Traffic Impact Analysis

for:

Galaxy Fuel Station Project

In the City of Riverside

September 2025

Kimley»Horn

TRAFFIC IMPACT ANALYSIS
FOR THE PROPOSED
GALAXY FUEL STATION PROJECT
6868 JURUPA AVENUE
RIVERSIDE, CALIFORNIA

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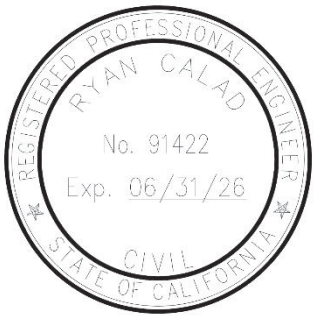

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September 2025

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TRAFFIC IMPACT ANALYSIS
FOR THE PROPOSED
GALAXY FUEL STATION
IN THE CITY OF RIVERSIDE

EXECUTIVE SUMMARY

This traffic study has been prepared to evaluate the project-related traffic effects associated with the proposed Galaxy Fuel Station which is located at the southeast corner of the intersection of Jurupa Avenue and Dales Street in the City of Riverside. The address of the proposed project is 6868 Jurupa Avenue. This traffic study has been conducted in coordination with the City of Riverside and in accordance with the City of Riverside *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (July 2020).

The project has been evaluated during the weekday morning and evening peak hour for the following conditions:

- Existing Conditions
- Opening Year 2026 Cumulative
- Opening Year 2026 Cumulative Plus Project

Under Existing Conditions, the study intersections currently operate at an acceptable Level of Service (LOS).

An annual ambient growth rate of 2% and cumulative project traffic were added to Existing Conditions to develop Opening Year 2026 Cumulative forecasts.

Under Opening Year 2026 Cumulative conditions, the study intersections would continue to operate at an acceptable LOS.

After applying PCE and pass-by reduction factors, the project is estimated to generate approximately 850 net new vehicle trips on a daily basis, 46 net trips during the morning peak hour, and 74 net trips during the evening peak hour.

Project-related traffic volumes were added to Opening Year 2026 Cumulative conditions to establish the conditions for the Opening Year 2026 Cumulative Plus Project scenario. With the addition of project traffic, the study intersections would continue to operate at an acceptable LOS.

At the intersection of Jurupa Avenue at Project Driveway 2, project-related trips cause the PM peak hour delay to increase by more than 10 seconds. Per City guidelines, surpassing this threshold would require operational improvements on behalf of the project. However, as the intersection is minor approach stop-controlled, the intersection LOS is relative to the worst-case approach. Without

construction of the project, the intersection LOS reflects the southbound approach (Luxfer Superform driveway). With construction of the project, the LOS increases to LOS C relative to the addition of the northbound approach (project driveway). The project does not add any trips to the southbound approach and does not worsen the southbound approach LOS. Therefore, the project effect is contained to the project driveway, the overall intersection operates at an acceptable LOS, and no improvements shall be required at this intersection. Based on the LOS standards and requirements for improvements noted earlier in the report, no improvements are required for the project. However, to preserve the existing Class II bike lane along the project frontage with the proposed street widening, restriping is recommended. Additionally, to ensure the safe deceleration of vehicles traveling eastbound approaching the proposed project, a painted right-turn pocket is recommended.

Vehicular access provisions for the project site would be provided via two unsignalized driveways – both along Jurupa Avenue. The westernmost driveway will accommodate full-movement passenger vehicles and trucks. The easternmost driveway will accommodate full-movement for passenger vehicles and restrict westbound left-turn movements for trucks.

During the morning and evening peak hour for the Opening Year 2026 Cumulative Plus Project scenario, the 95th percentile queues at all study intersections will be accommodated without impeding opposing movements. These results, in conjunction with the fact that all study intersections operate at an acceptable LOS in all analysis scenarios demonstrate sufficient gaps exist and support full-movement operation at the westernmost driveway and RIRO operation for trucks at the easternmost driveway. No impacts to on-site circulation are anticipated due to proposed conditions.

TRAFFIC IMPACT ANALYSIS
FOR THE PROPOSED
GALAXY FUEL STATION PROJECT
IN THE CITY OF RIVERSIDE

INTRODUCTION

Purpose and Study Objectives

This traffic study has been prepared to evaluate the project-related traffic effects associated with the proposed Galaxy Fuel Station which is located at the southeast corner of the intersection of Jurupa Avenue and Dales Street in the City of Riverside.

This 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, an assessment of project-related effects, and cumulative project related effects to the intersections within the vicinity of the proposed project. Where necessary, circulation system improvements have been identified to address project-related effects at the study locations.

Project Overview

The project site is located at the southeast corner of the intersection of Jurupa Avenue and Dales Street in the City of Riverside (6868 Jurupa Avenue). The project site is shown in its regional setting in **Figure 1**. The proposed site is currently vacant. The project involves the construction of a self-serving fuel station (no on-site employees) with 10 fueling positions (8 passenger vehicle fueling positions and 2 truck fueling positions). The project site plan is provided in **Figure 2**.

Vehicular access provisions for the project site would be provided via two full-movement driveways proposed on Jurupa Avenue. Both driveways would be unsignalized. Trucks will not be permitted to make a westbound left-turn into the site from the easternmost driveway.

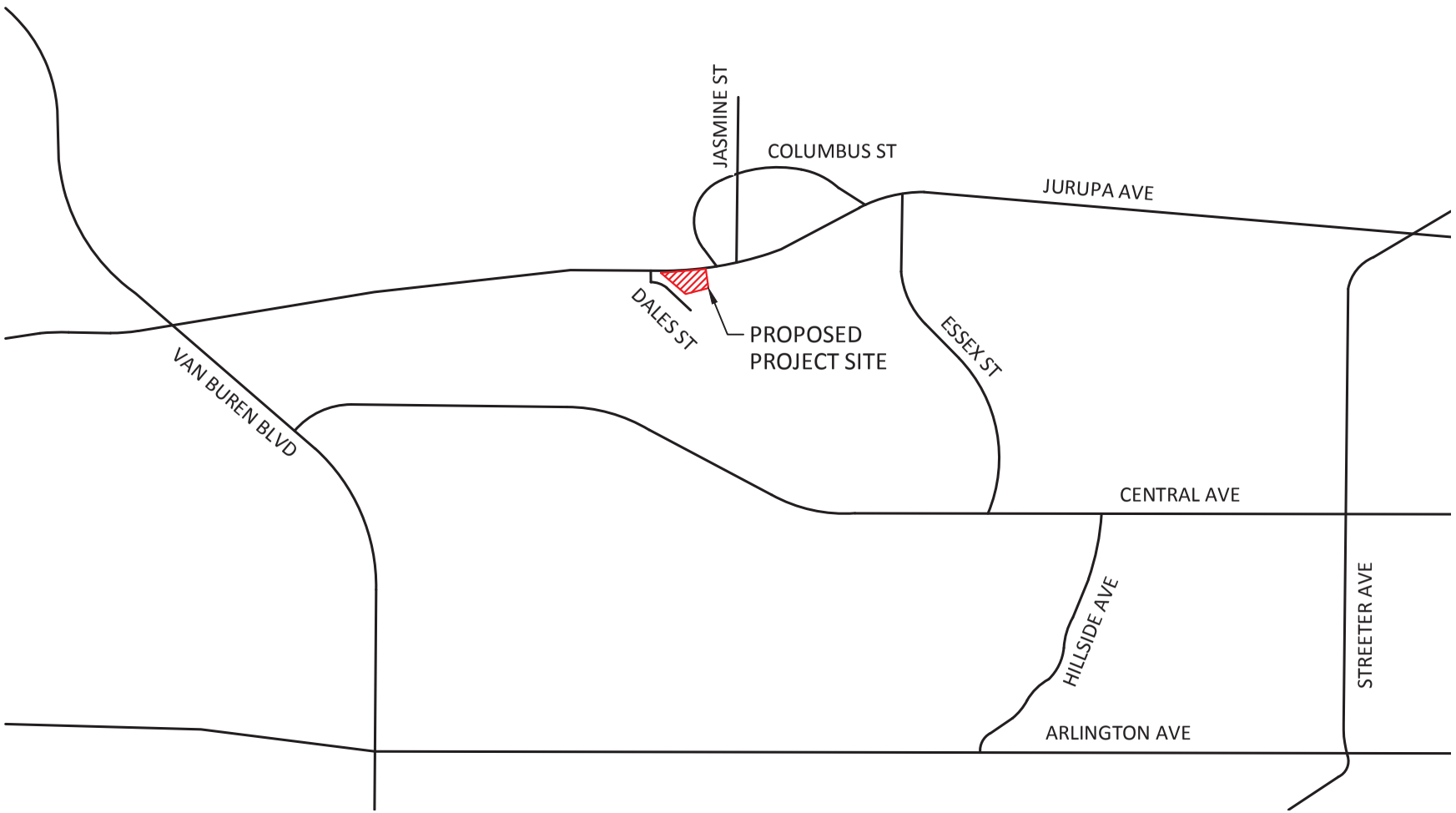

FIGURE 1
VICINITY MAP

Kimley»Horn

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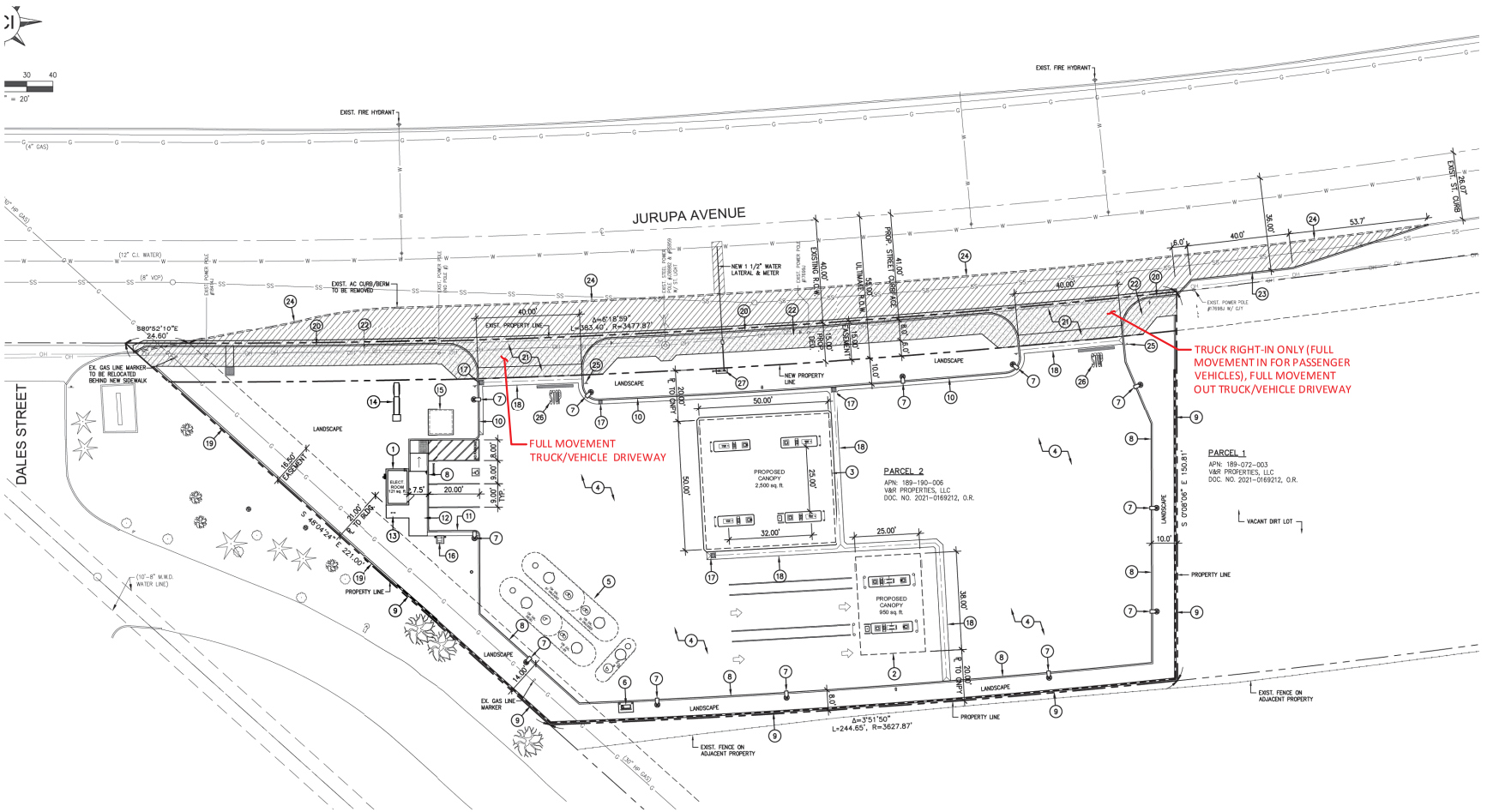

FIGURE 2
PROJECT SITE PLAN

ANALYSIS SCENARIOS AND METHODOLOGY

This Level of Service (LOS) analysis has been prepared in coordination with City of Riverside staff and in accordance with the City of Riverside *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (July 2020).

Analysis Scenarios

The project was evaluated for the following conditions:

- Existing Conditions
- Opening Year 2026 Cumulative
- Opening Year 2026 Cumulative Plus Project

Intersection Analysis - HCM Methodology

Peak hour intersection operations at the existing signalized intersection and proposed unsignalized driveways were evaluated using the methods prescribed in the Highway Capacity Manual (HCM) 7th Edition, consistent with the City of Riverside *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (July 2020).

The intersection analysis for the proposed project has been accomplished using the Synchro 12 software program and using the specified input parameters outlined in the City of Riverside *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 number of lanes, volume of traffic, cycle length, and signal timing and 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 LOS designation, ranging from LOS A to LOS F. A summary description of each LOS and the corresponding delay is provided in the following charts.

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 7th Edition), Exhibit 19-8.

[2] Source: Highway Capacity Manual (HCM 7th Edition), Exhibit 20-2.

Level of Service Standards

The City of Riverside General Plan includes the following policies regarding minimum acceptable 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.

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 second

Study Area

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

1. Jurupa Avenue at Jasmine Street
2. Jurupa Avenue at Columbus Street

D1. Jurupa Avenue at Project Driveway 1
D2. Jurupa Avenue at Project Driveway 2

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

AREA CONDITIONS

Existing Street System

Local access to the project area is provided primarily via Jurupa Avenue. Existing lane configurations and intersection controls at the study intersections are shown on **Figure 3**. The following provides a description of the roadways providing access to the project area.

Jurupa Avenue in the City of Riverside General Plan within the project vicinity is designated as a 110-Foot Arterial. Jurupa Avenue is an east-west roadway with two vehicle travel lanes in each direction separated with a two-way-left-turn lane within the project vicinity. The posted speed limit is 50 miles per hour (mph), and on-street parking is prohibited on both sides. Class II bike lanes are provided in both directions.

Jasmine Street, while not shown in the City of Riverside General Plan, would be classified as a Local Street. Jasmine Street is a north-south roadway that provides one travel lane in each direction. The posted speed limit is 25 mph and on-street parking is permitted on both sides. Bike lanes are not provided in either direction.

Columbus Street, while not shown in the City of Riverside General Plan, would be classified as a Local Street. Columbus Street is a north-south roadway that provides one travel lane in each direction. The posted speed limit is 25 mph and on-street parking is permitted on both sides. Bike lanes are not provided in either direction.

Existing Transit Service

No transit services are provided directly to this portion of Jurupa Avenue where the project site is located. The closest transit station is located at Van Buren Boulevard and Jurupa Avenue intersection, approximately 1 mile away from the proposed project site.

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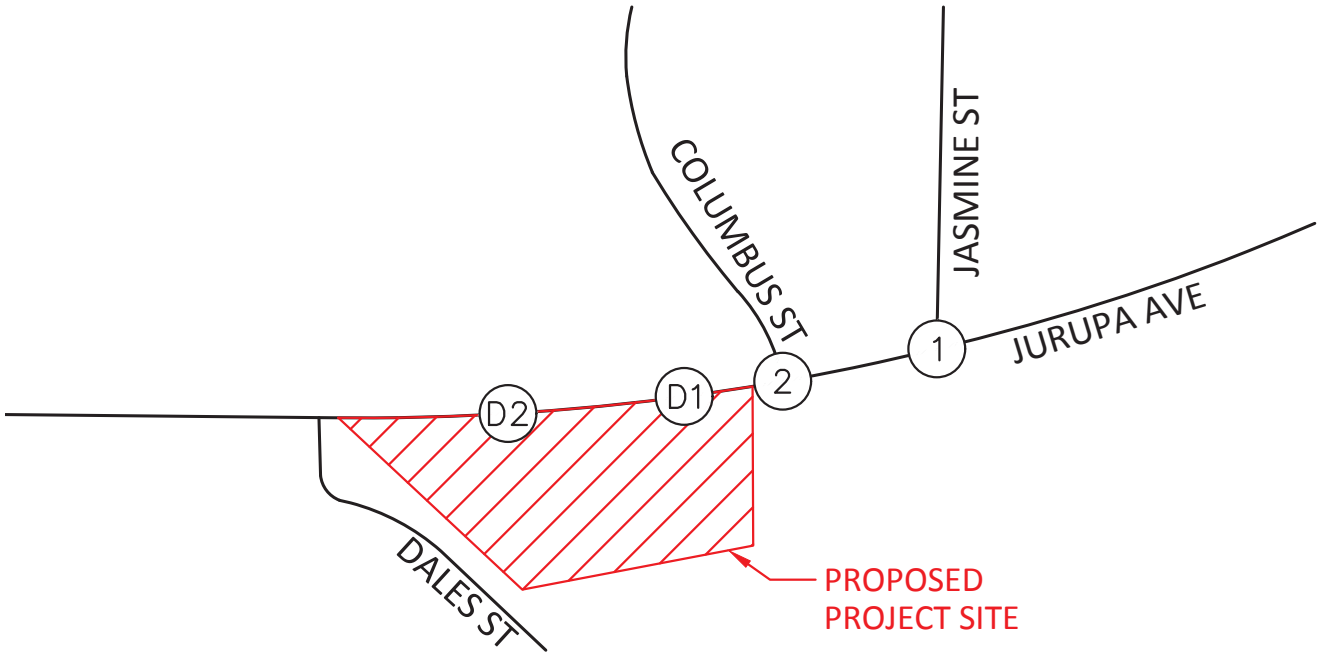
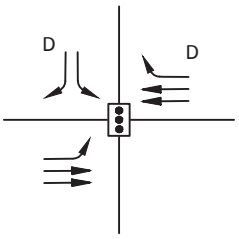
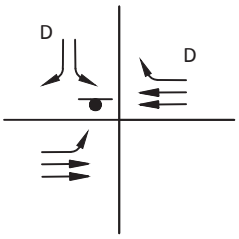
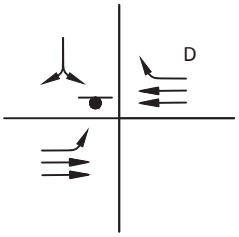


1. Jurupa Ave at Jasmine St	2. Jurupa Ave at Columbus St
	
D1. Jurupa Ave at Project Driveway 1	D2. Jurupa Ave at Project Driveway 2
Future Intersection	

LEGEND:

- X = Study Intersection
- = Turn or Through Lane
- = Signal
- = Stop Sign
- D = De Facto Right-Turn

FIGURE 3
EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

EXISTING OPERATING CONDITIONS

Existing Traffic Volumes

Existing morning and evening peak hour turning movements for the study intersections were collected in June 2025 while school was not in session, including Mountain View Elementary School nearby. To account for the differences between the June 2025 counts and when school is in session, a growth factor was applied to the existing 2025 counts. The growth factor is based on the counts provided by City of Riverside staff collected at the intersection of Jurupa Avenue and Jasmine Street in November 2024, while school was in session. Peak hour intersection traffic count worksheets and growth factor calculations are provided in ***Appendix B***.

The PCE volumes were developed by applying a PCE factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with 4 or more axles. These factors are consistent with the City of Riverside's *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment*. PCE adjusted volumes are provided in ***Appendix C***. Existing morning and evening peak hour volumes with the PCE factors applied are presented on **Figure 4**.

Peak Hour Intersection Operations

Intersection Level of Service analysis was conducted for the AM and PM 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**.

Review of this table indicates that all study intersections currently operate at an acceptable Level of Service. Intersection analysis worksheets are provided in ***Appendix D***.

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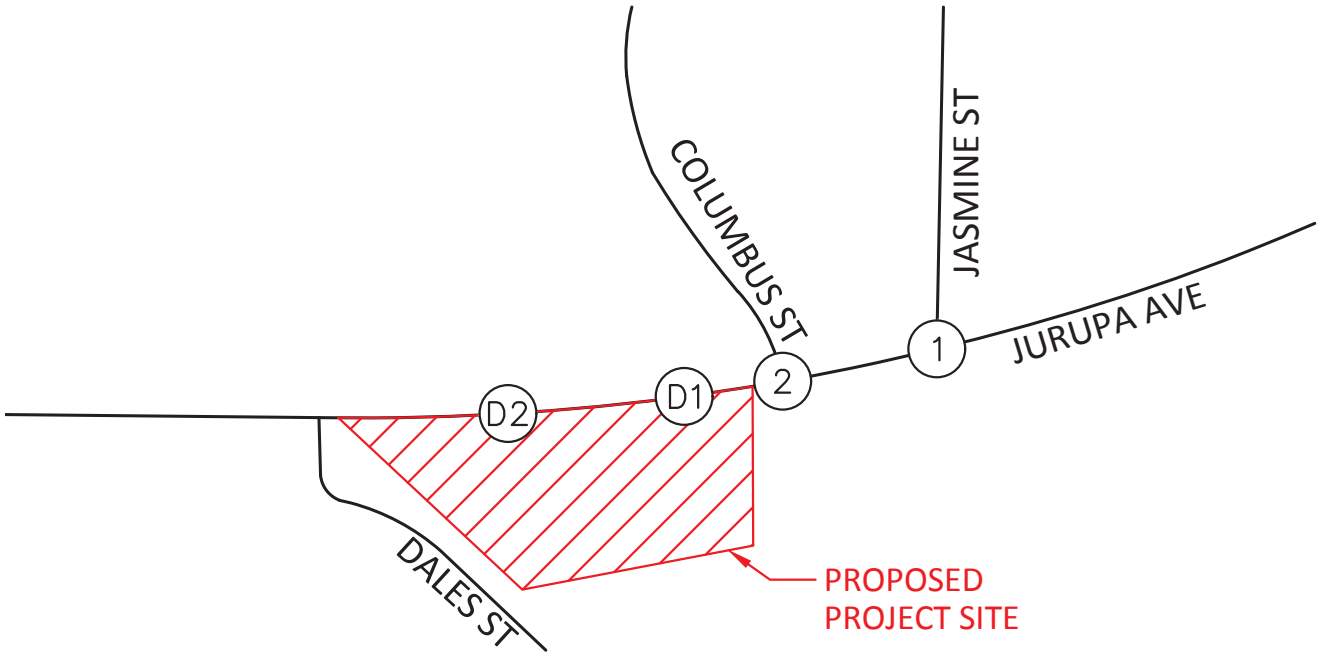

1. Jurupa Ave at Jasmine St	2. Jurupa Ave at Columbus St
23/56 ↙ 4/17 ↙ ↖ 14/6 ← 532/672 45/13 ↗ 658/737 →	9/30 ↙ 0/7 ↙ ↖ 4/1 ← 552/806 28/11 ↗ 700/642 →
***D1. Jurupa Ave at Project Driveway 1**	**D2. Jurupa Ave at Project Driveway 2**
← 558/823 734/649 →	0/2 ↙ 2/0 ↙ ← 549/823 1/2 ↗ 733/654 →

*NOTE: VOLUMES REPRESENT EXISTING EASTBOUND AND WESTBOUND VOLUMES ON JURUPA AVE. THIS IS NOT AN INTERSECTION UNDER EXISTING CONDITIONS.

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 4
EXISTING PEAK HOUR 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	Jurupa Avenue at Jasmine Street	S	12.4	B	13.1	B
2	Jurupa Avenue at Columbus Street	U	10.3	B	12.9	B
3	Jurupa Avenue at Project Driveway 1	U	**Future Intersection**			
4	Jurupa Avenue at Project Driveway 2	U	22.7	C	11.6	B

Notes:
- Intersection operation is expressed in average delay for signalized and unsignalized intersections.

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

S = Signalized; U = Unsignalized

OPENING YEAR 2026 CUMULATIVE CONDITIONS

Opening Year 2026 Cumulative

The project Opening Year is anticipated to be Year 2026. Based on consultation with City staff, an ambient annual growth rate of 2.0% per year to Opening Year 2026 was applied to existing traffic volumes. Cumulative Project traffic was also added to Opening Year 2026 volumes and is detailed below.

Cumulative Projects

Information regarding cumulative projects in the area was provided by City of Riverside staff. Cumulative Projects consist of development projects that have been approved but are not yet constructed/occupied, and projects that are in various stages of the application and approval process but have not yet been approved. A summary of Cumulative Projects in the project vicinity and the trip generation associated with each is provided on **Table 2**. The locations of the Cumulative Projects are shown on **Figure 5**.

Trip generation information for the Cumulative Projects was obtained from approved traffic studies, where available; or was developed by Kimley-Horn if approved traffic studies were not available. Likewise, trip distribution and assignment for the Cumulative Projects were either obtained from approved traffic studies, where available; or were developed by Kimley-Horn if approved traffic studies were not available. Project information and trip distribution assumptions for Cumulative Projects are provided in ***Appendix E***. Traffic volumes associated with Cumulative Projects were compiled for each of the study intersections and are shown on **Figure 6**.

The ambient growth and the project-related traffic volumes from the Cumulative Projects were added to the Existing peak hour volumes to develop Opening Year 2026 Cumulative traffic forecasts. The resulting traffic volumes are shown on **Figure 7**.

Peak Hour Intersection Operations

Intersection Level of Service analysis was conducted for the AM and PM peak hour using the analysis procedures and assumptions described previously in this report. The results of the intersection analysis for Opening Year 2026 Cumulative conditions are shown on **Table 3**. Copies of Opening Year 2026 Cumulative intersection analysis worksheets are provided in ***Appendix D***.

Review of this table indicates that all study intersections would continue to operate at an acceptable Level of Service.

TABLE 2
SUMMARY OF CUMULATIVE PROJECTS

Project #	Location	Land Use	Quantity	Unit	Trip Generation Estimates						
						AM Peak Hour			PM Peak Hour		
					Daily	In	Out	Total	In	Out	Total
1	6612 Columbus Avenue[1]	Small Office Building	3.256	KSF	47	4	1	5	2	5	7
2	6255 Jurupa Avenue[1]	Small Office Building	4.480	KSF	64	6	1	7	3	7	10
3	6611 Arlington Avenue	Automobile Care Center	2.836	KSF	*	4	2	6	4	5	9
4	6589 Van Buren Boulevard	Warehousing	84.580	KSF	145	11	3	14	4	11	15
5	6902 Arlington Avenue	Convenience Store/Gasoline Station	12	Fueling Position	3,181	96	96	192	111	111	222
6	6291 Arlington Avenue	Warehousing	30.304	KSF	52	4	1	5	2	4	6
7	6485 Jurupa Avenue	Automobile Care Center	1.400	KSF	*	2	1	3	2	2	4
8	6822 Weaver Street	Warehousing	6.000	KSF	10	1	0	1	0	1	1
9	5925 Payton Avenue	Outdoor Shipping Container Storage[2]	1.27	ACRE	124	5	4	9	4	5	9
10	6659 Hillside Avenue	Business Park	244.146	KSF	3,037	280	50	330	77	220	297
11	5730 Jurupa Avenue	Multifamily Housing (Low-Rise)	9	DU	61	1	3	4	3	2	5
12	NWC Mountain View Avenue & Rayann Court	Multifamily Housing (Low-Rise)	32	DU	216	3	10	13	10	6	16
Total Project Trips					**6,937**	**417**	**172**	**589**	**222**	**379**	**601**

KSF = Thousand Square Feet, DU = Dwelling Units

[1] The cumulative project is comprised of office and warehouse space. The full square footage of the project is assumed to be "Small Office Building" (ITE Code 712) as a conservative estimate.

[2] Trip rates from the EPD Solutions *Truck Trailer Parking Trip Generation Study* (March 2023), implemented per discussion with City staff.

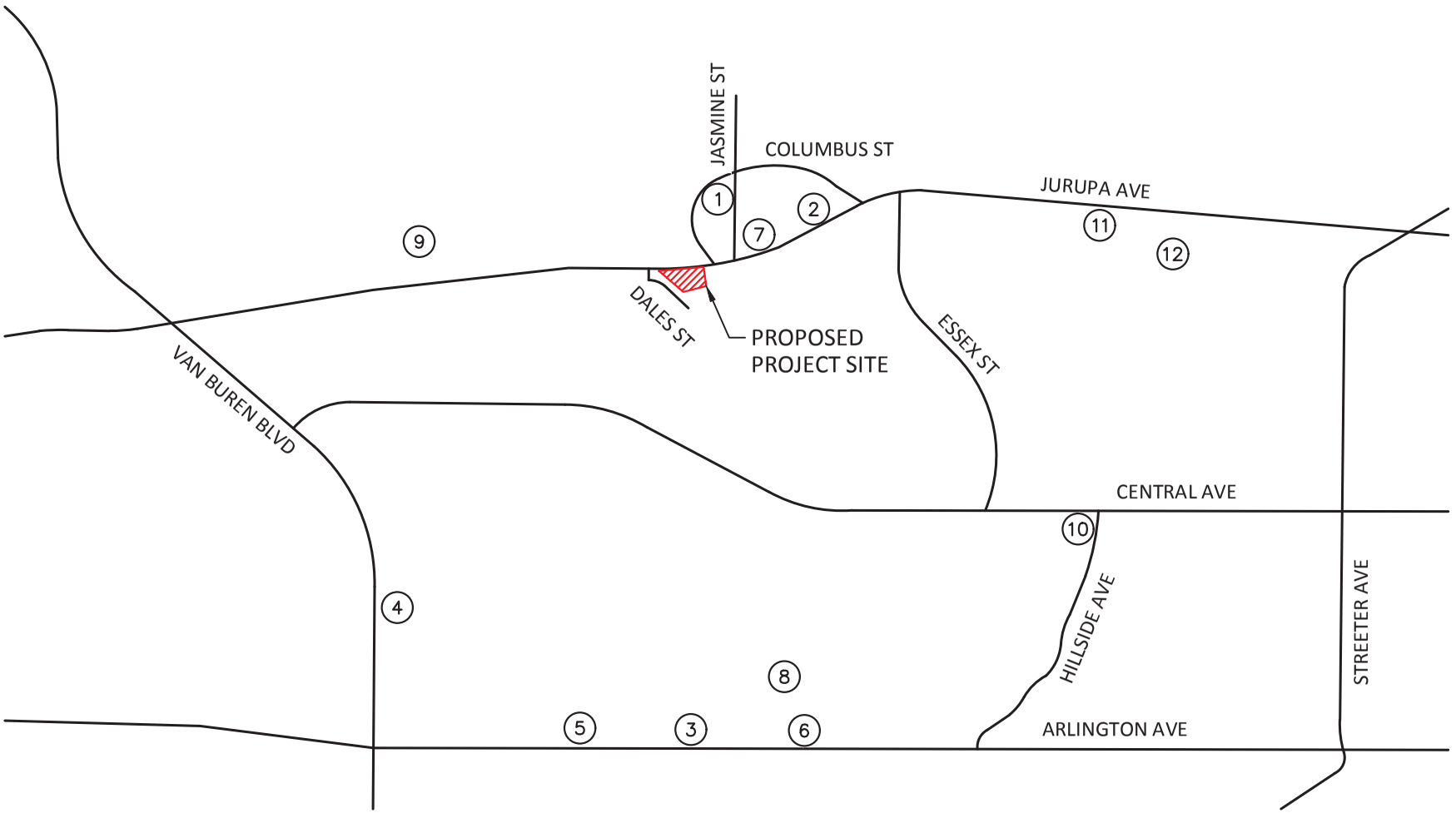

FIGURE 5
LOCATION OF CUMULATIVE PROJECTS

LEGEND:
(X) = Cumulative Project

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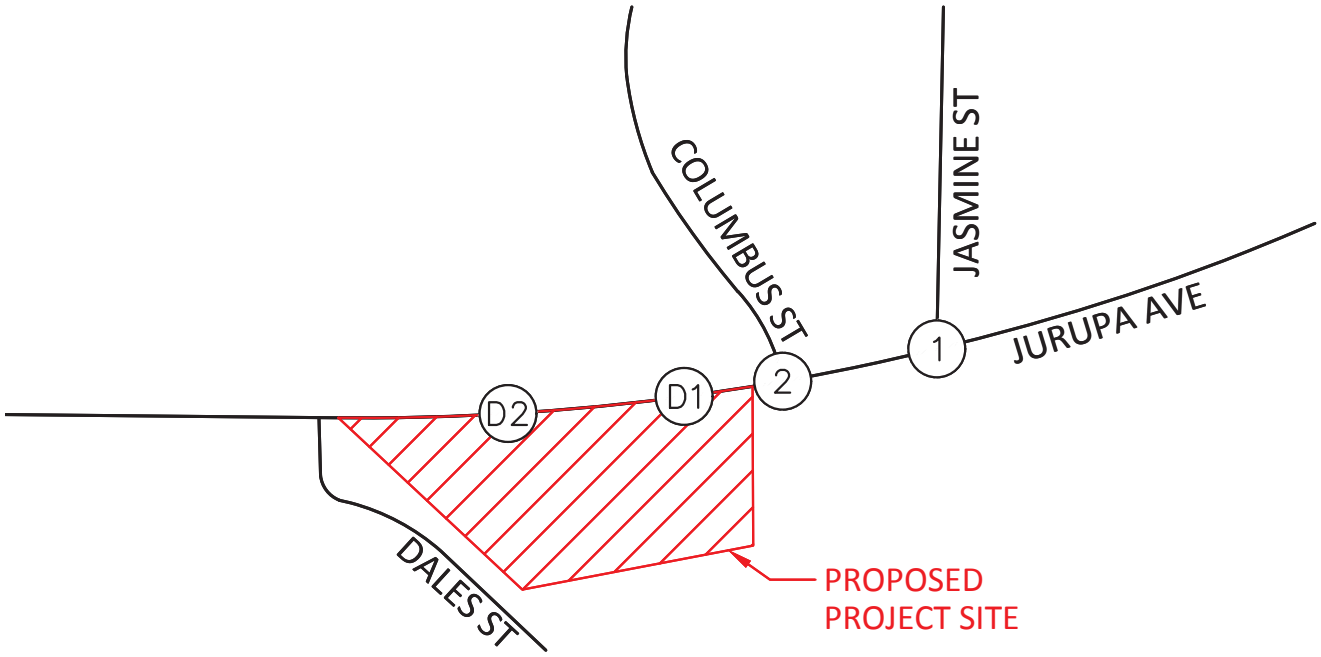

1. Jurupa Ave at Jasmine St	2. Jurupa Ave at Columbus St
←8/9 7/10→	1/3 ↙ 1/3 ↙ ↖2/1 ←6/8 2/1 ↘ 6/7→
D1. Jurupa Ave at Project Driveway 1	**D2. Jurupa Ave at Project Driveway 2**
←7/11 8/8→	←7/11 8/8→

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 6
CUMULATIVE PROJECT TRAFFIC VOLUMES

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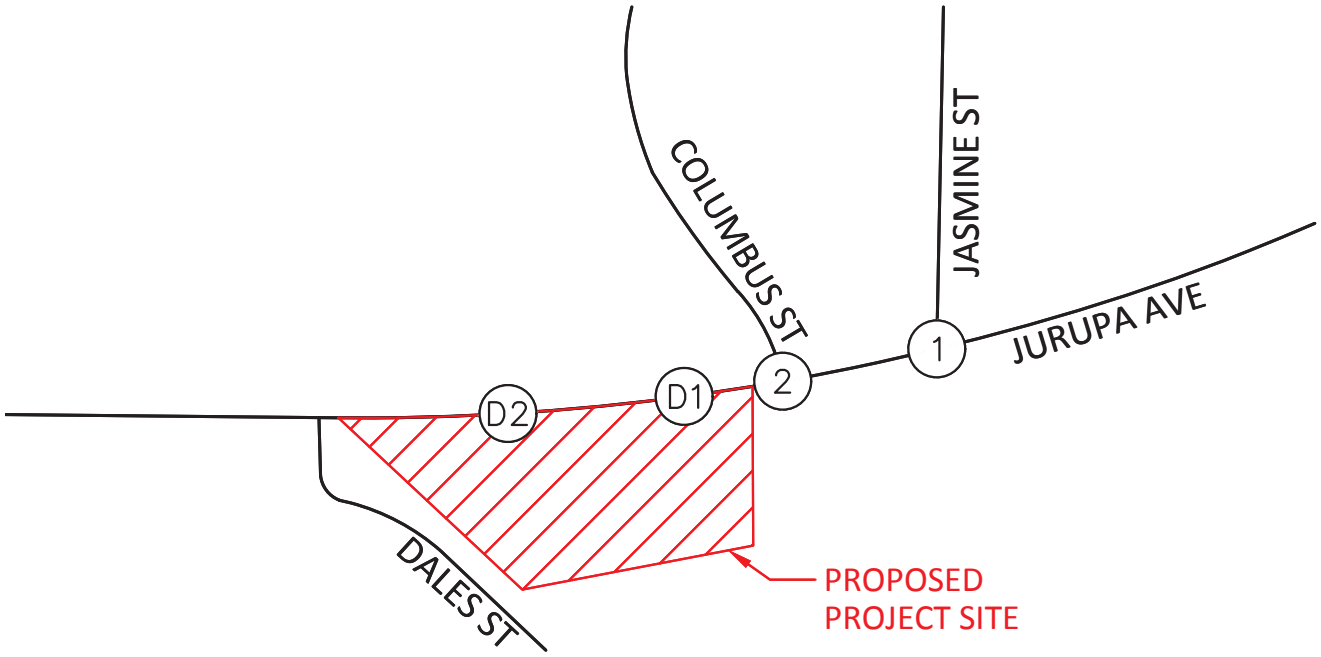


1. Jurupa Ave at Jasmine St	2. Jurupa Ave at Columbus St
23/57 ↖ 4/17 ↙ 14/6 ↗ ←550/695 46/14 ↗ 678/762 →	11/34 ↖ 1/10 ↙ 6/2 ↗ ←569/831 31/12 ↗ 720/662 →
*D1. Jurupa Ave at Project Driveway 1	D2. Jurupa Ave at Project Driveway 2
←576/850 757/670 →	0/2 ↖ 2/0 ↙ ←567/850 1/2 ↗ 755/675 →

*NOTE: VOLUMES REPRESENT OPENING YEAR 2026 EASTBOUND AND WESTBOUND VOLUMES ON JURUPA AVE BEFORE PROJECT CONSTRUCTION. THIS IS NOT AN INTERSECTION UNDER OPENING YEAR 2026 CUMULATIVE CONDITIONS.

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 7
OPENING YEAR 2026 CUMULATIVE TRAFFIC VOLUMES

TABLE 3
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2026 CUMULATIVE CONDITIONS

Int. #	Intersection	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1	Jurupa Avenue at Jasmine Street	12.5	B	13.1	B
2	Jurupa Avenue at Columbus Street	10.7	B	13.3	B
3	Jurupa Avenue at Project Driveway 1	**Future Intersection**			
4	Jurupa Avenue at Project Driveway 2	23.3	C	11.5	B

Notes:
- Intersection operation is expressed in average delay for signalized and unsignalized intersections.

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

PROJECT TRAFFIC

Trip Generation

Peak hour trips for the proposed project were calculated using the trip generation rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. Trip rates are based on the following ITE Land Use Category:

- LU 944 – Gasoline/Service Station

Since two types of fueling stations are proposed, trip rates were split to represent the 8 passenger vehicle fueling stations and 2 truck fueling stations, equating to 80% passenger vehicle trips and 20% truck trips, respectively. Furthermore, the 20% truck mix percentage was evenly split between 2-axle, 3-axle, and 4+ axle trucks as a conservative approach. Passenger Car Equivalent (PCE) factors were then applied to the truck types, based on number of axles (1.5 for 2-axle trucks, 2.0 PCE for 3-axle trucks, and 3.0 for 4+ axle trucks) to determine the total PCE volumes generated by the project. The project is estimated to generate 2,124 daily PCE trips, with 126 PCE trips in the morning peak hour, and 172 PCE trips in the evening peak hour.

Pass-by reduction factors were then applied based on the ITE Trip Generation Manual (11th Edition). It is recognized that not all inbound and outbound trips to the proposed project will be "new" trips on the roadway system in the vicinity of the project site. Some trips to the project site will consist of "pass-by" trips -- motorists who are already traveling on the surrounding roadways from one place to another. Common pass-by trips for a gas station would be individuals who stop at the project site on the way to work, or home. Based on the latest version of the ITE Trip Generation Manual, 11th Edition, a pass-by rate of 63% in the morning peak hour and 57% in the evening peak hour were applied to the trips for the proposed fuel station. Since the Trip Generation Manual does not provide pass-by rates for daily trip generation, the average of the AM and the PM pass-by trip rate of 60% was applied.

The trip generation rates, and the resulting trip generation estimates for the proposed Galaxy Fuel Station project are summarized on **Table 4**. After applying PCE and pass-by reduction factors, the project is estimated to generate approximately 850 net new vehicle trips on a daily basis, 46 net trips during the morning peak hour, and 74 net trips during the evening peak hour.

Trip Distribution and Assignment

Trip distribution assumptions for the project were based on the proximity to regional and local roadways and existing travel patterns. Trip distribution percentages at each study intersection were applied to the project trip generation to determine the project trips through each intersection. Project trip distribution assumptions and new project trips that would be added to the study intersections are shown in **Figure 8**.

However, these trips do not include pass-by trips, which would typically be added to the project driveways but not to non-adjacent study intersections; pass-by trips are assumed to be part of the existing flow of traffic until reaching the project site. Pass-by distribution and trips are shown in **Figure 9** and are added to the project-related volumes shown on Figure 8, in order to determine the total project trips at each study intersection. The total project trips are shown on **Figure 10**.

TABLE 4
SUMMARY OF PROJECT TRIP GENERATION
RIVERSIDE GALAXY FUEL STATION

TRIP GENERATION RATES[1]

ITE Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Gasoline/Service Station	944	Fueling Position	172.010	5.140	5.140	10.280	6.955	6.955	13.910

PROJECT TRIP GENERATION

Project Land Use		Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Gasoline/Service Station		10	Fueling Position	1,720	51	51	102	70	70	140
Passenger Vehicles	80.00%			1,376	41	41	82	56	56	112
Trucks	20.00%			344	10	10	20	14	14	28

PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)

Vehicle Type	Vehicle Mix [2,3]	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Vehicles	80.00%	1,376	1.0	1,376	41	41	82	56	56	112
2-Axle Trucks	6.67%	115	1.5	173	5	5	10	7	7	14
3-Axle Trucks	6.67%	115	2.0	230	7	7	14	9	9	18
4+ Axle Trucks	6.67%	115	3.0	345	10	10	20	14	14	28
Total Truck PCE Trips				748	22	22	44	30	30	60
Total Project PCE Trips				**2,124**	**63**	**63**	**126**	**86**	**86**	**172**
Pass-by Trips (60% Daily, 63% AM, 57% PM) [1,4]				*-1,274*	*-40*	*-40*	*-80*	*-49*	*-49*	*-98*
Net Trips				***850***	***23***	***23***	***46***	***37***	***37***	***74***
Total Project Trips				**850**	**23**	**23**	**46**	**37**	**37**	**74**

KSF = Thousand Square Feet, PCE = Passenger Car Equivalent

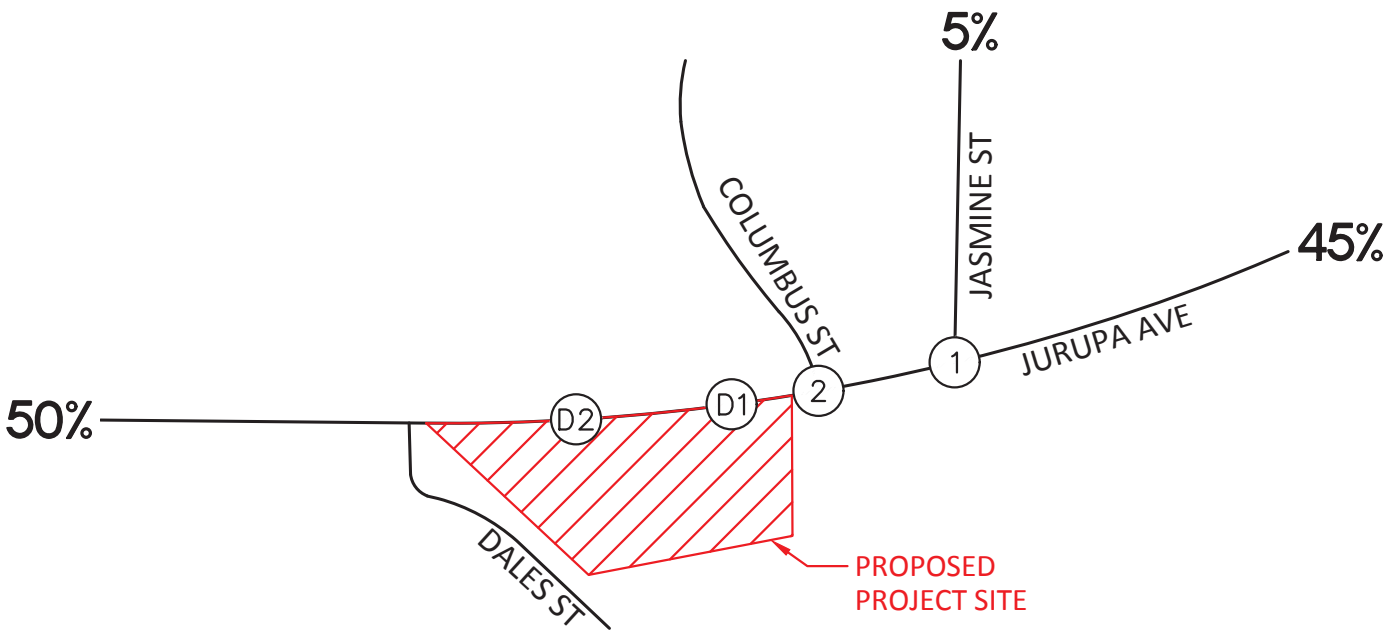
[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

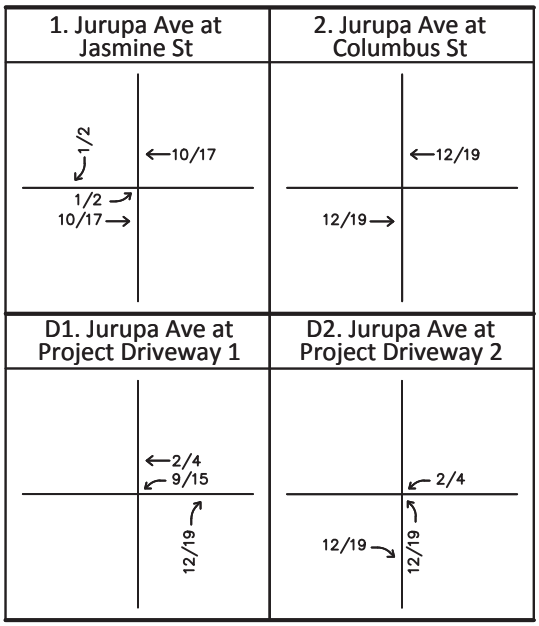
[2] Passenger Vehicle and Truck splits were calculated to represent 8 passenger vehicle fueling positions and 2 truck fueling positions.

[3] Truck mix percentages were calculated to represent the assumption of an even split between 2-axle, 3-axle, and 4+ axle trucks.

[4] Note: The Trip Generation Manual does not provide pass-by rates for daily trip generation. The daily pass-by trip percentage shown is the average of the AM and the PM pass-by trip percentages.

NOT TO SCALE





LEGEND:

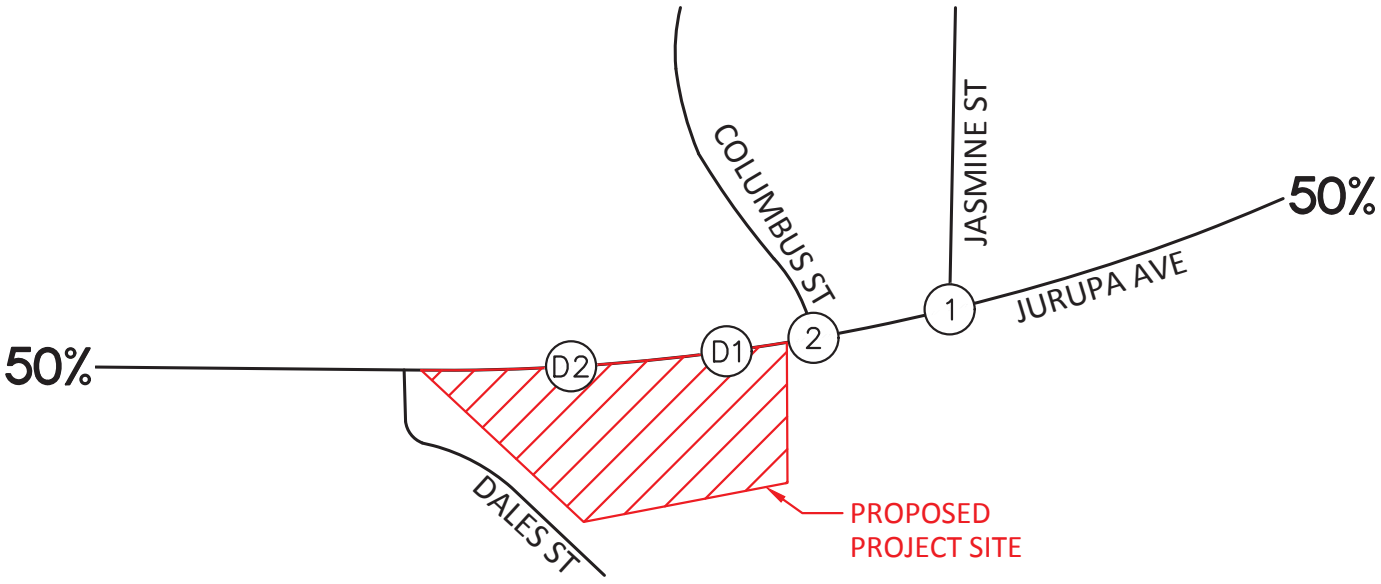
(X) = Study Intersection

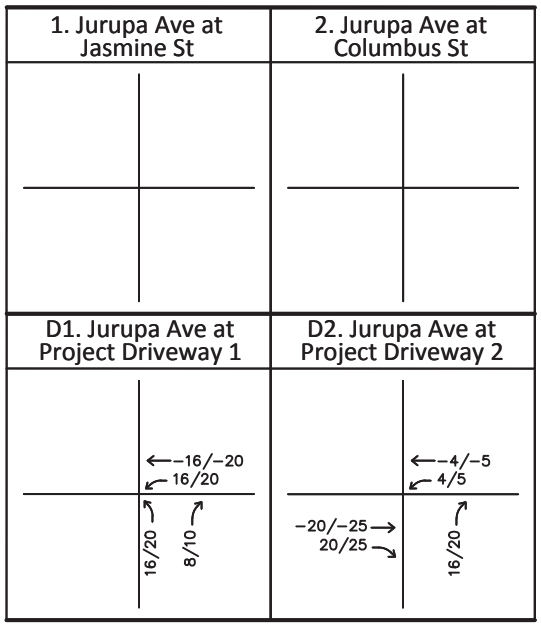
XX/YY = AM/PM Peak Hour Turning Movement Volumes

XX% = Trip Distribution Percentage

FIGURE 8
PROJECT TRIP DISTRIBUTION AND PROJECT-RELATED TRAFFIC VOLUMES

NOT TO SCALE





LEGEND:

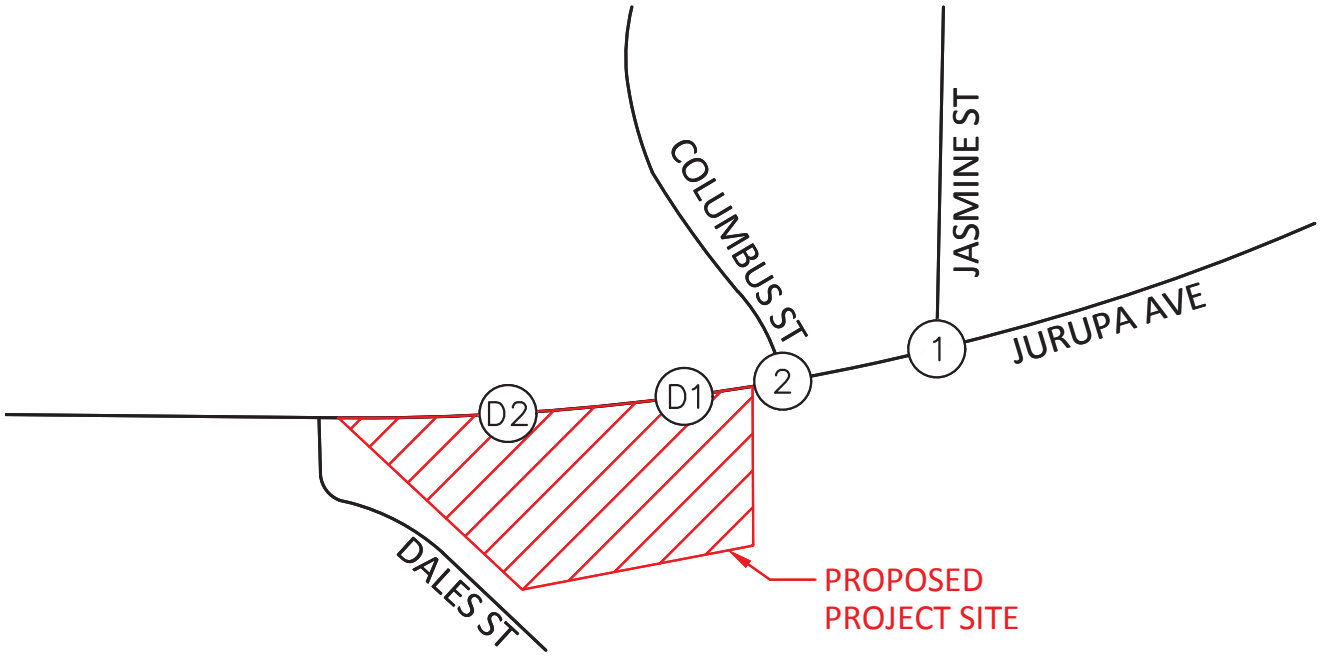
(X) = Study Intersection

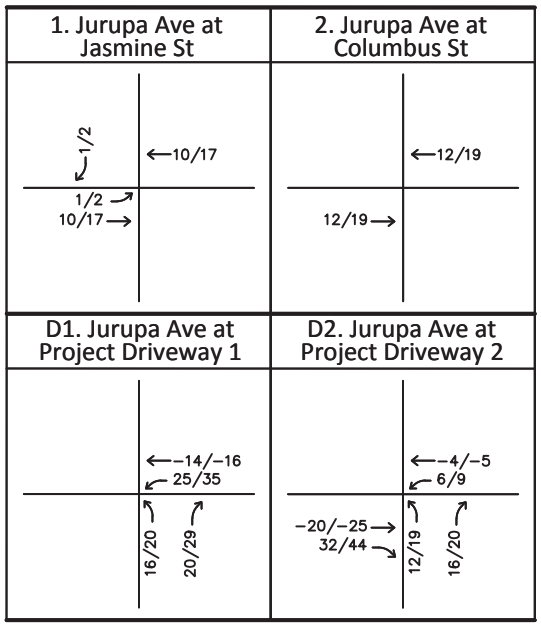
XX/YY = AM/PM Peak Hour Turning Movement Volumes

XX% = Pass-By Distribution Percentage

FIGURE 9
PROJECT PASS-BY TRIP DISTRIBUTION AND TRAFFIC VOLUMES

NOT TO SCALE





LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 10
TOTAL PROJECT TRAFFIC VOLUMES

OPENING YEAR 2026 CUMULATIVE PLUS PROJECT CONDITIONS

Opening Year 2026 Cumulative Plus Project

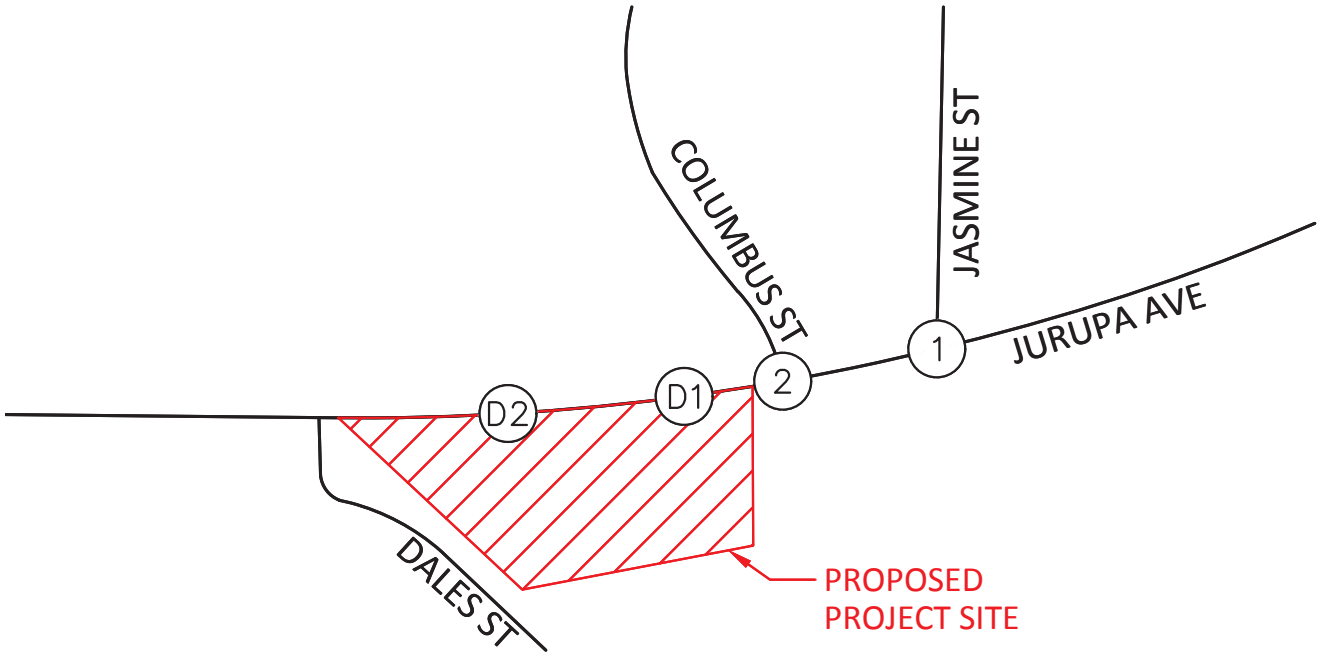
Project-related traffic was added to the Opening Year 2026 Cumulative traffic volumes. Opening Year 2026 Cumulative Plus Project traffic volumes at the study intersections are shown on **Figure 11.**

Peak Hour Intersection Operations

Intersection Level of Service Analysis was conducted for the AM and PM peak hour for the Opening Year 2026 Cumulative Plus Project condition. The scenario results of the intersection analysis are shown on **Table 5.** Copies of Opening Year 2026 Cumulative Plus Project intersection analysis worksheets are provided in ***Appendix D*.**

Review of this table indicates the study intersections would continue to operate at an acceptable Level of Service. At the intersection of Jurupa Avenue at Project Driveway 2, project-related trips cause the PM peak hour delay to increase by more than 10 seconds. Per City guidelines, surpassing this threshold would require operational improvements on behalf of the project. However, as the intersection is minor approach stop-controlled, the intersection LOS is relative to the worst-case approach. Without construction of the project, the intersection LOS reflects the southbound approach (Luxfer Superform driveway). With construction of the project, the LOS increases to LOS C relative to the addition of the northbound approach (project driveway). The project does not add any trips to the southbound approach and does not worsen the southbound approach LOS. Therefore, the project effect is contained to the project driveway, the overall intersection operates at an acceptable LOS, and no improvements shall be required at this intersection.

NOT TO SCALE



1. Jurupa Ave at Jasmine St	2. Jurupa Ave at Columbus St
24/59 ↖ 4/17 ↖ 14/6 ←560/712 47/16 ↗ 688/779 →	11/34 ↖ 1/10 ↖ 6/2 ←581/850 31/12 ↗ 732/681 →
D1. Jurupa Ave at Project Driveway 1	**D2. Jurupa Ave at Project Driveway 2**
←562/834 25/35 ↖ 757/670 → 16/20 ↗ 20/29 ↗	0/2 ↖ 2/0 ↖ ←563/845 6/9 ↖ 1/2 ↗ 735/650 → 32/44 ↘ 12/19 ↗ 16/20 ↗

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 11
OPENING YEAR 2026 CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES

TABLE 5
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2026 CUMULATIVE PLUS PROJECT CONDITIONS

Int. #	Intersection	AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Change Delay	Improvement Required?	Without Project		With Project		Change Delay	Improvement Required?
		Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	Jurupa Avenue at Jasmine Street	12.5	B	12.5	B	0.0	No	13.1	B	13.1	B	0.0	No
2	Jurupa Avenue at Columbus Street	10.7	B	10.7	B	0.0	No	13.3	B	13.5	B	0.2	No
3	Jurupa Avenue at Project Driveway 1	-	-	14.4	B	-	-	-	-	14.3	B	-	-
4	Jurupa Avenue at Project Driveway 2	23.3	C	24.0	C	0.7	No	11.5	B	22.4	C	10.9	No

Notes:
- Intersection operation is expressed in average delay for signalized and unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the stop-controlled/worst (highest delay) intersection approach.

RECOMMENDED IMPROVEMENTS

At the intersection of Jurupa Avenue at Project Driveway 2, project-related trips cause the PM peak hour delay to increase by more than 10 seconds. Per City guidelines, surpassing this threshold would require operational improvements on behalf of the project. However, as the intersection is minor approach stop-controlled, the intersection LOS is relative to the worst-case approach. Without construction of the project, the LOS at the intersection reflects the southbound approach. With construction of the project, the LOS increases to LOS C relative to the addition of the northbound approach (project driveway). The project does not add any trips to the southbound approach and does not worsen the southbound approach LOS. Therefore, the project effect is contained to the project driveway, the overall intersection operates at an acceptable LOS, and no improvements shall be required at this intersection. Based on the LOS standards and requirements for improvements noted earlier in the report, no improvements are required for the project. However, to preserve the existing Class II bike lane along the project frontage with the proposed street widening, restriping and proposed signage is recommended. Additionally, to ensure the safe deceleration of vehicles traveling eastbound approaching the proposed project, a painted right-turn pocket is recommended. A conceptual striping exhibit showing both recommendations is provided in ***Appendix F***.

SITE ACCESS AND CIRCULATION

Based on the proposed site plan, the project will feature two unsignalized driveways – both along Jurupa Avenue. The westernmost driveway will accommodate full-movement passenger vehicles and trucks. The easternmost driveway will accommodate full-movement for passenger vehicles and restrict westbound left-turn movements for trucks. Truck turns for the project driveways and through the site are provided in ***Appendix G***.

95TH PERCENTILE QUEUEING ANALYSIS

The 95th percentile queuing capacity was analyzed at the project driveways and nearby intersections. The 95th percentile queue is defined as the queue length that has only a 5% probability of being exceeded during the analysis period; in other words, the typical worst-case queue. The goal of the analysis was to demonstrate the 95th percentile queue can be contained within the provided storage without disrupting the flow of traffic at the project driveways and surrounding intersections. It should be noted that the queue lengths provided are irrespective of vehicle, and represent the total length, in feet, of 95th percentile queues for both passenger vehicles and trucks within the study area. To provide a point of comparison in addition to total queue length, the distance per vehicle was assumed to be 20 feet, to account for the length of a typical passenger vehicle and spacing from the next queued vehicle to give an equivalent queue length relative to the number of passenger vehicles. For the 95th percentile queue, the following movements were evaluated in the Opening Year 2026 Cumulative Plus Project scenario:

- Eastbound left-turn at Intersection #1 (Jurupa Avenue at Jasmine Street)
- Eastbound left-turn at Intersection #2 (Jurupa Avenue at Columbus Street)
- Northbound movements and westbound left-turn at Intersection #D1 (Jurupa Avenue at Project Driveway 1)
- Northbound movements and westbound left-turn at Intersection #D2 (Jurupa Avenue at Project Driveway 2)

Intersection #1 (Jurupa Avenue at Jasmine Street):

- Eastbound Left-Turn
    - Queue Storage – 75 feet (just under 4 passenger vehicles)
    - Morning Peak Hour 95th Percentile Queue – 72 feet (just under 4 passenger vehicles)
    - Evening Peak Hour 95th Percentile Queue – 51 feet (just under 3 passenger vehicle)

Intersection #2 (Jurupa Avenue at Columbus Street):

- Eastbound Left-Turn
    - Queue Storage – 150 feet (just over 7 passenger vehicles)
    - Morning Peak Hour 95th Percentile Queue – 34 feet (just under 2 passenger vehicles)
    - Evening Peak Hour 95th Percentile Queue – 23 feet (just over 1 passenger vehicle)

Intersection #D1 (Jurupa Avenue at Project Driveway 1):

- Northbound Approach
    - Queue Storage – 130 feet (just over 6 passenger vehicles)
    - Morning Peak Hour 95th Percentile Queue – 39 feet (just under 2 passenger vehicles)
    - Evening Peak Hour 95th Percentile Queue – 46 feet (just over 2 passenger vehicle)

- Westbound Left-Turn
    - Queue Storage – 150 feet (just over 7 passenger vehicles)
    - Morning Peak Hour 95th Percentile Queue – 35 feet (just under 2 passenger vehicles)
    - Evening Peak Hour 95th Percentile Queue – 38 feet (just under 2 passenger vehicle)

Intersection #D2 (Jurupa Avenue at Project Driveway 2):

- Northbound Approach
    - Queue Storage – 40 feet (2 vehicles)
    - Morning Peak Hour 95th Percentile Queue – 28 feet (just over 1 passenger vehicle)
    - Evening Peak Hour 95th Percentile Queue – 40 feet (2 passenger vehicles)

- Westbound Left-Turn
    - Queue Storage – 230 feet (just over 11 passenger vehicles)
    - Morning Peak Hour 95th Percentile Queue – 16 feet (just under 1 passenger vehicle)
    - Evening Peak Hour 95th Percentile Queue – 16 feet (just under 1 passenger vehicle)

Overall, 95th percentile queues at all study intersections will be accommodated without impeding opposing movements. These results, in conjunction with the fact that all study intersections listed above operate at an acceptable LOS in all analysis scenarios demonstrate sufficient gaps exist and support full-movement operation at the westernmost driveway and right-in only, full movement out operation for trucks at the easternmost driveway. No impacts to on-site circulation are anticipated due to proposed conditions. See ***Appendix H*** for queueing analysis worksheets.

VEHICLE MILES TRAVELED (VMT) ANALYSIS

Senate Bill 743 (SB 743) was approved by the California legislature in September 2013, requiring changes to the California Environmental Quality Act (CEQA) methodology, specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "level of service" (LOS) for evaluating transportation projects. OPR published the Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory) in December 2018 providing recommendations for the preparation of transportation impact analysis under SB 743, suggesting Vehicle Miles Traveled (VMT) to replace LOS as the primary measure of transportation impacts.

The City of Riverside *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (July 2020) provide details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed level analysis. Screening thresholds are broken down into the following three criteria:

1. Transit Priority Area (TPA) Screening
2. Low VMT Area Screening
3. Project Type Screening
4. Mixed-Use Projects
5. Redevelopment Projects

Land development projects that meet one or more of the above screening thresholds may be presumed to create a less than significant impact on transportation and circulation. The screening thresholds were reviewed and evaluated for this project.

Transit Priority Area (TPA) Screening

A project located within a TPA as determined by the Western Riverside Council of Governments (WRCOG) VMT Screening Tool would be considered to have a less-than-significant transportation impact. Based on the WRCOG VMT Screening Tool, the proposed project is not located within a TPA. Results of the WRCOG VMT Screening Tool are provided in the approved Scoping Agreement in Appendix A.

The Transit Priority Area threshold is not met.

Low VMT Area Screening

A project located within a low VMT generating area as determined by the City's guidelines and the WRCOG VMT Screening Tool would be considered to have a less-than-significant transportation impact. Based on the City's guidelines and the WRCOG VMT Screening Tool, the proposed project is located within a low VMT generating area. Results of the WRCOG VMT Screening Tool are provided in the approved Scoping Agreement in Appendix A.

The Low VMT Generating Area threshold is met.

Project Type Screening

The City of Riverside Transportation Impact Analysis Guidelines identify that the following project types would be presumed to have a less-than-significant VMT impact:

- Local-serving retail projects less than 50,000 square feet
- Local-serving K-12 schools (charter schools, private schools and magnet schools are not considered local serving schools) (A proposed non-local serving school should be treated as office for screening and analysis).
- Local parks
- Day care centers
- Local-serving gas stations, car-washes, and electric passenger vehicles charging station
- Local-serving banks
- Local-serving hotels (e.g. non-destination hotels)
- Student housing projects
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Local in-person services Government offices (i.e. libraries, post office, utility)
- Medical/dental offices under 50,000 square feet
- Projects consisting of 100% affordable housing
- Projects generating less than 110 daily vehicle trips
- This generally corresponds to the following "typical" development potentials:
- 11 single family housing units
- 16 multi-family, condominiums, or townhouse housing units
- 10,000 sq. ft. of office
- 15,000 sq. ft. of light industrial
- 63,000 sq. ft. of warehousing
- 79,000 sq. ft. of high cube transload and short-term storage warehouse

The project would be considered a local-serving retail use, as it consists of a fueling station totaling less than 50,000 square feet.

The Project Type Screening threshold is met.

Mixed-Use Projects Screening

The City of Riverside may evaluate each component of a mixed-use project independently and apply the significance threshold for each project type included (e.g. residential and retail). The proposed project is not a mixed-use project.

The Mixed-Use Projects Screening is not met.

Redevelopment Projects Screening

Where a project replaces existing VMT generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. The proposed project is not a redevelopment project.

The Redevelopment Projects Screening is not met.

Based on review of the VMT screening thresholds, the project would meet the "Low VMT Area" and "Project Type" screening thresholds as a local-serving retail facility to serve the surrounding community. Therefore, the proposed project would result in a less-than-significant VMT impact and no additional VMT analysis is required.

RAILWAY AUTHORITY CONTACT

The proposed project is located approximately 500 feet away from a railroad crossing across Jurupa Avenue. As requested by City of Riverside staff in the approved Scoping Agreement provided in Appendix A, adjacent authorities have been contacted for their input on potential impacts to the railroad crossing with the construction of the proposed fuel station. Burlington Northern Railroad (BNSF) has been contacted, who confirmed no impacts are anticipated. The Rail Crossing & Engineering Branch – Rail Safety Division of the California Public Utilities Commission (CPUC) has also indicated that they have no comments on the proposed project.

APPENDIX A

APPROVED SCOPING AGREEMENT

APPROVED
Than Sun
07/30/2025

Traffic Analysis Scoping Form

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

Project Identification:

Case Number:	PR-2024-001740 (CUP,DR)
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	Galaxy Fuel Station
Project Address:	Southeast corner of Jurupa Avenue and Dales Street
Project Opening Year:	2026
Project Description:	Fuel station with 10 fueling positions (8 passenger vehicle fueling positions & 2 truck fueling positions)

	Consultant:	**Developer:**
Name:	Kimley-Horn and Associates, Inc.	Galaxy Oil Company
Address:	1100 W. Town and Country Road, Suite 700, Orange, CA 92868	303 North Placentia Avenue, Suite 200, Fullerton, CA 92831
Telephone:	(657) 291 -8815	(714) 867-1450
Fax/Email:	Ryan.Calad@kimley-horn.com	

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): **$ 2,871.66**

3) TIA Review (For standalone VMT analysis, or standalone LOS analyses with under 100 vehicle trips per hour): **$ 1,385.10**

Trip Generation Information:

Trip Generation Data Source: ITE Trip Generation Manual, 11th Edition (See Attachment A)

Current General Plan Land Use:

B/OP - Business/Office Park

Proposed General Plan Land Use:

B/OP - Business/Office Park

Current Zoning:

BMP -Business and Manufacturing Park

Proposed Zoning:

BMP -Business and Manufacturing Park

See Attachment B for Trip Generation Calculations

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips				23	23	46
PM Trips				37	37	74

Trip Internalization: ☐ Yes ☒ No (_____% Trip Discount)

Pass-By Allowance: ☒ Yes ☐ No (AM 63% Trip Discount)
PM 57%

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): _____

Is the project screened from VMT assessment? [X] Yes [ ] No

VMT screening justification (see Pages 23-25 of the guidelines):
The proposed project is located in a Low VMT Area and is a local serving retail project less than 50,000 square feet. See Attachment E for WRCOG VMT Screening Tool Results.

Level of Service Scoping

- Proposed Trip Distribution (Attach Graphic for Detailed Distribution):(Attachment C&D)

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) List to be provided by the City.
- Attach list of study intersections/roadway segments (Attachment C&D)
- Attach legible site plan (Attachment A)
- Note other specific items to be addressed:
  - Site access To be addressed.
  - On-site circulation To be addressed.
  - Parking
  - Consistency with Plans supporting Bikes/Peds/Transit
  - Other 95th percentile queueing analysis at project driveways & conflicting intersection movements
- Date of Traffic Counts New counts will be collected.
- Attach proposed analysis scenarios (years plus proposed forecasting approach) (Attachment C)
- Attach proposed phasing approach (if the project is phased)
- Study Intersections: please include the study intersections as attachment if it is more than 10

Note:
- BNSF has been contacted - no impacts are anticipated.
- SFRR and CPUC have been contacted - no comments or input has been provided.
- Vital Patel of City of Riverside has been advised of the contacts listed above and the railway company responses.

1. Jurupa Avenue at Jasmine Street
2. Jurupa Avenue at Columbus Street
3. Jurupa Avenue at Project Driveway 1
4. Jurupa Avenue at Project Driveway 2
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

- Study Roadway Segments (For Build-out Studies): Please include the roadway segments as attachment if more than 5

1. _____
2. _____
3. _____
4. _____
5. _____

VMT Scoping

For projects that are not screened, identify the following:

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

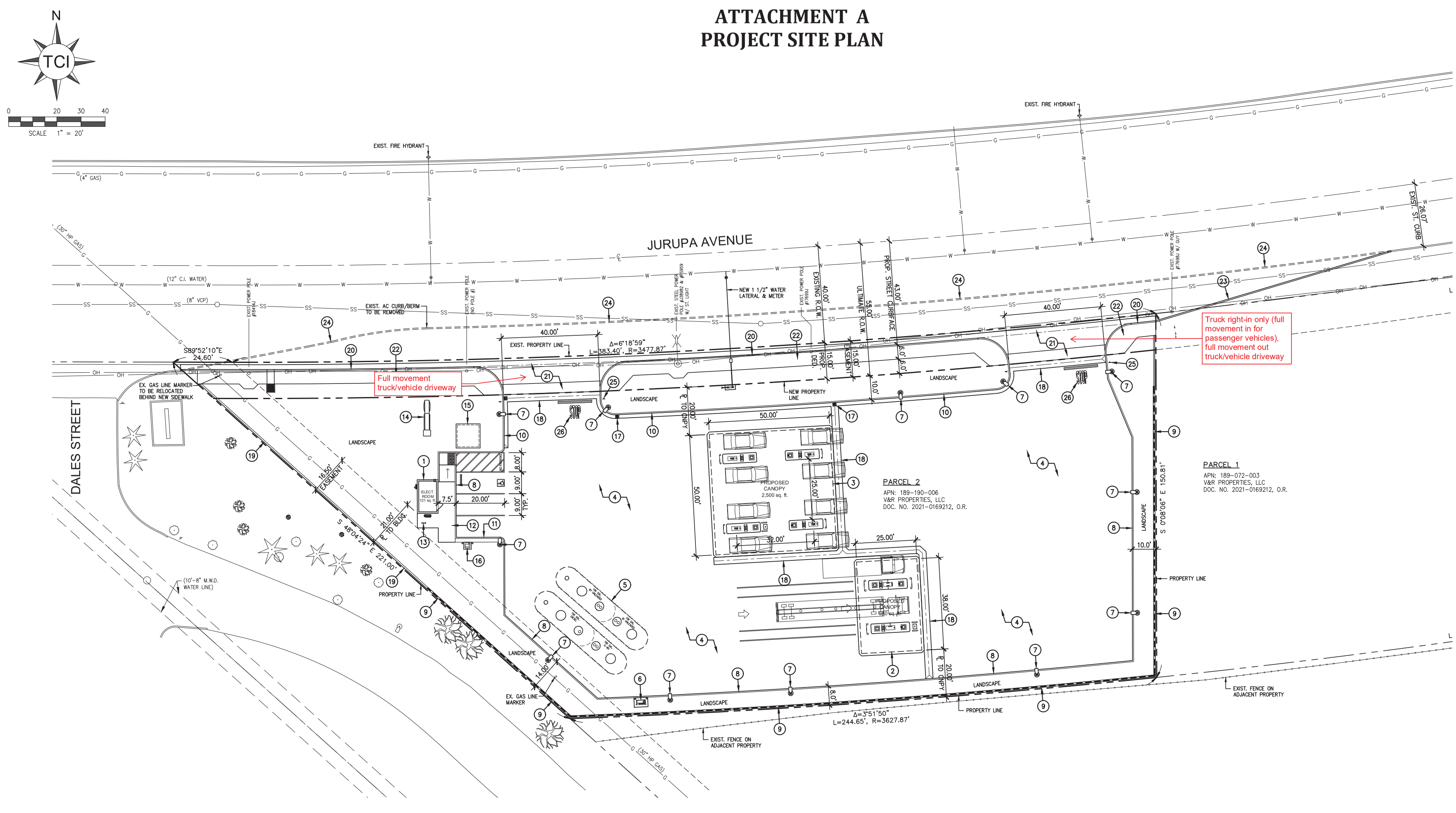
Specific Issues to be addressed in the Study (in addition to the standard analysis described in the Guidelines) (To be filled out by the Public Works Traffic Engineering Division)

- Truck turning templates for trucks turning into the project site on Jurupa Avenue. See Attachment F for truck turning template. Note that trucks will be restricted from making a westbound left-turn into the site at the easternmost driveway.

- Inclusion of conceptual signing and striping plans for the project frontage and immediate vicinity. The plans will include preservation of the existing bike lane.

- Evaluate need for eastbound deceleration lane approaching the proposed project.

ATTACHMENT A
PROJECT SITE PLAN



KEY NOTES:

ITEM NO:	DESCRIPTION:
1	NEW ELECTRICAL ROOM STRUCTURE – 121 SQ. FT.
2	NEW COMMERCIAL DIESEL OVERHEAD CANOPY STRUCTURE – 950 SQ. FT.
3	NEW RETAIL GAS OVERHEAD CANOPY STRUCTURE – 2,500 SQ. FT.
4	NEW CONCRETE PAVING.
5	NEW UNDERGROUND STORAGE TANKS.
6	NEW TANK VENT RISERS.
7	NEW AREA LIGHT FIXTURE AND POLE.
8	NEW CONCRETE CURB.
9	NEW CMU RETAINING WALL W/ 3'-0" HIGH RAILING.
10	NEW CONCRETE CURB & GUTTER.
11	NEW CONCRETE CURB WITH 12" WIDE WALK STEP.
12	NEW CONCRETE SIDEWALK.
13	NEW TWO BIKE LOOP STYLE RACK.
14	NEW MONUMENT I.D. & PRICE SIGN.
15	NEW FILTERRA UNIT.
16	NEW AIR & WATER UNIT.
17	NEW 18"x18" CATCH BASIN DRAIN INLET.
18	NEW 3'-0" WIDE CONCRETE VALLEY GUTTER.
19	NEW 8" WIDE CONCRETE CURB W/ 3'-0" HIGH RAILING.
20	NEW CONCRETE CURB & GUTTER PER CITY STANDARD DRAWING NO.: 200, TYPE I.
21	NEW COMMERCIAL DRIVEWAY APPROACH PER CITY STANDARD DRAWING NO.: 302 (R=12', W=40').
22	NEW CONCRETE SIDEWALK PER CITY STANDARD DRAWING NO.: 325.
23	NEW ASPHALT CONCRETE BERM PER CITY STANDARD DRAWING NO.: 250, TYPE I.
24	EXISTING ASPHALT CONCRETE BERM TO BE REMOVED.
25	NEW R1-1 "STOP" SIGN.
26	NEW STOP BAR AND "STOP" PAVEMENT LEGEND.

DRAWN BY: M.H.
DATE: 8-9-24
SCALE: 1" = 20'-0"
PLOT: 1=1
REF: Qiav Riv-ST1.0
FILE: 0157-0010

NOTICE

This drawing and all information thereon is the property of Travis Companies, Inc., and shall not be copied or used except for the purpose for which it is expressly furnished. The drawing and any copies thereof, partial or complete shall be returned to the owner upon demand.

PREPARED FOR:

303 North Placentia Ave., Suite 200
Fullerton, CA 92831
(714) 867-1450

PREPARED BY:

Travis Companies, Inc.
4430 E. Miraloma Ave. Suite F, Anaheim, CA 92807
Tel: (714) 693-9388 Fax: (714) 693-9333

NO.	REVISION	DATE

PROPOSED SITE PLAN

BEST 4 LESS - JURUPA
XXXX JURUPA AVENUE
RIVERSIDE, CA 92504

DRAWING NUMBER
ST1.0

2/5/2025

ATTACHMENT B
SUMMARY OF PROJECT TRIP GENERATION
RIVERSIDE GALAXY FUEL STATION

TRIP GENERATION RATES[1]

ITE Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Gasoline/Service Station	944	Fueling Position	172.010	5.140	5.140	10.280	6.955	6.955	13.910

PROJECT TRIP GENERATION

Project Land Use		Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Gasoline/Service Station		10	Fueling Position	1,720	51	51	102	70	70	140
Passenger Vehicles	80.00%			1,376	41	41	82	56	56	112
Trucks	20.00%			344	10	10	20	14	14	28

PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)

Vehicle Type	Vehicle Mix [2,3]	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Vehicles	80.00%	1,376	1.0	1,376	41	41	82	56	56	112
2-Axle Trucks	6.67%	115	1.5	173	5	5	10	7	7	14
3-Axle Trucks	6.67%	115	2.0	230	7	7	14	9	9	18
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Total Truck PCE Trips				748	22	22	44	30	30	60
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Pass-by Trips (60% Daily, 63% AM, 57% PM) [1,4]				*-1,274*	*-40*	*-40*	*-80*	*-49*	*-49*	*-98*
Net Trips				***850***	***23***	***23***	***46***	***37***	***37***	***74***
Total Project Trips				**850**	**23**	**23**	**46**	**37**	**37**	**74**

KSF = Thousand Square Feet, PCE = Passenger Car Equivalent

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

[2] Passenger Vehicle and Truck splits were calculated to represent 8 passenger vehicle fueling positions and 2 truck fueling positions.

[3] Truck mix percentages were calculated to represent the assumption of an even split between 2-axle, 3-axle, and 4+ axle trucks.

[4] Note: The Trip Generation Manual does not provide pass-by rates for daily trip generation. The daily pass-by trip percentage shown is the average of the AM and the PM pass-by trip percentages.

ATTACHMENT C
TRIP DISTRIBUTION AND STUDY AREA

ANALYSIS SCENARIOS:

1. Existing Conditions
2. Opening Year 2026 Cumulative
3. Opening Year 2026 Cumulative Plus Project

STUDY INTERSECTIONS:

1. Jurupa Aveue at Jasmine Street
2. Jurupa Avenue at Columbus Street

D1. Jurupa Avenue at Project Driveway 1
D2. Jurupa Avenue at Project Driveway 2

LEGEND:

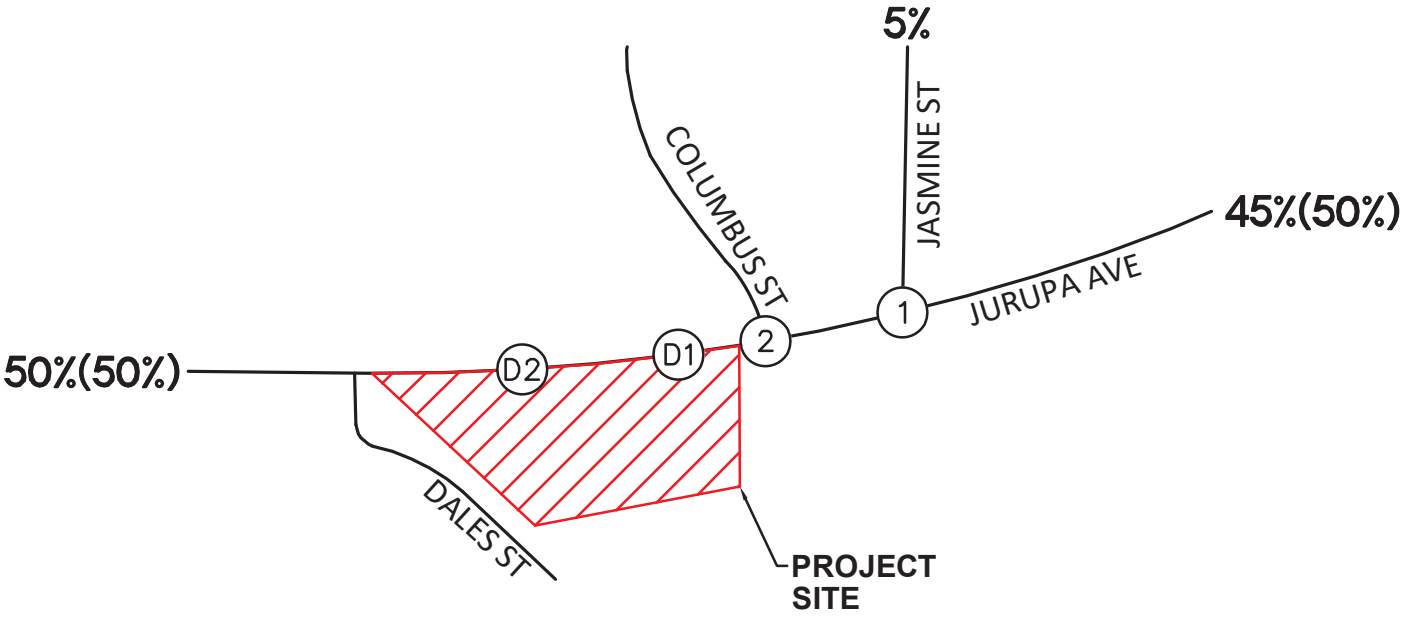
PROJECT SITE

STUDY INTERSECTION/DRIVEWAY

XX% TRIP DISTRIBUTION PERCENTAGE

N
NTS

NOT TO SCALE



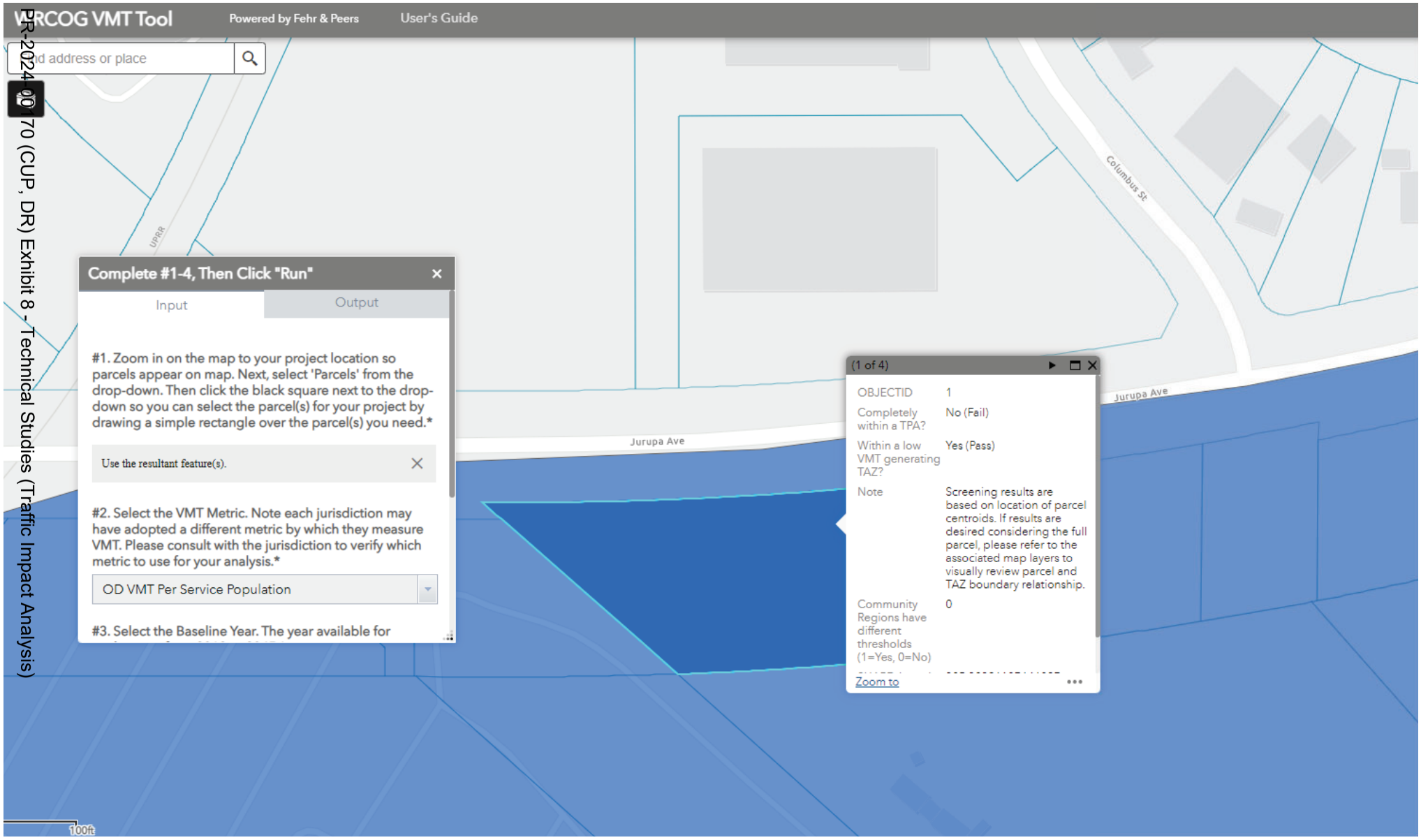
1. Jurupa Ave at Jasmine St	2. Jurupa Ave at Columbus St	D1. Jurupa Ave at Project Driveway 1	D2. Jurupa Ave at Project Driveway 2
1/2 ↙ ←10/17 1/2 ↗ 10/17→	←12/19 12/19→	←14/16 25/35 ↗ 16/20 ↗ 20/29 ↗	←4/5 6/9 ↗ 16/20 ↗ −20/−25→ 32/44 ↘ 12/19 ↗

LEGEND:

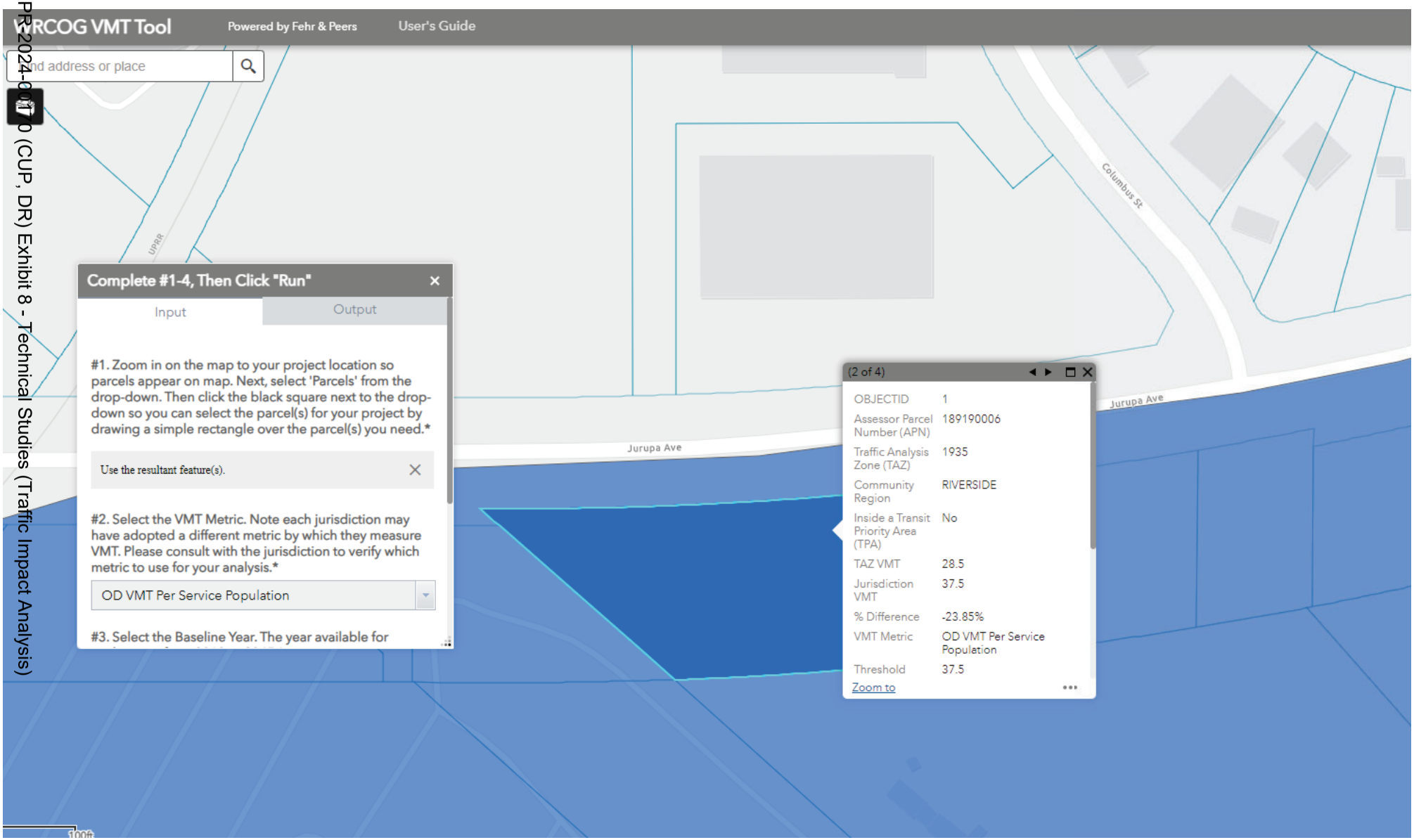
- (X) = Study Intersection
- XX% = Trip Distribution Percentage
- (YY%) = Pass-By Distribution
- XX/YY = AM/PM Peak Hour Turning Movement Volumes

ATTACHMENT D
TRIP DISTRIBUTION, TRIP ASSIGNMENT, AND PROJECT-RELATED TRAFFIC VOLUMES

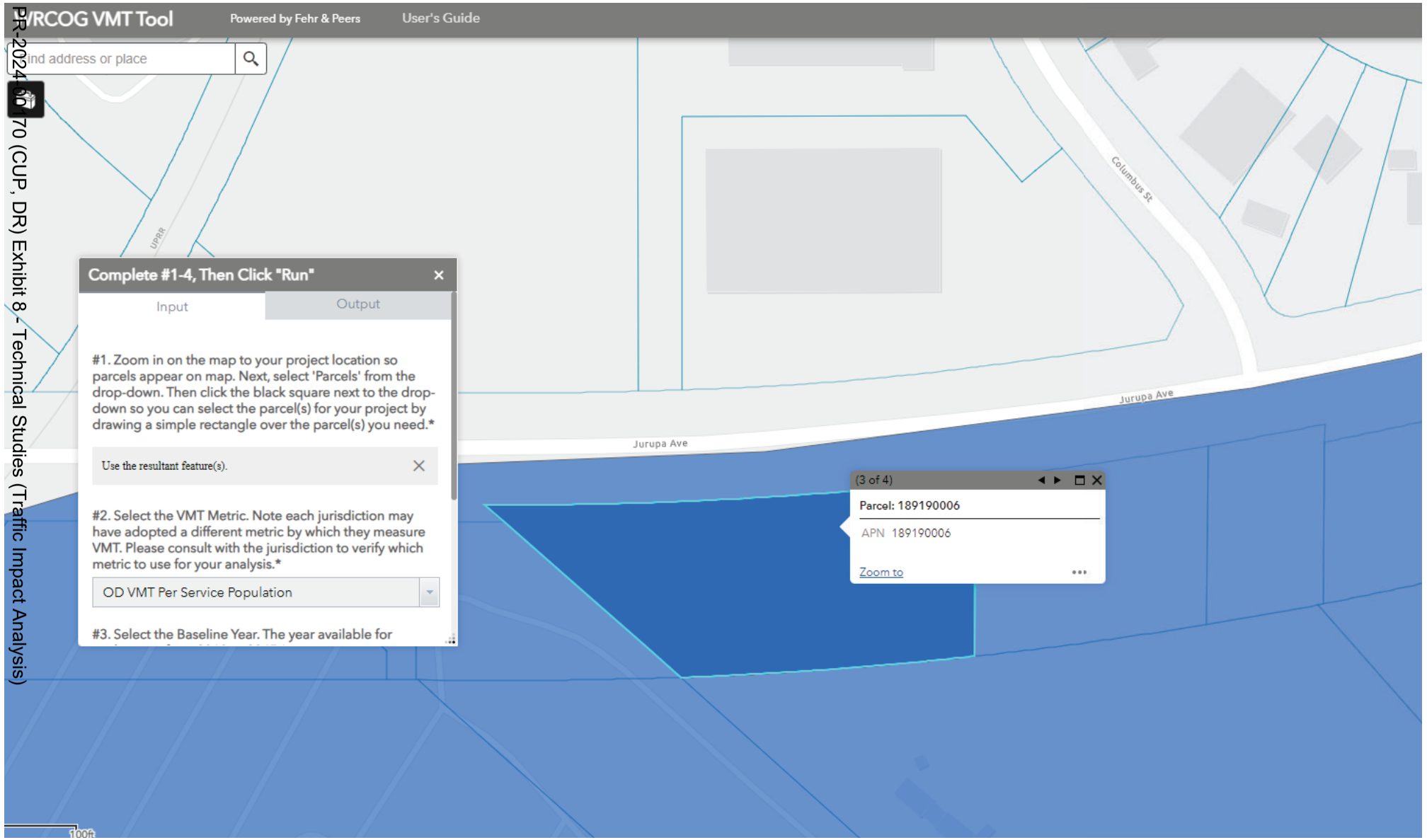
ATTACHMENT E
WRCOG SCREENING TOOL RESULTS



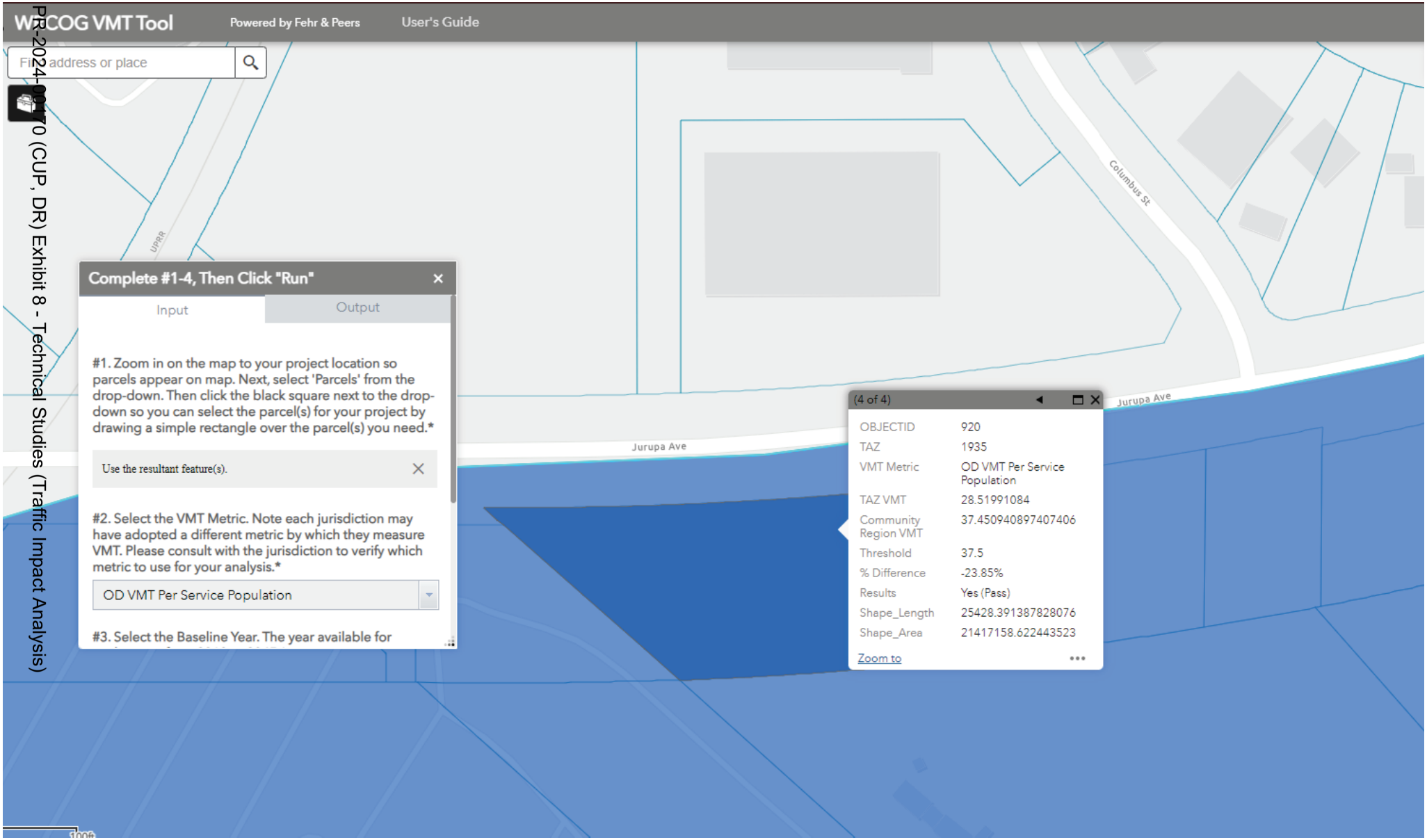
ATTACHMENT E
WRCOG SCREENING TOOL RESULTS



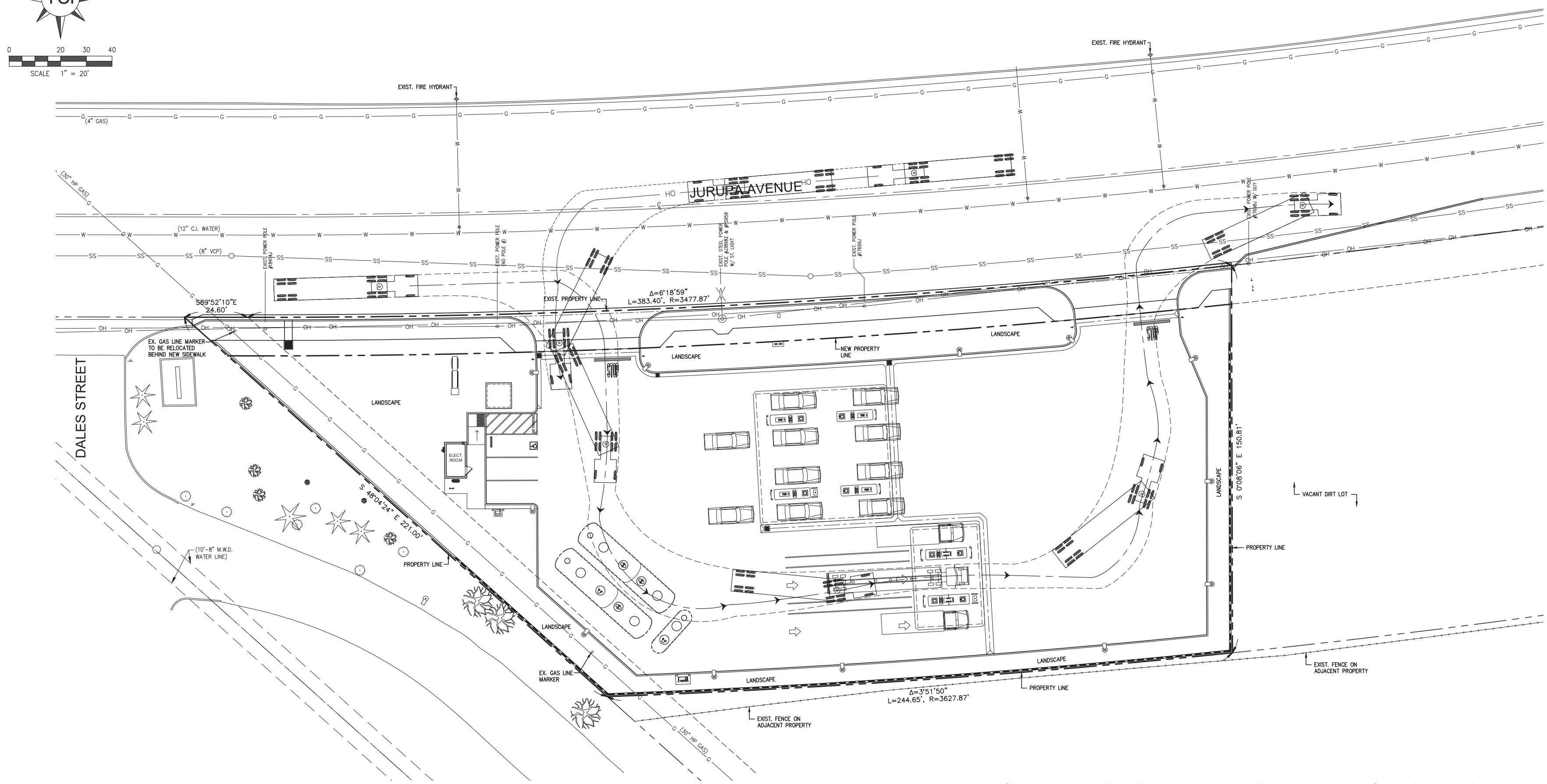
ATTACHMENT E
WRCOG SCREENING TOOL RESULTS



ATTACHMENT E
WRCOG SCREENING TOOL RESULTS



ATTACHMENT F
TRUCK TURNING TEMPLATE



*Note: trucks will not be permitted to make a westbound left-turn into the site at the eastern driveway.

DRAWN BY: M.H.
DATE: 8-9-24
SCALE: 1" = 20'-0"
PLOT: 1=1
REF: Gbry_Rlv-TK1.0
FILE: 0157-0010

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NO.	REVISION	DATE
△		
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CIRCULATION PLAN
BEST 4 LESS - JURUPA
XXXX JURUPA AVENUE
RIVERSIDE, CA 92504

DRAWING NUMBER
TK1.0

7/21/2025

APPENDIX B

TRAFFIC DATA COLLECTION SHEETS

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

City of Riverside
N/S: Jasmine Street
E/W: Jurupa Avenue
Weather: Clear

File Name : 01_RIV_Jas_Jur AM
Site Code : 10825650
Start Date : 6/10/2025

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

	Jasmine Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	2	3	5	116	0	116	6	107	113	234
07:15 AM	1	0	1	106	2	108	7	143	150	259
07:30 AM	0	2	2	115	4	119	7	142	149	270
07:45 AM	0	6	6	126	6	132	16	163	179	317
Total	3	11	14	463	12	475	36	555	591	1080
08:00 AM	2	4	6	108	0	108	12	133	145	259
08:15 AM	1	5	6	127	2	129	6	151	157	292
08:30 AM	2	1	3	90	4	94	6	139	145	242
08:45 AM	3	2	5	74	2	76	8	112	120	201
Total	8	12	20	399	8	407	32	535	567	994
Grand Total	11	23	34	862	20	882	68	1090	1158	2074
Apprch %	32.4	67.6		97.7	2.3		5.9	94.1		
Total %	0.5	1.1	1.6	41.6	1	42.5	3.3	52.6	55.8	
Passenger Vehicles	7	18	25	820	18	838	65	1039	1104	1967
% Passenger Vehicles	63.6	78.3	73.5	95.1	90	95	95.6	95.3	95.3	94.8
Large 2 Axle Vehicles	3	4	7	32	2	34	2	39	41	82
% Large 2 Axle Vehicles	27.3	17.4	20.6	3.7	10	3.9	2.9	3.6	3.5	4
3 Axle Vehicles	0	0	0	2	0	2	0	6	6	8
% 3 Axle Vehicles	0	0	0	0.2	0	0.2	0	0.6	0.5	0.4
4+ Axle Trucks	1	1	2	8	0	8	1	6	7	17
% 4+ Axle Trucks	9.1	4.3	5.9	0.9	0	0.9	1.5	0.6	0.6	0.8

	Jasmine Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	2	2	115	4	119	7	142	149	270
07:45 AM	0	**6**	**6**	126	**6**	**132**	**16**	**163**	**179**	**317**
08:00 AM	**2**	4	6	108	0	108	12	133	145	259
08:15 AM	1	5	6	**127**	2	129	6	151	157	292
Total Volume	3	17	20	476	12	488	41	589	630	1138
% App. Total	15	85		97.5	2.5		6.5	93.5		
PHF	.375	.708	.833	.937	.500	.924	.641	.903	.880	.897

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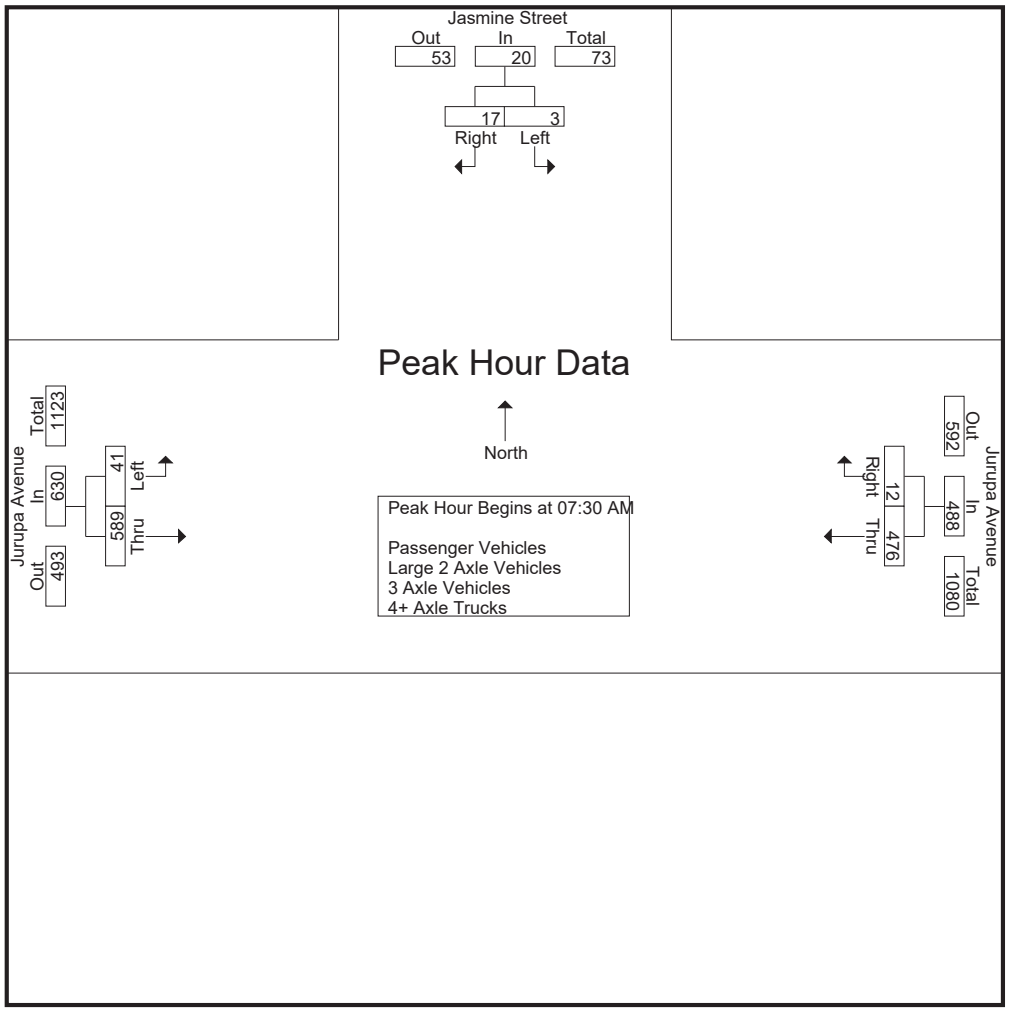
City of Riverside
N/S: Jasmine Street
E/W: Jurupa Avenue
Weather: Clear

File Name : 01_RIV_Jas_Jur AM
Site Code : 10825650
Start Date : 6/10/2025
Page No : 2



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

	07:45 AM			07:30 AM			07:30 AM		
+0 mins.	0	**6**	**6**	115	4	119	7	142	149
+15 mins.	**2**	4	6	126	**6**	**132**	**16**	**163**	**179**
+30 mins.	1	5	6	108	0	108	12	133	145
+45 mins.	2	1	3	**127**	2	129	6	151	157
Total Volume	5	16	21	476	12	488	41	589	630
% App. Total	23.8	76.2		97.5	2.5		6.5	93.5	
PHF	.625	.667	.875	.937	.500	.924	.641	.903	.880

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City of Riverside
N/S: Jasmine Street
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File Name : 01_RIV_Jas_Jur AM
Site Code : 10825650
Start Date : 6/10/2025
Page No : 1

Groups Printed- Passenger Vehicles

	Jasmine Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	1	3	4	114	0	114	5	104	109	227
07:15 AM	0	0	0	99	1	100	6	135	141	241
07:30 AM	0	1	1	113	3	116	7	131	138	255
07:45 AM	0	3	3	120	6	126	16	157	173	302
Total	1	7	8	446	10	456	34	527	561	1025
08:00 AM	1	4	5	102	0	102	11	132	143	250
08:15 AM	0	4	4	120	2	122	6	143	149	275
08:30 AM	2	1	3	83	4	87	6	132	138	228
08:45 AM	3	2	5	69	2	71	8	105	113	189
Total	6	11	17	374	8	382	31	512	543	942
Grand Total	7	18	25	820	18	838	65	1039	1104	1967
Apprch %	28	72		97.9	2.1		5.9	94.1		
Total %	0.4	0.9	1.3	41.7	0.9	42.6	3.3	52.8	56.1	

	Jasmine Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	1	1	113	3	116	7	131	138	255
07:45 AM	0	3	3	**120**	**6**	**126**	**16**	**157**	**173**	**302**
08:00 AM	**1**	**4**	**5**	102	0	102	11	132	143	250
08:15 AM	0	4	4	120	2	122	6	143	149	275
Total Volume	1	12	13	455	11	466	40	563	603	1082
% App. Total	7.7	92.3		97.6	2.4		6.6	93.4		
PHF	.250	.750	.650	.948	.458	.925	.625	.896	.871	.896

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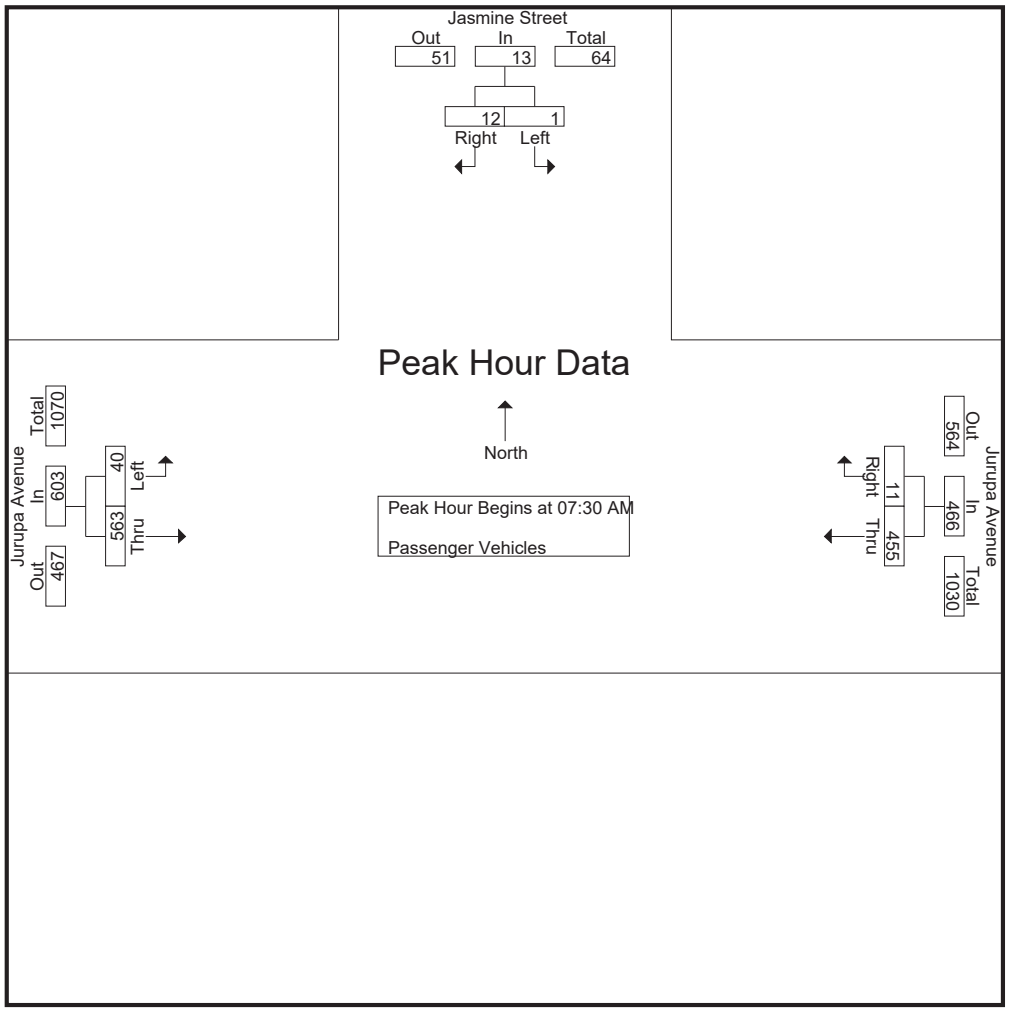
File Name : 01_RIV_Jas_Jur AM
Site Code : 10825650
Start Date : 6/10/2025
Page No : 2



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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	1	1	113	3	116	7	131	138
+15 mins.	0	3	3	**120**	**6**	**126**	**16**	**157**	**173**
+30 mins.	**1**	**4**	**5**	102	0	102	11	132	143
+45 mins.	0	4	4	120	2	122	6	143	149
Total Volume	1	12	13	455	11	466	40	563	603
% App. Total	7.7	92.3		97.6	2.4		6.6	93.4	
PHF	.250	.750	.650	.948	.458	.925	.625	.896	.871

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City of Riverside
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E/W: Jurupa Avenue
Weather: Clear

File Name : 01_RIV_Jas_Jur AM
Site Code : 10825650
Start Date : 6/10/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Jasmine Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	2	0	2	1	2	3	5
07:15 AM	1	0	1	5	1	6	0	5	5	12
07:30 AM	0	1	1	2	1	3	0	8	8	12
07:45 AM	0	3	3	4	0	4	0	5	5	12
Total	1	4	5	13	2	15	1	20	21	41
08:00 AM	1	0	1	4	0	4	1	1	2	7
08:15 AM	1	0	1	6	0	6	0	6	6	13
08:30 AM	0	0	0	5	0	5	0	5	5	10
08:45 AM	0	0	0	4	0	4	0	7	7	11
Total	2	0	2	19	0	19	1	19	20	41
Grand Total	3	4	7	32	2	34	2	39	41	82
Apprch %	42.9	57.1		94.1	5.9		4.9	95.1		
Total %	3.7	4.9	8.5	39	2.4	41.5	2.4	47.6	50	

	Jasmine Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	1	1	2	**1**	3	0	**8**	**8**	12
07:45 AM	0	**3**	**3**	4	0	4	0	5	5	12
08:00 AM	**1**	0	1	4	0	4	**1**	1	2	7
08:15 AM	1	0	1	**6**	0	**6**	0	6	6	**13**
Total Volume	2	4	6	16	1	17	1	20	21	44
% App. Total	33.3	66.7		94.1	5.9		4.8	95.2		
PHF	.500	.333	.500	.667	.250	.708	.250	.625	.656	.846

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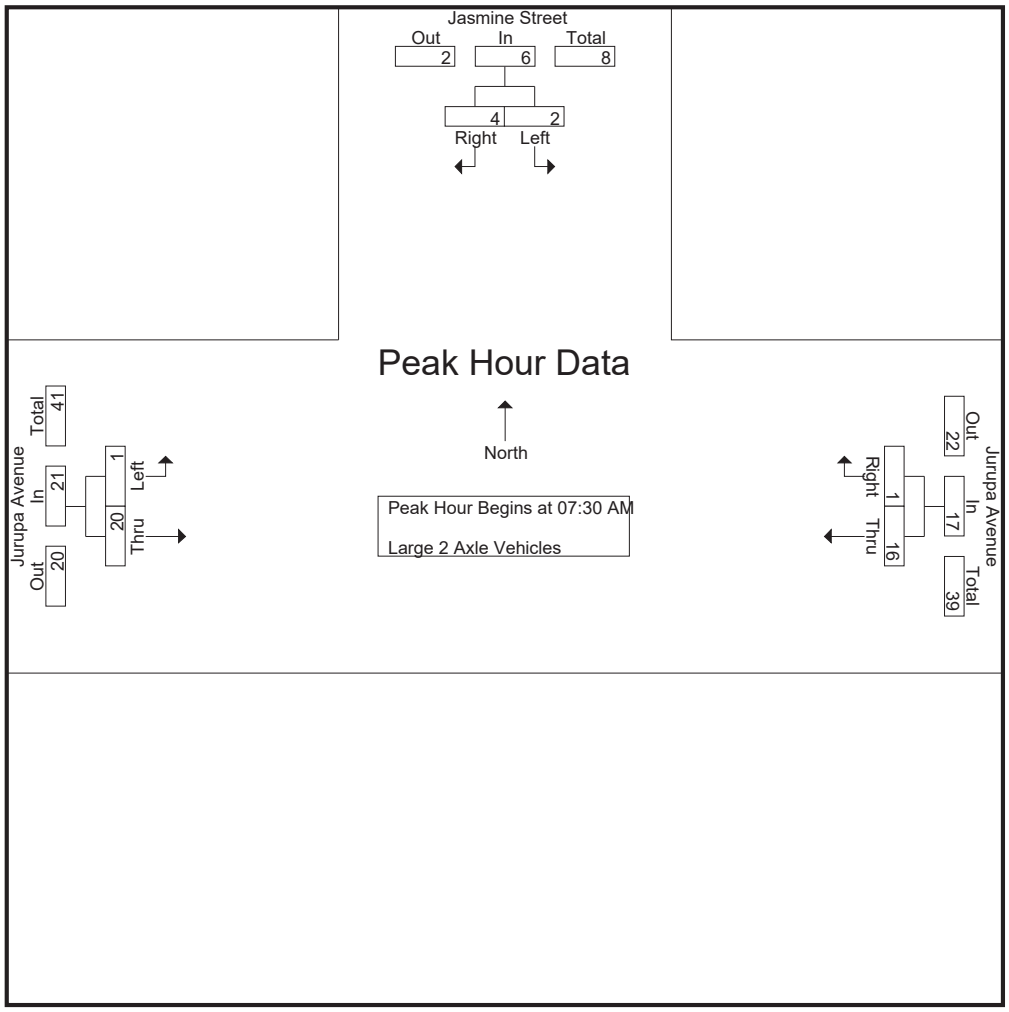

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	1	1	2	**1**	3	0	**8**	**8**
+15 mins.	0	**3**	**3**	4	0	4	0	5	5
+30 mins.	**1**	0	1	4	0	4	**1**	1	2
+45 mins.	1	0	1	**6**	0	**6**	0	6	6
Total Volume	2	4	6	16	1	17	1	20	21
% App. Total	33.3	66.7		94.1	5.9		4.8	95.2	
PHF	.500	.333	.500	.667	.250	.708	.250	.625	.656

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E/W: Jurupa Avenue
Weather: Clear

File Name : 01_RIV_Jas_Jur AM
Site Code : 10825650
Start Date : 6/10/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

	Jasmine Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	1	0	1	0	2	2	3
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	1	0	1	0	2	2	3
08:30 AM	0	0	0	0	0	0	0	2	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	4	4	5
Grand Total	0	0	0	2	0	2	0	6	6	8
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	25	0	25	0	75	75	

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

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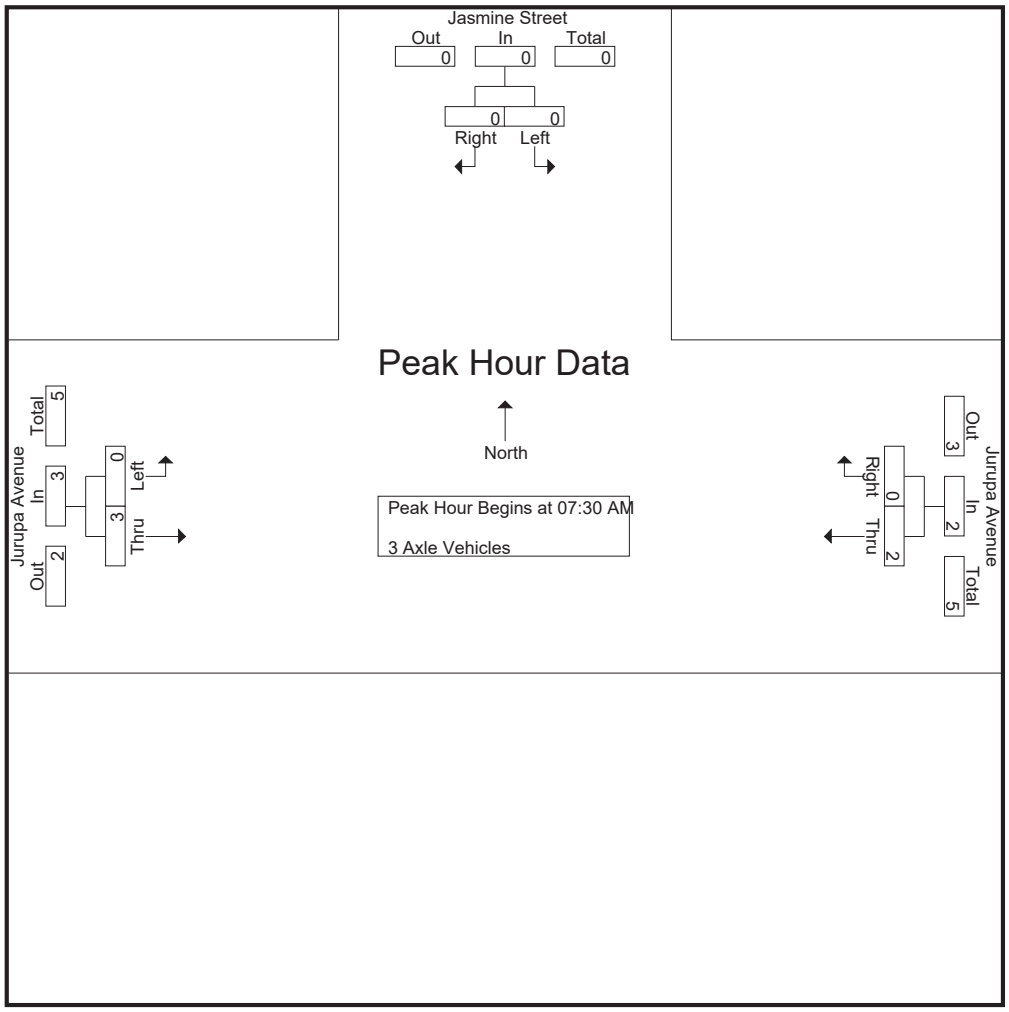

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Riverside
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File Name : 01_RIV_Jas_Jur AM
Site Code : 10825650
Start Date : 6/10/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

	Jasmine Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	1	0	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	2	0	2	1	3	4	6
07:30 AM	0	0	0	0	0	0	0	2	2	2
07:45 AM	0	0	0	1	0	1	0	1	1	2
Total	1	0	1	3	0	3	1	6	7	11
08:00 AM	0	0	0	2	0	2	0	0	0	2
08:15 AM	0	1	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	2	0	2	0	0	0	2
08:45 AM	0	0	0	1	0	1	0	0	0	1
Total	0	1	1	5	0	5	0	0	0	6
Grand Total	1	1	2	8	0	8	1	6	7	17
Apprch %	50	50		100	0		14.3	85.7		
Total %	5.9	5.9	11.8	47.1	0	47.1	5.9	35.3	41.2	

	Jasmine Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	0	0	0	**2**	**2**	**2**
07:45 AM	0	0	0	1	0	1	0	1	1	2
08:00 AM	0	0	0	**2**	0	**2**	0	0	0	2
08:15 AM	0	**1**	**1**	0	0	0	0	0	0	1
Total Volume	0	1	1	3	0	3	0	3	3	7
% App. Total	0	100		100	0		0	100		
PHF	.000	.250	.250	.375	.000	.375	.000	.375	.375	.875

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City of Riverside
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File Name : 01_RIV_Jas_Jur AM
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Start Date : 6/10/2025
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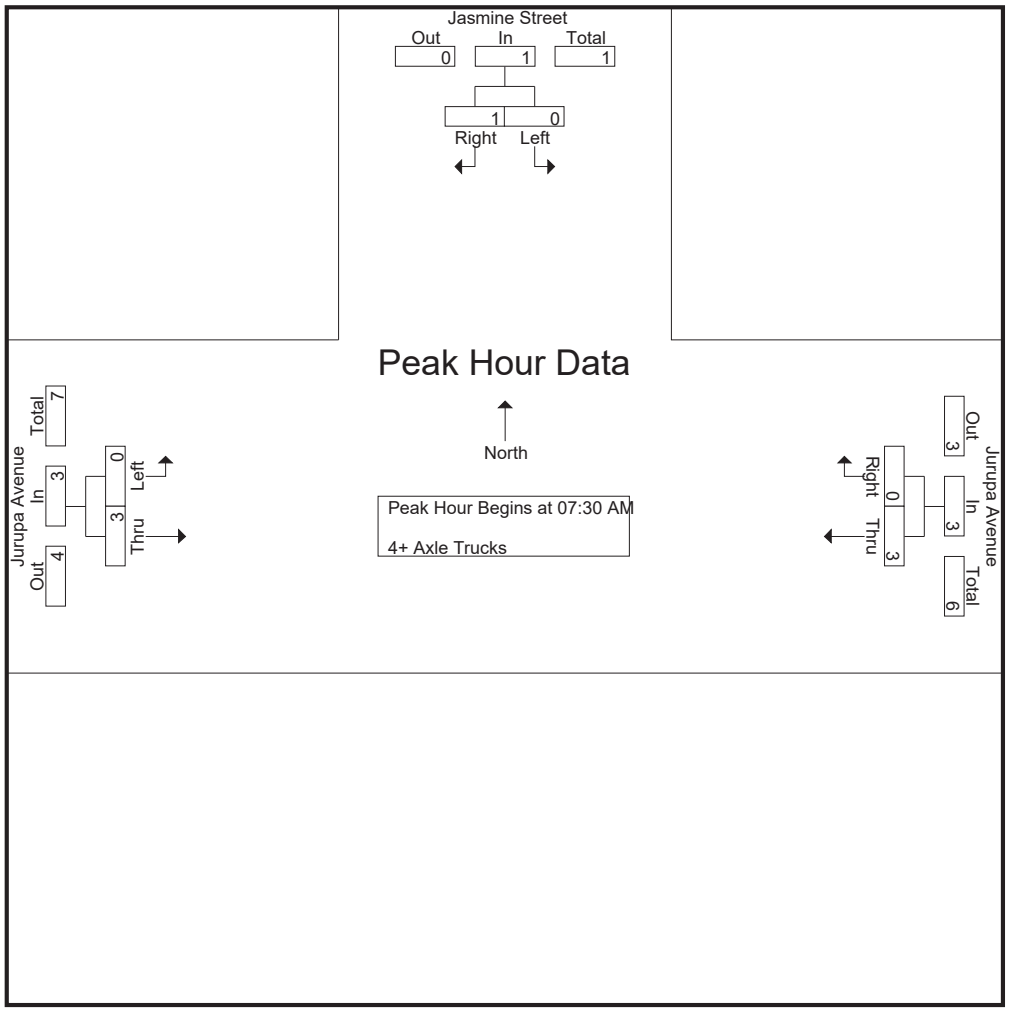

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Riverside
N/S: Jasmine Street
E/W: Jurupa Avenue
Weather: Clear

File Name : 01_RIV_Jas_Jur PM
Site Code : 10825650
Start Date : 6/10/2025

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

	Jasmine Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	1	11	12	146	1	147	1	200	201	360
04:15 PM	9	16	25	138	3	141	5	175	180	346
04:30 PM	4	8	12	156	0	156	1	165	166	334
04:45 PM	1	16	17	164	1	165	3	122	125	307
Total	15	51	66	604	5	609	10	662	672	1347
05:00 PM	9	13	22	152	1	153	2	161	163	338
05:15 PM	0	10	10	205	1	206	4	127	131	347
05:30 PM	0	4	4	157	1	158	1	123	124	286
05:45 PM	3	7	10	129	0	129	1	140	141	280
Total	12	34	46	643	3	646	8	551	559	1251
Grand Total	27	85	112	1247	8	1255	18	1213	1231	2598
Apprch %	24.1	75.9		99.4	0.6		1.5	98.5		
Total %	1	3.3	4.3	48	0.3	48.3	0.7	46.7	47.4	
Passenger Vehicles	25	83	108	1220	4	1224	12	1179	1191	2523
% Passenger Vehicles	92.6	97.6	96.4	97.8	50	97.5	66.7	97.2	96.8	97.1
Large 2 Axle Vehicles	2	2	4	22	4	26	6	23	29	59
% Large 2 Axle Vehicles	7.4	2.4	3.6	1.8	50	2.1	33.3	1.9	2.4	2.3
3 Axle Vehicles	0	0	0	1	0	1	0	3	3	4
% 3 Axle Vehicles	0	0	0	0.1	0	0.1	0	0.2	0.2	0.2
4+ Axle Trucks	0	0	0	4	0	4	0	8	8	12
% 4+ Axle Trucks	0	0	0	0.3	0	0.3	0	0.7	0.6	0.5

	Jasmine Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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 04:00 PM										
04:00 PM	1	11	12	146	1	147	1	**200**	**201**	**360**
04:15 PM	**9**	**16**	**25**	138	**3**	141	**5**	175	180	346
04:30 PM	4	8	12	156	0	156	1	165	166	334
04:45 PM	1	16	17	**164**	1	**165**	3	122	125	307
Total Volume	15	51	66	604	5	609	10	662	672	1347
% App. Total	22.7	77.3		99.2	0.8		1.5	98.5		
PHF	.417	.797	.660	.921	.417	.923	.500	.828	.836	.935

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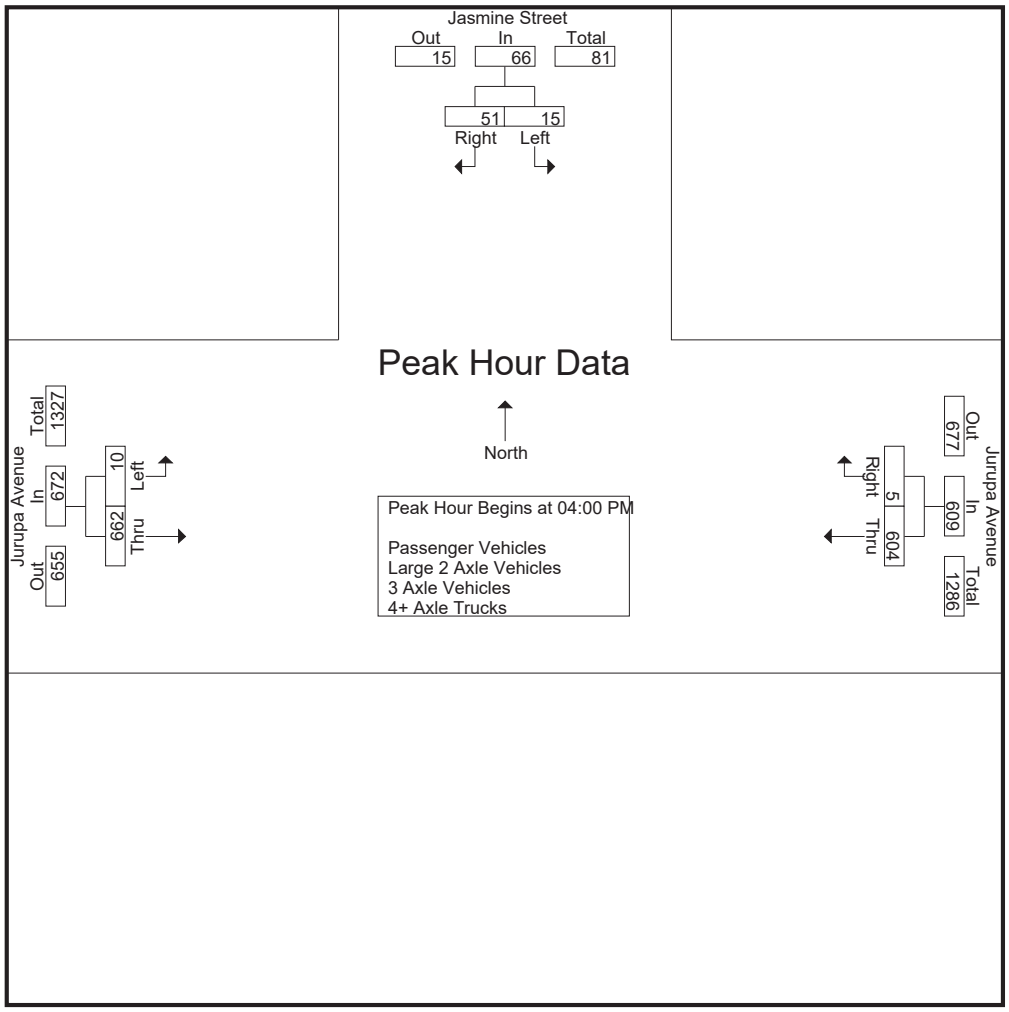
City of Riverside
N/S: Jasmine Street
E/W: Jurupa Avenue
Weather: Clear

File Name : 01_RIV_Jas_Jur PM
Site Code : 10825650
Start Date : 6/10/2025
Page No : 2



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

	04:15 PM			04:45 PM			04:00 PM		
+0 mins.	**9**	**16**	**25**	164	**1**	165	1	**200**	**201**
+15 mins.	4	8	12	152	1	153	**5**	175	180
+30 mins.	1	16	17	**205**	1	**206**	1	165	166
+45 mins.	9	13	22	157	1	158	3	122	125
Total Volume	23	53	76	678	4	682	10	662	672
% App. Total	30.3	69.7		99.4	0.6		1.5	98.5	
PHF	.639	.828	.760	.827	1.000	.828	.500	.828	.836

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City of Riverside
N/S: Jasmine Street
E/W: Jurupa Avenue
Weather: Clear

File Name : 01_RIV_Jas_Jur PM
Site Code : 10825650
Start Date : 6/10/2025
Page No : 1

Groups Printed- Passenger Vehicles

	Jasmine Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	1	11	12	142	1	143	0	192	192	347
04:15 PM	8	14	22	133	2	135	3	168	171	328
04:30 PM	3	8	11	154	0	154	1	164	165	330
04:45 PM	1	16	17	158	1	159	1	120	121	297
Total	13	49	62	587	4	591	5	644	649	1302
05:00 PM	9	13	22	151	0	151	2	158	160	333
05:15 PM	0	10	10	203	0	203	3	123	126	339
05:30 PM	0	4	4	154	0	154	1	119	120	278
05:45 PM	3	7	10	125	0	125	1	135	136	271
Total	12	34	46	633	0	633	7	535	542	1221
Grand Total	25	83	108	1220	4	1224	12	1179	1191	2523
Apprch %	23.1	76.9		99.7	0.3		1	99		
Total %	1	3.3	4.3	48.4	0.2	48.5	0.5	46.7	47.2	

	Jasmine Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	11	12	142	1	143	0	**192**	**192**	**347**
04:15 PM	**8**	14	**22**	133	**2**	135	**3**	168	171	328
04:30 PM	3	8	11	154	0	154	1	164	165	330
04:45 PM	1	**16**	17	**158**	1	**159**	1	120	121	297
Total Volume	13	49	62	587	4	591	5	644	649	1302
% App. Total	21	79		99.3	0.7		0.8	99.2		
PHF	.406	.766	.705	.929	.500	.929	.417	.839	.845	.938

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City of Riverside
N/S: Jasmine Street
E/W: Jurupa Avenue
Weather: Clear

File Name : 01_RIV_Jas_Jur PM
Site Code : 10825650
Start Date : 6/10/2025
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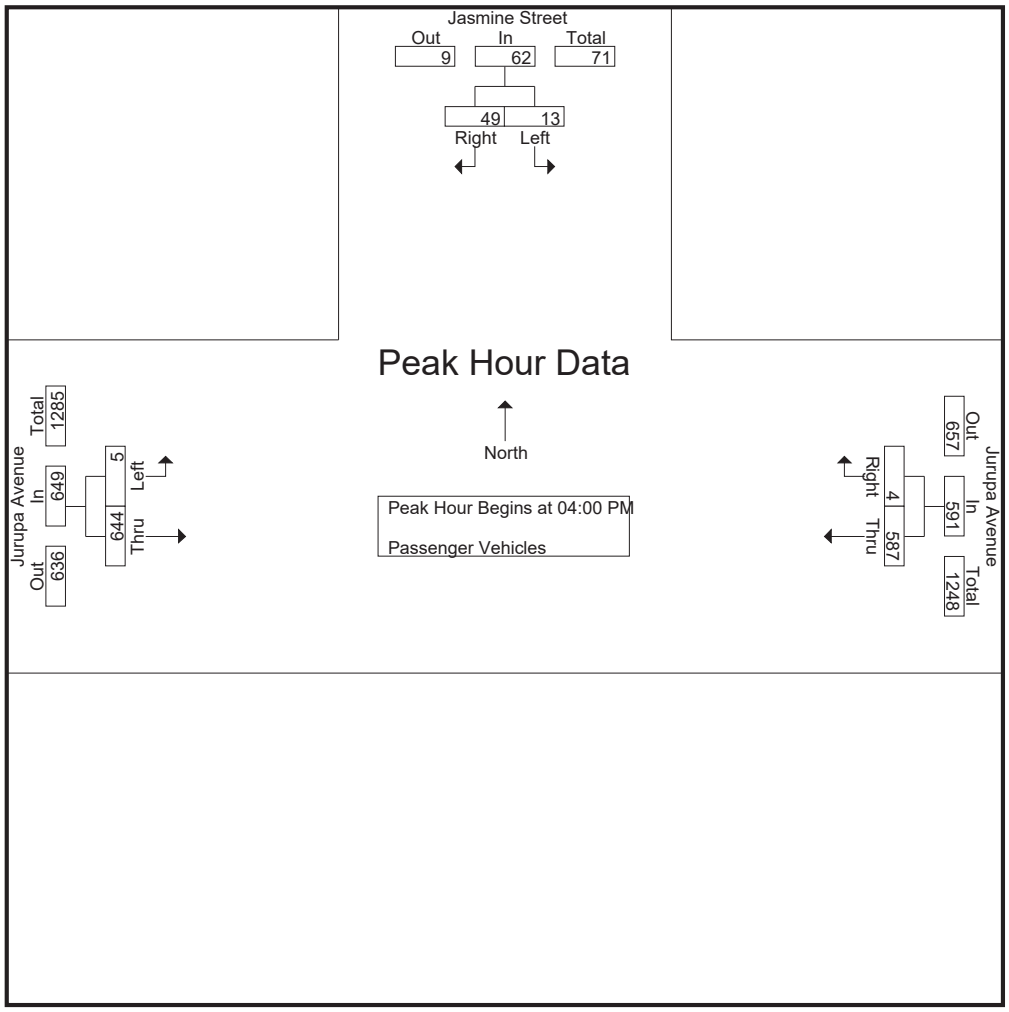

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	1	11	12	142	1	143	0	**192**	**192**
+15 mins.	**8**	14	**22**	133	**2**	135	**3**	168	171
+30 mins.	3	8	11	154	0	154	1	164	165
+45 mins.	1	**16**	17	**158**	1	**159**	1	120	121
Total Volume	13	49	62	587	4	591	5	644	649
% App. Total	21	79		99.3	0.7		0.8	99.2	
PHF	.406	.766	.705	.929	.500	.929	.417	.839	.845

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City of Riverside
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E/W: Jurupa Avenue
Weather: Clear

File Name : 01_RIV_Jas_Jur PM
Site Code : 10825650
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Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Jasmine Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	3	0	3	1	6	7	10
04:15 PM	1	2	3	2	1	3	2	3	5	11
04:30 PM	1	0	1	2	0	2	0	1	1	4
04:45 PM	0	0	0	5	0	5	2	2	4	9
Total	2	2	4	12	1	13	5	12	17	34
05:00 PM	0	0	0	1	1	2	0	3	3	5
05:15 PM	0	0	0	2	1	3	1	3	4	7
05:30 PM	0	0	0	3	1	4	0	1	1	5
05:45 PM	0	0	0	4	0	4	0	4	4	8
Total	0	0	0	10	3	13	1	11	12	25
Grand Total	2	2	4	22	4	26	6	23	29	59
Apprch %	50	50		84.6	15.4		20.7	79.3		
Total %	3.4	3.4	6.8	37.3	6.8	44.1	10.2	39	49.2	

	Jasmine Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	3	0	3	1	**6**	**7**	10
04:15 PM	**1**	**2**	**3**	2	**1**	3	**2**	3	5	**11**
04:30 PM	1	0	1	2	0	2	0	1	1	4
04:45 PM	0	0	0	**5**	0	**5**	2	2	4	9
Total Volume	2	2	4	12	1	13	5	12	17	34
% App. Total	50	50		92.3	7.7		29.4	70.6		
PHF	.500	.250	.333	.600	.250	.650	.625	.500	.607	.773

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N/S: Jasmine Street
E/W: Jurupa Avenue
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File Name : 01_RIV_Jas_Jur PM
Site Code : 10825650
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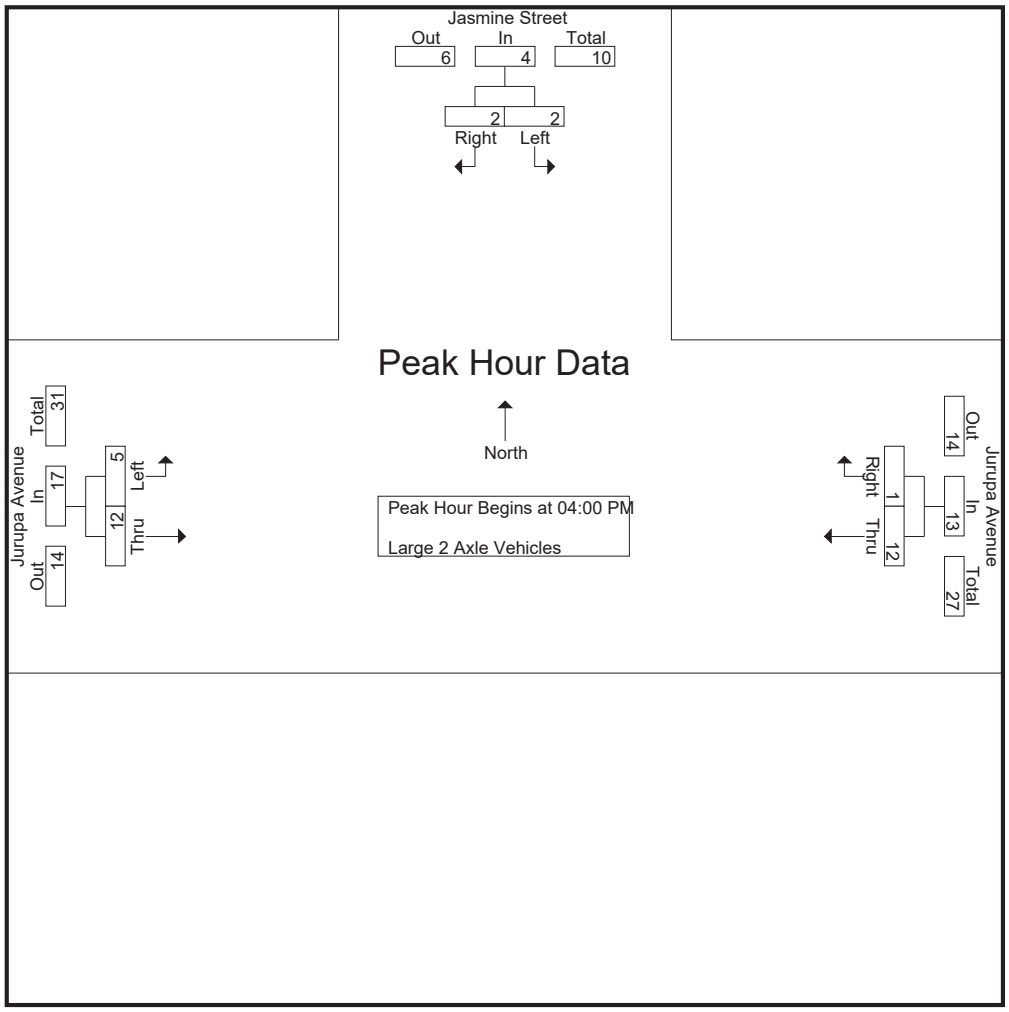

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	3	0	3	1	**6**	**7**
+15 mins.	**1**	**2**	**3**	2	**1**	3	**2**	3	5
+30 mins.	1	0	1	2	0	2	0	1	1
+45 mins.	0	0	0	**5**	0	**5**	2	2	4
Total Volume	2	2	4	12	1	13	5	12	17
% App. Total	50	50		92.3	7.7		29.4	70.6	
PHF	.500	.250	.333	.600	.250	.650	.625	.500	.607

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City of Riverside
N/S: Jasmine Street
E/W: Jurupa Avenue
Weather: Clear

File Name : 01_RIV_Jas_Jur PM
Site Code : 10825650
Start Date : 6/10/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

	Jasmine Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	1	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	2	2	2
Grand Total	0	0	0	1	0	1	0	3	3	4
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	25	0	25	0	75	75	

	Jasmine Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	**1**	0	**1**	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	**1**	**1**	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	1	1	2
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250	.500

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City of Riverside
N/S: Jasmine Street
E/W: Jurupa Avenue
Weather: Clear

File Name : 01_RIV_Jas_Jur PM
Site Code : 10825650
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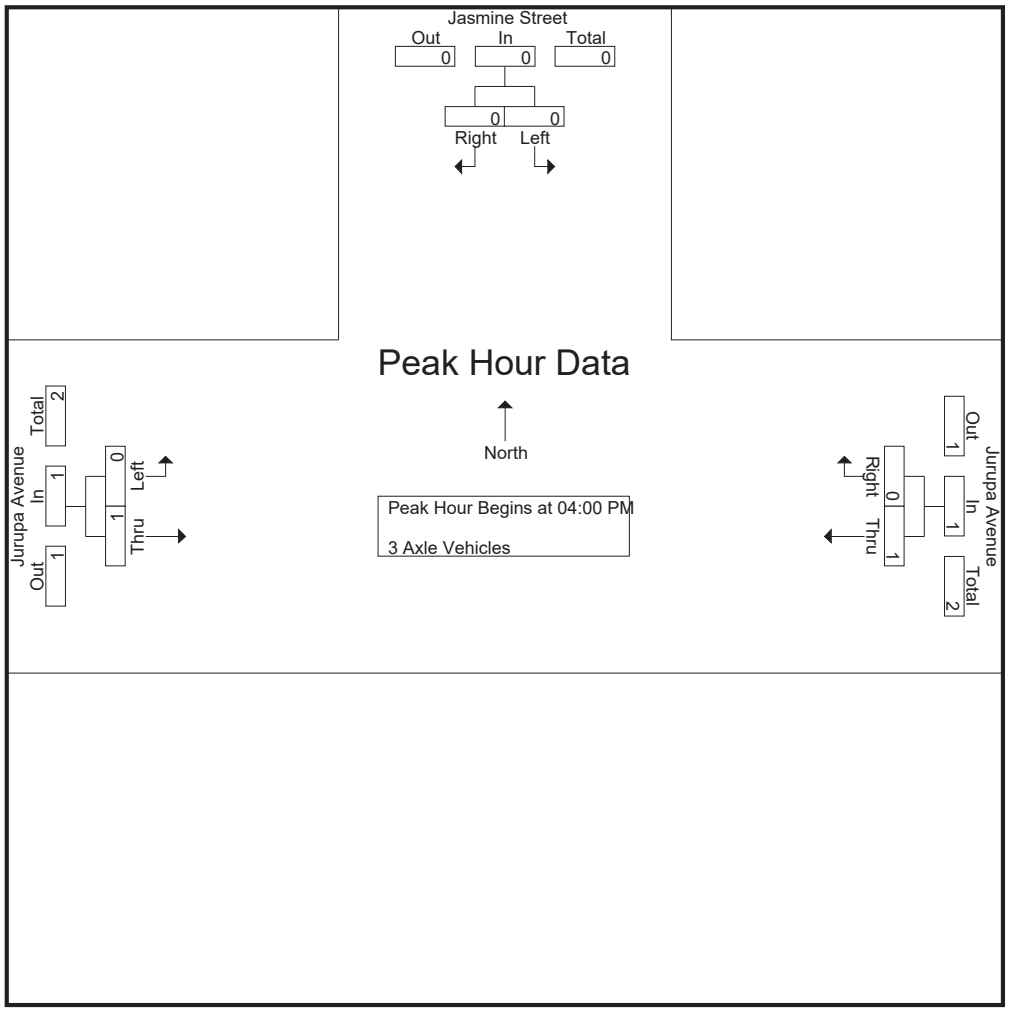

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Riverside
N/S: Jasmine Street
E/W: Jurupa Avenue
Weather: Clear

File Name : 01_RIV_Jas_Jur PM
Site Code : 10825650
Start Date : 6/10/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

	Jasmine Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	2	2	2
04:15 PM	0	0	0	3	0	3	0	3	3	6
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	4	0	4	0	5	5	9
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	2	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	3	3	3
Grand Total	0	0	0	4	0	4	0	8	8	12
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	33.3	0	33.3	0	66.7	66.7	

	Jasmine Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	2	2	2
04:15 PM	0	0	0	**3**	0	**3**	0	**3**	**3**	**6**
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total Volume	0	0	0	4	0	4	0	5	5	9
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.333	.000	.333	.000	.417	.417	.375

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City of Riverside
N/S: Jasmine Street
E/W: Jurupa Avenue
Weather: Clear

File Name : 01_RIV_Jas_Jur PM
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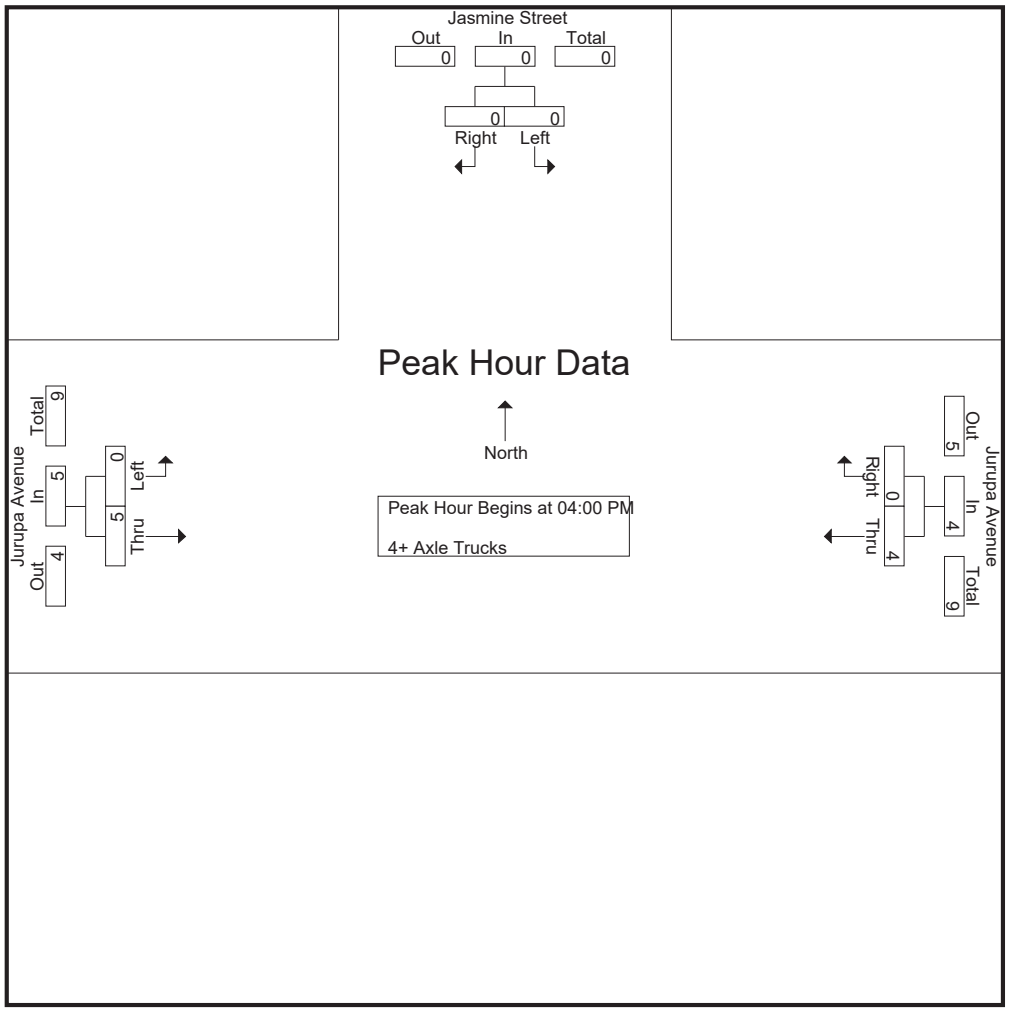

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	2	2
+15 mins.	0	0	0	**3**	0	**3**	0	**3**	**3**
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	1	0	1	0	0	0
Total Volume	0	0	0	4	0	4	0	5	5
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.333	.000	.333	.000	.417	.417

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City of Riverside
N/S: Columbus Street
E/W: Jurupa Avenue
Weather: Clear

File Name : 02_RIV_Col_Jur AM
Site Code : 10825650
Start Date : 6/10/2025
Page No : 1

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

	Columbus Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	119	2	121	1	112	113	234
07:15 AM	0	2	2	104	0	104	5	149	154	260
07:30 AM	0	0	0	114	2	116	5	153	158	274
07:45 AM	0	4	4	134	0	134	4	178	182	320
Total	0	6	6	471	4	475	15	592	607	1088
08:00 AM	0	0	0	115	0	115	11	147	158	273
08:15 AM	0	2	2	128	1	129	1	152	153	284
08:30 AM	1	4	5	95	0	95	1	144	145	245
08:45 AM	0	1	1	74	1	75	5	120	125	201
Total	1	7	8	412	2	414	18	563	581	1003
Grand Total	1	13	14	883	6	889	33	1155	1188	2091
Apprch %	7.1	92.9		99.3	0.7		2.8	97.2		
Total %	0	0.6	0.7	42.2	0.3	42.5	1.6	55.2	56.8	
Passenger Vehicles	0	8	8	832	5	837	27	1107	1134	1979
% Passenger Vehicles	0	61.5	57.1	94.2	83.3	94.2	81.8	95.8	95.5	94.6
Large 2 Axle Vehicles	0	4	4	41	0	41	3	36	39	84
% Large 2 Axle Vehicles	0	30.8	28.6	4.6	0	4.6	9.1	3.1	3.3	4
3 Axle Vehicles	1	0	1	1	1	2	0	5	5	8
% 3 Axle Vehicles	100	0	7.1	0.1	16.7	0.2	0	0.4	0.4	0.4
4+ Axle Trucks	0	1	1	9	0	9	3	7	10	20
% 4+ Axle Trucks	0	7.7	7.1	1	0	1	9.1	0.6	0.8	1

	Columbus Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	114	**2**	116	5	153	158	274
07:45 AM	0	**4**	**4**	**134**	0	**134**	4	**178**	**182**	**320**
08:00 AM	0	0	0	115	0	115	**11**	147	158	273
08:15 AM	0	2	2	128	1	129	1	152	153	284
Total Volume	0	6	6	491	3	494	21	630	651	1151
% App. Total	0	100		99.4	0.6		3.2	96.8		
PHF	.000	.375	.375	.916	.375	.922	.477	.885	.894	.899

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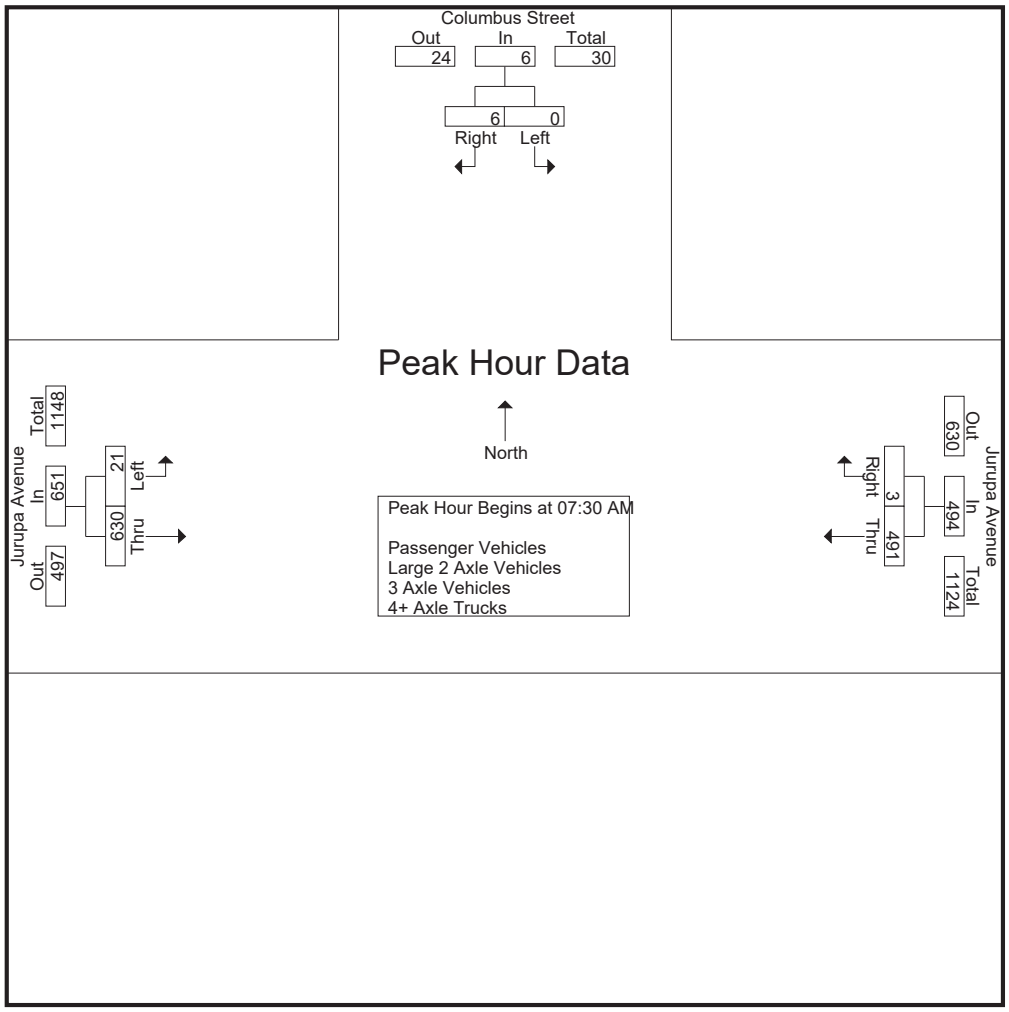

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:30 AM			07:15 AM		
+0 mins.	0	**4**	4	114	**2**	116	5	149	154
+15 mins.	0	0	0	**134**	0	**134**	5	153	158
+30 mins.	0	2	2	115	0	115	4	**178**	**182**
+45 mins.	**1**	4	**5**	128	1	129	**11**	147	158
Total Volume	1	10	11	491	3	494	25	627	652
% App. Total	9.1	90.9		99.4	0.6		3.8	96.2	
PHF	.250	.625	.550	.916	.375	.922	.568	.881	.896

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Groups Printed- Passenger Vehicles

	Columbus Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	117	2	119	1	108	109	228
07:15 AM	0	0	0	97	0	97	5	140	145	242
07:30 AM	0	0	0	111	2	113	4	144	148	261
07:45 AM	0	3	3	124	0	124	3	173	176	303
Total	0	3	3	449	4	453	13	565	578	1034
08:00 AM	0	0	0	108	0	108	9	145	154	262
08:15 AM	0	1	1	120	0	120	1	145	146	267
08:30 AM	0	3	3	86	0	86	1	139	140	229
08:45 AM	0	1	1	69	1	70	3	113	116	187
Total	0	5	5	383	1	384	14	542	556	945
Grand Total	0	8	8	832	5	837	27	1107	1134	1979
Apprch %	0	100		99.4	0.6		2.4	97.6		
Total %	0	0.4	0.4	42	0.3	42.3	1.4	55.9	57.3	

	Columbus Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	111	**2**	113	4	144	148	261
07:45 AM	0	**3**	**3**	**124**	0	**124**	3	**173**	**176**	**303**
08:00 AM	0	0	0	108	0	108	**9**	145	154	262
08:15 AM	0	1	1	120	0	120	1	145	146	267
Total Volume	0	4	4	463	2	465	17	607	624	1093
% App. Total	0	100		99.6	0.4		2.7	97.3		
PHF	.000	.333	.333	.933	.250	.938	.472	.877	.886	.902

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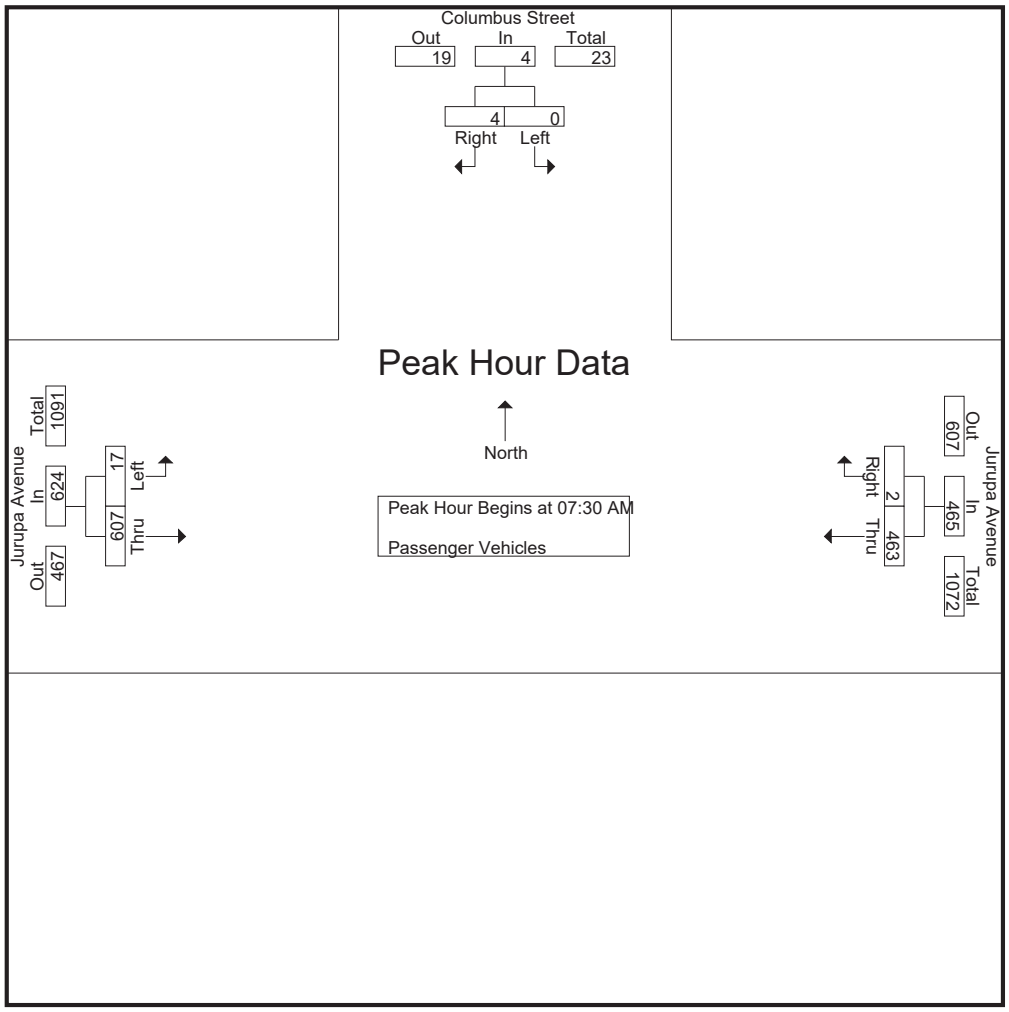

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	111	**2**	113	4	144	148
+15 mins.	0	**3**	**3**	**124**	0	**124**	3	**173**	**176**
+30 mins.	0	0	0	108	0	108	**9**	145	154
+45 mins.	0	1	1	120	0	120	1	145	146
Total Volume	0	4	4	463	2	465	17	607	624
% App. Total	0	100		99.6	0.4		2.7	97.3	
PHF	.000	.333	.333	.933	.250	.938	.472	.877	.886

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Groups Printed- Large 2 Axle Vehicles

	Columbus Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	2	0	2	0	3	3	5
07:15 AM	0	2	2	5	0	5	0	5	5	12
07:30 AM	0	0	0	3	0	3	0	6	6	9
07:45 AM	0	0	0	8	0	8	1	4	5	13
Total	0	2	2	18	0	18	1	18	19	39
08:00 AM	0	0	0	6	0	6	1	1	2	8
08:15 AM	0	1	1	6	0	6	0	5	5	12
08:30 AM	0	1	1	7	0	7	0	5	5	13
08:45 AM	0	0	0	4	0	4	1	7	8	12
Total	0	2	2	23	0	23	2	18	20	45
Grand Total	0	4	4	41	0	41	3	36	39	84
Apprch %	0	100		100	0		7.7	92.3		
Total %	0	4.8	4.8	48.8	0	48.8	3.6	42.9	46.4	

	Columbus Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	3	0	3	0	**6**	**6**	9
07:45 AM	0	0	0	**8**	0	**8**	**1**	4	5	**13**
08:00 AM	0	0	0	6	0	6	1	1	2	8
08:15 AM	0	**1**	**1**	6	0	6	0	5	5	12
Total Volume	0	1	1	23	0	23	2	16	18	42
% App. Total	0	100		100	0		11.1	88.9		
PHF	.000	.250	.250	.719	.000	.719	.500	.667	.750	.808

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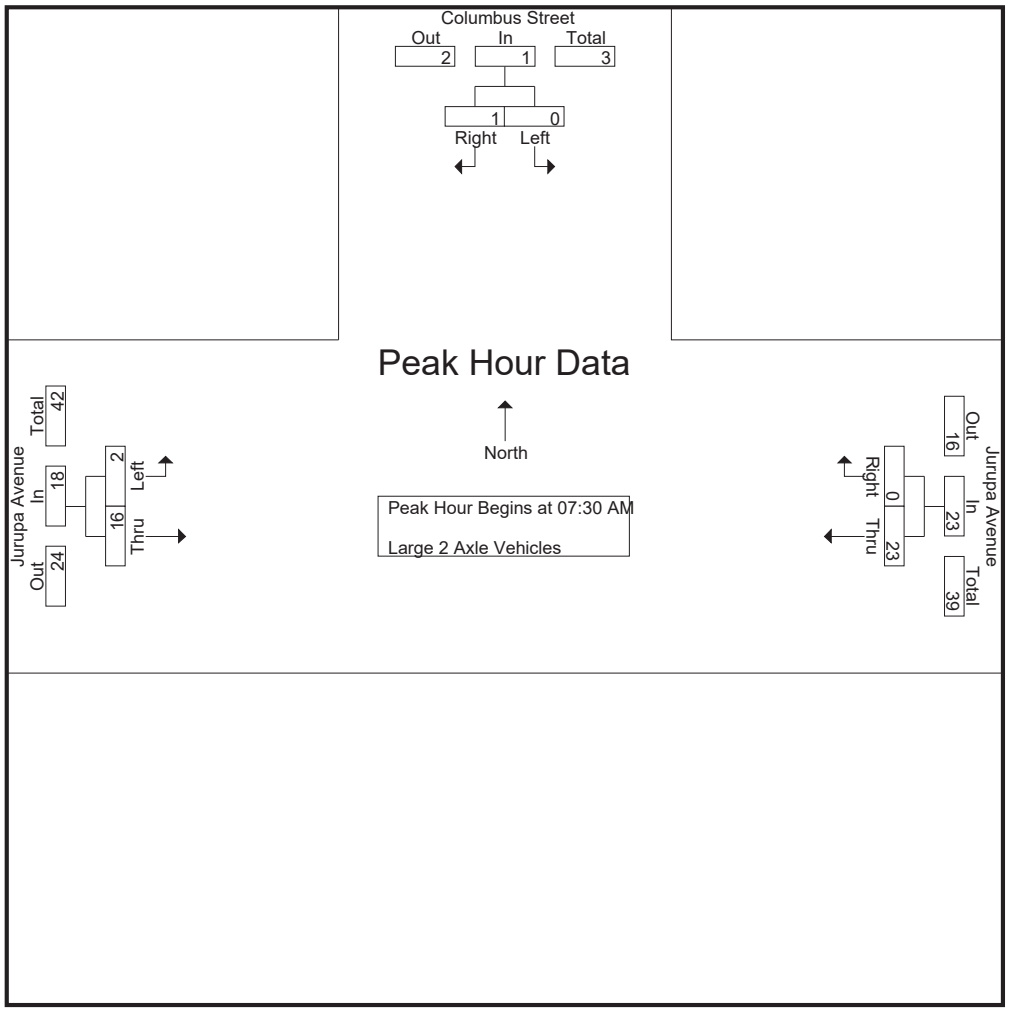

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	3	0	3	0	**6**	**6**
+15 mins.	0	0	0	**8**	0	**8**	**1**	4	5
+30 mins.	0	0	0	6	0	6	1	1	2
+45 mins.	0	**1**	**1**	6	0	6	0	5	5
Total Volume	0	1	1	23	0	23	2	16	18
% App. Total	0	100		100	0		11.1	88.9	
PHF	.000	.250	.250	.719	.000	.719	.500	.667	.750

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Groups Printed- 3 Axle Vehicles

	Columbus Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	1	0	1	0	2	2	3
08:00 AM	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	1	1	0	2	2	3
08:30 AM	1	0	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	1	1	0	3	3	5
Grand Total	1	0	1	1	1	2	0	5	5	8
Apprch %	100	0		50	50		0	100		
Total %	12.5	0	12.5	12.5	12.5	25	0	62.5	62.5	

	Columbus Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	**1**	0	**1**	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	**1**	1	0	**2**	**2**	**3**
Total Volume	0	0	0	1	1	2	0	4	4	6
% App. Total	0	0		50	50		0	100		
PHF	.000	.000	.000	.250	.250	.500	.000	.500	.500	.500

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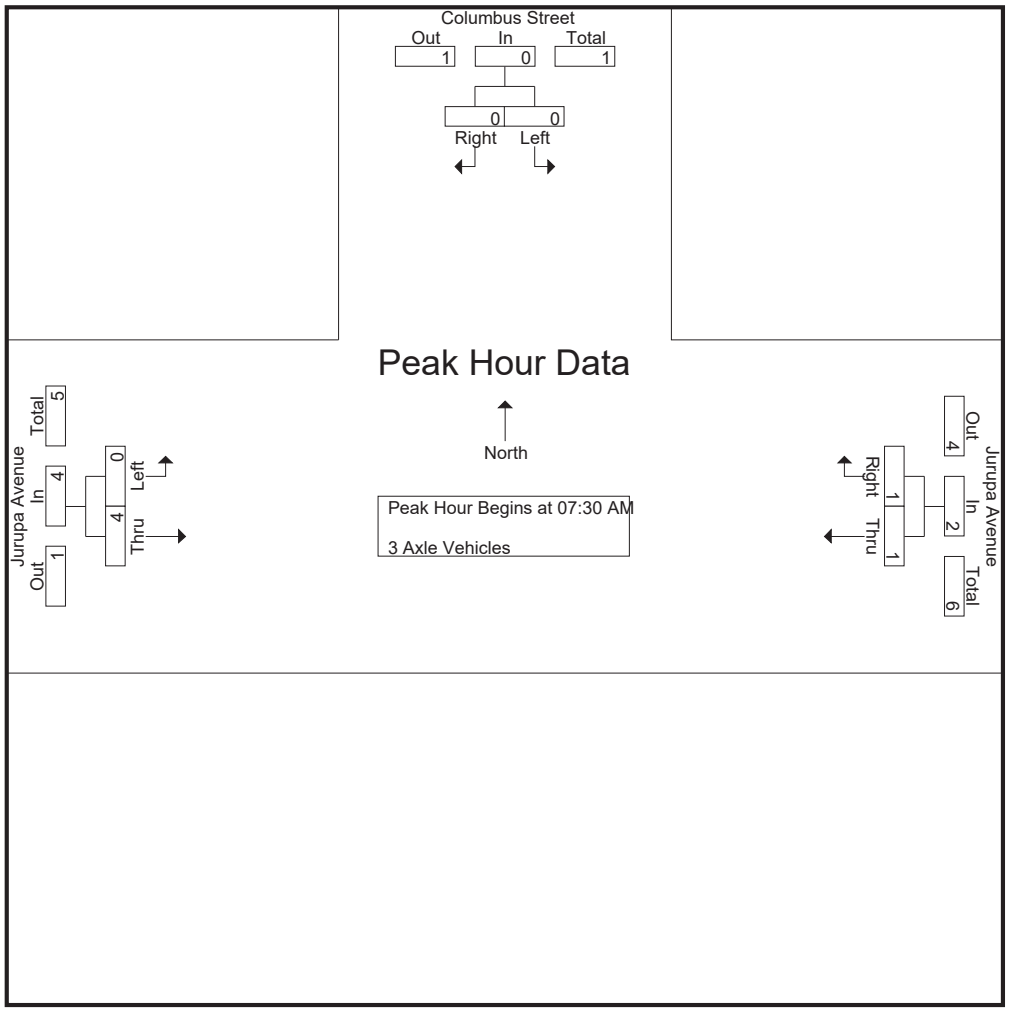

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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Groups Printed- 4+ Axle Trucks

	Columbus Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	2	0	2	0	4	4	6
07:30 AM	0	0	0	0	0	0	1	2	3	3
07:45 AM	0	1	1	1	0	1	0	1	1	3
Total	0	1	1	3	0	3	1	7	8	12
08:00 AM	0	0	0	1	0	1	1	0	1	2
08:15 AM	0	0	0	2	0	2	0	0	0	2
08:30 AM	0	0	0	2	0	2	0	0	0	2
08:45 AM	0	0	0	1	0	1	1	0	1	2
Total	0	0	0	6	0	6	2	0	2	8
Grand Total	0	1	1	9	0	9	3	7	10	20
Apprch %	0	100		100	0		30	70		
Total %	0	5	5	45	0	45	15	35	50	

	Columbus Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	0	0	**1**	**2**	**3**	**3**
07:45 AM	0	**1**	**1**	1	0	1	0	1	1	3
08:00 AM	0	0	0	1	0	1	1	0	1	2
08:15 AM	0	0	0	**2**	0	**2**	0	0	0	2
Total Volume	0	1	1	4	0	4	2	3	5	10
% App. Total	0	100		100	0		40	60		
PHF	.000	.250	.250	.500	.000	.500	.500	.375	.417	.833

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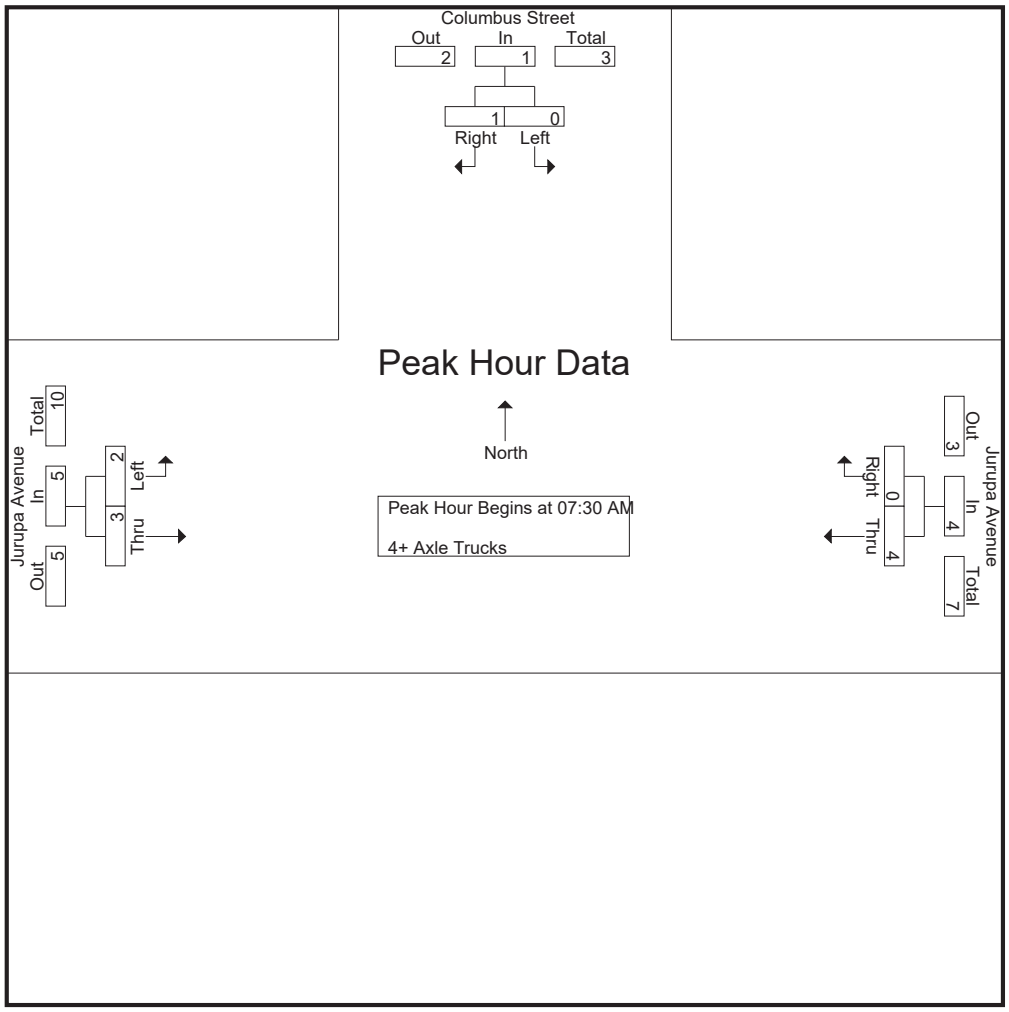

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	0	0	**1**	**2**	**3**
+15 mins.	0	**1**	**1**	1	0	1	0	1	1
+30 mins.	0	0	0	1	0	1	1	0	1
+45 mins.	0	0	0	**2**	0	**2**	0	0	0
Total Volume	0	1	1	4	0	4	2	3	5
% App. Total	0	100		100	0		40	60	
PHF	.000	.250	.250	.500	.000	.500	.500	.375	.417

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

	Columbus Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	1	6	7	157	2	159	0	213	213	379
04:15 PM	0	3	3	166	0	166	2	174	176	345
04:30 PM	1	9	10	151	1	152	1	163	164	326
04:45 PM	0	7	7	176	0	176	1	122	123	306
Total	2	25	27	650	3	653	4	672	676	1356
05:00 PM	5	3	8	183	0	183	4	168	172	363
05:15 PM	0	9	9	224	0	224	4	130	134	367
05:30 PM	0	5	5	158	1	159	2	129	131	295
05:45 PM	2	4	6	136	0	136	3	136	139	281
Total	7	21	28	701	1	702	13	563	576	1306
Grand Total	9	46	55	1351	4	1355	17	1235	1252	2662
Apprch %	16.4	83.6		99.7	0.3		1.4	98.6		
Total %	0.3	1.7	2.1	50.8	0.2	50.9	0.6	46.4	47	
Passenger Vehicles	9	43	52	1316	4	1320	15	1198	1213	2585
% Passenger Vehicles	100	93.5	94.5	97.4	100	97.4	88.2	97	96.9	97.1
Large 2 Axle Vehicles	0	2	2	27	0	27	0	22	22	51
% Large 2 Axle Vehicles	0	4.3	3.6	2	0	2	0	1.8	1.8	1.9
3 Axle Vehicles	0	1	1	3	0	3	0	3	3	7
% 3 Axle Vehicles	0	2.2	1.8	0.2	0	0.2	0	0.2	0.2	0.3
4+ Axle Trucks	0	0	0	5	0	5	2	12	14	19
% 4+ Axle Trucks	0	0	0	0.4	0	0.4	11.8	1	1.1	0.7

	Columbus Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	1	**9**	**10**	151	**1**	152	1	163	164	326
04:45 PM	0	7	7	176	0	176	1	122	123	306
05:00 PM	**5**	3	8	183	0	183	**4**	**168**	**172**	363
05:15 PM	0	9	9	**224**	0	**224**	4	130	134	**367**
Total Volume	6	28	34	734	1	735	10	583	593	1362
% App. Total	17.6	82.4		99.9	0.1		1.7	98.3		
PHF	.300	.778	.850	.819	.250	.820	.625	.868	.862	.928

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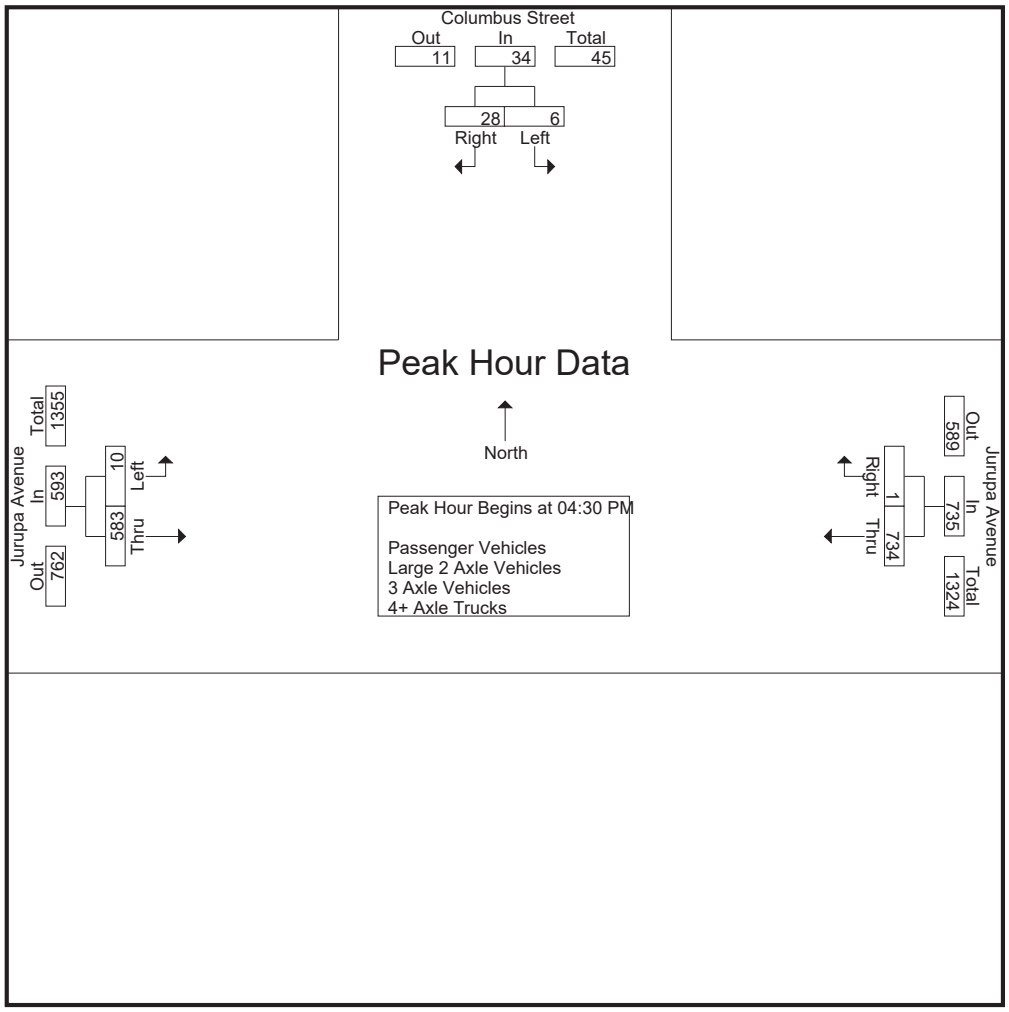

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:45 PM			04:00 PM		
+0 mins.	1	**9**	**10**	176	0	176	0	**213**	**213**
+15 mins.	0	7	7	183	0	183	**2**	174	176
+30 mins.	**5**	3	8	**224**	0	**224**	1	163	164
+45 mins.	0	9	9	158	**1**	159	1	122	123
Total Volume	6	28	34	741	1	742	4	672	676
% App. Total	17.6	82.4		99.9	0.1		0.6	99.4	
PHF	.300	.778	.850	.827	.250	.828	.500	.789	.793

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Groups Printed- Passenger Vehicles

	Columbus Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	1	5	6	154	2	156	0	204	204	366
04:15 PM	0	2	2	157	0	157	2	166	168	327
04:30 PM	1	9	10	148	1	149	1	162	163	322
04:45 PM	0	7	7	169	0	169	1	120	121	297
Total	2	23	25	628	3	631	4	652	656	1312
05:00 PM	5	3	8	182	0	182	4	166	170	360
05:15 PM	0	9	9	221	0	221	4	125	129	359
05:30 PM	0	5	5	153	1	154	1	124	125	284
05:45 PM	2	3	5	132	0	132	2	131	133	270
Total	7	20	27	688	1	689	11	546	557	1273
Grand Total	9	43	52	1316	4	1320	15	1198	1213	2585
Apprch %	17.3	82.7		99.7	0.3		1.2	98.8		
Total %	0.3	1.7	2	50.9	0.2	51.1	0.6	46.3	46.9	

	Columbus Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	1	**9**	**10**	148	**1**	149	1	162	163	322
04:45 PM	0	7	7	169	0	169	1	120	121	297
05:00 PM	**5**	3	8	182	0	182	**4**	**166**	**170**	**360**
05:15 PM	0	9	9	**221**	0	**221**	4	125	129	359
Total Volume	6	28	34	720	1	721	10	573	583	1338
% App. Total	17.6	82.4		99.9	0.1		1.7	98.3		
PHF	.300	.778	.850	.814	.250	.816	.625	.863	.857	.929

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Weather: Clear

File Name : 02_RIV_Col_Jur PM
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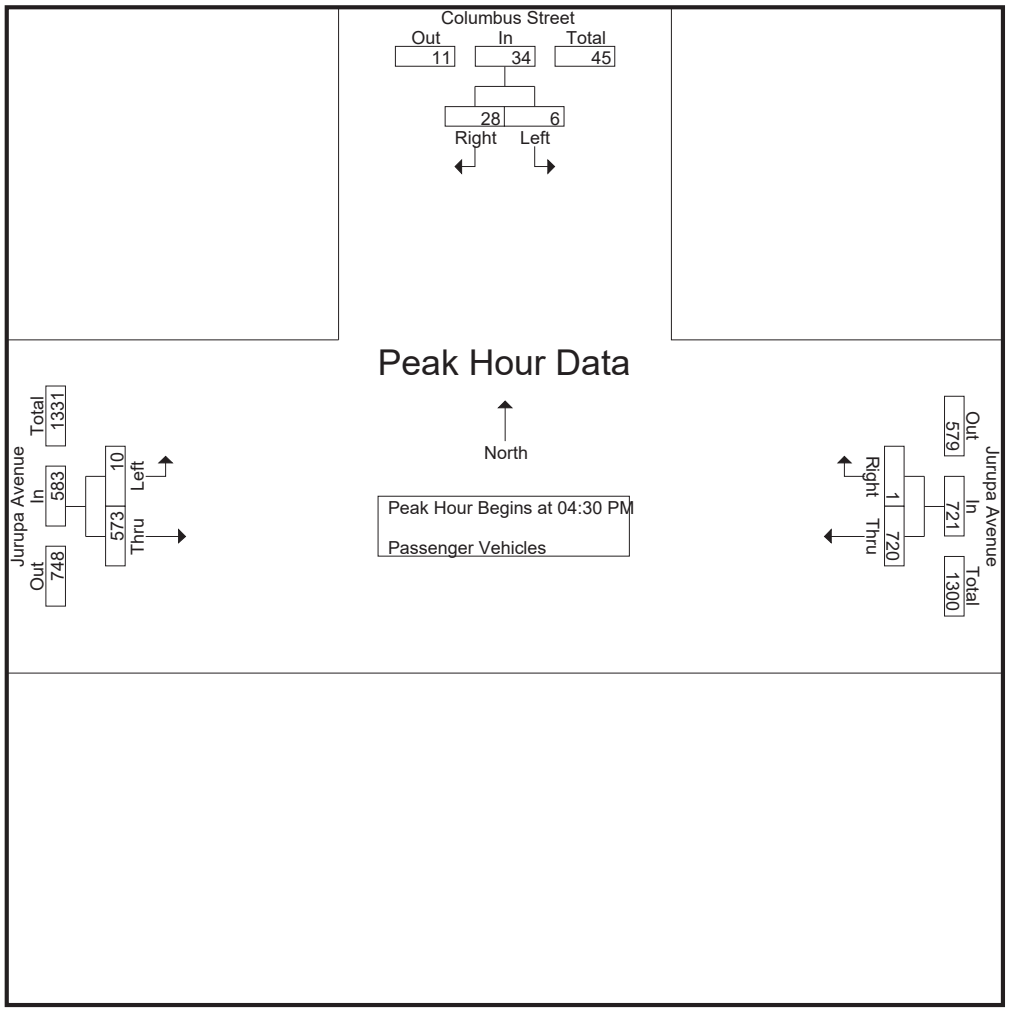

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	1	**9**	**10**	148	**1**	149	1	162	163
+15 mins.	0	7	7	169	0	169	1	120	121
+30 mins.	**5**	3	8	182	0	182	**4**	**166**	**170**
+45 mins.	0	9	9	**221**	0	**221**	4	125	129
Total Volume	6	28	34	720	1	721	10	573	583
% App. Total	17.6	82.4		99.9	0.1		1.7	98.3	
PHF	.300	.778	.850	.814	.250	.816	.625	.863	.857

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Groups Printed- Large 2 Axle Vehicles

	Columbus Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	3	0	3	0	4	4	7
04:15 PM	0	1	1	4	0	4	0	4	4	9
04:30 PM	0	0	0	2	0	2	0	0	0	2
04:45 PM	0	0	0	6	0	6	0	2	2	8
Total	0	1	1	15	0	15	0	10	10	26
05:00 PM	0	0	0	1	0	1	0	2	2	3
05:15 PM	0	0	0	3	0	3	0	4	4	7
05:30 PM	0	0	0	5	0	5	0	2	2	7
05:45 PM	0	1	1	3	0	3	0	4	4	8
Total	0	1	1	12	0	12	0	12	12	25
Grand Total	0	2	2	27	0	27	0	22	22	51
Apprch %	0	100		100	0		0	100		
Total %	0	3.9	3.9	52.9	0	52.9	0	43.1	43.1	

	Columbus Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	2	0	2	0	0	0	2
04:45 PM	0	0	0	**6**	0	**6**	0	2	2	**8**
05:00 PM	0	0	0	1	0	1	0	2	2	3
05:15 PM	0	0	0	3	0	3	0	**4**	**4**	7
Total Volume	0	0	0	12	0	12	0	8	8	20
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.500	.000	.500	.000	.500	.500	.625

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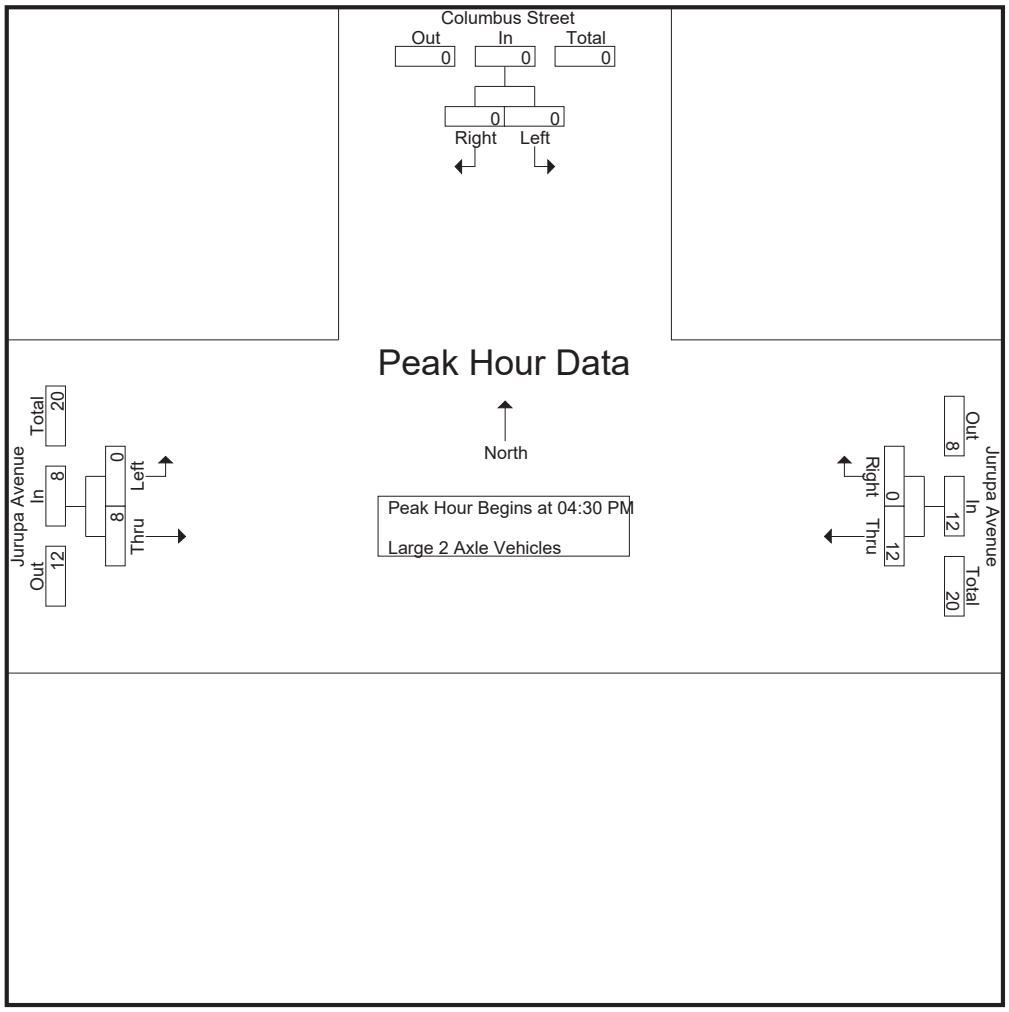

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	2	0	2	0	0	0
+15 mins.	0	0	0	**6**	0	**6**	0	2	2
+30 mins.	0	0	0	1	0	1	0	2	2
+45 mins.	0	0	0	3	0	3	0	**4**	**4**
Total Volume	0	0	0	12	0	12	0	8	8
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.500	.000	.500	.000	.500	.500

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Groups Printed- 3 Axle Vehicles

	Columbus Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	0	0	0	1
04:15 PM	0	0	0	2	0	2	0	1	1	3
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	3	0	3	0	1	1	5
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	2	2	2
Grand Total	0	1	1	3	0	3	0	3	3	7
Apprch %	0	100		100	0		0	100		
Total %	0	14.3	14.3	42.9	0	42.9	0	42.9	42.9	

	Columbus Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**1**	0	**1**	0	0	0	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0	1
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250

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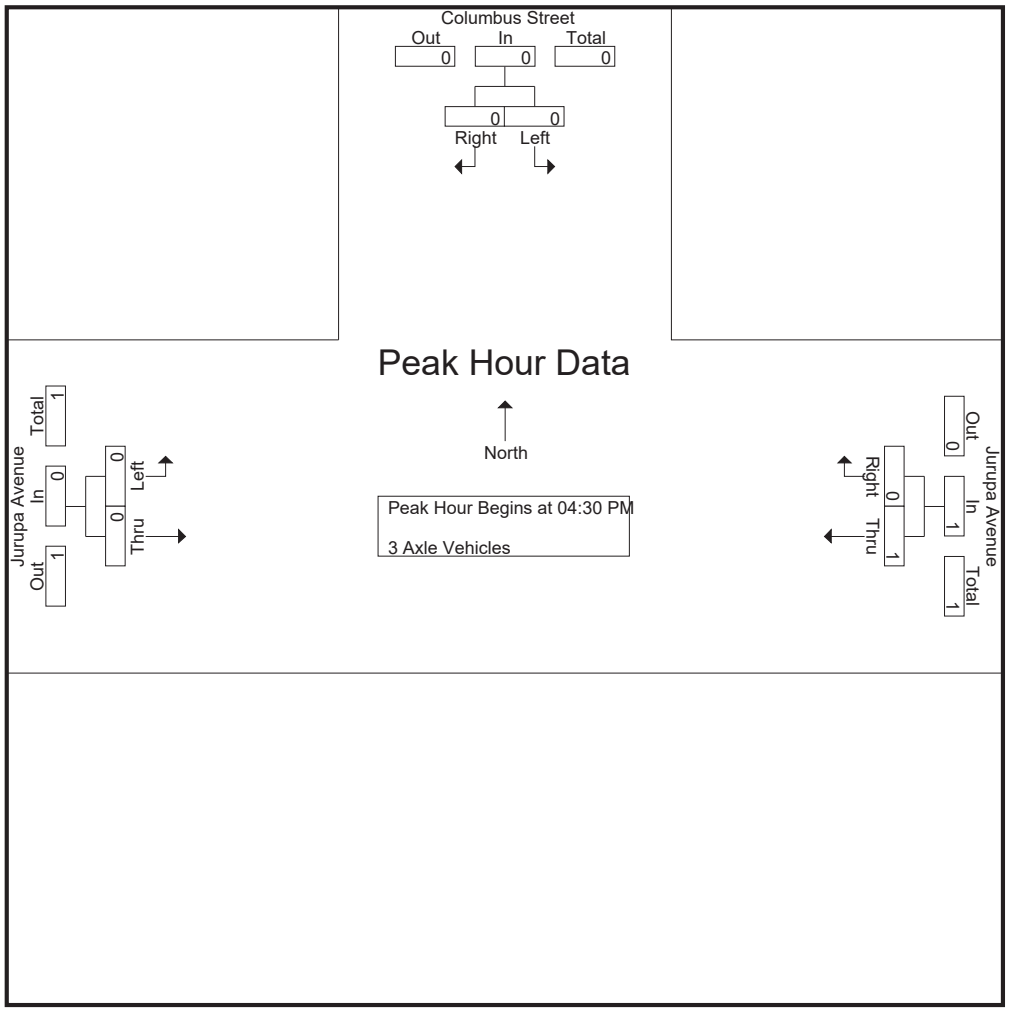

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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Groups Printed- 4+ Axle Trucks

	Columbus Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	5	5	5
04:15 PM	0	0	0	3	0	3	0	3	3	6
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	4	0	4	0	9	9	13
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	1	2	3	3
05:45 PM	0	0	0	1	0	1	1	0	1	2
Total	0	0	0	1	0	1	2	3	5	6
Grand Total	0	0	0	5	0	5	2	12	14	19
Apprch %	0	0		100	0		14.3	85.7		
Total %	0	0	0	26.3	0	26.3	10.5	63.2	73.7	

	Columbus Street Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**1**	**1**	**1**
04:45 PM	0	0	0	**1**	0	**1**	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	1	0	1	0	2	2	3
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.500	.500	.750

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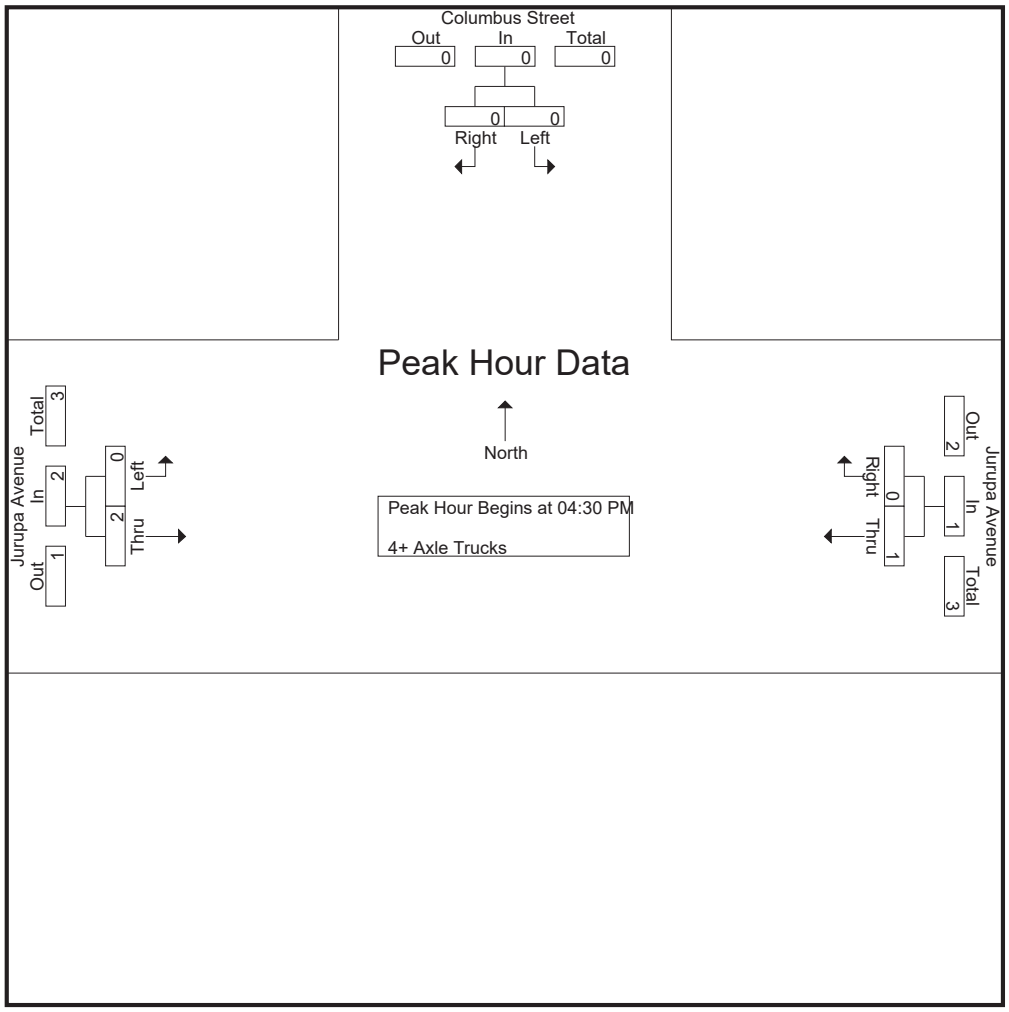

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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File Name : 03_RIV_DW1_Jur AM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Project Driveway 1 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	117	0	117	1	113	114	231
07:15 AM	0	0	0	102	0	102	0	155	155	257
07:30 AM	0	1	1	113	1	114	1	160	161	276
07:45 AM	0	0	0	136	0	136	1	181	182	318
Total	0	1	1	468	1	469	3	609	612	1082
08:00 AM	1	0	1	113	0	113	2	157	159	273
08:15 AM	0	0	0	129	1	130	1	153	154	284
08:30 AM	0	0	0	94	0	94	0	141	141	235
08:45 AM	0	0	0	74	0	74	0	127	127	201
Total	1	0	1	410	1	411	3	578	581	993
Grand Total	1	1	2	878	2	880	6	1187	1193	2075
Apprch %	50	50		99.8	0.2		0.5	99.5		
Total %	0	0	0.1	42.3	0.1	42.4	0.3	57.2	57.5	
Passenger Vehicles	1	0	1	830	2	832	6	1140	1146	1979
% Passenger Vehicles	100	0	50	94.5	100	94.5	100	96	96.1	95.4
Large 2 Axle Vehicles	0	1	1	36	0	36	0	33	33	70
% Large 2 Axle Vehicles	0	100	50	4.1	0	4.1	0	2.8	2.8	3.4
3 Axle Vehicles	0	0	0	1	0	1	0	4	4	5
% 3 Axle Vehicles	0	0	0	0.1	0	0.1	0	0.3	0.3	0.2
4+ Axle Trucks	0	0	0	11	0	11	0	10	10	21
% 4+ Axle Trucks	0	0	0	1.3	0	1.2	0	0.8	0.8	1

	Project Driveway 1 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	**1**	**1**	113	**1**	114	1	160	161	276
07:45 AM	0	0	0	**136**	0	**136**	1	**181**	**182**	**318**
08:00 AM	**1**	0	1	113	0	113	**2**	157	159	273
08:15 AM	0	0	0	129	1	130	1	153	154	284
Total Volume	1	1	2	491	2	493	5	651	656	1151
% App. Total	50	50		99.6	0.4		0.8	99.2		
PHF	.250	.250	.500	.903	.500	.906	.625	.899	.901	.905

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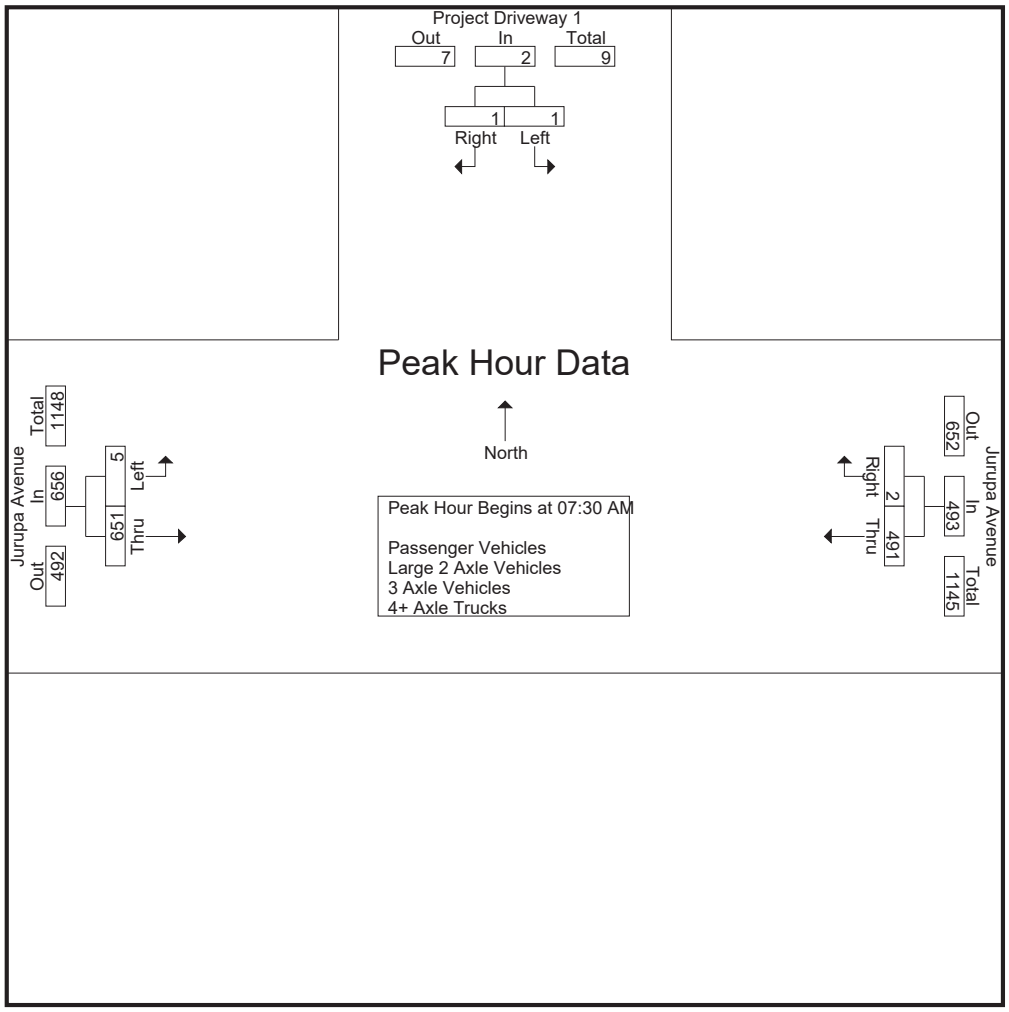

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			07:15 AM		
+0 mins.	0	0	0	113	**1**	114	0	155	155
+15 mins.	0	**1**	**1**	**136**	0	**136**	1	160	161
+30 mins.	0	0	0	113	0	113	1	**181**	**182**
+45 mins.	**1**	0	1	129	1	130	**2**	157	159
Total Volume	1	1	2	491	2	493	4	653	657
% App. Total	50	50		99.6	0.4		0.6	99.4	
PHF	.250	.250	.500	.903	.500	.906	.500	.902	.902

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Groups Printed- Passenger Vehicles

	Project Driveway 1 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	115	0	115	1	111	112	227
07:15 AM	0	0	0	92	0	92	0	149	149	241
07:30 AM	0	0	0	109	1	110	1	151	152	262
07:45 AM	0	0	0	126	0	126	1	174	175	301
Total	0	0	0	442	1	443	3	585	588	1031
08:00 AM	1	0	1	106	0	106	2	152	154	261
08:15 AM	0	0	0	123	1	124	1	147	148	272
08:30 AM	0	0	0	88	0	88	0	137	137	225
08:45 AM	0	0	0	71	0	71	0	119	119	190
Total	1	0	1	388	1	389	3	555	558	948
Grand Total	1	0	1	830	2	832	6	1140	1146	1979
Apprch %	100	0		99.8	0.2		0.5	99.5		
Total %	0.1	0	0.1	41.9	0.1	42	0.3	57.6	57.9	

	Project Driveway 1 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	109	**1**	110	1	151	152	262
07:45 AM	0	0	0	**126**	0	**126**	1	**174**	**175**	**301**
08:00 AM	**1**	0	**1**	106	0	106	**2**	152	154	261
08:15 AM	0	0	0	123	1	124	1	147	148	272
Total Volume	1	0	1	464	2	466	5	624	629	1096
% App. Total	100	0		99.6	0.4		0.8	99.2		
PHF	.250	.000	.250	.921	.500	.925	.625	.897	.899	.910

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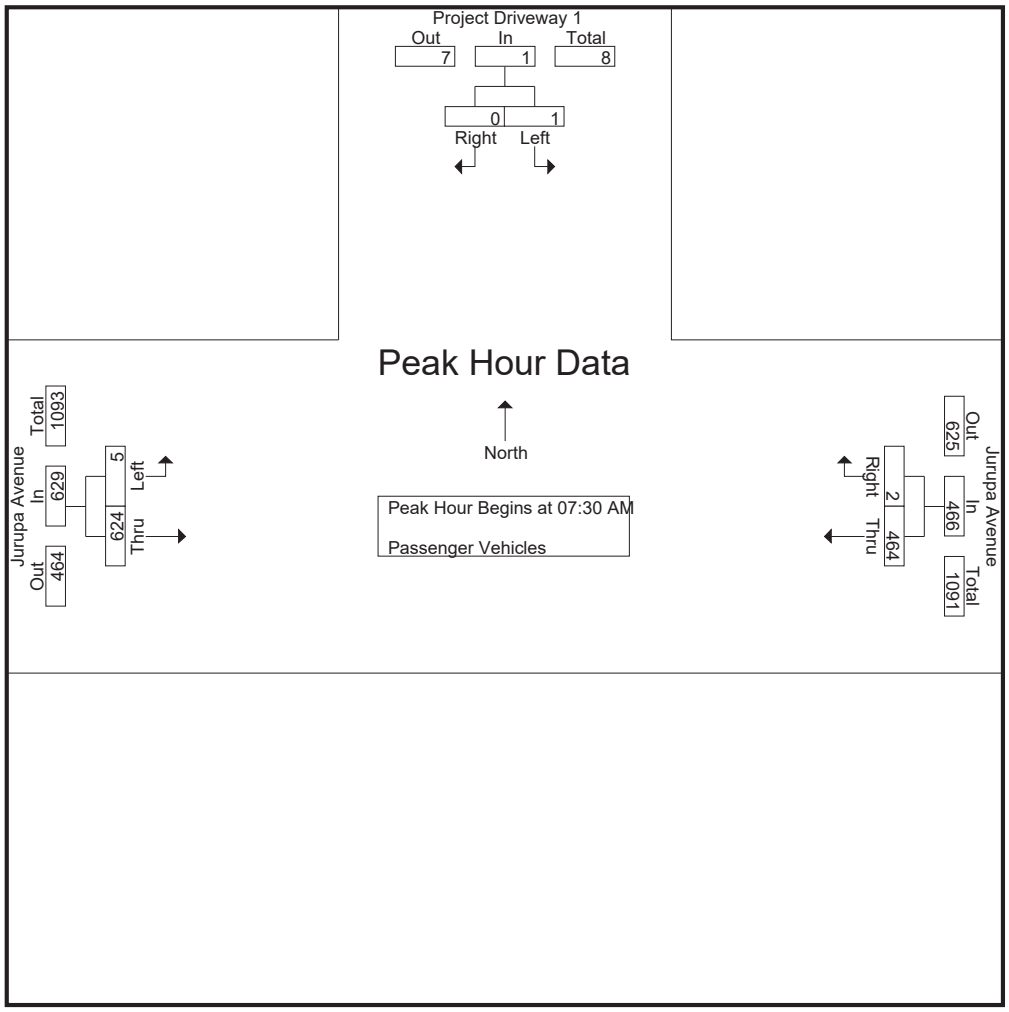

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	109	**1**	110	1	151	152
+15 mins.	0	0	0	**126**	0	**126**	1	**174**	**175**
+30 mins.	**1**	0	**1**	106	0	106	**2**	152	154
+45 mins.	0	0	0	123	1	124	1	147	148
Total Volume	1	0	1	464	2	466	5	624	629
% App. Total	100	0		99.6	0.4		0.8	99.2	
PHF	.250	.000	.250	.921	.500	.925	.625	.897	.899

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Groups Printed- Large 2 Axle Vehicles

	Project Driveway 1 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	2	0	2	0	2	2	4
07:15 AM	0	0	0	8	0	8	0	2	2	10
07:30 AM	0	1	1	4	0	4	0	5	5	10
07:45 AM	0	0	0	8	0	8	0	5	5	13
Total	0	1	1	22	0	22	0	14	14	37
08:00 AM	0	0	0	4	0	4	0	4	4	8
08:15 AM	0	0	0	4	0	4	0	4	4	8
08:30 AM	0	0	0	4	0	4	0	4	4	8
08:45 AM	0	0	0	2	0	2	0	7	7	9
Total	0	0	0	14	0	14	0	19	19	33
Grand Total	0	1	1	36	0	36	0	33	33	70
Apprch %	0	100		100	0		0	100		
Total %	0	1.4	1.4	51.4	0	51.4	0	47.1	47.1	

	Project Driveway 1 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	**1**	**1**	4	0	4	0	**5**	**5**	10
07:45 AM	0	0	0	**8**	0	**8**	0	5	5	**13**
08:00 AM	0	0	0	4	0	4	0	4	4	8
08:15 AM	0	0	0	4	0	4	0	4	4	8
Total Volume	0	1	1	20	0	20	0	18	18	39
% App. Total	0	100		100	0		0	100		
PHF	.000	.250	.250	.625	.000	.625	.000	.900	.900	.750

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N/S: Project Driveway 1
E/W: Jurupa Avenue
Weather: Clear

File Name : 03_RIV_DW1_Jur AM
Site Code : 10825650
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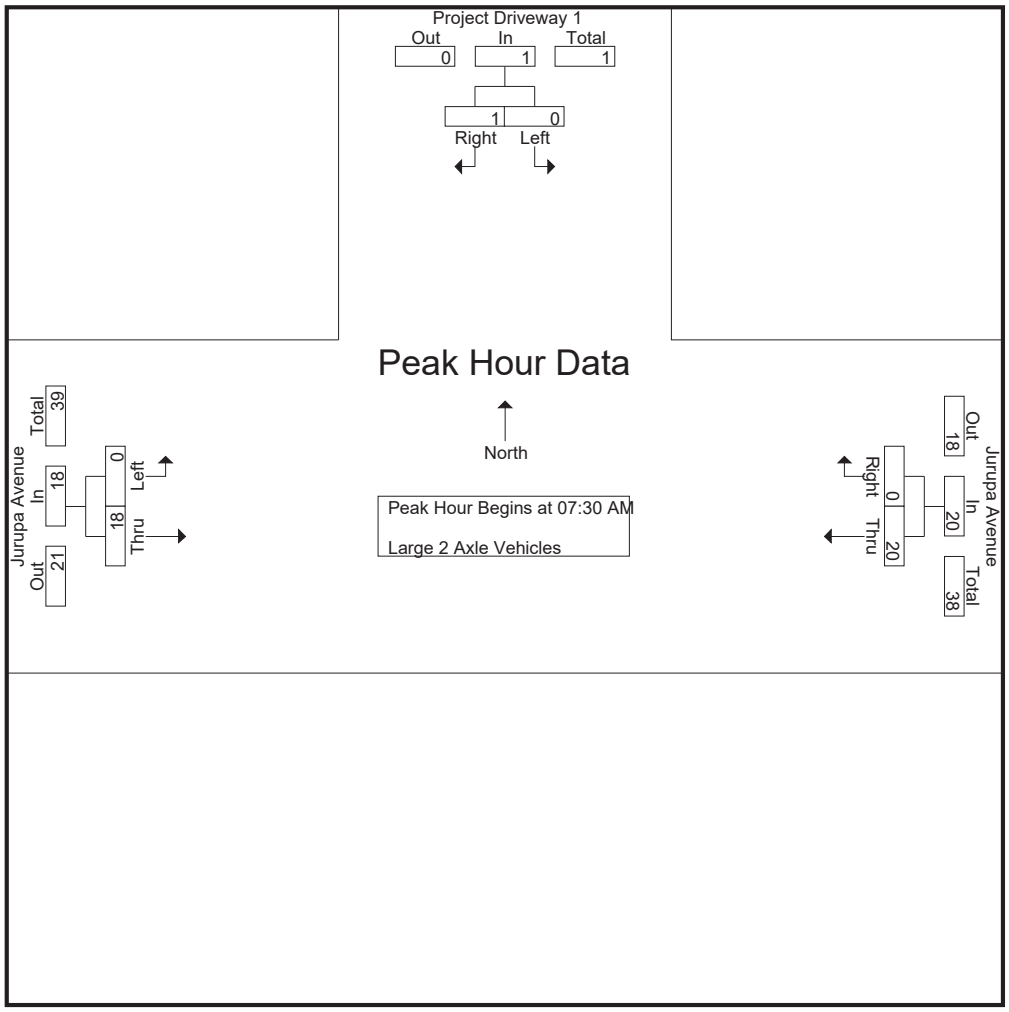

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	**1**	**1**	4	0	4	0	**5**	**5**
+15 mins.	0	0	0	**8**	0	**8**	0	5	5
+30 mins.	0	0	0	4	0	4	0	4	4
+45 mins.	0	0	0	4	0	4	0	4	4
Total Volume	0	1	1	20	0	20	0	18	18
% App. Total	0	100		100	0		0	100	
PHF	.000	.250	.250	.625	.000	.625	.000	.900	.900

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City of Riverside
N/S: Project Driveway 1
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Weather: Clear

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Groups Printed- 3 Axle Vehicles

	Project Driveway 1 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	1	0	1	0	1	1	2
Total	0	0	0	1	0	1	0	2	2	3
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	2	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	2	2
Grand Total	0	0	0	1	0	1	0	4	4	5
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	20	0	20	0	80	80	

	Project Driveway 1 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	**1**	0	**1**	0	1	1	**2**
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	**2**	**2**	2
Total Volume	0	0	0	1	0	1	0	4	4	5
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.500	.500	.625

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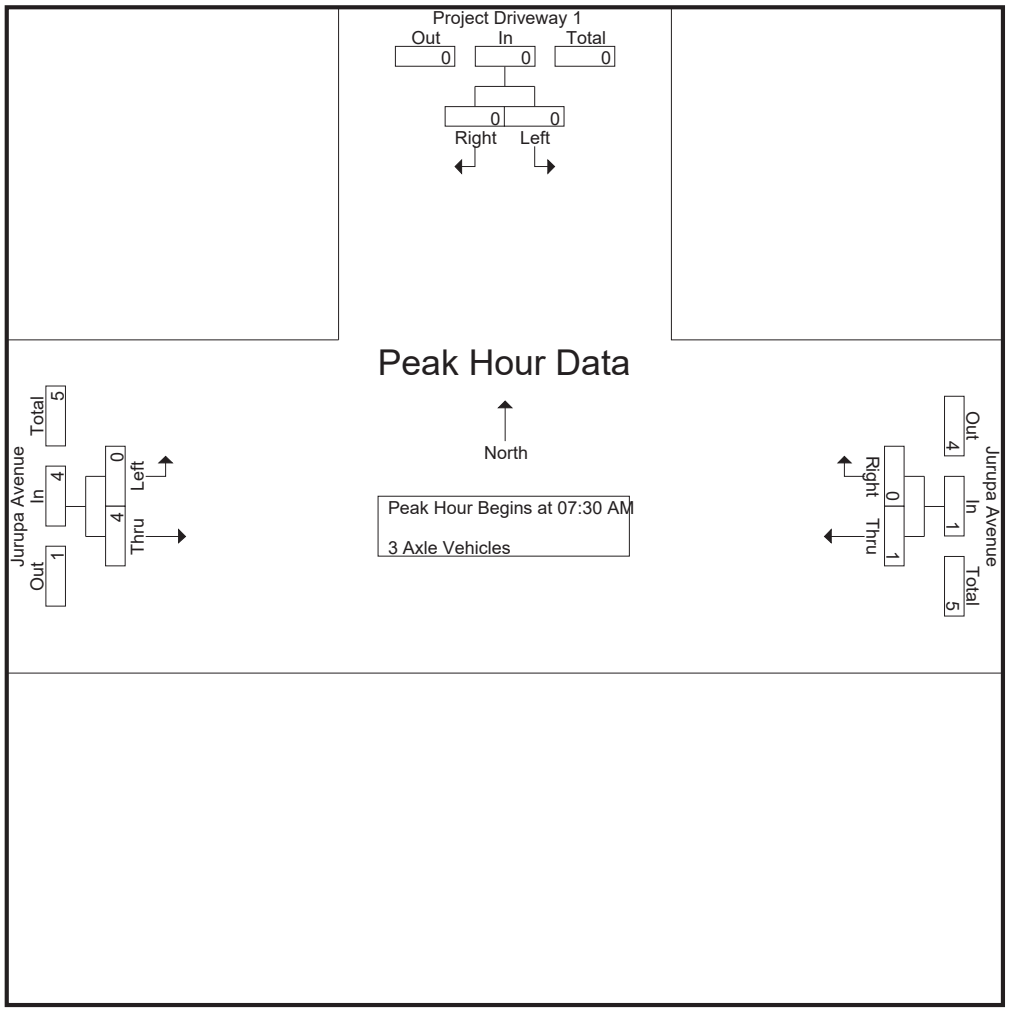

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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Groups Printed- 4+ Axle Trucks

	Project Driveway 1 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	2	0	2	0	4	4	6
07:30 AM	0	0	0	0	0	0	0	3	3	3
07:45 AM	0	0	0	1	0	1	0	1	1	2
Total	0	0	0	3	0	3	0	8	8	11
08:00 AM	0	0	0	3	0	3	0	1	1	4
08:15 AM	0	0	0	2	0	2	0	0	0	2
08:30 AM	0	0	0	2	0	2	0	0	0	2
08:45 AM	0	0	0	1	0	1	0	1	1	2
Total	0	0	0	8	0	8	0	2	2	10
Grand Total	0	0	0	11	0	11	0	10	10	21
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	52.4	0	52.4	0	47.6	47.6	

	Project Driveway 1 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	0	0	0	**3**	**3**	3
07:45 AM	0	0	0	1	0	1	0	1	1	2
08:00 AM	0	0	0	**3**	0	**3**	0	1	1	**4**
08:15 AM	0	0	0	2	0	2	0	0	0	2
Total Volume	0	0	0	6	0	6	0	5	5	11
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.500	.000	.500	.000	.417	.417	.688

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File Name : 03_RIV_DW1_Jur AM
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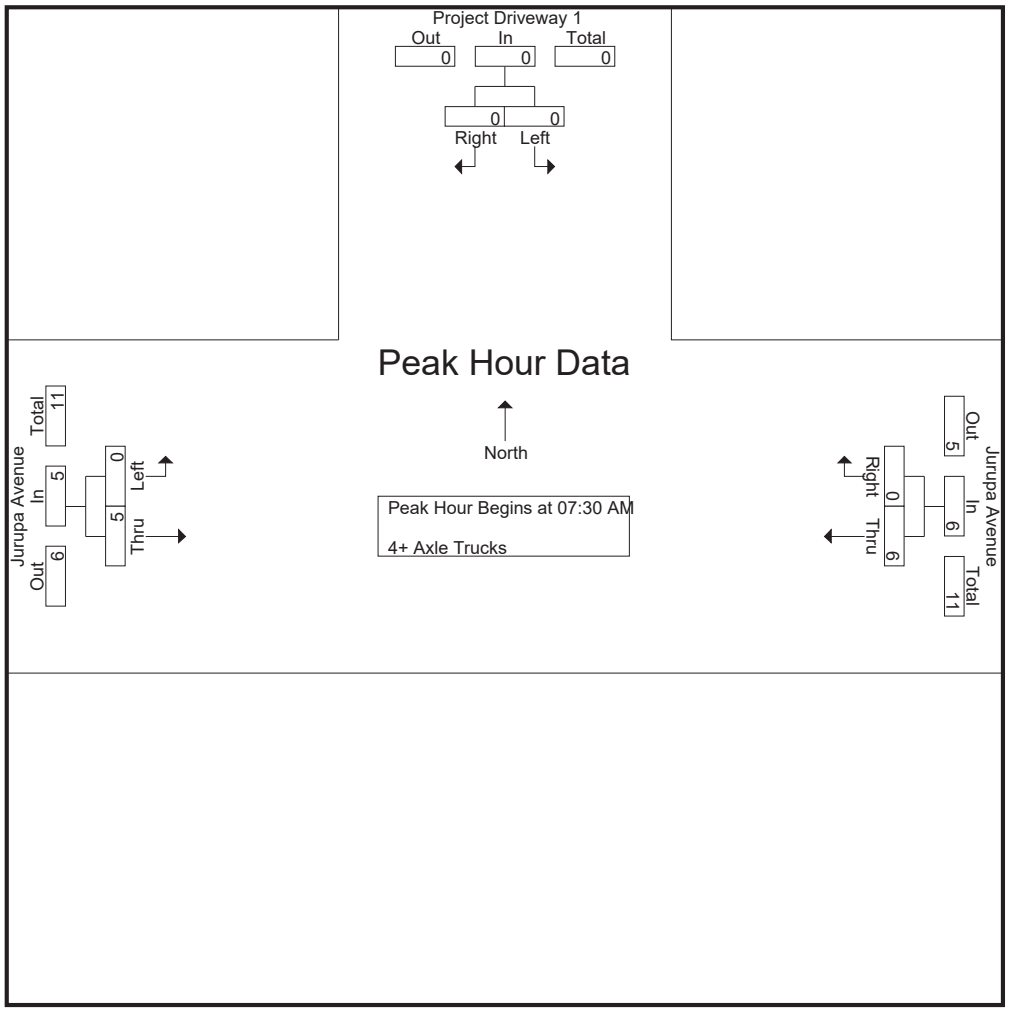

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	0	0	0	**3**	**3**
+15 mins.	0	0	0	1	0	1	0	1	1
+30 mins.	0	0	0	**3**	0	**3**	0	1	1
+45 mins.	0	0	0	2	0	2	0	0	0
Total Volume	0	0	0	6	0	6	0	5	5
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.500	.000	.500	.000	.417	.417

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

	Project Driveway 1 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	9	9	18	166	0	166	0	199	199	383
04:15 PM	4	0	4	155	0	155	0	167	167	326
04:30 PM	0	0	0	164	1	165	0	165	165	330
04:45 PM	1	0	1	178	0	178	0	121	121	300
Total	14	9	23	663	1	664	0	652	652	1339
05:00 PM	0	0	0	183	0	183	0	176	176	359
05:15 PM	0	0	0	225	0	225	0	130	130	355
05:30 PM	0	0	0	162	0	162	0	132	132	294
05:45 PM	0	0	0	136	0	136	0	137	137	273
Total	0	0	0	706	0	706	0	575	575	1281
Grand Total	14	9	23	1369	1	1370	0	1227	1227	2620
Apprch %	60.9	39.1		99.9	0.1		0	100		
Total %	0.5	0.3	0.9	52.3	0	52.3	0	46.8	46.8	
Passenger Vehicles	14	9	23	1336	1	1337	0	1192	1192	2552
% Passenger Vehicles	100	100	100	97.6	100	97.6	0	97.1	97.1	97.4
Large 2 Axle Vehicles	0	0	0	27	0	27	0	22	22	49
% Large 2 Axle Vehicles	0	0	0	2	0	2	0	1.8	1.8	1.9
3 Axle Vehicles	0	0	0	2	0	2	0	3	3	5
% 3 Axle Vehicles	0	0	0	0.1	0	0.1	0	0.2	0.2	0.2
4+ Axle Trucks	0	0	0	4	0	4	0	10	10	14
% 4+ Axle Trucks	0	0	0	0.3	0	0.3	0	0.8	0.8	0.5

	Project Driveway 1 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	0	0	0	164	**1**	165	0	165	165	330
04:45 PM	**1**	0	**1**	178	0	178	0	121	121	300
05:00 PM	0	0	0	183	0	183	0	**176**	**176**	**359**
05:15 PM	0	0	0	**225**	0	**225**	0	130	130	355
Total Volume	1	0	1	750	1	751	0	592	592	1344
% App. Total	100	0		99.9	0.1		0	100		
PHF	.250	.000	.250	.833	.250	.834	.000	.841	.841	.936

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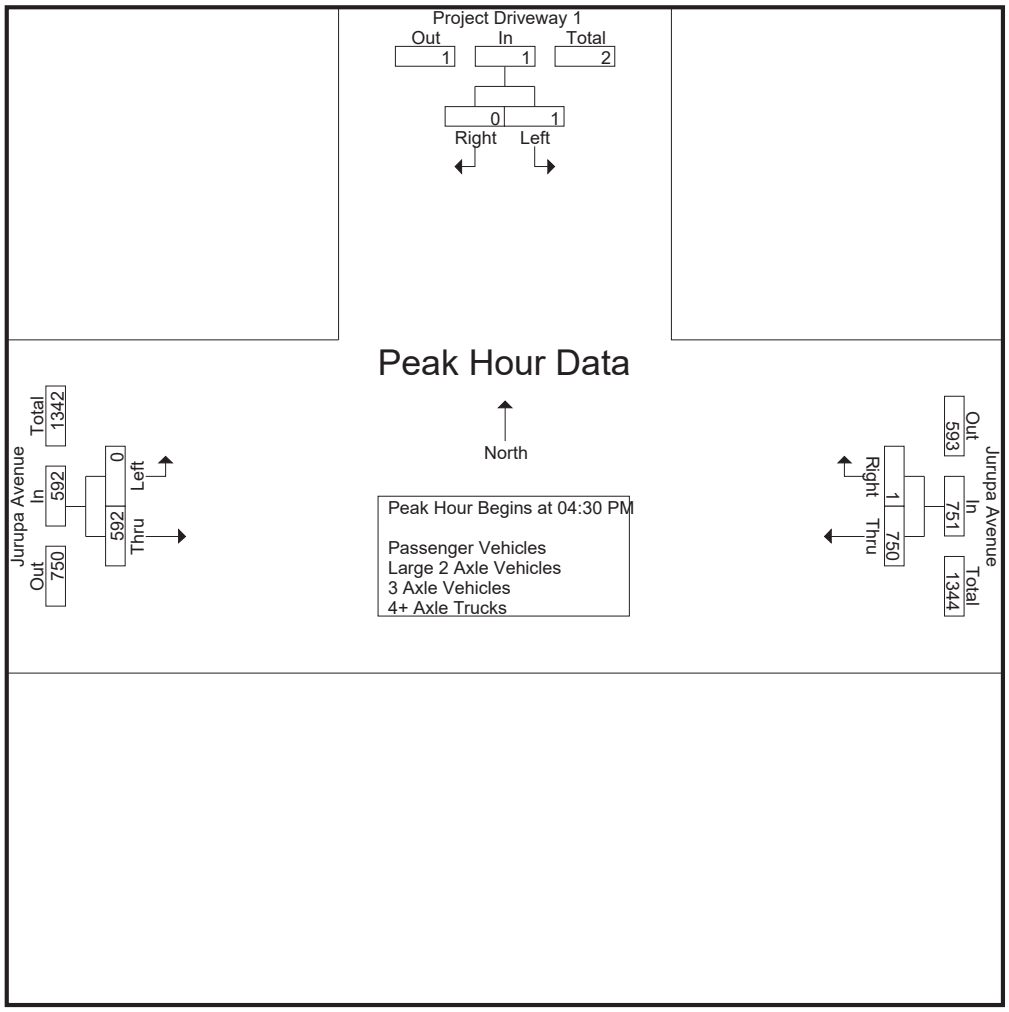

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:30 PM			04:00 PM		
+0 mins.	**9**	**9**	**18**	164	**1**	165	0	**199**	**199**
+15 mins.	4	0	4	178	0	178	0	167	167
+30 mins.	0	0	0	183	0	183	0	165	165
+45 mins.	1	0	1	**225**	0	**225**	0	121	121
Total Volume	14	9	23	750	1	751	0	652	652
% App. Total	60.9	39.1		99.9	0.1		0	100	
PHF	.389	.250	.319	.833	.250	.834	.000	.819	.819

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Groups Printed- Passenger Vehicles

	Project Driveway 1 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	9	9	18	160	0	160	0	189	189	367
04:15 PM	4	0	4	146	0	146	0	161	161	311
04:30 PM	0	0	0	161	1	162	0	163	163	325
04:45 PM	1	0	1	173	0	173	0	119	119	293
Total	14	9	23	640	1	641	0	632	632	1296
05:00 PM	0	0	0	182	0	182	0	173	173	355
05:15 PM	0	0	0	222	0	222	0	128	128	350
05:30 PM	0	0	0	160	0	160	0	127	127	287
05:45 PM	0	0	0	132	0	132	0	132	132	264
Total	0	0	0	696	0	696	0	560	560	1256
Grand Total	14	9	23	1336	1	1337	0	1192	1192	2552
Apprch %	60.9	39.1		99.9	0.1		0	100		
Total %	0.5	0.4	0.9	52.4	0	52.4	0	46.7	46.7	

	Project Driveway 1 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	161	**1**	162	0	163	163	325
04:45 PM	**1**	0	**1**	173	0	173	0	119	119	293
05:00 PM	0	0	0	182	0	182	0	**173**	**173**	**355**
05:15 PM	0	0	0	**222**	0	**222**	0	128	128	350
Total Volume	1	0	1	738	1	739	0	583	583	1323
% App. Total	100	0		99.9	0.1		0	100		
PHF	.250	.000	.250	.831	.250	.832	.000	.842	.842	.932

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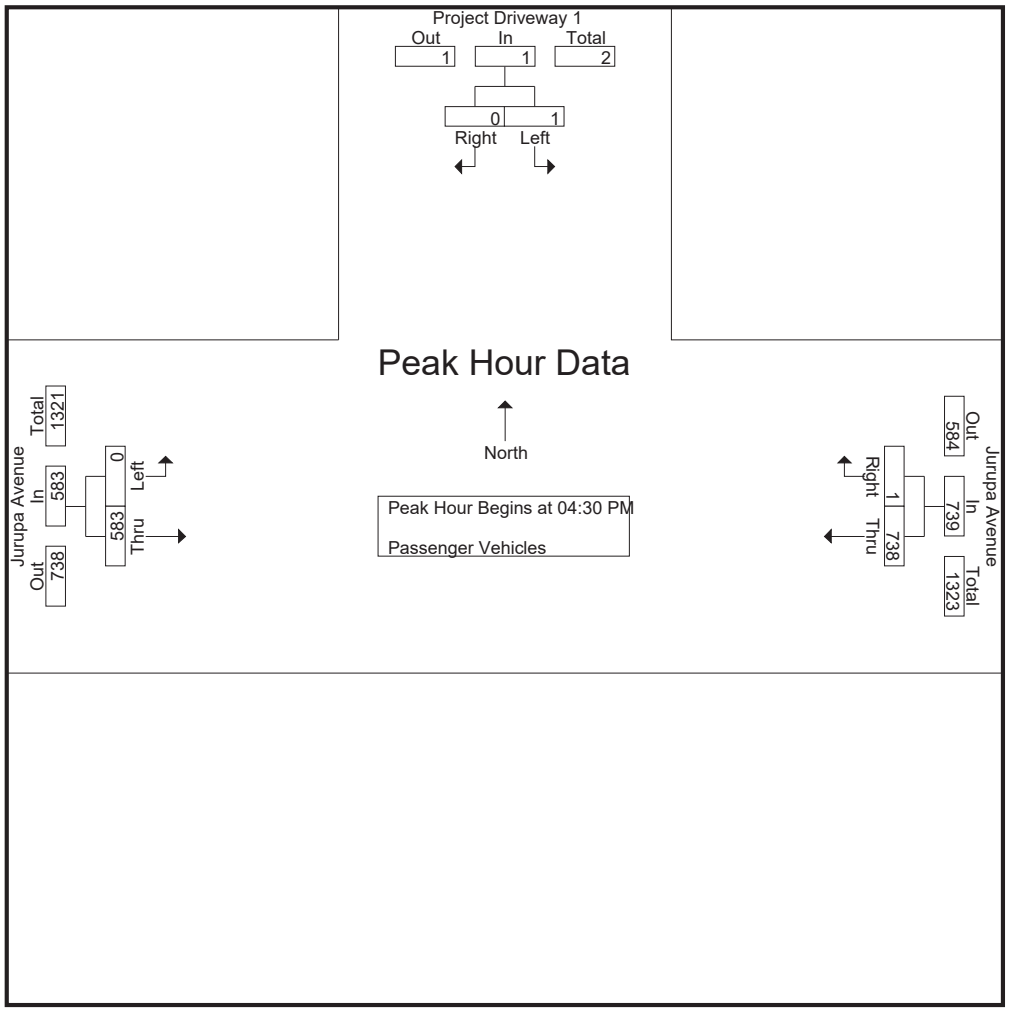

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	161	**1**	162	0	163	163
+15 mins.	**1**	0	**1**	173	0	173	0	119	119
+30 mins.	0	0	0	182	0	182	0	**173**	**173**
+45 mins.	0	0	0	**222**	0	**222**	0	128	128
Total Volume	1	0	1	738	1	739	0	583	583
% App. Total	100	0		99.9	0.1		0	100	
PHF	.250	.000	.250	.831	.250	.832	.000	.842	.842

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Groups Printed- Large 2 Axle Vehicles

	Project Driveway 1 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	5	0	5	0	7	7	12
04:15 PM	0	0	0	6	0	6	0	2	2	8
04:30 PM	0	0	0	2	0	2	0	2	2	4
04:45 PM	0	0	0	4	0	4	0	2	2	6
Total	0	0	0	17	0	17	0	13	13	30
05:00 PM	0	0	0	1	0	1	0	3	3	4
05:15 PM	0	0	0	3	0	3	0	1	1	4
05:30 PM	0	0	0	2	0	2	0	1	1	3
05:45 PM	0	0	0	4	0	4	0	4	4	8
Total	0	0	0	10	0	10	0	9	9	19
Grand Total	0	0	0	27	0	27	0	22	22	49
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	55.1	0	55.1	0	44.9	44.9	

	Project Driveway 1 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	2	0	2	0	2	2	4
04:45 PM	0	0	0	**4**	0	**4**	0	2	2	**6**
05:00 PM	0	0	0	1	0	1	0	**3**	**3**	4
05:15 PM	0	0	0	3	0	3	0	1	1	4
Total Volume	0	0	0	10	0	10	0	8	8	18
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.625	.000	.625	.000	.667	.667	.750

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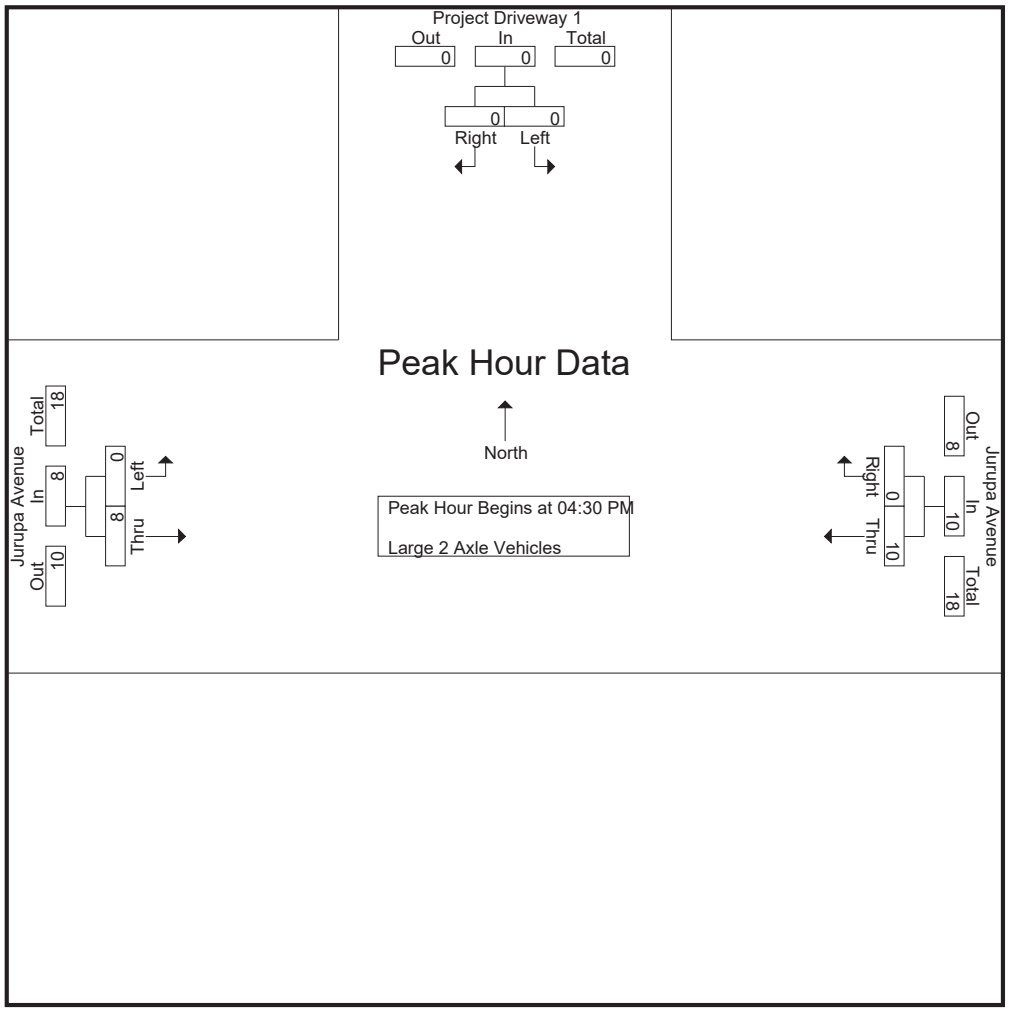

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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Groups Printed- 3 Axle Vehicles

	Project Driveway 1 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	2	0	1	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	2	2	2
Grand Total	0	0	0	2	0	2	0	3	3	5
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	40	0	40	0	60	60	

	Project Driveway 1 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**1**	0	**1**	0	0	0	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0	1
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250

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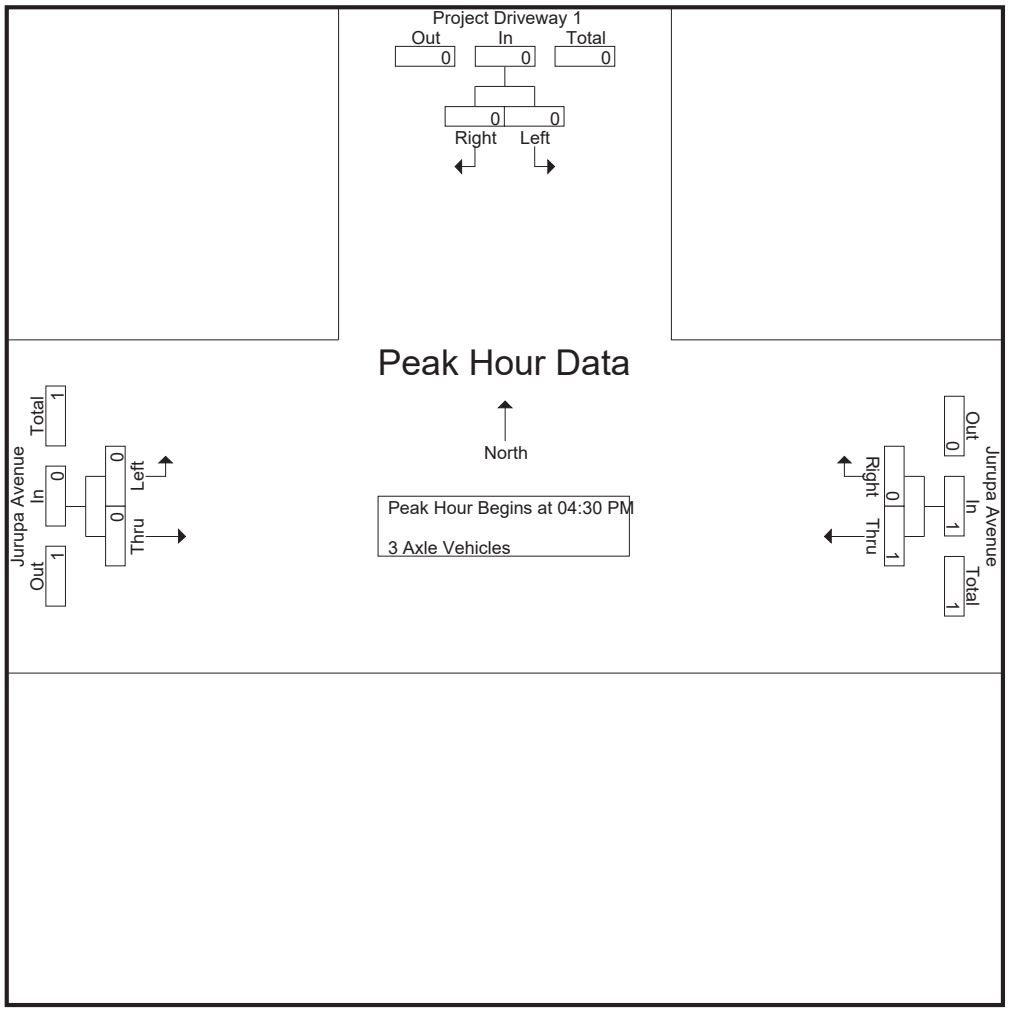

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Riverside
N/S: Project Driveway 1
E/W: Jurupa Avenue
Weather: Clear

File Name : 03_RIV_DW1_Jur PM
Site Code : 10825650
Start Date : 6/10/2025
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Groups Printed- 4+ Axle Trucks

	Project Driveway 1 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	3	3	3
04:15 PM	0	0	0	3	0	3	0	3	3	6
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	4	0	4	0	6	6	10
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	3	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	4	4	4
Grand Total	0	0	0	4	0	4	0	10	10	14
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	28.6	0	28.6	0	71.4	71.4	

	Project Driveway 1 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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
04:45 PM	0	0	0	**1**	0	**1**	0	0	0	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	**1**	**1**	1
Total Volume	0	0	0	1	0	1	0	1	1	2
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250	.500

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City of Riverside
N/S: Project Driveway 1
E/W: Jurupa Avenue
Weather: Clear

File Name : 03_RIV_DW1_Jur PM
Site Code : 10825650
Start Date : 6/10/2025
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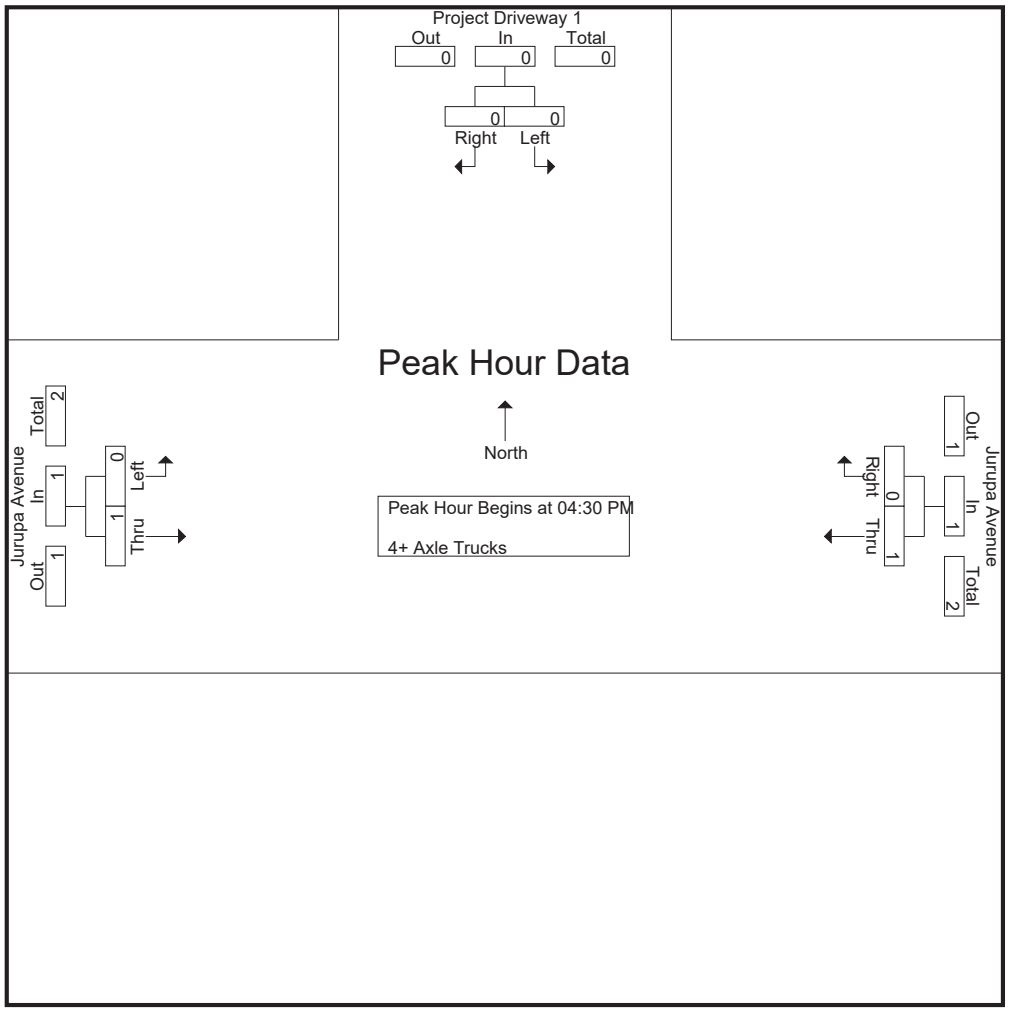

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Riverside
N/S: Project Driveway 2
E/W: Jurupa Avenue
Weather: Clear

File Name : 04_RIV_DW2_Jur AM
Site Code : 10825650
Start Date : 6/10/2025
Page No : 1

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

	Project Driveway 2 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	115	0	115	0	122	122	237
07:15 AM	0	0	0	111	0	111	0	147	147	258
07:30 AM	1	0	1	109	0	109	1	170	171	281
07:45 AM	0	0	0	130	0	130	0	173	173	303
Total	1	0	1	465	0	465	1	612	613	1079
08:00 AM	0	0	0	115	0	115	0	156	156	271
08:15 AM	0	0	0	133	0	133	0	155	155	288
08:30 AM	0	0	0	96	0	96	0	134	134	230
08:45 AM	0	0	0	75	0	75	0	126	126	201
Total	0	0	0	419	0	419	0	571	571	990
Grand Total	1	0	1	884	0	884	1	1183	1184	2069
Apprch %	100	0		100	0		0.1	99.9		
Total %	0	0	0	42.7	0	42.7	0	57.2	57.2	
Passenger Vehicles	0	0	0	843	0	843	1	1135	1136	1979
% Passenger Vehicles	0	0	0	95.4	0	95.4	100	95.9	95.9	95.7
Large 2 Axle Vehicles	1	0	1	28	0	28	0	32	32	61
% Large 2 Axle Vehicles	100	0	100	3.2	0	3.2	0	2.7	2.7	2.9
3 Axle Vehicles	0	0	0	2	0	2	0	5	5	7
% 3 Axle Vehicles	0	0	0	0.2	0	0.2	0	0.4	0.4	0.3
4+ Axle Trucks	0	0	0	11	0	11	0	11	11	22
% 4+ Axle Trucks	0	0	0	1.2	0	1.2	0	0.9	0.9	1.1

	Project Driveway 2 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**1**	0	**1**	109	0	109	**1**	170	171	281
07:45 AM	0	0	0	130	0	130	0	**173**	**173**	**303**
08:00 AM	0	0	0	115	0	115	0	156	156	271
08:15 AM	0	0	0	**133**	0	**133**	0	155	155	288
Total Volume	1	0	1	487	0	487	1	654	655	1143
% App. Total	100	0		100	0		0.2	99.8		
PHF	.250	.000	.250	.915	.000	.915	.250	.945	.947	.943

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E/W: Jurupa Avenue
Weather: Clear

File Name : 04_RIV_DW2_Jur AM
Site Code : 10825650
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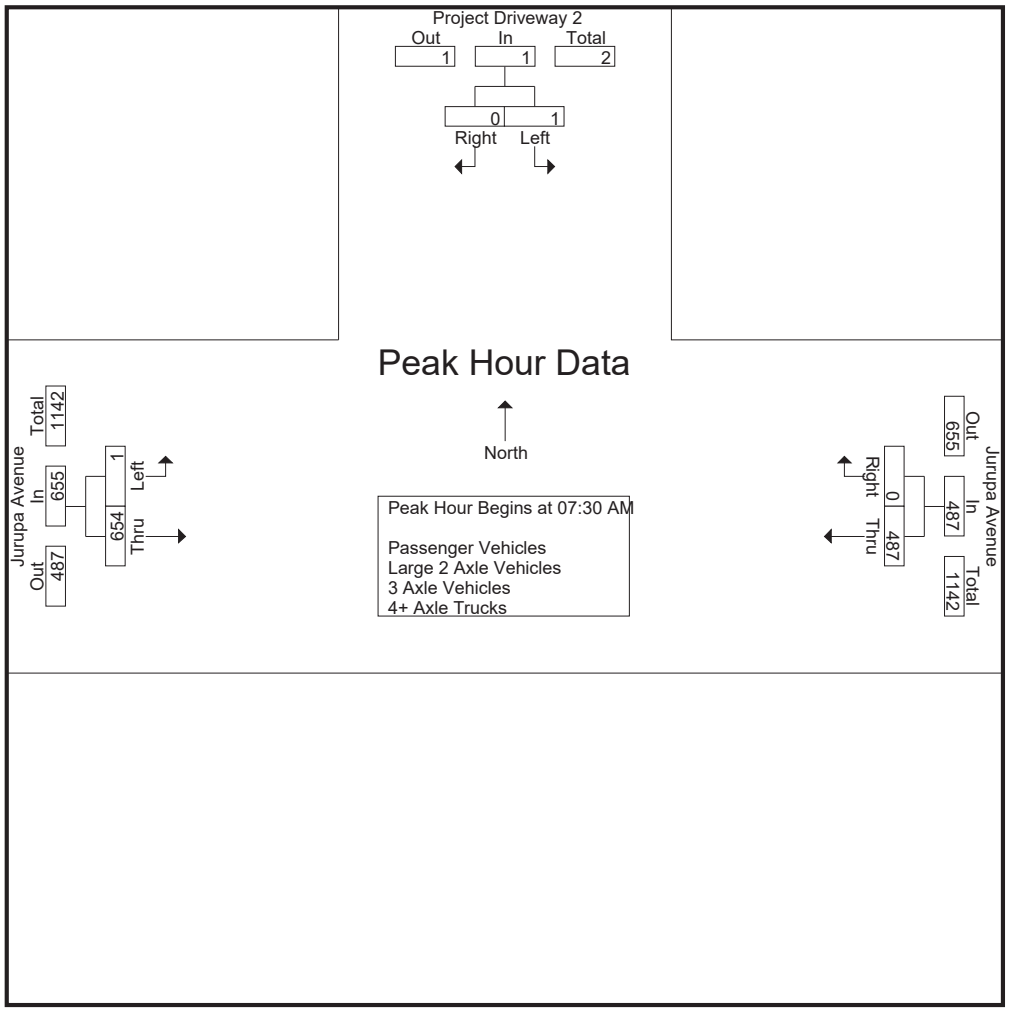

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	109	0	109	**1**	170	171
+15 mins.	0	0	0	130	0	130	0	**173**	**173**
+30 mins.	**1**	0	**1**	115	0	115	0	156	156
+45 mins.	0	0	0	**133**	0	**133**	0	155	155
Total Volume	1	0	1	487	0	487	1	654	655
% App. Total	100	0		100	0		0.2	99.8	
PHF	.250	.000	.250	.915	.000	.915	.250	.945	.947

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City of Riverside
N/S: Project Driveway 2
E/W: Jurupa Avenue
Weather: Clear

File Name : 04_RIV_DW2_Jur AM
Site Code : 10825650
Start Date : 6/10/2025
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Groups Printed- Passenger Vehicles

	Project Driveway 2 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	113	0	113	0	118	118	231
07:15 AM	0	0	0	103	0	103	0	142	142	245
07:30 AM	0	0	0	108	0	108	1	161	162	270
07:45 AM	0	0	0	121	0	121	0	167	167	288
Total	0	0	0	445	0	445	1	588	589	1034
08:00 AM	0	0	0	108	0	108	0	151	151	259
08:15 AM	0	0	0	128	0	128	0	147	147	275
08:30 AM	0	0	0	89	0	89	0	131	131	220
08:45 AM	0	0	0	73	0	73	0	118	118	191
Total	0	0	0	398	0	398	0	547	547	945
Grand Total	0	0	0	843	0	843	1	1135	1136	1979
Apprch %	0	0		100	0		0.1	99.9		
Total %	0	0	0	42.6	0	42.6	0.1	57.4	57.4	

	Project Driveway 2 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	108	0	108	**1**	161	162	270
07:45 AM	0	0	0	121	0	121	0	**167**	**167**	**288**
08:00 AM	0	0	0	108	0	108	0	151	151	259
08:15 AM	0	0	0	**128**	0	**128**	0	147	147	275
Total Volume	0	0	0	465	0	465	1	626	627	1092
% App. Total	0	0		100	0		0.2	99.8		
PHF	.000	.000	.000	.908	.000	.908	.250	.937	.939	.948

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File Name : 04_RIV_DW2_Jur AM
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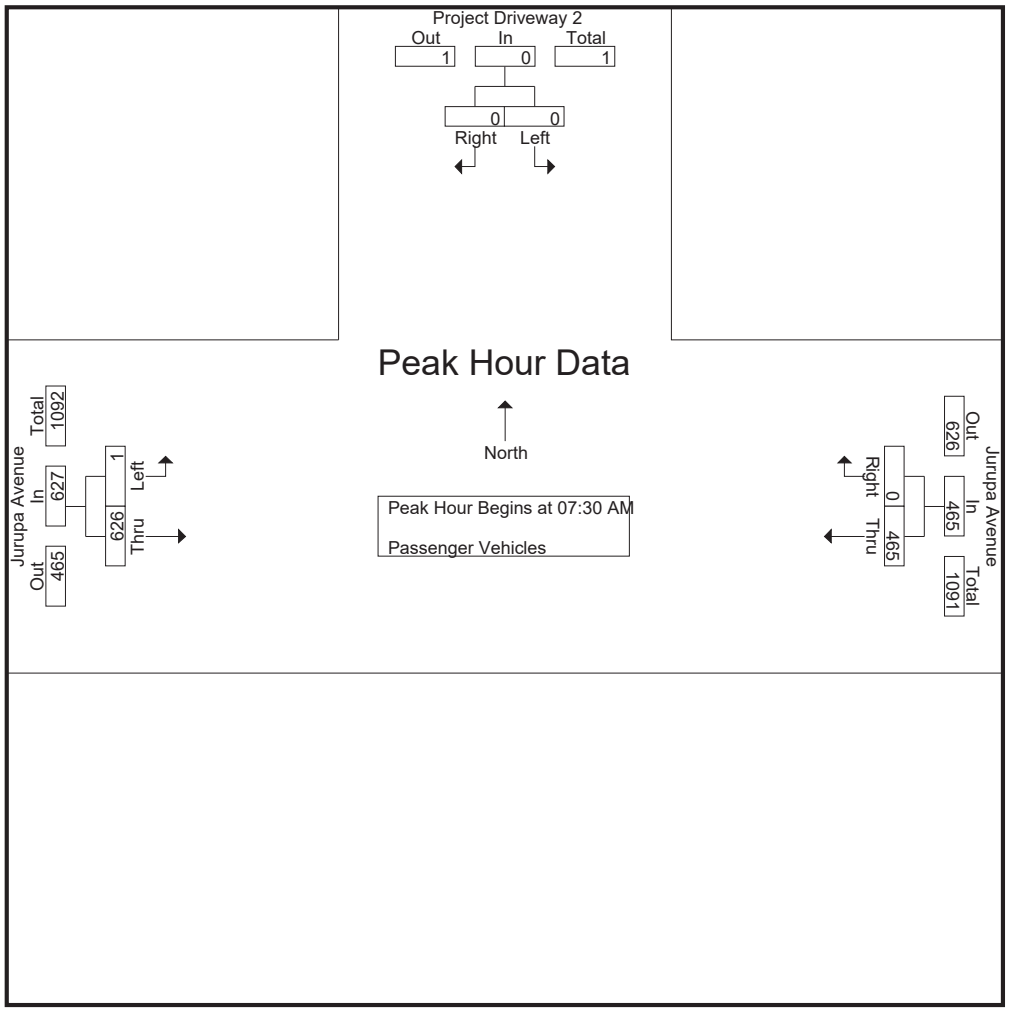

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	108	0	108	**1**	161	162
+15 mins.	0	0	0	121	0	121	0	**167**	**167**
+30 mins.	0	0	0	108	0	108	0	151	151
+45 mins.	0	0	0	**128**	0	**128**	0	147	147
Total Volume	0	0	0	465	0	465	1	626	627
% App. Total	0	0		100	0		0.2	99.8	
PHF	.000	.000	.000	.908	.000	.908	.250	.937	.939

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City of Riverside
N/S: Project Driveway 2
E/W: Jurupa Avenue
Weather: Clear

File Name : 04_RIV_DW2_Jur AM
Site Code : 10825650
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Groups Printed- Large 2 Axle Vehicles

	Project Driveway 2 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	2	0	2	0	3	3	5
07:15 AM	0	0	0	6	0	6	0	2	2	8
07:30 AM	1	0	1	1	0	1	0	5	5	7
07:45 AM	0	0	0	5	0	5	0	4	4	9
Total	1	0	1	14	0	14	0	14	14	29
08:00 AM	0	0	0	5	0	5	0	4	4	9
08:15 AM	0	0	0	3	0	3	0	6	6	9
08:30 AM	0	0	0	5	0	5	0	3	3	8
08:45 AM	0	0	0	1	0	1	0	5	5	6
Total	0	0	0	14	0	14	0	18	18	32
Grand Total	1	0	1	28	0	28	0	32	32	61
Apprch %	100	0		100	0		0	100		
Total %	1.6	0	1.6	45.9	0	45.9	0	52.5	52.5	

	Project Driveway 2 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**1**	0	**1**	1	0	1	0	5	5	7
07:45 AM	0	0	0	**5**	0	**5**	0	4	4	**9**
08:00 AM	0	0	0	5	0	5	0	4	4	9
08:15 AM	0	0	0	3	0	3	0	**6**	**6**	9
Total Volume	1	0	1	14	0	14	0	19	19	34
% App. Total	100	0		100	0		0	100		
PHF	.250	.000	.250	.700	.000	.700	.000	.792	.792	.944

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E/W: Jurupa Avenue
Weather: Clear

File Name : 04_RIV_DW2_Jur AM
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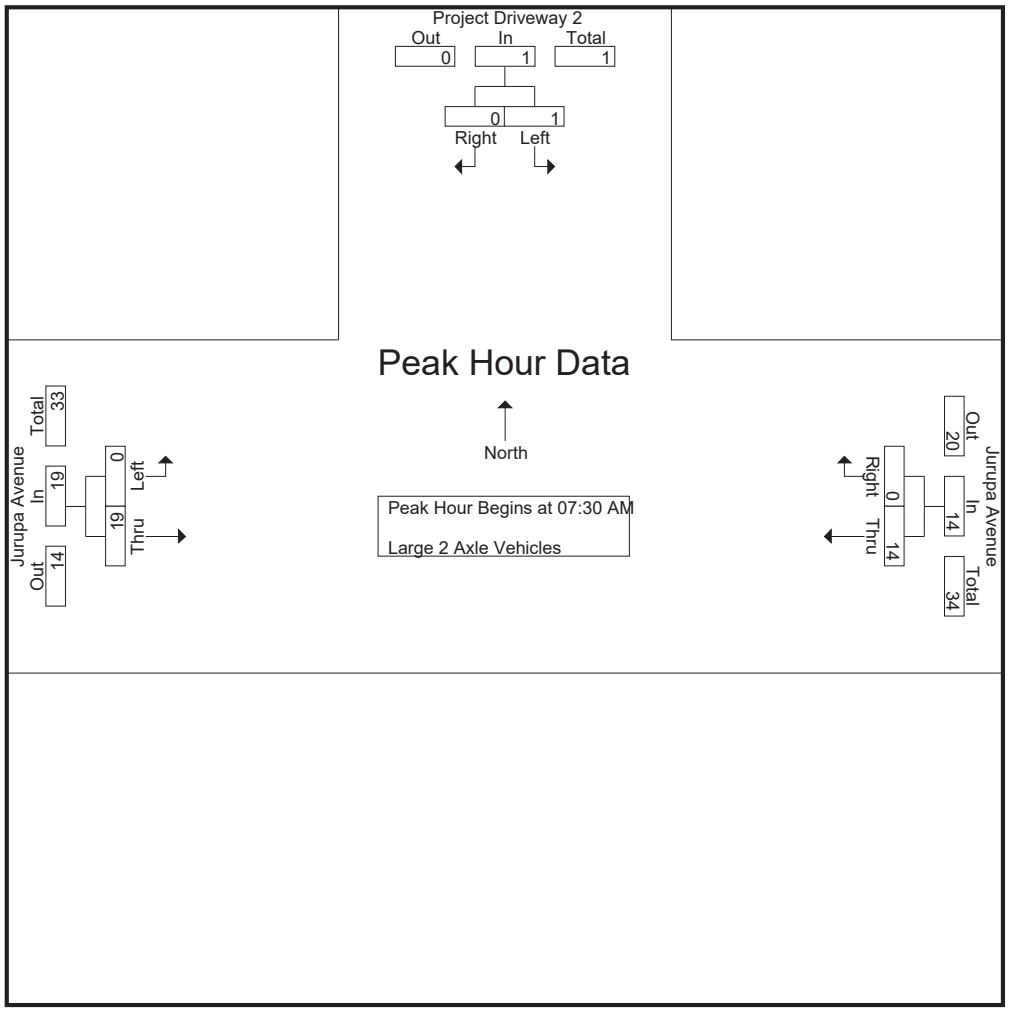

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**1**	0	**1**	1	0	1	0	5	5
+15 mins.	0	0	0	**5**	0	**5**	0	4	4
+30 mins.	0	0	0	5	0	5	0	4	4
+45 mins.	0	0	0	3	0	3	0	**6**	**6**
Total Volume	1	0	1	14	0	14	0	19	19
% App. Total	100	0		100	0		0	100	
PHF	.250	.000	.250	.700	.000	.700	.000	.792	.792

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City of Riverside
N/S: Project Driveway 2
E/W: Jurupa Avenue
Weather: Clear

File Name : 04_RIV_DW2_Jur AM
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Groups Printed- 3 Axle Vehicles

	Project Driveway 2 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	2	0	2	0	1	1	3
Total	0	0	0	2	0	2	0	3	3	5
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	2	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	2	2
Grand Total	0	0	0	2	0	2	0	5	5	7
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	28.6	0	28.6	0	71.4	71.4	

	Project Driveway 2 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	**2**	0	**2**	0	1	1	**3**
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	**2**	**2**	2
Total Volume	0	0	0	2	0	2	0	4	4	6
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.500	.500	.500

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File Name : 04_RIV_DW2_Jur AM
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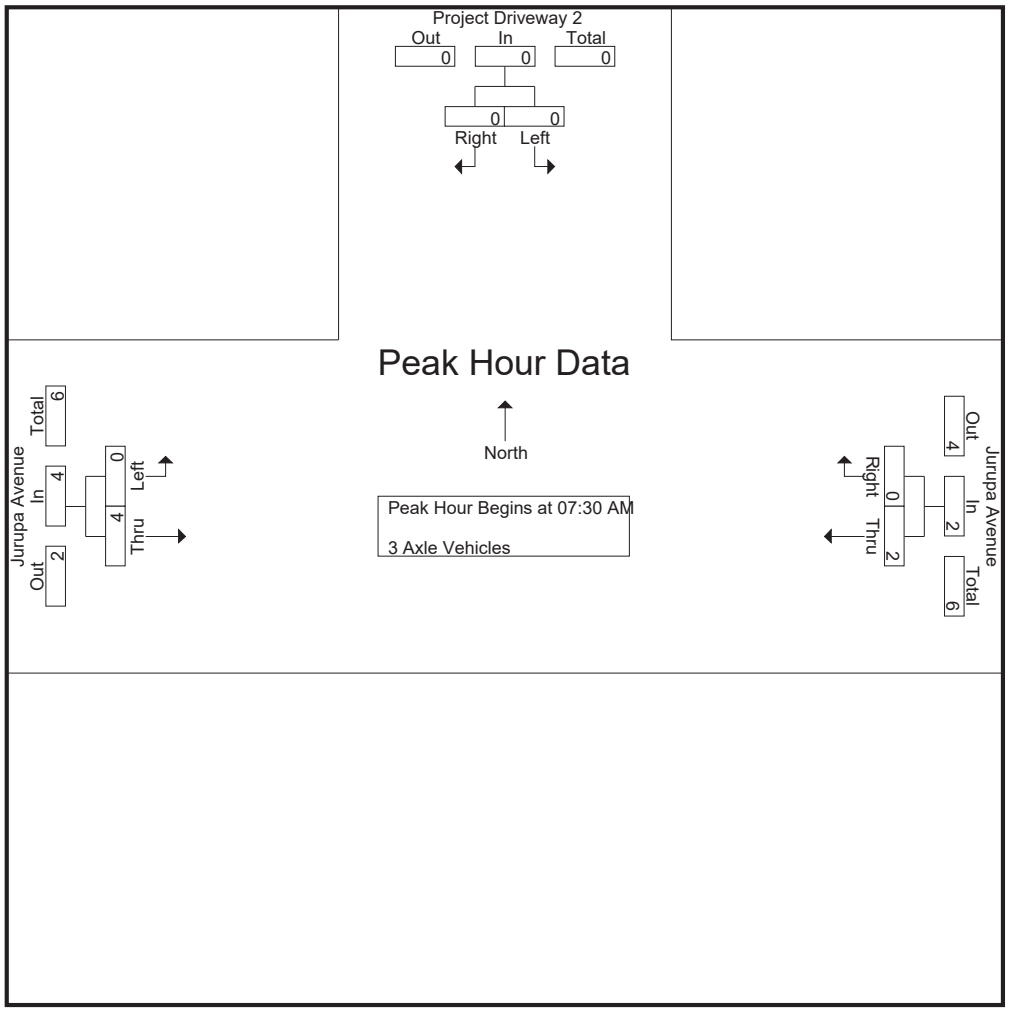

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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Groups Printed- 4+ Axle Trucks

	Project Driveway 2 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	2	0	2	0	3	3	5
07:30 AM	0	0	0	0	0	0	0	3	3	3
07:45 AM	0	0	0	2	0	2	0	1	1	3
Total	0	0	0	4	0	4	0	7	7	11
08:00 AM	0	0	0	2	0	2	0	1	1	3
08:15 AM	0	0	0	2	0	2	0	0	0	2
08:30 AM	0	0	0	2	0	2	0	0	0	2
08:45 AM	0	0	0	1	0	1	0	3	3	4
Total	0	0	0	7	0	7	0	4	4	11
Grand Total	0	0	0	11	0	11	0	11	11	22
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	50	0	50	0	50	50	

	Project Driveway 2 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	0	0	0	**3**	**3**	**3**
07:45 AM	0	0	0	**2**	0	**2**	0	1	1	3
08:00 AM	0	0	0	2	0	2	0	1	1	3
08:15 AM	0	0	0	2	0	2	0	0	0	2
Total Volume	0	0	0	6	0	6	0	5	5	11
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.750	.000	.750	.000	.417	.417	.917

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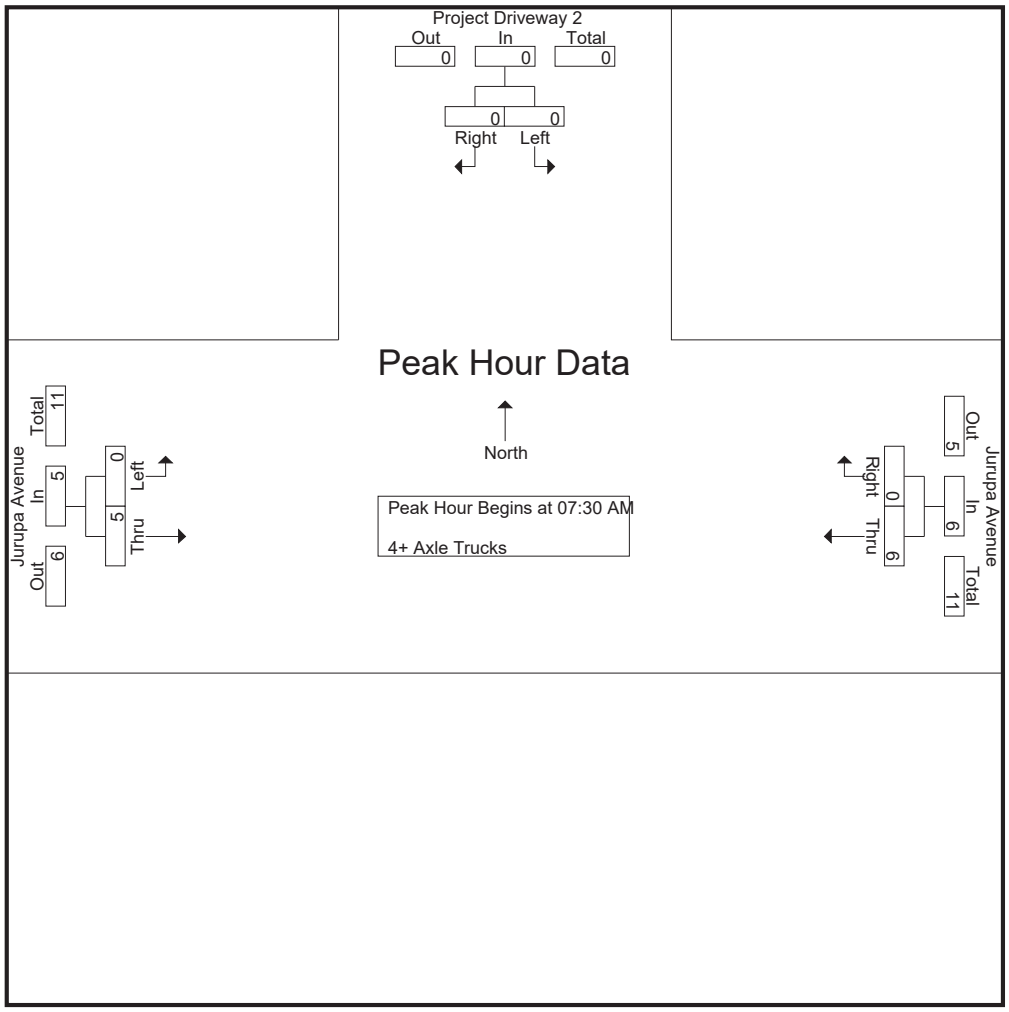

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	0	0	0	**3**	**3**
+15 mins.	0	0	0	**2**	0	**2**	0	1	1
+30 mins.	0	0	0	2	0	2	0	1	1
+45 mins.	0	0	0	2	0	2	0	0	0
Total Volume	0	0	0	6	0	6	0	5	5
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.750	.000	.750	.000	.417	.417

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E/W: Jurupa Avenue
Weather: Clear

File Name : 04_RIV_DW2_Jur PM
Site Code : 10825650
Start Date : 6/10/2025
Page No : 1

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

	Project Driveway 2 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	1	1	171	0	171	1	198	199	371
04:15 PM	0	0	0	153	0	153	0	168	168	321
04:30 PM	0	2	2	164	0	164	1	170	171	337
04:45 PM	0	0	0	177	0	177	0	115	115	292
Total	0	3	3	665	0	665	2	651	653	1321
05:00 PM	0	0	0	185	0	185	0	187	187	372
05:15 PM	0	0	0	224	0	224	0	119	119	343
05:30 PM	0	0	0	153	0	153	0	128	128	281
05:45 PM	0	0	0	146	0	146	0	133	133	279
Total	0	0	0	708	0	708	0	567	567	1275
Grand Total	0	3	3	1373	0	1373	2	1218	1220	2596
Apprch %	0	100		100	0		0.2	99.8		
Total %	0	0.1	0.1	52.9	0	52.9	0.1	46.9	47	
Passenger Vehicles	0	3	3	1342	0	1342	1	1182	1183	2528
% Passenger Vehicles	0	100	100	97.7	0	97.7	50	97	97	97.4
Large 2 Axle Vehicles	0	0	0	25	0	25	1	23	24	49
% Large 2 Axle Vehicles	0	0	0	1.8	0	1.8	50	1.9	2	1.9
3 Axle Vehicles	0	0	0	2	0	2	0	2	2	4
% 3 Axle Vehicles	0	0	0	0.1	0	0.1	0	0.2	0.2	0.2
4+ Axle Trucks	0	0	0	4	0	4	0	11	11	15
% 4+ Axle Trucks	0	0	0	0.3	0	0.3	0	0.9	0.9	0.6

	Project Driveway 2 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	0	**2**	**2**	164	0	164	**1**	170	171	337
04:45 PM	0	0	0	177	0	177	0	115	115	292
05:00 PM	0	0	0	185	0	185	0	**187**	**187**	**372**
05:15 PM	0	0	0	**224**	0	**224**	0	119	119	343
Total Volume	0	2	2	750	0	750	1	591	592	1344
% App. Total	0	100		100	0		0.2	99.8		
PHF	.000	.250	.250	.837	.000	.837	.250	.790	.791	.903

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City of Riverside
N/S: Project Driveway 2
E/W: Jurupa Avenue
Weather: Clear

File Name : 04_RIV_DW2_Jur PM
Site Code : 10825650
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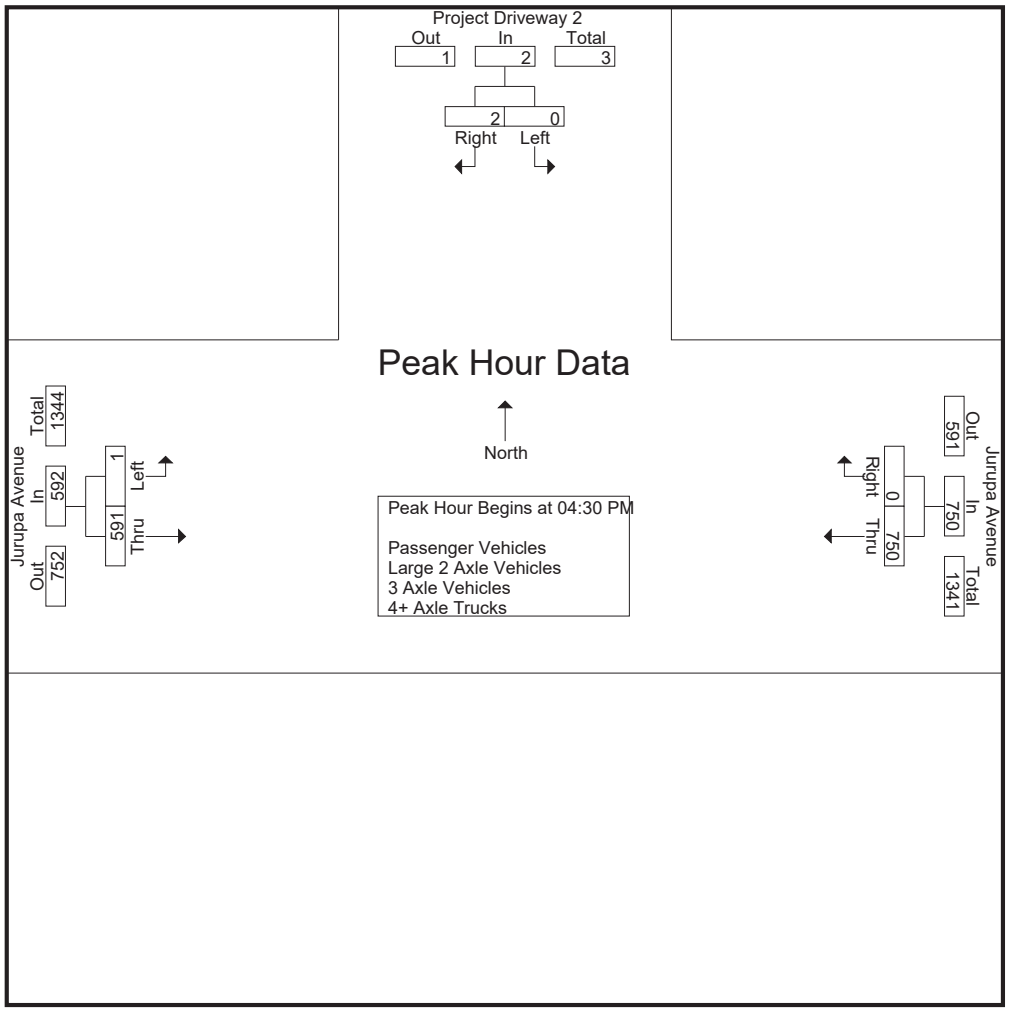

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:30 PM			04:00 PM		
+0 mins.	0	1	1	164	0	164	**1**	**198**	**199**
+15 mins.	0	0	0	177	0	177	0	168	168
+30 mins.	0	**2**	**2**	185	0	185	1	170	171
+45 mins.	0	0	0	**224**	0	**224**	0	115	115
Total Volume	0	3	3	750	0	750	2	651	653
% App. Total	0	100		100	0		0.3	99.7	
PHF	.000	.375	.375	.837	.000	.837	.500	.822	.820

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City of Riverside
N/S: Project Driveway 2
E/W: Jurupa Avenue
Weather: Clear

File Name : 04_RIV_DW2_Jur PM
Site Code : 10825650
Start Date : 6/10/2025
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Groups Printed- Passenger Vehicles

	Project Driveway 2 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	1	1	166	0	166	1	187	188	355
04:15 PM	0	0	0	147	0	147	0	162	162	309
04:30 PM	0	2	2	161	0	161	0	169	169	332
04:45 PM	0	0	0	172	0	172	0	113	113	285
Total	0	3	3	646	0	646	1	631	632	1281
05:00 PM	0	0	0	184	0	184	0	184	184	368
05:15 PM	0	0	0	220	0	220	0	115	115	335
05:30 PM	0	0	0	152	0	152	0	124	124	276
05:45 PM	0	0	0	140	0	140	0	128	128	268
Total	0	0	0	696	0	696	0	551	551	1247
Grand Total	0	3	3	1342	0	1342	1	1182	1183	2528
Apprch %	0	100		100	0		0.1	99.9		
Total %	0	0.1	0.1	53.1	0	53.1	0	46.8	46.8	

	Project Driveway 2 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**2**	**2**	161	0	161	0	169	169	332
04:45 PM	0	0	0	172	0	172	0	113	113	285
05:00 PM	0	0	0	184	0	184	0	**184**	**184**	**368**
05:15 PM	0	0	0	**220**	0	**220**	0	115	115	335
Total Volume	0	2	2	737	0	737	0	581	581	1320
% App. Total	0	100		100	0		0	100		
PHF	.000	.250	.250	.838	.000	.838	.000	.789	.789	.897

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City of Riverside
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E/W: Jurupa Avenue
Weather: Clear

File Name : 04_RIV_DW2_Jur PM
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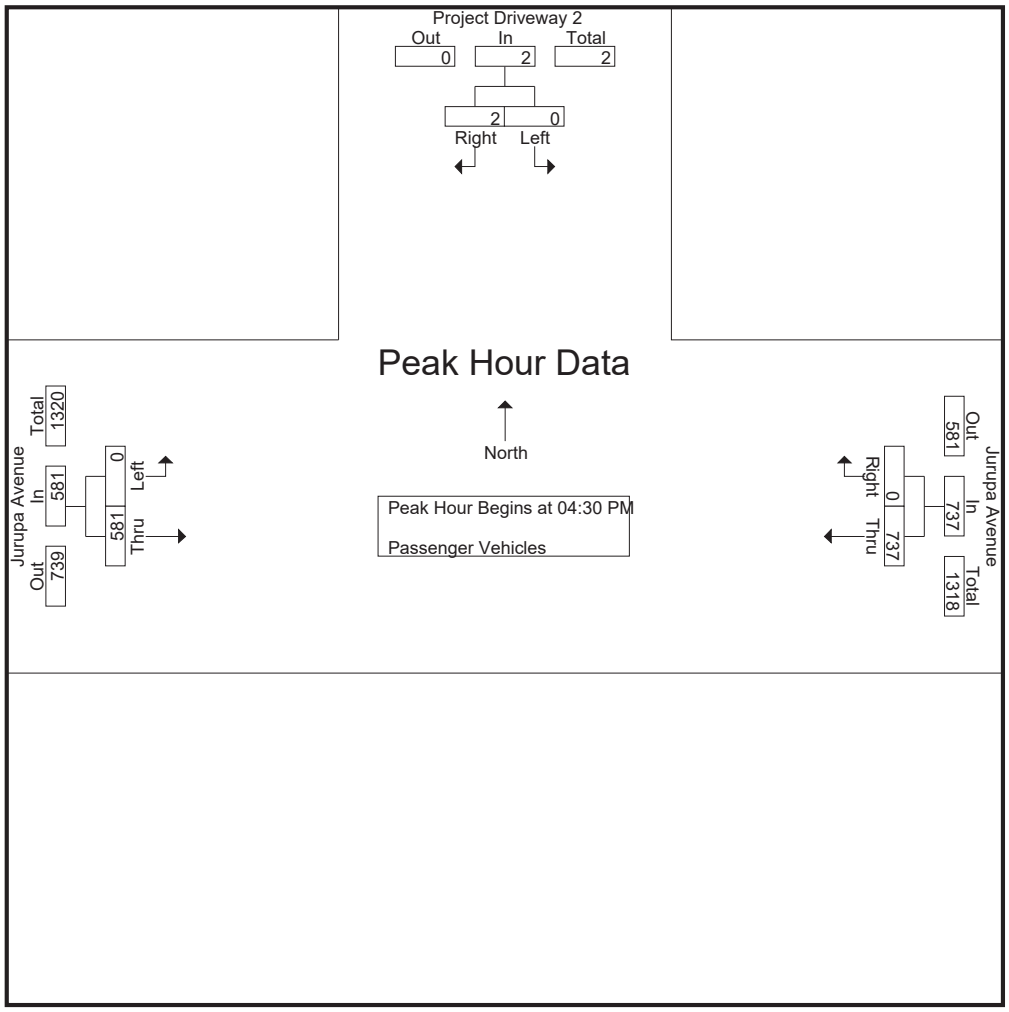

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	**2**	**2**	161	0	161	0	169	169
+15 mins.	0	0	0	172	0	172	0	113	113
+30 mins.	0	0	0	184	0	184	0	**184**	**184**
+45 mins.	0	0	0	**220**	0	**220**	0	115	115
Total Volume	0	2	2	737	0	737	0	581	581
% App. Total	0	100		100	0		0	100	
PHF	.000	.250	.250	.838	.000	.838	.000	.789	.789

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City of Riverside
N/S: Project Driveway 2
E/W: Jurupa Avenue
Weather: Clear

File Name : 04_RIV_DW2_Jur PM
Site Code : 10825650
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Groups Printed- Large 2 Axle Vehicles

	Project Driveway 2 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	4	0	4	0	9	9	13
04:15 PM	0	0	0	3	0	3	0	2	2	5
04:30 PM	0	0	0	2	0	2	1	0	1	3
04:45 PM	0	0	0	4	0	4	0	2	2	6
Total	0	0	0	13	0	13	1	13	14	27
05:00 PM	0	0	0	1	0	1	0	3	3	4
05:15 PM	0	0	0	4	0	4	0	1	1	5
05:30 PM	0	0	0	1	0	1	0	2	2	3
05:45 PM	0	0	0	6	0	6	0	4	4	10
Total	0	0	0	12	0	12	0	10	10	22
Grand Total	0	0	0	25	0	25	1	23	24	49
Apprch %	0	0		100	0		4.2	95.8		
Total %	0	0	0	51	0	51	2	46.9	49	

	Project Driveway 2 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	2	0	2	**1**	0	1	3
04:45 PM	0	0	0	**4**	0	**4**	0	2	2	**6**
05:00 PM	0	0	0	1	0	1	0	**3**	**3**	4
05:15 PM	0	0	0	4	0	4	0	1	1	5
Total Volume	0	0	0	11	0	11	1	6	7	18
% App. Total	0	0		100	0		14.3	85.7		
PHF	.000	.000	.000	.688	.000	.688	.250	.500	.583	.750

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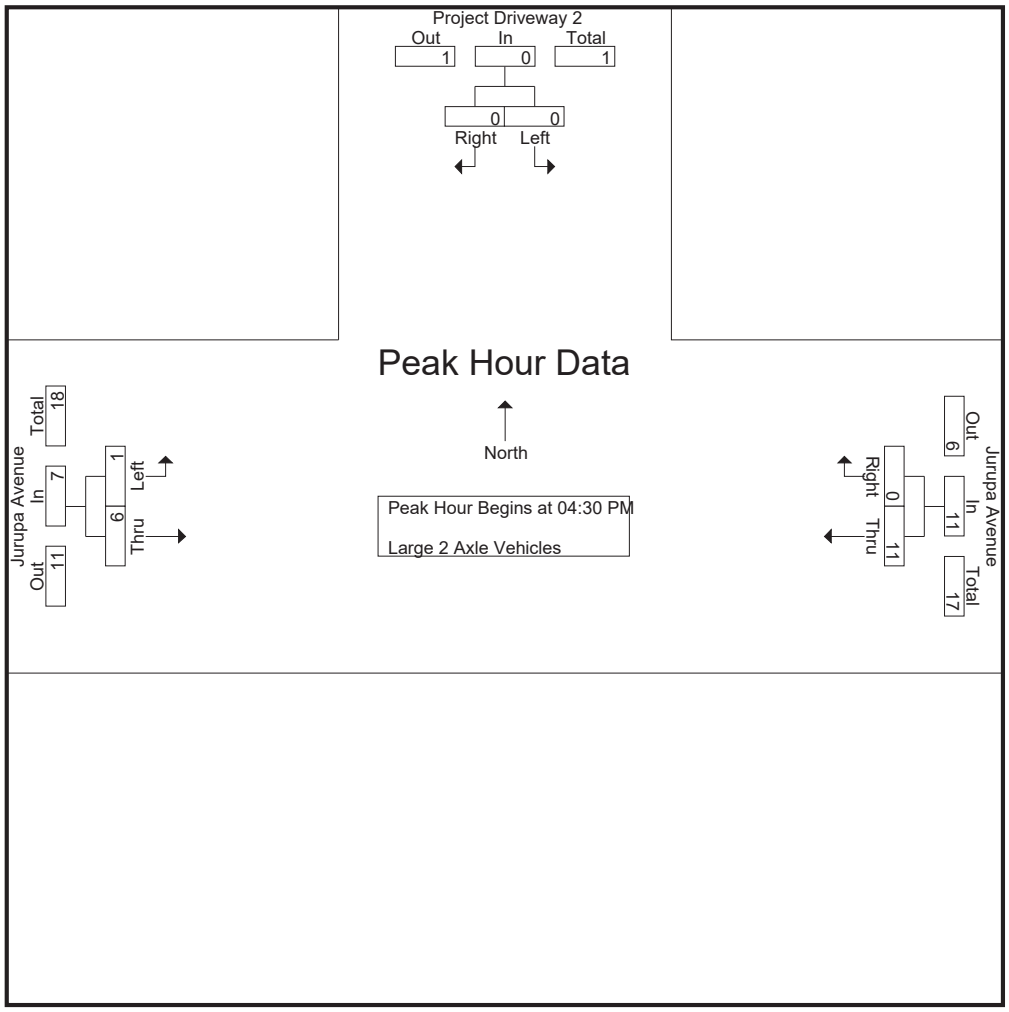

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	2	0	2	**1**	0	1
+15 mins.	0	0	0	**4**	0	**4**	0	2	2
+30 mins.	0	0	0	1	0	1	0	**3**	**3**
+45 mins.	0	0	0	4	0	4	0	1	1
Total Volume	0	0	0	11	0	11	1	6	7
% App. Total	0	0		100	0		14.3	85.7	
PHF	.000	.000	.000	.688	.000	.688	.250	.500	.583

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City of Riverside
N/S: Project Driveway 2
E/W: Jurupa Avenue
Weather: Clear

File Name : 04_RIV_DW2_Jur PM
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Groups Printed- 3 Axle Vehicles

	Project Driveway 2 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	2	0	1	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	2	0	2	0	2	2	4
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	50	0	50	0	50	50	

	Project Driveway 2 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	**1**	0	**1**	0	0	0	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0	1
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250

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City of Riverside
N/S: Project Driveway 2
E/W: Jurupa Avenue
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File Name : 04_RIV_DW2_Jur PM
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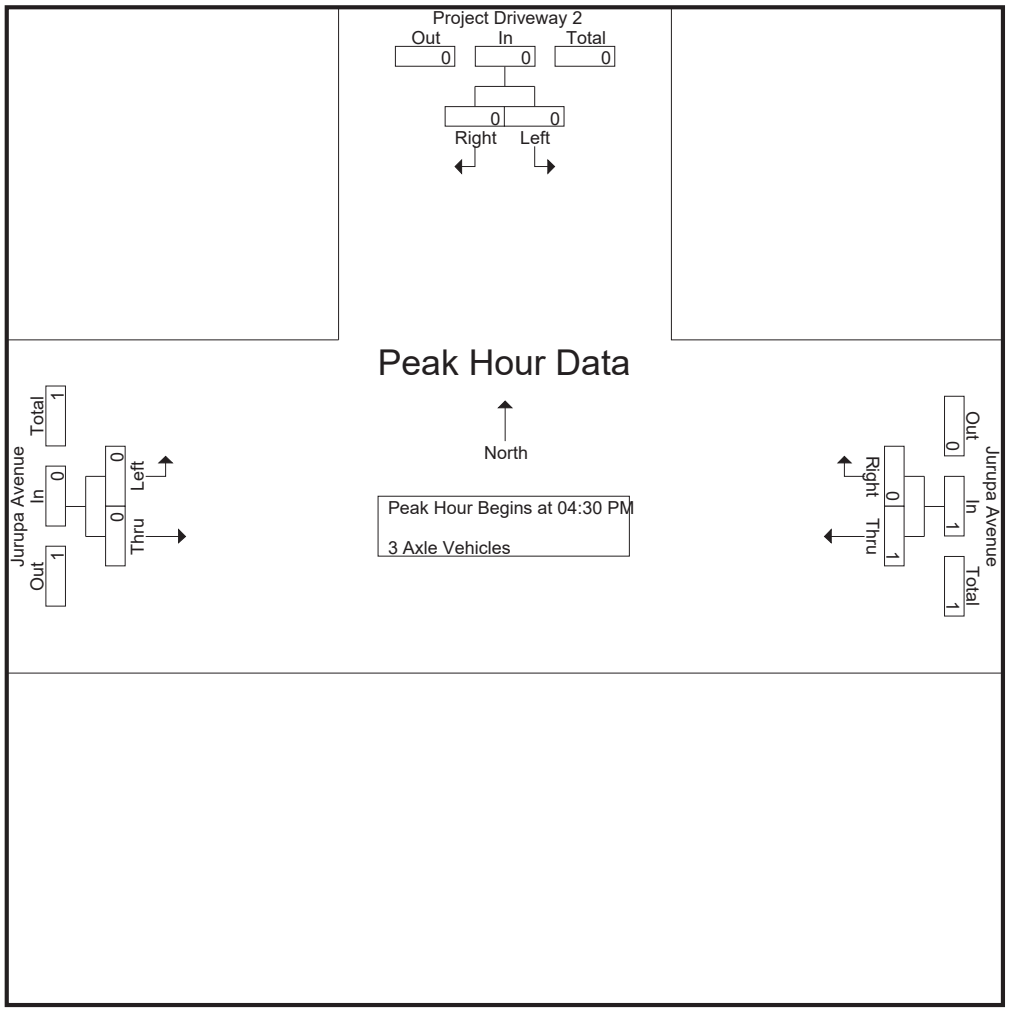

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Riverside
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E/W: Jurupa Avenue
Weather: Clear

File Name : 04_RIV_DW2_Jur PM
Site Code : 10825650
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Groups Printed- 4+ Axle Trucks

	Project Driveway 2 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	2	2	2
04:15 PM	0	0	0	3	0	3	0	3	3	6
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	4	0	4	0	6	6	10
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	3	3	3
05:30 PM	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	5	5	5
Grand Total	0	0	0	4	0	4	0	11	11	15
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	26.7	0	26.7	0	73.3	73.3	

	Project Driveway 2 Southbound			Jurupa Avenue Westbound			Jurupa Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	1	1	1
04:45 PM	0	0	0	**1**	0	**1**	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	**3**	**3**	**3**
Total Volume	0	0	0	1	0	1	0	4	4	5
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.333	.333	.417

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City of Riverside
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File Name : 04_RIV_DW2_Jur PM
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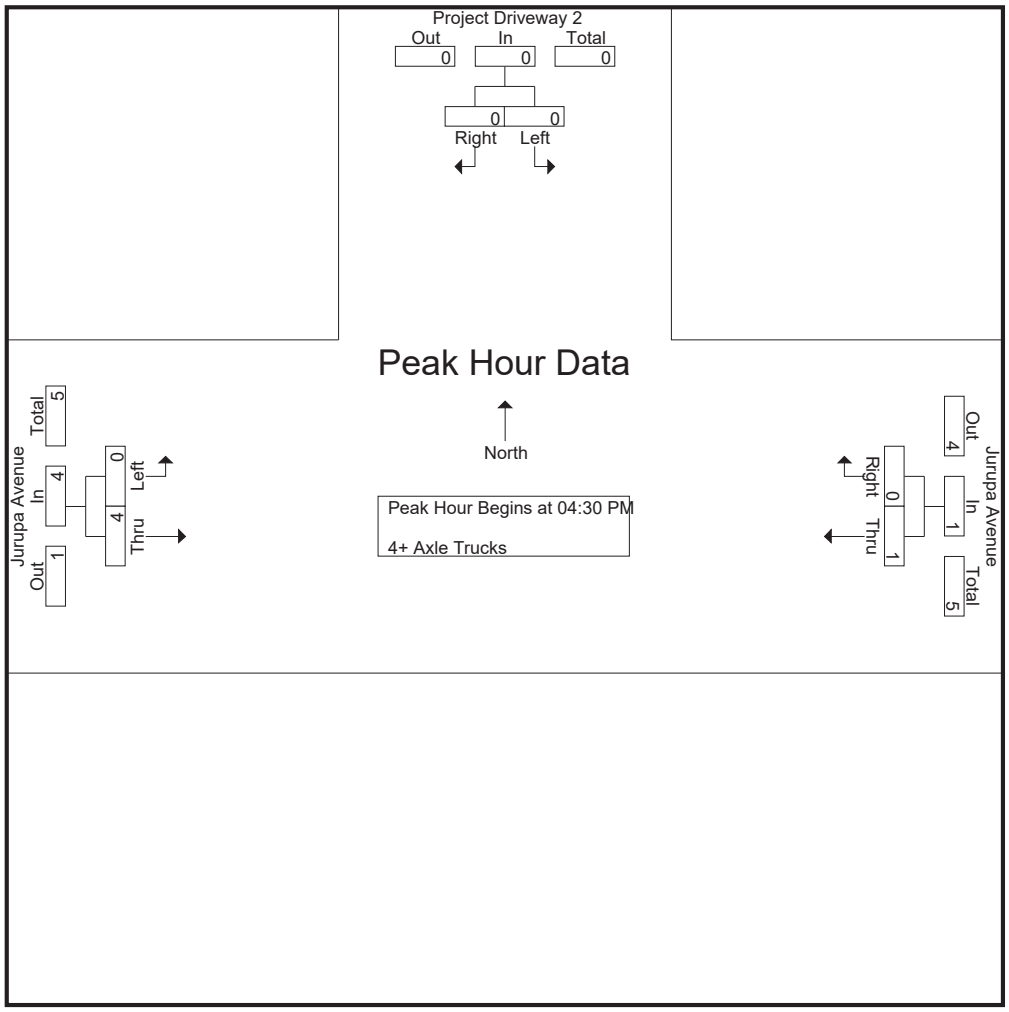

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	**1**	0	**1**	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	**3**	**3**
Total Volume	0	0	0	1	0	1	0	4	4
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.250	.000	.250	.000	.333	.333

Location: City of Riverside
N/S: Jasmine Street
E/W: Jurupa Avenue

Date: 11/13/2024
Day WEDNESDAY
Project # 141-24939

TOTAL VEHICLES

	Dead End Northbound			Jasmine Street Southbound			Jurupa Avenue Eastbound			Jurupa Avenue Westbound				UTURNS APPROACH TO INT				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TOTAL
7:00 AM	0	0	0	1	0	3	3	116	0	0	102	4	229	0	0	0	0	0
7:15 AM	0	0	0	0	0	3	4	163	0	0	117	3	290	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	4	178	0	0	144	0	327	0	0	0	0	0
7:45 AM	0	0	0	0	0	3	10	179	0	0	143	7	342	0	0	0	0	0
8:00 AM	0	0	0	1	0	3	9	120	0	0	138	0	271	0	0	0	0	0
8:15 AM	0	0	0	0	0	6	7	97	0	0	121	3	234	0	0	0	0	0
8:30 AM	0	0	0	2	0	1	9	150	0	5	78	6	251	0	0	0	5	5
8:45 AM	0	0	0	1	0	6	7	126	0	0	101	4	245	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	5	0	26	53	1129	0	5	944	27	2189	0	0	0	5	5

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	1	0	10	27	640	0	0	542	10	1230

PEAK HR FACTOR:													
	.000	.000	.000	.250	.000	.833	.675	.894	.000	.000	.941	.357	.899
		.000			.688			.882			.920		

	Dead End Northbound			Jasmine Street Southbound			Jurupa Avenue Eastbound			Jurupa Avenue Westbound				UTURNS APPROACH TO INT				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TOTAL
4:00 PM	0	0	0	3	0	7	4	190	0	0	169	2	375	0	0	0	0	0
4:15 PM	0	0	0	3	0	11	5	155	0	1	170	0	345	0	0	0	1	1
4:30 PM	0	0	0	3	0	5	4	157	0	0	193	1	363	0	0	0	0	0
4:45 PM	0	0	0	1	0	12	6	143	0	0	187	2	351	0	0	0	0	0
5:00 PM	0	0	0	8	0	11	3	138	0	0	211	1	372	0	0	0	0	0
5:15 PM	0	0	0	3	0	11	0	123	0	0	239	0	376	0	0	0	0	0
5:30 PM	0	0	0	0	0	12	1	127	0	0	197	0	337	0	0	0	0	0
5:45 PM	0	0	0	0	0	4	3	115	0	0	168	0	290	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	21	0	73	26	1148	0	1	1534	6	2809	0	0	0	1	1

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	15	0	39	13	561	0	0	830	4	1462

PEAK HR FACTOR:													
	.000	.000	.000	.469	.000	.813	.542	.893	.000	.000	.868	.500	.972
		.000			.711			.891			.872		

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counts@countsunlimited.com

Location: City of Riverside
N/S: Jasmine Street
E/W: Jurupa Avenue

Date: 11/13/2024
Day: WEDNESDAY
Project # 141-24939

BICYCLES

	Dead End Northbound			Jasmine Street Southbound			Jurupa Avenue Eastbound			Jurupa Avenue Westbound			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	1	0	1

AM PEAK HOUR: 715 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
HOUR	0	0	0	0	0	0	0	0	0	0	0	0	0

	Dead End Northbound			Jasmine Street Southbound			Jurupa Avenue Eastbound			Jurupa Avenue Westbound			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
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	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	1	0	0	2	0	3

PM PEAK HOUR: 430 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
HOUR	0	0	0	0	0	0	0	0	0	0	2	0	2

Counts Unlimited, Inc.
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951-268-6268
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Location: City of Riverside
N/S: Jasmine Street
E/W: Jurupa Avenue

Date: ######
Day: WEDNESDAY
Project # 141-24939

PEDESTRIAN AND BIKE CROSSINGS

	PED + BIKE CROSSING LEG OF INTERSECTION					PED CROSSING LEG OF INTERSECTION					BIKE CROSSING LEG OF INTERSECTION				
	N	S	E	W	TOTAL	N	S	E	W	TOTAL	N	S	E	W	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	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	0	0
7:00 AM	0	0	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	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR: 715 AM

PEAK	N	S	E	W	TOTAL	N	S	E	W	TOTAL	N	S	E	W	TOTAL
HOUR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	PED + BIKE CROSSING LEG OF INTERSECTION					PED CROSSING LEG OF INTERSECTION					BIKE CROSSING LEG OF INTERSECTION				
	N	S	E	W	TOTAL	N	S	E	W	TOTAL	N	S	E	W	TOTAL
4:00 PM	0	0	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	0	0
4:30 PM	0	0	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	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR: 430 PM

PEAK	N	S	E	W	TOTAL	N	S	E	W	TOTAL	N	S	E	W	TOTAL
HOUR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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APPENDIX B

Growth Rate Calculations

AM

	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total Volume	Growth Rate
City Counts 11/2024	1	0	0	0	1	0	10	27	640	0	0	542	10	1230	0.081
Existing Counts 6/2025	1				3		17	41	589			476	12	1138	

Raw Counts - All Groups	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1				3		17	41	589			476	12
	2				0		6	21	630			491	3
	101				1		1	5	651			491	2
	102				1		0	1	654			487	0

Raw Counts - PC	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1				1		12	40	563			455	11
	2				0		4	17	607			463	2
	101				1		0	5	624			464	2
	102				0		0	1	626			465	0

Raw Counts - 2-Axle	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1				2		4	1	20			16	1
	2				0		1	2	16			23	0
	101				0		1	0	18			20	0
	102				1		0	0	19			14	0

Raw Counts - 3-Axle	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1				0		0	0	3			2	0
	2				0		0	0	4			1	1
	101				0		0	0	4			1	0
	102				0		0	0	4			2	0

Raw Counts - 4+ Axle	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1				0		1	0	3			3	0
	2				0		1	2	3			4	0
	101				0		0	0	5			6	0
	102				0		0	0	5			6	0

Growth Factor Applied - All Groups	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1	0	0	0	3	0	18	44	637	0	0	514	13
	2	0	0	0	0	0	6	23	681	0	0	531	3
	101	0	0	0	1	0	1	5	704	0	0	531	2
	102	0	0	0	1	0	0	1	707	0	0	526	0

Growth Factor Applied - PC	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1	0	0	0	1	0	13	43	609	0	0	492	12
	2	0	0	0	0	0	4	18	656	0	0	500	2
	101	0	0	0	1	0	0	5	674	0	0	502	2
	102	0	0	0	0	0	0	1	677	0	0	503	0

Growth Factor Applied - 2-Axle	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1	0	0	0	2	0	4	1	22	0	0	17	1
	2	0	0	0	0	0	1	2	17	0	0	25	0
	101	0	0	0	0	0	1	0	19	0	0	22	0
	102	0	0	0	1	0	0	0	21	0	0	15	0

Growth Factor Applied - 3-Axle	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1	0	0	0	0	0	0	0	3	0	0	2	0
	2	0	0	0	0	0	0	0	4	0	0	1	1
	101	0	0	0	0	0	0	0	4	0	0	1	0
	102	0	0	0	0	0	0	0	4	0	0	2	0

Growth Factor Applied - 4+ Axle	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1	0	0	0	0	0	1	0	3	0	0	3	0
	2	0	0	0	0	0	1	2	3	0	0	4	0
	101	0	0	0	0	0	0	0	5	0	0	6	0
	102	0	0	0	0	0	0	0	5	0	0	6	0

APPENDIX B

Growth Rate Calculations

PM

	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total Volume	Growth Rate
City Counts 11/2024	1	0	0	0	15	0	39	13	561	0	0	830	4	1462	0.085
Existing Counts 6/2025	1				15		51	10	662			604	5	1347	

Raw Counts - All Groups	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1				15		51	10	662			604	5
	2				6		28	10	583			734	1
	101				1		0	0	592			750	1
	102				0		2	1	591			750	0
Raw Counts - PC	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1				13		49	5	644			587	4
	2				6		28	10	573			720	1
	101				1		0	0	583			738	1
	102				0		2	0	581			737	0
Raw Counts - 2-Axle	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1				2		2	5	12			12	1
	2				0		0	0	8			12	0
	101				0		0	0	8			10	0
	102				0		0	1	6			11	0
Raw Counts - 3-Axle	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1				0		0	0	1			1	0
	2				0		0	0	0			1	0
	101				0		0	0	0			1	0
	102				0		0	0	0			1	0
Raw Counts - 4+ Axle	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1				0		0	0	5			4	0
	2				0		0	0	2			1	0
	101				0		0	0	1			1	0
	102				0		0	0	4			1	0

Growth Factor Applied - All Groups	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1	0	0	0	16	0	55	11	719	0	0	656	5
	2	0	0	0	7	0	30	11	633	0	0	797	1
	101	0	0	0	1	0	0	0	643	0	0	814	1
	102	0	0	0	0	0	2	1	641	0	0	814	0
Growth Factor Applied - PC	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1	0	0	0	14	0	53	5	699	0	0	637	4
	2	0	0	0	7	0	30	11	622	0	0	781	1
	101	0	0	0	1	0	0	0	633	0	0	801	1
	102	0	0	0	0	0	2	0	631	0	0	800	0
Growth Factor Applied - 2-Axle	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1	0	0	0	2	0	2	5	13	0	0	13	1
	2	0	0	0	0	0	0	0	9	0	0	13	0
	101	0	0	0	0	0	0	0	9	0	0	11	0
	102	0	0	0	0	0	0	1	7	0	0	12	0
Growth Factor Applied - 3-Axle	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1	0	0	0	0	0	0	0	1	0	0	1	0
	2	0	0	0	0	0	0	0	0	0	0	1	0
	101	0	0	0	0	0	0	0	0	0	0	1	0
	102	0	0	0	0	0	0	0	0	0	0	1	0
Growth Factor Applied - 4+ Axle	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	1	0	0	0	0	0	0	0	5	0	0	4	0
	2	0	0	0	0	0	0	0	2	0	0	1	0
	101	0	0	0	0	0	0	0	1	0	0	1	0
	102	0	0	0	0	0	0	0	4	0	0	1	0

APPENDIX C

PCE WORKSHEETS

Existing Peak Hour Volumes - Classification Counts

1 **Jurupa Avenue at Jasmine Street**

	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
NT	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
NR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
SL	1	2	0	0	2	66.7%	3	1.4	4	14	2	0	0	2	13.3%	3	1.4	17
ST	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
SR	13	4	0	1	5	29.4%	10	1.9	23	53	2	0	0	2	3.9%	3	1.4	56
EL	43	1	0	0	1	2.4%	2	1.9	45	5	5	0	0	5	50.0%	8	1.5	13
ET	609	22	3	3	28	4.4%	49	1.7	658	699	13	1	5	20	2.7%	38	1.9	737
ER	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WT	492	17	2	3	23	4.4%	40	1.8	532	637	13	1	4	18	2.8%	35	1.9	672
WR	12	1	0	0	1	8.3%	2	1.9	14	4	1	0	0	1	20.0%	2	1.8	6
									1,275									1,502
North Leg Volumes																		
Approach	14	6	0	1	8		13		27	67	4	0	0	4		6		73
Depart	55	2	0	0	2		4		59	10	7	0	0	7		10		20
Total	69	9	0	1	10	12.3%	17	1.7	86	77	11	0	0	11	12.3%	16	1.5	93
South Leg Volumes																		
Approach	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Depart	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Total	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
East Leg Volumes																		
Approach	504	18	2	3	24		42		546	641	14	1	4	20		37		678
Depart	610	24	3	3	30		52		662	713	15	1	5	22		41		754
Total	1,113	42	5	6	54	4.6%	94	1.7	1,207	1,355	29	2	10	41	3.0%	78	1.9	1,433
West Leg Volumes																		
Approach	652	23	3	3	29		51		703	704	18	1	5	25		46		750
Depart	505	22	2	4	28		50		555	690	15	1	4	21		38		728
Total	1,157	44	5	8	57	4.7%	101	1.8	1,258	1,395	34	2	10	46	3.2%	84	1.8	1,479
All Legs																		
Approach	1,169	48	5	8	61		106		1,275	1,413	37	2	10	49		89		1,502
Depart	1,169	48	5	8	61		106		1,275	1,413	37	2	10	49		89		1,502
Total	2,339	95	11	15	121	4.9%	212	1.8	2,551	2,826	74	4	20	98	3.3%	178	1.8	3,004

Existing Peak Hour Volumes - Classification Counts

2 **Jurupa Avenue at Columbus Street**

	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
NT	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
NR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
SL	0	0	0	0	0	0.0%	0	0.0	0	7	0	0	0	0	0.0%	0	0.0	7
ST	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
SR	4	1	0	1	2	33.3%	5	2.3	9	30	0	0	0	0	0.0%	0	0.0	30
EL	18	2	0	2	4	19.0%	10	2.3	28	11	0	0	0	0	0.0%	0	0.0	11
ET	656	17	4	3	25	3.7%	44	1.8	700	622	9	0	2	11	1.7%	20	1.8	642
ER	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WT	500	25	1	4	30	5.7%	52	1.7	552	781	13	1	1	15	1.9%	25	1.6	806
WR	2	0	1	0	1	33.3%	2	1.9	4	1	0	0	0	0	0.0%	0	0.0	1
									1,294									1,497
North Leg Volumes																		
Approach	4	1	0	1	2		5		9	37	0	0	0	0		0		37
Depart	21	2	1	2	5		12		33	12	0	0	0	0		0		12
Total	25	3	1	3	8	23.3%	17	2.2	42	49	0	0	0	0	0.0%	0	0.0	49
South Leg Volumes																		
Approach	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Depart	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Total	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
East Leg Volumes																		
Approach	503	25	2	4	31		54		557	783	13	1	1	15		25		808
Depart	656	17	4	3	25		44		700	628	9	0	2	11		20		648
Total	1,159	42	6	8	56	4.6%	98	1.7	1,257	1,411	22	1	3	26	1.8%	45	1.7	1,456
West Leg Volumes																		
Approach	674	19	4	5	29		54		728	633	9	0	2	11		20		653
Depart	505	26	1	5	32		57		562	812	13	1	1	15		25		837
Total	1,179	45	5	11	62	5.0%	111	1.8	1,290	1,445	22	1	3	26	1.8%	45	1.7	1,490
All Legs																		
Approach	1,181	45	6	11	63		113		1,294	1,452	22	1	3	26		45		1,497
Depart	1,181	45	6	11	63		113		1,294	1,452	22	1	3	26		45		1,497
Total	2,363	91	13	22	125	5.0%	226	1.8	2,589	2,904	43	2	7	52	1.8%	90	1.7	2,994

Existing Peak Hour Volumes - Classification Counts

3 **Jurupa Avenue at Project Driveway 1**

	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
NT	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
NR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
SL	1	0	0	0	0	0.0%	0	0.0	1	1	0	0	0	0	0.0%	0	0.0	1
ST	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
SR	0	1	0	0	1	100.0%	2	1.9	2	0	0	0	0	0	0.0%	0	0.0	0
EL	5	0	0	0	0	0.0%	0	0.0	5	0	0	0	0	0	0.0%	0	0.0	0
ET	674	19	4	5	29	4.1%	54	1.9	728	633	9	0	1	10	1.5%	16	1.6	649
ER	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WT	502	22	1	6	29	5.5%	54	1.9	556	801	11	1	1	13	1.6%	22	1.7	823
WR	2	0	0	0	0	0.0%	0	0.0	2	1	0	0	0	0	0.0%	0	0.0	1
									1,295									1,474
North Leg Volumes																		
Approach	1	1	0	0	1		2		3	1	0	0	0	0		0		1
Depart	8	0	0	0	0		0		8	1	0	0	0	0		0		1
Total	9	1	0	0	1	11.1%	2	1.9	11	2	0	0	0	0	0.0%	0	0.0	2
South Leg Volumes																		
Approach	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Depart	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Total	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
East Leg Volumes																		
Approach	504	22	1	6	29		54		558	802	11	1	1	13		22		824
Depart	676	19	4	5	29		54		730	634	9	0	1	10		16		650
Total	1,179	41	5	12	58	4.7%	108	1.9	1,287	1,436	20	1	2	23	1.6%	38	1.7	1,474
West Leg Volumes																		
Approach	680	19	4	5	29		54		734	633	9	0	1	10		16		649
Depart	502	23	1	6	30		56		558	801	11	1	1	13		22		823
Total	1,181	42	5	12	59	4.8%	110	1.9	1,291	1,434	20	1	2	23	1.6%	38	1.7	1,472
All Legs																		
Approach	1,185	42	5	12	59		110		1,295	1,436	20	1	2	23		38		1,474
Depart	1,185	42	5	12	59		110		1,295	1,436	20	1	2	23		38		1,474
Total	2,369	84	11	24	119	4.8%	220	1.9	2,589	2,872	39	2	4	46	1.6%	76	1.7	2,948

Existing Peak Hour Volumes - Classification Counts

4 **Jurupa Avenue at Project Driveway 2**

	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
NT	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
NR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
SL	0	1	0	0	1	100.0%	2	1.9	2	0	0	0	0	0	0.0%	0	0.0	0
ST	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
SR	0	0	0	0	0	0.0%	0	0.0	0	2	0	0	0	0	0.0%	0	0.0	2
EL	1	0	0	0	0	0.0%	0	0.0	1	0	1	0	0	1	100.0%	2	1.8	2
ET	677	21	4	5	30	4.3%	56	1.9	733	631	7	0	4	11	1.7%	23	2.1	654
ER	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WT	503	15	2	6	24	4.5%	46	1.9	549	800	12	1	1	14	1.7%	23	1.6	823
WR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
									1,284									1,481
North Leg Volumes																		
Approach	0	1	0	0	1		2		2	2	0	0	0	0		0		2
Depart	1	0	0	0	0		0		1	0	1	0	0	1		2		2
Total	1	1	0	0	1	50.0%	2	1.9	3	2	1	0	0	1	33.3%	2	1.8	4
South Leg Volumes																		
Approach	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Depart	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Total	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
East Leg Volumes																		
Approach	503	15	2	6	24		46		549	800	12	1	1	14		23		823
Depart	677	22	4	5	31		58		735	631	7	0	4	11		23		654
Total	1,179	37	6	12	55	4.5%	104	1.9	1,283	1,431	18	1	5	25	1.7%	46	1.8	1,477
West Leg Volumes																		
Approach	678	21	4	5	30		56		734	631	8	0	4	12		25		656
Depart	503	15	2	6	24		46		549	802	12	1	1	14		23		825
Total	1,180	36	6	12	54	4.4%	102	1.9	1,282	1,433	20	1	5	26	1.8%	48	1.8	1,481
All Legs																		
Approach	1,180	37	6	12	55		104		1,284	1,433	20	1	5	26		48		1,481
Depart	1,180	37	6	12	55		104		1,284	1,433	20	1	5	26		48		1,481
Total	2,361	73	13	24	110	4.5%	208	1.9	2,569	2,865	39	2	11	52	1.8%	96	1.8	2,961

Int	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1	0	0	0	4	0	23	45	658	0	0	532	14	Jurupa Avenue at Jasmine Street
2	0	0	0	0	0	9	28	700	0	0	552	4	Jurupa Avenue at Columbus Street
3	0	0	0	1	0	2	5	728	0	0	556	2	Jurupa Avenue at Project Driveway 1
4	0	0	0	2	0	0	1	733	0	0	549	0	Jurupa Avenue at Project Driveway 2
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Int	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1	0	0	0	17	0	56	13	737	0	0	672	6	Jurupa Avenue at Jasmine Street
2	0	0	0	7	0	30	11	642	0	0	806	1	Jurupa Avenue at Columbus Street
3	0	0	0	1	0	0	0	649	0	0	823	1	Jurupa Avenue at Project Driveway 1
4	0	0	0	0	0	2	2	654	0	0	823	0	Jurupa Avenue at Project Driveway 2
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX D

INTERSECTION ANALYSIS WORKSHEETS

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	45	658	532	14	4	23
Future Volume (veh/h)	45	658	532	14	4	23
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
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	50	731	591	16	4	26
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	327	1192	1192	532	822	732
Arrive On Green	0.34	0.34	0.34	0.34	0.46	0.46
Sat Flow, veh/h	813	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	50	731	591	16	4	26
Grp Sat Flow(s),veh/h/ln	813	1777	1777	1585	1781	1585
Q Serve(g_s), s	2.3	7.6	5.9	0.3	0.1	0.4
Cycle Q Clear(g_c), s	8.2	7.6	5.9	0.3	0.1	0.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	327	1192	1192	532	822	732
V/C Ratio(X)	0.15	0.61	0.50	0.03	0.00	0.04
Avail Cap(c_a), veh/h	613	2441	2441	1089	822	732
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	15.0	12.3	11.8	9.9	6.4	6.5
Incr Delay (d2), s/veh	0.2	0.5	0.3	0.0	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.1	1.6	0.1	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.2	12.9	12.1	9.9	6.5	6.6
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h		781	607		30	
Approach Delay, s/veh		13.0	12.0		6.6	
Approach LOS		B	B		A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	19.4	25.0	19.4
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	30.5	20.5	30.5
Max Q Clear Time (g_c+I1), s	10.2	2.4	7.9
Green Ext Time (p_c), s	4.7	0.0	3.6

Intersection Summary	
HCM 7th Control Delay, s/veh	12.4
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	700	552	4	0	9
Future Vol, veh/h	28	700	552	4	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	0	0	150
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	778	613	4	0	10

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	618	0	-	0	1064	307			
Stage 1	-	-	-	-	613	-			
Stage 2	-	-	-	-	451	-			
Critical Hdwy	4.14	-	-	-	6.84	6.94			
Critical Hdwy Stg 1	-	-	-	-	5.84	-			
Critical Hdwy Stg 2	-	-	-	-	5.84	-			
Follow-up Hdwy	2.22	-	-	-	3.52	3.32			
Pot Cap-1 Maneuver	958	-	-	-	218	689			
Stage 1	-	-	-	-	503	-			
Stage 2	-	-	-	-	608	-			
Platoon blocked, %		-	-	-					
Mov Cap-1 Maneuver	958	-	-	-	211	689			
Mov Cap-2 Maneuver	-	-	-	-	341	-			
Stage 1	-	-	-	-	486	-			
Stage 2	-	-	-	-	608	-			

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.34	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	958	-	-	-	-	689
HCM Lane V/C Ratio	0.032	-	-	-	-	0.015
HCM Ctrl Dly (s/v)	8.9	-	-	-	0	10.3
HCM Lane LOS	A	-	-	-	A	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	733	0	0	549	0	0	0	0	2	0	0
Future Vol, veh/h	1	733	0	0	549	0	0	0	0	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	230	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	780	0	0	584	0	0	0	0	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	584	0	0	780	0	0	1074	1366	390	976	1366	292
Stage 1	-	-	-	-	-	-	782	782	-	584	584	-
Stage 2	-	-	-	-	-	-	292	584	-	392	782	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	987	-	-	833	-	-	174	146	609	205	146	704
Stage 1	-	-	-	-	-	-	353	403	-	465	496	-
Stage 2	-	-	-	-	-	-	692	496	-	604	403	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	987	-	-	833	-	-	174	146	609	205	146	704
Mov Cap-2 Maneuver	-	-	-	-	-	-	174	146	-	205	146	-
Stage 1	-	-	-	-	-	-	353	403	-	465	496	-
Stage 2	-	-	-	-	-	-	692	496	-	603	403	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.01	0	0	22.72
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	987	-	-	833	-	-	205
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.01
HCM Ctrl Dly (s/v)	0	8.7	-	-	0	-	-	22.7
HCM Lane LOS	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	737	672	6	17	56
Future Volume (veh/h)	13	737	672	6	17	56
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
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	14	784	715	6	18	60
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	279	1190	1190	531	835	743
Arrive On Green	0.33	0.33	0.33	0.33	0.47	0.47
Sat Flow, veh/h	732	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	14	784	715	6	18	60
Grp Sat Flow(s),veh/h/ln	732	1777	1777	1585	1781	1585
Q Serve(g_s), s	0.7	8.6	7.7	0.1	0.2	1.0
Cycle Q Clear(g_c), s	8.4	8.6	7.7	0.1	0.2	1.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	279	1190	1190	531	835	743
V/C Ratio(X)	0.05	0.66	0.60	0.01	0.02	0.08
Avail Cap(c_a), veh/h	505	2286	2286	1020	835	743
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	16.2	13.0	12.7	10.2	6.5	6.7
Incr Delay (d2), s/veh	0.1	0.6	0.5	0.0	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.4	2.2	0.0	0.1	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.3	13.6	13.2	10.2	6.6	6.9
LnGrp LOS	B	B	B	B	A	A
Approach Vol, veh/h		798	721		78	
Approach Delay, s/veh		13.7	13.2		6.9	
Approach LOS		B	B		A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	19.9	26.0	19.9
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	29.5	21.5	29.5
Max Q Clear Time (g_c+I1), s	10.6	3.0	9.7
Green Ext Time (p_c), s	4.7	0.2	4.2

Intersection Summary	
HCM 7th Control Delay, s/veh	13.1
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	642	806	1	7	30
Future Vol, veh/h	11	642	806	1	7	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	0	0	150
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	690	867	1	8	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	868	0	-	0	1235	433
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	369	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	772	-	-	-	168	571
Stage 1	-	-	-	-	372	-
Stage 2	-	-	-	-	670	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	772	-	-	-	166	571
Mov Cap-2 Maneuver	-	-	-	-	282	-
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	670	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.16	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	772	-	-	-	282	571
HCM Lane V/C Ratio	0.015	-	-	-	0.027	0.057
HCM Ctrl Dly (s/v)	9.7	-	-	-	18.1	11.7
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.2

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	654	0	0	823	0	0	0	0	0	0	2
Future Vol, veh/h	2	654	0	0	823	0	0	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	230	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	727	0	0	914	0	0	0	0	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	914	0	0	727	0	0	1188	1646	363	1282	1646	457
Stage 1	-	-	-	-	-	-	731	731	-	914	914	-
Stage 2	-	-	-	-	-	-	457	914	-	368	731	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	741	-	-	872	-	-	144	98	633	122	98	550
Stage 1	-	-	-	-	-	-	379	425	-	294	350	-
Stage 2	-	-	-	-	-	-	553	350	-	624	425	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	741	-	-	872	-	-	143	98	633	122	98	550
Mov Cap-2 Maneuver	-	-	-	-	-	-	143	98	-	122	98	-
Stage 1	-	-	-	-	-	-	378	424	-	294	350	-
Stage 2	-	-	-	-	-	-	550	350	-	622	424	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	0	0	11.57
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	741	-	-	872	-	-	550
HCM Lane V/C Ratio	-	0.003	-	-	-	-	-	0.004
HCM Ctrl Dly (s/v)	0	9.9	-	-	0	-	-	11.6
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	46	678	550	14	4	23
Future Volume (veh/h)	46	678	550	14	4	23
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
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	714	579	15	4	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	328	1171	1171	522	830	738
Arrive On Green	0.33	0.33	0.33	0.33	0.47	0.47
Sat Flow, veh/h	823	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	48	714	579	15	4	24
Grp Sat Flow(s),veh/h/ln	823	1777	1777	1585	1781	1585
Q Serve(g_s), s	2.2	7.4	5.7	0.3	0.1	0.4
Cycle Q Clear(g_c), s	7.9	7.4	5.7	0.3	0.1	0.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	328	1171	1171	522	830	738
V/C Ratio(X)	0.15	0.61	0.49	0.03	0.00	0.03
Avail Cap(c_a), veh/h	627	2463	2463	1099	830	738
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	15.0	12.4	11.8	10.0	6.3	6.4
Incr Delay (d2), s/veh	0.2	0.5	0.3	0.0	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.0	1.6	0.1	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.2	12.9	12.1	10.0	6.3	6.5
LnGrp LOS	B	B	B	B	A	A
Approach Vol, veh/h		762	594		28	
Approach Delay, s/veh		13.0	12.1		6.4	
Approach LOS		B	B		A	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			19.0		25.0	19.0
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			30.5		20.5	30.5
Max Q Clear Time (g_c+I1), s			9.9		2.4	7.7
Green Ext Time (p_c), s			4.6		0.0	3.5

Intersection Summary		
HCM 7th Control Delay, s/veh	12.5	
HCM 7th LOS	B	

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	720	569	6	1	11
Future Vol, veh/h	31	720	569	6	1	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	0	0	150
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	758	599	6	1	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	605	0	-	0	1043	299
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	444	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	969	-	-	-	225	697
Stage 1	-	-	-	-	511	-
Stage 2	-	-	-	-	613	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	969	-	-	-	217	697
Mov Cap-2 Maneuver	-	-	-	-	347	-
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	613	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.37	0	10.68
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	969	-	-	-	347	697
HCM Lane V/C Ratio	0.034	-	-	-	0.003	0.017
HCM Ctrl Dly (s/v)	8.8	-	-	-	15.4	10.3
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0.1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	755	0	0	567	0	0	0	0	2	0	0
Future Vol, veh/h	1	755	0	0	567	0	0	0	0	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	230	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	795	0	0	597	0	0	0	0	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	597	0	0	795	0	0	1095	1394	397	996	1394	298
Stage 1	-	-	-	-	-	-	797	797	-	597	597	-
Stage 2	-	-	-	-	-	-	298	597	-	399	797	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	976	-	-	822	-	-	168	140	602	199	140	698
Stage 1	-	-	-	-	-	-	346	397	-	457	490	-
Stage 2	-	-	-	-	-	-	686	490	-	598	397	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	976	-	-	822	-	-	168	140	602	198	140	698
Mov Cap-2 Maneuver	-	-	-	-	-	-	168	140	-	198	140	-
Stage 1	-	-	-	-	-	-	346	396	-	457	490	-
Stage 2	-	-	-	-	-	-	686	490	-	597	396	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.01	0	0	23.34
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	976	-	-	822	-	-	198
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.011
HCM Ctrl Dly (s/v)	0	8.7	-	-	0	-	-	23.3
HCM Lane LOS	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	762	695	6	17	57
Future Volume (veh/h)	14	762	695	6	17	57
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
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	15	802	732	6	18	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	277	1209	1209	539	829	737
Arrive On Green	0.34	0.34	0.34	0.34	0.47	0.47
Sat Flow, veh/h	720	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	15	802	732	6	18	60
Grp Sat Flow(s),veh/h/ln	720	1777	1777	1585	1781	1585
Q Serve(g_s), s	0.8	8.9	7.9	0.1	0.3	1.0
Cycle Q Clear(g_c), s	8.7	8.9	7.9	0.1	0.3	1.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	277	1209	1209	539	829	737
V/C Ratio(X)	0.05	0.66	0.61	0.01	0.02	0.08
Avail Cap(c_a), veh/h	492	2268	2268	1012	829	737
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	16.3	13.0	12.7	10.1	6.7	6.9
Incr Delay (d2), s/veh	0.1	0.6	0.5	0.0	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.5	2.2	0.0	0.1	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.4	13.6	13.2	10.1	6.7	7.1
LnGrp LOS	B	B	B	B	A	A
Approach Vol, veh/h		817	738		78	
Approach Delay, s/veh		13.7	13.1		7.0	
Approach LOS		B	B		A	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			20.2		26.0	20.2
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			29.5		21.5	29.5
Max Q Clear Time (g_c+I1), s			10.9		3.0	9.9
Green Ext Time (p_c), s			4.8		0.2	4.3

Intersection Summary		
HCM 7th Control Delay, s/veh	13.1	
HCM 7th LOS	B	

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	662	831	2	10	34
Future Vol, veh/h	12	662	831	2	10	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	0	0	150
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	697	875	2	11	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	877	0	-	0	1248	437
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	374	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	766	-	-	-	165	567
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	766	-	-	-	162	567
Mov Cap-2 Maneuver	-	-	-	-	279	-
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.17	0	13.29
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	766	-	-	-	279	567
HCM Lane V/C Ratio	0.016	-	-	-	0.038	0.063
HCM Ctrl Dly (s/v)	9.8	-	-	-	18.4	11.8
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.2

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	675	0	0	850	0	0	0	0	0	0	2
Future Vol, veh/h	2	675	0	0	850	0	0	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	230	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	711	0	0	895	0	0	0	0	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	895	0	0	711	0	0	1162	1609	355	1254	1609	447
Stage 1	-	-	-	-	-	-	715	715	-	895	895	-
Stage 2	-	-	-	-	-	-	447	895	-	359	715	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	754	-	-	885	-	-	150	104	641	128	104	559
Stage 1	-	-	-	-	-	-	388	433	-	302	357	-
Stage 2	-	-	-	-	-	-	560	357	-	631	433	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	754	-	-	885	-	-	149	103	641	128	103	559
Mov Cap-2 Maneuver	-	-	-	-	-	-	149	103	-	128	103	-
Stage 1	-	-	-	-	-	-	387	432	-	302	357	-
Stage 2	-	-	-	-	-	-	558	357	-	630	432	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	0	0	11.47
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	754	-	-	885	-	-	559
HCM Lane V/C Ratio	-	0.003	-	-	-	-	-	0.004
HCM Ctrl Dly (s/v)	0	9.8	-	-	0	-	-	11.5
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	47	688	560	14	4	24
Future Volume (veh/h)	47	688	560	14	4	24
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
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	49	724	589	15	4	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	327	1185	1185	529	825	734
Arrive On Green	0.33	0.33	0.33	0.33	0.46	0.46
Sat Flow, veh/h	816	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	49	724	589	15	4	25
Grp Sat Flow(s),veh/h/ln	816	1777	1777	1585	1781	1585
Q Serve(g_s), s	2.3	7.5	5.9	0.3	0.1	0.4
Cycle Q Clear(g_c), s	8.1	7.5	5.9	0.3	0.1	0.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	327	1185	1185	529	825	734
V/C Ratio(X)	0.15	0.61	0.50	0.03	0.00	0.03
Avail Cap(c_a), veh/h	617	2449	2449	1092	825	734
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	15.0	12.3	11.8	9.9	6.4	6.5
Incr Delay (d2), s/veh	0.2	0.5	0.3	0.0	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.1	1.6	0.1	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.2	12.9	12.1	9.9	6.4	6.6
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h		773	604		29	
Approach Delay, s/veh		13.0	12.1		6.5	
Approach LOS		B	B		A	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	19.3	25.0	19.3
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	30.5	20.5	30.5
Max Q Clear Time (g_c+I1), s	10.1	2.4	7.9
Green Ext Time (p_c), s	4.6	0.0	3.5

Intersection Summary	
HCM 7th Control Delay, s/veh	12.5
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	732	581	6	1	11
Future Vol, veh/h	31	732	581	6	1	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	0	0	150
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	771	612	6	1	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	618	0	-	0	1062	306
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	451	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	958	-	-	-	219	690
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	609	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	958	-	-	-	211	690
Mov Cap-2 Maneuver	-	-	-	-	341	-
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	609	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.36	0	10.74
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	958	-	-	-	341	690
HCM Lane V/C Ratio	0.034	-	-	-	0.003	0.017
HCM Ctrl Dly (s/v)	8.9	-	-	-	15.6	10.3
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	757	0	25	562	16	20
Future Vol, veh/h	757	0	25	562	16	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	140	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	797	0	26	592	17	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	797	0	1145	398
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	348	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	821	-	193	601
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	686	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	821	-	187	601
Mov Cap-2 Maneuver	-	-	-	-	307	-
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	664	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.41	14.38
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	421	-	-	821	-
HCM Lane V/C Ratio	0.09	-	-	0.032	-
HCM Ctrl Dly (s/v)	14.4	-	-	9.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	735	32	6	563	0	12	0	16	2	0	0
Future Vol, veh/h	1	735	32	6	563	0	12	0	16	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	130	230	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	774	34	6	593	0	13	0	17	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	593	0	0	807	0	0	1085	1381	387	994	1415	296
Stage 1	-	-	-	-	-	-	776	776	-	605	605	-
Stage 2	-	-	-	-	-	-	309	605	-	389	809	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	979	-	-	813	-	-	171	143	612	199	136	700
Stage 1	-	-	-	-	-	-	356	406	-	451	485	-
Stage 2	-	-	-	-	-	-	676	485	-	607	391	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	979	-	-	813	-	-	170	142	612	192	135	700
Mov Cap-2 Maneuver	-	-	-	-	-	-	170	142	-	192	135	-
Stage 1	-	-	-	-	-	-	356	405	-	448	482	-
Stage 2	-	-	-	-	-	-	671	482	-	589	391	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.01	0.1	18.87	23.95
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	289	979	-	-	813	-	-	192
HCM Lane V/C Ratio	0.102	0.001	-	-	0.008	-	-	0.011
HCM Ctrl Dly (s/v)	18.9	8.7	-	-	9.5	-	-	23.9
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	779	712	6	17	59
Future Volume (veh/h)	16	779	712	6	17	59
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
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	17	820	749	6	18	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	275	1228	1228	548	822	731
Arrive On Green	0.35	0.35	0.35	0.35	0.46	0.46
Sat Flow, veh/h	709	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	17	820	749	6	18	62
Grp Sat Flow(s),veh/h/ln	709	1777	1777	1585	1781	1585
Q Serve(g_s), s	0.9	9.1	8.1	0.1	0.3	1.0
Cycle Q Clear(g_c), s	9.1	9.1	8.1	0.1	0.3	1.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	275	1228	1228	548	822	731
V/C Ratio(X)	0.06	0.67	0.61	0.01	0.02	0.08
Avail Cap(c_a), veh/h	479	2250	2250	1003	822	731
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	16.4	13.0	12.6	10.0	6.8	7.0
Incr Delay (d2), s/veh	0.1	0.6	0.5	0.0	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.6	2.3	0.0	0.1	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.5	13.6	13.1	10.0	6.9	7.3
LnGrp LOS	B	B	B	B	A	A
Approach Vol, veh/h		837	755		80	
Approach Delay, s/veh		13.7	13.1		7.2	
Approach LOS		B	B		A	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		20.6		26.0		20.6
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		29.5		21.5		29.5
Max Q Clear Time (g_c+I1), s		11.1		3.0		10.1
Green Ext Time (p_c), s		4.9		0.2		4.4

Intersection Summary	
HCM 7th Control Delay, s/veh	13.1
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	681	850	2	10	34
Future Vol, veh/h	12	681	850	2	10	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	0	0	150
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	717	895	2	11	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	897	0	-	0	1278	447
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	384	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	753	-	-	-	158	559
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	658	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	753	-	-	-	155	559
Mov Cap-2 Maneuver	-	-	-	-	271	-
Stage 1	-	-	-	-	353	-
Stage 2	-	-	-	-	658	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.17	0	13.46
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	753	-	-	-	271	559
HCM Lane V/C Ratio	0.017	-	-	-	0.039	0.064
HCM Ctrl Dly (s/v)	9.9	-	-	-	18.8	11.9
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.2

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	670	0	35	834	20	29
Future Vol, veh/h	670	0	35	834	20	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	140	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	705	0	37	878	21	31

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	705	0	1218	353
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	513	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	889	-	173	644
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	566	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	889	-	166	644
Mov Cap-2 Maneuver	-	-	-	-	299	-
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	543	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.37	14.31
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	438	-	-	889	-
HCM Lane V/C Ratio	0.118	-	-	0.041	-
HCM Ctrl Dly (s/v)	14.3	-	-	9.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	650	44	9	845	0	19	0	20	0	0	2
Future Vol, veh/h	2	650	44	9	845	0	19	0	20	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	130	230	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	684	46	9	889	0	20	0	21	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	889	0	0	731	0	0	1152	1597	342	1255	1643	445
Stage 1	-	-	-	-	-	-	688	688	-	908	908	-
Stage 2	-	-	-	-	-	-	464	908	-	346	735	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	758	-	-	869	-	-	153	106	654	128	99	561
Stage 1	-	-	-	-	-	-	402	445	-	296	352	-
Stage 2	-	-	-	-	-	-	548	352	-	643	424	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	758	-	-	869	-	-	150	104	654	122	97	561
Mov Cap-2 Maneuver	-	-	-	-	-	-	150	104	-	122	97	-
Stage 1	-	-	-	-	-	-	401	444	-	293	348	-
Stage 2	-	-	-	-	-	-	540	348	-	620	423	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	0.1	22.37	11.44
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	248	758	-	-	869	-	-	561
HCM Lane V/C Ratio	0.166	0.003	-	-	0.011	-	-	0.004
HCM Ctrl Dly (s/v)	22.4	9.8	-	-	9.2	-	-	11.4
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0

APPENDIX E

CUMULATIVE PROJECTS INFORMATION

TOTAL CUMULATIVE PROJECTS TRAFFIC

AM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Jurupa Avenue at Jasmine Street	0	0	0	0	0	0	0	7	0	0	8	0
2	Jurupa Avenue at Columbus Street	0	0	0	1	0	1	2	6	0	0	6	2
3	Jurupa Avenue at Project Driveway 1	0	0	0	0	0	0	0	8	0	0	7	0
4	Jurupa Avenue at Project Driveway 2	0	0	0	0	0	0	0	8	0	0	7	0

PM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Jurupa Avenue at Jasmine Street	0	0	0	0	0	0	0	10	0	0	9	0
2	Jurupa Avenue at Columbus Street	0	0	0	3	0	3	1	7	0	0	8	1
3	Jurupa Avenue at Project Driveway 1	0	0	0	0	0	0	0	8	0	0	11	0
4	Jurupa Avenue at Project Driveway 2	0	0	0	0	0	0	0	8	0	0	11	0

Enter only in blue cells	Yellow cells calculate

Int. #:	1	Jurupa Avenue at Jasmine Street

Mirror distribution? Y Entire Intersection

Mirror distribution?

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	0	0	0	5	0	0	3	0
AM Out		0	0	0	0	0	0	0	2	0	0	5	0
AM Tot		0	0	0	0	0	0	0	7	0	0	8	0
PM In		0	0	0	0	0	0	0	6	0	0	2	0
PM Out		0	0	0	0	0	0	0	4	0	0	7	0
PM Tot		0	0	0	0	0	0	0	10	0	0	9	0

Zone #	1	Warehousing along Columbus

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											50%	
Y	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%		50%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	0	0	0	0	0	0	0	0	0	0	2	0
AM Out	1	0	0	0	0	0	0	0	1	0	0	0	0
PM In	2	0	0	0	0	0	0	0	0	0	0	1	0
PM Out	5	0	0	0	0	0	0	0	3	0	0	0	0

Zone #	2	Warehousing along Jurupa

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								50%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	6	0	0	0	0	0	0	0	3	0	0	0	0
AM Out	1	0	0	0	0	0	0	0	0	0	0	1	0
PM In	3	0	0	0	0	0	0	0	2	0	0	0	0
PM Out	7	0	0	0	0	0	0	0	0	0	0	4	0

Zone #	3	Autoshop along Jurupa

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								50%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	2	0	0	0	0	0	0	0	1	0	0	0	0
AM Out	1	0	0	0	0	0	0	0	0	0	0	1	0
PM In	2	0	0	0	0	0	0	0	1	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	1	0

Zone #	4	Tow Yard along Jurupa

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											15%	
Y	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	5	0	0	0	0	0	0	0	0	0	0	1	0
AM Out	4	0	0	0	0	0	0	0	1	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	1	0
PM Out	5	0	0	0	0	0	0	0	1	0	0	0	0

Int. #:	1	Jurupa Avenue at Jasmine Street
Zone #	5	Multifamily along Jurupa

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								25%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	0	0	0	0	0	0	0	1	0	0	0	0
AM Out	13	0	0	0	0	0	0	0	0	0	0	3	0
PM In	13	0	0	0	0	0	0	0	3	0	0	0	0
PM Out	8	0	0	0	0	0	0	0	0	0	0	2	0

Zone #	6	Warehousing along Van Buren

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	11	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	3	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	11	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	7	Business Park on Central

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	280	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	50	0	0	0	0	0	0	0	0	0	0	0	0
PM In	77	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	220	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	8	Uses along Arlington

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	105	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	99	0	0	0	0	0	0	0	0	0	0	0	0
PM In	117	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	121	0	0	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	2	Jurupa Avenue at Columbus Street

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	0	0	2	5	0	0	1	2
AM Out		0	0	0	1	0	1	0	1	0	0	5	0
AM Tot		0	0	0	1	0	1	2	6	0	0	6	2
PM In		0	0	0	0	0	0	1	6	0	0	1	1
PM Out		0	0	0	3	0	3	0	1	0	0	7	0
PM Tot		0	0	0	3	0	3	1	7	0	0	8	1

Zone #	1	Warehousing along Columbus

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In							50%					50%
Y	0%	0%	0%	50%	0%	50%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	50%	0%	0%		0%	50%
PM Out	0%	0%	0%	50%	0%	50%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	0	0	0	0	0	0	2	0	0	0	0	2
AM Out	1	0	0	0	1	0	1	0	0	0	0	0	0
PM In	2	0	0	0	0	0	0	1	0	0	0	0	1
PM Out	5	0	0	0	3	0	3	0	0	0	0	0	0

Zone #	2	Warehousing along Jurupa

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								50%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	6	0	0	0	0	0	0	0	3	0	0	0	0
AM Out	1	0	0	0	0	0	0	0	0	0	0	1	0
PM In	3	0	0	0	0	0	0	0	2	0	0	0	0
PM Out	7	0	0	0	0	0	0	0	0	0	0	4	0

Zone #	3	Autoshop along Jurupa

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								50%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	2	0	0	0	0	0	0	0	1	0	0	0	0
AM Out	1	0	0	0	0	0	0	0	0	0	0	1	0
PM In	2	0	0	0	0	0	0	0	1	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	1	0

Zone #	4	Tow Yard along Jurupa

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											15%	
Y	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	5	0	0	0	0	0	0	0	0	0	0	1	0
AM Out	4	0	0	0	0	0	0	0	1	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	1	0
PM Out	5	0	0	0	0	0	0	0	1	0	0	0	0

Zone #	5	Multifamily along Jurupa

Int. #:	2	Jurupa Avenue at Columbus Street

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								25%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	0	0	0	0	0	0	0	1	0	0	0	0
AM Out	13	0	0	0	0	0	0	0	0	0	0	3	0
PM In	13	0	0	0	0	0	0	0	3	0	0	0	0
PM Out	8	0	0	0	0	0	0	0	0	0	0	2	0

Zone #	6	Warehousing along Van Buren

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	11	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	3	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	11	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	7	Business Park on Central

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	280	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	50	0	0	0	0	0	0	0	0	0	0	0	0
PM In	77	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	220	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	8	Uses along Arlington

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	105	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	99	0	0	0	0	0	0	0	0	0	0	0	0
PM In	117	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	121	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	3	Jurupa Avenue at Project Driveway 1

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	0	0	0	7	0	0	1	0
AM Out		0	0	0	0	0	0	0	1	0	0	6	0
AM Tot		0	0	0	0	0	0	0	8	0	0	7	0
PM In		0	0	0	0	0	0	0	7	0	0	1	0
PM Out		0	0	0	0	0	0	0	1	0	0	10	0
PM Tot		0	0	0	0	0	0	0	8	0	0	11	0

Zone #	1	Warehousing along Columbus

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								50%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	50%	0%		0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	0	0	0	0	0	0	0	2	0	0	0	0
AM Out	1	0	0	0	0	0	0	0	0	0	0	1	0
PM In	2	0	0	0	0	0	0	0	1	0	0	0	0
PM Out	5	0	0	0	0	0	0	0	0	0	0	3	0

Zone #	2	Warehousing along Jurupa

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								50%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	6	0	0	0	0	0	0	0	3	0	0	0	0
AM Out	1	0	0	0	0	0	0	0	0	0	0	1	0
PM In	3	0	0	0	0	0	0	0	2	0	0	0	0
PM Out	7	0	0	0	0	0	0	0	0	0	0	4	0

Zone #	3	Autoshop along Jurupa

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								50%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	2	0	0	0	0	0	0	0	1	0	0	0	0
AM Out	1	0	0	0	0	0	0	0	0	0	0	1	0
PM In	2	0	0	0	0	0	0	0	1	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	1	0

Zone #	4	Tow Yard along Jurupa

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											15%	
Y	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	5	0	0	0	0	0	0	0	0	0	0	1	0
AM Out	4	0	0	0	0	0	0	0	1	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	1	0
PM Out	5	0	0	0	0	0	0	0	1	0	0	0	0

Zone #	5	Multifamily along Jurupa

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR

Int. #:	3	Jurupa Avenue at Project Driveway 1

AM In								25%					
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%	
AM Out													
PM In	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%	
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%	

AM In	4	0	0	0	0	0	0	0	1	0	0	0	0
AM Out	13	0	0	0	0	0	0	0	0	0	0	3	0
PM In	13	0	0	0	0	0	0	0	3	0	0	0	0
PM Out	8	0	0	0	0	0	0	0	0	0	0	2	0

Zone #	6	Warehousing along Van Buren

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	11	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	3	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	11	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	7	Business Park on Central

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	280	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	50	0	0	0	0	0	0	0	0	0	0	0	0
PM In	77	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	220	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	8	Uses along Arlington

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	105	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	99	0	0	0	0	0	0	0	0	0	0	0	0
PM In	117	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	121	0	0	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	4	Jurupa Avenue at Project Driveway 2

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	0	0	0	7	0	0	1	0
AM Out		0	0	0	0	0	0	0	1	0	0	6	0
AM Tot		0	0	0	0	0	0	0	8	0	0	7	0
PM In		0	0	0	0	0	0	0	7	0	0	1	0
PM Out		0	0	0	0	0	0	0	1	0	0	10	0
PM Tot		0	0	0	0	0	0	0	8	0	0	11	0

Zone #	1	Warehousing along Columbus

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								50%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	50%	0%		0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	0	0	0	0	0	0	0	2	0	0	0	0
AM Out	1	0	0	0	0	0	0	0	0	0	0	1	0
PM In	2	0	0	0	0	0	0	0	1	0	0	0	0
PM Out	5	0	0	0	0	0	0	0	0	0	0	3	0

Zone #	2	Warehousing along Jurupa

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								50%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	6	0	0	0	0	0	0	0	3	0	0	0	0
AM Out	1	0	0	0	0	0	0	0	0	0	0	1	0
PM In	3	0	0	0	0	0	0	0	2	0	0	0	0
PM Out	7	0	0	0	0	0	0	0	0	0	0	4	0

Zone #	3	Autoshop along Jurupa

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								50%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	2	0	0	0	0	0	0	0	1	0	0	0	0
AM Out	1	0	0	0	0	0	0	0	0	0	0	1	0
PM In	2	0	0	0	0	0	0	0	1	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	1	0

Zone #	4	Tow Yard along Jurupa

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											15%	
Y	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	5	0	0	0	0	0	0	0	0	0	0	1	0
AM Out	4	0	0	0	0	0	0	0	1	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	1	0
PM Out	5	0	0	0	0	0	0	0	1	0	0	0	0

Zone #	5	Multifamily along Jurupa

Int. #:	4	Jurupa Avenue at Project Driveway 2

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								25%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	0	0	0	0	0	0	0	1	0	0	0	0
AM Out	13	0	0	0	0	0	0	0	0	0	0	3	0
PM In	13	0	0	0	0	0	0	0	3	0	0	0	0
PM Out	8	0	0	0	0	0	0	0	0	0	0	2	0

Zone #	6	Warehousing along Van Buren

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	11	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	3	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	11	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	7	Business Park on Central

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	280	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	50	0	0	0	0	0	0	0	0	0	0	0	0
PM In	77	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	220	0	0	0	0	0	0	0	0	0	0	0	0

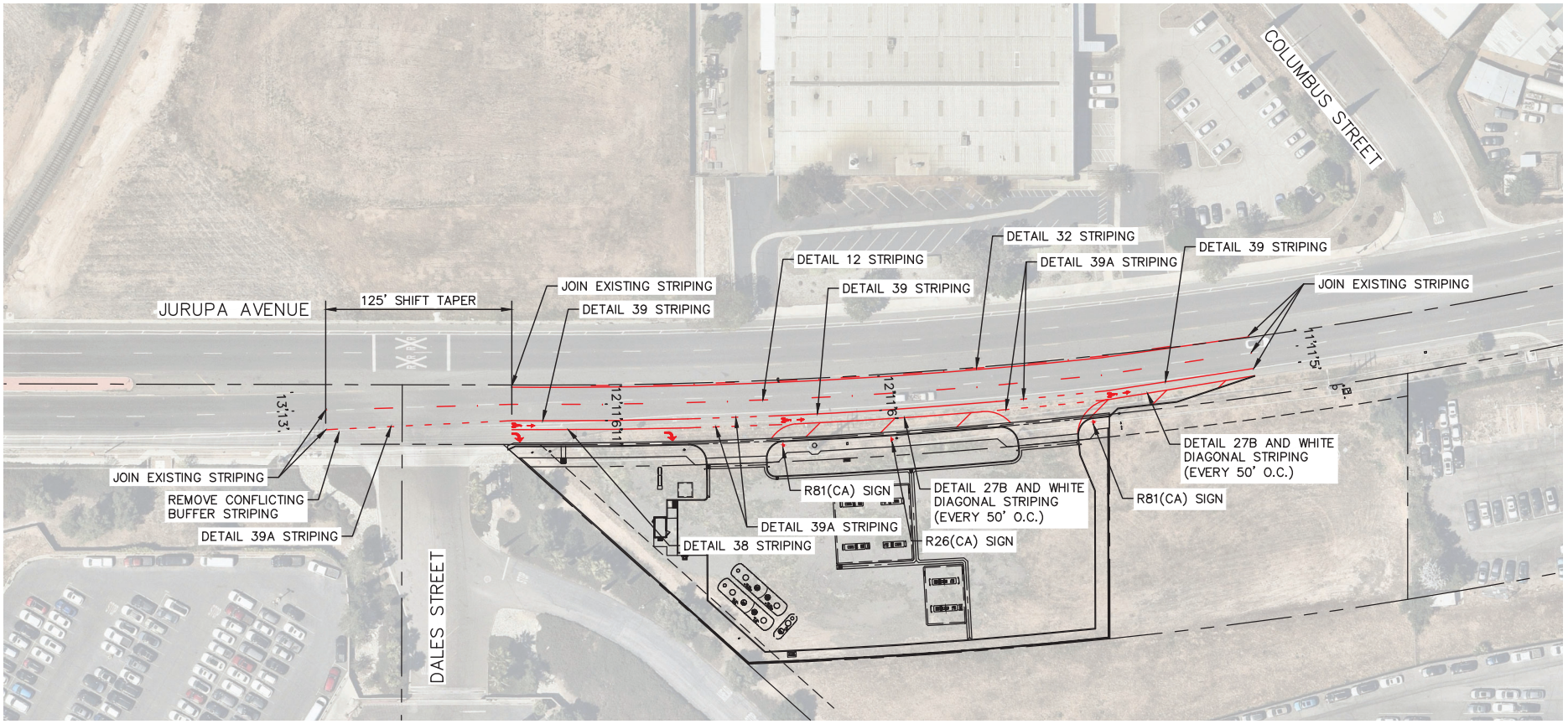
Zone #	8	Uses along Arlington

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	105	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	99	0	0	0	0	0	0	0	0	0	0	0	0
PM In	117	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	121	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX F

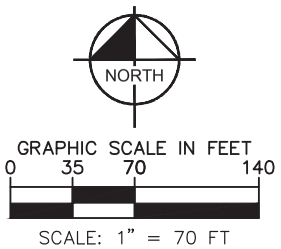
CONCEPTUAL STRIPING EXHIBIT



SIGN LEGEND

R26(CA)
12"X18"

R81(CA)
12"X8"



APPENDIX F
JURUPA AVENUE STRIPING CONCEPT

Kimley»Horn

APPENDIX G

TRUCK TURN EXHIBIT

CIRCULATION PLAN

BEST 4 LESS - JURUPA
xxxx JURUPA AVENUE
RIVERSIDE, CA 92504

DRAWING NUMBER **TK1.0**

2/5/2025

NO | REVISION | DATE

PREPARED BY:

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DRAWN BY:	M.H.
DATE:	8-8-24
SCALE:	1" = 20'-0"
PLOT:	1=1
REF:	Dwg. File-TK1.0
FILE:	0152-0010

APPENDIX H

QUEUEING ANALYSIS WORKSHEETS

Intersection: 1: Jurupa Ave & Jasmine St

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	113	155	139	167	136	30	20	40
Average Queue (ft)	32	88	59	93	33	6	2	15
95th Queue (ft)	72	136	111	145	88	24	13	44
Link Distance (ft)		184	184	390	390		185	
Upstream Blk Time (%)		0	0					
Queuing Penalty (veh)		0	0					
Storage Bay Dist (ft)	75					180		25
Storage Blk Time (%)	1	9			0		1	2
Queuing Penalty (veh)	2	4			0		0	0

Intersection: 2: Jurupa Ave & Columbus St

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	42	11	25
Average Queue (ft)	10	0	9
95th Queue (ft)	34	6	29
Link Distance (ft)		366	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 101: Proj Dwy 1 & Jurupa Ave

Movement	EB	WB	NB
Directions Served	T	L	LR
Maximum Queue (ft)	6	42	46
Average Queue (ft)	0	11	18
95th Queue (ft)	4	35	39
Link Distance (ft)	154		103
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		150	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 102: Proj Dwy 2/Luxfer Superform Dwy & Jurupa Ave

Movement	WB	NB	SB
Directions Served	L	LR	LR
Maximum Queue (ft)	27	25	20
Average Queue (ft)	3	12	2
95th Queue (ft)	16	28	11
Link Distance (ft)		84	92
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	230		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 6

Intersection: 1: Jurupa Ave & Jasmine St

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	85	144	124	183	146	28	68	54
Average Queue (ft)	16	98	69	113	48	4	10	26
95th Queue (ft)	51	134	117	167	109	19	38	56
Link Distance (ft)		184	184	390	390		185	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	75					180		25
Storage Blk Time (%)		13					4	5
Queuing Penalty (veh)		2					2	1

Intersection: 2: Jurupa Ave & Columbus St

Movement	EB	WB	SB	SB
Directions Served	L	T	L	R
Maximum Queue (ft)	30	6	40	62
Average Queue (ft)	5	0	8	18
95th Queue (ft)	23	0	32	43
Link Distance (ft)		184	366	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150			150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 101: Proj Dwy 1 & Jurupa Ave

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	40	64
Average Queue (ft)	13	22
95th Queue (ft)	38	46
Link Distance (ft)		103
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 102: Proj Dwy 2/Luxfer Superform Dwy & Jurupa Ave

Movement	EB	WB	NB	SB
Directions Served	L	L	LR	LR
Maximum Queue (ft)	11	27	49	20
Average Queue (ft)	0	3	19	2
95th Queue (ft)	6	16	40	11
Link Distance (ft)			84	92
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)	175	230		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 5