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

Cherry Ave @ Arrow Route **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: 25 secs		X	X		X	X						
Movement 3: 10 secs							X			X		
Movement 4: 25 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	S	1	2	S
Unadjusted Volume	91	428	127	113	246	99	157	881	109	74	523	60
Peak Hour Factor (PHF)	0.81	0.81	0.81	0.87	0.87	0.87	1.00	1.00	1.00	0.83	0.83	0.83
Growth Factor (%)												
Project Trip Volume (vph)												
Sat. Flow Override (vph)						Shrd			Shrd			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	-

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)	112	528	157	130	283	114	157	881	109	89	630	72
Saturation Flow (vph)	1700	1800	1800	1700	3600	Shrd	1700	3600	Shrd	1700	3600	Shrd
X or V/C	0.58	0.89	0.27	0.67	0.34	-	0.81	0.84	-	0.46	0.59	-
Effective green (sec)	8	23	23	8	23	-	8	23	-	8	23	-
Split Time (sec)	10	25	25	10	25	-	10	25	-	10	25	-
Min. Time or Ped. Time (sec)	10	20	20	10	20	-	10	20	-	10	20	-
Delay - 15 min pk (sec/veh)	41	41	18	47	19	-	59	29	-	37	22	-
Level of Service (LOS)	D	D	B	D	B	-	E+	C	-	D+	C+	-
Average 'Q' (veh/ln)	2	8	2	2	3	-	3	7	-	2	5	-
Design 'Q'- ft/ln	60	240	60	60	100	-	100	220	-	60	160	-
Do Vehicles Clear?	YES	YES	YES	YES	YES	-	YES	YES	-	YES	YES	-

Summary

Whole Intersection

Weighted Avg Delay (sec) = 30
Level of Service - LOS = C-

Critical Movements

Weighted Avg Delay (sec) = 36
Level of Service - LOS = D+
Intersection Capacity Utilization - ICU = 0.83

Required Cycle Length is 70 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

Cherry Ave @ Arrow Route **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: 14 secs	X			X								
Movement 2: 20 secs		X	X		X	X						
Movement 3: 10 secs							X			X		
Movement 4: 24 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	S	1	2	S
Unadjusted Volume	41	151	96	194	361	81	111	406	56	76	763	66
Peak Hour Factor (PHF)	0.98	0.98	0.98	0.84	0.84	0.84	0.92	0.92	0.92	0.95	0.95	0.95
Growth Factor (%)												
Project Trip Volume (vph)												
Sat. Flow Override (vph)						Shrd			Shrd			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	-

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)	42	154	98	231	430	96	121	441	61	80	803	69
Saturation Flow (vph)	1700	1800	1800	1700	3600	Shrd	1700	3600	Shrd	1700	3600	Shrd
X or V/C	0.14	0.32	0.21	0.77	0.55	-	0.61	0.43	-	0.40	0.75	-
Effective green (sec)	12	18	18	12	18	-	8	22	-	8	22	-
Split Time (sec)	14	20	20	14	20	-	10	24	-	10	24	-
Min. Time or Ped. Time (sec)	10	20	20	10	20	-	10	20	-	10	20	-
Delay - 15 min pk (sec/veh)	25	22	20	44	24	-	41	19	-	34	25	-
Level of Service (LOS)	C+	C+	C+	D	C+	-	D	B	-	C-	C+	-
Average 'Q' (veh/ln)	1	2	1	4	4	-	2	3	-	1	6	-
Design 'Q'- ft/ln	40	60	40	120	120	-	60	100	-	40	180	-
Do Vehicles Clear?	YES	YES	YES	YES	YES	-	YES	YES	-	YES	YES	-

Summary

Whole Intersection

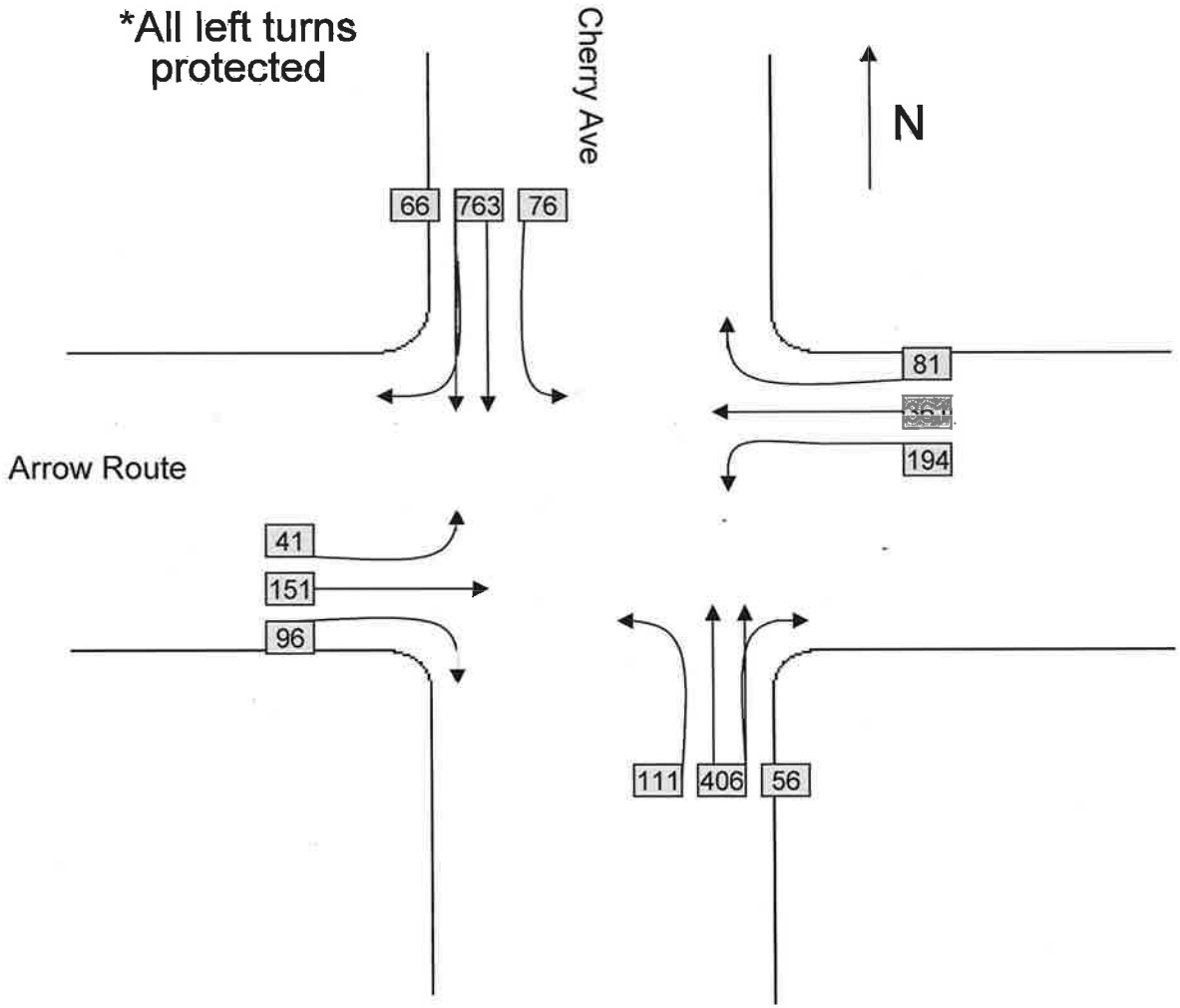
Weighted Avg Delay (sec) = 26
Level of Service - LOS = C

Critical Movements

Weighted Avg Delay (sec) = 28
Level of Service - LOS = C
Intersection Capacity Utilization - ICU = 0.67

Required Cycle Length is 68 sec

Min./Ped. Times Satisfied



(41+151+96)/(4*73.5) = 0.98

EB(L)	EB(T)	EB(R)
41/0.98 = 42	151/0.98 = 154	96/0.98 = 98

(194+361+81)/(4*188.5) = 0.84

WB(L)	WB(T)	WB(R)
194/0.84 = 231	361/0.84 = 430	81/0.84 = 96

(76+763+66)/(4*237.5) = 0.95

SB(L)	SB(T)	SB(R)
76/0.95 = 80	763/0.95 = 803	66/0.95 = 69

(111+406+56)/(4*155.5) = 0.92

NB(L)	NB(T)	NB(R)
111/0.92 = 121	406/0.92 = 441	56/0.92 = 61

A.M.

SAN BERNARDINO COUNTY
PUBLIC WORKS

LOCATION: CHERRY AVE @ ARROW ROUTE
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	6	6	41	41	26	26	36	36	50	50	12	12
	2-AXLE	0	0	0	0	1	1.5	4	6	3	4.5	2	3
	3-AXLE	1	2	3	6	0	0	1	2	1	2	0	0
	4-AXLE	0	0	0	0	0	0	0	0	1	3	0	0
	5-AXLE +	0	0	1	3	0	0	3	9	1	3	2	6
7:15	CARS	11	11	40	40	26	26	24	24	77	77	11	11
	2-AXLE	0	0	1	1.5	0	0	1	1.5	1	1.5	2	3
	3-AXLE	1	2	0	0	1	2	1	2	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	6	18	0	0	1	3
7:30	CARS	7	7	33	33	16	16	40	40	101	101	24	24
	2-AXLE	2	3	3	4.5	2	3	7	10.5	2	3	2	3
	3-AXLE	0	0	1	2	1	2	0	0	1	2	1	2
	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	1	3
7:45	CARS	6	6	39	39	22	22	30	30	93	93	10	10
	2-AXLE	1	1.5	1	1.5	1	1.5	3	4.5	3	4.5	1	1.5
	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	0	0	1	3	0	0	4	12	0	0
TOTAL		35	38.5	164	174.5	98	106	156	183.5	340	360.5	69	81.5

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	30	30	153	153	90	90	130	130	321	321	57	57
	2-AXLE	3	4.5	5	7.5	4	6	15	22.5	9	13.5	7	10.5
	3-AXLE	2	4	4	8	2	4	2	4	4	8	1	2
	4-AXLE	0	0	0	0	0	0	0	0	1	3	0	0
	5-AXLE +	0	0	2	6	2	6	9	27	5	15	4	12
TOTAL		35	38.5	164	174.5	98	106	156	183.5	340	360.5	69	81.5

	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	10	10	25	25	13	13	26	26	55	55	15	15
	2-AXLE	0	0	1	1.5	1	1.5	11	16.5	3	4.5	0	0
	3-AXLE	0	0	0	0	0	0	0	0	0	0	1	2
	4-AXLE	0	0	0	0	151	0	0	96 0	0	194 1	3	360.5 0
	5-AXLE +	0	0	45.5 0	0	1	3	7	21	0	0	1	3
8:15	CARS	4	4	35	35	16	16	17	17	58	58	12	12
	2-AXLE	3	4.5	3	4.5	0	0	7	10.5	3	4.5	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	1	3	2	6	0	0	0	0
8:30	CARS	5	5	25	25	15	15	21	21	48	48	22	22
	2-AXLE	1	1.5	2	3	1	1.5	2	3	3	4.5	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	1	3	0	0	2	6
8:45	CARS	3	3	9	9	6	6	25	25	48	48	15	15
	2-AXLE	2	3	0	0	1	1.5	6	9	1	1.5	0	0
	3-AXLE	1	2	0	0	0	0	2	4	1	2	1	2
	4-AXLE	0	0	0	0	0	0	1	3	0	0	0	0
	5-AXLE +	0	0	0	0	0	0	2	6	2	6	1	3
TOTAL		29	33	100	103	56	62.5	130	171	223	235	70	80

80.5

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	94	94	50	50	89	89	209	209	64	64
	2-AXLE	6	9	6	9	3	4.5	26	39	10	15	0	0
	3-AXLE	1	2	0	0	1	2	2	4	1	2	2	4
	4-AXLE	0	0	0	0	0	0	1	3	1	3	0	0
	5-AXLE +	0	0	0	0	2	6	12	36	2	6	4	12
TOTAL		29	33	100	103	56	62.5	130	171	223	235	70	80

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: CHERRY AVE @ ARROW ROUT (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	9	9	146	146	8	8	24	24	59	59	8	8	
	2-AXLE	0	0	6	9	1	1.5	0	0	1	1.5	1	1.5	
	3-AXLE	0	0	2	4	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	4	12	0	0	0	0	4	12	3	9	
														526.5
7:15	CARS	14	14	154	154	8	8	32	32	73	73	6	6	
	2-AXLE	2	3	10	15	2	3	0	0	4	6	1	1.5	
	3-AXLE	0	0	1	2	0	0	0	0	1	2	2	4	
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	4	12	0	0	0	0	2	6	3	9	
														577
7:30	CARS	13	13	179	179	12	12	32	32	89	89	6	6	
	2-AXLE	0	0	8	12	1	1.5	2	3	3	4.5	2	3	
	3-AXLE	0	0	2	4	2	4	0	0	1	2	2	4	
	4-AXLE	0	0	1	3	1	3	0	0	0	0	1	3	
	5-AXLE +	0	0	1	3	1	3	0	0	3	9	0	0	
														655
7:45	CARS	17	17	172	172	17	17	23	23	69	69	9	9	
	2-AXLE	2	3	7	10.5	1	1.5	1	1.5	6	9	3	4.5	
	3-AXLE	0	0	4	8	0	0	0	0	6	12	0	0	
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	
	5-AXLE +	1	3	5	15	0	0	0	0	3	9	0	0	
														618
TOTAL		58	62	706	760.5	54	62.5	114	115.5	324	363	47	68.5	

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	53	53	651	651	45	45	111	111	290	290	29	29
2-AXLE	4	6	31	46.5	5	7.5	3	4.5	14	21	7	10.5
3-AXLE	0	0	9	18	2	4	0	0	8	16	4	8
4-AXLE	0	0	1	3	1	3	0	0	0	0	1	3
5-AXLE +	1	3	14	42	1	3	0	0	12	36	6	18
TOTAL	58	62	706	760.5	54	62.5	114	115.5	324	363	47	68.5

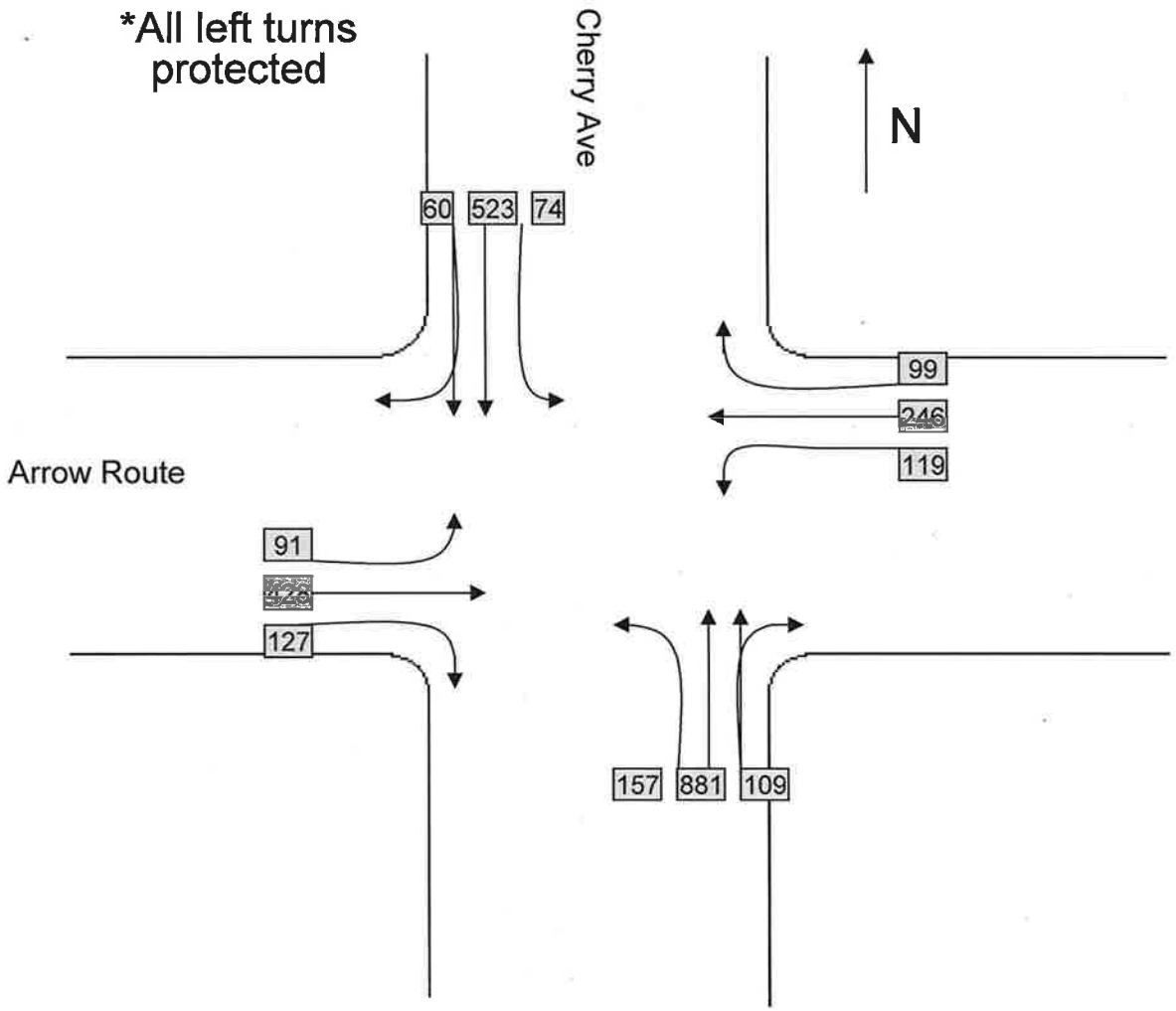
	LANES	SB LEFT	PCE'S	SB THRU	PCE'S	SB RIGHT	PCE'S	NB LEFT	PCE'S	NB THRU	PCE'S	NB RIGHT	PCE'S	
8:00	CARS	20	20	124	124	11	11	16	16	81	81	6	6	
	2-AXLE	0	0	7	10.5	1	1.5	0	0	3	4.5	0	0	
	3-AXLE	0	0	4	8	0	0	0	0	3	6	0	0	
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	56
	5-AXLE +	1	3	7	21	0	0	1	3	8	24	0	0	
														539.5
8:15	CARS	18	18	116	116	16	16	19	19	57	57	9	9	
	2-AXLE	0	0	4	6	2	3	2	3	7	10.5	4	6	
	3-AXLE	0	0	5	10	0	0	0	0	1	2	1	2	
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	8	24	0	0	1	3	6	18	1	3	
														502.5
8:30	CARS	13	13	98	98	8	8	26	26	79	79	10	10	
	2-AXLE	2	3	6	9	1	1.5	3	4.5	5	7.5	1	1.5	
	3-AXLE	1	2	3	6	0	0	0	0	2	4	1	2	
	4-AXLE	0	0	0	0	0	0	0	0	1	3	0	0	
	5-AXLE +	0	0	4	12	0	0	1	3	3	9	1	3	
														463.5
8:45	CARS	22	22	80	80	8	8	15	15	66	66	15	15	
	2-AXLE	4	6	5	7.5	3	4.5	2	3	8	12	5	7.5	
	3-AXLE	4	8	3	6	0	0	0	0	3	6	2	4	
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	
	5-AXLE +	2	6	9	27	0	0	5	15	2	6	5	15	
														488.5
TOTAL		87	101	483	565	50	53.5	91	110.5	335	395.5	61	84	

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	73	73	418	418	43	43	76	76	283	283	40	40
2-AXLE	6	9	22	33	7	10.5	7	10.5	23	34.5	10	15
3-AXLE	5	10	15	30	0	0	0	0	9	18	4	8
4-AXLE	0	0	0	0	0	0	0	0	1	3	0	0
5-AXLE +	3	9	28	84	0	0	8	24	19	57	7	21
TOTAL	87	101	483	565	50	53.5	91	110.5	335	395.5	61	84

CONVERSION FACTORS FOR PCE'S: =

CARS	1
2-AXLE	1.5
3-AXLE	2
4-AXLE	3
5-AXLE +	3



(91+428+127)/(4*199) = 0.81

EB(L)	EB(T)	EB(R)
91/0.81 = 112	428/0.81 = 528	127/0.81 = 157

(113+246+99)/(4*131) = 0.87

WB(L)	WB(T)	WB(R)
113/0.87 = 130	246/0.87 = 283	99/0.87 = 114

(74+523+60)/(4*199) = 0.83

SB(L)	SB(T)	SB(R)
74/0.83 = 89	523/0.83 = 630	60/0.83 = 72

(157+881+109)/(4*275.5) = 1

NB(L)	NB(T)	NB(R)
157/1 = 157	881/1 = 881	109/1 = 109

P.M.

SAN BERNARDINO COUNTY
PUBLIC WORKS

LOCATION: CHERRY AVE @ ARROW ROUTE
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	12	12	24	24	6	6	23	23	51	51	32	32
	2-AXLE	1	1.5	0	0	0	0	1	1.5	5	7.5	1	1.5
	3-AXLE	1	2	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	1	3	0	0	0	0	1	3
16:15	CARS	5	5	46	46	10	10	18	18	49	49	25	25
	2-AXLE	2	3	1	1.5	1	1.5	2	3	1	1.5	1	1.5
	3-AXLE	1	2	0	0	1	2	0	0	0	0	1	2
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	1	3	0	0	0	0	0	0	0	0	0	0
16:30	CARS	17	17	109	109	20	20	26	26	72	72	22	22
	2-AXLE	3	4.5	2	3	0	0	1	1.5	0	0	1	1.5
	3-AXLE	1	2	0	0	1	2	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	2	6	0	0	0	0
16:45	CARS	14	14	103	103	29	29	18	18	51	51	15	15
	2-AXLE	1	1.5	0	0	0	0	1	1.5	1	1.5	1	1.5
	3-AXLE	0	0	1	2	1	2	0	0	2	4	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	1	3	1	3	0	0	0	0	1	3	0	0
TOTAL		60	70.5	287	291.5	70	75.5	92	98.5	235	244.5	100	105

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	48	48	282	282	65	65	85	85	223	223	94	94
	2-AXLE	7	10.5	3	4.5	1	1.5	5	7.5	7	10.5	4	6
	3-AXLE	3	6	1	2	3	6	0	0	4	8	1	2
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	2	6	1	3	1	3	2	6	1	3	1	3
TOTAL		60	70.5	287	291.5	70	75.5	92	98.5	235	244.5	100	105

	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	19	19	99	99	39	39	28	28	61	61	29	29
	2-AXLE	2	3	3	4.5	0	0	3	4.5	3	4.5	2	3
	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 +	1	3	0	0	0	0	0	0	0	0	1	3
17:15	CARS	17	17	99	99	28	28	24	24	53	53	22	22
	2-AXLE	3	4.5	2	3	1	1.5	0	0	1	1.5	1	1.5
	3-AXLE	1	2	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	91 0	0	427.5 1	3	126.5 1	3	113 0	0	253.50	0
17:30	CARS	13	13	103	103	17	17	19	19	51	51	21	21
	2-AXLE	0	0	0	0	0	0	4	6	1	1.5	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	1	3	1	3	0	0
17:45	CARS	10	10	78	78	22	22	19	19	41	41	15	15
	2-AXLE	2	3	1	1.5	1	1.5	0	0	2	3	1	1.5
	3-AXLE	0	0	0	0	0	0	1	2	0	0	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	1	3	0	0	0	0	0	0	1	3	0	0
TOTAL		69	77.5	386	390	110	114	100	108.5	215	222.5	93	98

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	59	59	379	379	106	106	90	90	206	206	87	87
	2-AXLE	7	10.5	6	9	2	3	7	10.5	7	10.5	4	6
	3-AXLE	1	2	1	2	1	2	1	2	0	0	1	2
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	2	6	0	0	1	3	2	6	2	6	1	3
TOTAL		69	77.5	386	390	110	114	100	108.5	215	222.5	93	98

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: CHERRY AVE @ ARROW ROUT (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	
16:00	CARS	30	30	118	118	15	15	31	31	209	209	22	22	
	2-AXLE	1	1.5	12	18	2	3	0	0	7	10.5	1	1.5	
	3-AXLE	0	0	3	6	1	2	0	0	2	4	1	2	
	4-AXLE	0	0	2	6	0	0	0	0	1	3	0	0	
	5-AXLE +	1	3	7	21	0	0	1	3	3	9	0	0	
														688.5
16:15	CARS	18	18	90	90	12	12	30	30	191	191	21	21	
	2-AXLE	1	1.5	7	10.5	2	3	1	1.5	8	12	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	1	3	0	0	
	5-AXLE +	0	0	1	3	0	0	0	0	5	15	2	6	
		199												599.5
16:30	CARS	17	17	127	127	8	8	26	26	206	206	21	21	
	2-AXLE	1	1.5	9	13.5	0	0	1	1.5	3	4.5	1	1.5	
	3-AXLE	0	0	3	6	1	2	0	0	0	0	0	0	275
	4-AXLE	0	0	2	6	0	0	0	0	1	3	0	0	
	5-AXLE +	0	0	6	18	0	0	0	0	3	9	1	3	
														763
16:45	CARS	9	9	89	89	10	10	35	35	217	217	21	21	
	2-AXLE	1	1.5	4	6	1	1.5	1	1.5	0	0	0	0	
	3-AXLE	0	0	5	10	0	0	1	2	1	2	0	0	
	4-AXLE	0	0	1	3	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	4	12	1	3	1	3	5	15	0	0	
														694.5
TOTAL		79	83	493	569	53	59.5	128	134.5	864	915	91	99	

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	74	74	424	424	45	45	122	122	823	823	85	85
	2-AXLE	4	6	32	48	5	7.5	3	4.5	18	27	2	3
	3-AXLE	0	0	14	28	2	4	1	2	4	8	1	2
	4-AXLE	0	0	5	15	0	0	0	0	3	9	0	0
	5-AXLE +	1	3	18	54	1	3	2	6	16	48	3	9
TOTAL		79	83	493	569	53	59.5	128	134.5	864	915	91	99

	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	
17:00	CARS	26	26	87	87	17	17	46	46	188	188	25	25	
	2-AXLE	2	3	5	7.5	2	3	0	0	4	6	1	1.5	
	3-AXLE	0	0	4	8	0	0	1	2	4	8	1	2	
	4-AXLE	0	0	0	0	0	0	0	0	1	3	0	0	
	5-AXLE +	0	0	3	9	0	0	0	0	0	0	3	9	
														753.5
17:15	CARS	16	16	96	96	12	12	35	35	193	193	13	13	
	2-AXLE	0	0	2	3	2	3	1	1.5	7	10.5	3	4.5	
	3-AXLE	0	0	2	4	0	0	0	0	2	4	2	4	
	4-AXLE	0	0	2	6	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	24 4	12	523	0	0	60 1	3	167 4	12	881 1	3	108.5
														700.5
17:30	CARS	14	14	99	99	9	9	41	41	170	170	14	14	
	2-AXLE	0	0	0	0	1	1.5	2	3	2	3	0	0	
	3-AXLE	0	0	1	2	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	2	6	0	0	0	0	6	18	2	6	
														628
17:45	CARS	16	16	107	107	13	13	27	27	169	169	26	26	
	2-AXLE	0	0	1	1.5	0	0	0	0	6	9	3	4.5	
	3-AXLE	0	0	1	2	0	0	1	2	1	2	1	2	
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	1	3	0	0	1	3	0	0	0	0	
														590.5
TOTAL		74	75	417	453	56	58.5	156	163.5	758	797.5	95	114.5	

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	72	72	389	389	51	51	149	149	720	720	78	78
	2-AXLE	2	3	8	12	5	7.5	3	4.5	19	28.5	7	10.5
	3-AXLE	0	0	8	16	0	0	2	4	8	16	4	8
	4-AXLE	0	0	2	6	0	0	0	0	1	3	0	0
	5-AXLE +	0	0	10	30	0	0	2	6	10	30	6	18
TOTAL		74	75	417	453	56	58.5	156	163.5	758	797.5	95	114.5

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