Version 2.0.9

05-29-2008

RECEIVED
JUN - 6 2008
SAN BERNARDINO ASSOCIATED GOVTS

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

Valley Blvd @ Alder 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: 11 secs	X			X								
Movement 2: 20 secs		X	X		X	X						
Movement 3: 20 secs							X	X	X	X	X	X
Movement 4: 0 secs												
Movement 5: 0 secs												
Movement 6: 0 secs												
# of Lanes (#, S, P)	1	2	1	1	2	1	S	1	1	S	1	1
Unadjusted Volume	108	267	13	5	416	84	17	5	1	152	9	155
Peak Hour Factor (PHF)	0.98	0.98	0.98	0.89	0.89	0.89	0.50	0.50	0.50	1.00	1.00	1.00
Growth Factor (%)												
Project Trip Volume (vph)												
Sat. Flow Override (vph)												
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

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)	110	272	13	10	467	94	34	10	10	152	10	155
Saturation Flow (vph)	1700	3600	1800	1700	3600	1800	Shrd	1200	1800	Shrd	1400	1800
X or V/C	0.37	0.21	0.02	0.03	0.37	0.15	-	0.10	0.02	-	0.33	0.24
Effective green (sec)	9	18	18	9	18	18	-	18	18	-	18	18
Split Time (sec)	11	20	20	11	20	20	-	20	20	-	20	20
Min. Time or Ped. Time (sec)	10	20	20	10	20	20	-	20	20	-	20	20
Delay - 15 min pk (sec/veh)	22	12	11	18	13	12	-	12	11	-	14	13
Level of Service (LOS)	C+	B	B	B	B	B	-	B	B	-	B	B
Average 'Q' (veh/ln)	1	1	1	1	2	1	-	1	1	-	1	1
Design 'Q'- ft/ln	40	40	40	40	60	40	-	40	40	-	40	40
Do Vehicles Clear?	YES	YES	YES	YES	YES	YES	-	YES	YES	-	YES	YES

Summary

Whole Intersection

Weighted Avg Delay (sec) = 13
Level of Service - LOS = B

Critical Movements

Weighted Avg Delay (sec) = 15
Level of Service - LOS = B
Intersection Capacity Utilization - ICU = 0.35

Required Cycle Length is 51 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

Valley Blvd @ Alder Ave **San Bernardino Couty** **PM Peak Hour**

Input

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	*T*	R	L	T	R	L	T	R	L	*T*	R
Movement 1: 16 secs	X			X								
Movement 2: 26 secs		X	X		X	X						
Movement 3: 20 secs							X	X	X	X	X	X
Movement 4: 0 secs												
Movement 5: 0 secs												
Movement 6: 0 secs												
# of Lanes (#, S, P)	1	2	1	1	2	1	S	1	1	S	1	1
Unadjusted Volume	248	771	34	11	374	142	18	11	7	111	12	68
Peak Hour Factor (PHF)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Growth Factor (%)												
Project Trip Volume (vph)												
Sat. Flow Override (vph)												
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

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)	273	847	37	11	374	142	18	11	10	129	14	79
Saturation Flow (vph)	1700	3600	1800	1700	3600	1800	Shrd	1300	1800	Shrd	1400	1800
X or V/C	0.71	0.61	0.05	0.03	0.27	0.20	-	0.08	0.02	-	0.35	0.15
Effective green (sec)	14	24	24	14	24	24	-	18	18	-	18	18
Split Time (sec)	16	26	26	16	26	26	-	20	20	-	20	20
Min. Time or Ped. Time (sec)	10	20	20	10	20	20	-	20	20	-	20	20
Delay - 15 min pk (sec/veh)	33	17	12	19	13	13	-	16	16	-	20	17
Level of Service (LOS)	C-	B	B	B	B	B	-	B	B	-	B	B
Average 'Q' (veh/ln)	4	4	1	1	2	1	-	1	1	-	2	1
Design 'Q'- ft/ln	120	120	40	40	60	40	-	40	40	-	60	40
Do Vehicles Clear?	YES	YES	YES	YES	YES	YES	-	YES	YES	-	YES	YES

Summary

Whole Intersection

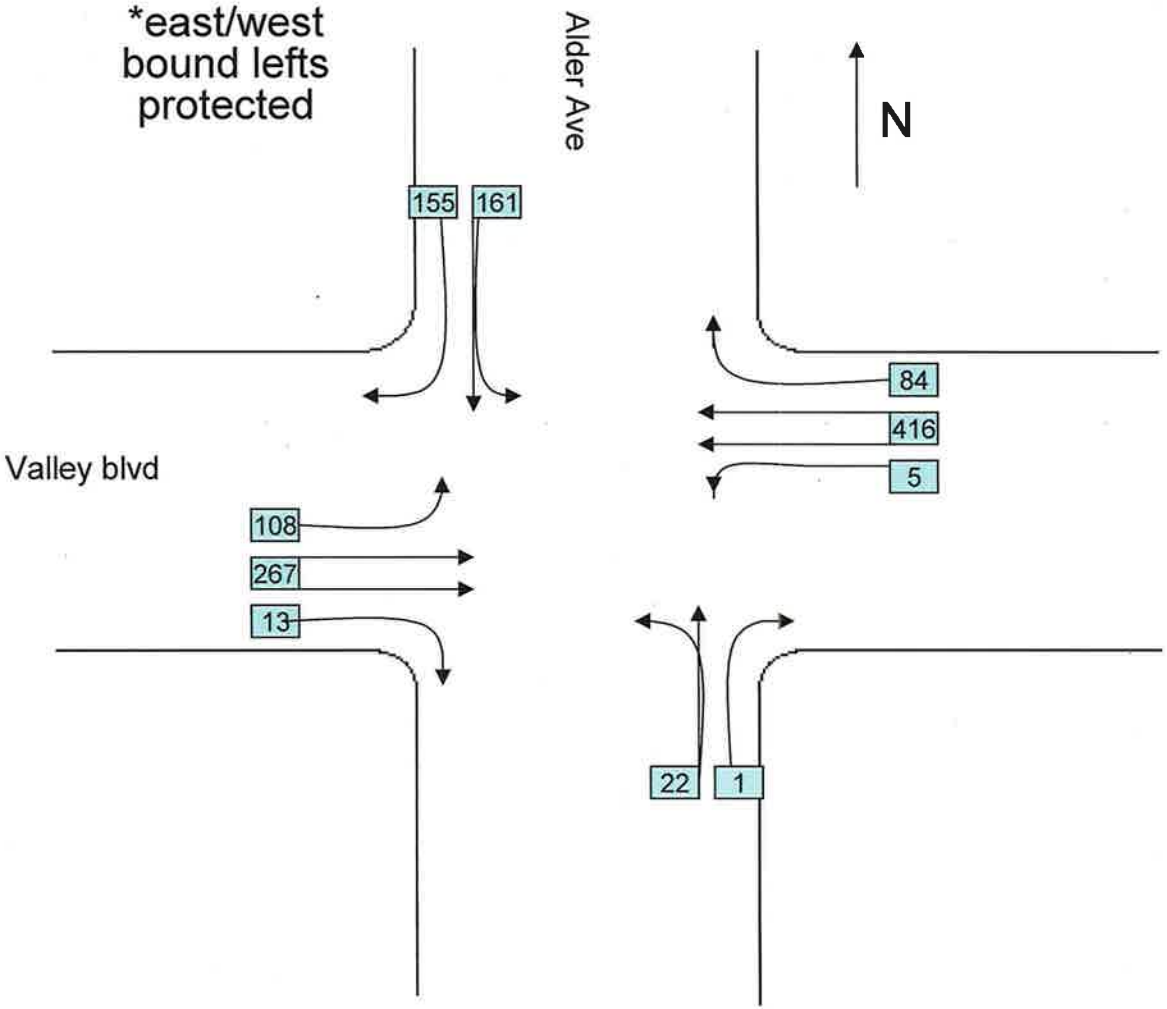
Weighted Avg Delay (sec) = 18
Level of Service - LOS = B

Critical Movements

Weighted Avg Delay (sec) = 21
Level of Service - LOS = C+
Intersection Capacity Utilization - ICU = 0.55

Required Cycle Length is 62 sec

Min./Ped. Times Satisfied



(108+267+13)/(4*98.5)= .98

EB(L)	EB(T)	EB(R)
108/0.98 = 110	267/0.98 = 272	13/0.98 = 13

(5+416+84)/(4*141.5) = 0.89

WB(L)	WB(T)	WB(R)
5/0.89 = 6	416/0.89 = 467	84/0.89 = 94

(155+9+152)/(4*79) = 1

SB(L)	SB(T)	SB(R)
152/1 = 152	9/1 = 9	155/1 = 155

(17+5+1)/(4*11) = 0.5

NB(L)	NB(T)	NB(R)
17/0.5 = 34	5/0.5 = 10	1/0.5 = 2

A.M.

SAN BERNARDINO COUNTY
PUBLIC WORKS

LOCATION: VALLEY BLVD @ ALDER AVE
DATE: 5/13/2008

	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	19	19	46	46	3	3	0	0	100	100	16	16
	2-AXLE	0	0	0	0	0	0	0	0	1	1.5	1	1.5
	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 +	1	3	0	0	0	0	0	0	0	0	0	0
7:15	CARS	17	17	33	33	0	0	0	0	73	73	19	19
	2-AXLE	0	0	2	3	1	1.5	0	0	6	9	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	2	6	0	0
7:30	CARS	39	39	67	67	3	3	0	0	89	89	13	13
	2-AXLE	0	0	1	1.5	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	1	3	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0
7:45	CARS	18	18	56	56	1	1	0	0	113	113	13	13
	2-AXLE	0	0	1	1.5	0	0	0	0	4	6	1	1.5
	3-AXLE	1	2	1	2	0	0	0	0	2	4	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	1	3	0	0
TOTAL		95	98	209	215	8	8.5	0	0	394	412.5	64	66

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	93	93	202	202	7	7	0	0	375	375	61	61
2-AXLE	0	0	4	6	1	1.5	0	0	11	16.5	2	3
3-AXLE	1	2	2	4	0	0	0	0	3	6	1	2
4-AXLE	0	0	0	0	0	0	0	0	2	6	0	0
5-AXLE +	1	3	1	3	0	0	0	0	3	9	0	0
TOTAL	95	98	209	215	8	8.5	0	0	394	412.5	64	66

141.5

48.5

	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	24	24	57	57	3	3	3	3	89	89	20	20
	2-AXLE	0	0	5	7.5	0	0	0	0	3	4.5	2	3
	3-AXLE	0	0	2	4	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	1	3	0	0	0	0	5	15	1	3
8:15	CARS	22	22	53	53	3	3	2	2	76	76	28	28
	2-AXLE	0	0	2	3	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 +	1	3	2	6	1	3	0	0	0	0	0	0
8:30	CARS	18	18	74	74	3	3	1	1	96	96	10	10
	2-AXLE	0	0	3	4.5	0	0	0	0	3	4.5	0	0
	3-AXLE	0	0	2	4	0	0	0	0	3	6	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	1	3	0	0
8:45	CARS	13	13	58	58	3	3	0	0	68	68	10	10
	2-AXLE	0	0	4	6	0	0	0	0	2	3	0	0
	3-AXLE	0	0	2	4	0	0	0	0	2	4	0	0
	4-AXLE	0	0	2	6	0	0	0	0	1	3	0	0
	5-AXLE +	0	0	0	0	0	0	0	0	2	6	0	0
TOTAL		78	80	267	290	13	15	6	6	357	388.5	72	76

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	77	77	242	242	12	12	6	6	329	329	68	68
2-AXLE	0	0	14	21	0	0	0	0	11	16.5	2	3
3-AXLE	0	0	6	12	0	0	0	0	8	16	1	2
4-AXLE	0	0	2	6	0	0	0	0	1	3	0	0
5-AXLE +	1	3	3	9	1	3	0	0	8	24	1	3
TOTAL	78	80	267	290	13	15	6	6	357	388.5	72	76

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: VALLEY BLVD @ ALDER AVE (continue)
DATE: 5/13/2008

	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	27	27	0	0	57	57	3	3	2	2	1	1	
	2-AXLE	0	0	0	0	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	1	3	0	0	0	0	0	0	
														285
7:15	CARS	30	30	2	2	39	39	5	5	4	4	1	1	
	2-AXLE	1	1.5	0	0	0	0	0	0	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	0	0	1	3	0	0	0	0	
														253
7:30	CARS	41	41	2	2	48	48	2	2	0	0	0	0	
	2-AXLE	2	3	0	0	0	0	0	0	0	0	0	0	
	3-AXLE	0	0	0	0	0	0	1	2	0	0	0	0	
	4-AXLE	0	0	0	0	1	3	0	0	0	0	0	0	
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0	
														318.5
7:45	CARS	37	37	0	0	37	37	0	0	1	1	1	1	
	2-AXLE	1	1.5	0	0	2	3	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	
														307.5
TOTAL		139	141	4	4	187	194	12	15	7	7	3	3	

MOVEMENT TOTALS

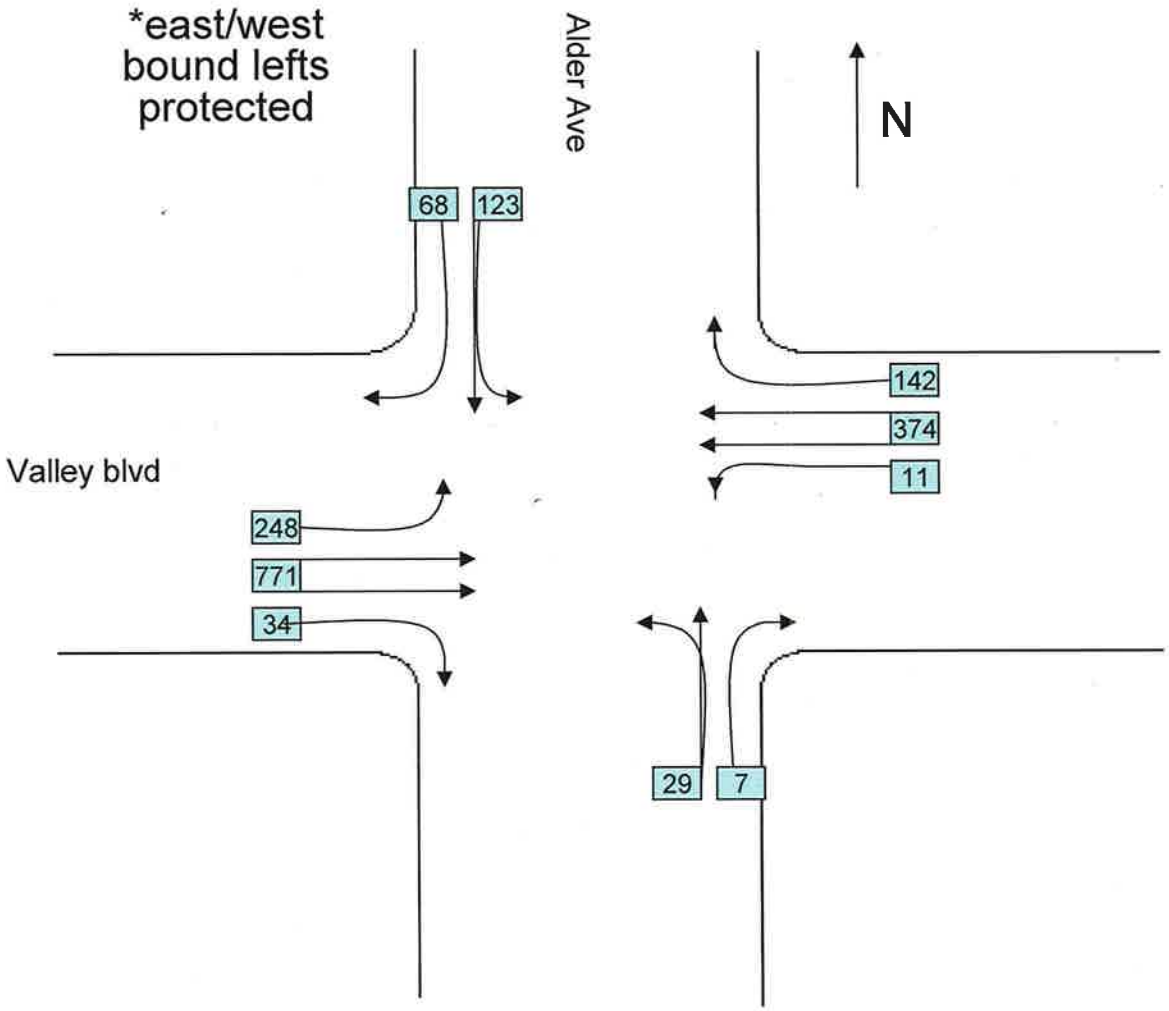
	LANES	SB LEFT	PCE'S	SB THRU	PCE'S	SB RIGHT	PCE'S	NB LEFT	PCE'S	NB THRU	PCE'S	NB RIGHT	PCE'S
	CARS	135	135	4	4	181	181	10	10	7	7	3	3
	2-AXLE	4	6	0	0	2	3	0	0	0	0	0	0
	3-AXLE	0	0	0	0	2	4	1	2	0	0	0	0
	4-AXLE	0	0	0	0	1	3	0	0	0	0	0	0
	5-AXLE +	0	0	0	0	1	3	1	3	0	0	0	0
TOTAL		139	141	4	4	187	194	12	15	7	7	3	3

	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	35	35	2	2	36	36	2	2	3	3	0	0	
	2-AXLE	3	4.5	0	0	1	1.5	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	2	6	0	0	0	0	
														330
8:15	CARS	25	25	5	5	26	26	2	2	1	1	0	0	
	2-AXLE	1	1.5	0	0	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 +	1	3	0	0	0	0	1	3	0	0	0	0	
														274
8:30	CARS	22	22	2	2	17	17	2	2	1	1	1	1	
	2-AXLE	0	0	0	0	0	0	0	0	1	1.5	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	0	0	0	0	0	0	0	0	
														272.5
8:45	CARS	36	36	1	1	28	28	4	4	2	2	3	3	
	2-AXLE	2	3	0	0	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	
														261
TOTAL		125	130	10	10	109	110.5	13	19	8	8.5	4	4	

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	118	118	10	10	107	107	10	10	7	7	4	4
	2-AXLE	6	9	0	0	1	1.5	0	0	1	1.5	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 +	1	3	0	0	0	0	3	9	0	0	0	0
TOTAL		125	130	10	10	109	110.5	13	19	8	8.5	4	4

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



(248+771+34)/(4*288) = 0.91

EB(L)	EB(T)	EB(R)
248/0.91 = 273	771/0.91 = 847	34/0.94 = 37

(11+374+142)/(4*127.5) = 1

WB(L)	WB(T)	WB(R)
11/1 = 11	374/1 = 374	142/1 = 142

(111+12+68)/(4*55.5) = 0.86

SB(L)	SB(T)	SB(R)
111/0.86 = 129	12/0.86 = 14	68/0.86 = 79

(18+11+7)/(4*8) = 1

NB(L)	NB(T)	NB(R)
18/1 = 18	11/1 = 11	7/1 = 1

P.M.

SAN BERNARDINO COUNTY
PUBLIC WORKS

LOCATION: VALLEY BLVD @ ALDER AVE (continue)
DATE: 5/13/2008

	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	26	26	3	3	29	29	1	1	9	9	3	3	
	2-AXLE	1	1.5	0	0	0	0	0	0	0	0	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	
														426.5
16:15	CARS	42	42	6	6	24	24	5	5	3	3	3	3	
	2-AXLE	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	
														431
16:30	CARS	33	33	4	4	29	29	5	5	2	2	1	1	
	2-AXLE	1	1.5	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	
														467.5
16:45	CARS	25	25	1	1	18	18	3	3	3	3	4	4	
	2-AXLE	0	0	0	0	1	1.5	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	
														430.5
TOTAL		128	129	14	14	103	105.5	15	15.5	17	17	12	12.5	

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	126	126	14	14	100	100	14	14	17	17	11	11
	2-AXLE	2	3	0	0	1	1.5	1	1.5	0	0	1	1.5
	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	0	0	0	0	0	0	0	0
TOTAL		128	129	14	14	103	105.5	15	15.5	17	17	12	12.5

	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	
		55.5												
17:00	CARS	27	27	5	5	19	19	5	5	1	1	2	2	
	2-AXLE	0	0	0	0	1	1.5	0	0	0	0	0	0	
	3-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	
	4-AXLE	1	3	0	0	0	0	0	0	0	0	0	0	
	5-AXLE +	0	0	0	0	0	0	0	0	0	0	0	0	
														479
17:15	CARS	32	32	4	4	14	14	5	5	1	1	1	1	
	2-AXLE	0	0	0	0	0	0	0	0	0	0	0	0	
	3-AXLE	1	2	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	
														447
17:30	CARS	22	22	2	2	12	12	5	5	6	6	0	0	
	2-AXLE	0	0	0	0	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	
														450.5
17:45	CARS	25	25	0	0	22	22	3	3	0	0	3	3	
	2-AXLE	0	0	0	0	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	
														405.5
TOTAL		108	111	11	11	69	70.5	18	18	8	8	6	6	

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	106	106	11	11	67	67	18	18	8	8	6	6
	2-AXLE	0	0	0	0	1	1.5	0	0	0	0	0	0
	3-AXLE	1	2	0	0	1	2	0	0	0	0	0	0
	4-AXLE	1	3	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		108	111	11	11	69	70.5	18	18	8	8	6	6

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: VALLEY BLVD @ ALDER AVE
DATE: 5/13/2008

	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	67	67	171	171	7	7	1	1	69	69	25	25
	2-AXLE	0	0	0	0	0	0	1	1.5	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	1	3	0	0
	5-AXLE +	0	0	1	3	0	0	0	0	0	0	0	0
16:15	CARS	66	66	166	166	6	6	2	2	68	68	24	24
	2-AXLE	0	0	2	3	0	0	0	0	1	1.5	0	0
	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	2	6	0	0	0	0	0	0	0	0
16:30	CARS	61	61	174	174	4	4	1	1	87	87	35	35
	2-AXLE	0	0	3	4.5	0	0	0	0	3	4.5	0	0
	3-AXLE	0	0	0	0	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	2	6	1	3	0	0	0	0	0	0
16:45	CARS	52	52	154	154	19	19	3	3	100	100	35	35
	2-AXLE	1	1.5	2	3	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	2	6	0	0	0	0	0	0	0	0
TOTAL		247	247.5	683	706.5	37	39	8	8.5	334	341.5	119	119

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	246	246	665	665	36	36	7	7	324	324	119	119
	2-AXLE	1	1.5	7	10.5	0	0	1	1.5	7	10.5	0	0
	3-AXLE	0	0	2	4	0	0	0	0	2	4	0	0
	4-AXLE	0	0	2	6	0	0	0	0	1	3	0	0
	5-AXLE +	0	0	7	21	1	3	0	0	0	0	0	0
TOTAL		247	247.5	683	706.5	37	39	8	8.5	334	341.5	119	119

	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
	208												
17:00	CARS	71	71	201	201	4	4	1	1	89	89	34	34
	2-AXLE	0	0	2	3	0	0	0	0	1	1.5	0	0
	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	2	6	0	0	0	0	0	0	0	0
17:15	CARS	59	59	174	174	4	4	2	2	94	94	31	31
	2-AXLE	1	1.5	3	4.5	0	0	0	0	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	1	3	0	0
17:30	CARS	60	60	205	205	7	7	3	3	74	74	42	42
	2-AXLE	0	0	1	1.5	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	1	3	0	0	0	0	2	6	0	0
17:45	CARS	62	62	161	161	2	2	0	0	67	67	35	35
	2-AXLE	0	0	1	1.5	0	0	0	0	2	3	0	0
	3-AXLE	1	2	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	4	12	0	0	0	0	1	3	0	0
TOTAL		255	258.5	759	782.5	17	17	7	8	336	349.5	142	142

127.5

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	252	252	741	741	17	17	6	6	324	324	142	142
	2-AXLE	1	1.5	7	10.5	0	0	0	0	5	7.5	0	0
	3-AXLE	1	2	2	4	0	0	1	2	3	6	0	0
	4-AXLE	0	0	0	0	0	0	0	0	0	0	0	0
	5-AXLE +	1	3	9	27	0	0	0	0	4	12	0	0
TOTAL		255	258.5	759	782.5	17	17	7	8	336	349.5	142	142

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