Traffic Study

for

# Orangecrest Community Church

## In the City of Riverside

March, 2021

Kimley»Horn

# TRAFFIC STUDY
# FOR THE PROPOSED
# ORANGECREST CHURCH
# IN THE CITY OF RIVERSIDE

*Prepared by:*

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Orange, California 92868


*March, 2021*

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TRAFFIC STUDY
FOR THE PROPOSED
ORANGECREST COMMUNITY CHURCH
IN THE CITY OF RIVERSIDE

## INTRODUCTION

### Purpose and Study Objectives

This traffic study has been prepared to address the traffic-related effects of the proposed Orangecrest Church project in the City of Riverside. This traffic study has been conducted in accordance with the traffic study requirements of the City of Riverside Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (July 2020).

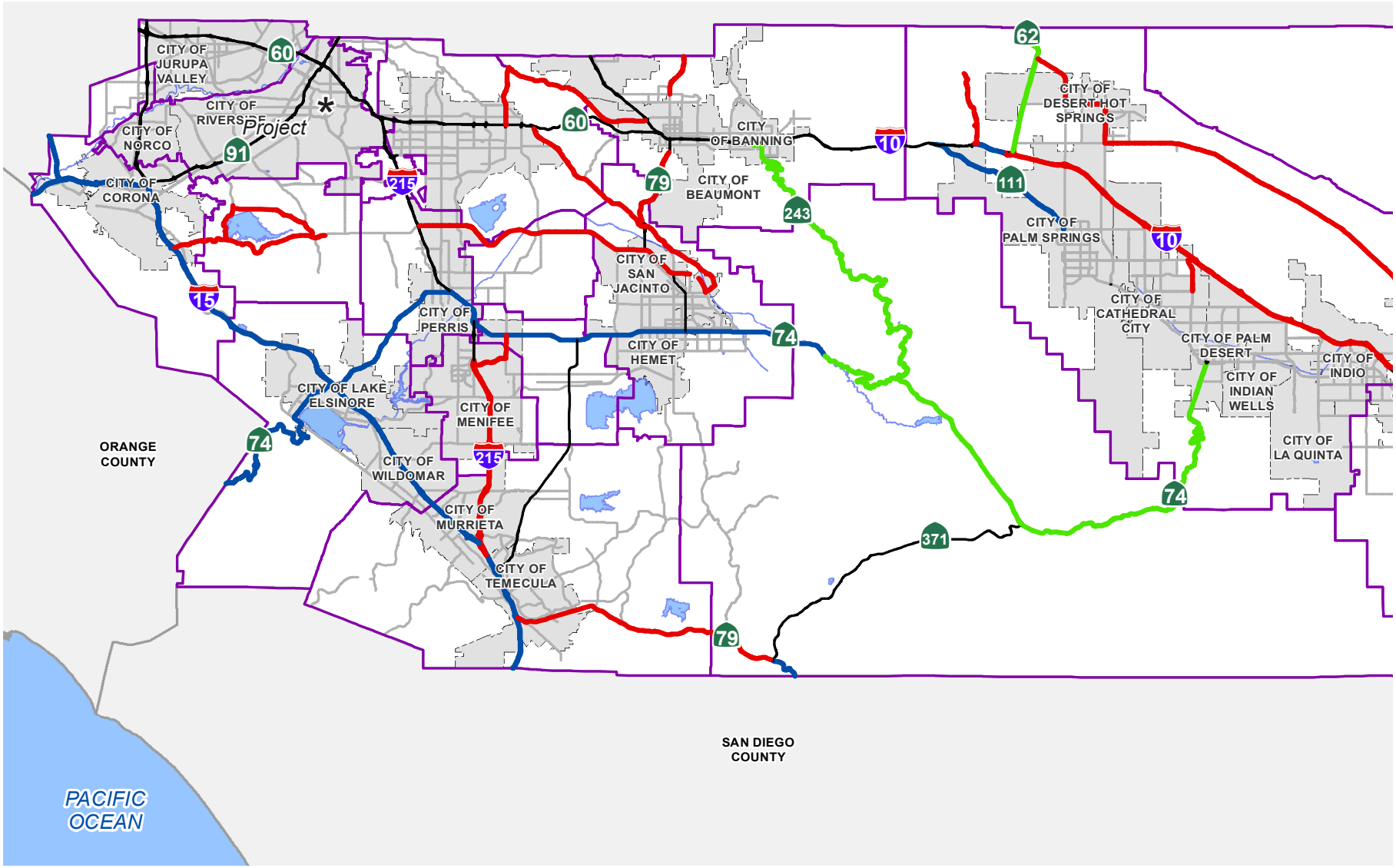
This report includes a description of existing traffic conditions in the surrounding area, estimated project trip generation and distribution, future traffic growth, and an assessment of project-related effects on the transportation system. Where necessary, circulation system improvements have been identified to address project-related deficiencies at the study locations.

### Project Overview

The Project address is 5659 Glenhaven Avenue, Riverside, 92506. The Assessor's Parcel Number (APN) is: 222-250-006. The Project site is at the northwest corner of Glenhaven Avenue and Alessandro Boulevard and is located west of State Route 91 (SR-91) and generally along the western portion of the City.The project site is shown in its regional setting on Figure 1. The Project site is surrounded by single-family residential units to the north, south, east, and west.

The project proposes to construct a Community Church and classrooms at the 5.27-acre site which consists of four (4) buildings. The project site's former use was a swim and tennis club. The two existing buildings will be renovated and expanded in place and used as Building A (2,448.889 square feet (SF)) and Building B (1,583.09 SF). The Project proposes to construct three new structures. The construction of the three new buildings plus the expansion of the two existing buildings would total approximately 19,905 SF. The project includes 266 surface parking spaces which will be provided for visitors along the northern, southern, and western portions of the site. Vehicular access for the project site would be via two unsignalized full-access driveways on Glenhaven Avenue. A copy of the project's site plan is provided on Figure 2.

*FIGURE 1 - Vicinity Map*




*Source: County of Riverside Circulation Element*

*FIGURE 2 - Site Plan*

## ANALYSIS SCENARIOS AND METHODOLOGY

### Analysis Scenarios

Due to project size, the City of Riverside recommends a site access analysis and a queueing assessment for the project driveways to be evaluated in the morning and evening peak hours for the following conditions:

- Existing Conditions
- Opening Year 2021 Plus Cumulative Projects Plus Project

If analysis shows that improvement are required based on deficiency criteria, then Opening Year 2021 Cumulative Plus Project Plus Improvements scenarios will be analyzed.

## Intersection Analysis – HCM Methodology

Peak hour intersection operations at the signalized existing intersection and proposed unsignalized driveways were evaluated using the methods prescribed in the Highway Capacity Manual 6th Edition (HCM), consistent with the Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (July 2020).

For signalized intersections, the HCM methodology estimates the average delay (in average seconds per vehicle) for each of the movements through the intersection, considering a number of factors, including the number of lanes, volume of traffic, and the signal timing phasing.

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

The HCM delay forecast translates to a Level of Service designation, ranging from LOS A to LOS F. a summary of each Level of Service and the corresponding delay is provided in the following chart.

| LEVEL OF SERVICE DEFINITIONS | |
|---|---|
| Level of Service | 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. |

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

[1] Source: Highway Capacity Manual (HCM 2010), Exhibit 18-4.

[2] Source: Highway Capacity Manual (HCM 2010), Exhibits 19-1 and 20-2.

### Level of Service Standards

The City of Riverside General Plan includes the following policies regarding minimum acceptable level of service (LOS):

a) LOS **C** is to be maintained at all street intersections
b) LOS **D** is to be maintained at intersections of Collector or higher Classification. See *General Plan Policy CCM – 2.3*

For projects that propose intensities above that contained in the General Plan:
Operational improvements are required when the addition of project related trips causes either peak hour LOS to degrade the acceptable (A through D) to unacceptable levels (E or F) or the peak hour delay to increase as follows:

- LOS A/B – By 10 seconds
- LOS C – By 8 seconds
- LOS D – By 5 seconds
- LOS E – By 2 seconds
- LOS F – By 1 seconds

## AREA CONDITIONS

### Study Area

This traffic study includes documentation of existing conditions, future conditions, and identification of project-related deficiencies at the following study intersections:

1. Alessandro Boulevard at Glenhaven Avenue
2. Glenhaven Avenue/ Benedict Avenue at Driveway 1
3. Glenhaven Avenue at Driveway 2

The study locations were established in consultation with City of Riverside staff through the Scoping Letter Agreement process. A copy of the approved Scoping Letter Agreement is provided in *Appendix A*.

## Existing Street System

Regional access to the site is provided primarily by State Route 91(SR-91) and Interstate 215 (I-215), which can both be accessed via Alessandro Boulevard.

Existing lane configurations and intersection controls at the study intersections are shown on Figure 3. A copy of the City of Riverside Circulation Plan is provided on Figure 4. The following provides a description of the roadways surrounding the project site.

Alessandro Boulevard – The segment of Alessandro Boulevard adjacent to the project site is a four-lane roadway with a raised center median. On-street parking is not allowed along both sides of the roadway and the posted speed limit is 40 miles per hour (mph). Class II Bike lanes are provided on both sides of the roadway. Alessandro Boulevard forms the western boundary of the project site and would provide vehicle access to Glenhaven Avenue where two project driveways are located. Alessandro Boulevard is designated as an Urban Arterial on the County of Riverside Circulation Element.

## Existing Traffic Volumes

Starting March of 2020, the COVID-19 Pandemic has altered trip patterns and traffic levels as a result of the California Governor's Stay at Home Order and school closures. The City of Riverside recommends that any studies conducted during this initial or any subsequent stay at home order may qualify for special accommodations regarding data collection. Historical counts within the project study area were not available and therefore historical morning and evening peak hour turning movement volumes for the intersection of Overlook Parkway/ Canyon Crest Drive and Alessandro Boulevard were obtained from the Meridian South Campus Traffic Impact Analysis collected in August 2019. Peak hour counts for the intersection of Overlook Parkway/ Canyon Crest Drive and Alessandro Boulevard and Alessandro Boulevard and Glenhaven Avenue were conducted on October 20, 2020. A COVID-19 factor was applied to the intersection of Alessandro Boulevard and Glenhaven Avenue to properly represent pre-COVID-19 conditions.

Adjusted Existing morning and evening peak hour volumes are presented on Figure 5. Traffic volumes and COVID-19 factor calculations are provided in Appendix B.

## Existing Intersection and Roadway Operating Conditions

Intersection Level of Service analysis was conducted for the morning and evening peak hours using the analysis procedures and assumptions described previously in this report. The results of the intersection analysis for Existing Conditions are shown on Table 1. Copies of Existing Conditions intersection analysis worksheets are provided in *Appendix C*.

Review of this table indicates that all study intersections currently operating at an acceptable Level of Service under Existing Conditions.

*FIGURE 3 - Existing Lane Configuration and Traffic Control*

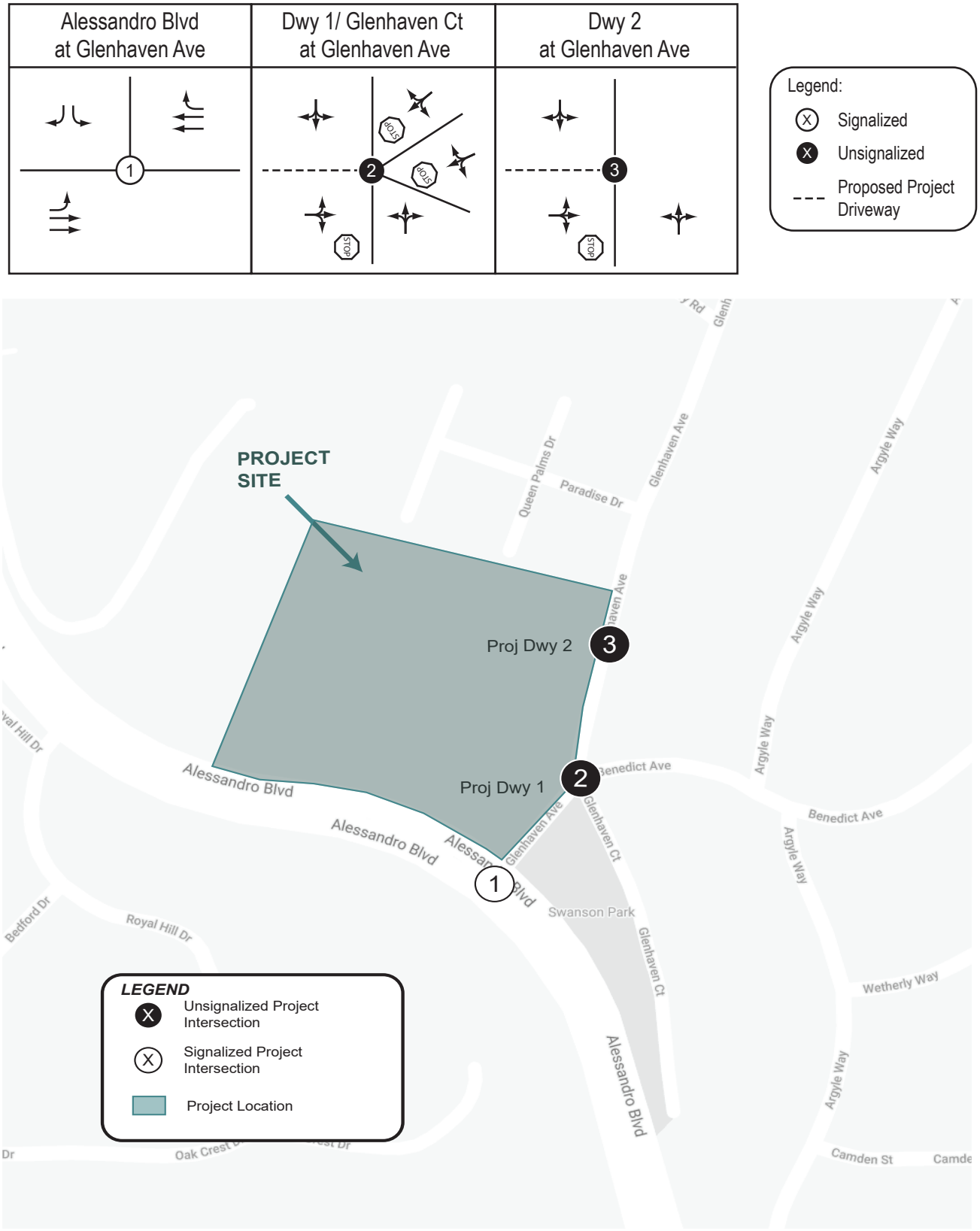
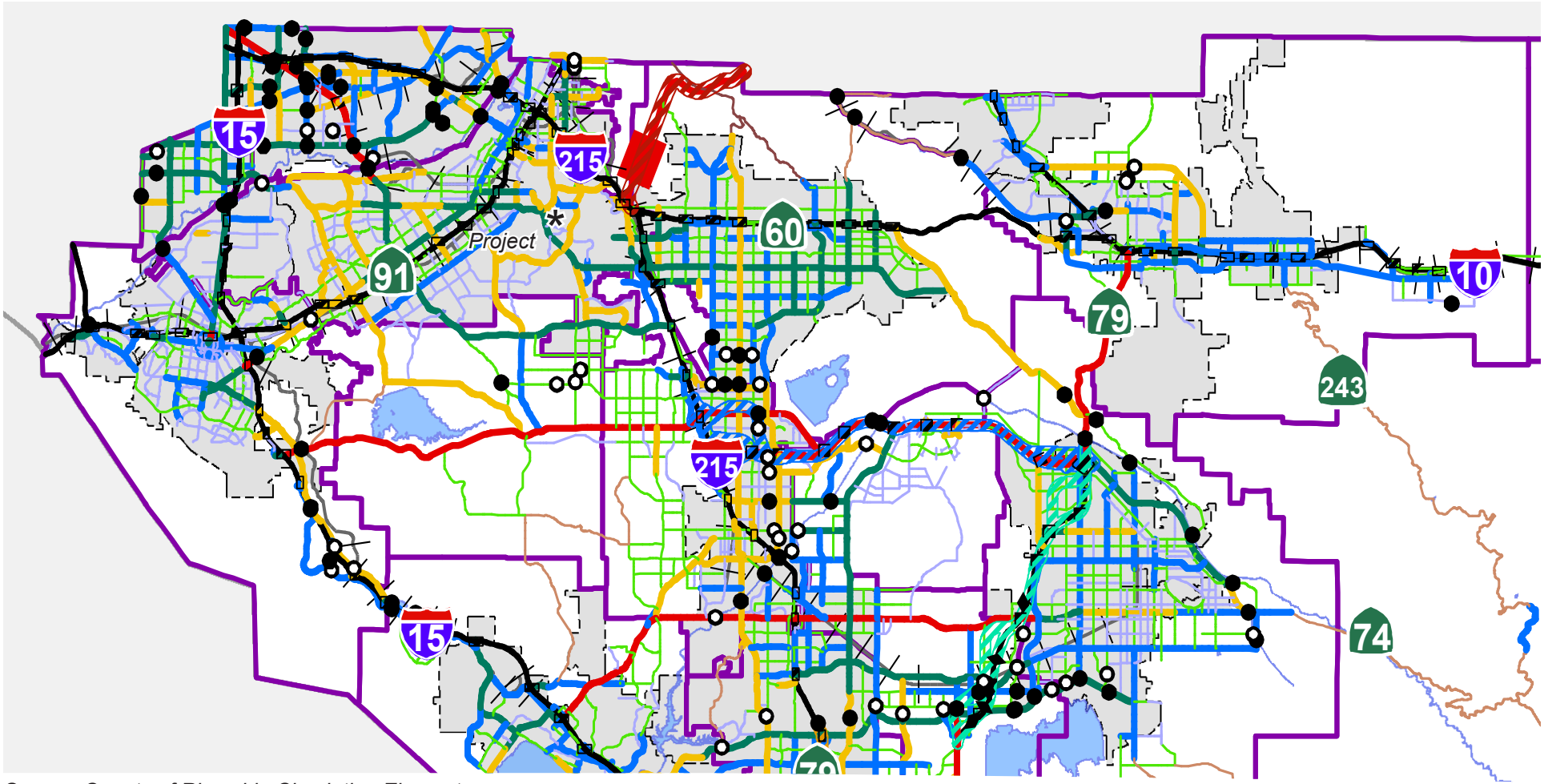
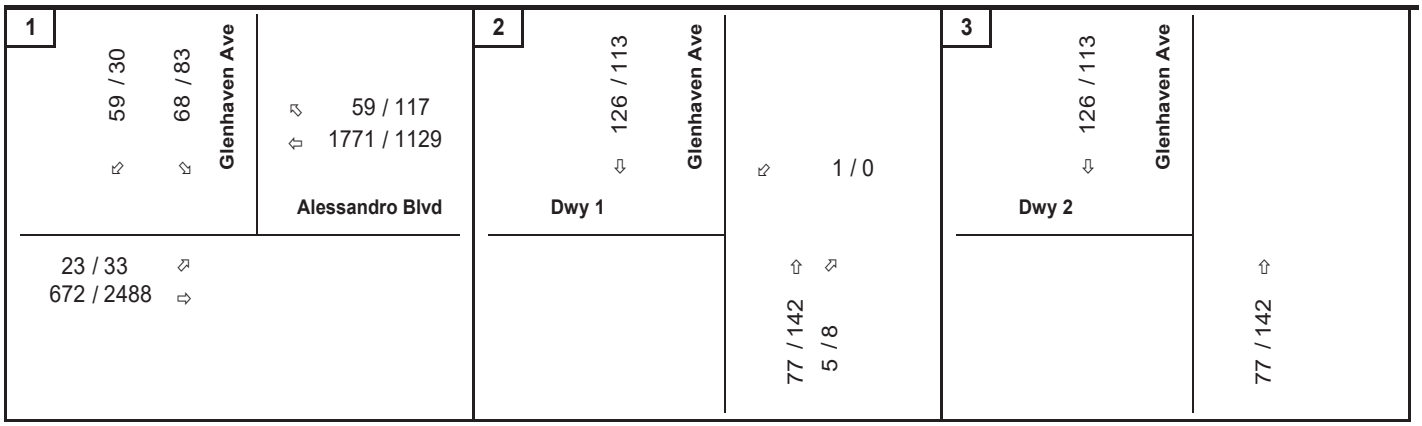


*FIGURE 4 - City of Riverside Circulation Plan*




*Source: County of Riverside Circulation Element*

*FIGURE 5 - Existing Traffic Volumes*



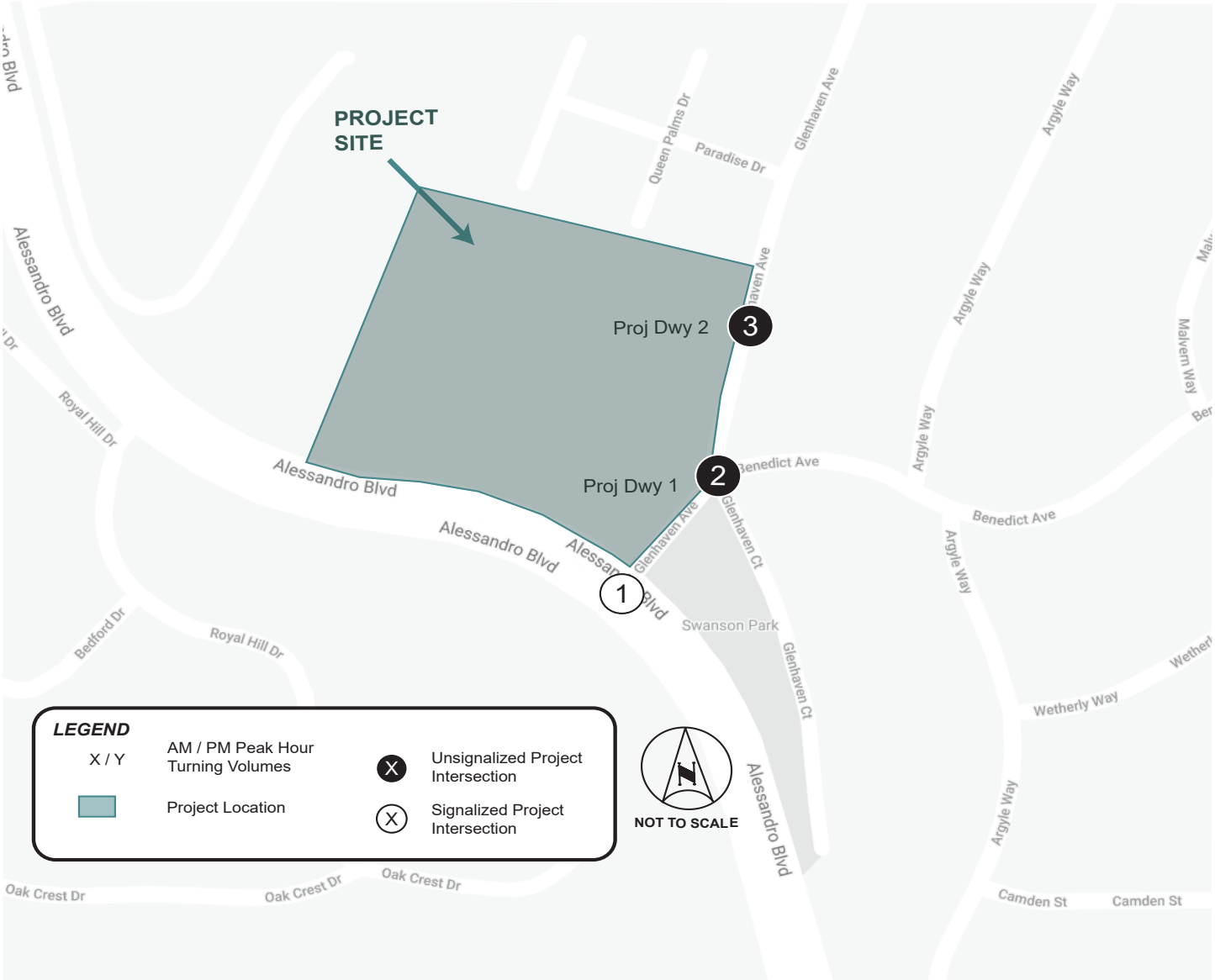



**TABLE 1**
**SUMMARY OF INTERSECTION OPERATION**
**EXISTING CONDITIONS**

| Int. # | Intersection | Traffic Control | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|
| | | | Delay | LOS | Delay | LOS |
| 1 | Alessandro Blvd & Glenhaven Ave | S | 8.4 | A | 9.6 | A |
| 2 | Glenhaven Ave & Dwy 1/ Glenhaven Ct | U | FUTURE INTERSECTION | | | |
| 3 | Glenhaven Ave & Dwy 2 | U | FUTURE INTERSECTION | | | |

**Notes:**
- **Bold** values indicate intersections operating at an unacceptable Level of Service

- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

PROJECT TRAFFIC

*Project Trip Generation*

Trip generation estimates for the Orangecrest Church project are based on daily and peak hour trip generation rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition) and additional sources:

- ITE Land Use 560: Church

Daily, AM peak hour, and PM peak hour trips were estimated for a proposed 19,905 Church. Trip rates and the estimated project trip generation are shown on Table 3. The project is expected to generate 138 daily trips, 7 trips during the AM peak (4 inbound and 3 outbound) and 9 trips during the PM peak (4 inbound and 5 outbound)

*Trip Distribution and Assignment*

Project trip distribution assumptions for the project site were developed taking into account the proposed site use, and routes to and from the freeway system. Trip distribution and assignment for project trips are shown on Figure 6. Figure 7 shows the total project trip assignment.

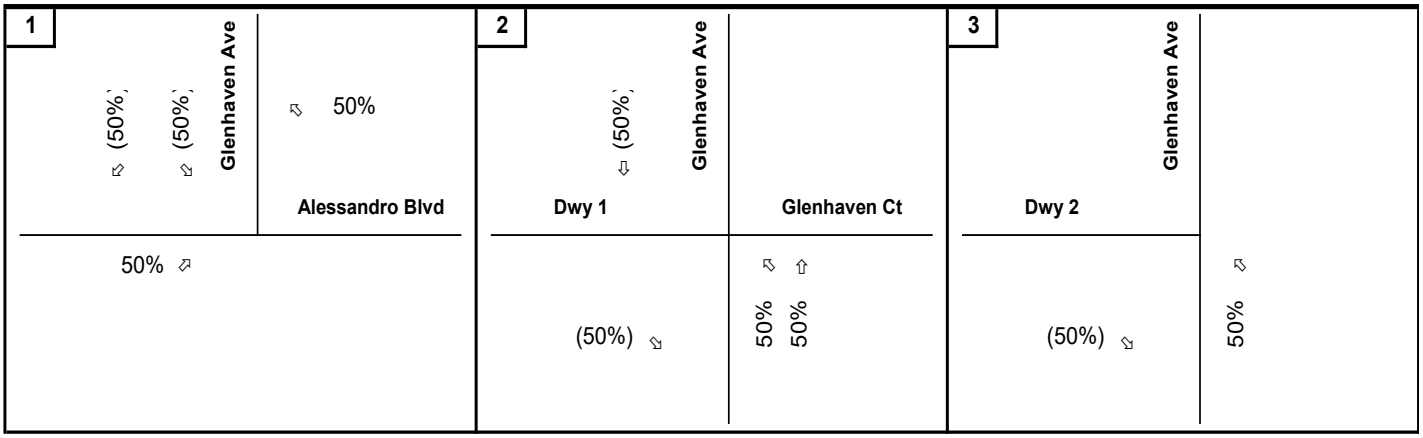
**TABLE 2**
**SUMMARY OF PROJECT TRIP GENERATION**
**ORANGECREST CHURCH**

| Land Use | ITE Code | Unit | Trip Generation Rates [1] | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | In | Out | Total | In | Out | Total |
| Church | 560 | KSF | 6.950 | 0.198 | 0.132 | 0.33 | 0.221 | 0.270 | 0.49 |

| Land Use | Quantity | Unit | Trip Generation Estimates | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | In | Out | Total | In | Out | Total |
| Church | 19.905 | KSF | 138 | 4 | 3 | 7 | 4 | 5 | 9 |
| **Total Project Trips** | | | **138** | **4** | **3** | **7** | **4** | **5** | **9** |

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition

*FIGURE 6 - Project Distribution*



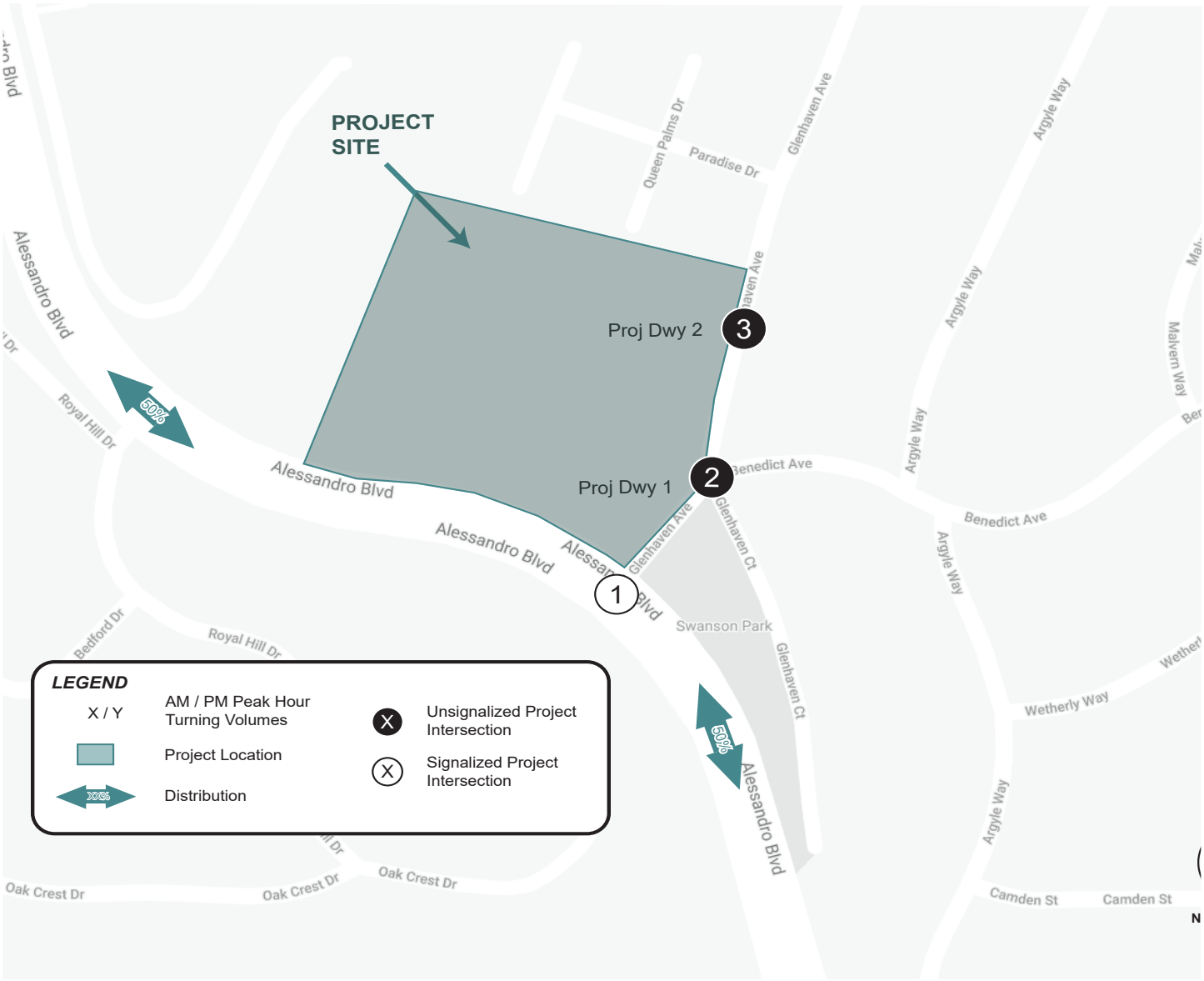
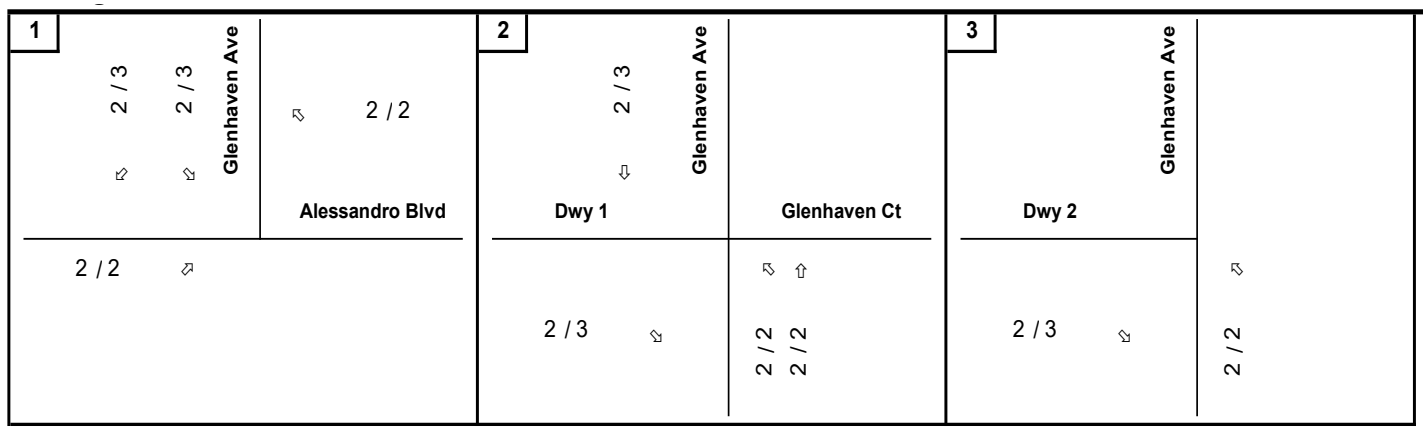
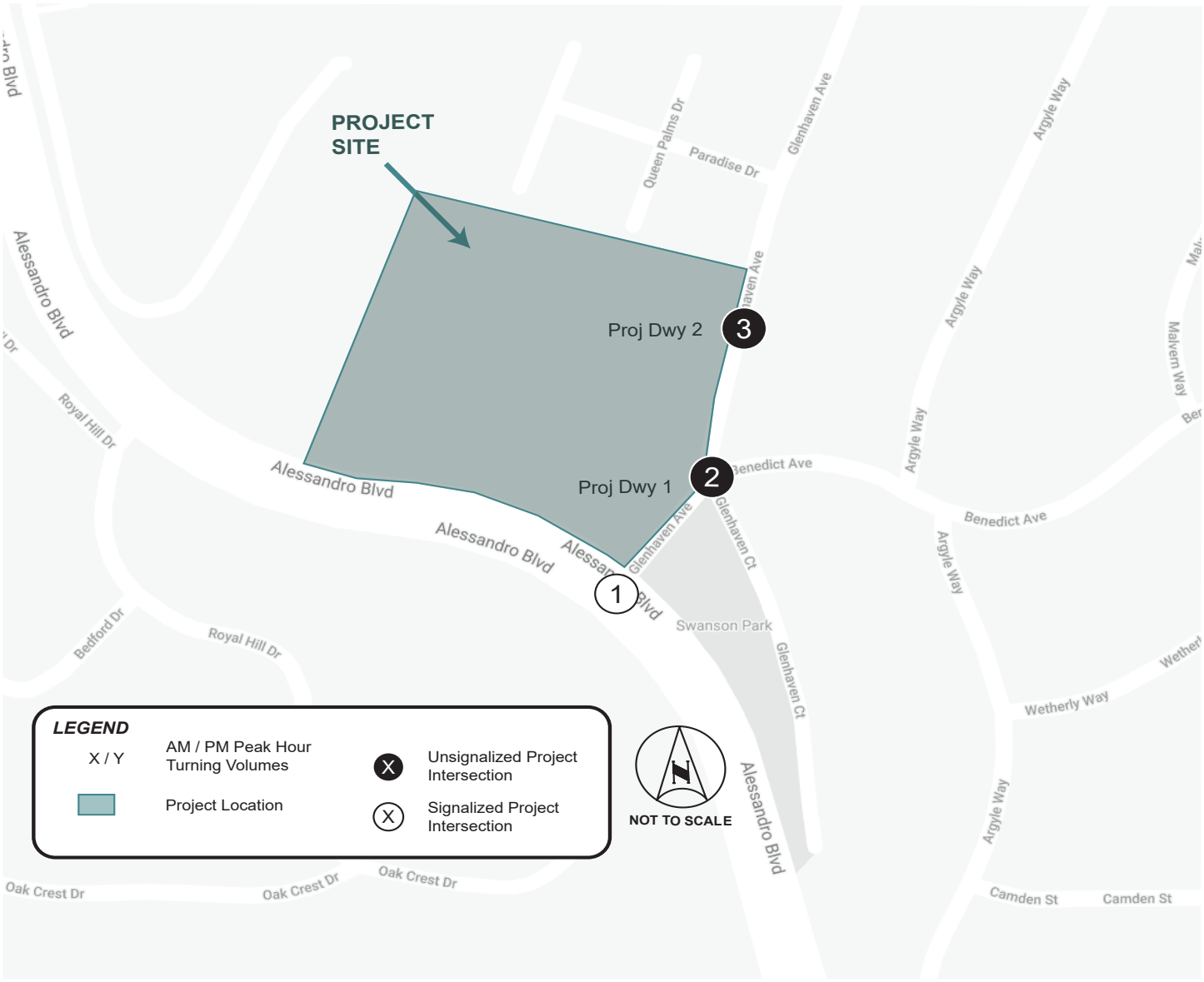



*FIGURE 7 - Project-Related Traffic Volumes*



## FUTURE CONDITIONS WITH PROJECT

### Opening Year 2021 Plus Cumulative Projects Plus Project Traffic Conditions

Project-related traffic was added to the Project Opening Year 2021 Plus Cumulative Projects Traffic volumes. Cumulative project information can be found in *Appendix D*. Opening Year 2021 Plus Cumulative Projects Plus Project traffic at study intersections are shown on Figure 8.

#### *Intersection and Roadway Operating Conditions*

Intersection Level of Service analysis was conducted for the morning and evening peak hours for the Opening Year 2021 Plus Cumulative Projects Plus Project Traffic condition. The results are shown on Table 3. Intersection analysis worksheets for this scenario are provided in *Appendix C*.

Review of this table indicates that all study intersections currently operating at an acceptable Level of Service under Opening Year 2021 Plus Cumulative Projects Plus Project Traffic Conditions.

*FIGURE 8 - Opening Year 2021 Plus Cumulative Projects Plus Project Traffic Volumes*

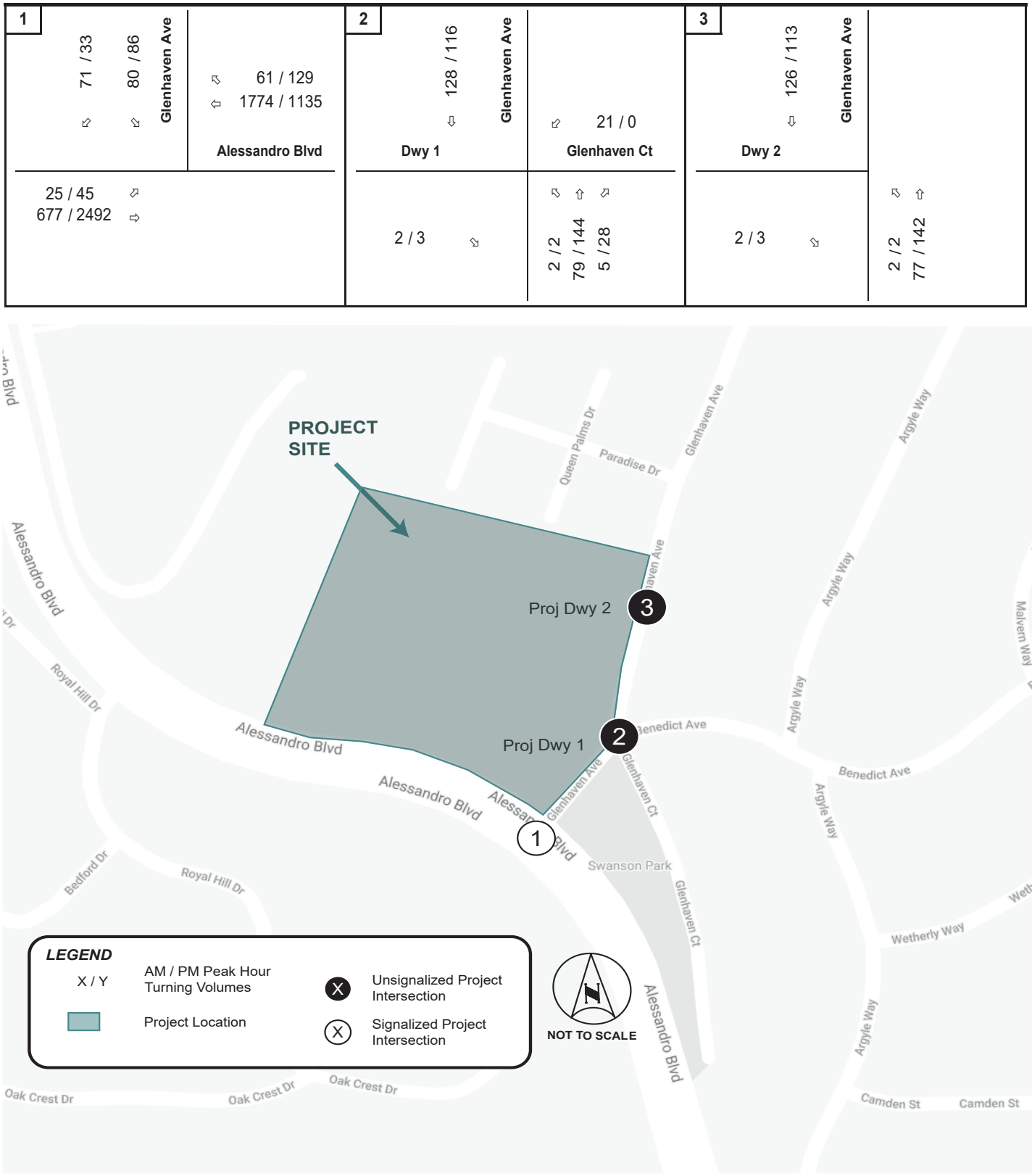


**TABLE 3**
**SUMMARY OF INTERSECTION OPERATION**
**OPENING YEAR 2021 WITH CUMULATIVE PROJECTS WITH PROJECT CONDITIONS**

| Int. # | Intersection | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|
| | | With Project | | With Project | |
| | | Delay | LOS | Delay | LOS |
| 1 | Alessandro Blvd & Glenhaven Ave | 9.2 | A | 10.1 | B |
| 2 | Glenhaven Ave & Dwy 1/ Glenhaven Ct | 10.2 | B | 8.9 | A |
| 3 | Glenhaven Ave & Dwy 2 | 9.0 | A | 8.9 | A |

**Notes:**
- **Bold** values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

## CHURCH CLASSROOM OPERATIONS

The Project anticipates retaining 6 full-time employees and 7 part-time employees. The facility would operate with hours typical of places of worship, with the primary activity occurring each Sunday for worship services. Occasional midweek gatherings and events would occur, including occasional evening events for the congregation and guests. Church classrooms are to be used when church is in service ("youth and children's ministries) and for occasional use throughout the week for church-related functions and ministries.

All activities would comply with the City's municipal code including limitations on noise, lighting and parking. The Project and associated activities are those associated with a place of worship and does not include "school classrooms" or similar weekday daily school uses that would generate weekday traffic.

SITE ACCESS ANALYSIS

Vehicular access for the project site would be via two full-access driveways on Glenhaven Avenue. A queuing analysis was conducted at the proposed project driveways and the study intersection of Alessandro Boulevard and Glenhaven Avenue to evaluate the adequacy of the storage capacities. A summary of the storage capacities and the 95th percentile queue lengths during the morning and evening peak hours under Opening Year 2021 Plus Cumulative Projects Plus Project conditions are shown on Table 4. As shown on the table, there would be adequate storage capacity to accommodate the 95th percentile queue at the study intersections. There are no sight distance issues as there are no steep grades or obstructive landscaping along the southbound side of Glenhaven Avenue.

TABLE 4 – OPENING YEAR 2021 PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS
SUMMARY OF QUEUING STORAGE CAPACITY

| INTERSECTION | MOVEMENT | PEAK HOUR | STORAGE CAPACITY (ft) | 95TH PERCENTILE QUEUE (ft) | EXCEEDS AVAILABLE STORAGE? |
|---|---|---|---|---|---|
| Alessandro Boulevard & Glenhaven Avenue | Southbound (left) | AM | 150 | 119 | NO |
| | | PM | 150 | 122 | NO |
| | Eastbound (left) | AM | 100 | 52 | NO |
| | | PM | 100 | 79 | NO |
| Glenhaven Avenue & Driveway 1 | Northbound (left/thru/right) | AM | 150 | <25 | NO |
| | | PM | 150 | <25 | NO |
| | Eastbound (left/thru/right) | AM | 100 | <25 | NO |
| | | PM | 100 | <25 | NO |
| Glenhaven Avenue & Driveway 2 | Northbound (left/thru) | AM | 150 | <25 | NO |
| | | PM | 150 | <25 | NO |
| | Eastbound (left/thru/right) | AM | 25 | <25 | NO |
| | | PM | 25 | <25 | NO |

Notes:

a. 95th Percentile Queues are based on Synchro HCM 6th Edition reports (version 10.0).

SUMMARY OF FINDINGS AND CONCLUSIONS

- The Project address is 5659 Glenhaven Avenue, Riverside, 92506. The Assessor's Parcel Number (APN) is: 222-250-006.
- The Project site is at the northwest corner of Glenhaven Avenue and Alessandro Boulevard and is located west of State Route 91 (SR-91)
- The project consists of the construction of a 19,901 SF Church replacing the vacated swim and tennis club
- The project is estimated to generate 138 trips on a daily basis, with 7 trips in the morning peak hour, and 9 trips in the evening peak hour.
- Vehicular access for the project site would be via two full-access driveways on Glenhaven Avenue.
- Based on the City of Riverside's Level of Service standards, no project-related deficiencies would occur under Existing and Project Opening Year 2021 plus Cumulative Projects Plus Project conditions.
- Based on a queuing analysis at the study intersections, there would be adequate storage capacity to accommodate the 95th percentile queue at the study intersections during the morning and evening peak hours.
- There are no sight distance issues as there are no steep grades or obstructive landscaping along the southbound side of Glenhaven Avenue.
- As shown in the Scoping Agreement on Appendix A, the project is screened from VMT assessment as it is a local serving church.

# APPENDIX A
# SCOPING AGREEMENT

Accepted With
☐ NO EXCEPTIONS
☐ EXCEPTIONS

By: Vita

CITY OF RIVERSIDE
City of Arts & Innovation

**Public Works Department**

# Traffic Analysis Scoping Form

This scoping form shall be submitted to the City of Riverside Traffic Engineering Division

## Project Identification:

| | |
|---|---|
| Case Number: | P20-0320 Design Review and CUP P20-0319 |
| Related Cases: | |
| SP No. | |
| EIR No. | |
| GPA No. | |
| CZ No. | |
| Project Name: | Orangecrest Church |
| Project Address: | 5695 Glenhaven Avenue, Riverside, CA 92506 |
| Project Opening Year: | 2021 |
| Project Description: | 19,905 sf single-tenant, multi-phase worship building, children's ministry building, youth ministry building, administrative building, and nursery building, and associated 49,214 sf landscaping with 266 parking spaces. |

| | **Consultant:** | **Developer:** |
|---|---|---|
| Name: | Kimley-Horn and Associates, Inc. | Orangecrest Community Church |
| Address: | 3880 Lemon Street, Suite 420 | PO Box 2799 |
| | Riverside, CA 92501 | Riverside, CA 92516 |
| Telephone: | 951-543-9869 | 951-215-0563 |
| Fax/Email: | | |

## Scoping & Study Fees:

Fees to be made payable to "City of Riverside" and delivered to Land Development. City Hall 3rd Floor, 3900 Main Street, Riverside, CA 92522

✓ 1) Scoping Agreement Fee (For all projects not screened from analysis): **$271.00**

2) TIA Review (For projects with both LOS & VMT analysis of any scale, or standalone LOS analyses with over 100 vehicle trips per hour): **$2671.02**

✓ 3) TIA Review (For standalone VMT analysis, or standalone LOS analyses with under 100 vehicle trips per hour): **$1288.20**

# Trip Generation Information:

Trip Generation Data Source: ITE Trip Generation Manual, most recent edition (See Attachment A)

Current General Plan Land Use:

Swim & Tennis Club (unoccupied)

Proposed General Plan Land Use:

Current Zoning:

R-1-13000 Low Density Residential

Proposed Zoning:

Assembly - Worship Facility

| | Existing Trip Generation | | | Proposed Trip Generation | | |
|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total |
| AM Trips | | | | 4 | 3 | 7 |
| PM Trips | | | | 4 | 5 | 9 |

Trip Internalization: ☐ Yes ☒ No (N/A % Trip Discount)

Pass-By Allowance: ☐ Yes ☒ No (N/A % Trip Discount)

# Potential Screening Checks

Is your project screened from specific analyses in accordance with City Guidelines?

***Is the project screened from LOS assessment?*** ☒ Yes ☐ No

LOS screening justification (see Page 6 of the guidelines): Less than 100 peak hour trips

***Is the project screened from VMT assessment?*** ☒ Yes ☐ No

VMT screening justification (see Pages 23-25 of the guidelines): Local serving church and school

## Level of Service Scoping

- Proposed Trip Distribution (Attach Graphic for Detailed Distribution):

| North | South | East | West |
|---|---|---|---|
| % | % | 50 % | 50 % |

- Attach list of Approved and Pending Projects that need to be considered (provided by the lead agency and adjacent agencies)
- Attach list of study intersections/roadway segments
- Attach legible site plan
- Note other specific items to be addressed:
  - Site access
  - On-site circulation
  - Parking
  - Consistency with Plans supporting Bikes/Peds/Transit
  - Other _____
- Date of Traffic Counts New counts with factor applied for Covid
- Attach proposed analysis scenarios (years plus proposed forecasting approach) (Attachment B)
- Attach proposed phasing approach (if the project is phased)

# VMT Scoping

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model _____
- Attach WRCOG Screening VMT Assessment output or describe why it is not appropriate for use
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)

**Specific Issues to be addressed in the Study (in addition to the standard analysis described in the Guidelines)** (To be filled out by the Public Works Traffic Engineering Division)

- A queuing assesment for the project driveways and the adjacent intersection of Alessandro Blvd and Glenhaven Ave.

- A section that explains "School Operations".

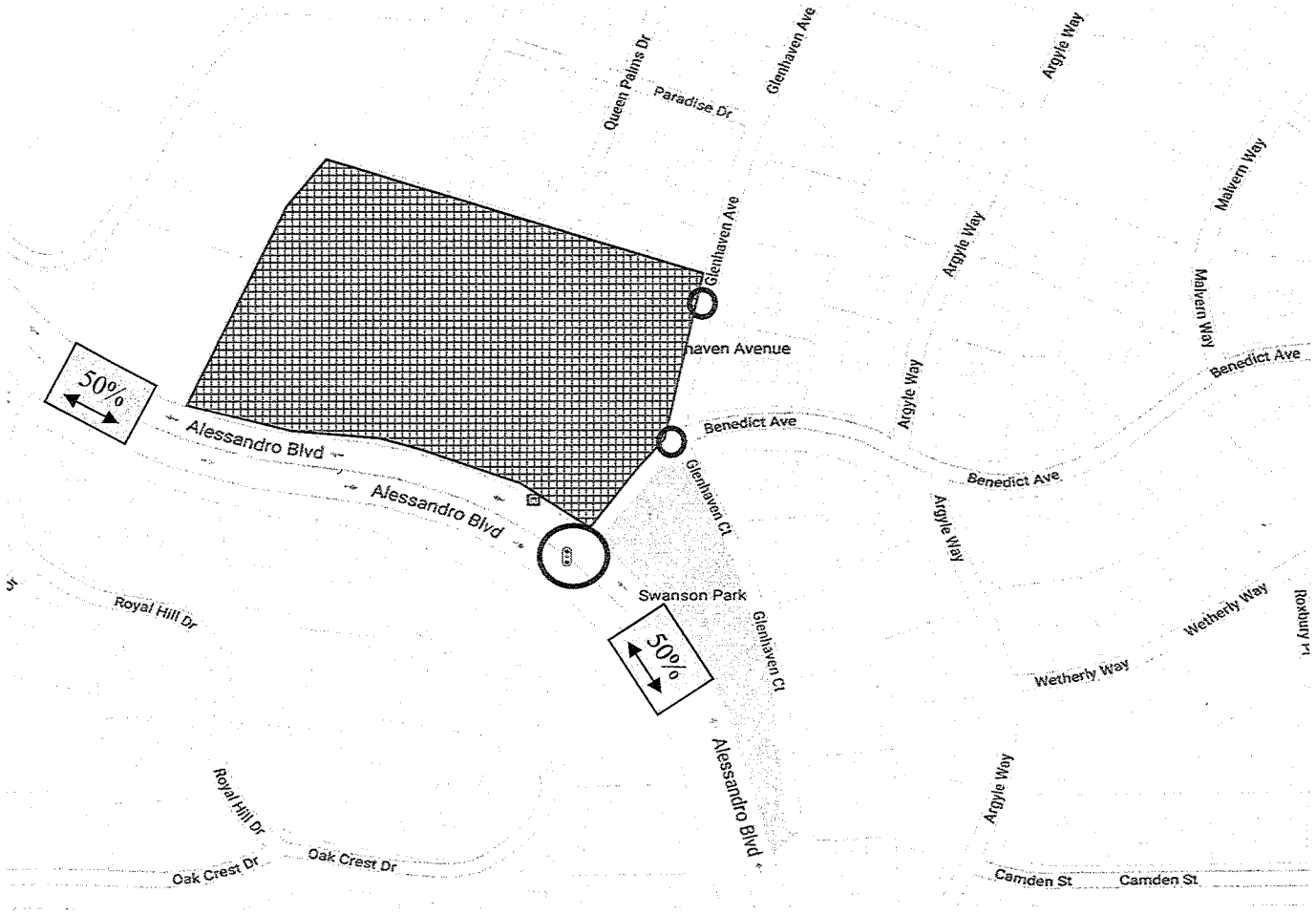
**ATTACHMENT A**
**SUMMARY OF PROJECT TRIP GENERATION**
**ORANGECREST CHURCH**

| Land Use | ITE Code | Unit | Trip Generation Rates [1] | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | In | Out | Total | In | Out | Total |
| Church | 560 | KSF | 6.950 | 0.198 | 0.132 | 0.33 | 0.221 | 0.270 | 0.49 |

| Land Use | Quantity | Unit | Trip Generation Estimates | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | In | Out | Total | In | Out | Total |
| Church | 19.905 | KSF | 138 | 4 | 3 | 7 | 4 | 5 | 9 |
| **Total Project Trips** | | | **138** | **4** | **3** | **7** | **4** | **5** | **9** |

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition

# ATTACHMENT B
# PROJECT STUDY AREA AND ANALYSIS SCENARIOS




**PROJECT SITE**

**STUDY INTERSECTION**

**PROJECT DRIVEWAY INTERSECTION**

XX% **TRIP DISTRIBUTION**

## ATTACHMENT B
## PROJECT STUDY AREA AND ANALYSIS SCENARIOS

### Study Intersections:

1. Alessandro Boulevard at Glenhaven Avenue

D1. Glenhaven Avenue/Benedict Avenue at Driveway 1

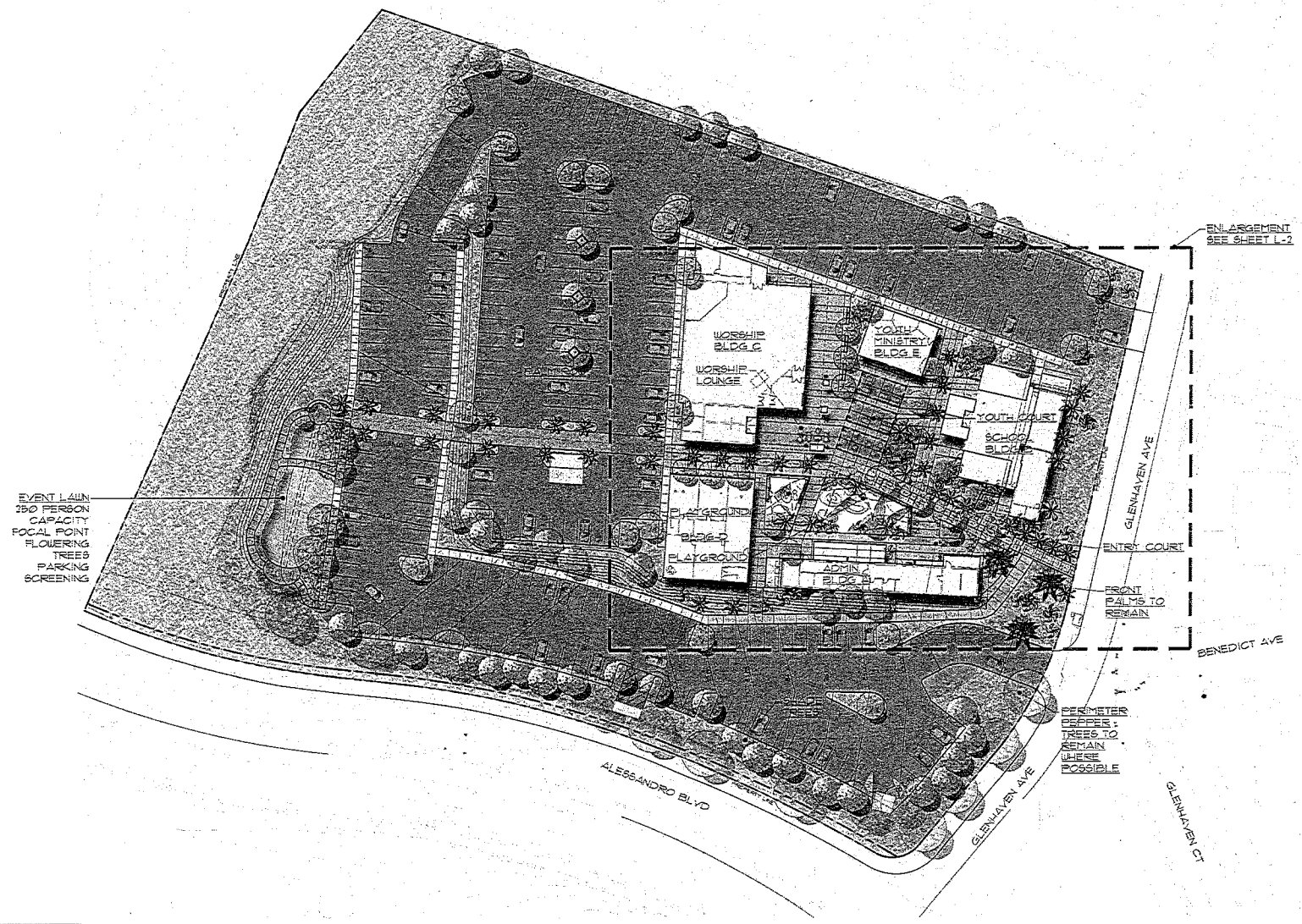
D2. Glenhaven Avenue at Driveway 2

### Analysis Scenarios:

1. Existing (2020)

2. Opening Year (2021) With Project

Attachment C




CONCEPTUAL LANDSCAPE SITE PLAN

ORANGE CREST COMMUNITY CHURCH
5695 GLENHAVE AVENUE RIVERSIDE, CA 92506

ORANGECREST COMMUNITY CHURCH

SCALE 1"=30'
CCPC PROJECT NO. 20046
JUNE 5, 2020

NORTH

conceptual design & planning company
COSTA MESA • ATASCADERO • SAN JOSE

L-1

**ATTACHMENT D**
**CITY OF RIVERSIDE CUMULATIVE PROJECTS LIST**

| Map ID # | Case Number | Location | Project Description | City | State | Acres | Buildings Total Square Feet | Dwelling Units | Approval Date |
|---|---|---|---|---|---|---|---|---|---|
| | P20-0293<br>P20-0294 | 2201 Fairview Avenue | Tentative Tract Map and CUP for 44 for-sale senior condos. | Riverside | CA | 2.21 | | 44 | |

# APPENDIX B
# EXISTING VOLUMES

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Glenhaven Ave & Alessandro Blvd
**City:** Riverside
**Control:** Signalized

**Project ID:** 20-030152-002
**Date:** 10/20/2020

**Total**

| NS/EW Streets: | Glenhaven Ave | | | | Glenhaven Ave | | | | Alessandro Blvd | | | | Alessandro Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 6 | 0 | 7 | 0 | 5 | 88 | 0 | 0 | 0 | 309 | 7 | 0 | 422 |
| 7:15 AM | 0 | 0 | 0 | 0 | 15 | 0 | 8 | 0 | 0 | 99 | 0 | 0 | 0 | 307 | 6 | 0 | 435 |
| 7:30 AM | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 0 | 3 | 108 | 0 | 0 | 0 | 382 | 11 | 0 | 534 |
| 7:45 AM | 0 | 0 | 0 | 0 | 14 | 0 | 7 | 0 | 3 | 113 | 0 | 0 | 0 | 364 | 10 | 0 | 511 |
| 8:00 AM | 0 | 0 | 0 | 0 | 12 | 0 | 13 | 0 | 5 | 116 | 0 | 0 | 0 | 257 | 12 | 0 | 415 |
| 8:15 AM | 0 | 0 | 0 | 0 | 11 | 0 | 10 | 0 | 5 | 127 | 0 | 0 | 0 | 285 | 10 | 0 | 448 |
| 8:30 AM | 0 | 0 | 0 | 0 | 10 | 0 | 2 | 0 | 3 | 126 | 0 | 0 | 0 | 239 | 8 | 0 | 388 |
| 8:45 AM | 0 | 0 | 0 | 0 | 11 | 0 | 8 | 0 | 4 | 97 | 0 | 0 | 0 | 237 | 14 | 0 | 371 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 94 | 0 | 70 | 0 | 28 | 874 | 0 | 0 | 0 | 2380 | 78 | 0 | 3524 |
| **APPROACH %'s :** | | | | | 57.32% | 0.00% | 42.68% | 0.00% | 3.10% | 96.90% | 0.00% | 0.00% | 0.00% | 96.83% | 3.17% | 0.00% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 52 | 0 | 45 | 0 | 16 | 464 | 0 | 0 | 0 | 1288 | 43 | 0 | 1908 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.867 | 0.000 | 0.750 | 0.000 | 0.800 | 0.913 | 0.000 | 0.000 | 0.000 | 0.843 | 0.896 | 0.000 | 0.893 |
| | | | | | | 0.808 | | | | 0.909 | | | | 0.847 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 14 | 0 | 8 | 0 | 9 | 337 | 0 | 0 | 0 | 224 | 8 | 0 | 600 |
| 4:15 PM | 0 | 0 | 0 | 0 | 14 | 0 | 3 | 0 | 4 | 376 | 0 | 0 | 0 | 283 | 15 | 0 | 695 |
| 4:30 PM | 0 | 0 | 0 | 0 | 13 | 0 | 6 | 0 | 9 | 427 | 0 | 0 | 0 | 242 | 17 | 0 | 714 |
| 4:45 PM | 0 | 0 | 0 | 0 | 10 | 0 | 3 | 0 | 5 | 362 | 0 | 0 | 0 | 176 | 16 | 0 | 572 |
| 5:00 PM | 0 | 0 | 0 | 0 | 9 | 0 | 6 | 0 | 2 | 433 | 0 | 0 | 0 | 208 | 20 | 0 | 678 |
| 5:15 PM | 0 | 0 | 0 | 0 | 21 | 0 | 5 | 0 | 6 | 477 | 0 | 1 | 0 | 195 | 23 | 0 | 728 |
| 5:30 PM | 0 | 0 | 0 | 0 | 18 | 0 | 7 | 0 | 9 | 415 | 0 | 0 | 0 | 208 | 14 | 0 | 671 |
| 5:45 PM | 0 | 0 | 0 | 0 | 16 | 0 | 5 | 0 | 5 | 392 | 0 | 0 | 0 | 210 | 28 | 0 | 656 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 115 | 0 | 43 | 0 | 49 | 3219 | 0 | 1 | 0 | 1746 | 141 | 0 | 5314 |
| **APPROACH %'s :** | | | | | 72.78% | 0.00% | 27.22% | 0.00% | 1.50% | 98.47% | 0.00% | 0.03% | 0.00% | 92.53% | 7.47% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 64 | 0 | 23 | 0 | 22 | 1717 | 0 | 1 | 0 | 821 | 85 | 0 | 2733 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.762 | 0.000 | 0.821 | 0.000 | 0.611 | 0.900 | 0.000 | 0.250 | 0.000 | 0.977 | 0.759 | 0.000 | 0.939 |
| | | | | | | 0.837 | | | | 0.899 | | | | 0.952 | | | |

Prepared by National Data & Surveying Services

# Glenhaven Ave & Alessandro Blvd

## Peak Hour Turning Movement Count

**ID:** 20-030152-002
**City:** Riverside

**Day:** Tuesday
**Date:** 10/20/2020

| PEAK HOURS | COUNT PERIODS |
|---|---|
| 07:30 AM - 08:30 AM | 07:00 AM - 09:00 AM |
| NONE | NONE |
| 05:00 PM - 06:00 PM | 04:00 PM - 06:00 PM |

### Glenhaven Ave — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 45 | 0 | 52 | 0 | 59 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 23 | 0 | 64 | 0 | 107 | PM |

### Alessandro Blvd — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 1333 | 0 | 845 | ⇦ |
| 0 | 0 | 1 | ↶ 0 |
| 16 | 0 | 22 | ↱ 1 |
| 464 | 0 | 1717 | → 2 |
| 0 | 0 | 0 | ↴ 0 |

### Alessandro Blvd — WESTBOUND

| PM | NOON | AM | |
|---|---|---|---|
| 85 | 0 | 43 | ↰ 1 |
| 821 | 0 | 1288 | ← 2 |
| 0 | 0 | 0 | ↶ 0 |
| 0 | 0 | 0 | ↶ 0 |
| 1781 | 0 | 516 | ⇨ |

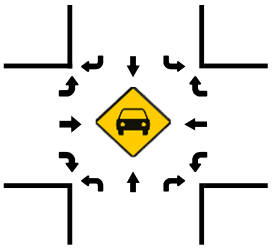
### Glenhaven Ave — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 0 | 0 | 0 | 0 | 0 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 0 | 0 | 0 | 0 | 0 | AM |

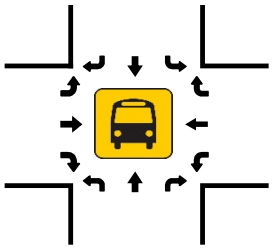
| CONTROL | | | |
|---|---|---|---|
| Signalized | | | |
| TEV | 1908 | 0 | 2733 |
| | AM | NOON | PM |
| PHF | 0.89 | | 0.94 |

| | | | | |
|---|---|---|---|---|
| | 1 | 0 | 1 | 0 |
| | 0 | 0 | 0 | 0 |

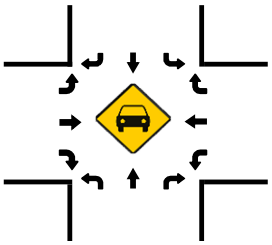
Total Vehicles (AM)



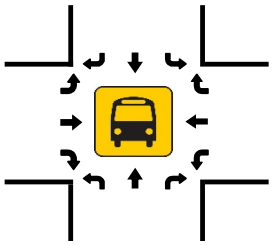
Total Vehicles (AM)



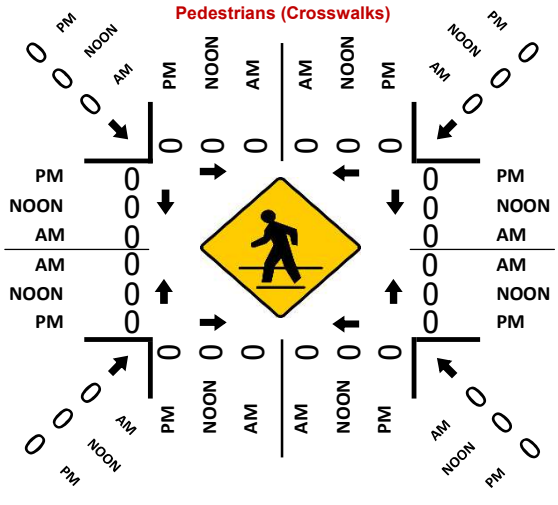
Total Vehicles (NOON)



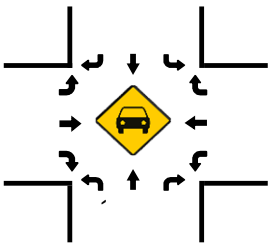
Total Vehicles (NOON)



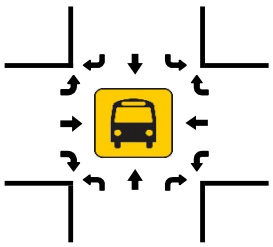
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Riverside
N/S: Alessandro Boulevard
E/W: Overlook Pkwy/Canyon Crest Drive
Weather: Clear

File Name : 01_RIV_Alessandro_Overlook AM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 1

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

| | Alessandro Boulevard Southbound | | | | | Canyon Crest Drive Westbound | | | | | Alessandro Boulevard Northbound | | | | | Overlook Parkway Eastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Exclu. Total | Inclu. Total | Int. Total |
| 07:00 AM | 4 | 272 | 0 | 0 | 276 | 111 | 2 | 13 | 2 | 126 | 0 | 774 | 272 | 74 | 1046 | 4 | 3 | 2 | 2 | 9 | 78 | 1457 | 1535 |
| 07:15 AM | 6 | 314 | 0 | 0 | 320 | 117 | 2 | 10 | 6 | 129 | 1 | 725 | 301 | 67 | 1027 | 5 | 0 | 1 | 1 | 6 | 74 | 1482 | 1556 |
| 07:30 AM | 10 | 254 | 3 | 0 | 267 | 80 | 0 | 13 | 2 | 93 | 3 | 811 | 260 | 60 | 1074 | 3 | 0 | 0 | 0 | 3 | 62 | 1437 | 1499 |
| 07:45 AM | 11 | 308 | 4 | 0 | 323 | 75 | 0 | 6 | 3 | 81 | 0 | 717 | 270 | 49 | 987 | 2 | 2 | 1 | 1 | 5 | 53 | 1396 | 1449 |
| Total | 31 | 1148 | 7 | 0 | 1186 | 383 | 4 | 42 | 13 | 429 | 4 | 3027 | 1103 | 250 | 4134 | 14 | 5 | 4 | 4 | 23 | 267 | 5772 | 6039 |
| 08:00 AM | 12 | 224 | 0 | 0 | 236 | 62 | 0 | 22 | 10 | 84 | 0 | 603 | 220 | 28 | 823 | 4 | 5 | 2 | 2 | 11 | 40 | 1154 | 1194 |
| 08:15 AM | 8 | 210 | 0 | 0 | 218 | 67 | 0 | 18 | 2 | 85 | 2 | 627 | 221 | 14 | 850 | 2 | 4 | 1 | 1 | 7 | 17 | 1160 | 1177 |
| 08:30 AM | 8 | 234 | 3 | 1 | 245 | 58 | 0 | 22 | 11 | 80 | 2 | 551 | 154 | 19 | 707 | 1 | 2 | 0 | 0 | 3 | 31 | 1035 | 1066 |
| 08:45 AM | 5 | 242 | 1 | 0 | 248 | 66 | 3 | 9 | 6 | 78 | 3 | 502 | 158 | 47 | 663 | 4 | 2 | 3 | 2 | 9 | 55 | 998 | 1053 |
| Total | 33 | 910 | 4 | 1 | 947 | 253 | 3 | 71 | 29 | 327 | 7 | 2283 | 753 | 108 | 3043 | 11 | 13 | 6 | 5 | 30 | 143 | 4347 | 4490 |
| Grand Total | 64 | 2058 | 11 | 1 | 2133 | 636 | 7 | 113 | 42 | 756 | 11 | 5310 | 1856 | 358 | 7177 | 25 | 18 | 10 | 9 | 53 | 410 | 10119 | 10529 |
| Apprch % | 3 | 96.5 | 0.5 | | | 84.1 | 0.9 | 14.9 | | | 0.2 | 74 | 25.9 | | | 47.2 | 34 | 18.9 | | | | | |
| Total % | 0.6 | 20.3 | 0.1 | | 21.1 | 6.3 | 0.1 | 1.1 | | 7.5 | 0.1 | 52.5 | 18.3 | | 70.9 | 0.2 | 0.2 | 0.1 | | 0.5 | 3.9 | 96.1 | |
| Passenger Vehicles | 53 | 2017 | 10 | | 2081 | 620 | 7 | 106 | | 774 | 9 | 5220 | 1840 | | 7422 | 25 | 17 | 10 | | 61 | 0 | 0 | 10338 |
| % Passenger Vehicles | 82.8 | 98 | 90.9 | 100 | 97.5 | 97.5 | 100 | 93.8 | 97.6 | 97 | 81.8 | 98.3 | 99.1 | 98.6 | 98.5 | 100 | 94.4 | 100 | 100 | 98.4 | 0 | 0 | 98.2 |
| Large 2 Axle Vehicles | 11 | 36 | 1 | | 48 | 15 | 0 | 7 | | 23 | 1 | 85 | 14 | | 104 | 0 | 1 | 0 | | 1 | 0 | 0 | 176 |
| % Large 2 Axle Vehicles | 17.2 | 1.7 | 9.1 | 0 | 2.2 | 2.4 | 0 | 6.2 | 2.4 | 2.9 | 9.1 | 1.6 | 0.8 | 1.1 | 1.4 | 0 | 5.6 | 0 | 0 | 1.6 | 0 | 0 | 1.7 |
| 3 Axle Vehicles | 0 | 3 | 0 | | 3 | 0 | 0 | 0 | | 0 | 0 | 2 | 1 | | 3 | 0 | 0 | 0 | | 0 | 0 | 0 | 6 |
| % 3 Axle Vehicles | 0 | 0.1 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| 4+ Axle Trucks | 0 | 2 | 0 | | 2 | 1 | 0 | 0 | | 1 | 1 | 3 | 1 | | 6 | 0 | 0 | 0 | | 0 | 0 | 0 | 9 |
| % 4+ Axle Trucks | 0 | 0.1 | 0 | 0 | 0.1 | 0.2 | 0 | 0 | 0 | 0.1 | 9.1 | 0.1 | 0.1 | 0.3 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |

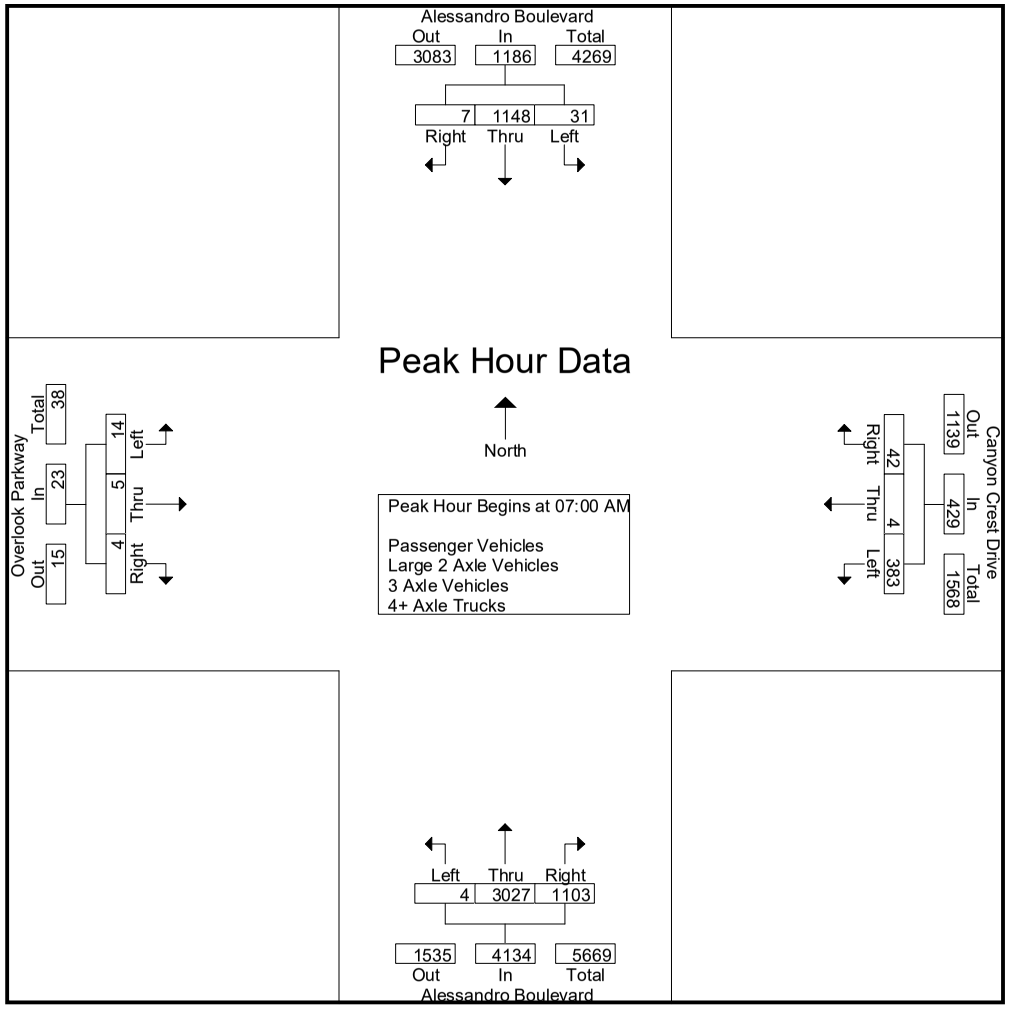
| | Alessandro Boulevard Southbound | | | | Canyon Crest Drive Westbound | | | | Alessandro Boulevard Northbound | | | | Overlook Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | 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 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 4 | 272 | 0 | 276 | 111 | **2** | **13** | 126 | 0 | 774 | 272 | 1046 | 4 | **3** | **2** | **9** | 1457 |
| 07:15 AM | 6 | **314** | 0 | 320 | **117** | 2 | 10 | **129** | 1 | 725 | **301** | 1027 | **5** | 0 | 1 | 6 | **1482** |
| 07:30 AM | 10 | 254 | 3 | 267 | 80 | 0 | 13 | 93 | **3** | **811** | 260 | **1074** | 3 | 0 | 0 | 3 | 1437 |
| 07:45 AM | **11** | 308 | **4** | **323** | 75 | 0 | 6 | 81 | 0 | 717 | 270 | 987 | 2 | 2 | 1 | 5 | 1396 |
| Total Volume | 31 | 1148 | 7 | 1186 | 383 | 4 | 42 | 429 | 4 | 3027 | 1103 | 4134 | 14 | 5 | 4 | 23 | 5772 |
| % App. Total | 2.6 | 96.8 | 0.6 | | 89.3 | 0.9 | 9.8 | | 0.1 | 73.2 | 26.7 | | 60.9 | 21.7 | 17.4 | | |
| PHF | .705 | .914 | .438 | .918 | .818 | .500 | .808 | .831 | .333 | .933 | .916 | .962 | .700 | .417 | .500 | .639 | .974 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Riverside
N/S: Alessandro Boulevard
E/W: Overlook Pkwy/Canyon Crest Drive
Weather: Clear

File Name : 01_RIV_Alessandro_Overlook AM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 2





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City of Riverside
N/S: Alessandro Boulevard
E/W: Overlook Pkwy/Canyon Crest Drive
Weather: Clear

File Name : 01_RIV_Alessandro_Overlook AM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 3

| | Alessandro Boulevard Southbound | | | | Canyon Crest Drive Westbound | | | | Alessandro Boulevard Northbound | | | | Overlook Parkway 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | | 08:00 AM | | | | |
| +0 mins. | 4 | 272 | 0 | 276 | 111 | **2** | **13** | 126 | 0 | 774 | 272 | 1046 | **4** | **5** | 2 | **11** | |
| +15 mins. | 6 | **314** | 0 | 320 | **117** | 2 | 10 | **129** | 1 | 725 | **301** | 1027 | 2 | 4 | 1 | 7 | |
| +30 mins. | 10 | 254 | 3 | 267 | 80 | 0 | 13 | 93 | **3** | **811** | 260 | **1074** | 1 | 2 | 0 | 3 | |
| +45 mins. | **11** | 308 | **4** | **323** | 75 | 0 | 6 | 81 | 0 | 717 | 270 | 987 | 4 | 2 | **3** | 9 | |
| Total Volume | 31 | 1148 | 7 | 1186 | 383 | 4 | 42 | 429 | 4 | 3027 | 1103 | 4134 | 11 | 13 | 6 | 30 | |
| % App. Total | 2.6 | 96.8 | 0.6 | | 89.3 | 0.9 | 9.8 | | 0.1 | 73.2 | 26.7 | | 36.7 | 43.3 | 20 | | |
| PHF | .705 | .914 | .438 | .918 | .818 | .500 | .808 | .831 | .333 | .933 | .916 | .962 | .688 | .650 | .500 | .682 | |

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City of Riverside
N/S: Alessandro Boulevard
E/W: Overlook Pkwy/Canyon Crest Drive
Weather: Clear

File Name : 01_RIV_Alessandro_Overlook AM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 1

Groups Printed- Passenger Vehicles

| | Alessandro Boulevard Southbound | | | | | Canyon Crest Drive Westbound | | | | | Alessandro Boulevard Northbound | | | | | Overlook Parkway Eastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Exclu. Total | Inclu. Total | Int. Total |
| 07:00 AM | 3 | 263 | 0 | 0 | 266 | 109 | 2 | 13 | 2 | 124 | 0 | 763 | 267 | 73 | 1030 | 4 | 3 | 2 | 2 | 9 | 77 | 1429 | 1506 |
| 07:15 AM | 6 | 311 | 0 | 0 | 317 | 113 | 2 | 10 | 6 | 125 | 1 | 711 | 299 | 67 | 1011 | 5 | 0 | 1 | 1 | 6 | 74 | 1459 | 1533 |
| 07:30 AM | 10 | 253 | 3 | 0 | 266 | 77 | 0 | 13 | 2 | 90 | 3 | 803 | 260 | 60 | 1066 | 3 | 0 | 0 | 0 | 3 | 62 | 1425 | 1487 |
| 07:45 AM | 9 | 302 | 3 | 0 | 314 | 75 | 0 | 6 | 3 | 81 | 0 | 707 | 269 | 48 | 976 | 2 | 2 | 1 | 1 | 5 | 52 | 1376 | 1428 |
| Total | 28 | 1129 | 6 | 0 | 1163 | 374 | 4 | 42 | 13 | 420 | 4 | 2984 | 1095 | 248 | 4083 | 14 | 5 | 4 | 4 | 23 | 265 | 5689 | 5954 |
| 08:00 AM | 5 | 215 | 0 | 0 | 220 | 62 | 0 | 19 | 9 | 81 | 0 | 595 | 220 | 28 | 815 | 4 | 4 | 2 | 2 | 10 | 39 | 1126 | 1165 |
| 08:15 AM | 7 | 208 | 0 | 0 | 215 | 67 | 0 | 16 | 2 | 83 | 2 | 610 | 218 | 14 | 830 | 2 | 4 | 1 | 1 | 7 | 17 | 1135 | 1152 |
| 08:30 AM | 8 | 228 | 3 | 1 | 239 | 56 | 0 | 20 | 11 | 76 | 2 | 538 | 152 | 18 | 692 | 1 | 2 | 0 | 0 | 3 | 30 | 1010 | 1040 |
| 08:45 AM | 5 | 237 | 1 | 0 | 243 | 61 | 3 | 9 | 6 | 73 | 1 | 493 | 155 | 45 | 649 | 4 | 2 | 3 | 2 | 9 | 53 | 974 | 1027 |
| Total | 25 | 888 | 4 | 1 | 917 | 246 | 3 | 64 | 28 | 313 | 5 | 2236 | 745 | 105 | 2986 | 11 | 12 | 6 | 5 | 29 | 139 | 4245 | 4384 |
| Grand Total | 53 | 2017 | 10 | 1 | 2080 | 620 | 7 | 106 | 41 | 733 | 9 | 5220 | 1840 | 353 | 7069 | 25 | 17 | 10 | 9 | 52 | 404 | 9934 | 10338 |
| Apprch % | 2.5 | 97 | 0.5 | | | 84.6 | 1 | 14.5 | | | 0.1 | 73.8 | 26 | | | 48.1 | 32.7 | 19.2 | | | | | |
| Total % | 0.5 | 20.3 | 0.1 | | 20.9 | 6.2 | 0.1 | 1.1 | | 7.4 | 0.1 | 52.5 | 18.5 | | 71.2 | 0.3 | 0.2 | 0.1 | | 0.5 | 3.9 | 96.1 | |

3.1-4

| | Alessandro Boulevard Southbound | | | | Canyon Crest Drive Westbound | | | | Alessandro Boulevard Northbound | | | | Overlook Parkway 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 07:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 3 | 263 | 0 | 266 | 109 | **2** | **13** | 124 | 0 | 763 | 267 | 1030 | 4 | **3** | **2** | **9** | 1429 |
| 07:15 AM | 6 | **311** | 0 | **317** | **113** | 2 | 10 | **125** | 1 | 711 | **299** | 1011 | **5** | 0 | 1 | 6 | **1459** |
| 07:30 AM | **10** | 253 | **3** | 266 | 77 | 0 | 13 | 90 | **3** | **803** | 260 | **1066** | 3 | 0 | 0 | 3 | 1425 |
| 07:45 AM | 9 | 302 | 3 | 314 | 75 | 0 | 6 | 81 | 0 | 707 | 269 | 976 | 2 | 2 | 1 | 5 | 1376 |
| Total Volume | 28 | 1129 | 6 | 1163 | 374 | 4 | 42 | 420 | 4 | 2984 | 1095 | 4083 | 14 | 5 | 4 | 23 | 5689 |
| % App. Total | 2.4 | 97.1 | 0.5 | | 89 | 1 | 10 | | 0.1 | 73.1 | 26.8 | | 60.9 | 21.7 | 17.4 | | |
| PHF | .700 | .908 | .500 | .917 | .827 | .500 | .808 | .840 | .333 | .929 | .916 | .958 | .700 | .417 | .500 | .639 | .975 |

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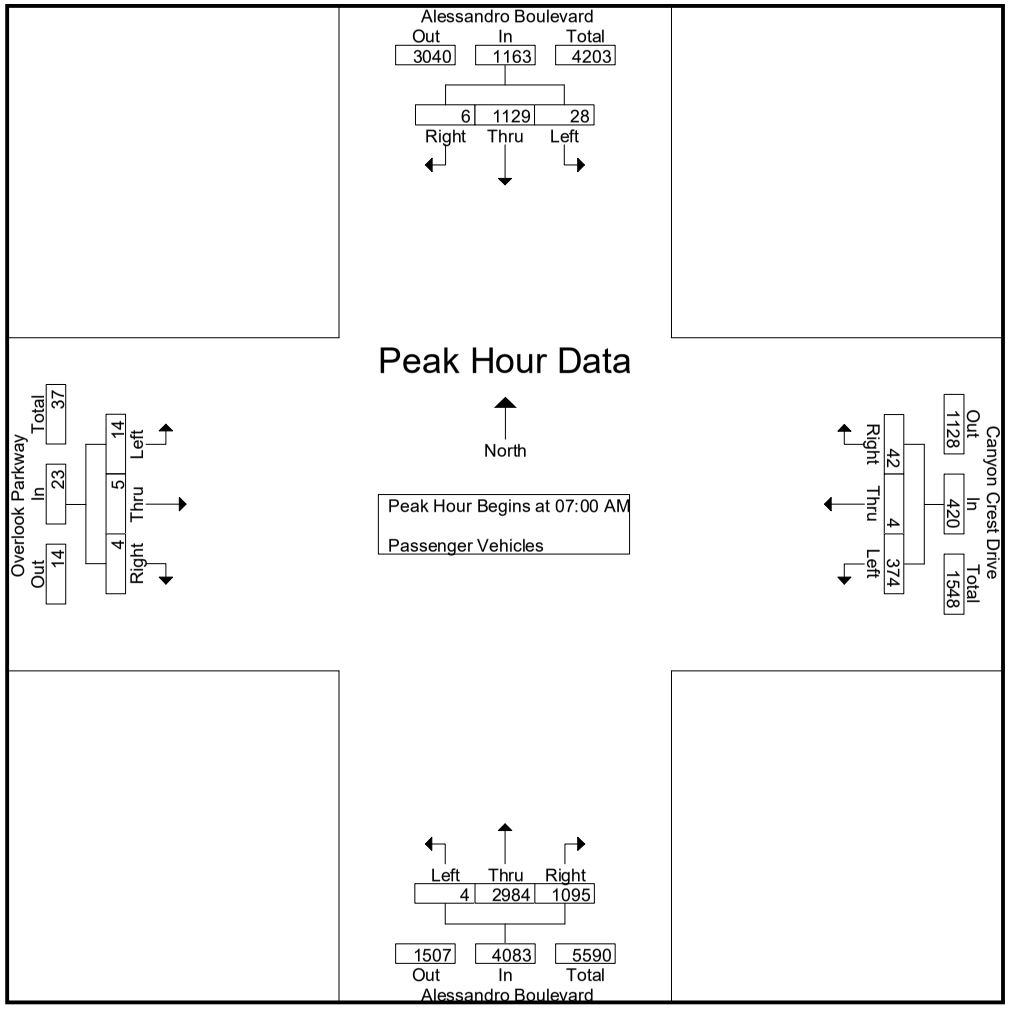
City of Riverside
N/S: Alessandro Boulevard
E/W: Overlook Pkwy/Canyon Crest Drive
Weather: Clear

File Name : 01_RIV_Alessandro_Overlook AM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 2





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City of Riverside
N/S: Alessandro Boulevard
E/W: Overlook Pkwy/Canyon Crest Drive
Weather: Clear

File Name : 01_RIV_Alessandro_Overlook AM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 3

| | Alessandro Boulevard Southbound | | | | Canyon Crest Drive Westbound | | | | Alessandro Boulevard Northbound | | | | Overlook Parkway 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 07:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | | |
| +0 mins. | 3 | 263 | 0 | 266 | 109 | **2** | **13** | 124 | 0 | 763 | 267 | 1030 | 4 | **3** | **2** | **9** | |
| +15 mins. | 6 | **311** | 0 | **317** | **113** | 2 | 10 | **125** | 1 | 711 | **299** | 1011 | **5** | 0 | 1 | 6 | |
| +30 mins. | **10** | 253 | **3** | 266 | 77 | 0 | 13 | 90 | **3** | **803** | 260 | **1066** | 3 | 0 | 0 | 3 | |
| +45 mins. | 9 | 302 | 3 | 314 | 75 | 0 | 6 | 81 | 0 | 707 | 269 | 976 | 2 | 2 | 1 | 5 | |
| Total Volume | 28 | 1129 | 6 | 1163 | 374 | 4 | 42 | 420 | 4 | 2984 | 1095 | 4083 | 14 | 5 | 4 | 23 | |
| % App. Total | 2.4 | 97.1 | 0.5 | | 89 | 1 | 10 | | 0.1 | 73.1 | 26.8 | | 60.9 | 21.7 | 17.4 | | |
| PHF | .700 | .908 | .500 | .917 | .827 | .500 | .808 | .840 | .333 | .929 | .916 | .958 | .700 | .417 | .500 | .639 | |

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File Name : 01_RIV_Alessandro_Overlook AM
Site Code : 05119542
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Page No : 1

Groups Printed- Large 2 Axle Vehicles

| | Alessandro Boulevard Southbound | | | | | Canyon Crest Drive Westbound | | | | | Alessandro Boulevard Northbound | | | | | Overlook Parkway Eastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Exclu. Total | Inclu. Total | Int. Total |
| 07:00 AM | 1 | 8 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 2 | 0 | 11 | 5 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 27 | 28 |
| 07:15 AM | 0 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 3 | 0 | 13 | 2 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 20 |
| 07:30 AM | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 3 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 |
| 07:45 AM | 2 | 6 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 21 |
| Total | 3 | 17 | 1 | 0 | 21 | 8 | 0 | 0 | 0 | 8 | 0 | 41 | 8 | 2 | 49 | 0 | 0 | 0 | 0 | 0 | 2 | 78 | 80 |
| 08:00 AM | 7 | 7 | 0 | 0 | 14 | 0 | 0 | 3 | 1 | 3 | 0 | 7 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 1 | 1 | 25 | 26 |
| 08:15 AM | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 2 | 0 | 17 | 2 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 |
| 08:30 AM | 0 | 5 | 0 | 0 | 5 | 2 | 0 | 2 | 0 | 4 | 0 | 12 | 2 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 23 | 24 |
| 08:45 AM | 0 | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 5 | 1 | 8 | 2 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 22 |
| Total | 8 | 19 | 0 | 0 | 27 | 7 | 0 | 7 | 1 | 14 | 1 | 44 | 6 | 2 | 51 | 0 | 1 | 0 | 0 | 1 | 3 | 93 | 96 |
| Grand Total | 11 | 36 | 1 | 0 | 48 | 15 | 0 | 7 | 1 | 22 | 1 | 85 | 14 | 4 | 100 | 0 | 1 | 0 | 0 | 1 | 5 | 171 | 176 |
| Apprch % | 22.9 | 75 | 2.1 | | | 68.2 | 0 | 31.8 | | | 1 | 85 | 14 | | | 0 | 100 | 0 | | | | | |
| Total % | 6.4 | 21.1 | 0.6 | | 28.1 | 8.8 | 0 | 4.1 | | 12.9 | 0.6 | 49.7 | 8.2 | | 58.5 | 0 | 0.6 | 0 | | 0.6 | 2.8 | 97.2 | |

3.1-7

| | Alessandro Boulevard Southbound | | | | Canyon Crest Drive Westbound | | | | Alessandro Boulevard Northbound | | | | Overlook Parkway 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 07:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 1 | **8** | 0 | **9** | 2 | 0 | 0 | 2 | 0 | 11 | **5** | **16** | 0 | 0 | 0 | 0 | **27** |
| 07:15 AM | 0 | 2 | 0 | 2 | **3** | 0 | 0 | **3** | 0 | **13** | 2 | 15 | 0 | 0 | 0 | 0 | 20 |
| 07:30 AM | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 3 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 11 |
| 07:45 AM | **2** | 6 | **1** | 9 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 11 | 0 | 0 | 0 | 0 | 20 |
| Total Volume | 3 | 17 | 1 | 21 | 8 | 0 | 0 | 8 | 0 | 41 | 8 | 49 | 0 | 0 | 0 | 0 | 78 |
| % App. Total | 14.3 | 81 | 4.8 | | 100 | 0 | 0 | | 0 | 83.7 | 16.3 | | 0 | 0 | 0 | | |
| PHF | .375 | .531 | .250 | .583 | .667 | .000 | .000 | .667 | .000 | .788 | .400 | .766 | .000 | .000 | .000 | .000 | .722 |

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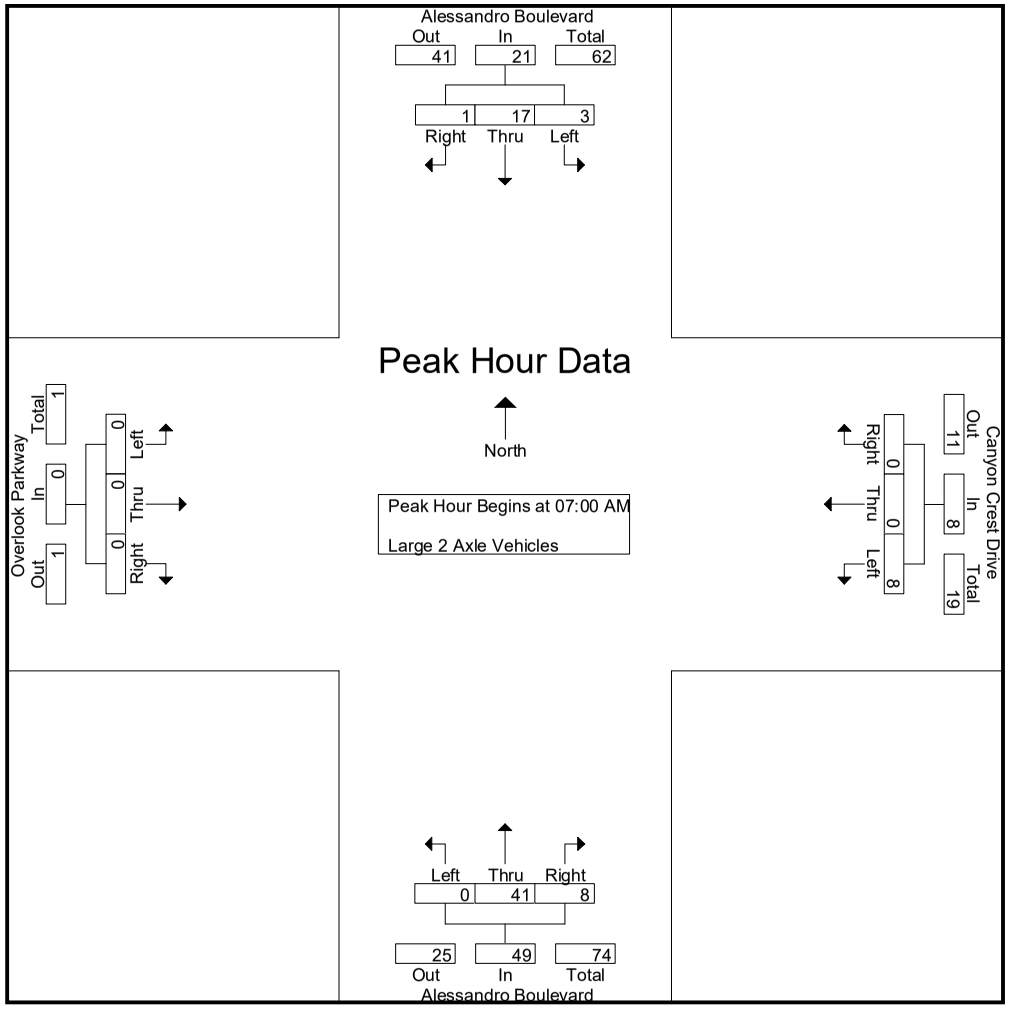
File Name : 01_RIV_Alessandro_Overlook AM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 2





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N/S: Alessandro Boulevard
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File Name : 01_RIV_Alessandro_Overlook AM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 3

| | Alessandro Boulevard Southbound | | | | Canyon Crest Drive Westbound | | | | Alessandro Boulevard Northbound | | | | Overlook Parkway 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 07:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | | |
| +0 mins. | 1 | **8** | 0 | **9** | 2 | 0 | 0 | 2 | 0 | 11 | **5** | **16** | 0 | 0 | 0 | 0 | |
| +15 mins. | 0 | 2 | 0 | 2 | **3** | 0 | 0 | **3** | 0 | **13** | 2 | 15 | 0 | 0 | 0 | 0 | |
| +30 mins. | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 3 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | |
| +45 mins. | **2** | 6 | **1** | 9 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 11 | 0 | 0 | 0 | 0 | |
| Total Volume | 3 | 17 | 1 | 21 | 8 | 0 | 0 | 8 | 0 | 41 | 8 | 49 | 0 | 0 | 0 | 0 | |
| % App. Total | 14.3 | 81 | 4.8 | | 100 | 0 | 0 | | 0 | 83.7 | 16.3 | | 0 | 0 | 0 | | |
| PHF | .375 | .531 | .250 | .583 | .667 | .000 | .000 | .667 | .000 | .788 | .400 | .766 | .000 | .000 | .000 | .000 | |

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City of Riverside
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Weather: Clear

File Name : 01_RIV_Alessandro_Overlook AM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

| | Alessandro Boulevard Southbound | | | | | Canyon Crest Drive Westbound | | | | | Alessandro Boulevard Northbound | | | | | Overlook Parkway Eastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Exclu. Total | Inclu. Total | Int. Total |
| 07:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 08:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| Grand Total | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 |
| Apprch % | 0 | 100 | 0 | | | 0 | 0 | 0 | | | 0 | 66.7 | 33.3 | | | 0 | 0 | 0 | | | | | |
| Total % | 0 | 50 | 0 | | 50 | 0 | 0 | 0 | | 0 | 0 | 33.3 | 16.7 | | 50 | 0 | 0 | 0 | | 0 | 0 | 100 | |

3.1-10

| | Alessandro Boulevard Southbound | | | | Canyon Crest Drive Westbound | | | | Alessandro Boulevard Northbound | | | | Overlook Parkway 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 07:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | **1** | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 07:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .500 |

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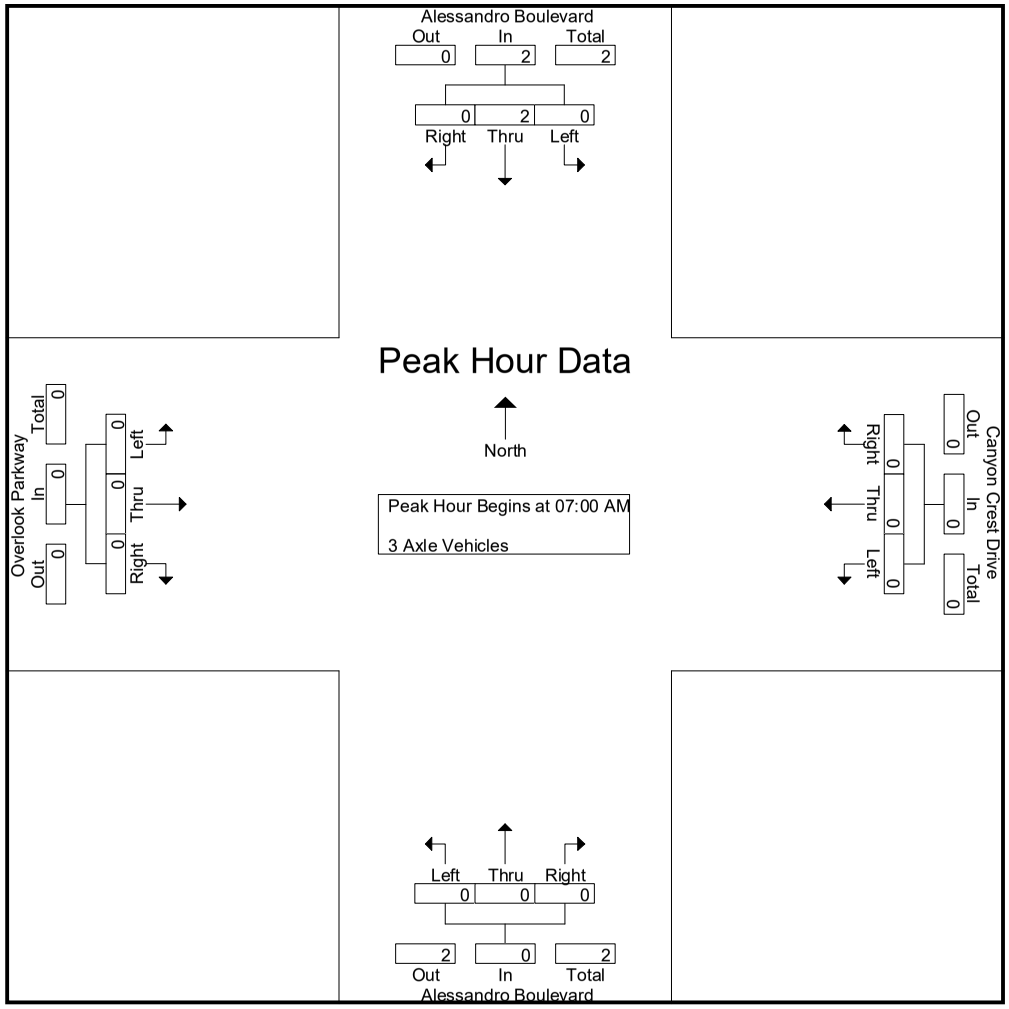
File Name : 01_RIV_Alessandro_Overlook AM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 2





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| | Alessandro Boulevard Southbound | | | | Canyon Crest Drive Westbound | | | | Alessandro Boulevard Northbound | | | | Overlook Parkway 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 07:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | | |
| +0 mins. | 0 | **1** | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| +15 mins. | 0 | 1 | 0 | 1 | 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 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | |

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Page No : 1

Groups Printed- 4+ Axle Trucks

| | Alessandro Boulevard Southbound | | | | | Canyon Crest Drive Westbound | | | | | Alessandro Boulevard Northbound | | | | | Overlook Parkway Eastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Exclu. Total | Inclu. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 08:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| Total | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 6 |
| Grand Total | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 9 |
| Apprch % | 0 | 100 | 0 | | | 100 | 0 | 0 | | | 20 | 60 | 20 | | | 0 | 0 | 0 | | | | | |
| Total % | 0 | 25 | 0 | | 25 | 12.5 | 0 | 0 | | 12.5 | 12.5 | 37.5 | 12.5 | | 62.5 | 0 | 0 | 0 | | 0 | 11.1 | 88.9 | |

3.1-13

| | Alessandro Boulevard Southbound | | | | Canyon Crest Drive Westbound | | | | Alessandro Boulevard Northbound | | | | Overlook Parkway 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 07:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | 0 | **1** | 0 | **1** | 0 | 0 | 0 | 0 | **2** |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| % App. Total | 0 | 0 | 0 | | 100 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .375 |

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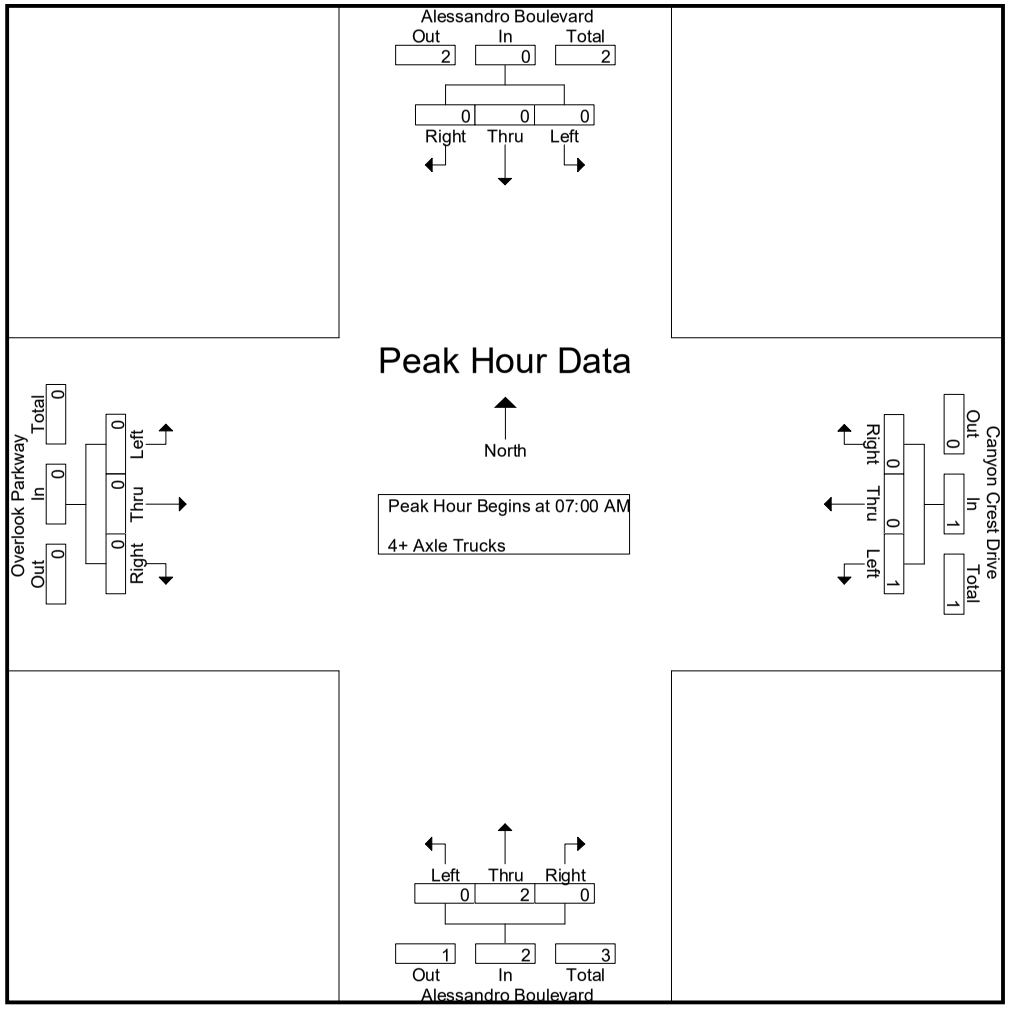

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| | Alessandro Boulevard Southbound | | | | Canyon Crest Drive Westbound | | | | Alessandro Boulevard Northbound | | | | Overlook Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | 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 07:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | | |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| +15 mins. | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | 0 | **1** | 0 | **1** | 0 | 0 | 0 | 0 | |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 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 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | |
| % App. Total | 0 | 0 | 0 | | 100 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | |

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Start Date : 8/20/2019
Page No : 1

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

| | Alessandro Boulevard Southbound | | | | | Canyon Crest Drive Westbound | | | | | Alessandro Boulevard Northbound | | | | | Overlook Parkway Eastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Exclu. Total | Inclu. Total | Int. Total |
| 04:00 PM | 14 | 544 | 1 | 0 | 559 | 146 | 2 | 10 | 6 | 158 | 2 | 417 | 118 | 45 | 537 | 1 | 1 | 0 | 0 | 2 | 51 | 1256 | 1307 |
| 04:15 PM | 10 | 774 | 2 | 1 | 786 | 151 | 0 | 8 | 7 | 159 | 0 | 429 | 112 | 36 | 541 | 3 | 1 | 1 | 1 | 5 | 45 | 1491 | 1536 |
| 04:30 PM | 12 | 704 | 5 | 0 | 721 | 140 | 0 | 7 | 4 | 147 | 0 | 418 | 97 | 20 | 515 | 2 | 0 | 0 | 0 | 2 | 24 | 1385 | 1409 |
| 04:45 PM | 11 | 658 | 3 | 0 | 672 | 165 | 1 | 6 | 4 | 172 | 1 | 381 | 114 | 48 | 496 | 2 | 0 | 0 | 0 | 2 | 52 | 1342 | 1394 |
| Total | 47 | 2680 | 11 | 1 | 2738 | 602 | 3 | 31 | 21 | 636 | 3 | 1645 | 441 | 149 | 2089 | 8 | 2 | 1 | 1 | 11 | 172 | 5474 | 5646 |
| 05:00 PM | 7 | 725 | 1 | 0 | 733 | 167 | 3 | 8 | 7 | 178 | 1 | 367 | 116 | 24 | 484 | 3 | 1 | 1 | 1 | 5 | 32 | 1400 | 1432 |
| 05:15 PM | 16 | 761 | 3 | 0 | 780 | 159 | 5 | 2 | 0 | 166 | 0 | 444 | 118 | 53 | 562 | 2 | 0 | 3 | 3 | 5 | 56 | 1513 | 1569 |
| 05:30 PM | 12 | 643 | 2 | 0 | 657 | 186 | 2 | 16 | 11 | 204 | 0 | 396 | 100 | 48 | 496 | 1 | 0 | 1 | 1 | 2 | 60 | 1359 | 1419 |
| 05:45 PM | 22 | 733 | 1 | 0 | 756 | 128 | 0 | 15 | 11 | 143 | 1 | 338 | 84 | 34 | 423 | 1 | 1 | 1 | 0 | 3 | 45 | 1325 | 1370 |
| Total | 57 | 2862 | 7 | 0 | 2926 | 640 | 10 | 41 | 29 | 691 | 2 | 1545 | 418 | 159 | 1965 | 7 | 2 | 6 | 5 | 15 | 193 | 5597 | 5790 |
| Grand Total | 104 | 5542 | 18 | 1 | 5664 | 1242 | 13 | 72 | 50 | 1327 | 5 | 3190 | 859 | 308 | 4054 | 15 | 4 | 7 | 6 | 26 | 365 | 11071 | 11436 |
| Apprch % | 1.8 | 97.8 | 0.3 | | | 93.6 | 1 | 5.4 | | | 0.1 | 78.7 | 21.2 | | | 57.7 | 15.4 | 26.9 | | | | | |
| Total % | 0.9 | 50.1 | 0.2 | | 51.2 | 11.2 | 0.1 | 0.7 | | 12 | 0 | 28.8 | 7.8 | | 36.6 | 0.1 | 0 | 0.1 | | 0.2 | 3.2 | 96.8 | |
| Passenger Vehicles | 104 | 5492 | 18 | | 5615 | 1239 | 13 | 72 | | 1374 | 5 | 3161 | 852 | | 4323 | 15 | 4 | 7 | | 32 | 0 | 0 | 11344 |
| % Passenger Vehicles | 100 | 99.1 | 100 | 100 | 99.1 | 99.8 | 100 | 100 | 100 | 99.8 | 100 | 99.1 | 99.2 | 99 | 99.1 | 100 | 100 | 100 | 100 | 100 | 0 | 0 | 99.2 |
| Large 2 Axle Vehicles | 0 | 45 | 0 | | 45 | 3 | 0 | 0 | | 3 | 0 | 29 | 7 | | 39 | 0 | 0 | 0 | | 0 | 0 | 0 | 87 |
| % Large 2 Axle Vehicles | 0 | 0.8 | 0 | 0 | 0.8 | 0.2 | 0 | 0 | 0 | 0.2 | 0 | 0.9 | 0.8 | 1 | 0.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.8 |
| 3 Axle Vehicles | 0 | 3 | 0 | | 3 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 3 |
| % 3 Axle Vehicles | 0 | 0.1 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4+ Axle Trucks | 0 | 2 | 0 | | 2 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 2 |
| % 4+ Axle Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | Alessandro Boulevard Southbound | | | | Canyon Crest Drive Westbound | | | | Alessandro Boulevard Northbound | | | | Overlook Parkway 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 | 12 | 704 | **5** | 721 | 140 | 0 | 7 | 147 | 0 | 418 | 97 | 515 | 2 | 0 | 0 | 2 | 1385 |
| 04:45 PM | 11 | 658 | 3 | 672 | 165 | 1 | 6 | 172 | **1** | 381 | 114 | 496 | 2 | 0 | 0 | 2 | 1342 |
| 05:00 PM | 7 | 725 | 1 | 733 | **167** | 3 | **8** | **178** | 1 | 367 | 116 | 484 | **3** | **1** | 1 | **5** | 1400 |
| 05:15 PM | **16** | **761** | 3 | **780** | 159 | **5** | 2 | 166 | 0 | **444** | **118** | **562** | 2 | 0 | **3** | 5 | **1513** |
| Total Volume | 46 | 2848 | 12 | 2906 | 631 | 9 | 23 | 663 | 2 | 1610 | 445 | 2057 | 9 | 1 | 4 | 14 | 5640 |
| % App. Total | 1.6 | 98 | 0.4 | | 95.2 | 1.4 | 3.5 | | 0.1 | 78.3 | 21.6 | | 64.3 | 7.1 | 28.6 | | |
| PHF | .719 | .936 | .600 | .931 | .945 | .450 | .719 | .931 | .500 | .907 | .943 | .915 | .750 | .250 | .333 | .700 | .932 |

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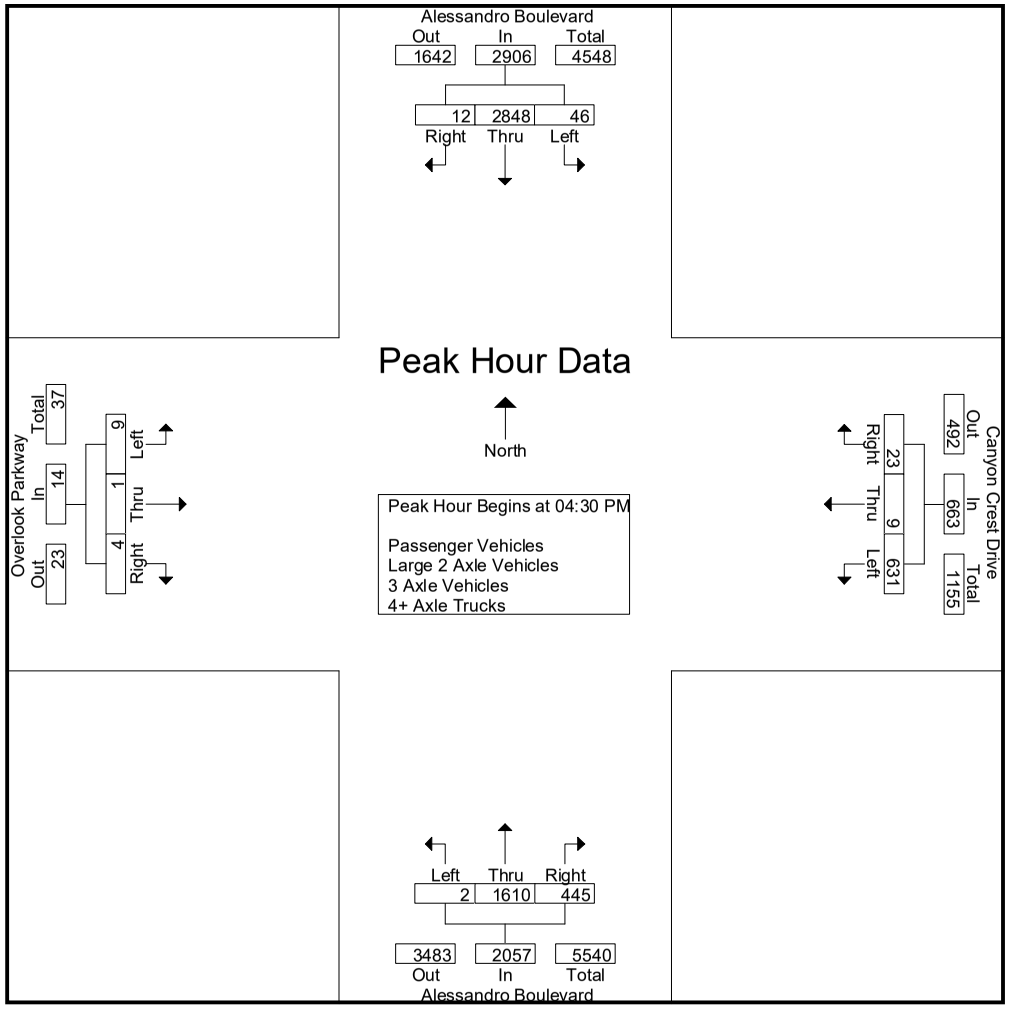
City of Riverside
N/S: Alessandro Boulevard
E/W: Overlook Pkwy/Canyon Crest Drive
Weather: Clear

File Name : 01_RIV_Alessandro_Overlook PM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 2





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City of Riverside
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File Name : 01_RIV_Alessandro_Overlook PM
Site Code : 05119542
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Page No : 3

| | Alessandro Boulevard Southbound | | | | Canyon Crest Drive Westbound | | | | Alessandro Boulevard Northbound | | | | Overlook Parkway 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 05:00 PM | | | | 04:45 PM | | | | 04:00 PM | | | | 05:00 PM | | | | |
| +0 mins. | 7 | 725 | 1 | 733 | 165 | 1 | 6 | 172 | **2** | 417 | **118** | 537 | **3** | **1** | 1 | **5** | |
| +15 mins. | 16 | **761** | **3** | **780** | 167 | 3 | 8 | 178 | 0 | **429** | 112 | **541** | 2 | 0 | **3** | 5 | |
| +30 mins. | 12 | 643 | 2 | 657 | 159 | **5** | 2 | 166 | 0 | 418 | 97 | 515 | 1 | 0 | 1 | 2 | |
| +45 mins. | **22** | 733 | 1 | 756 | **186** | 2 | **16** | **204** | 1 | 381 | 114 | 496 | 1 | 1 | 1 | 3 | |
| Total Volume | 57 | 2862 | 7 | 2926 | 677 | 11 | 32 | 720 | 3 | 1645 | 441 | 2089 | 7 | 2 | 6 | 15 | |
| % App. Total | 1.9 | 97.8 | 0.2 | | 94 | 1.5 | 4.4 | | 0.1 | 78.7 | 21.1 | | 46.7 | 13.3 | 40 | | |
| PHF | .648 | .940 | .583 | .938 | .910 | .550 | .500 | .882 | .375 | .959 | .934 | .965 | .583 | .500 | .500 | .750 | |

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City of Riverside
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Weather: Clear

File Name : 01_RIV_Alessandro_Overlook PM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 1

Groups Printed- Passenger Vehicles

| | Alessandro Boulevard Southbound | | | | | Canyon Crest Drive Westbound | | | | | Alessandro Boulevard Northbound | | | | | Overlook Parkway Eastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Exclu. Total | Inclu. Total | Int. Total |
| 04:00 PM | 14 | 541 | 1 | 0 | 556 | 146 | 2 | 10 | 6 | 158 | 2 | 411 | 116 | 43 | 529 | 1 | 1 | 0 | 0 | 2 | 49 | 1245 | 1294 |
| 04:15 PM | 10 | 763 | 2 | 1 | 775 | 149 | 0 | 8 | 7 | 157 | 0 | 425 | 111 | 36 | 536 | 3 | 1 | 1 | 1 | 5 | 45 | 1473 | 1518 |
| 04:30 PM | 12 | 695 | 5 | 0 | 712 | 139 | 0 | 7 | 4 | 146 | 0 | 412 | 95 | 19 | 507 | 2 | 0 | 0 | 0 | 2 | 23 | 1367 | 1390 |
| 04:45 PM | 11 | 652 | 3 | 0 | 666 | 165 | 1 | 6 | 4 | 172 | 1 | 377 | 113 | 48 | 491 | 2 | 0 | 0 | 0 | 2 | 52 | 1331 | 1383 |
| Total | 47 | 2651 | 11 | 1 | 2709 | 599 | 3 | 31 | 21 | 633 | 3 | 1625 | 435 | 146 | 2063 | 8 | 2 | 1 | 1 | 11 | 169 | 5416 | 5585 |
| 05:00 PM | 7 | 718 | 1 | 0 | 726 | 167 | 3 | 8 | 7 | 178 | 1 | 365 | 115 | 24 | 481 | 3 | 1 | 1 | 1 | 5 | 32 | 1390 | 1422 |
| 05:15 PM | 16 | 756 | 3 | 0 | 775 | 159 | 5 | 2 | 0 | 166 | 0 | 442 | 118 | 53 | 560 | 2 | 0 | 3 | 3 | 5 | 56 | 1506 | 1562 |
| 05:30 PM | 12 | 638 | 2 | 0 | 652 | 186 | 2 | 16 | 11 | 204 | 0 | 393 | 100 | 48 | 493 | 1 | 0 | 1 | 1 | 2 | 60 | 1351 | 1411 |
| 05:45 PM | 22 | 729 | 1 | 0 | 752 | 128 | 0 | 15 | 11 | 143 | 1 | 336 | 84 | 34 | 421 | 1 | 1 | 1 | 0 | 3 | 45 | 1319 | 1364 |
| Total | 57 | 2841 | 7 | 0 | 2905 | 640 | 10 | 41 | 29 | 691 | 2 | 1536 | 417 | 159 | 1955 | 7 | 2 | 6 | 5 | 15 | 193 | 5566 | 5759 |
| Grand Total | 104 | 5492 | 18 | 1 | 5614 | 1239 | 13 | 72 | 50 | 1324 | 5 | 3161 | 852 | 305 | 4018 | 15 | 4 | 7 | 6 | 26 | 362 | 10982 | 11344 |
| Apprch % | 1.9 | 97.8 | 0.3 | | | 93.6 | 1 | 5.4 | | | 0.1 | 78.7 | 21.2 | | | 57.7 | 15.4 | 26.9 | | | | | |
| Total % | 0.9 | 50 | 0.2 | | 51.1 | 11.3 | 0.1 | 0.7 | | 12.1 | 0 | 28.8 | 7.8 | | 36.6 | 0.1 | 0 | 0.1 | | 0.2 | 3.2 | 96.8 | |

3.1-19

| | Alessandro Boulevard Southbound | | | | Canyon Crest Drive Westbound | | | | Alessandro Boulevard Northbound | | | | Overlook Parkway 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 | 12 | 695 | **5** | 712 | 139 | 0 | 7 | 146 | 0 | 412 | 95 | 507 | 2 | 0 | 0 | 2 | 1367 |
| 04:45 PM | 11 | 652 | 3 | 666 | 165 | 1 | 6 | 172 | **1** | 377 | 113 | 491 | 2 | 0 | 0 | 2 | 1331 |
| 05:00 PM | 7 | 718 | 1 | 726 | **167** | 3 | **8** | **178** | 1 | 365 | 115 | 481 | **3** | **1** | 1 | **5** | 1390 |
| 05:15 PM | **16** | **756** | 3 | **775** | 159 | **5** | 2 | 166 | 0 | **442** | **118** | **560** | 2 | 0 | **3** | 5 | **1506** |
| Total Volume | 46 | 2821 | 12 | 2879 | 630 | 9 | 23 | 662 | 2 | 1596 | 441 | 2039 | 9 | 1 | 4 | 14 | 5594 |
| % App. Total | 1.6 | 98 | 0.4 | | 95.2 | 1.4 | 3.5 | | 0.1 | 78.3 | 21.6 | | 64.3 | 7.1 | 28.6 | | |
| PHF | .719 | .933 | .600 | .929 | .943 | .450 | .719 | .930 | .500 | .903 | .934 | .910 | .750 | .250 | .333 | .700 | .929 |

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City of Riverside
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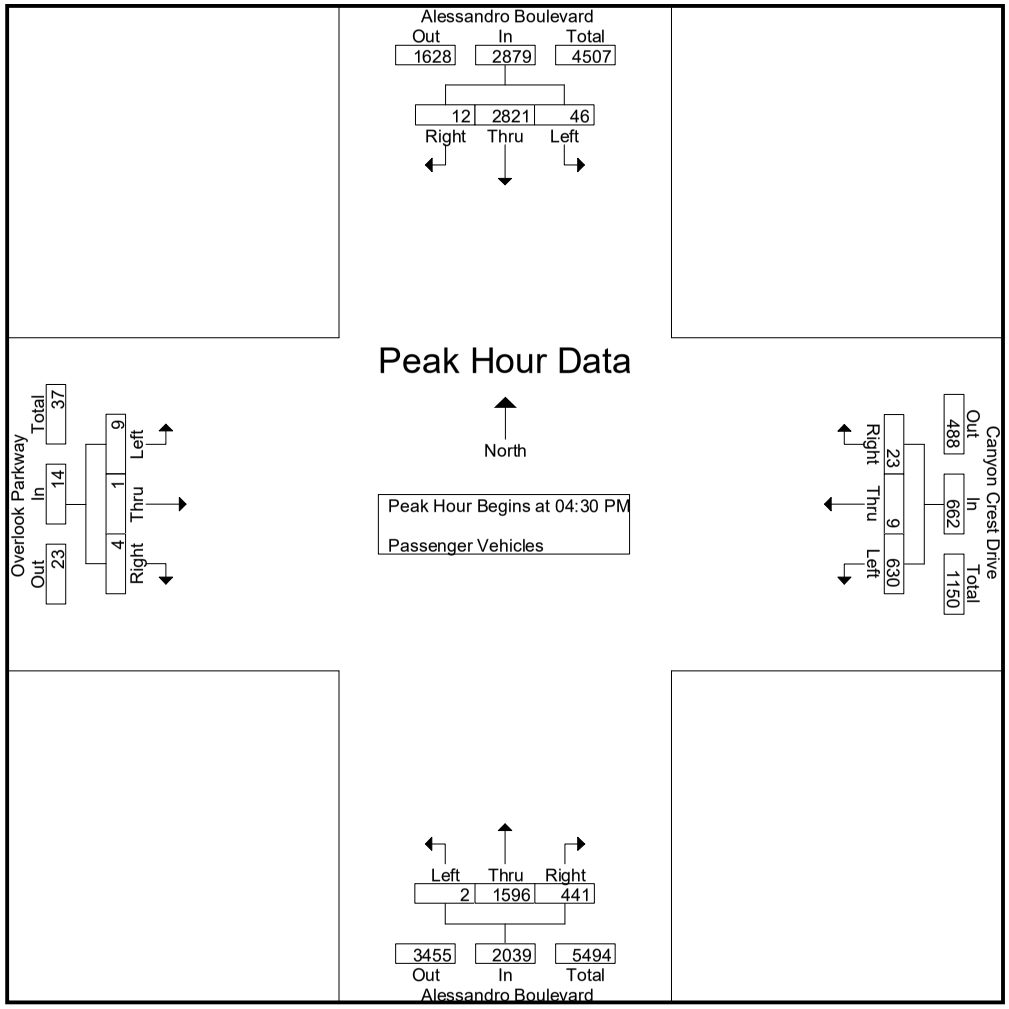
Weather: Clear

File Name : 01_RIV_Alessandro_Overlook PM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 2





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City of Riverside
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Site Code : 05119542
Start Date : 8/20/2019
Page No : 3

| | Alessandro Boulevard Southbound | | | | Canyon Crest Drive Westbound | | | | Alessandro Boulevard Northbound | | | | Overlook Parkway 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | | |
| +0 mins. | 12 | 695 | **5** | 712 | 139 | 0 | 7 | 146 | 0 | 412 | 95 | 507 | 2 | 0 | 0 | 2 | |
| +15 mins. | 11 | 652 | 3 | 666 | 165 | 1 | 6 | 172 | **1** | 377 | 113 | 491 | 2 | 0 | 0 | 2 | |
| +30 mins. | 7 | 718 | 1 | 726 | **167** | 3 | **8** | **178** | 1 | 365 | 115 | 481 | **3** | **1** | 1 | **5** | |
| +45 mins. | **16** | **756** | 3 | **775** | 159 | **5** | 2 | 166 | 0 | **442** | **118** | **560** | 2 | 0 | **3** | 5 | |
| Total Volume | 46 | 2821 | 12 | 2879 | 630 | 9 | 23 | 662 | 2 | 1596 | 441 | 2039 | 9 | 1 | 4 | 14 | |
| % App. Total | 1.6 | 98 | 0.4 | | 95.2 | 1.4 | 3.5 | | 0.1 | 78.3 | 21.6 | | 64.3 | 7.1 | 28.6 | | |
| PHF | .719 | .933 | .600 | .929 | .943 | .450 | .719 | .930 | .500 | .903 | .934 | .910 | .750 | .250 | .333 | .700 | |

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City of Riverside
N/S: Alessandro Boulevard
E/W: Overlook Pkwy/Canyon Crest Drive
Weather: Clear

File Name : 01_RIV_Alessandro_Overlook PM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

| | Alessandro Boulevard Southbound | | | | | Canyon Crest Drive Westbound | | | | | Alessandro Boulevard Northbound | | | | | Overlook Parkway Eastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Exclu. Total | Inclu. Total | Int. Total |
| 04:00 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 12 |
| 04:15 PM | 0 | 11 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 18 |
| 04:30 PM | 0 | 8 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 2 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 18 |
| 04:45 PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| Total | 0 | 26 | 0 | 0 | 26 | 3 | 0 | 0 | 0 | 3 | 0 | 20 | 6 | 3 | 26 | 0 | 0 | 0 | 0 | 0 | 3 | 55 | 58 |
| 05:00 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 |
| 05:15 PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 |
| 05:30 PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| 05:45 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| Total | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 29 |
| Grand Total | 0 | 45 | 0 | 0 | 45 | 3 | 0 | 0 | 0 | 3 | 0 | 29 | 7 | 3 | 36 | 0 | 0 | 0 | 0 | 0 | 3 | 84 | 87 |
| Apprch % | 0 | 100 | 0 | | | 100 | 0 | 0 | | | 0 | 80.6 | 19.4 | | | 0 | 0 | 0 | | | | | |
| Total % | 0 | 53.6 | 0 | | 53.6 | 3.6 | 0 | 0 | | 3.6 | 0 | 34.5 | 8.3 | | 42.9 | 0 | 0 | 0 | | 0 | 3.4 | 96.6 | |

3.1-22

| | Alessandro Boulevard Southbound | | | | Canyon Crest Drive Westbound | | | | Alessandro Boulevard Northbound | | | | Overlook Parkway 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 | **8** | 0 | **8** | **1** | 0 | 0 | **1** | 0 | **6** | **2** | **8** | 0 | 0 | 0 | 0 | **17** |
| 04:45 PM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 10 |
| 05:00 PM | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 9 |
| 05:15 PM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| Total Volume | 0 | 24 | 0 | 24 | 1 | 0 | 0 | 1 | 0 | 14 | 4 | 18 | 0 | 0 | 0 | 0 | 43 |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 77.8 | 22.2 | | 0 | 0 | 0 | | |
| PHF | .000 | .750 | .000 | .750 | .250 | .000 | .000 | .250 | .000 | .583 | .500 | .563 | .000 | .000 | .000 | .000 | .632 |

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City of Riverside
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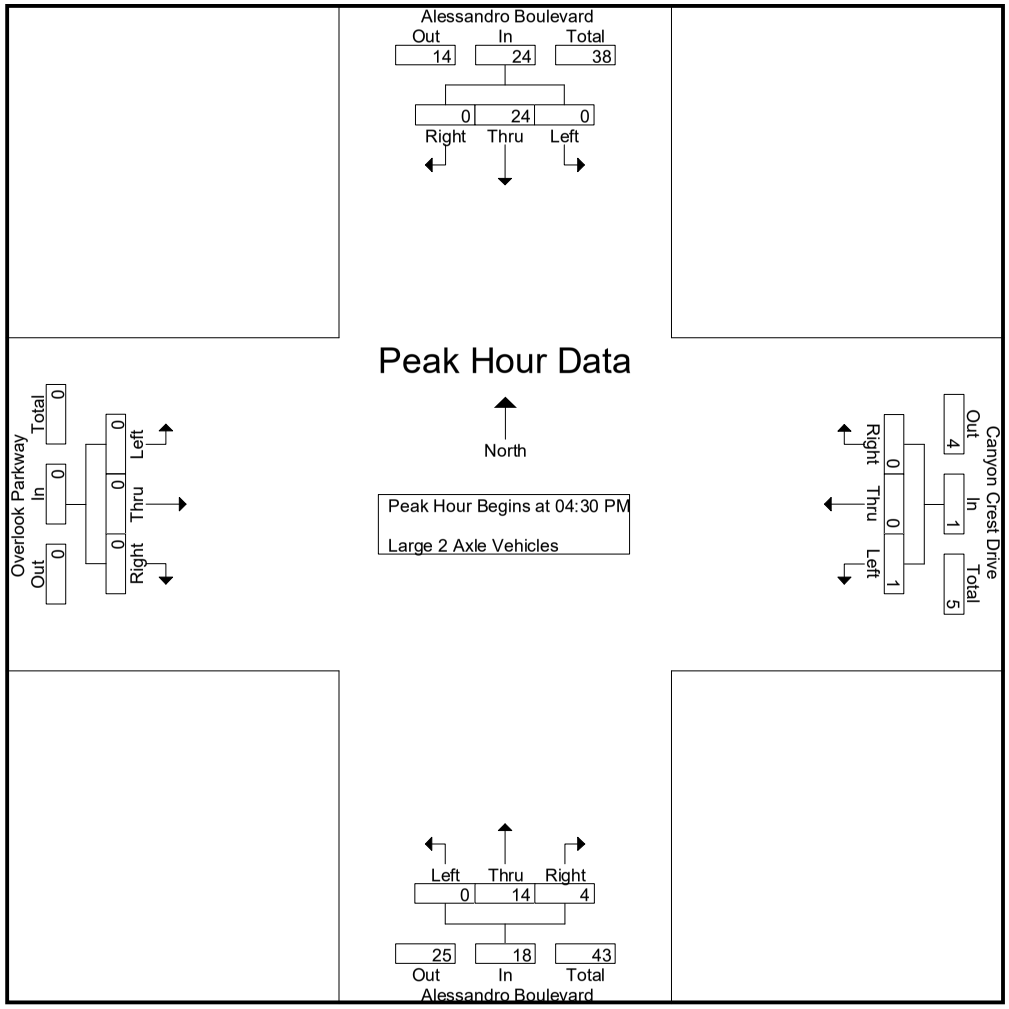
Weather: Clear

File Name : 01_RIV_Alessandro_Overlook PM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 2





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City of Riverside
N/S: Alessandro Boulevard
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File Name : 01_RIV_Alessandro_Overlook PM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 3

| | Alessandro Boulevard Southbound | | | | Canyon Crest Drive Westbound | | | | Alessandro Boulevard Northbound | | | | Overlook Parkway 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | | |
| +0 mins. | 0 | **8** | 0 | **8** | **1** | 0 | 0 | **1** | 0 | **6** | **2** | **8** | 0 | 0 | 0 | 0 | |
| +15 mins. | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | |
| +30 mins. | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | |
| +45 mins. | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | |
| Total Volume | 0 | 24 | 0 | 24 | 1 | 0 | 0 | 1 | 0 | 14 | 4 | 18 | 0 | 0 | 0 | 0 | |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 77.8 | 22.2 | | 0 | 0 | 0 | | |
| PHF | .000 | .750 | .000 | .750 | .250 | .000 | .000 | .250 | .000 | .583 | .500 | .563 | .000 | .000 | .000 | .000 | |

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Weather: Clear

File Name : 01_RIV_Alessandro_Overlook PM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

| | Alessandro Boulevard Southbound | | | | | Canyon Crest Drive Westbound | | | | | Alessandro Boulevard Northbound | | | | | Overlook Parkway Eastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Exclu. Total | Inclu. Total | Int. Total |
| 04:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 05:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 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 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Grand Total | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| Apprch % | 0 | 100 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | | | |
| Total % | 0 | 100 | 0 | | 100 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 100 | |

3.1-25

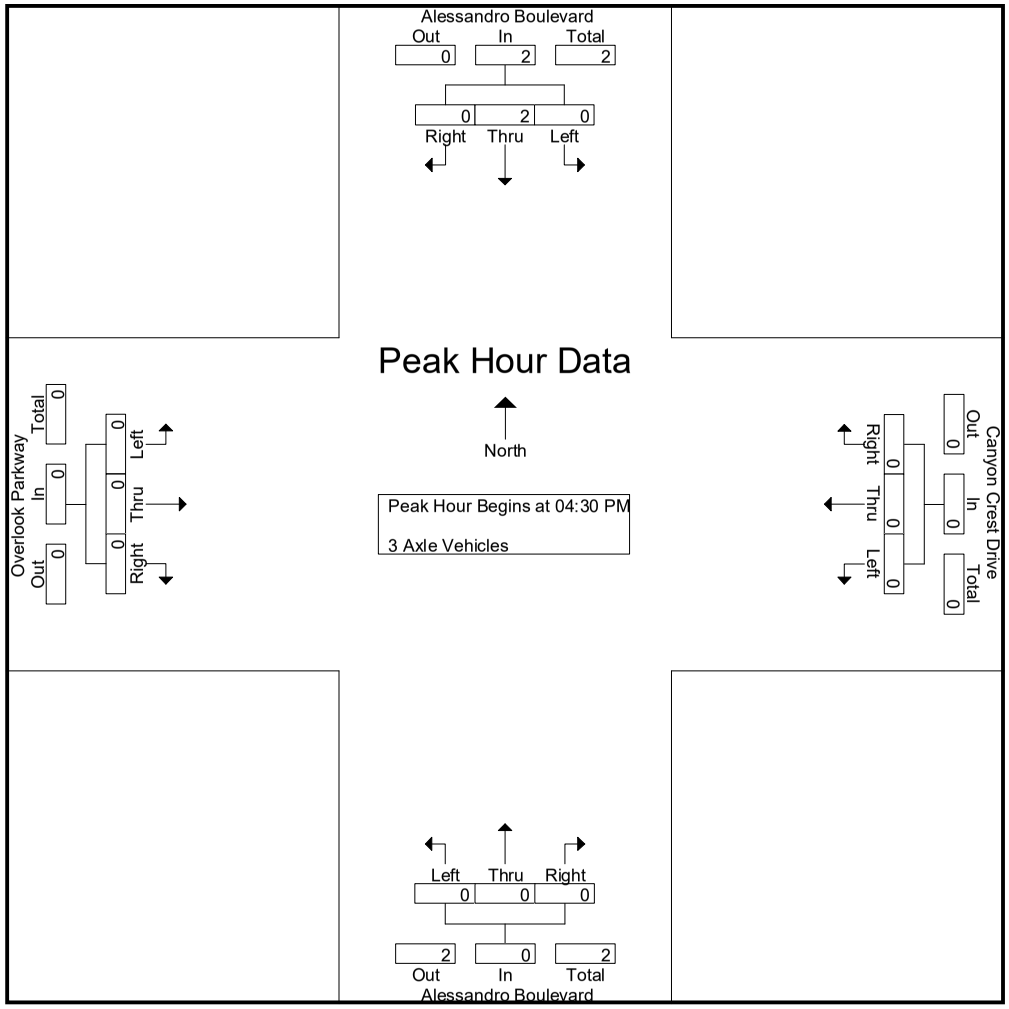
| | Alessandro Boulevard Southbound | | | | Canyon Crest Drive Westbound | | | | Alessandro Boulevard Northbound | | | | Overlook Parkway Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | 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 | **1** | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .500 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Riverside
N/S: Alessandro Boulevard
E/W: Overlook Pkwy/Canyon Crest Drive
Weather: Clear

File Name : 01_RIV_Alessandro_Overlook PM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 2





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City of Riverside
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Weather: Clear

File Name : 01_RIV_Alessandro_Overlook PM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 3

| | Alessandro Boulevard Southbound | | | | Canyon Crest Drive Westbound | | | | Alessandro Boulevard Northbound | | | | Overlook Parkway 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | | |
| +0 mins. | 0 | **1** | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| +30 mins. | 0 | 1 | 0 | 1 | 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 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | |

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Weather: Clear

File Name : 01_RIV_Alessandro_Overlook PM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

| | Alessandro Boulevard Southbound | | | | | Canyon Crest Drive Westbound | | | | | Alessandro Boulevard Northbound | | | | | Overlook Parkway Eastbound | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Exclu. Total | Inclu. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 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 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Grand Total | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Apprch % | 0 | 100 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | | | |
| Total % | 0 | 100 | 0 | | 100 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 100 | |



| | Alessandro Boulevard Southbound | | | | Canyon Crest Drive Westbound | | | | Alessandro Boulevard Northbound | | | | Overlook Parkway 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | **1** | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 |

Counts Unlimited
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Corona, CA 92878
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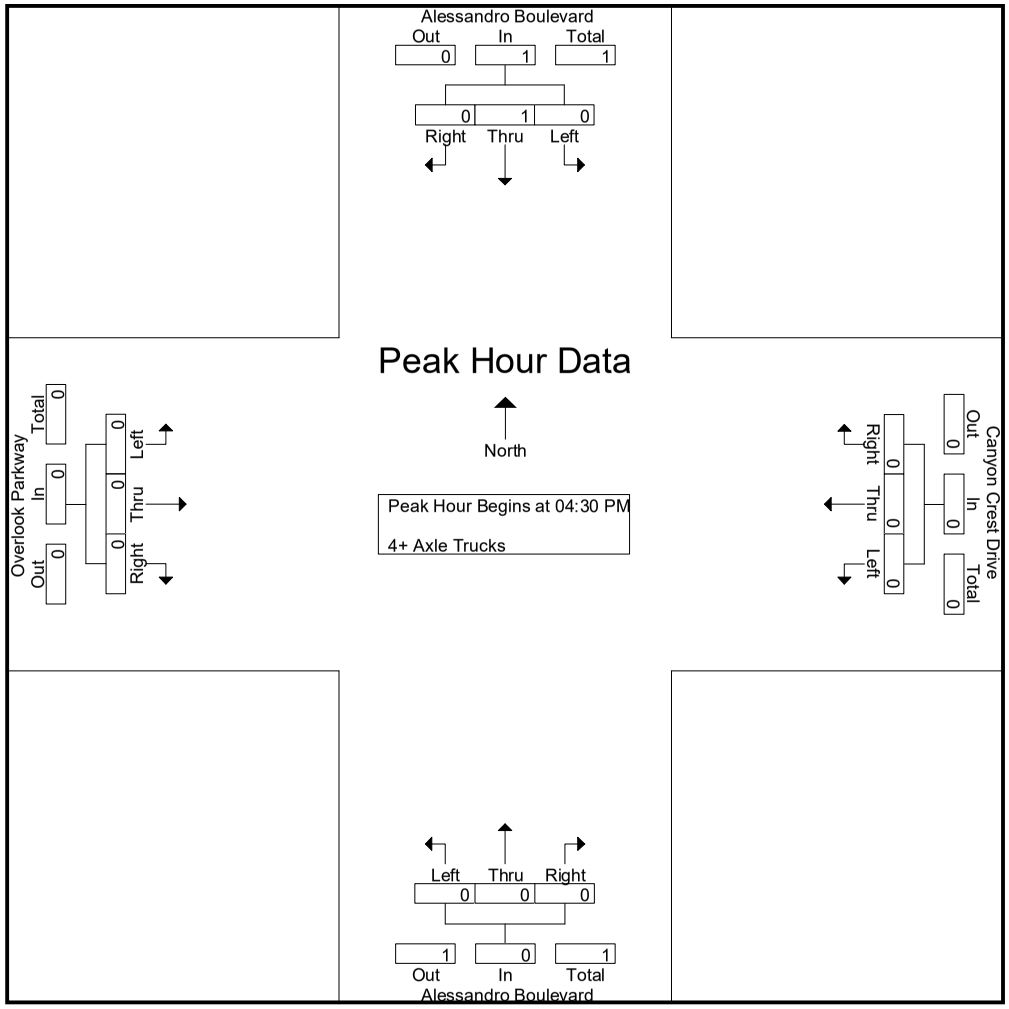
City of Riverside
N/S: Alessandro Boulevard
E/W: Overlook Pkwy/Canyon Crest Drive
Weather: Clear

File Name : 01_RIV_Alessandro_Overlook PM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 2





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City of Riverside
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Page No : 3

| | Alessandro Boulevard Southbound | | | | Canyon Crest Drive Westbound | | | | Alessandro Boulevard Northbound | | | | Overlook Parkway 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | | 04:30 PM | | | | |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| +15 mins. | 0 | **1** | 0 | **1** | 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | |

Location: Riverside
N/S: Alessandro Boulevard
E/W: Canyon Crest Dr/Overlook Pkwy

Date: 8/20/2019
Day: Tuesday

**PEDESTRIANS**

| | North Leg<br>Alessandro Boulevard | East Leg<br>Canyon Crest Drive | South Leg<br>Alessandro Boulevard | West Leg<br>Overlook Parkway | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 7:00 AM | 1 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 1 | 0 | 0 | 0 | 1 |

| | North Leg<br>Alessandro Boulevard | East Leg<br>Canyon Crest Drive | South Leg<br>Alessandro Boulevard | West Leg<br>Overlook Parkway | |
|---|---|---|---|---|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 1 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES: | 1 | 0 | 0 | 0 | 1 |

Location: Riverside
N/S: Alessandro Boulevard
E/W: Canyon Crest Dr/Overlook Pkwy

Date: 8/20/2019
Day: Tuesday

**BICYCLES**

| | Southbound Alessandro Boulevard | | | Westbound Canyon Crest Drive | | | Northbound Alessandro Boulevard | | | Eastbound Overlook Parkway | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES: | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |

| | Southbound Alessandro Boulevard | | | Westbound Canyon Crest Drive | | | Northbound Alessandro Boulevard | | | Eastbound Overlook Parkway | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Glenhaven Ave & Alessandro Blvd
**City:** Riverside
**Control:** Signalized

**Project ID:** 20-030152-002
**Date:** 10/20/2020

**Total**

| NS/EW Streets: | Glenhaven Ave | | | | Glenhaven Ave | | | | Alessandro Blvd | | | | Alessandro Blvd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 6 | 0 | 7 | 0 | 5 | 88 | 0 | 0 | 0 | 309 | 7 | 0 | 422 |
| 7:15 AM | 0 | 0 | 0 | 0 | 15 | 0 | 8 | 0 | 0 | 99 | 0 | 0 | 0 | 307 | 6 | 0 | 435 |
| 7:30 AM | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 0 | 3 | 108 | 0 | 0 | 0 | 382 | 11 | 0 | 534 |
| 7:45 AM | 0 | 0 | 0 | 0 | 14 | 0 | 7 | 0 | 3 | 113 | 0 | 0 | 0 | 364 | 10 | 0 | 511 |
| 8:00 AM | 0 | 0 | 0 | 0 | 12 | 0 | 13 | 0 | 5 | 116 | 0 | 0 | 0 | 257 | 12 | 0 | 415 |
| 8:15 AM | 0 | 0 | 0 | 0 | 11 | 0 | 10 | 0 | 5 | 127 | 0 | 0 | 0 | 285 | 10 | 0 | 448 |
| 8:30 AM | 0 | 0 | 0 | 0 | 10 | 0 | 2 | 0 | 3 | 126 | 0 | 0 | 0 | 239 | 8 | 0 | 388 |
| 8:45 AM | 0 | 0 | 0 | 0 | 11 | 0 | 8 | 0 | 4 | 97 | 0 | 0 | 0 | 237 | 14 | 0 | 371 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 94 | 0 | 70 | 0 | 28 | 874 | 0 | 0 | 0 | 2380 | 78 | 0 | 3524 |
| **APPROACH %'s :** | | | | | 57.32% | 0.00% | 42.68% | 0.00% | 3.10% | 96.90% | 0.00% | 0.00% | 0.00% | 96.83% | 3.17% | 0.00% | |
| **PEAK HR :** | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 52 | 0 | 45 | 0 | 16 | 464 | 0 | 0 | 0 | 1288 | 43 | 0 | 1908 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.867 | 0.000 | 0.750 | 0.000 | 0.800 | 0.913 | 0.000 | 0.000 | 0.000 | 0.843 | 0.896 | 0.000 | 0.893 |
| | | | | | | 0.808 | | | | 0.909 | | | | 0.847 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 14 | 0 | 8 | 0 | 9 | 337 | 0 | 0 | 0 | 224 | 8 | 0 | 600 |
| 4:15 PM | 0 | 0 | 0 | 0 | 14 | 0 | 3 | 0 | 4 | 376 | 0 | 0 | 0 | 283 | 15 | 0 | 695 |
| 4:30 PM | 0 | 0 | 0 | 0 | 13 | 0 | 6 | 0 | 9 | 427 | 0 | 0 | 0 | 242 | 17 | 0 | 714 |
| 4:45 PM | 0 | 0 | 0 | 0 | 10 | 0 | 3 | 0 | 5 | 362 | 0 | 0 | 0 | 176 | 16 | 0 | 572 |
| 5:00 PM | 0 | 0 | 0 | 0 | 9 | 0 | 6 | 0 | 2 | 433 | 0 | 0 | 0 | 208 | 20 | 0 | 678 |
| 5:15 PM | 0 | 0 | 0 | 0 | 21 | 0 | 5 | 0 | 6 | 477 | 0 | 1 | 0 | 195 | 23 | 0 | 728 |
| 5:30 PM | 0 | 0 | 0 | 0 | 18 | 0 | 7 | 0 | 9 | 415 | 0 | 0 | 0 | 208 | 14 | 0 | 671 |
| 5:45 PM | 0 | 0 | 0 | 0 | 16 | 0 | 5 | 0 | 5 | 392 | 0 | 0 | 0 | 210 | 28 | 0 | 656 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 115 | 0 | 43 | 0 | 49 | 3219 | 0 | 1 | 0 | 1746 | 141 | 0 | 5314 |
| **APPROACH %'s :** | | | | | 72.78% | 0.00% | 27.22% | 0.00% | 1.50% | 98.47% | 0.00% | 0.03% | 0.00% | 92.53% | 7.47% | 0.00% | |
| **PEAK HR :** | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 64 | 0 | 23 | 0 | 22 | 1717 | 0 | 1 | 0 | 821 | 85 | 0 | 2733 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.762 | 0.000 | 0.821 | 0.000 | 0.611 | 0.900 | 0.000 | 0.250 | 0.000 | 0.977 | 0.759 | 0.000 | 0.939 |
| | | | | | | 0.837 | | | | 0.899 | | | | 0.952 | | | |

Prepared by National Data & Surveying Services

# Glenhaven Ave & Alessandro Blvd

## Peak Hour Turning Movement Count

**ID:** 20-030152-002
**City:** Riverside

**Day:** Tuesday
**Date:** 10/20/2020

| PEAK HOURS | COUNT PERIODS |
|---|---|
| 07:30 AM - 08:30 AM | 07:00 AM - 09:00 AM |
| NONE | NONE |
| 05:00 PM - 06:00 PM | 04:00 PM - 06:00 PM |

### Glenhaven Ave — SOUTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 45 | 0 | 52 | 0 | 59 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 23 | 0 | 64 | 0 | 107 | PM |

### Alessandro Blvd — EASTBOUND

| AM | NOON | PM | |
|---|---|---|---|
| 1333 | 0 | 845 | ⇦ |
| 0 | 0 | 1 | ↶ 0 |
| 16 | 0 | 22 | ↱ 1 |
| 464 | 0 | 1717 | → 2 |
| 0 | 0 | 0 | ↴ 0 |

### Alessandro Blvd — WESTBOUND

| PM | NOON | AM | |
|---|---|---|---|
| 85 | 0 | 43 | ↰ 1 |
| 821 | 0 | 1288 | ← 2 |
| 0 | 0 | 0 | ↶ 0 |
| 0 | 0 | 0 | ↶ 0 |
| 1781 | 0 | 516 | ⇨ |

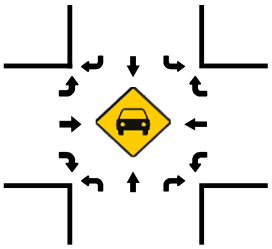
### Glenhaven Ave — NORTHBOUND

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 0 | 0 | 0 | 0 | 0 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 0 | 0 | 0 | 0 | 0 | AM |

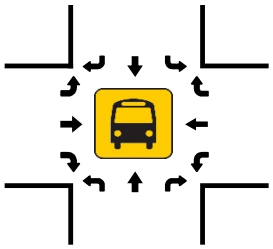
| CONTROL | | | |
|---|---|---|---|
| Signalized | | | |
| TEV | 1908 | 0 | 2733 |
| | AM | NOON | PM |
| PHF | 0.89 | | 0.94 |

| | | | | |
|---|---|---|---|---|
| | 1 | 0 | 1 | 0 |
| | 0 | 0 | 0 | 0 |

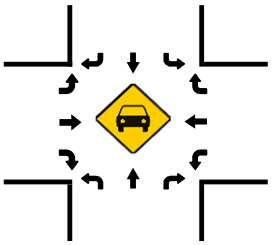
Total Vehicles (AM)



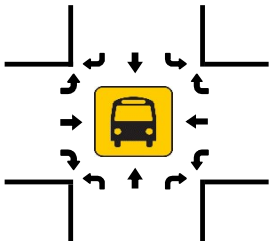
Total Vehicles (AM)



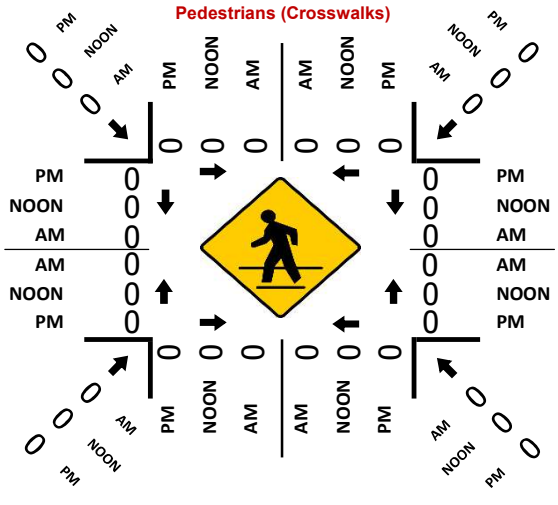
Total Vehicles (NOON)



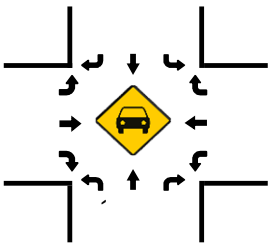
Total Vehicles (NOON)



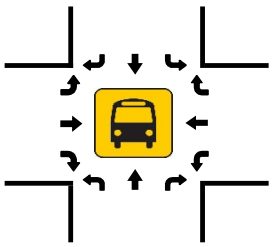
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



**Historical Counts** **Year 2019**

***01. Canyon Crest/Overlook Pkwy & Alessandro Blvd***

| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | 14 | 5 | 4 | 383 | 4 | 42 | 31 | 1148 | 7 | 4 | 3027 | 1103 |
| **PM** | 9 | 1 | 4 | 631 | 9 | 23 | 46 | 2848 | 12 | 2 | 1610 | 445 |

**2020 Counts** **Year 2020**

***01. Canyon Crest/Overlook Pkwy & Alessandro Blvd***

| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | 13 | 4 | 5 | 240 | 2 | 42 | 31 | 810 | 2 | 2 | 2173 | 525 |
| **PM** | 4 | 2 | 2 | 414 | 9 | 33 | 48 | 2668 | 16 | 6 | 1348 | 362 |

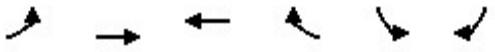
**Covid Growth Factor**

***01. Canyon Crest/Overlook Pkwy & Alessandro Blvd***

| | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | 1.077 | 1.250 | 0.800 | 1.596 | 2.000 | 1.000 | 1.000 | 1.417 | 3.500 | 2.000 | 1.393 | 2.101 |
| **PM** | 2.250 | 0.500 | 2.000 | 1.524 | 1.000 | 0.697 | 0.958 | 1.067 | 0.750 | 0.333 | 1.194 | 1.229 |

| North Leg | South Leg | East Leg | West Leg |
|---|---|---|---|
| 1.313 | 1.303 | 1.449 | 1.375 |

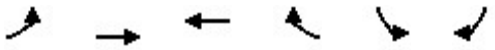
# APPENDIX C
# LEVEL OF SERVICE WORKSHEETS



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 23 | 672 | 1771 | 59 | 68 | 59 |
| Future Volume (veh/h) | 23 | 672 | 1771 | 59 | 68 | 59 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | No | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 26 | 755 | 1990 | 66 | 76 | 66 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 48 | 2853 | 2562 | 1249 | 120 | 107 |
| Arrive On Green | 0.03 | 0.80 | 0.72 | 0.72 | 0.07 | 0.07 |
| Sat Flow, veh/h | 1781 | 3647 | 3647 | 1585 | 1781 | 1585 |
| Grp Volume(v), veh/h | 26 | 755 | 1990 | 66 | 76 | 66 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1777 | 1585 | 1781 | 1585 |
| Q Serve(g_s), s | 1.2 | 4.4 | 29.3 | 0.8 | 3.4 | 3.3 |
| Cycle Q Clear(g_c), s | 1.2 | 4.4 | 29.3 | 0.8 | 3.4 | 3.3 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 48 | 2853 | 2562 | 1249 | 120 | 107 |
| V/C Ratio(X) | 0.54 | 0.26 | 0.78 | 0.05 | 0.63 | 0.62 |
| Avail Cap(c_a), veh/h | 162 | 4132 | 3614 | 1719 | 508 | 452 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 39.6 | 2.0 | 7.3 | 1.9 | 37.4 | 37.4 |
| Incr Delay (d2), s/veh | 8.9 | 0.0 | 0.7 | 0.0 | 5.4 | 5.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 0.6 | 7.1 | 0.2 | 1.7 | 1.5 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 48.5 | 2.1 | 8.0 | 1.9 | 42.8 | 43.1 |
| LnGrp LOS | D | A | A | A | D | D |
| Approach Vol, veh/h | | 781 | 2056 | | 142 | |
| Approach Delay, s/veh | | 3.6 | 7.8 | | 43.0 | |
| Approach LOS | | A | A | | D | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.7 | 65.6 | | | | 72.3 | 10.1 |
| Change Period (Y+Rc), s | 4.5 | 6.2 | | | | 6.2 | 4.5 |
| Max Green Setting (Gmax), s | 7.5 | 83.8 | | | | 95.8 | 23.5 |
| Max Q Clear Time (g_c+I1), s | 3.2 | 31.3 | | | | 6.4 | 5.4 |
| Green Ext Time (p_c), s | 0.0 | 28.1 | | | | 5.8 | 0.4 |

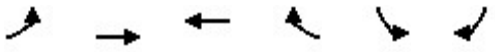
| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 8.4 |
| HCM 6th LOS | A |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 33 | 2488 | 1129 | 117 | 83 | 30 |
| Future Volume (veh/h) | 33 | 2488 | 1129 | 117 | 83 | 30 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | No | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 35 | 2647 | 1201 | 124 | 88 | 30 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 1.00 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 54 | 2960 | 2704 | 1313 | 120 | 107 |
| Arrive On Green | 0.03 | 0.83 | 0.76 | 0.76 | 0.07 | 0.07 |
| Sat Flow, veh/h | 1781 | 3647 | 3647 | 1585 | 1781 | 1585 |
| Grp Volume(v), veh/h | 35 | 2647 | 1201 | 124 | 88 | 30 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1777 | 1585 | 1781 | 1585 |
| Q Serve(g_s), s | 2.1 | 52.4 | 13.1 | 1.6 | 5.2 | 1.9 |
| Cycle Q Clear(g_c), s | 2.1 | 52.4 | 13.1 | 1.6 | 5.2 | 1.9 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 54 | 2960 | 2704 | 1313 | 120 | 107 |
| V/C Ratio(X) | 0.65 | 0.89 | 0.44 | 0.09 | 0.73 | 0.28 |
| Avail Cap(c_a), veh/h | 146 | 3185 | 2745 | 1331 | 381 | 339 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 51.5 | 5.9 | 4.6 | 1.7 | 49.2 | 47.6 |
| Incr Delay (d2), s/veh | 12.5 | 3.5 | 0.1 | 0.0 | 8.3 | 1.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.1 | 10.0 | 3.5 | 0.5 | 2.6 | 0.8 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 64.1 | 9.4 | 4.8 | 1.7 | 57.5 | 49.0 |
| LnGrp LOS | E | A | A | A | E | D |
| Approach Vol, veh/h | | 2682 | 1325 | | 118 | |
| Approach Delay, s/veh | | 10.1 | 4.5 | | 55.3 | |
| Approach LOS | | B | A | | E | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.7 | 88.0 | | | | 95.7 | 11.7 |
| Change Period (Y+Rc), s | 4.5 | 6.2 | | | | 6.2 | 4.5 |
| Max Green Setting (Gmax), s | 8.8 | 83.0 | | | | 96.3 | 23.0 |
| Max Q Clear Time (g_c+I1), s | 4.1 | 15.1 | | | | 54.4 | 7.2 |
| Green Ext Time (p_c), s | 0.0 | 12.3 | | | | 35.1 | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 9.6 |
| HCM 6th LOS | A |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 25 | 677 | 1774 | 61 | 80 | 71 |
| Future Volume (veh/h) | 25 | 677 | 1774 | 61 | 80 | 71 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | No | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 28 | 761 | 1993 | 69 | 90 | 80 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 51 | 2831 | 2540 | 1254 | 136 | 121 |
| Arrive On Green | 0.03 | 0.80 | 0.71 | 0.71 | 0.08 | 0.08 |
| Sat Flow, veh/h | 1781 | 3647 | 3647 | 1585 | 1781 | 1585 |
| Grp Volume(v), veh/h | 28 | 761 | 1993 | 69 | 90 | 80 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1777 | 1585 | 1781 | 1585 |
| Q Serve(g_s), s | 1.3 | 4.7 | 30.7 | 0.8 | 4.1 | 4.1 |
| Cycle Q Clear(g_c), s | 1.3 | 4.7 | 30.7 | 0.8 | 4.1 | 4.1 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 51 | 2831 | 2540 | 1254 | 136 | 121 |
| V/C Ratio(X) | 0.55 | 0.27 | 0.78 | 0.06 | 0.66 | 0.66 |
| Avail Cap(c_a), veh/h | 186 | 4055 | 3495 | 1680 | 485 | 432 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 40.5 | 2.2 | 7.8 | 1.9 | 37.9 | 37.9 |
| Incr Delay (d2), s/veh | 9.0 | 0.1 | 0.8 | 0.0 | 5.4 | 6.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 0.7 | 7.9 | 0.2 | 2.0 | 1.8 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 49.5 | 2.3 | 8.6 | 1.9 | 43.3 | 43.9 |
| LnGrp LOS | D | A | A | A | D | D |
| Approach Vol, veh/h | | 789 | 2062 | | 170 | |
| Approach Delay, s/veh | | 3.9 | 8.4 | | 43.6 | |
| Approach LOS | | A | A | | D | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.9 | 66.5 | | | | 73.4 | 11.0 |
| Change Period (Y+Rc), s | 4.5 | 6.2 | | | | 6.2 | 4.5 |
| Max Green Setting (Gmax), s | 8.8 | 83.0 | | | | 96.3 | 23.0 |
| Max Q Clear Time (g_c+I1), s | 3.3 | 32.7 | | | | 6.7 | 6.1 |
| Green Ext Time (p_c), s | 0.0 | 27.6 | | | | 5.9 | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 9.2 |
| HCM 6th LOS | A |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 2 | 21 | 0 | 0 | 2 | 79 | 5 | 0 | 128 | 0 |
| Future Vol, veh/h | 0 | 0 | 2 | 21 | 0 | 0 | 2 | 79 | 5 | 0 | 128 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 100 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 2 | 23 | 0 | 0 | 2 | 86 | 5 | 0 | 139 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 232 | 234 | 139 | 233 | 232 | 89 | 139 | 0 | 0 | 91 | 0 | 0 |
| Stage 1 | 139 | 139 | - | 93 | 93 | - | - | - | - | - | - | - |
| Stage 2 | 93 | 95 | - | 140 | 139 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 723 | 666 | 909 | 722 | 668 | 969 | 1445 | - | - | 1504 | - | - |
| Stage 1 | 864 | 782 | - | 914 | 818 | - | - | - | - | - | - | - |
| Stage 2 | 914 | 816 | - | 863 | 782 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 722 | 665 | 909 | 720 | 667 | 969 | 1445 | - | - | 1504 | - | - |
| Mov Cap-2 Maneuver | 722 | 665 | - | 720 | 667 | - | - | - | - | - | - | - |
| Stage 1 | 863 | 782 | - | 913 | 817 | - | - | - | - | - | - | - |
| Stage 2 | 913 | 815 | - | 861 | 782 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9 | 10.2 | 0.2 | 0 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1445 | - | - | 909 | 720 | 1504 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.002 | 0.032 | - | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 9 | 10.2 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0 | - | - |

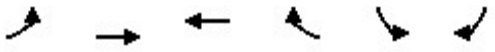
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 2 | 2 | 77 | 126 | 0 |
| Future Vol, veh/h | 0 | 2 | 2 | 77 | 126 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 2 | 2 | 84 | 137 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 225 | 137 | 137 | 0 | - | 0 |
| Stage 1 | 137 | - | - | - | - | - |
| Stage 2 | 88 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 763 | 911 | 1447 | - | - | - |
| Stage 1 | 890 | - | - | - | - | - |
| Stage 2 | 935 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 762 | 911 | 1447 | - | - | - |
| Mov Cap-2 Maneuver | 762 | - | - | - | - | - |
| Stage 1 | 889 | - | - | - | - | - |
| Stage 2 | 935 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9 | 0.2 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1447 | - | 911 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | 0.002 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | 9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 45 | 2492 | 1135 | 129 | 86 | 33 |
| Future Volume (veh/h) | 45 | 2492 | 1135 | 129 | 86 | 33 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | No | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 48 | 2651 | 1207 | 137 | 91 | 33 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 1.00 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 63 | 2955 | 2682 | 1306 | 124 | 110 |
| Arrive On Green | 0.04 | 0.83 | 0.75 | 0.75 | 0.07 | 0.07 |
| Sat Flow, veh/h | 1781 | 3647 | 3647 | 1585 | 1781 | 1585 |
| Grp Volume(v), veh/h | 48 | 2651 | 1207 | 137 | 91 | 33 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1777 | 1585 | 1781 | 1585 |
| Q Serve(g_s), s | 2.9 | 53.4 | 13.6 | 1.8 | 5.4 | 2.1 |
| Cycle Q Clear(g_c), s | 2.9 | 53.4 | 13.6 | 1.8 | 5.4 | 2.1 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 63 | 2955 | 2682 | 1306 | 124 | 110 |
| V/C Ratio(X) | 0.76 | 0.90 | 0.45 | 0.10 | 0.74 | 0.30 |
| Avail Cap(c_a), veh/h | 145 | 3167 | 2730 | 1327 | 379 | 337 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 51.7 | 6.0 | 4.9 | 1.8 | 49.3 | 47.8 |
| Incr Delay (d2), s/veh | 17.1 | 3.7 | 0.1 | 0.0 | 8.2 | 1.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.6 | 10.5 | 3.7 | 0.6 | 2.7 | 0.9 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 68.8 | 9.7 | 5.0 | 1.9 | 57.5 | 49.3 |
| LnGrp LOS | E | A | A | A | E | D |
| Approach Vol, veh/h | | 2699 | 1344 | | 124 | |
| Approach Delay, s/veh | | 10.7 | 4.7 | | 55.3 | |
| Approach LOS | | B | A | | E | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.3 | 87.7 | | | | 96.1 | 12.0 |
| Change Period (Y+Rc), s | 4.5 | 6.2 | | | | 6.2 | 4.5 |
| Max Green Setting (Gmax), s | 8.8 | 83.0 | | | | 96.3 | 23.0 |
| Max Q Clear Time (g_c+I1), s | 4.9 | 15.6 | | | | 55.4 | 7.4 |
| Green Ext Time (p_c), s | 0.0 | 12.5 | | | | 34.4 | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 10.1 |
| HCM 6th LOS | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 144 | 28 | 0 | 116 | 0 |
| Future Vol, veh/h | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 144 | 28 | 0 | 116 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 157 | 30 | 0 | 126 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 302 | 317 | 126 | 304 | 302 | 172 | 126 | 0 | 0 | 187 | 0 | 0 |
| Stage 1 | 126 | 126 | - | 176 | 176 | - | - | - | - | - | - | - |
| Stage 2 | 176 | 191 | - | 128 | 126 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 650 | 599 | 924 | 648 | 611 | 872 | 1460 | - | - | 1387 | - | - |
| Stage 1 | 878 | 792 | - | 826 | 753 | - | - | - | - | - | - | - |
| Stage 2 | 826 | 742 | - | 876 | 792 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 649 | 598 | 924 | 645 | 610 | 872 | 1460 | - | - | 1387 | - | - |
| Mov Cap-2 Maneuver | 649 | 598 | - | 645 | 610 | - | - | - | - | - | - | - |
| Stage 1 | 876 | 792 | - | 824 | 751 | - | - | - | - | - | - | - |
| Stage 2 | 824 | 741 | - | 873 | 792 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 8.9 | 0 | 0.1 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1460 | - | - | 924 | - | 1387 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.004 | - | - | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 8.9 | 0 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | 0 | - | - |

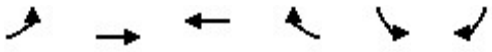
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 3 | 2 | 142 | 113 | 0 |
| Future Vol, veh/h | 0 | 3 | 2 | 142 | 113 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 3 | 2 | 154 | 123 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 281 | 123 | 123 | 0 | - | 0 |
| Stage 1 | 123 | - | - | - | - | - |
| Stage 2 | 158 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 709 | 928 | 1464 | - | - | - |
| Stage 1 | 902 | - | - | - | - | - |
| Stage 2 | 871 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 708 | 928 | 1464 | - | - | - |
| Mov Cap-2 Maneuver | 708 | - | - | - | - | - |
| Stage 1 | 901 | - | - | - | - | - |
| Stage 2 | 871 | - | - | - | - | - |

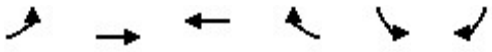
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.9 | 0.1 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1464 | - | 928 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.004 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | 8.9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 28 | 761 | 1993 | 69 | 90 | 80 |
| v/c Ratio | 0.20 | 0.29 | 0.82 | 0.05 | 0.42 | 0.31 |
| Control Delay | 54.2 | 3.6 | 15.1 | 0.4 | 52.3 | 14.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 54.2 | 3.6 | 15.1 | 0.4 | 52.3 | 14.5 |
| Queue Length 50th (ft) | 18 | 56 | 462 | 0 | 58 | 0 |
| Queue Length 95th (ft) | 52 | 90 | 662 | 5 | 119 | 45 |
| Internal Link Dist (ft) | | 1357 | 756 | | 155 | |
| Turn Bay Length (ft) | 100 | | | 100 | | |
| Base Capacity (vph) | 185 | 3190 | 2945 | 1538 | 485 | 492 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.15 | 0.24 | 0.68 | 0.04 | 0.19 | 0.16 |

Intersection Summary



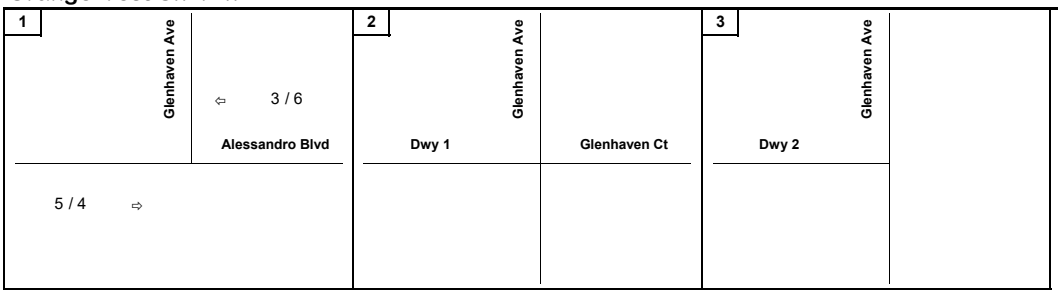
| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 48 | 2651 | 1207 | 137 | 91 | 33 |
| v/c Ratio | 0.41 | 0.92 | 0.47 | 0.10 | 0.54 | 0.18 |
| Control Delay | 64.8 | 15.9 | 8.3 | 0.4 | 62.6 | 18.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 64.8 | 15.9 | 8.3 | 0.4 | 62.6 | 18.1 |
| Queue Length 50th (ft) | 36 | 623 | 195 | 0 | 67 | 0 |
| Queue Length 95th (ft) | 79 | #1064 | 275 | 7 | 122 | 31 |
| Internal Link Dist (ft) | | 1357 | 756 | | 155 | |
| Turn Bay Length (ft) | 100 | | | 100 | | |
| Base Capacity (vph) | 131 | 2878 | 2573 | 1516 | 343 | 334 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.37 | 0.92 | 0.47 | 0.09 | 0.27 | 0.10 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

# APPENDIX D
# CUMULATIVE PROJECTS

## Orangecrest Church




***Legend***

*X / Y = AM / PM PEAK HOUR TURNING VOLUMES*

NOT TO SCALE

Kimley»Horn

*Cumulative Projects Peak-Hour Traffic Volumes*

**ATTACHMENT D**
**CITY OF RIVERSIDE CUMULATIVE PROJECTS LIST**

| Map ID # | Case Number | Location | Project Description | City | State | Acres | Buildings Total Square Feet | Dwelling Units | Approval Date |
|---|---|---|---|---|---|---|---|---|---|
| | P20-0293<br>P20-0294 | 2201 Fairview Avenue | Tentative Tract Map and CUP for 44 for-sale senior condos. | Riverside | CA | 2.21 | | 44 | |