Version 2.0.9

05-29-2008

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JUN - 6 2008
SAN BERNARDINO ASSOCIATED GOVT

WEBSTER

WEbster Based Signal Timing Evaluation Routine

For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Cedar Ave @ San bernardino Ave | **San Bernardino County** | **AM Peak Hour**

Input

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	*T*	R	L	T	R	L	*T*	R	*L*	T	R
Movement 1: 10 secs	X			X								
Movement 2: 20 secs		X	X		X	X						
Movement 3: 10 secs							X			X		
Movement 4: 45 secs								X	X		X	X
Movement 5: 0 secs												
Movement 6: 0 secs												
# of Lanes (#, S, P)	1	1	1	1	2	S	1	2	1	1	2	1
Unadjusted Volume	38	135	33	14	128	67	58	917	33	77	653	33
Peak Hour Factor (PHF)	0.83	0.83	0.83	0.90	0.90	0.90	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor (%)												
Project Trip Volume (vph)												
Sat. Flow Override (vph)						Shrd						
Min. Time or Ped. Time	10	20	20	10	20	20	10	20	20	10	20	20
Permissive Veh/Cycle												
Progression Adj. Factor (PAF)	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	1.00

Parameter Values (using default set 'SANBAG (Existing)')

	Other	Default
Duration of Peak Period (min)		15
Lost Time (sec)		2
Min. Time (Left Turns, sec)		10
Min/Ped Time (Thru Lanes, sec)		20
Sat Flow (1 Left lane, vphg)	1700	1800
Sat Flow (2 Left lanes, vphg)	3200	3500
Sat Flow (1 Thru lane, vphg)	1800	1900
Sat Flow (1 Right lane, vphg)		1800
Vehicle Length (feet)		20

Output

	***	***						***		***		
Pk. Hr. Vol. (vph)	46	163	40	16	142	74	64	1008	36	85	718	36
Saturation Flow (vph)	1700	1800	1800	1700	3600	Shrd	1700	3600	1800	1700	3600	1800
X or V/C	0.29	0.43	0.10	0.10	0.28	-	0.40	0.55	0.04	0.53	0.39	0.04
Effective green (sec)	8	18	18	8	18	-	8	43	43	8	43	43
Split Time (sec)	10	20	20	10	20	-	10	45	45	10	45	45
Min. Time or Ped. Time (sec)	10	20	20	10	20	-	10	20	20	10	20	20
Delay - 15 min pk (sec/veh)	40	33	28	36	29	-	44	16	11	49	14	11
Level of Service (LOS)	D	C-	C	D+	C	-	D	B	B	D	B	B
Average 'Q' (veh/ln)	1	3	1	1	2	-	1	6	1	2	4	1
Design 'Q'- ft/ln	40	100	40	40	60	-	40	180	40	60	120	40
Do Vehicles Clear?	YES	YES	YES	YES	YES	-	YES	YES	YES	YES	YES	YES

Summary

Whole Intersection

Weighted Avg Delay (sec) = 20
Level of Service - LOS = B

Critical Movements

Weighted Avg Delay (sec) = 21
Level of Service - LOS = C+
Intersection Capacity Utilization - ICU = 0.49

Required Cycle Length is 85 sec

Min./Ped. Times Satisfied

WEBSTER

WEbster Based Signal Timing Evaluation Routine

For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Cedar Ave @ San Bernardino Ave **San Bernardino County** **PM Peak Hour**

Input

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	T	R	*L*	*T*	R	L	T	R	*L*	*T*	R
Movement 1: 10 secs	X			X								
Movement 2: 20 secs		X	X		X	X						
Movement 3: 10 secs							X			X		
Movement 4: 38 secs								X	X		X	X
Movement 5: 0 secs												
Movement 6: 0 secs												
# of Lanes (#, S, P)	1	1	1	1	2	S	1	2	1	1	2	1
Unadjusted Volume	24	125	38	51	163	61	46	641	27	60	893	47
Peak Hour Factor (PHF)	1.00	1.00	1.00	0.79	0.79	0.79	0.90	0.90	0.90	0.97	0.97	0.97
Growth Factor (%)												
Project Trip Volume (vph)												
Sat. Flow Override (vph)						Shrd						
Min. Time or Ped. Time	10	20	20	10	20	20	10	20	20	10	20	20
Permissive Veh/Cycle												
Progression Adj. Factor (PAF)	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	1.00

Parameter Values (using default set 'SANBAG (Existing)')

	Other	Default
Duration of Peak Period (min)		15
Lost Time (sec)		2
Min. Time (Left Turns, sec)		10
Min/Ped Time (Thru Lanes, sec)		20
Sat Flow (1 Left lane, vphg)	1700	1800
Sat Flow (2 Left lanes, vphg)	3200	3500
Sat Flow (1 Thru lane, vphg)	1800	1900
Sat Flow (1 Right lane, vphg)		1800
Vehicle Length (feet)		20

Output

				***	***					***	***	
Pk. Hr. Vol. (vph)	24	125	38	65	206	77	51	712	30	62	921	48
Saturation Flow (vph)	1700	1800	1800	1700	3600	Shrd	1700	3600	1800	1700	3600	1800
X or V/C	0.14	0.30	0.09	0.37	0.34	-	0.29	0.43	0.04	0.36	0.55	0.06
Effective green (sec)	8	18	18	8	18	-	8	36	36	8	36	36
Split Time (sec)	10	20	20	10	20	-	10	38	38	10	38	38
Min. Time or Ped. Time (sec)	10	20	20	10	20	-	10	20	20	10	20	20
Delay - 15 min pk (sec/veh)	34	27	24	39	26	-	37	15	12	38	17	12
Level of Service (LOS)	C-	C	C+	D+	C	-	D+	B	B	D+	B	B
Average 'Q' (veh/ln)	1	2	1	1	2	-	1	4	1	1	5	1
Design 'Q'- ft/ln	40	60	40	40	60	-	40	120	40	40	160	40
Do Vehicles Clear?	YES	YES	YES	YES	YES	-	YES	YES	YES	YES	YES	YES

Summary

Whole Intersection

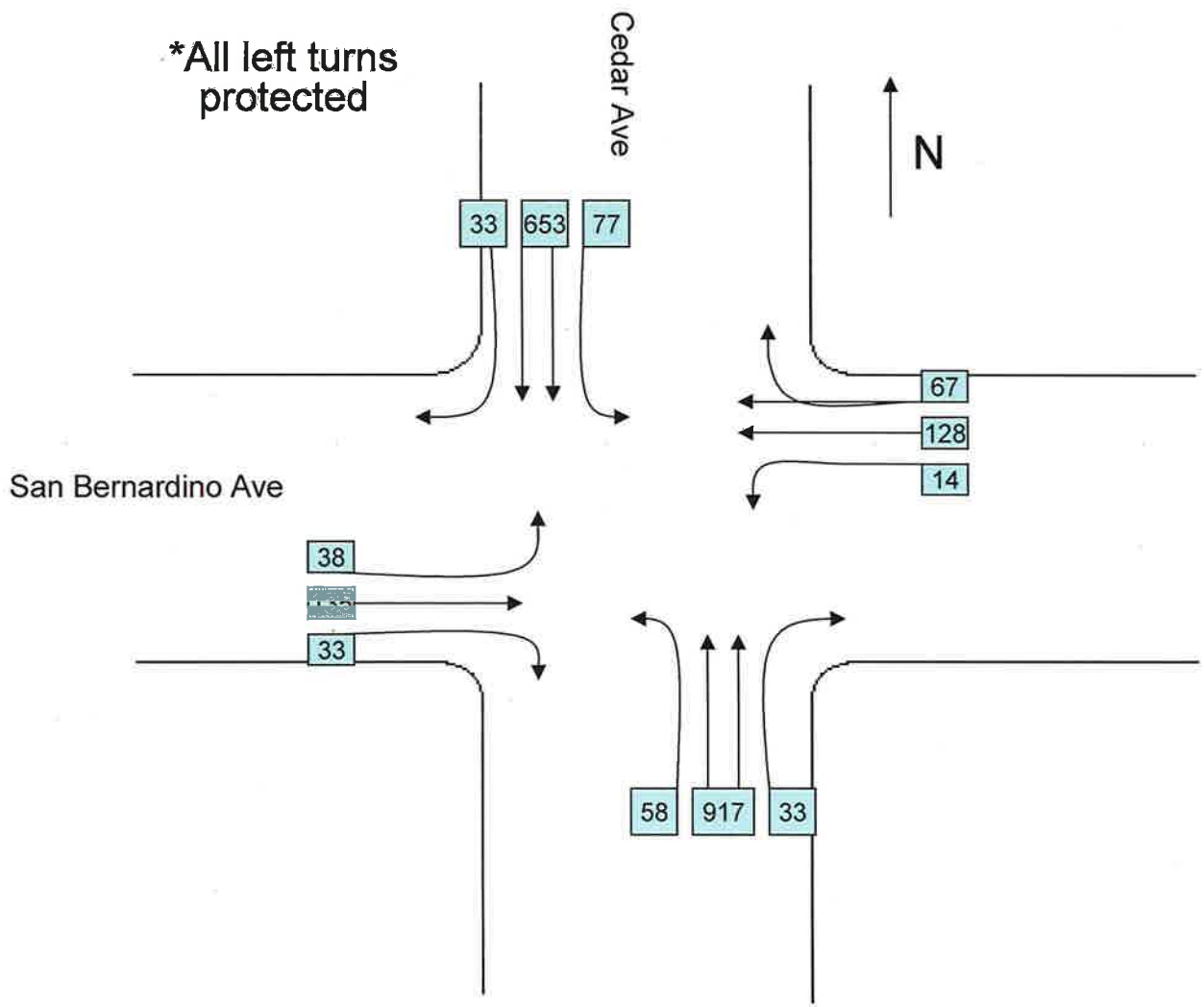
Weighted Avg Delay (sec) = 19
Level of Service - LOS = B

Critical Movements

Weighted Avg Delay (sec) = 21
Level of Service - LOS = C+
Intersection Capacity Utilization - ICU = 0.46

Required Cycle Length is 78 sec

Min./Ped. Times Satisfied



(38+135+33)/(4*62) = 0.83

EB(L)	EB(T)	EB(R)
38/0.83 = 46	135/0.83 = 163	33/0.83 = 40

(14+128+67)/(4*58) = 0.9

WB(L)	WB(T)	WB(R)
14/0.9 = 16	128/0.9 = 142	67/0.9 = 74

(77+653+33)/(4*209) = 0.91

SB(L)	SB(T)	SB(R)
77/0.91 = 85	653/0.91 = 718	33/0.91 = 36

(58+917+33)/(4*276) = 0.91

NB(L)	NB(T)	NB(R)
58/0.91 = 64	917/0.91 = 1008	33/0.9 = 36

A.M.

SAN BERNARDINO COUNTY
PUBLIC WORKS

LOCATION: CEDAR AVE @ SAN BERNARDINO AVE.
DATE: 5/15/2008

	LANES	EB LEFT	PCE'S	EB THRU	PCE'S	EB RIGHT	PCE'S	WB LEFT	PCE'S	WB THRU	PCE'S	WB RIGHT	PCE'S
7:00	CARS	23	23	22	22	5	5	4	4	15	15	23	23
	2-AXLE	0	0	3	4.5	0	0	0	0	2	3	0	0
	3-AXLE	0	0	0	0	0	0	0	0	0	0	1	2
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
7:15	CARS	7	7	21	21	9	9	2	2	30	30	12	12
	2-AXLE	0	0	3	4.5	1	1.5	0	0	5	7.5	0	0
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
7:30	CARS	4	4	46	46	9	9	6	6	37	37	12	12
	2-AXLE	0	0	1	1.5	1	1.5	0	0	0	0	2	3
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
7:45	CARS	4	4	34	34	5	5	2	2	29	29	15	15
	2-AXLE	0	0	1	1.5	0	0	0	0	2	3	0	0
	3-AXLE	0	0	0	0	1	2	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	1	3	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		38	38	131	135	31	33	14	14	121	127.5	65	67

62 58

MOVEMENT TOTALS

	LANES	EB LEFT	PCE'S	EB THRU	PCE'S	EB RIGHT	PCE'S	WB LEFT	PCE'S	WB THRU	PCE'S	WB RIGHT	PCE'S
	CARS	38	38	123	123	28	28	14	14	111	111	62	62
	2-AXLE	0	0	8	12	2	3	0	0	9	13.5	2	3
	3-AXLE	0	0	0	0	1	2	0	0	0	0	1	2
	4-AXLE	0	0	0	0	0	0	0	0	1	3	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		38	38	131	135	31	33	14	14	121	127.5	65	67

	LANES	EB LEFT	PCE'S	EB THRU	PCE'S	EB RIGHT	PCE'S	WB LEFT	PCE'S	WB THRU	PCE'S	WB RIGHT	PCE'S
8:00	CARS	8	8	34	34	4	4	4	4	22	22	16	16
	2-AXLE	0	0	0	0	0	0	0	0	4	6	1	1.5
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
8:15	CARS	2	2	16	16	5	5	1	1	16	16	6	6
	2-AXLE	0	0	1	1.5	0	0	0	0	0	0	0	0
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
8:30	CARS	3	3	23	23	2	2	0	0	13	13	10	10
	2-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	3-AXLE	0	0	1	2	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
8:45	CARS	4	4	15	15	3	3	2	2	14	14	5	5
	2-AXLE	0	0	1	1.5	1	1.5	0	0	1	1.5	0	0
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		17	17	91	93	15	15.5	7	7	70	72.5	38	38.5

MOVEMENT TOTALS

	LANES	EB LEFT	PCE'S	EB THRU	PCE'S	EB RIGHT	PCE'S	WB LEFT	PCE'S	WB THRU	PCE'S	WB RIGHT	PCE'S
	CARS	17	17	88	88	14	14	7	7	65	65	37	37
	2-AXLE	0	0	2	3	1	1.5	0	0	5	7.5	1	1.5
	3-AXLE	0	0	1	2	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		17	17	91	93	15	15.5	7	7	70	72.5	38	38.5

CONVERSION FACTORS FOR PCE'S:		
	CARS	1
	2-AXLE	1.5
=	3-AXLE	2
	4-AXLE	3
	5-AXLE +	3

SAN BERNARDINO COUNTY
PUBLIC WORKS

LOCATION: CEDAR AVE @ SAN BERNARDI (continue)
DATE: 5/15/2008

	LANES	SB LEFT	PCE'S	SB THRU	PCE'S	SB RIGHT	PCE'S	NB LEFT	PCE'S	NB THRU	PCE'S	NB RIGHT	PCE'S	
7:00	CARS	13	13	128	128	4	4	10	10	210	210	4	4	
	2-AXLE	0	0	3	4.5	1	1.5	1	1.5	8	12	1	1.5	
	3-AXLE	0	0	0	0	0	0	0	0	1	2	0	0	
	4-AXLE	0	0	1	3	0	0	0	0	1	3	0	0	
	5-AXLE +	0	0	9	27	0	0	0	0	2	6	0	0	
														532.5
7:15	CARS	21	21	153	153	9	9	22	22	228	228	4	4	
	2-AXLE	0	0	6	9	0	0	0	0	5	7.5	0	0	
	3-AXLE	0	0	0	0	0	0	0	0	1	2	0	0	
	4-AXLE	0	0	1	3	0	0	0	0	1	3	0	0	
	5-AXLE +	0	0	2	6	0	0	0	0	3	9	0	0	
														571
7:30	CARS	20	20	146	146	16	16	11	11	218	218	9	9	
	2-AXLE	0	0	2	3	0	0	2	3	0	0	0	0	576
	3-AXLE	0	0	3	6	0	0	0	0	1	2	0	0	
	4-AXLE	0	0	0	0	0	0	0	0	1	3	0	0	
	5-AXLE +	0	0	6	18	0	0	0	0	10	30	0	0	
														605
7:45	CARS	23	23	118	118	2	2	9	9	163	163	14	14	
	2-AXLE	0	0	3	4.5	0	0	1	1.5	2	3	0	0	
	3-AXLE	0	0	3	6	0	0	0	0	0	0	0	0	
	4-AXLE	0	0	1	3	0	0	0	0	1	3	0	0	
	5-AXLE +	0	0	5	15	0	0	0	0	4	12	0	0	
														475.5
TOTAL		77	77	590	653	32	32.5	56	58	860	916.5	32	32.5	

MOVEMENT TOTALS

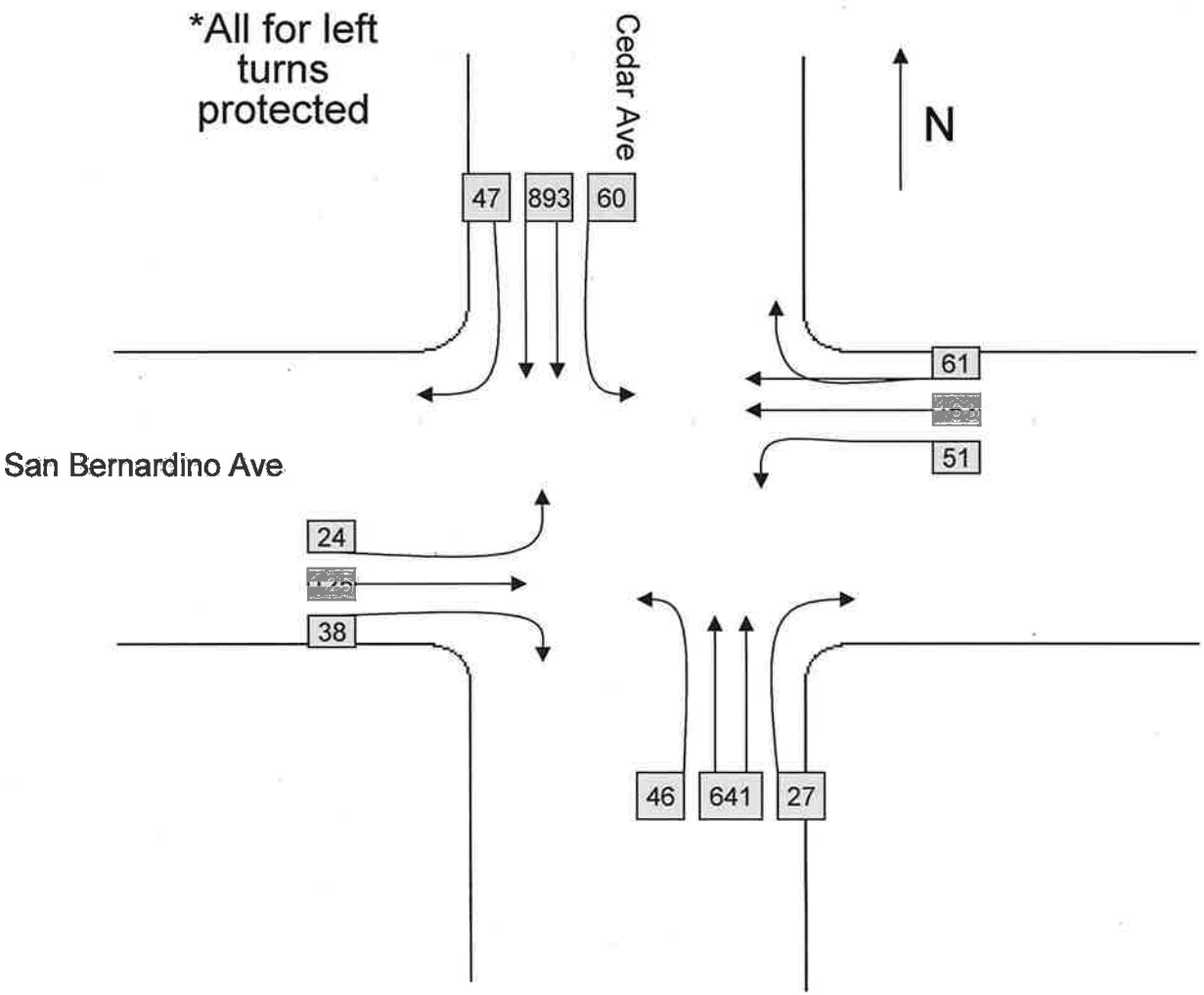
	LANES	SB LEFT	PCE'S	SB THRU	PCE'S	SB RIGHT	PCE'S	NB LEFT	PCE'S	NB THRU	PCE'S	NB RIGHT	PCE'S
	CARS	77	77	545	545	31	31	52	52	819	819	31	31
	2-AXLE	0	0	14	21	1	1.5	4	6	15	22.5	1	1.5
	3-AXLE	0	0	6	12	0	0	0	0	3	6	0	0
	4-AXLE	0	0	3	9	0	0	0	0	4	12	0	0
	5-AXLE +	0	0	22	66	0	0	0	0	19	57	0	0
TOTAL		77	77	590	653	32	32.5	56	58	860	916.5	32	32.5

	LANES	SB LEFT	PCE'S	SB THRU	PCE'S	SB RIGHT	PCE'S	NB LEFT	PCE'S	NB THRU	PCE'S	NB RIGHT	PCE'S	
8:00	CARS	12	12	107	107	4	4	12	12	159	159	12	12	
	2-AXLE	0	0	2	3	0	0	1	1.5	7	10.5	0	0	
	3-AXLE	0	0	2	4	0	0	0	0	1	2	0	0	
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	8	24	0	0	0	0	7	21	0	0	
														467.5
8:15	CARS	9	9	102	102	5	5	9	9	154	154	2	2	
	2-AXLE	0	0	2	3	0	0	0	0	6	9	0	0	
	3-AXLE	0	0	3	6	0	0	0	0	1	2	0	0	
	4-AXLE	0	0	5	15	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	0	0	0	0	0	0	5	15	0	0	
														378.5
8:30	CARS	4	4	105	105	5	5	7	7	144	144	5	5	
	2-AXLE	0	0	5	7.5	0	0	2	3	4	6	0	0	
	3-AXLE	0	0	1	2	0	0	0	0	0	0	0	0	
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	5	15	0	0	0	0	6	18	0	0	
														374.5
8:45	CARS	4	4	84	84	3	3	4	4	107	107	7	7	
	2-AXLE	0	0	3	4.5	0	0	1	1.5	3	4.5	0	0	
	3-AXLE	0	0	3	6	0	0	0	0	1	2	0	0	
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	6	18	0	0	0	0	6	18	0	0	
														311
TOTAL		29	29	443	506	17	17	36	38	611	672	26	26	

MOVEMENT TOTALS

	LANES	SB LEFT	PCE'S	SB THRU	PCE'S	SB RIGHT	PCE'S	NB LEFT	PCE'S	NB THRU	PCE'S	NB RIGHT	PCE'S
	CARS	29	29	398	398	17	17	32	32	564	564	26	26
	2-AXLE	0	0	12	18	0	0	4	6	20	30	0	0
	3-AXLE	0	0	9	18	0	0	0	0	3	6	0	0
	4-AXLE	0	0	5	15	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	19	57	0	0	0	0	24	72	0	0
TOTAL		29	29	443	506	17	17	36	38	611	672	26	26

CONVERSION FACTORS FOR PCE'S:		
	CARS	1
	2-AXLE	1.5
=	3-AXLE	2
	4-AXLE	3
	5-AXLE +	3



(24+125+38)/(4*36) = 1

EB(L)	EB(T)	EB(R)
24/1=24	125/1=125	38/1=38

(51+163+61)/(4*86.5) = 0.79

WB(L)	WB(T)	WB(R)
51/0.79=65	163/0.79=206	61/0.79=77

(60+893+47)/(4*258) = 0.97

SB(L)	SB(T)	SB(R)
60/0.97=62	893/0.97=921	47/0.97=48

(46+641+27)/(4*199) = 0.9

NB(L)	NB(T)	NB(R)
46/0.9=51	641/0.9=712	27/0.9=30

P.M.

SAN BERNARDINO COUNTY
PUBLIC WORKS

LOCATION: CEDAR AVE @ SAN BERNARDINO AVE.
DATE: 5/15/2008

	LANES	EB LEFT	PCE'S	EB THRU	PCE'S	EB RIGHT	PCE'S	WB LEFT	PCE'S	WB THRU	PCE'S	WB RIGHT	PCE'S
16:00	CARS	6	6	27	27	8	8	12	12	36	36	10	10
	2-AXLE	0	0	1	1.5	1	1.5	0	0	1	1.5	0	0
	3-AXLE	0	0	0	0	0	0	0	0	1	2	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
16:15	CARS	7	7	33	33	12	12	13	13	39	39	14	14
	2-AXLE	1	1.5	4	6	0	0	0	0	0	0	0	0
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
16:30	CARS	2	2	26	26	8	8	16	16	47	47	22	22
	2-AXLE	0	0	0	0	0	0	0	0	1	1.5	0	0
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
16:45	CARS	7	7	30	30	8	8	10	10	36	36	15	15
	2-AXLE	0	0	1	1.5	0	0	0	0	0	0	0	0
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		23	23.5	122	125	37	37.5	51	51	161	163	61	61

36

86.5

MOVEMENT TOTALS

	LANES	EB LEFT	PCE'S	EB THRU	PCE'S	EB RIGHT	PCE'S	WB LEFT	PCE'S	WB THRU	PCE'S	WB RIGHT	PCE'S
	CARS	22	22	116	116	36	36	51	51	158	158	61	61
	2-AXLE	1	1.5	6	9	1	1.5	0	0	2	3	0	0
	3-AXLE	0	0	0	0	0	0	0	0	1	2	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		23	23.5	122	125	37	37.5	51	51	161	163	61	61

	LANES	EB LEFT	PCE'S	EB THRU	PCE'S	EB RIGHT	PCE'S	WB LEFT	PCE'S	WB THRU	PCE'S	WB RIGHT	PCE'S
17:00	CARS	6	6	35	35	8	8	8	8	38	38	13	13
	2-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	3-AXLE	0	0	0	0	1	2	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
17:15	CARS	9	9	29	29	8	8	11	11	44	44	17	17
	2-AXLE	1	1.5	1	1.5	1	1.5	1	1.5	0	0	0	0
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	1	3	0	0	0	0	0	0
17:30	CARS	9	9	22	22	8	8	11	11	48	48	18	18
	2-AXLE	1	1.5	2	3	0	0	0	0	0	0	0	0
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
17:45	CARS	4	4	29	29	6	6	7	7	24	24	12	12
	2-AXLE	0	0	2	3	0	0	0	0	0	0	0	0
	3-AXLE	0	0	0	0	1	2	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		30	31	120	122.5	34	38.5	38	38.5	154	154	60	60

MOVEMENT TOTALS

	LANES	EB LEFT	PCE'S	EB THRU	PCE'S	EB RIGHT	PCE'S	WB LEFT	PCE'S	WB THRU	PCE'S	WB RIGHT	PCE'S
	CARS	28	28	115	115	30	30	37	37	154	154	60	60
	2-AXLE	2	3	5	7.5	1	1.5	1	1.5	0	0	0	0
	3-AXLE	0	0	0	0	2	4	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	1	3	0	0	0	0	0	0
TOTAL		30	31	120	122.5	34	38.5	38	38.5	154	154	60	60

CONVERSION FACTORS FOR PCE'S:	=	CARS	1
		2-AXLE	1.5
		3-AXLE	2
		4-AXLE	3
		5-AXLE +	3

SAN BERNARDINO COUNTY
PUBLIC WORKS

LOCATION: CEDAR AVE @ SAN BERNARDII (continue)
DATE: 5/15/2008

	LANES	SB LEFT		SB THRU		SB RIGHT		NB LEFT		NB THRU		NB RIGHT		
			PCE'S		PCE'S		PCE'S		PCE'S		PCE'S		PCE'S	
16:00	CARS	14	14	210	210	12	12	10	10	134	134	7	7	
	2-AXLE	0	0	3	4.5	0	0	1	1.5	4	6	0	0	
	3-AXLE	0	0	3	6	0	0	0	0	4	8	0	0	
	4-AXLE	0	0	1	3	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	3	9	0	0	0	0	2	6	0	0	
														536.5
16:15	CARS	10	10	210	210	12	12	7	7	140	140	7	7	
	2-AXLE	1	1.5	4	6	0	0	1	1.5	1	1.5	0	0	
	3-AXLE	0	0	2	4	0	0	0	0	2	4	0	0	
	4-AXLE	0	0	1	3	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	3	9	0	0	0	0	1	3	0	0	
														545
16:30	CARS	19	19	206	206	13	13	13	13	174	174	7	7	
	2-AXLE	0	0	2	3	0	0	0	0	0	0	0	0	
	3-AXLE	0	0	1	2	0	0	0	0	1	2	0	0	
	4-AXLE	0	0	2	6	0	0	0	0	1	3	0	0	
	5-AXLE +	0	0	3	9	0	0	0	0	0	0	0	0	
														579.5
16:45	CARS	15	15	198	198	10	10	10	10	145	145	6	6	
	2-AXLE	0	0	1	1.5	0	0	0	0	3	4.5	0	0	
	3-AXLE	0	0	0	0	0	0	0	0	2	4	0	0	
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	1	3	0	0	1	3	2	6	0	0	
														513.5
TOTAL		59	59.5	854	893	47	47	43	46	616	641	27	27	

MOVEMENT TOTALS

	LANES	SB LEFT		SB THRU		SB RIGHT		NB LEFT		NB THRU		NB RIGHT	
			PCE'S		PCE'S		PCE'S		PCE'S		PCE'S		PCE'S
	CARS	58	58	824	824	47	47	40	40	593	593	27	27
	2-AXLE	1	1.5	10	15	0	0	2	3	8	12	0	0
	3-AXLE	0	0	6	12	0	0	0	0	9	18	0	0
	4-AXLE	0	0	4	12	0	0	0	0	1	3	0	0
	5-AXLE +	0	0	10	30	0	0	1	3	5	15	0	0
TOTAL		59	59.5	854	893	47	47	43	46	616	641	27	27

	LANES	SB LEFT		SB THRU		SB RIGHT		NB LEFT		NB THRU		NB RIGHT	
			PCE'S		PCE'S		PCE'S		PCE'S		PCE'S		PCE'S
17:00	CARS	10	10	211	211	11	11	17	17	128	128	8	8
	2-AXLE	0	0	1	1.5	0	0	0	0	1	1.5	0	0
	3-AXLE	0	0	0	0	0	0	0	0	1	2	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	1	3	0	0	0	0	0	0	0	0
													503
17:15	CARS	15	15	206	206	11	11	15	15	128	128	3	3
	2-AXLE	0	0	4	6	0	0	0	0	1	1.5	0	0
	3-AXLE	0	0	3	6	0	0	0	0	0	0	0	0
	4-AXLE	0	0	1	3	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	3	9	0	0	0	0	1	3	0	0
													533.5
17:30	CARS	14	14	219	219	14	14	6	6	149	149	7	7
	2-AXLE	0	0	0	0	0	0	0	0	1	1.5	0	0
	3-AXLE	0	0	3	6	0	0	0	0	0	0	0	0
	4-AXLE	0	0	1	3	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	4	12	0	0
													552
17:45	CARS	19	19	218	218	9	9	13	13	132	132	7	7
	2-AXLE	0	0	1	1.5	0	0	0	0	1	1.5	0	0
	3-AXLE	0	0	1	2	0	0	0	0	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	3	9	0	0	0	0	0	0	0	0
													499
TOTAL		58	58	876	904	45	45	51	51	547	560	25	25

MOVEMENT TOTALS

	LANES	SB LEFT		SB THRU		SB RIGHT		NB LEFT		NB THRU		NB RIGHT	
			PCE'S		PCE'S		PCE'S		PCE'S		PCE'S		PCE'S
	CARS	58	58	854	854	45	45	51	51	537	537	25	25
	2-AXLE	0	0	6	9	0	0	0	0	4	6	0	0
	3-AXLE	0	0	7	14	0	0	0	0	1	2	0	0
	4-AXLE	0	0	2	6	0	0	0	0	0	0	0	0
	5-AXLE +	0	0	7	21	0	0	0	0	5	15	0	0
TOTAL		58	58	876	904	45	45	51	51	547	560	25	25

CONVERSION FACTORS FOR PCE'S:	=	CARS	1
		2-AXLE	1.5
		3-AXLE	2
		4-AXLE	3
		5-AXLE +	3