	31.4	31.4	30.2	21.8	35.0	55.2	41.0	29.6	39.6	45.8	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	31.4	31.4	30.2	21.8	35.0	55.2	41.0	29.6	39.6	45.8	30.5
HCM2kAvg:	3	3	3	1	3	18	9	12	1	1	13	1

****

Riverside Walmart
City of Riverside
Opening Year (2007) With Project Conditions - P.M. Peak Hour

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

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Intersection #7 Corporate Center Drive and Campus Parkway

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.597
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 18.6
Optimal Cycle: 0 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	109	376	46	9	339	70	53	136	83	34	129	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	376	46	9	339	70	53	136	83	34	129	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.85	0.85	0.85	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	135	466	57	11	401	83	66	170	104	39	148	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	466	57	11	401	83	66	170	104	39	148	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	135	466	57	11	401	83	66	170	104	39	148	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.66	0.34	1.00	1.24	0.76	1.00	1.97	0.03
Final Sat.:	404	780	96	379	695	146	358	479	306	335	698	11
Capacity Analysis Module:												
Vol/Sat:	0.33	0.60	0.59	0.03	0.58	0.57	0.18	0.35	0.34	0.12	0.21	0.21
Crit Moves:		****			****			****			****	
Delay/Veh:	15.3	21.2	20.8	11.9	21.1	20.4	14.0	15.8	14.9	13.7	14.3	14.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	21.2	20.8	11.9	21.1	20.4	14.0	15.8	14.9	13.7	14.3	14.2
LOS by Move:	C	C	C	B	C	C	B	C	B	B	B	B
ApproachDel:		20.0			20.7			15.2			14.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		20.0			20.7			15.2			14.1	
LOS by Appr:		C			C			C			B	

****

Riverside Walmart
City of Riverside
Opening Year (2007) With Project Conditions - P.M. Peak Hour

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

Intersection #8 Old 215 Frontage Road and Alessandro Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.640
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 31.8
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	76	127	34	37	38	236	368	1603	41	11	1166	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	127	34	37	38	236	368	1603	41	11	1166	105
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.88	0.88	0.00	0.72	0.72	0.00	0.96	0.96	0.00	0.92	0.92	0.00
PHF Volume:	87	145	0	51	53	0	385	1677	0	12	1266	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	145	0	51	53	0	385	1677	0	12	1266	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	87	145	0	51	53	0	385	1677	0	12	1266	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.00	0.03	0.01	0.00	0.20	0.46	0.00	0.01	0.35	0.00
Crit Moves:		****		****				****		****		
Green Time:	10.0	10.0	0.0	10.0	10.0	0.0	23.4	54.0	0.0	10.0	40.6	0.0
Volume/Cap:	0.46	0.40	0.00	0.27	0.15	0.00	0.86	0.86	0.00	0.06	0.86	0.00
Delay/Veh:	44.2	42.9	0.0	42.4	41.3	0.0	52.8	23.9	0.0	40.9	32.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	42.9	0.0	42.4	41.3	0.0	52.8	23.9	0.0	40.9	32.8	0.0
HCM2kAvg:	3	3	0	2	1	0	14	25	0	0	21	0

Riverside Walmart
City of Riverside
Opening Year (2007) With Project Conditions - P.M. Peak Hour

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

Intersection #9 Day Street and SR-60 Westbound Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	791	404	63	713	0	0	0	0	435	0	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	791	404	63	713	0	0	0	0	435	0	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.93	0.93	0.93	1.00	1.00	1.00	0.95	0.95	0.95
PHF Volume:	0	843	431	68	771	0	0	0	0	457	0	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	843	431	68	771	0	0	0	0	457	0	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	843	431	68	771	0	0	0	0	457	0	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3610	1900	1900	3610	0	0	0	0	3686	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.04	0.21	0.00	0.00	0.00	0.00	0.12	0.00	0.10
Crit Moves:		****		****						****		
Green Time:	0.0	51.0	78.0	10.0	61.0	0.0	0.0	0.0	0.0	27.0	0.0	27.0
Volume/Cap:	0.00	0.46	0.29	0.36	0.35	0.00	0.00	0.00	0.00	0.46	0.00	0.37
Delay/Veh:	0.0	15.9	3.2	43.2	9.8	0.0	0.0	0.0	0.0	30.7	0.0	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.9	3.2	43.2	9.8	0.0	0.0	0.0	0.0	30.7	0.0	30.1
HCM2kAvg:	0	8	4	2	6	0	0	0	0	6	0	5

Riverside Walmart
City of Riverside
Opening Year (2007) With Project Conditions - P.M. Peak Hour

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

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Intersection #10 Day Street and SR-60 Eastbound Ramps

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.799
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 77 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	988	777	167	989	0	233	2	684	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	988	777	167	989	0	233	2	684	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.95	0.95	0.95	0.92	0.92	0.00	1.00	1.00	1.00
PHF Volume:	0	1149	903	177	1045	0	254	2	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1149	903	177	1045	0	254	2	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	0	1149	903	177	1045	0	254	2	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	1884	16	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.48	0.09	0.29	0.00	0.13	0.13	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	59.5	59.5	11.6	71.1	0.0	16.9	16.9	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.80	0.80	0.41	0.00	0.80	0.80	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.3	19.8	61.4	6.0	0.0	53.2	53.2	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.3	19.8	61.4	6.0	0.0	53.2	53.2	0.0	0.0	0.0	0.0
HCM2kAvg:	0	11	23	7	7	0	10	10	0	0	0	0

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Riverside Walmart
City of Riverside
Opening Year (2007) With Project Conditions - P.M. Peak Hour

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

****

Intersection #11 Day Street and Campus Parkway

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 34.0
Optimal Cycle: 56 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	287	648	102	279	675	257	400	79	239	75	155	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	648	102	279	675	257	400	79	239	75	155	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.93	0.93	0.93	0.76	0.76	0.76	0.95	0.95	0.95
PHF Volume:	297	671	106	300	726	276	528	104	316	79	164	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	671	106	300	726	276	528	104	316	79	164	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	297	671	106	300	726	276	528	104	316	79	164	234
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.96	1.00	0.97	0.91	1.00	0.97	1.00	1.00	1.00	0.95	1.00
Lanes:	2.00	2.61	0.39	2.00	3.00	1.00	2.00	0.25	0.75	1.00	2.00	1.00
Final Sat.:	3686	4760	749	3686	5187	1900	3686	472	1428	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.08	0.14	0.15	0.14	0.22	0.22	0.04	0.05	0.12
Crit Moves:	****				****			****		****		
Green Time:	13.5	21.6	21.6	15.3	23.4	48.7	25.3	37.0	37.0	10.0	21.8	21.8
Volume/Cap:	0.60	0.65	0.65	0.53	0.60	0.30	0.57	0.60	0.60	0.42	0.21	0.57
Delay/Veh:	42.7	37.1	37.1	40.0	34.9	15.6	33.4	26.8	26.8	43.7	32.2	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	37.1	37.1	40.0	34.9	15.6	33.4	26.8	26.8	43.7	32.2	36.8
HCM2kAvg:	5	8	8	5	7	5	8	11	11	3	2	7

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Riverside Walmart
City of Riverside
Opening Year (2007) With Project Conditions - P.M. Peak Hour

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

Intersection #12 Day Street and Gateway Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.437
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0 2	1 0		2 0 2	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	41	709	137	106	847	49	98	61	54	99	73	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	709	137	106	847	49	98	61	54	99	73	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.83	0.83	0.83	0.70	0.70	0.70	0.89	0.89	0.89
PHF Volume:	47	812	157	128	1027	59	140	87	77	112	82	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	812	157	128	1027	59	140	87	77	112	82	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	812	157	128	1027	59	140	87	77	112	82	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.96	1.00	0.97	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.53	0.47	2.00	2.84	0.16	1.00	1.06	0.94	1.00	1.00	1.00
Final Sat.:	1900	4617	892	3686	5208	301	1900	2016	1784	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.03	0.20	0.20	0.07	0.04	0.04	0.06	0.04	0.07
Crit Moves:	****				****		****					****
Green Time:	10.0	33.6	33.6	19.1	42.6	42.6	15.9	15.7	15.7	15.7	15.4	15.4
Volume/Cap:	0.25	0.52	0.52	0.18	0.46	0.46	0.46	0.28	0.28	0.38	0.28	0.46
Delay/Veh:	42.2	27.1	27.1	34.0	20.6	20.6	39.3	37.4	37.4	38.6	37.6	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	27.1	27.1	34.0	20.6	20.6	39.3	37.4	37.4	38.6	37.6	39.2
HCM2kAvg:	2	8	9	2	8	8	4	2	2	3	2	4

Riverside Walmart
City of Riverside
Opening Year (2007) With Project Conditions - P.M. Peak Hour

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

****

Intersection #13 Day Street and Eucalyptus Avenue

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.646
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 35.0
Optimal Cycle: 62 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	56	489	49	198	519	396	263	518	100	23	396	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	489	49	198	519	396	263	518	100	23	396	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.93	0.93	0.93	0.90	0.90	0.90	0.85	0.85	0.85
PHF Volume:	67	588	59	213	559	427	293	577	111	27	465	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	588	59	213	559	427	293	577	111	27	465	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	588	59	213	559	427	293	577	111	27	465	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.03	0.11	0.15	0.22	0.15	0.16	0.06	0.01	0.13	0.09
Crit Moves:	****					****	****				****	
Green Time:	10.0	25.3	25.3	17.4	32.7	32.7	22.5	25.4	25.4	15.9	18.8	18.8
Volume/Cap:	0.35	0.64	0.12	0.64	0.47	0.69	0.69	0.63	0.23	0.09	0.69	0.48
Delay/Veh:	43.1	34.9	28.9	42.7	27.1	32.4	40.1	34.6	29.8	36.0	40.8	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	34.9	28.9	42.7	27.1	32.4	40.1	34.6	29.8	36.0	40.8	37.3
HCM2kAvg:	2	9	1	7	7	12	9	9	3	1	8	5

****

Riverside Walmart
City of Riverside
Opening Year (2007) With Project Conditions - P.M. Peak Hour

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

****

Intersection #14 Day Street and Cottonwood Avenue

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.054
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 44.3
Optimal Cycle: 0 Level Of Service: E

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	14	336	21	196	314	24	33	119	18	24	90	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	336	21	196	314	24	33	119	18	24	90	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.92	0.92	0.92	0.84	0.84	0.84	0.96	0.96	0.96
PHF Volume:	17	397	25	214	343	26	39	141	21	25	93	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	397	25	214	343	26	39	141	21	25	93	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	17	397	25	214	343	26	39	141	21	25	93	162
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.90	0.06	0.37	0.59	0.04	1.00	0.87	0.13	1.00	1.00	1.00
Final Sat.:	20	485	30	203	325	25	401	374	57	411	436	477
Capacity Analysis Module:												
Vol/Sat:	0.82	0.82	0.82	1.05	1.05	1.05	0.10	0.38	0.38	0.06	0.21	0.34
Crit Moves:		****			****			****				****
Delay/Veh:	32.4	32.4	32.4	78.6	78.6	78.6	12.2	15.1	15.1	11.7	12.7	13.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	32.4	32.4	78.6	78.6	78.6	12.2	15.1	15.1	11.7	12.7	13.4
LOS by Move:	D	D	D	F	F	F	B	C	C	B	B	B
ApproachDel:		32.4			78.6			14.6			13.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		32.4			78.6			14.6			13.0	
LOS by Appr:		D			F			B			B	

****

Riverside Walmart
City of Riverside
Opening Year (2007) With Project Conditions - P.M. Peak Hour

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

****

Intersection #15 Day Street and Alessandro Boulevard

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.744
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.1
Optimal Cycle: 66 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0 0	1 0		1 0 0	1 0		1 0 2	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	47	15	29	192	4	191	363	1546	5	6	1062	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	15	29	192	4	191	363	1546	5	6	1062	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.43	0.43	0.43	0.95	0.95	0.95	0.97	0.97	0.97	0.93	0.93	0.93
PHF Volume:	111	35	68	202	4	201	375	1597	5	6	1148	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	35	68	202	4	201	375	1597	5	6	1148	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	35	68	202	4	201	375	1597	5	6	1148	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00
Lanes:	1.00	0.34	0.66	1.00	0.02	0.98	1.00	2.99	0.01	1.00	1.73	0.27
Final Sat.:	1900	648	1252	1900	39	1861	1900	5492	18	1900	3281	519
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.11	0.11	0.11	0.20	0.29	0.29	0.00	0.35	0.35
Crit Moves:					****		****				****	
Green Time:	14.5	14.5	14.5	14.5	14.5	14.5	26.5	54.7	54.7	18.8	47.0	47.0
Volume/Cap:	0.40	0.38	0.38	0.73	0.74	0.74	0.74	0.53	0.53	0.02	0.74	0.74
Delay/Veh:	39.8	39.5	39.5	50.6	51.5	51.5	39.6	14.6	14.6	33.1	23.3	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	39.5	39.5	50.6	51.5	51.5	39.6	14.6	14.6	33.1	23.3	23.3
HCM2kAvg:	3	3	3	8	8	8	12	11	11	0	18	18

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CUMULATIVE WITHOUT PROJECT CONDITIONS

Riverside Walmart
City of Riverside
Cumulative Without Project Conditions - P.M. Peak Hour

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

****

Intersection #1 I-215 Interchange/Eastridge Av-Eucalyptus Av

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.017
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 100.4
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	0 0	2	2 0	0 0	1	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	390	0	1056	306	0	354	805	808	950	1322	723	242
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	0	1056	306	0	354	805	808	950	1322	723	242
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.77	0.77	0.00	0.88	0.88	0.00	0.88	0.88	0.00	0.86	0.86	0.00
PHF Volume:	505	0	0	348	0	0	919	922	0	1541	843	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	0	0	348	0	0	919	922	0	1541	843	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	505	0	0	348	0	0	919	922	0	1541	843	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	0.88	0.97	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Lanes:	2.00	0.00	2.00	2.00	0.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3686	0	3344	3686	0	1900	1900	3610	1900	3686	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.00	0.09	0.00	0.00	0.48	0.26	0.00	0.42	0.23	0.00
Crit Moves:	****				****		****				****	
Green Time:	11.9	0.0	0.0	10.9	0.0	0.0	41.9	23.6	0.0	38.6	20.2	0.0
Volume/Cap:	1.15	0.00	0.00	0.86	0.00	0.00	1.15	1.08	0.00	1.08	1.15	0.00
Delay/Veh:	136.5	0.0	0.0	61.0	0.0	0.0	112.4	94.3	0.0	80.8	124	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	136.5	0.0	0.0	61.0	0.0	0.0	112.4	94.3	0.0	80.8	124	0.0
HCM2kAvg:	15	0	0	8	0	0	46	23	0	36	23	0

****

Riverside Walmart
City of Riverside
Cumulative Without Project Conditions - P.M. Peak Hour

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

****

Intersection #2 I-215 Southbound Ramps and Alessandro Boulevard

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.188
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 68.5
Optimal Cycle: 180 Level Of Service: E

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	258	2	761	0	2856	1123	0	2459	316
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	258	2	761	0	2856	1123	0	2459	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	0.88	0.88	0.88	0.92	0.92	0.92	0.96	0.96	0.00
PHF Volume:	0	0	0	293	2	863	0	3115	1225	0	2572	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	293	2	863	0	3115	1225	0	2572	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	293	2	863	0	3115	1225	0	2572	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	1.25	0.01	1.74	0.00	2.18	0.82	0.00	3.00	1.00
Final Sat.:	0	0	0	2379	7	3313	0	3953	1554	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.31	0.26	0.00	0.79	0.79	0.00	0.50	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	25.7	25.7	25.7	0.0	66.3	66.3	0.0	66.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.48	1.19	1.01	0.00	1.19	1.19	0.00	0.75	0.00
Delay/Veh:	0.0	0.0	0.0	31.6	132	67.2	0.0	105	104.5	0.0	12.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.6	132	67.2	0.0	105	104.5	0.0	12.2	0.0
HCM2kAvg:	0	0	0	6	32	22	0	73	77	0	19	0

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Riverside Walmart
City of Riverside
Cumulative Without Project Conditions - P.M. Peak Hour

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

Intersection #3 I-215 Northbound Ramps and Alessandro Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 1.447
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 152.8
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1! 0	1	0 0	0 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	633	0	331	0	0	0	1018	2067	0	0	2256	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	633	0	331	0	0	0	1018	2067	0	0	2256	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	1.00	1.00	1.00	0.88	0.88	0.88	0.97	0.97	0.97
PHF Volume:	665	0	348	0	0	0	1161	2357	0	0	2321	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	665	0	348	0	0	0	1161	2357	0	0	2321	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	665	0	348	0	0	0	1161	2357	0	0	2321	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.96	1.00
Lanes:	1.66	0.00	1.34	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.81	0.19
Final Sat.:	3148	0	2552	0	0	0	1900	5187	0	0	5145	365
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.14	0.00	0.00	0.00	0.61	0.45	0.00	0.00	0.45	0.45
Crit Moves:	****						****				****	
Green Time:	14.6	0.0	14.6	0.0	0.0	0.0	42.2	73.4	0.0	0.0	31.2	31.2
Volume/Cap:	1.45	0.00	0.93	0.00	0.00	0.00	1.45	0.62	0.00	0.00	1.45	1.45
Delay/Veh:	251.8	0.0	56.3	0.0	0.0	0.0	237.0	6.8	0.0	0.0	239	238.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	251.8	0.0	56.3	0.0	0.0	0.0	237.0	6.8	0.0	0.0	239	238.9
HCM2kAvg:	29	0	12	0	0	0	80	12	0	0	58	60

Riverside Walmart
City of Riverside
Cumulative Without Project Conditions - P.M. Peak Hour

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

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Intersection #4 Valley Springs Parkway and Corporate Centre Place

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.009
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 110.1
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	204	0	622	43	78	0	0	71	142	655	103	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	0	622	43	78	0	0	71	142	655	103	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.85	0.85	0.85	0.84	0.84	0.84	0.88	0.88	0.88
PHF Volume:	238	0	727	51	92	0	0	84	169	749	118	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	0	727	51	92	0	0	84	169	749	118	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	238	0	727	51	92	0	0	84	169	749	118	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1900	1900	1900	1900	3800	0	0	1900	1900	1900	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.38	0.03	0.02	0.00	0.00	0.04	0.09	0.39	0.03	0.00
Crit Moves:			****	****				****		****		
Green Time:	23.1	0.0	31.5	10.0	18.4	0.0	0.0	10.0	10.0	32.5	32.5	0.0
Volume/Cap:	0.54	0.00	1.21	0.27	0.13	0.00	0.00	0.44	0.89	1.21	0.10	0.00
Delay/Veh:	35.2	0.0	145.0	42.4	34.2	0.0	0.0	42.9	71.2	144.1	23.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	0.0	145.0	42.4	34.2	0.0	0.0	42.9	71.2	144.1	23.6	0.0
HCM2kAvg:	7	0	41	2	1	0	0	3	8	42	1	0

****

Riverside Walmart
City of Riverside
Cumulative Without Project Conditions - P.M. Peak Hour

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

****

Intersection #5 Valley Springs Parkway and Gateway Drive

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.5
Optimal Cycle: 52 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0 1	1 0		1 0 3	0 0		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	0	766	53	27	870	0	0	0	0	291	0	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	766	53	27	870	0	0	0	0	291	0	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.85	0.85	0.85	1.00	1.00	1.00	0.60	0.60	0.60
PHF Volume:	0	858	59	32	1028	0	0	0	0	487	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	858	59	32	1028	0	0	0	0	487	0	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	858	59	32	1028	0	0	0	0	487	0	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.87	0.13	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3554	246	1900	5187	0	0	0	0	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.02	0.20	0.00	0.00	0.00	0.00	0.26	0.00	0.04
Crit Moves:		****		****						****		
Green Time:	0.0	37.8	37.8	10.0	47.8	0.0	0.0	0.0	0.0	40.2	0.0	40.2
Volume/Cap:	0.00	0.64	0.64	0.17	0.41	0.00	0.00	0.00	0.00	0.64	0.00	0.10
Delay/Veh:	0.0	26.5	26.5	41.6	17.1	0.0	0.0	0.0	0.0	25.9	0.0	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.5	26.5	41.6	17.1	0.0	0.0	0.0	0.0	25.9	0.0	18.7
HCM2kAvg:	0	12	12	1	7	0	0	0	0	13	0	1

****

Riverside Walmart
City of Riverside
Cumulative Without Project Conditions - P.M. Peak Hour

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

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Intersection #6 Valley Springs Parkway and Eucalyptus Avenue

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.125
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 107.3
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 0	2	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	134	242	89	45	232	1053	573	1443	84	41	1236	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	242	89	45	232	1053	573	1443	84	41	1236	40
User Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Adj:	0.92	0.92	0.92	0.78	0.78	0.78	0.93	0.93	0.93	0.87	0.87	0.87
PHF Volume:	132	239	88	53	271	1229	558	1406	82	43	1287	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	239	88	53	271	1229	558	1406	82	43	1287	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	132	239	88	53	271	1229	558	1406	82	43	1287	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.88	0.97	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	1.46	0.54	1.00	1.00	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	2778	1022	1900	1900	3344	3686	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.03	0.14	0.37	0.15	0.39	0.04	0.02	0.36	0.02
Crit Moves:	****					****	****				****	
Green Time:	10.0	20.5	20.5	20.5	31.1	31.1	12.8	34.2	34.2	8.8	30.1	30.1
Volume/Cap:	0.70	0.42	0.42	0.13	0.46	1.18	1.18	1.14	0.13	0.26	1.18	0.07
Delay/Veh:	54.3	34.9	34.9	32.6	28.3	126.9	145.9	106	22.7	43.4	127	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	34.9	34.9	32.6	28.3	126.9	145.9	106	22.7	43.4	127	25.0
HCM2kAvg:	5	5	5	1	7	34	17	36	2	1	35	1

****

Riverside Walmart
City of Riverside
Cumulative Without Project Conditions - P.M. Peak Hour

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

Intersection #7 Corporate Center Drive and Campus Parkway

Cycle (sec): 100 Critical Vol./Cap. (X): 1.045
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 60.5
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	80	127	46	9	85	55	44	613	54	34	645	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	127	46	9	85	55	44	613	54	34	645	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.85	0.85	0.85	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	99	157	57	11	101	65	55	765	67	39	740	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	157	57	11	101	65	55	765	67	39	740	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	99	157	57	11	101	65	55	765	67	39	740	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.47	0.53	1.00	1.21	0.79	1.00	1.84	0.16	1.00	1.99	0.01
Final Sat.:	318	494	183	303	389	262	359	732	65	358	778	2
Capacity Analysis Module:												
Vol/Sat:	0.31	0.32	0.31	0.04	0.26	0.25	0.15	1.05	1.04	0.11	0.95	0.95
Crit Moves:		****			****			****			****	
Delay/Veh:	18.6	17.8	17.3	14.7	17.4	16.6	13.9	87.9	85.5	13.6	64.3	64.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	17.8	17.3	14.7	17.4	16.6	13.9	87.9	85.5	13.6	64.3	64.3
LOS by Move:	C	C	C	B	C	C	B	F	F	B	F	F
ApproachDel:		18.0			16.9			83.1			61.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		18.0			16.9			83.1			61.8	
LOS by Appr:		C			C			F			F	

Riverside Walmart
City of Riverside
Cumulative Without Project Conditions - P.M. Peak Hour

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

****

Intersection #8 Old 215 Frontage Road and Alessandro Boulevard

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.132
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 120.7
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	207	170	34	37	59	326	448	2157	102	11	1852	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	170	34	37	59	326	448	2157	102	11	1852	105
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.88	0.88	0.00	0.72	0.72	0.00	0.96	0.96	0.00	0.92	0.92	0.00
PHF Volume:	237	194	0	51	82	0	469	2256	0	12	2011	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	194	0	51	82	0	469	2256	0	12	2011	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	237	194	0	51	82	0	469	2256	0	12	2011	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.05	0.00	0.03	0.02	0.00	0.25	0.63	0.00	0.01	0.56	0.00
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	0.0	10.0	10.0	0.0	19.6	55.2	0.0	8.8	44.4	0.0
Volume/Cap:	1.25	0.54	0.00	0.27	0.23	0.00	1.26	1.13	0.00	0.07	1.26	0.00
Delay/Veh:	191.5	44.4	0.0	42.4	41.8	0.0	175.4	89.1	0.0	42.0	148	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	191.5	44.4	0.0	42.4	41.8	0.0	175.4	89.1	0.0	42.0	148	0.0
HCM2kAvg:	16	4	0	2	1	0	29	54	0	0	58	0

****

Riverside Walmart
City of Riverside
Cumulative Without Project Conditions - P.M. Peak Hour

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

****

Intersection #9 Day Street and SR-60 Westbound Ramps

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.673
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: 56 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	898	926	140	782	0	0	0	0	867	0	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	898	926	140	782	0	0	0	0	867	0	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.93	0.93	0.93	1.00	1.00	1.00	0.95	0.95	0.95
PHF Volume:	0	957	987	151	845	0	0	0	0	911	0	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	957	987	151	845	0	0	0	0	911	0	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	957	987	151	845	0	0	0	0	911	0	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3610	1900	1900	3610	0	0	0	0	3686	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.52	0.08	0.23	0.00	0.00	0.00	0.00	0.25	0.00	0.12
Crit Moves:		****		****						****		
Green Time:	0.0	39.4	76.2	11.8	51.3	0.0	0.0	0.0	0.0	36.7	0.0	36.7
Volume/Cap:	0.00	0.67	0.68	0.67	0.46	0.00	0.00	0.00	0.00	0.67	0.00	0.32
Delay/Veh:	0.0	26.2	7.3	50.0	15.7	0.0	0.0	0.0	0.0	27.9	0.0	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.2	7.3	50.0	15.7	0.0	0.0	0.0	0.0	27.9	0.0	22.9
HCM2kAvg:	0	13	16	6	8	0	0	0	0	13	0	5

****

Riverside Walmart
City of Riverside
Cumulative Without Project Conditions - P.M. Peak Hour

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

****

Intersection #10 Day Street and SR-60 Eastbound Ramps

****

Cycle (sec):	100	Critical Vol./Cap. (X):	1.036
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	33.5
Optimal Cycle:	180	Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1545	1022	198	1459	0	304	2	951	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1545	1022	198	1459	0	304	2	951	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.95	0.95	0.95	0.92	0.92	0.00	1.00	1.00	1.00
PHF Volume:	0	1797	1188	209	1542	0	332	2	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1797	1188	209	1542	0	332	2	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	0	1797	1188	209	1542	0	332	2	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	1888	12	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.63	0.11	0.43	0.00	0.18	0.18	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	60.4	60.4	10.6	71.0	0.0	17.0	17.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.82	1.04	1.04	0.60	0.00	1.04	1.04	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.3	56.0	117.6	7.7	0.0	101.1	101	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.3	56.0	117.6	7.7	0.0	101.1	101	0.0	0.0	0.0	0.0
HCM2kAvg:	0	24	48	11	12	0	16	16	0	0	0	0

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Riverside Walmart
City of Riverside
Cumulative Without Project Conditions - P.M. Peak Hour

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

Intersection #11 Day Street and Campus Parkway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.838
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 38.6
Optimal Cycle: 96 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	204	1150	333	417	1149	63	202	79	154	255	155	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1150	333	417	1149	63	202	79	154	255	155	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.93	0.93	0.93	0.76	0.76	0.76	0.95	0.95	0.95
PHF Volume:	211	1190	345	448	1235	68	267	104	203	269	164	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	1190	345	448	1235	68	267	104	203	269	164	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	211	1190	345	448	1235	68	267	104	203	269	164	348
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.96	1.00	0.97	0.91	1.00	0.97	1.00	1.00	1.00	0.95	1.00
Lanes:	2.00	2.35	0.65	2.00	3.00	1.00	2.00	0.34	0.66	1.00	2.00	1.00
Final Sat.:	3686	4271	1237	3686	5187	1900	3686	644	1256	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.12	0.24	0.04	0.07	0.16	0.16	0.14	0.05	0.18
Crit Moves:		****		****				****		****		
Green Time:	14.1	33.3	33.3	14.5	33.6	46.4	12.8	19.3	19.3	16.9	23.4	23.4
Volume/Cap:	0.41	0.84	0.84	0.84	0.71	0.08	0.57	0.84	0.84	0.84	0.19	0.78
Delay/Veh:	39.6	34.5	34.5	52.8	30.3	14.9	42.6	54.3	54.3	57.6	30.8	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	34.5	34.5	52.8	30.3	14.9	42.6	54.3	54.3	57.6	30.8	44.6
HCM2kAvg:	3	17	18	9	12	1	5	12	12	11	2	12

Riverside Walmart
City of Riverside
Cumulative Without Project Conditions - P.M. Peak Hour

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

Intersection #12 Day Street and Gateway Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.746
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 32.7
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 1	0	2 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	41	1240	372	206	1317	49	98	61	54	303	73	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1240	372	206	1317	49	98	61	54	303	73	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.83	0.83	0.83	0.70	0.70	0.70	0.89	0.89	0.89
PHF Volume:	47	1420	426	250	1596	59	140	87	77	342	82	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1420	426	250	1596	59	140	87	77	342	82	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	1420	426	250	1596	59	140	87	77	342	82	269
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.96	1.00	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.33	0.67	2.00	2.90	0.10	1.00	1.06	0.94	1.00	1.00	1.00
Final Sat.:	1900	4237	1271	3686	5312	198	1900	2016	1784	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.07	0.30	0.30	0.07	0.04	0.04	0.18	0.04	0.14
Crit Moves:		****		****				****		****		
Green Time:	12.9	41.6	41.6	10.0	38.7	38.7	13.4	10.0	10.0	22.4	19.0	19.0
Volume/Cap:	0.19	0.81	0.81	0.68	0.78	0.78	0.55	0.43	0.43	0.81	0.23	0.75
Delay/Veh:	39.3	27.8	27.8	48.4	28.7	28.7	43.0	43.1	43.1	47.5	34.4	44.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	27.8	27.8	48.4	28.7	28.7	43.0	43.1	43.1	47.5	34.4	44.7
HCM2kAvg:	1	18	19	5	16	17	5	3	3	12	2	9

Riverside Walmart
City of Riverside
Cumulative Without Project Conditions - P.M. Peak Hour

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

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Intersection #13 Day Street and Eucalyptus Avenue

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.227
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 86.9
Optimal Cycle: 180 Level Of Service: F

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	257	875	216	243	936	690	559	692	343	67	460	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	875	216	243	936	690	559	692	343	67	460	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.93	0.93	0.93	0.90	0.90	0.90	0.85	0.85	0.85
PHF Volume:	309	1052	260	262	1009	744	622	771	382	79	540	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	1052	260	262	1009	744	622	771	382	79	540	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	309	1052	260	262	1009	744	622	771	382	79	540	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.16	0.29	0.14	0.14	0.28	0.39	0.33	0.21	0.20	0.04	0.15	0.11
Crit Moves:	****					****	****				****	
Green Time:	13.2	30.6	30.6	14.5	31.9	31.9	26.7	26.5	26.5	12.4	12.2	12.2
Volume/Cap:	1.23	0.95	0.45	0.95	0.88	1.23	1.23	0.81	0.76	0.33	1.23	0.94
Delay/Veh:	175.6	50.6	28.4	83.3	40.0	150.5	155.5	39.5	40.5	40.9	165	87.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	175.6	50.6	28.4	83.3	40.0	150.5	155.5	39.5	40.5	40.9	165	87.0
HCM2kAvg:	19	21	7	12	18	42	36	13	12	2	17	10

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Riverside Walmart
City of Riverside
Cumulative Without Project Conditions - P.M. Peak Hour

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

Intersection #14 Day Street and Cottonwood Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 2.579
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 577.5
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	14	907	142	443	671	24	33	119	18	57	90	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	907	142	443	671	24	33	119	18	57	90	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.92	0.92	0.92	0.84	0.84	0.84	0.96	0.96	0.96
PHF Volume:	17	1072	168	484	733	26	39	141	21	59	93	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1072	168	484	733	26	39	141	21	59	93	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	17	1072	168	484	733	26	39	141	21	59	93	318
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.86	0.13	0.39	0.59	0.02	1.00	0.87	0.13	1.00	1.00	1.00
Final Sat.:	6	420	66	188	284	10	378	351	53	408	433	472
Capacity Analysis Module:												
Vol/Sat:	2.56	2.56	2.56	2.58	2.58	2.58	0.10	0.40	0.40	0.14	0.22	0.67
Crit Moves:		****			****			****				****
Delay/Veh:	722.1	722	722.1	732.9	733	732.9	13.1	17.1	17.1	13.0	13.2	24.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	722.1	722	722.1	732.9	733	732.9	13.1	17.1	17.1	13.0	13.2	24.3
LOS by Move:	F	F	F	F	F	F	B	C	C	B	B	C
ApproachDel:	722.1			732.9			16.4			20.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	722.1			732.9			16.4			20.7		
LOS by Appr:	F			F			C			C		

Riverside Walmart
City of Riverside
Cumulative Without Project Conditions - P.M. Peak Hour

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

Intersection #15 Day Street and Alessandro Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 1.401
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 138.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	47	102	29	222	45	511	755	1709	5	6	1428	382
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	102	29	222	45	511	755	1709	5	6	1428	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.43	0.43	0.43	0.95	0.95	0.95	0.97	0.97	0.97	0.93	0.93	0.93
PHF Volume:	111	240	68	233	47	537	780	1765	5	6	1544	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	240	68	233	47	537	780	1765	5	6	1544	413
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	240	68	233	47	537	780	1765	5	6	1544	413
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00
Lanes:	1.00	0.78	0.22	1.00	0.08	0.92	1.00	2.99	0.01	1.00	1.58	0.42
Final Sat.:	1900	1479	421	1900	154	1746	1900	5494	16	1900	2998	802
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.12	0.31	0.31	0.41	0.32	0.32	0.00	0.51	0.51
Crit Moves:					****		****				****	
Green Time:	21.9	21.9	21.9	21.9	21.9	21.9	29.3	50.4	50.4	15.7	36.8	36.8
Volume/Cap:	0.27	0.74	0.74	0.56	1.40	1.40	1.40	0.64	0.64	0.02	1.40	1.40
Delay/Veh:	32.7	43.3	43.3	36.4	233	233.5	226.4	18.6	18.6	35.7	216	216.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	43.3	43.3	36.4	233	233.5	226.4	18.6	18.6	35.7	216	216.4
HCM2kAvg:	3	10	10	7	40	40	53	14	14	0	65	65

CUMULATIVE WITH PROJECT CONDITIONS

Riverside Walmart
City of Riverside
Cumulative With Project Conditions - P.M. Peak Hour

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

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Intersection #1 I-215 Interchange/Eastridge Av-Eucalyptus Av

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.027
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 119.3
Optimal Cycle: 180 Level Of Service: F

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	0 0	2	2 0	0 0	1	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	390	0	1195	362	0	354	805	836	950	1464	751	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	0	1195	362	0	354	805	836	950	1464	751	299
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.77	0.77	0.00	0.88	0.88	0.00	0.88	0.88	0.00	0.86	0.86	0.00
PHF Volume:	505	0	0	411	0	0	919	954	0	1706	875	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	0	0	411	0	0	919	954	0	1706	875	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	505	0	0	411	0	0	919	954	0	1706	875	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	0.88	0.97	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Lanes:	2.00	0.00	2.00	2.00	0.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3686	0	3344	3686	0	1900	1900	3610	1900	3686	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.00	0.11	0.00	0.00	0.48	0.26	0.00	0.46	0.24	0.00
Crit Moves:	****				****		****				****	
Green Time:	11.7	0.0	0.0	11.5	0.0	0.0	41.5	22.6	0.0	39.6	20.8	0.0
Volume/Cap:	1.17	0.00	0.00	0.97	0.00	0.00	1.17	1.17	0.00	1.17	1.17	0.00
Delay/Veh:	141.4	0.0	0.0	80.8	0.0	0.0	117.6	127	0.0	113.6	129	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	141.4	0.0	0.0	80.8	0.0	0.0	117.6	127	0.0	113.6	129	0.0
HCM2kAvg:	15	0	0	10	0	0	47	26	0	44	24	0

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Riverside Walmart
City of Riverside
Cumulative With Project Conditions - P.M. Peak Hour

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

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Intersection #2 I-215 Southbound Ramps and Alessandro Boulevard

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.206
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 72.9
Optimal Cycle: 180 Level Of Service: E

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	258	2	761	0	2939	1123	0	2544	316
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	258	2	761	0	2939	1123	0	2544	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	0.88	0.88	0.88	0.92	0.92	0.92	0.96	0.96	0.00
PHF Volume:	0	0	0	293	2	863	0	3205	1225	0	2661	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	293	2	863	0	3205	1225	0	2661	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	293	2	863	0	3205	1225	0	2661	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	1.25	0.01	1.74	0.00	2.20	0.80	0.00	3.00	1.00
Final Sat.:	0	0	0	2379	7	3313	0	3985	1523	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.31	0.26	0.00	0.80	0.80	0.00	0.51	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	25.3	25.3	25.3	0.0	66.7	66.7	0.0	66.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.49	1.21	1.03	0.00	1.21	1.21	0.00	0.77	0.00
Delay/Veh:	0.0	0.0	0.0	32.0	140	71.8	0.0	112	112.1	0.0	12.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.0	140	71.8	0.0	112	112.1	0.0	12.5	0.0
HCM2kAvg:	0	0	0	6	33	23	0	77	80	0	20	0

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Riverside Walmart
City of Riverside
Cumulative With Project Conditions - P.M. Peak Hour

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

Intersection #3 I-215 Northbound Ramps and Alessandro Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 1.465
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 156.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1! 0	1	0 0	0 0	0	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	633	0	331	0	0	0	1018	2150	0	0	2341	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	633	0	331	0	0	0	1018	2150	0	0	2341	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	1.00	1.00	1.00	0.88	0.88	0.88	0.97	0.97	0.97
PHF Volume:	665	0	348	0	0	0	1161	2452	0	0	2408	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	665	0	348	0	0	0	1161	2452	0	0	2408	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	665	0	348	0	0	0	1161	2452	0	0	2408	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.96	1.00
Lanes:	1.66	0.00	1.34	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.81	0.19
Final Sat.:	3148	0	2552	0	0	0	1900	5187	0	0	5157	352
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.14	0.00	0.00	0.00	0.61	0.47	0.00	0.00	0.47	0.47
Crit Moves:	****						****				****	
Green Time:	14.4	0.0	14.4	0.0	0.0	0.0	41.7	73.6	0.0	0.0	31.9	31.9
Volume/Cap:	1.46	0.00	0.94	0.00	0.00	0.00	1.46	0.64	0.00	0.00	1.46	1.46
Delay/Veh:	259.9	0.0	58.3	0.0	0.0	0.0	245.3	7.0	0.0	0.0	246	246.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	259.9	0.0	58.3	0.0	0.0	0.0	245.3	7.0	0.0	0.0	246	246.5
HCM2kAvg:	30	0	12	0	0	0	81	13	0	0	61	63

Riverside Walmart
City of Riverside
Cumulative With Project Conditions - P.M. Peak Hour

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

Intersection #4 Valley Springs Parkway and Corporate Centre Place

Cycle (sec): 100 Critical Vol./Cap. (X): 1.048
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 96.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	204	269	631	72	346	0	0	71	142	670	103	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	269	631	72	346	0	0	71	142	670	103	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.85	0.85	0.85	0.84	0.84	0.84	0.88	0.88	0.88
PHF Volume:	238	314	737	85	409	0	0	84	169	766	118	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	314	737	85	409	0	0	84	169	766	118	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	238	314	737	85	409	0	0	84	169	766	118	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00	1.00	1.56	0.44
Final Sat.:	1900	1900	1900	1900	3800	0	0	1900	1900	1900	2965	835
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.39	0.04	0.11	0.00	0.00	0.04	0.09	0.40	0.04	0.04
Crit Moves:			****	****				****		****		
Green Time:	22.3	31.4	31.4	10.0	19.1	0.0	0.0	10.0	10.0	32.6	32.6	32.6
Volume/Cap:	0.56	0.53	1.24	0.45	0.56	0.00	0.00	0.44	0.89	1.24	0.12	0.12
Delay/Veh:	36.3	28.5	150.6	44.1	37.7	0.0	0.0	42.9	71.2	153.4	23.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	28.5	150.6	44.1	37.7	0.0	0.0	42.9	71.2	153.4	23.7	23.7
HCM2kAvg:	7	8	42	3	6	0	0	3	8	44	2	2

Riverside Walmart
City of Riverside
Cumulative With Project Conditions - P.M. Peak Hour

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

Intersection #5 Valley Springs Parkway and Gateway Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.678
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 57 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1 1	0	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1044	53	27	1153	0	0	0	0	291	0	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1044	53	27	1153	0	0	0	0	291	0	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.85	0.85	0.85	1.00	1.00	1.00	0.60	0.60	0.60
PHF Volume:	0	1169	59	32	1363	0	0	0	0	487	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1169	59	32	1363	0	0	0	0	487	0	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1169	59	32	1363	0	0	0	0	487	0	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.90	0.10	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3616	184	1900	5187	0	0	0	0	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.02	0.26	0.00	0.00	0.00	0.00	0.26	0.00	0.04
Crit Moves:		****		****						****		
Green Time:	0.0	43.5	43.5	10.0	53.5	0.0	0.0	0.0	0.0	34.5	0.0	34.5
Volume/Cap:	0.00	0.74	0.74	0.17	0.49	0.00	0.00	0.00	0.00	0.74	0.00	0.11
Delay/Veh:	0.0	25.5	25.5	41.6	14.8	0.0	0.0	0.0	0.0	33.4	0.0	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.5	25.5	41.6	14.8	0.0	0.0	0.0	0.0	33.4	0.0	22.4
HCM2kAvg:	0	17	17	1	9	0	0	0	0	15	0	2

Riverside Walmart
City of Riverside
Cumulative With Project Conditions - P.M. Peak Hour

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

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Intersection #6 Valley Springs Parkway and Eucalyptus Avenue

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.289
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 159.0
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 0	2	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	134	298	89	45	289	1279	795	1443	84	41	1236	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	298	89	45	289	1279	795	1443	84	41	1236	40
User Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Adj:	0.92	0.92	0.92	0.78	0.78	0.78	0.93	0.93	0.93	0.87	0.87	0.87
PHF Volume:	132	294	88	53	337	1493	775	1406	82	43	1287	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	294	88	53	337	1493	775	1406	82	43	1287	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	132	294	88	53	337	1493	775	1406	82	43	1287	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.88	0.97	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	1.54	0.46	1.00	1.00	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	2926	874	1900	1900	3344	3686	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.03	0.18	0.45	0.21	0.39	0.04	0.02	0.36	0.02
Crit Moves:	****					****	****				****	
Green Time:	10.0	21.4	21.4	21.3	32.6	32.6	15.3	32.9	32.9	8.5	26.0	26.0
Volume/Cap:	0.70	0.47	0.47	0.13	0.54	1.37	1.37	1.18	0.13	0.27	1.37	0.08
Delay/Veh:	54.3	34.8	34.8	32.0	28.6	205.7	219.5	125	23.6	43.8	210	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	34.8	34.8	32.0	28.6	205.7	219.5	125	23.6	43.8	210	28.0
HCM2kAvg:	5	5	5	1	9	49	27	38	2	1	43	1

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Riverside Walmart
City of Riverside
Cumulative With Project Conditions - P.M. Peak Hour

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

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Intersection #7 Corporate Center Drive and Campus Parkway

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.469
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 147.4
Optimal Cycle: 0 Level Of Service: F

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	109	376	46	9	339	70	53	613	83	34	645	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	376	46	9	339	70	53	613	83	34	645	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.85	0.85	0.85	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	135	466	57	11	401	83	66	765	104	39	740	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	466	57	11	401	83	66	765	104	39	740	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	135	466	57	11	401	83	66	765	104	39	740	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.66	0.34	1.00	1.76	0.24	1.00	1.99	0.01
Final Sat.:	280	522	64	274	477	100	281	521	71	280	584	2
Capacity Analysis Module:												
Vol/Sat:	0.48	0.89	0.89	0.04	0.84	0.83	0.24	1.47	1.46	0.14	1.27	1.27
Crit Moves:		****			****			****			****	
Delay/Veh:	26.9	64.6	63.1	16.3	56.5	54.5	19.3	259	253.7	17.5	178	177.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	64.6	63.1	16.3	56.5	54.5	19.3	259	253.7	17.5	178	177.6
LOS by Move:	D	F	F	C	F	F	C	F	F	C	F	F
ApproachDel:		56.7			55.3			241.3			169.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		56.7			55.3			241.3			169.7	
LOS by Appr:		F			F			F			F	

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Riverside Walmart
City of Riverside
Cumulative With Project Conditions - P.M. Peak Hour

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

****

Intersection #8 Old 215 Frontage Road and Alessandro Boulevard

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.179
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 136.2
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	207	170	34	37	59	383	504	2185	102	11	1880	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	170	34	37	59	383	504	2185	102	11	1880	105
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.88	0.88	0.00	0.72	0.72	0.00	0.96	0.96	0.00	0.92	0.92	0.00
PHF Volume:	237	194	0	51	82	0	527	2286	0	12	2041	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	194	0	51	82	0	527	2286	0	12	2041	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	237	194	0	51	82	0	527	2286	0	12	2041	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.05	0.00	0.03	0.02	0.00	0.28	0.63	0.00	0.01	0.57	0.00
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	0.0	10.0	10.0	0.0	21.1	55.3	0.0	8.7	42.9	0.0
Volume/Cap:	1.25	0.54	0.00	0.27	0.23	0.00	1.32	1.15	0.00	0.07	1.32	0.00
Delay/Veh:	191.5	44.4	0.0	42.4	41.8	0.0	198.9	94.3	0.0	42.1	176	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	191.5	44.4	0.0	42.4	41.8	0.0	198.9	94.3	0.0	42.1	176	0.0
HCM2kAvg:	16	4	0	2	1	0	34	56	0	0	63	0

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Riverside Walmart
City of Riverside
Cumulative With Project Conditions - P.M. Peak Hour

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

****

Intersection #9 Day Street and SR-60 Westbound Ramps

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.735
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 33.3
Optimal Cycle: 180 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	898	1011	140	782	0	0	0	0	978	0	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	898	1011	140	782	0	0	0	0	978	0	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.93	0.93	0.93	1.00	1.00	1.00	0.95	0.95	0.95
PHF Volume:	0	957	1078	151	845	0	0	0	0	1027	0	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	957	1078	151	845	0	0	0	0	1027	0	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	957	1078	151	845	0	0	0	0	1027	0	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3610	1900	1900	3610	0	0	0	0	3686	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.57	0.08	0.23	0.00	0.00	0.00	0.00	0.28	0.00	0.12
Crit Moves:			****	****						****		
Green Time:	0.0	52.3	78.0	10.0	62.3	0.0	0.0	0.0	0.0	25.7	0.0	25.7
Volume/Cap:	0.00	0.51	0.73	0.80	0.38	0.00	0.00	0.00	0.00	1.08	0.00	0.45
Delay/Veh:	0.0	15.7	7.4	64.5	9.4	0.0	0.0	0.0	0.0	92.1	0.0	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.7	7.4	64.5	9.4	0.0	0.0	0.0	0.0	92.1	0.0	31.9
HCM2kAvg:	0	10	18	7	6	0	0	0	0	25	0	6

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Riverside Walmart
City of Riverside
Cumulative With Project Conditions - P.M. Peak Hour

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

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Intersection #10 Day Street and SR-60 Eastbound Ramps

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.114
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 42.2
Optimal Cycle: 180 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1630	1135	198	1570	0	304	2	1034	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1630	1135	198	1570	0	304	2	1034	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.95	0.95	0.95	0.92	0.92	0.00	1.00	1.00	1.00
PHF Volume:	0	1895	1320	209	1660	0	332	2	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1895	1320	209	1660	0	332	2	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	0	1895	1320	209	1660	0	332	2	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	1888	12	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.69	0.11	0.46	0.00	0.18	0.18	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	62.3	62.3	10.0	72.3	0.0	15.7	15.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.84	1.12	1.10	0.64	0.00	1.12	1.12	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.1	82.9	140.1	7.6	0.0	129.0	129	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.1	82.9	140.1	7.6	0.0	129.0	129	0.0	0.0	0.0	0.0
HCM2kAvg:	0	25	61	12	14	0	18	18	0	0	0	0

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Riverside Walmart
City of Riverside
Cumulative With Project Conditions - P.M. Peak Hour

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

Intersection #11 Day Street and Campus Parkway

Cycle (sec):	100	Critical Vol./Cap. (X):	0.909
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	43.6
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	0 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	287	1150	333	417	1149	257	400	79	239	255	155	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	1150	333	417	1149	257	400	79	239	255	155	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.93	0.93	0.93	0.76	0.76	0.76	0.95	0.95	0.95
PHF Volume:	297	1190	345	448	1235	276	528	104	316	269	164	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	1190	345	448	1235	276	528	104	316	269	164	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	297	1190	345	448	1235	276	528	104	316	269	164	348
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.96	1.00	0.97	0.91	1.00	0.97	1.00	1.00	1.00	0.95	1.00
Lanes:	2.00	2.35	0.65	2.00	3.00	1.00	2.00	0.25	0.75	1.00	2.00	1.00
Final Sat.:	3686	4271	1237	3686	5187	1900	3686	472	1428	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.12	0.24	0.15	0.14	0.22	0.22	0.14	0.05	0.18
Crit Moves:		****		****				****		****		
Green Time:	13.0	30.7	30.7	13.4	31.0	48.6	17.5	24.3	24.3	15.6	22.4	22.4
Volume/Cap:	0.62	0.91	0.91	0.91	0.77	0.30	0.82	0.91	0.91	0.91	0.20	0.82
Delay/Veh:	43.6	40.9	40.9	63.3	33.5	15.7	47.8	58.4	58.4	71.4	31.7	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	40.9	40.9	63.3	33.5	15.7	47.8	58.4	58.4	71.4	31.7	48.7
HCM2kAvg:	5	19	20	10	13	5	10	16	16	12	2	13

Riverside Walmart
City of Riverside
Cumulative With Project Conditions - P.M. Peak Hour

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

Intersection #12 Day Street and Gateway Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.766
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 33.1
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0 2	1 0		2 0 2	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	41	1323	372	206	1402	49	98	61	54	303	73	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1323	372	206	1402	49	98	61	54	303	73	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.83	0.83	0.83	0.70	0.70	0.70	0.89	0.89	0.89
PHF Volume:	47	1515	426	250	1699	59	140	87	77	342	82	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1515	426	250	1699	59	140	87	77	342	82	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	1515	426	250	1699	59	140	87	77	342	82	269
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.96	1.00	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.36	0.64	2.00	2.90	0.10	1.00	1.06	0.94	1.00	1.00	1.00
Final Sat.:	1900	4299	1209	3686	5324	186	1900	2016	1784	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.07	0.32	0.32	0.07	0.04	0.04	0.18	0.04	0.14
Crit Moves:		****		****				****		****		
Green Time:	12.5	42.4	42.4	10.0	39.9	39.9	13.1	10.0	10.0	21.6	18.5	18.5
Volume/Cap:	0.20	0.83	0.83	0.68	0.80	0.80	0.56	0.43	0.43	0.83	0.23	0.76
Delay/Veh:	39.7	28.4	28.4	48.4	28.8	28.8	43.7	43.1	43.1	50.9	34.8	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	28.4	28.4	48.4	28.8	28.8	43.7	43.1	43.1	50.9	34.8	46.0
HCM2kAvg:	1	20	21	5	18	18	5	3	3	13	2	10

Riverside Walmart
City of Riverside
Cumulative With Project Conditions - P.M. Peak Hour

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

****

Intersection #13 Day Street and Eucalyptus Avenue

****

Cycle (sec):	100	Critical Vol./Cap. (X):	1.227
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	92.8
Optimal Cycle:	180	Level Of Service:	F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	257	931	216	271	993	690	559	692	343	67	460	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	931	216	271	993	690	559	692	343	67	460	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.93	0.93	0.93	0.90	0.90	0.90	0.85	0.85	0.85
PHF Volume:	309	1119	260	292	1070	744	622	771	382	79	540	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	1119	260	292	1070	744	622	771	382	79	540	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	309	1119	260	292	1070	744	622	771	382	79	540	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.16	0.31	0.14	0.15	0.30	0.39	0.33	0.21	0.20	0.04	0.15	0.13
Crit Moves:	****					****	****				****	
Green Time:	13.2	30.2	30.2	15.0	31.9	31.9	26.7	26.5	26.5	12.4	12.2	12.2
Volume/Cap:	1.23	1.03	0.45	1.03	0.93	1.23	1.23	0.81	0.76	0.33	1.23	1.09
Delay/Veh:	175.6	69.4	28.8	103.2	46.0	150.5	155.5	39.5	40.5	40.9	165	127.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	175.6	69.4	28.8	103.2	46.0	150.5	155.5	39.5	40.5	40.9	165	127.5
HCM2kAvg:	19	25	7	15	20	42	36	13	12	2	17	14

****

Riverside Walmart
City of Riverside
Cumulative With Project Conditions - P.M. Peak Hour

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

****

Intersection #14 Day Street and Cottonwood Avenue

****

Cycle (sec): 100 Critical Vol./Cap. (X): 2.743
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 624.8
Optimal Cycle: 0 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	14	935	142	471	699	24	33	119	18	57	90	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	935	142	471	699	24	33	119	18	57	90	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.92	0.92	0.92	0.84	0.84	0.84	0.96	0.96	0.96
PHF Volume:	17	1105	168	515	764	26	39	141	21	59	93	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1105	168	515	764	26	39	141	21	59	93	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	17	1105	168	515	764	26	39	141	21	59	93	347
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.86	0.13	0.39	0.59	0.02	1.00	0.87	0.13	1.00	1.00	1.00
Final Sat.:	6	416	63	188	279	10	375	348	53	408	433	472
Capacity Analysis Module:												
Vol/Sat:	2.66	2.66	2.66	2.74	2.74	2.74	0.10	0.41	0.41	0.15	0.22	0.73
Crit Moves:	****				****			****				****
Delay/Veh:	768.8	769	768.8	806.4	806	806.4	13.2	17.3	17.3	13.0	13.3	28.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	768.8	769	768.8	806.4	806	806.4	13.2	17.3	17.3	13.0	13.3	28.3
LOS by Move:	F	F	F	F	F	F	B	C	C	B	B	D
ApproachDel:	768.8			806.4			16.5			23.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	768.8			806.4			16.5			23.7		
LOS by Appr:	F			F			C			C		

****

Riverside Walmart
City of Riverside
Cumulative With Project Conditions - P.M. Peak Hour

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

****

Intersection #15 Day Street and Alessandro Boulevard

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.436
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 148.2
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	47	102	29	222	45	539	783	1709	5	6	1428	382
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	102	29	222	45	539	783	1709	5	6	1428	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.43	0.43	0.43	0.95	0.95	0.95	0.97	0.97	0.97	0.93	0.93	0.93
PHF Volume:	111	240	68	233	47	566	809	1765	5	6	1544	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	240	68	233	47	566	809	1765	5	6	1544	413
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	240	68	233	47	566	809	1765	5	6	1544	413
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00
Lanes:	1.00	0.78	0.22	1.00	0.08	0.92	1.00	2.99	0.01	1.00	1.58	0.42
Final Sat.:	1900	1479	421	1900	146	1754	1900	5494	16	1900	2998	802
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.12	0.32	0.32	0.43	0.32	0.32	0.00	0.51	0.51
Crit Moves:					****		****				****	
Green Time:	22.5	22.5	22.5	22.5	22.5	22.5	29.7	50.0	50.0	15.5	35.9	35.9
Volume/Cap:	0.26	0.72	0.72	0.55	1.44	1.44	1.44	0.64	0.64	0.02	1.44	1.44
Delay/Veh:	32.2	41.8	41.8	35.7	248	247.9	241.3	19.0	19.0	35.8	232	232.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	41.8	41.8	35.7	248	247.9	241.3	19.0	19.0	35.8	232	232.5
HCM2kAvg:	3	10	10	7	43	43	56	14	14	0	67	67

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EXISTING WITH PROJECT WITH IMPROVEMENTS CONDITIONS

Riverside Walmart
City Of Riverside
Existing With Project Conditions With Improvements - P.M. Peak Hour

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

****

Intersection #6 Valley Springs Parkway and Eucalyptus Avenue

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.645
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 30.8
Optimal Cycle: 62 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 0	2	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	87	158	86	43	138	884	446	702	61	39	651	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	158	86	43	138	884	446	702	61	39	651	38
User Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Adj:	0.92	0.92	0.92	0.78	0.78	0.78	0.93	0.93	0.93	0.87	0.87	0.87
PHF Volume:	86	156	85	50	161	1032	435	684	59	41	678	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	156	85	50	161	1032	435	684	59	41	678	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	86	156	85	50	161	1032	435	684	59	41	678	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.88	0.97	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	1.30	0.70	1.00	1.00	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	2461	1339	1900	1900	3344	3686	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.03	0.08	0.31	0.12	0.19	0.03	0.02	0.19	0.02
Crit Moves:	****					****	****				****	
Green Time:	10.0	19.2	19.2	19.2	28.4	46.0	17.6	29.8	29.8	15.7	28.0	28.0
Volume/Cap:	0.45	0.33	0.33	0.14	0.30	0.67	0.67	0.64	0.10	0.14	0.67	0.07
Delay/Veh:	44.1	35.1	35.1	33.7	28.3	22.3	41.3	31.6	25.5	36.5	33.7	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	35.1	35.1	33.7	28.3	22.3	41.3	31.6	25.5	36.5	33.7	26.5
HCM2kAvg:	3	3	3	1	4	13	7	10	1	1	10	1

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Riverside Walmart
City Of Riverside
Existing With Project Conditions With Improvements - P.M. Peak Hour

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

Intersection #14 Day Street and Cottonwood Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.829
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	13	324	20	190	303	23	32	114	17	23	87	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	324	20	190	303	23	32	114	17	23	87	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.92	0.92	0.92	0.84	0.84	0.84	0.96	0.96	0.96
PHF Volume:	15	383	24	208	331	25	38	135	20	24	90	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	383	24	208	331	25	38	135	20	24	90	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	383	24	208	331	25	38	135	20	24	90	157
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.91	0.05	1.00	0.93	0.07	1.00	0.87	0.13	1.00	1.00	1.00
Final Sat.:	19	462	29	477	481	36	401	375	56	385	407	443
Capacity Analysis Module:												
Vol/Sat:	0.83	0.83	0.83	0.44	0.69	0.69	0.09	0.36	0.36	0.06	0.22	0.35
Crit Moves:		****			****			****				****
Delay/Veh:	34.2	34.2	34.2	15.4	22.6	22.6	11.9	14.3	14.3	12.0	13.1	13.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.2	34.2	34.2	15.4	22.6	22.6	11.9	14.3	14.3	12.0	13.1	13.9
LOS by Move:	D	D	D	C	C	C	B	B	B	B	B	B
ApproachDel:		34.2			20.0			13.9			13.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		34.2			20.0			13.9			13.4	
LOS by Appr:		D			C			B			B	

OPENING YEAR WITH PROJECT WITH IMPROVEMENTS CONDITIONS

Riverside Walmart
City of Riverside
Opening Year (2007) With Project Conditions With Improvements- P.M. Peak Hour

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

Intersection #6 Valley Springs Parkway and Eucalyptus Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.666
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 31.2
Optimal Cycle: 65 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 0	2	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	90	162	89	45	141	910	455	730	63	41	677	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	162	89	45	141	910	455	730	63	41	677	40
User Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Adj:	0.92	0.92	0.92	0.78	0.78	0.78	0.93	0.93	0.93	0.87	0.87	0.87
PHF Volume:	89	160	88	53	165	1062	443	711	61	43	705	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	160	88	53	165	1062	443	711	61	43	705	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	89	160	88	53	165	1062	443	711	61	43	705	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.88	0.97	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	1.29	0.71	1.00	1.00	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	2453	1347	1900	1900	3344	3686	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.07	0.03	0.09	0.32	0.12	0.20	0.03	0.02	0.20	0.02
Crit Moves:	****					****	****				****	
Green Time:	10.0	19.2	19.2	19.2	28.5	45.8	17.3	30.2	30.2	15.3	28.2	28.2
Volume/Cap:	0.47	0.34	0.34	0.14	0.30	0.69	0.69	0.65	0.11	0.15	0.69	0.08
Delay/Veh:	44.3	35.2	35.2	33.7	28.3	22.9	42.1	31.8	25.3	36.9	34.1	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	35.2	35.2	33.7	28.3	22.9	42.1	31.8	25.3	36.9	34.1	26.4
HCM2kAvg:	3	3	3	1	4	14	8	10	1	1	11	1

Riverside Walmart
City of Riverside
Opening Year (2007) With Project Conditions With Improvements- P.M. Peak Hour

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

Intersection #14 Day Street and Cottonwood Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.876
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	14	336	21	196	314	24	33	119	18	24	90	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	336	21	196	314	24	33	119	18	24	90	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.92	0.92	0.92	0.84	0.84	0.84	0.96	0.96	0.96
PHF Volume:	17	397	25	214	343	26	39	141	21	25	93	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	397	25	214	343	26	39	141	21	25	93	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	17	397	25	214	343	26	39	141	21	25	93	162
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.90	0.06	1.00	0.93	0.07	1.00	0.87	0.13	1.00	1.00	1.00
Final Sat.:	19	453	28	469	471	36	399	371	56	379	400	435
Capacity Analysis Module:												
Vol/Sat:	0.88	0.88	0.88	0.46	0.73	0.73	0.10	0.38	0.38	0.07	0.23	0.37
Crit Moves:		****				****		****				****
Delay/Veh:	40.7	40.7	40.7	16.2	25.3	25.3	12.1	15.0	15.0	12.2	13.5	14.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	40.7	40.7	16.2	25.3	25.3	12.1	15.0	15.0	12.2	13.5	14.5
LOS by Move:	E	E	E	C	D	D	B	B	B	B	B	B
ApproachDel:		40.7			22.0			14.4			13.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		40.7			22.0			14.4			13.9	
LOS by Appr:		E			C			B			B	

CUMULATIVE WITH PROJECT WITH IMPROVEMENTS CONDITIONS

Wal-Mart Supercenter at Canyon Crossings
City of Riverside
Cumulative With Project Conditions With Improvements - P.M. Peak Hour

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

****

Intersection #1 I-215 Interchange/Eastridge Av-Eucalyptus Av

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.845
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 48.4
Optimal Cycle: 98 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	0 0	2	2 0	0 0	1	2 0	2 0	1	3 0	2 0	1
Volume Module:												
Base Vol:	390	0	1195	362	0	354	805	836	950	1464	751	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	0	1195	362	0	354	805	836	950	1464	751	299
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.77	0.77	0.00	0.88	0.88	0.00	0.88	0.88	0.00	0.86	0.86	0.00
PHF Volume:	505	0	0	411	0	0	919	954	0	1706	875	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	0	0	411	0	0	919	954	0	1706	875	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	505	0	0	411	0	0	919	954	0	1706	875	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	0.88	0.97	1.00	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Lanes:	2.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3686	0	3344	3686	0	1900	3686	3610	1900	5529	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.00	0.11	0.00	0.00	0.25	0.26	0.00	0.31	0.24	0.00
Crit Moves:	****				****			****			****	
Green Time:	14.3	0.0	0.0	12.8	0.0	0.0	30.3	27.6	0.0	32.2	29.4	0.0
Volume/Cap:	0.96	0.00	0.00	0.87	0.00	0.00	0.82	0.96	0.00	0.96	0.82	0.00
Delay/Veh:	71.7	0.0	0.0	58.9	0.0	0.0	37.4	55.0	0.0	46.3	38.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.7	0.0	0.0	58.9	0.0	0.0	37.4	55.0	0.0	46.3	38.2	0.0
HCM2kAvg:	12	0	0	9	0	0	15	20	0	23	15	0

****

Wal-Mart Supercenter at Canyon Crossings
City of Riverside
Cumulative With Project Conditions With Improvements - P.M. Peak Hour

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

****

Intersection #2 I-215 Southbound Ramps and Alessandro Boulevard

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.958
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 145 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	0 0	0	1 1	0 1	0	0 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	258	2	761	0	2939	1123	0	2544	316
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	258	2	761	0	2939	1123	0	2544	316
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	0.88	0.88	0.00	0.92	0.92	0.92	0.96	0.96	0.00
PHF Volume:	0	0	0	293	2	0	0	3205	1225	0	2661	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	293	2	0	0	3205	1225	0	2661	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	293	2	0	0	3205	1225	0	2661	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	1.00	0.00	0.00	2.20	0.80	0.00	3.00	1.00
Final Sat.:	0	0	0	3800	1900	0	0	3985	1523	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.80	0.80	0.00	0.51	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	10.0	10.0	0.0	0.0	82.0	82.0	0.0	82.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.77	0.01	0.00	0.00	0.98	0.98	0.00	0.63	0.00
Delay/Veh:	0.0	0.0	0.0	53.1	40.5	0.0	0.0	17.7	17.7	0.0	3.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	53.1	40.5	0.0	0.0	17.7	17.7	0.0	3.6	0.0
HCM2kAvg:	0	0	0	6	0	0	0	49	51	0	11	0

****

Wal-Mart Supercenter at Canyon Crossings
City of Riverside
Cumulative With Project Conditions With Improvements - P.M. Peak Hour

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

Intersection #3 I-215 Northbound Ramps and Alessandro Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.979
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 37.8
Optimal Cycle: 164 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	0 0	1	0 0	0 0	0	2 0	3 0	0	0 0	3 1	0
Volume Module:												
Base Vol:	633	0	331	0	0	0	1018	2150	0	0	2341	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	633	0	331	0	0	0	1018	2150	0	0	2341	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	1.00	1.00	1.00	0.88	0.88	0.88	0.97	0.97	0.97
PHF Volume:	665	0	348	0	0	0	1161	2452	0	0	2408	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	665	0	348	0	0	0	1161	2452	0	0	2408	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	665	0	348	0	0	0	1161	2452	0	0	2408	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.93	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.76	0.24
Final Sat.:	3686	0	1900	0	0	0	3686	5187	0	0	6631	453
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.00	0.00	0.00	0.31	0.47	0.00	0.00	0.36	0.36
Crit Moves:			****				****				****	
Green Time:	18.7	0.0	18.7	0.0	0.0	0.0	32.2	69.3	0.0	0.0	37.1	37.1
Volume/Cap:	0.96	0.00	0.98	0.00	0.00	0.00	0.98	0.68	0.00	0.00	0.98	0.98
Delay/Veh:	66.0	0.0	82.3	0.0	0.0	0.0	54.6	9.5	0.0	0.0	43.9	43.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.0	0.0	82.3	0.0	0.0	0.0	54.6	9.5	0.0	0.0	43.9	43.9
HCM2kAvg:	15	0	16	0	0	0	24	15	0	0	26	27

Wal-Mart Supercenter at Canyon Crossings
City of Riverside
Cumulative With Project Conditions With Improvements - P.M. Peak Hour

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

****

Intersection #4 Valley Springs Parkway and Corporate Centre Place

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.815
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 42.0
Optimal Cycle: 90 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 1	0	2 0	0 1	0
Volume Module:												
Base Vol:	204	269	631	72	346	0	0	71	142	670	103	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	269	631	72	346	0	0	71	142	670	103	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.85	0.85	0.85	0.84	0.84	0.84	0.88	0.88	0.88
PHF Volume:	238	314	737	85	409	0	0	84	169	766	118	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	314	737	85	409	0	0	84	169	766	118	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	238	314	737	85	409	0	0	84	169	766	118	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00	2.00	0.78	0.22
Final Sat.:	1900	1900	1900	1900	3800	0	0	1900	1900	3686	1483	417
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.39	0.04	0.11	0.00	0.00	0.04	0.09	0.21	0.08	0.08
Crit Moves:			****	****				****		****		
Green Time:	27.8	41.7	41.7	10.0	23.9	0.0	0.0	10.0	10.0	22.3	22.3	22.3
Volume/Cap:	0.45	0.40	0.93	0.45	0.45	0.00	0.00	0.44	0.89	0.93	0.36	0.36
Delay/Veh:	30.4	20.5	41.1	44.1	32.8	0.0	0.0	42.9	71.2	55.0	33.3	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	20.5	41.1	44.1	32.8	0.0	0.0	42.9	71.2	55.0	33.3	33.3
HCM2kAvg:	6	7	26	3	6	0	0	3	8	16	4	4

****

Wal-Mart Supercenter at Canyon Crossings
City of Riverside
Cumulative With Project Conditions With Improvements - P.M. Peak Hour

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

Intersection #6 Valley Springs Parkway and Eucalyptus Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.684
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 33.4
Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Ignore						Include						Include					
Min. Green:	10	10		10			10	10		10			10	10		10			10	10		10		
Lanes:	1	0	1	1	0		1	0	2	0	1		2	0	2	0	1		1	0	2	1	0	
Volume Module:																								
Base Vol:	134	298		89			45	289		1279			795	1443		84			41	1236		40		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	134	298		89			45	289		1279			795	1443		84			41	1236		40		
User Adj:	0.91	0.91		0.91			0.91	0.91		0.00			0.91	0.91		0.91			0.91	0.91		0.91		
PHF Adj:	0.92	0.92		0.92			0.78	0.78		0.00			0.93	0.93		0.93			0.87	0.87		0.87		
PHF Volume:	132	294		88			53	337		0			775	1406		82			43	1287		42		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	132	294		88			53	337		0			775	1406		82			43	1287		42		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		0.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		0.00			1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	132	294		88			53	337		0			775	1406		82			43	1287		42		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	1.00	1.00		1.00			1.00	0.95		1.00			0.97	0.95		1.00			1.00	0.97		1.00		
Lanes:	1.00	1.54		0.46			1.00	2.00		1.00			2.00	2.00		1.00			1.00	2.91		0.09		
Final Sat.:	1900	2926		874			1900	3610		1900			3686	3610		1900			1900	5337		173		
Capacity Analysis Module:																								
Vol/Sat:	0.07	0.10		0.10			0.03	0.09		0.00			0.21	0.39		0.04			0.02	0.24		0.24		
Crit Moves:	****							****						****					****					
Green Time:	10.0	11.2		11.2			11.2	12.4		0.0			28.7	51.6		51.6			10.0	32.9		32.9		
Volume/Cap:	0.70	0.90		0.90			0.25	0.75		0.00			0.73	0.75		0.08			0.22	0.73		0.73		
Delay/Veh:	54.3	64.7		64.7			41.2	49.5		0.0			34.9	21.0		12.3			42.0	31.2		31.2		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	54.3	64.7		64.7			41.2	49.5		0.0			34.9	21.0		12.3			42.0	31.2		31.2		
HCM2kAvg:	5	9		9			2	7		0			12	18		1			1	13		14		

Wal-Mart Supercenter at Canyon Crossings
City of Riverside
Cumulative With Project Conditions With Improvements - P.M. Peak Hour

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

****

Intersection #7 Corporate Center Drive and Campus Parkway

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.398
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 28 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	109	376	46	9	339	70	53	613	83	34	645	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	376	46	9	339	70	53	613	83	34	645	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.85	0.85	0.85	0.80	0.80	0.80	0.87	0.87	0.87
PHF Volume:	135	466	57	11	401	83	66	765	104	39	740	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	466	57	11	401	83	66	765	104	39	740	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	135	466	57	11	401	83	66	765	104	39	740	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.66	0.34	1.00	1.76	0.24	1.00	1.99	0.01
Final Sat.:	1900	3386	414	1900	3150	650	1900	3347	453	1900	3788	12
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.01	0.13	0.13	0.03	0.23	0.23	0.02	0.20	0.20
Crit Moves:		****						****				
Green Time:	34.6	34.6	34.6	34.6	34.6	34.6	57.4	57.4	57.4	57.4	57.4	57.4
Volume/Cap:	0.21	0.40	0.40	0.02	0.37	0.37	0.06	0.40	0.40	0.04	0.34	0.34
Delay/Veh:	23.2	25.0	25.0	21.5	24.7	24.7	9.4	11.9	11.9	9.3	11.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	25.0	25.0	21.5	24.7	24.7	9.4	11.9	11.9	9.3	11.4	11.4
HCM2kAvg:	3	6	6	0	6	6	1	7	7	1	6	6

****

Wal-Mart Supercenter at Canyon Crossings
City of Riverside
Cumulative With Project Conditions With Improvements - P.M. Peak Hour

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

Intersection #8 Old 215 Frontage Road and Alessandro Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.811
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 33.9
Optimal Cycle: 89 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	207	170	34	37	59	383	504	2185	102	11	1880	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	170	34	37	59	383	504	2185	102	11	1880	105
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.72	0.72	0.00	0.96	0.96	0.96	0.92	0.92	0.92
PHF Volume:	237	194	0	51	82	0	527	2286	107	12	2041	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	194	0	51	82	0	527	2286	107	12	2041	114
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	237	194	0	51	82	0	527	2286	107	12	2041	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.97	1.00	1.00	0.96	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.87	0.13	1.00	2.85	0.15
Final Sat.:	1900	3610	1900	1900	3610	1900	3686	5264	246	1900	5218	291
Capacity Analysis Module:												
Vol/Sat:	0.12	0.05	0.00	0.03	0.02	0.00	0.14	0.43	0.43	0.01	0.39	0.39
Crit Moves:	****				****		****				****	
Green Time:	14.0	12.0	0.0	12.0	10.0	0.0	16.1	48.8	48.8	11.2	43.9	43.9
Volume/Cap:	0.89	0.45	0.00	0.22	0.23	0.00	0.89	0.89	0.89	0.06	0.89	0.89
Delay/Veh:	70.9	41.7	0.0	40.3	41.8	0.0	56.6	27.3	27.3	39.8	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.9	41.7	0.0	40.3	41.8	0.0	56.6	27.3	27.3	39.8	30.4	30.4
HCM2kAvg:	10	3	0	2	1	0	11	26	26	0	24	24

Wal-Mart Supercenter at Canyon Crossings
City of Riverside
Cumulative With Project Conditions With Improvements - P.M. Peak Hour

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

Intersection #10 Day Street and SR-60 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.921
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: 121 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Lanes:	0	0 2	0	1	1	0 2	0	0	0	1 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	1630	1135		198	1570		0	304		2	1034	0		0	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1630	1135		198	1570		0	304		2	1034	0		0	0
User Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00		1.00	0.00	1.00		1.00	1.00
PHF Adj:	0.86	0.86	0.00		0.95	0.95		0.95	0.92		0.92	0.00	1.00		1.00	1.00
PHF Volume:	0	1895	0		209	1660		0	332		2	0	0		0	0
Reduct Vol:	0	0	0		0	0		0	0		0	0	0		0	0
Reduced Vol:	0	1895	0		209	1660		0	332		2	0	0		0	0
PCE Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00		1.00	0.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00		1.00	0.00	1.00		1.00	1.00
Final Vol.:	0	1895	0		209	1660		0	332		2	0	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	1.00	0.95	1.00		1.00	0.95		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	0.00	2.00	1.00		1.00	2.00		0.00	0.99		0.01	1.00	0.00		0.00	0.00
Final Sat.:	0	3610	1900		1900	3610		0	1888		12	1900	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.53	0.00		0.11	0.46		0.00	0.18		0.18	0.00	0.00		0.00	0.00
Crit Moves:		****			****				****							
Green Time:	0.0	57.0	0.0		12.0	68.9		0.0	19.1		19.1	0.0	0.0		0.0	0.0
Volume/Cap:	0.00	0.92	0.00		0.92	0.67		0.00	0.92		0.92	0.00	0.00		0.00	0.00
Delay/Veh:	0.0	26.9	0.0		82.3	9.6		0.0	68.0		68.0	0.0	0.0		0.0	0.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	26.9	0.0		82.3	9.6		0.0	68.0		68.0	0.0	0.0		0.0	0.0
HCM2kAvg:	0	31	0		10	15		0	14		14	0	0		0	0

Wal-Mart Supercenter at Canyon Crossings
City of Riverside
Cumulative With Project Conditions With Improvements - P.M. Peak Hour

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

Intersection #13 Day Street and Eucalyptus Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.926
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 49.0
Optimal Cycle: 128 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	257	931	216	271	993	690	559	692	343	67	460	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	931	216	271	993	690	559	692	343	67	460	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.93	0.93	0.93	0.90	0.90	0.90	0.85	0.85	0.85
PHF Volume:	309	1119	260	292	1070	744	622	771	382	79	540	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	1119	260	292	1070	744	622	771	382	79	540	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	309	1119	260	292	1070	744	622	771	382	79	540	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	3686	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.16	0.31	0.14	0.15	0.30	0.39	0.17	0.21	0.20	0.04	0.15	0.13
Crit Moves:	****				****		****				****	
Green Time:	17.6	33.2	33.2	16.4	32.0	50.3	18.2	23.4	23.4	11.0	16.2	16.2
Volume/Cap:	0.93	0.93	0.41	0.93	0.93	0.78	0.93	0.91	0.86	0.38	0.93	0.82
Delay/Veh:	71.3	45.7	26.3	75.5	45.3	24.4	59.0	51.2	51.9	42.5	62.2	56.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.3	45.7	26.3	75.5	45.3	24.4	59.0	51.2	51.9	42.5	62.2	56.2
HCM2kAvg:	13	21	6	13	20	20	13	15	14	3	12	10

Wal-Mart Supercenter at Canyon Crossings
City of Riverside
Cumulative With Project Conditions With Improvements - P.M. Peak Hour

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

Intersection #14 Day Street and Cottonwood Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.768
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 30.6
Optimal Cycle: 70 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	10	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	14	935	142	471	699	24	33	119	18	57	90	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	935	142	471	699	24	33	119	18	57	90	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.92	0.92	0.92	0.84	0.84	0.84	0.96	0.96	0.96
PHF Volume:	17	1105	168	515	764	26	39	141	21	59	93	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1105	168	515	764	26	39	141	21	59	93	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	17	1105	168	515	764	26	39	141	21	59	93	347
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	1.00	0.97	0.03	1.00	0.87	0.13	1.00	1.00	1.00
Final Sat.:	1900	3299	501	1900	1837	63	1900	1650	250	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.27	0.42	0.42	0.02	0.09	0.09	0.03	0.05	0.18
Crit Moves:		****		****			****				****	
Green Time:	1.5	39.9	39.9	32.3	70.7	70.7	10.0	11.6	11.6	4.2	5.9	38.1
Volume/Cap:	0.59	0.84	0.84	0.84	0.59	0.59	0.21	0.74	0.74	0.74	0.84	0.48
Delay/Veh:	77.6	31.5	31.5	41.5	8.1	8.1	41.9	54.8	54.8	76.7	87.0	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.6	31.5	31.5	41.5	8.1	8.1	41.9	54.8	54.8	76.7	87.0	23.9
HCM2kAvg:	1	20	20	17	12	12	1	7	7	3	5	8

Wal-Mart Supercenter at Canyon Crossings
City of Riverside
Cumulative With Project Conditions With Improvements - P.M. Peak Hour

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

Intersection #15 Day Street and Alessandro Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.772
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.8
Optimal Cycle: 71 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	10		10	10	10		10	10	10		10	10	10		10	10
Lanes:	1	0	0	1 0	1	0	1	0 1	2	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	47		102	29	222		45	539	783		1709	5	6		1428	382
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	47		102	29	222		45	539	783		1709	5	6		1428	382
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.43		0.43	0.43	0.95		0.95	0.95	0.97		0.97	0.97	0.93		0.93	0.93
PHF Volume:	111		240	68	233		47	566	809		1765	5	6		1544	413
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	111		240	68	233		47	566	809		1765	5	6		1544	413
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	111		240	68	233		47	566	809		1765	5	6		1544	413
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	1.00		1.00	1.00	1.00		1.00	1.00	0.97		0.97	1.00	1.00		0.91	1.00
Lanes:	1.00		0.78	0.22	1.00		1.00	1.00	2.00		2.99	0.01	1.00		3.00	1.00
Final Sat.:	1900		1479	421	1900		1900	1900	3686		5494	16	1900		5187	1900
Capacity Analysis Module:																
Vol/Sat:	0.06		0.16	0.16	0.12		0.02	0.30	0.22		0.32	0.32	0.00		0.30	0.22
Crit Moves:			****						****						****	
Green Time:	21.0		21.0	21.0	21.0		21.0	49.4	28.4		51.1	51.1	15.9		38.6	38.6
Volume/Cap:	0.28		0.77	0.77	0.58		0.12	0.60	0.77		0.63	0.63	0.02		0.77	0.56
Delay/Veh:	33.5		46.2	46.2	37.8		32.1	19.3	36.4		18.1	18.1	35.5		28.8	25.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	33.5		46.2	46.2	37.8		32.1	19.3	36.4		18.1	18.1	35.5		28.8	25.1
HCM2kAvg:	3		11	11	7		1	13	13		13	14	0		15	10

APPENDIX D

APPROVED AND PENDING PROJECT TRIP GENERATION

Table A - Approved Project Trip Generation
(City of Riverside and City of Moreno Valley)

Number	Land Use	Unit	No. of Units		P.M. Peak Hour In	Out	Total	Daily
City of Riverside								
Area A								
1 .	Single Family Residence							
		DU	18.0	Rate [1]	*0.64*	*0.37*	*1.01*	*9.57*
				Trips	11	7	18	172
2 .	Single Family Residence							
		DU	104.0	Rate [1]	*0.64*	*0.37*	*1.01*	*9.57*
				Trips	66	39	105	995
3 .	Single Family Residence							
		DU	33.0	Rate [1]	*0.64*	*0.37*	*1.01*	*9.57*
				Trips	21	12	33	316
4 .	Single Family Residence							
		DU	13.0	Rate [1]	*0.64*	*0.37*	*1.01*	*9.57*
				Trips	8	5	13	124
5 .	Single Family Residence							
		DU	17.0	Rate [1]	*0.64*	*0.37*	*1.01*	*9.57*
				Trips	11	6	17	163
6 .	Single Family Residence							
		DU	72.0	Rate [1]	*0.64*	*0.37*	*1.01*	*9.57*
				Trips	46	27	73	689
7 .	Single Family Residence							
		DU	27.0	Rate [1]	*0.64*	*0.37*	*1.01*	*9.57*
				Trips	17	10	27	258
8 .	Single Family Residence							
		DU	8.0	Rate [1]	*0.64*	*0.37*	*1.01*	*9.57*
				Trips	5	3	8	77
9 .	Single Family Residence							
		DU	8.0	Rate [1]	*0.64*	*0.37*	*1.01*	*9.57*
				Trips	5	3	8	77

Table A - Approved Project Trip Generation
(City of Riverside and City of Moreno Valley)

Number	Land Use	Unit	No. of Units		P.M. Peak Hour In	Out	Total	Daily
10 .	Single Family Residence							
		DU	12.0	Rate [1]	*0.64*	*0.37*	*1.01*	*9.57*
				Trips	8	4	12	115
11 .	Single Family Residence							
		DU	31.0	Rate [1]	*0.64*	*0.37*	*1.01*	*9.57*
				Trips	20	12	31	297
12 .	Single Family Residence							
		DU	28.0	Rate [1]	*0.64*	*0.37*	*1.01*	*9.57*
				Trips	18	10	28	268
13 .	Single Family Residence							
		DU	37.0	Rate [1]	*0.64*	*0.37*	*1.01*	*9.57*
				Trips	24	14	37	354
14 .	Single Family Residence							
		DU	20.0	Rate [1]	*0.64*	*0.37*	*1.01*	*9.57*
				Trips	13	7	20	191
15 .	Single Family Residence							
		DU	8.0	Rate [1]	*0.64*	*0.37*	*1.01*	*9.57*
				Trips	5	3	8	77
16 .	Single Family Residence							
		DU	9.0	Rate [1]	*0.64*	*0.37*	*1.01*	*9.57*
				Trips	6	3	9	86
17 .	Single Family Residence							
		DU	24.0	Rate [1]	*0.64*	*0.37*	*1.01*	*9.57*
				Trips	15	9	24	230
18 .	Office Park							
		SF	72000	Rate [2]	*4.24*	*24.04*	*28.28*	*195.11*
		ACRES	1.7	Trips	7	40	47	322
		Sub Area A Total Traffic			**305**	**215**	**520**	**4,811**

Table A - Approved Project Trip Generation
(City of Riverside and City of Moreno Valley)

Number	Land Use	Unit	No. of Units		P.M. Peak Hour In	Out	Total	Daily
Area B								
19 .	Warehouse							
		TSF	199.1	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	24	70	94	988
20 .	Warehouse							
		TSF	883.1	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	107	308	415	4,380
21 .	Office							
		TSF	70.0	Rate [4]	*0.25*	*1.24*	*1.49*	*11.01*
				Trips	18	87	104	771
22 .	Warehouse							
		TSF	491.8	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	60	171	231	2,439
23 .	Warehouse							
		TSF	910.0	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	111	317	428	4,514
24 .	Warehouse							
		TSF	133.2	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	16	46	63	661
25 .	Warehouse							
		TSF	91.0	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	11	32	43	451
26 .	Industrial Business Park							
		TSF	617.9	Rate [5]	*0.18*	*0.68*	*0.86*	*6.96*
				Trips	112	420	531	4,301
27 .	Warehouse							
		TSF	317.2	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	39	111	149	1,573
		Sub Area B Total Traffic			**496**	**1,561**	**2,058**	**20,077**

Table A - Approved Project Trip Generation
(City of Riverside and City of Moreno Valley)

Number	Land Use	Unit	No. of Units		P.M. Peak Hour In	Out	Total	Daily
Area C								
28 .	Warehouse							
		TSF	71.9	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	9	25	34	357
29 .	Warehouse							
		TSF	355.2	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	43	124	167	1,762
30 .	Warehouse							
		TSF	449.0	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	55	156	211	2,227
31 .	Warehouse							
		TSF	128.9	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	16	45	61	640
32 .	Warehouse							
		TSF	89.9	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	11	31	42	446
33 .	Warehouse							
		TSF	45.1	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	5	16	21	223
34 .	Warehouse							
		TSF	45.1	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	5	16	21	224
35 .	Warehouse							
		TSF	36.9	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	4	13	17	183
36 .	Warehouse							
		TSF	25.2	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	3	9	12	125
37 .	Warehouse							
		TSF	61.3	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	7	21	29	304

Table A - Approved Project Trip Generation
(City of Riverside and City of Moreno Valley)

Number	Land Use	Unit	No. of Units		P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
38 .	Warehouse							
		TSF	52.9	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	6	18	25	262
39 .	Warehouse							
		TSF	79.0	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	10	28	37	392
40 .	Warehouse							
		TSF	74.0	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	9	26	35	367
41 .	Warehouse							
		TSF	102.0	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	12	36	48	506
42 .	Warehouse							
		TSF	57.0	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	7	20	27	283
43 .	Warehouse							
		TSF	162.0	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	20	56	76	804
44 .	Warehouse							
		TSF	455.0	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	55	159	214	2,257
45 .	Warehouse							
		TSF	371.5	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	45	129	175	1,843
46 .	Warehouse							
		TSF	60.7	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	7	21	29	301
47 .	Warehouse							
		TSF	25.6	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	3	9	12	127

Table A - Approved Project Trip Generation
(City of Riverside and City of Moreno Valley)

Number	Land Use	Unit	No. of Units		P.M. Peak Hour In	Out	Total	Daily
48 .	Warehouse							
		TSF	400.0	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	49	139	188	1,984
49 .	Warehouse							
		TSF	126.7	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	15	44	60	628
50 .	Warehouse							
		TSF	42.3	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	5	15	20	210
51 .	Warehouse							
		TSF	48.6	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	6	17	23	241
52 .	Warehouse							
		TSF	29.5	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	4	10	14	146
53 .	Industrial Business Park							
		TSF	119.6	Rate [5]	*0.18*	*0.68*	*0.86*	*6.96*
				Trips	22	81	103	833
		Sub Area C Total Traffic			**434**	**1,265**	**1,699**	**17,673**

Table A - Approved Project Trip Generation
(City of Riverside and City of Moreno Valley)

Number	Land Use	Unit	No. of Units		P.M. Peak Hour In	Out	Total	Daily
Area D								
54 .	Warehouse							
		TSF	101.5	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	12	35	48	503
55 .	Warehouse							
		TSF	75.3	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	9	26	35	373
56 .	Warehouse							
		TSF	152.8	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	19	53	72	758
57 .	Warehouse							
		TSF	40.2	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	5	14	19	199
58 .	Warehouse							
		TSF	30.1	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	4	10	14	149
59 .	Warehouse							
		TSF	19.4	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	2	7	9	96
60 .	Warehouse							
		TSF	33.7	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	4	12	16	167
61 .	Warehouse							
		TSF	28.8	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	3	10	14	143
62 .	Warehouse							
		TSF	42.7	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	5	15	20	212
63 .	Warehouse							
		TSF	28.4	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	3	10	13	141
64 .	Warehouse							
		TSF	29.9	Rate [3]	*0.12*	*0.35*	*0.47*	*4.96*
				Trips	4	10	14	148
65 .	Industrial							
		TSF	672.0	Rate [6]	*0.12*	*0.86*	*0.98*	*6.97*
				Trips	79	580	659	4,684
66 .	Industrial							
		TSF	895.6	Rate [6]	*0.12*	*0.86*	*0.98*	*6.97*
				Trips	105	772	878	6,242
		Sub Area D Total Traffic			**255**	**1,555**	**1,810**	**13,816**

Table A - Approved Project Trip Generation
(City of Riverside and City of Moreno Valley)

Number	Land Use	Unit	No. of Units		P.M. Peak Hour In	Out	Total	Daily
Area E								
67 .	Electronics Superstore							
		TSF	20.0	Rate [7]	*2.21*	*2.30*	*4.50*	*45.04*
				Trips	44	46	90	901
68	Shopping Center							
		TSF	500.0	Rate [8]	*1.74*	*1.88*	*3.62*	*38.66*
				Trips	869	942	1,811	19,332
69	Commercial Center							
		TSF	183.6	Rate [8]	*2.45*	*2.65*	*5.09*	*54.90*
				Trips	449	486	935	10,081
		Sub Area E Total Traffic			**1,362**	**1,474**	**2,836**	**30,313**
Area F								
70	Shopping Center							
		TSF	32.0	Rate [8]	*4.44*	*4.78*	*9.22*	*101.19*
				Trips	142	153	295	3,238
		Sub Area F Total Traffic			**142**	**153**	**295**	**3,238**
Area G								
71	Office Park							
		TSF	136.0	Rate [2]	*0.28*	*1.71*	*1.99*	*11.96*
				Trips	*38*	*233*	*271*	*1626*
		Sub Area G Total Traffic			**38**	**233**	**271**	**1,626**
City of Moreno Valley								
Area H								
72 .	Shopping Center							
		TSF	200.0	Rate [8]	*2.38*	*2.57*	*4.95*	*53.28*
				Trips	475	514	989	10,656
73 .	Multiplex							
		Seats	3,500	Rate [9]	*0.06*	*0.03*	*0.09*	*1.80*
				Trips	227	88	315	6,300
74 .	Residential Apartments	DU	552	Rate [10]	*0.40*	*0.22*	*0.62*	*6.72*
				Trips	222	120	342	3,709
		Sub Area H Total Traffic			**924**	**722**	**1,646**	**20,666**
Area I								
75 .	Residential Apartments	DU	268	Rate [10]	*0.40*	*0.22*	*0.62*	*6.72*
				Trips	108	58	166	1,801
		Sub Area I Total Traffic			**108**	**58**	**166**	**1,801**

Table A - Approved Project Trip Generation
(City of Riverside and City of Moreno Valley)

Number	Land Use	Unit	No. of Units		P.M. Peak Hour In	Out	Total	Daily
Area J								
76 .	Residential Apartments	DU	394	Rate [10]	*0.40*	*0.22*	*0.62*	*6.72*
				Trips	159	85	244	2,648
		Sub Area J Total Traffic			**159**	**85**	**244**	**2,648**
Area K								
77 .	Industrial	TSF	606.0	Rate [6]	*0.12*	*0.86*	*0.98*	*6.97*
				Trips	73	521	594	4,224
78 .	Industrial	TSF	54.4	Rate [6]	*0.12*	*0.86*	*0.98*	*6.97*
				Trips	7	47	53	379
79 .	Starbucks Coffee	TSF	22.0	Rate [11]	*14.97*	*13.82*	*28.79*	*287.90*
				Trips	329	304	633	6,334
		Sub Area K Total Traffic			**409**	**872**	**1,280**	**10,937**
Area L								
80 .	Industrial	TSF	2,350.7	Rate [6]	*0.12*	*0.86*	*0.98*	*6.97*
				Trips	282	2,022	2,304	16,384
81 .	Industrial	TSF	136.2	Rate [6]	*0.12*	*0.86*	*0.98*	*6.97*
				Trips	16	117	133	949
		Sub Area L Total Traffic			**298**	**2,139**	**2,437**	**17,333**

Table A - Approved Project Trip Generation
(City of Riverside and City of Moreno Valley)

Number	Land Use	Unit	No. of Units		P.M. Peak Hour In	Out	Total	Daily
Area M								
82 .	Single Family Residence	DU	32.0	Rate [1]	*0.64*	*0.37*	*1.01*	*9.57*
				Trips	20	12	32	306
83 .	Single Family Residence	DU	17.0	Rate [1]	*0.64*	*0.37*	*1.01*	*9.57*
				Trips	11	6	17	163
84 .	Single Family Residence	DU	34.0	Rate [1]	*0.64*	*0.37*	*1.01*	*9.57*
				Trips	22	13	34	325
85 .	Single Family Residence	DU	31.0	Rate [1]	*0.64*	*0.37*	*1.01*	*9.57*
				Trips	20	12	31	297
	Sub Area M Total Traffic				**73**	**43**	**114**	**1,091**
TOTAL APPROVED AND PENDING PROJECT TRIPS					**5,005**	**10,375**	**15,377**	**146,031**

[1] Trip generation based on rates from Land Use 210 - "Single-Family Detached Housing" from Institute of Transportation Engineers (ITE), *Trip Generation, Trip Generation,* 7th Edition.

[2] Trip generation based on rates from Land Use 750 - "Office Park" from ITE, Trip Generation 7th Edition.

[3] Trip generation based on rates from Land Use 150 - "Warehousing" from Institute of Transportation Engineers (ITE), *Trip Generation,* 7th Edition.

[4] Trip generation based on rates from Land Use 710 - "General Office Building" from ITE, *Trip Generation* 7th Edition.

[5] Trip generation based on rates from Land Use 130 - "Industrial Business Park" from ITE, Trip Generation 7th Edition.

[6] Trip generation based on rates from Land Use 110 - "General Light Industrial" from ITE, Trip Generation 7th Edition.

[7] Trip generation based on rates for Land Use 863 - "Electronic Superstore" from ITE *Trip Generation* 7th Edition.

[8] Trip generation based on rates from Land Use 820 - "Shopping Center" from ITE, Trip Generation 7th Edition.

[9] Trip generation based on rates from Land Use 445 - "Multiplex Movie Theater" from ITE, Trip Generation 7th Edition.

[10] Trip generation based on rates from Land Use 220 - "Apartment" from ITE, *Trip Generation* 7th Edition.

[11] Trip generation based on rates from Land Use 933 - "Fast-Food Restaurant without Drive-Through Window" "Table 2: Coffee Shop" from ITE, *Trip Generation* 7th Edition.

AREA A
P.M. Peak Hour

Trip Distribution

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT															
NBR															
SBL															
SBT															
SBR															
EBL			20												
EBT		25	5					5							5
EBR		25													
WBL															
WBT															
WBR															

IN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL			25												
NBT															
NBR															
SBL															
SBT															
SBR		20													
EBL															
EBT															
EBR															
WBL															
WBT		30	5					5							5
WBR															

Trip Assignment: Outbound

Trips: 215

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT															
NBR															
SBL															
SBT															
SBR															
EBL			43												
EBT		54	11					11							11
EBR		54													
WBL															
WBT															
WBR															

Trip Assignment: Inbound

Trips: 305

IN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL			76												
NBT															
NBR															
SBL															
SBT															
SBR		61													
EBL															
EBT															
EBR															
WBL															
WBT		92	15					15							15
WBR															

TOTAL

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL			76												
NBT															
NBR															
SBL															
SBT															
SBR		61													
EBL			43												
EBT		54	11					11							11
EBR		54													
WBL															
WBT		92	15					15							15
WBR															

AREA B
P.M. Peak Hour

Trip Distribution

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT															
NBR															
SBL														5	
SBT															
SBR															
EBL	5														
EBT	10					10							5		
EBR	25												5		
WBL															
WBT															
WBR															

Trip Assignment: Outbound

Trips: 1561

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT															
NBR															
SBL														78	
SBT															
SBR															
EBL	78														
EBT	156					156							78		
EBR	390												78		
WBL															
WBT															
WBR															

Trip Assignment: Inbound

Trips: 496

IN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL	25												5		
NBT															
NBR															
SBL															
SBT															
SBR	5														
EBL															
EBT															
EBR															
WBL															
WBT	10					10							5		
WBR														5	

IN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL	124												25		
NBT															
NBR															
SBL															
SBT															
SBR	25														
EBL															
EBT															
EBR															
WBL															
WBT	50					50							25		
WBR														25	

TOTAL

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL	124												25		
NBT															
NBR															
SBL														78	
SBT															
SBR	25														
EBL	78														
EBT	156					156							78		
EBR	390												78		
WBL															
WBT	50					50							25		
WBR														25	

AREA C
P.M. Peak Hour

Trip Distribution

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT															
NBR															
SBL														5	
SBT															
SBR															
EBL	45														
EBT	10					10							5		
EBR	25												5		
WBL															
WBT															
WBR															

Trip Assignment: Outbound

Trips: 1265

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT															
NBR															
SBL														63	
SBT															
SBR															
EBL	569														
EBT	127					127							63		
EBR	316												63		
WBL															
WBT															
WBR															

Trip Assignment: Inbound

Trips: 434

IN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL	25												5		
NBT															
NBR															
SBL															
SBT															
SBR	45														
EBL															
EBT															
EBR															
WBL															
WBT	10					10							5		
WBR														5	

IN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL	109												22		
NBT															
NBR															
SBL															
SBT															
SBR	195														
EBL															
EBT															
EBR															
WBL															
WBT	43					43							22		
WBR														22	

TOTAL

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL	109												22		
NBT															
NBR															
SBL														63	
SBT															
SBR	195														
EBL	569														
EBT	127					127							63		
EBR	316												63		
WBL															
WBT	43					43							22		
WBR														22	

AREA D
P.M. Peak Hour

Trip Distribution

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT															
NBR														5	
SBL															
SBT															
SBR															
EBL			45												5
EBT		55	10					10							5
EBR		25													
WBL															
WBT															
WBR															

Trip Assignment: Outbound

Trips: 1555

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT															
NBR														78	
SBL															
SBT															
SBR															
EBL			700												78
EBT		855	156					156							78
EBR		389													
WBL															
WBT															
WBR															

Trip Assignment: Inbound

Trips: 255

IN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL			25												
NBT															
NBR															
SBL															
SBT															
SBR		45													5
EBL															
EBT															
EBR															
WBL														5	
WBT		35	10					10							5
WBR															

IN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL			64												
NBT															
NBR															
SBL															
SBT															
SBR		115													13
EBL															
EBT															
EBR															
WBL														13	
WBT		89	26					26							13
WBR															

TOTAL

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL			64												
NBT															
NBR														78	
SBL															
SBT															
SBR		115													13
EBL			700												78
EBT		855	156					156							78
EBR		389													
WBL														13	
WBT		89	26					26							13
WBR															

AREA E
P.M. Peak Hour

Trip Distribution

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT										25					
NBR									25	20					
SBL													5	5	
SBT					35	10					20	20	15	10	
SBR						25		10							10
EBL															
EBT															
EBR															
WBL	20			35											
WBT	5	15	20				35	10							
WBR		5													

Trip Assignment: Outbound

Trips: 1474

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT										369					
NBR									369	295					
SBL													74	74	
SBT					516	147					295	295	221	147	
SBR						369		147							147
EBL															
EBT															
EBR															
WBL	295			516											
WBT	74	221	295				516	147							
WBR		74													

Trip Assignment: Inbound

Trips: 1362

IN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT					477	136					272	272	204	136	
NBR	272		68	477											
SBL															
SBT										272					
SBR															
EBL						341		136							136
EBT	68	204	204				477	136							
EBR										341					
WBL									272						
WBT															
WBR													68	68	

TOTAL

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT					477	136				369	272	272	204	136	
NBR	272		68	477					369	295					
SBL													74	74	
SBT					516	147				272	295	295	221	147	
SBR						369		147							147
EBL						341		136							136
EBT	68	204	204				477	136							
EBR										341					
WBL	295			516					272						
WBT	74	221	295				516	147							
WBR		74											68	68	

AREA F
P.M. Peak Hour

Trip Distribution

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT															
NBR															
SBL									50	20				5	
SBT									45	25	25	25	20	15	
SBR													5		15
EBL															
EBT															
EBR															
WBL															
WBT	5	15	15			5		15							
WBR															

Trip Assignment: Outbound

Trips: 153

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT															
NBR															
SBL									77	31				8	
SBT									69	38	38	38	31	23	
SBR													8		23
EBL															
EBT															
EBR															
WBL															
WBT	8	23	23			8		23							
WBR															

Trip Assignment: Inbound

Trips: 142

IN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT									75	25	25	25	20	15	
NBR															
SBL															
SBT															
SBR															
EBL										50			5		15
EBT	5	15	15			5		15							
EBR															
WBL															
WBT															
WBR									20					5	

IN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT									107	36	36	36	28	21	
NBR															
SBL															
SBT															
SBR															
EBL										71			7		21
EBT	7	21	21			7		21							
EBR															
WBL															
WBT															
WBR									28					7	

TOTAL

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT									107	36	36	36	28	21	
NBR															
SBL									77	31				8	
SBT									69	38	38	38	31	23	
SBR													8		23
EBL										71			7		21
EBT	7	21	21			7		21							
EBR															
WBL															
WBT	8	23	23			8		23							
WBR									28					7	

AREA G
P.M. Peak Hour

Trip Distribution

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT										25	45	25			
NBR									25	20					
SBL														5	
SBT													20	15	
SBR													30		15
EBL															
EBT															
EBR															
WBL	25											10			
WBT	5	15	15			30		15							
WBR												20			

Trip Assignment: Outbound

Trips: 233

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT										58	105	58			
NBR									58	47					
SBL														12	
SBT													47	35	
SBR													70		35
EBL															
EBT															
EBR															
WBL	58											23			
WBT	12	35	35			70		35							
WBR												47			

Trip Assignment: Inbound

Trips: 38

IN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT													20	15	
NBR	25											10			
SBL												20			
SBT										20	45	25			
SBR															
EBL													30		15
EBT	5	15	15			30		15							
EBR										25					
WBL									20						
WBT															
WBR														5	

TOTAL

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT										58	105	58	8	6	
NBR	10								58	47		4			
SBL												8		12	
SBT										8	17	10	47	35	
SBR													70		35
EBL													11		6
EBT	2	6	6			11		6							
EBR										10					
WBL	58								8			23			
WBT	12	35	35			70		35							
WBR												47		2	

AREA H
P.M. Peak Hour

Trip Distribution

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT										25	10				
NBR									25						
SBL														5	
SBT												25	20	15	
SBR													30		15
EBL															
EBT															
EBR															
WBL	25										25	25			
WBT	5	15	15			30		15							
WBR											15	10			

IN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT												25	20	15	
NBR	25										25	25			
SBL											15	10			
SBT										25	10				
SBR															
EBL													30		15
EBT	5	15	15			30		15							
EBR															
WBL									25						
WBT															
WBR														5	

Trip Assignment: Outbound

Trips: 722

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT										181	72				
NBR									181						
SBL														36	
SBT												181	144	108	
SBR													217		108
EBL															
EBT															
EBR															
WBL	181										181	181			
WBT	36	108	108			217		108							
WBR											108	72			

Trip Assignment: Inbound

Trips: 924

IN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT												231	185	139	
NBR	231										231	231			
SBL											139	92			
SBT										231	92				
SBR															
EBL													277		139
EBT	46	139	139			277		139							
EBR															
WBL									231						
WBT															
WBR														46	

TOTAL

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT										181	72	231	185	139	
NBR	231								181		231	231			
SBL											139	92		36	
SBT										231	92	181	144	108	
SBR													217		108
EBL													277		139
EBT	46	139	139			277		139							
EBR															
WBL	181								231		181	181			
WBT	36	108	108			217		108							
WBR											108	72		46	

AREA I
P.M. Peak Hour

Trip Distribution

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT															
NBR															
SBL															
SBT														15	
SBR															15
EBL															
EBT															
EBR															
WBL	25												15		
WBT	5	15	15			30		15					30		
WBR															

IN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT														15	
NBR	25												15		
SBL															
SBT															
SBR															
EBL															15
EBT	5	15	15			30		15					30		
EBR															
WBL															
WBT															
WBR															

Trip Assignment: Outbound

Trips: 58

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT															
NBR															
SBL															
SBT														9	
SBR															9
EBL															
EBT															
EBR															
WBL	15												9		
WBT	3	9	9			17		9					17		
WBR															

Trip Assignment: Inbound

Trips: 108

IN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT														16	
NBR	27												16		
SBL															
SBT															
SBR															
EBL															16
EBT	5	16	16			32		16					32		
EBR															
WBL															
WBT															
WBR															

TOTAL

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT														16	
NBR	27												16		
SBL															
SBT														9	
SBR															9
EBL															16
EBT	5	16	16			32		16					32		
EBR															
WBL	15												9		
WBT	3	9	9			17		9					17		
WBR															

AREA J
P.M. Peak Hour

Trip Distribution

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL													55		
NBT											20	20	20		
NBR										20					
SBL														5	
SBT														15	
SBR															15
EBL															
EBT															
EBR															
WBL	25														
WBT	5	15	15			55		15							
WBR	25														

Trip Assignment: Outbound

Trips: 85

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL													47		
NBT											17	17	17		
NBR										17					
SBL														4	
SBT														13	
SBR															13
EBL															
EBT															
EBR															
WBL	21														
WBT	4	13	13			47		13							
WBR	21														

Trip Assignment: Inbound

Trips: 159

IN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT														24	
NBR	40														
SBL	40														
SBT										32	32	32	32		
SBR															
EBL															24
EBT	8	24	24			87		24							
EBR													87		
WBL									32						
WBT															
WBR														8	

TOTAL

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL													47		
NBT											17	17	17	24	
NBR	40									17					
SBL	40													4	
SBT										32	32	32	32	13	
SBR															13
EBL															24
EBT	8	24	24			87		24							
EBR													87		
WBL	21								32						
WBT	4	13	13			47		13							
WBR	21													8	

AREA K
P.M. Peak Hour

Trip Distribution

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL						5		15							
NBT								5						5	10
NBR													5	5	
SBL															
SBT															
SBR															
EBL															
EBT															
EBR															
WBL															
WBT	5	15	15												
WBR															

Trip Assignment: Outbound

Trips: 872

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL						44		131							
NBT								44						44	87
NBR													44	44	
SBL															
SBT															
SBR															
EBL															
EBT															
EBR															
WBL															
WBT	44	131	131												
WBR															

Trip Assignment: Inbound

Trips: 409

IN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT															
NBR															
SBL															
SBT								5						5	10
SBR															
EBL															
EBT	5	15	15												
EBR						5		15							
WBL													5	5	
WBT															
WBR															

IN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT															
NBR															
SBL															
SBT								20						20	41
SBR															
EBL															
EBT	20	61	61												
EBR						20		61							
WBL													20	20	
WBT															
WBR															

TOTAL

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL						44		131							
NBT								44						44	87
NBR													44	44	
SBL															
SBT								20						20	41
SBR															
EBL															
EBT	20	61	61												
EBR						20		61							
WBL													20	20	
WBT	44	131	131												
WBR															

AREA L
P.M. Peak Hour

Trip Distribution

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL													5		
NBT														10	
NBR													5		
SBL															
SBT															
SBR															
EBL															
EBT															
EBR															
WBL															
WBT	5	15	15			5		15							15
WBR															10

Trip Assignment: Outbound

Trips: 2139

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL													107		
NBT														214	
NBR													107		
SBL															
SBT															
SBR															
EBL															
EBT															
EBR															
WBL															
WBT	107	321	321			107		321							321
WBR															214

Trip Assignment: Inbound

Trips: 298

IN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT															
NBR															
SBL															30
SBT														30	
SBR															
EBL															
EBT	15	45	45			15		45							45
EBR													15		
WBL													15		
WBT															
WBR															

TOTAL

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL													107		
NBT														214	
NBR													107		
SBL															30
SBT														30	
SBR															
EBL															
EBT	15	45	45			15		45							45
EBR													15		
WBL													15		
WBT	107	321	321			107		321							321
WBR															214

AREA M
P.M. Peak Hour

Trip Distribution

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT															
NBR															
SBL															
SBT															
SBR															
EBL															
EBT															
EBR															
WBL															
WBT		15	40					40							40
WBR		25													

Trip Assignment: Outbound

Trips: 43

OUT	1	2	3	4	5	6	7	8	9	10	11	12	13	14
NBL														
NBT														
NBR														
SBL														
SBT														
SBR														
EBL														
EBT														
EBR														
WBL														
WBT		6	17					17						
WBR		11												

Trip Assignment: Inbound

Trips: 73

IN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NBL															
NBT															
NBR			25												
SBL															
SBT															
SBR															
EBL															
EBT		15	15					40							40
EBR															
WBL															
WBT															
WBR															

IN	1	2	3	4	5	6	7	8	9	10	11	12	13	14
NBL														
NBT														
NBR			18											
SBL														
SBT														
SBR														
EBL														
EBT		11	11					29						
EBR														
WBL														
WBT														
WBR														

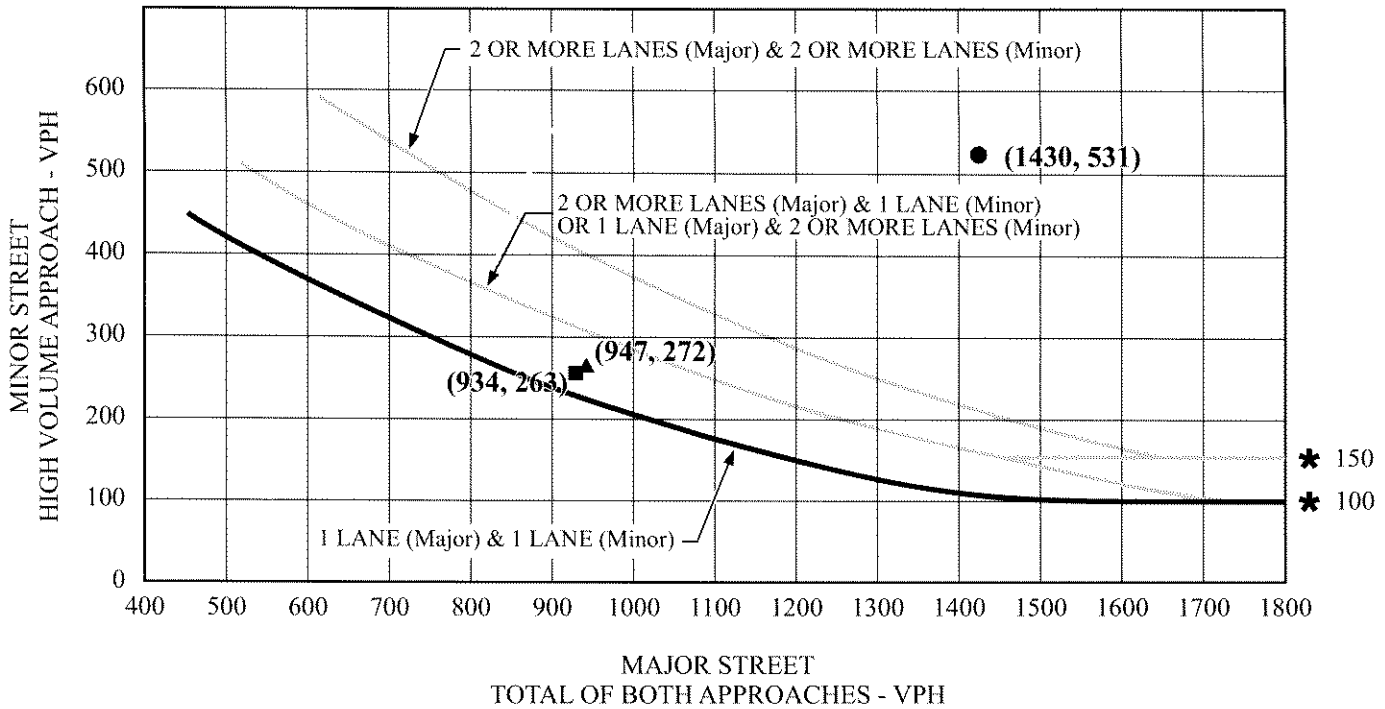
TOTAL

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
NBL														
NBT														
NBR			18											
SBL														
SBT														
SBR														
EBL														
EBT		11	11					29						
EBR														
WBL														
WBT		6	17					17						
WBR		11												

APPENDIX E

SIGNAL WARRANT ANALYSIS

WARRANT 3, PEAK HOUR



* 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

FIGURE E-1

■ EXISTING WITH PROJECT(2005) CONDITIONS PM PEAK HOUR

▲ OPENING YEAR WITH PROJECT CONDITIONS PM PEAK HOUR

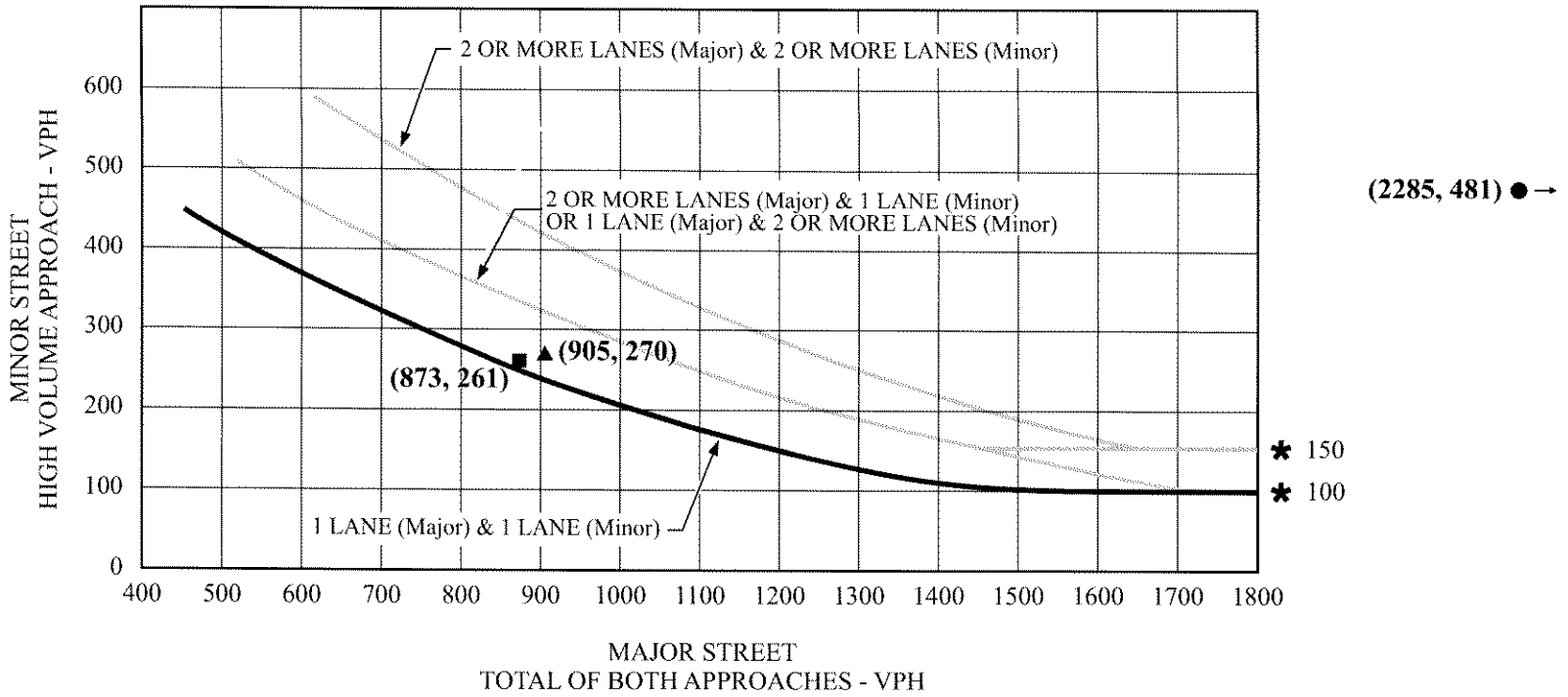
● CUMULATIVE WITH PROJECT CONDITIONS PM PEAK HOUR

Wal-Mart Supercenter at Canyon Crossings

Campus Parkway/Corporate Center Drive Peak Hour Signal Warrant

R:\CTR530\G\Reports\Traffic\campus-corporate-PHSW.cdr (07/28/06)

WARRANT 3, PEAK HOUR



* 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

FIGURE E-2

■ EXISTING WITH PROJECT (2005) CONDITIONS PM PEAK HOUR

▲ OPENING YEAR WITH PROJECT CONDITIONS PM PEAK HOUR

● CUMULATIVE WITH PROJECT CONDITIONS PM PEAK HOUR

Wal-Mart Supercenter at Canyon Crossings

Day Street/Cottonwood Avenue Peak Hour Signal Warrant

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