Mayor L. Dennis Michael • *Mayor ProTem* Sam Spagnolo
Council Members William J. Alexander, Chuck Buquet, Diane Williams
City Manager Jack Lam, AICP

THE CITY OF RANCHO CUCAMONGA

RANCHO CUCAMONGA

July 7, 2011

RECEIVED
JUL - 8 2011
SAN BERNARDINO ASSOCIATED GOVTS

Mr. Steve Smith
San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA. 92410-1715

SUBJECT: 2011 CMP MONITORING

Dear Mr. Smith,

Attached is the 2011 CMP Monitoring Project for the City of Rancho Cucamonga. The eight (8) locations that were studied are as follows:

Etiwanda Avenue at Base Line Road
Haven Avenue at 19th Street
Milliken Avenue at 4th Street
Milliken Avenue at Arrow Route
Milliken Avenue at Base Line Road
Milliken Avenue at Foothill Boulevard
Foothill Boulevard at NB I-15 Freeway on/off ramps
Foothill Boulevard at SB I-15 Freeway on/off ramps

If you have any questions, please call me at (909) 477-2740, extension 4011.

Sincerely,

Engineering Services Department

Jon Gillespie
Traffic Engineer

CITY OF RANCHO CUCAMONGA

TRAFFIC COUNTS AND LEVEL OF SERVICE CALCULATIONS AT 8 INTERSECTIONS

Prepared by:

Elie Farah, Inc.

Traffic and Civil Engineering
1593 Liberty Drive
Corona, CA 92881
(951)898-0772

June 20, 2011

Prepared under the supervision of:

Elie Farah, PE, TR.

REGISTERED PROFESSIONAL ENGINEER
ELIE G. FARAH
TR 1928
EXP 6/30/12
TRAFFIC
STATE OF CALIFORNIA

Data Collection:

Elie Farah, Inc. (EFI) have collected intersection turning movement counts and calculated level of service at 8 intersections for the City of Rancho Cucamonga. These intersections are as follows:

1. Etiwanda Avenue at Baseline Road
2. Haven Avenue at 19th Street
3. Milliken Avenue at 4th Street
4. Milliken Avenue at Arrow Route
5. Milliken Avenue at Baseline Road
6. Milliken Avenue at Foothill Boulevard
7. Foothill Boulevard at NB I-15 Freeway On/Off Ramps
8. Foothill Boulevard at SB I-15 Freeway ON/Off Ramps

Intersection turning movement counts were collected from 7-9 AM and 4-6 PM.

All of the peak hour counts separated vehicles into cars, 2 axle, 3 axle and 4+ axles and were conducted during the month of May 2011.

Calculations:

A separate tally of trucks by axel classification is included. Trucks were noted as 2-axles, 3-axles, and 4 or more axles.

EFI adhered to the San Bernardino County CMP 2005 guidelines

Trucks were converted into passenger car equivalents (PCE), where a 2-axle truck equals 1.5 cars, a 3-axle truck equals 2.0 cars, and a more than 3-axle truck equals 3.0 cars.

Level of service calculations were performed for the AM and PM peak 1 hour period.

EFI used the 2000 HCM methodology for level of service calculations using the following criteria:

- 10 second minimum phase time
- 2 second lost time per phase
- 0.95 peak hour factor (phf)
- exclusive thru lane used 1800 vehicles per hour per lane (saturation rate)
- exclusive left used 1700
- exclusive double left 1600

Furthermore EFI used the Traffix version 7.9 software for level of service analysis.

Section 1. CMP Based Level of Service Summary

CITY OF RANCHO CUCAMONGA 2011
LEVEL OF SERVICE SUMMARY

INTERSECTION	PEAK HOUR	LOS	DELAY
1. Etiwanda Avenue at Baseline Road	AM	D	38.1
	PM	C	31.9
2. Haven Avenue at 19th Street	AM	D	35.8
	PM	C	26.5
3. Milliken Avenue at 4th Street	AM	C	34.5
	PM	D	40.4
4. Milliken Avenue at Arrow Route	AM	C	33.7
	PM	C	34.1
5. Milliken Avenue at Baseline Road	AM	C	33.2
	PM	C	34.9
6. Milliken Avenue at Foothill Boulevard	AM	C	32.2
	PM	D	35.3
7. Foothill Boulevard at I-15 NB Freeway On/Off Ramps	AM	C	24.4
	PM	C	28.1
8. Foothill Boulevard at I-15 SB Freeway On/Off Ramps	AM	C	21.9
	PM	C	20.6

City of Rancho Cucamonga 2011 CMP Highway Monitoring Program
Existing Conditions
AM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Etiwanda Ave/Baseline Rd	D	38.1	0.659	D	38.1	0.659	+ 0.000 D/V
# 2 Haven Ave/19th St	D	35.8	0.612	D	35.8	0.612	+ 0.000 D/V
# 3 Milliken Ave/4th St	C	34.5	0.459	C	34.5	0.459	+ 0.000 D/V
# 4 Milliken Ave/Arrow Route	C	33.7	0.459	C	33.7	0.459	+ 0.000 D/V
# 5 Milliken Ave/Baseline Rd	C	33.2	0.430	C	33.2	0.430	+ 0.000 D/V
# 6 Milliken Ave/Foothill Blvd	C	32.2	0.415	C	32.2	0.415	+ 0.000 D/V
# 7 I-15 NB Ramps/Foothill Blvd	C	24.4	0.570	C	24.4	0.570	+ 0.000 D/V
# 8 I-15 SB Ramps/Foothill Blvd	C	21.9	0.363	C	21.9	0.363	+ 0.000 D/V

City of Rancho Cucamonga 2011 CMP Highway Monitoring Program
Existing Conditions
PM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Etiwanda Ave/Baseline Rd	C	31.9	0.425	C	31.9	0.425	+ 0.000 D/V
# 2 Haven Ave/19th St	C	26.5	0.686	C	26.5	0.686	+ 0.000 D/V
# 3 Milliken Ave/4th St	D	40.4	0.733	D	40.4	0.733	+ 0.000 D/V
# 4 Milliken Ave/Arrow Route	C	34.1	0.626	C	34.1	0.626	+ 0.000 D/V
# 5 Milliken Ave/Baseline Rd	C	34.9	0.464	C	34.9	0.464	+ 0.000 D/V
# 6 Milliken Ave/Foothill Blvd	D	35.3	0.683	D	35.3	0.683	+ 0.000 D/V
# 7 I-15 NB Ramps/Foothill Blvd	C	28.1	0.711	C	28.1	0.711	+ 0.000 D/V
# 8 I-15 SB Ramps/Foothill Blvd	C	20.6	0.598	C	20.6	0.598	+ 0.000 D/V

City of Rancho Cucamonga 2011 CMP Highway Monitoring Program
Existing Conditions
AM Peak

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Etiwanda Ave/Baseline Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	38.1
Optimal Cycle:	48	Level Of Service:	D

Street Name:	Etiwanda Ave						Baseline Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	1 0	1	1 0	1 1	0	1 0	2 1	0	2 0	1 1	0
Volume Module: >> Count Date: 11 May 2011 << AM Peak												
Base Vol:	94	399	70	135	361	243	157	432	89	161	434	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	399	70	135	361	243	157	432	89	161	434	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	99	420	74	142	380	256	165	455	94	169	457	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	420	74	142	380	256	165	455	94	169	457	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	420	74	142	380	256	165	455	94	169	457	265
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.20	0.80	1.00	2.49	0.51	2.00	1.27	0.73
Final Sat.:	3200	1800	1800	1700	2152	1448	1700	4478	922	3200	2278	1322
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.04	0.08	0.18	0.18	0.10	0.10	0.10	0.05	0.20	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.35	0.56	0.13	0.33	0.33	0.15	0.25	0.25	0.20	0.30	0.30
Volume/Cap:	0.20	0.66	0.07	0.66	0.54	0.54	0.66	0.41	0.41	0.26	0.66	0.66
Delay/Veh:	44.5	35.2	12.3	57.2	33.5	33.5	54.6	37.9	37.9	40.4	37.8	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	35.2	12.3	57.2	33.5	33.5	54.6	37.9	37.9	40.4	37.8	37.8
LOS by Move:	D	D	B	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	14	1	6	10	10	7	6	6	3	12	12

Note: Queue reported is the number of cars per lane.

City of Rancho Cucamonga 2011 CMP Highway Monitoring Program
Existing Conditions
PM Peak

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Etiwanda Ave/Baseline Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.9
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Etiwanda Ave						Baseline Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	1 0	1	1 0	1 1	0	1 0	2 1	0	2 0	1 1	0
Volume Module: PM Peak												
Base Vol:	93	192	194	67	119	55	115	543	80	129	500	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	192	194	67	119	55	115	543	80	129	500	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	202	204	71	125	58	121	572	84	136	526	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	202	204	71	125	58	121	572	84	136	526	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	202	204	71	125	58	121	572	84	136	526	91
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.37	0.63	1.00	2.61	0.39	2.00	1.71	0.29
Final Sat.:	3200	1800	1800	1700	2462	1138	1700	4707	693	3200	3072	528
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.04	0.05	0.05	0.07	0.12	0.12	0.04	0.17	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.18	0.26	0.50	0.10	0.18	0.18	0.17	0.34	0.34	0.23	0.40	0.40
Volume/Cap:	0.17	0.42	0.23	0.42	0.28	0.28	0.42	0.36	0.36	0.18	0.42	0.42
Delay/Veh:	41.6	37.2	17.3	52.7	42.6	42.6	45.8	30.0	30.0	37.0	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	37.2	17.3	52.7	42.6	42.6	45.8	30.0	30.0	37.0	26.0	26.0
LOS by Move:	D	D	B	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	2	6	4	3	3	3	4	6	6	2	8	8

Note: Queue reported is the number of cars per lane.

City of Rancho Cucamonga 2011 CMP Highway Monitoring Program
Existing Conditions
AM Peak

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Haven Ave/19th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.8
Optimal Cycle:	48	Level Of Service:	D

Street Name:	Haven Avenue						19th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0 2 0 1			1 0 3 0 1			1 0 1 0 1			1 0 1 0 1		
Volume Module: >> Count Date: 24 May 2011 << AM Peak												
Base Vol:	91	712	9	107	1051	185	198	31	149	36	72	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	712	9	107	1051	185	198	31	149	36	72	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	96	749	9	113	1106	195	208	33	157	38	76	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	749	9	113	1106	195	208	33	157	38	76	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	749	9	113	1106	195	208	33	157	38	76	326
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	0.94	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	5400	1800	1800	1800	1700	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.01	0.07	0.20	0.11	0.12	0.02	0.09	0.02	0.04	0.18
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.34	0.58	0.11	0.32	0.51	0.19	0.24	0.37	0.24	0.30	0.30
Volume/Cap:	0.43	0.61	0.01	0.61	0.64	0.21	0.61	0.07	0.25	0.09	0.14	0.61
Delay/Veh:	49.5	33.9	10.5	57.1	35.9	16.4	47.9	35.1	26.3	35.3	31.2	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	33.9	10.5	57.1	35.9	16.4	47.9	35.1	26.3	35.3	31.2	38.4
LOS by Move:	D	C	B	E	D	B	D	D	C	D	C	D
HCM2kAvgQ:	4	12	0	5	12	4	8	1	4	1	2	11

Note: Queue reported is the number of cars per lane.

City of Rancho Cucamonga 2011 CMP Highway Monitoring Program
Existing Conditions
PM Peak

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Haven Ave/19th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.5
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Haven Avenue						19th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:	PM Peak											
Base Vol:	146	1291	63	190	971	152	148	56	147	23	23	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1291	63	190	971	152	148	56	147	23	23	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	154	1359	66	200	1022	160	156	59	155	24	24	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	1359	66	200	1022	160	156	59	155	24	24	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	1359	66	200	1022	160	156	59	155	24	24	105
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	1.00	1.00	0.94	0.94	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	5400	1800	1800	1800	1700	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.38	0.04	0.12	0.19	0.09	0.09	0.03	0.09	0.01	0.01	0.06
Crit Moves:		****		****			****					****
Green/Cycle:	0.23	0.55	0.66	0.17	0.49	0.61	0.13	0.11	0.34	0.11	0.09	0.09
Volume/Cap:	0.39	0.69	0.06	0.69	0.39	0.14	0.69	0.31	0.27	0.13	0.16	0.69
Delay/Veh:	39.4	20.5	7.4	53.3	19.5	9.8	58.6	50.5	29.1	49.0	51.4	65.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	20.5	7.4	53.3	19.5	9.8	58.6	50.5	29.1	49.0	51.4	65.5
LOS by Move:	D	C	A	D	B	A	E	D	C	D	D	E
HCM2kAvgQ:	5	18	1	8	8	2	7	2	4	1	1	5

Note: Queue reported is the number of cars per lane.

City of Rancho Cucamonga 2011 CMP Highway Monitoring Program
Existing Conditions
AM Peak

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Milliken Ave/4th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.5
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Milliken Avenue						4th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	4 0	1	2 0	3 1	0	2 0	3 0	1	2 0	3 0	1
Volume Module: >> Count Date: 24 May 2011 << AM Peak												
Base Vol:	145	761	136	181	878	75	127	209	94	292	619	341
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	761	136	181	878	75	127	209	94	292	619	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	153	801	143	191	924	79	134	220	99	307	652	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	801	143	191	924	79	134	220	99	307	652	359
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	801	143	191	924	79	134	220	99	307	652	359
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.69	0.31	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	7200	1800	3200	6633	567	3200	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.08	0.06	0.14	0.14	0.04	0.04	0.05	0.10	0.12	0.20
Crit Moves:	****				****		****					****
Green/Cycle:	0.10	0.23	0.23	0.17	0.30	0.30	0.09	0.24	0.24	0.28	0.43	0.43
Volume/Cap:	0.46	0.48	0.34	0.34	0.46	0.46	0.46	0.17	0.23	0.34	0.28	0.46
Delay/Veh:	51.6	39.9	38.8	43.8	34.0	34.0	52.9	35.8	36.5	34.5	21.9	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	39.9	38.8	43.8	34.0	34.0	52.9	35.8	36.5	34.5	21.9	24.4
LOS by Move:	D	D	D	D	C	C	D	D	D	C	C	C
HCM2kAvgQ:	3	7	4	3	8	8	3	2	3	5	5	9

Note: Queue reported is the number of cars per lane.

City of Rancho Cucamonga 2011 CMP Highway Monitoring Program
Existing Conditions
PM Peak

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Milliken Ave/4th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.4
Optimal Cycle:	55	Level Of Service:	D

Street Name:	Milliken Avenue						4th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	4 0	1	2 0	3 1	0	2 0	3 0	1	2 0	3 0	1
Volume Module: PM Peak												
Base Vol:	252	986	397	472	844	130	310	702	284	398	541	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	986	397	472	844	130	310	702	284	398	541	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	265	1038	418	497	888	137	326	739	299	419	569	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	1038	418	497	888	137	326	739	299	419	569	313
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	1038	418	497	888	137	326	739	299	419	569	313
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.47	0.53	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	7200	1800	3200	6239	961	3200	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.23	0.16	0.14	0.14	0.10	0.14	0.17	0.13	0.11	0.17
Crit Moves:			****	****					****	****		
Green/Cycle:	0.20	0.32	0.32	0.21	0.33	0.33	0.15	0.23	0.23	0.18	0.26	0.26
Volume/Cap:	0.43	0.46	0.73	0.73	0.43	0.43	0.68	0.60	0.73	0.73	0.41	0.68
Delay/Veh:	42.9	32.9	41.4	48.3	31.2	31.2	52.3	42.5	49.8	51.5	37.4	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	32.9	41.4	48.3	31.2	31.2	52.3	42.5	49.8	51.5	37.4	44.4
LOS by Move:	D	C	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	5	8	15	10	7	7	7	9	12	9	6	11

Note: Queue reported is the number of cars per lane.

City of Rancho Cucamonga 2011 CMP Highway Monitoring Program
Existing Conditions
AM Peak

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Milliken Ave/Arrow Route

Cycle (sec):	120	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.7
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Milliken Avenue						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 24 May 2011 << AM PEAK												
Base Vol:	170	291	82	61	870	186	61	250	124	121	564	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	291	82	61	870	186	61	250	124	121	564	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	179	306	86	64	916	196	64	263	131	127	594	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	306	86	64	916	196	64	263	131	127	594	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	306	86	64	916	196	64	263	131	127	594	43
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.05	0.02	0.17	0.11	0.04	0.07	0.07	0.07	0.16	0.02
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.25	0.25	0.25	0.37	0.37	0.08	0.22	0.22	0.22	0.36	0.36
Volume/Cap:	0.46	0.23	0.20	0.08	0.46	0.29	0.45	0.33	0.33	0.34	0.46	0.07
Delay/Veh:	49.9	36.3	36.1	34.9	28.9	27.0	54.7	39.5	39.7	39.9	29.8	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	36.3	36.1	34.9	28.9	27.0	54.7	39.5	39.7	39.9	29.8	25.3
LOS by Move:	D	D	D	C	C	C	D	D	D	D	C	C
HCM2kAvgQ:	4	3	3	1	9	5	3	4	4	4	8	1

Note: Queue reported is the number of cars per lane.

City of Rancho Cucamonga 2011 CMP Highway Monitoring Program
Existing Conditions
PM Peak

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Milliken Ave/Arrow Route

Cycle (sec):	120	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.1
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Milliken Avenue						Arrow Route					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: PM Peak												
Base Vol:	190	1474	247	57	715	126	210	731	228	104	385	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1474	247	57	715	126	210	731	228	104	385	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	200	1552	260	60	753	133	221	769	240	109	405	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1552	260	60	753	133	221	769	240	109	405	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1552	260	60	753	133	221	769	240	109	405	101
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.14	0.02	0.14	0.07	0.13	0.21	0.13	0.06	0.11	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.19	0.43	0.43	0.08	0.32	0.32	0.22	0.32	0.32	0.10	0.19	0.19
Volume/Cap:	0.32	0.67	0.33	0.23	0.43	0.23	0.58	0.67	0.41	0.67	0.58	0.29
Delay/Veh:	42.0	27.9	22.9	51.8	32.2	29.9	43.8	36.6	32.4	62.2	45.2	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	27.9	22.9	51.8	32.2	29.9	43.8	36.6	32.4	62.2	45.2	41.8
LOS by Move:	D	C	C	D	C	C	D	D	C	E	D	D
HCM2kAvgQ:	3	16	6	1	7	4	8	13	7	5	7	3

Note: Queue reported is the number of cars per lane.

City of Rancho Cucamonga 2011 CMP Highway Monitoring Program
Existing Conditions
AM Peak

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Milliken Ave/Baseline Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.2
Optimal Cycle: 48 Level Of Service: C

Street Name:	Milliken Avenue						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module: >> Count Date: 21 May 2011 << AM PEAK												
Base Vol:	99	564	69	101	801	332	229	259	75	177	510	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	564	69	101	801	332	229	259	75	177	510	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	104	594	73	106	843	349	241	273	79	186	537	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	594	73	106	843	349	241	273	79	186	537	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	594	73	106	843	349	241	273	79	186	537	131
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.04	0.03	0.16	0.19	0.08	0.05	0.04	0.06	0.10	0.07
Crit Moves:	****					****	****				****	
Green/Cycle:	0.08	0.30	0.30	0.23	0.45	0.45	0.17	0.20	0.20	0.20	0.23	0.23
Volume/Cap:	0.39	0.36	0.13	0.15	0.35	0.43	0.43	0.25	0.22	0.29	0.43	0.32
Delay/Veh:	53.1	33.0	30.6	37.0	21.8	23.1	44.9	40.4	40.3	40.9	39.8	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	33.0	30.6	37.0	21.8	23.1	44.9	40.4	40.3	40.9	39.8	38.9
LOS by Move:	D	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	6	2	2	7	9	4	3	2	3	6	4

Note: Queue reported is the number of cars per lane.

City of Rancho Cucamonga 2011 CMP Highway Monitoring Program
Existing Conditions
PM Peak

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Milliken Ave/Baseline Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.9
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Milliken Avenue						Baseline Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module: PM Peak												
Base Vol:	231	957	126	229	641	162	233	669	125	125	488	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	957	126	229	641	162	233	669	125	125	488	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	243	1007	133	241	675	171	245	704	132	132	514	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	1007	133	241	675	171	245	704	132	132	514	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	1007	133	241	675	171	245	704	132	132	514	102
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.07	0.08	0.12	0.09	0.08	0.13	0.07	0.04	0.10	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.23	0.40	0.40	0.16	0.34	0.34	0.17	0.28	0.28	0.09	0.20	0.20
Volume/Cap:	0.34	0.46	0.18	0.46	0.37	0.28	0.44	0.46	0.26	0.46	0.48	0.29
Delay/Veh:	39.2	26.6	23.3	46.2	30.1	29.3	45.1	35.9	33.8	53.2	43.1	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	26.6	23.3	46.2	30.1	29.3	45.1	35.9	33.8	53.2	43.1	41.5
LOS by Move:	D	C	C	D	C	C	D	D	C	D	D	D
HCM2kAvgQ:	4	9	3	4	6	5	4	7	4	3	6	3

Note: Queue reported is the number of cars per lane.

City of Rancho Cucamonga 2011 CMP Highway Monitoring Program
Existing Conditions
AM Peak

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Milliken Ave/Foothill Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.415
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.2
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Milliken Avenue						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module: >> Count Date: 19 May 2011 << AM PEAK												
Base Vol:	92	220	88	187	855	210	53	474	101	194	888	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	220	88	187	855	210	53	474	101	194	888	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	97	232	93	197	900	221	56	499	106	204	935	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	232	93	197	900	221	56	499	106	204	935	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	232	93	197	900	221	56	499	106	204	935	89
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	7200	1800	3200	5400	1800	3200	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.05	0.06	0.17	0.12	0.02	0.09	0.06	0.06	0.17	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.23	0.23	0.23	0.38	0.38	0.08	0.25	0.25	0.22	0.39	0.39
Volume/Cap:	0.36	0.14	0.22	0.27	0.44	0.33	0.21	0.37	0.24	0.28	0.44	0.13
Delay/Veh:	52.8	36.8	37.8	38.1	28.2	26.9	51.7	37.4	36.2	38.7	27.1	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	36.8	37.8	38.1	28.2	26.9	51.7	37.4	36.2	38.7	27.1	23.5
LOS by Move:	D	D	D	D	C	C	D	D	D	D	C	C
HCM2kAvgQ:	2	2	3	3	8	6	1	5	3	3	8	2

Note: Queue reported is the number of cars per lane.

City of Rancho Cucamonga 2011 CMP Highway Monitoring Program
Existing Conditions
PM Peak

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Milliken Ave/Foothill Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.3
Optimal Cycle:	48	Level Of Service:	D

Street Name:	Milliken Avenue						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module: PM Peak												
Base Vol:	262	1140	444	184	500	119	261	1312	169	188	779	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	1140	444	184	500	119	261	1312	169	188	779	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	276	1200	467	194	526	125	275	1381	178	198	820	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	1200	467	194	526	125	275	1381	178	198	820	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	276	1200	467	194	526	125	275	1381	178	198	820	193
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	7200	1800	3200	5400	1800	3200	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.26	0.06	0.10	0.07	0.09	0.26	0.10	0.06	0.15	0.11
Crit Moves:			****	****				****		****		
Green/Cycle:	0.22	0.38	0.38	0.09	0.25	0.25	0.17	0.37	0.37	0.09	0.30	0.30
Volume/Cap:	0.39	0.44	0.68	0.68	0.39	0.28	0.51	0.68	0.26	0.68	0.51	0.36
Delay/Veh:	40.3	27.8	34.0	59.8	37.7	36.7	46.3	32.5	26.3	59.5	35.3	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	27.8	34.0	59.8	37.7	36.7	46.3	32.5	26.3	59.5	35.3	33.6
LOS by Move:	D	C	C	E	D	D	D	C	C	E	D	C
HCM2kAvgQ:	5	8	15	5	6	4	5	15	4	5	9	6

Note: Queue reported is the number of cars per lane.

City of Rancho Cucamonga 2011 CMP Highway Monitoring Program
Existing Conditions
AM Peak

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 I-15 NB Ramps/Foothill Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.4
Optimal Cycle:	46	Level Of Service:	C

Street Name:	I-15 NB Ramps						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1! 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	1
Volume Module: >> Count Date: 19 May 2011 << AM PEAK												
Base Vol:	770	0	519	0	0	0	0	442	166	0	1232	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	770	0	519	0	0	0	0	442	166	0	1232	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.00
PHF Volume:	811	0	546	0	0	0	0	465	0	0	1297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	811	0	546	0	0	0	0	465	0	0	1297	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	811	0	546	0	0	0	0	465	0	0	1297	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.61	0.00	1.39	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2739	0	2500	0	0	0	0	5400	1800	0	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.30	0.00	0.22	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.24	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.46	0.00	0.46	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.38	0.00
Volume/Cap:	0.64	0.00	0.47	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.64	0.00
Delay/Veh:	21.1	0.0	18.5	0.0	0.0	0.0	0.0	31.9	0.0	0.0	26.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	0.0	18.5	0.0	0.0	0.0	0.0	31.9	0.0	0.0	26.3	0.0
LOS by Move:	C	A	B	A	A	A	A	C	A	A	C	A
HCM2kAvgQ:	12	0	8	0	0	0	0	4	0	0	12	0

Note: Queue reported is the number of cars per lane.

City of Rancho Cucamonga 2011 CMP Highway Monitoring Program
Existing Conditions
PM Peak

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 I-15 NB Ramps/Foothill Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.1
Optimal Cycle:	46	Level Of Service:	C

Street Name:	I-15 NB Ramps						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	1 0	1! 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	1
Volume Module: PM Peak												
Base Vol:	1122	0	684	0	0	0	0	1115	886	0	1247	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1122	0	684	0	0	0	0	1115	886	0	1247	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.00
PHF Volume:	1181	0	720	0	0	0	0	1174	0	0	1313	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1181	0	720	0	0	0	0	1174	0	0	1313	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1181	0	720	0	0	0	0	1174	0	0	1313	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.63	0.00	1.37	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2779	0	2458	0	0	0	0	5400	1800	0	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.43	0.00	0.29	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.24	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.53	0.00	0.53	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.31	0.00
Volume/Cap:	0.80	0.00	0.55	0.00	0.00	0.00	0.00	0.78	0.00	0.00	0.80	0.00
Delay/Veh:	20.8	0.0	15.5	0.0	0.0	0.0	0.0	36.1	0.0	0.0	34.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	0.0	15.5	0.0	0.0	0.0	0.0	36.1	0.0	0.0	34.6	0.0
LOS by Move:	C	A	B	A	A	A	A	D	A	A	C	A
HCM2kAvgQ:	20	0	11	0	0	0	0	13	0	0	14	0

Note: Queue reported is the number of cars per lane.

City of Rancho Cucamonga 2011 CMP Highway Monitoring Program
Existing Conditions
AM Peak

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 I-15 SB Ramps/Foothill Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.363
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.9
Optimal Cycle:	48	Level Of Service:	C

Street Name:	I-15 SB Ramps						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module: >> Count Date: 19 May 2011 << AM PEAK												
Base Vol:	0	0	0	160	0	302	0	426	907	0	1186	741
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	302	0	426	907	0	1186	741
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.00
PHF Volume:	0	0	0	168	0	318	0	448	0	0	1248	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	168	0	318	0	448	0	0	1248	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	168	0	318	0	448	0	0	1248	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.36	0.00	1.64	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2311	0	2953	0	5400	1800	0	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.11	0.00	0.08	0.00	0.00	0.23	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.27	0.00	0.33	0.00	0.00	0.58	0.00
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.40	0.00	0.25	0.00	0.00	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	34.6	0.0	36.0	0.0	29.3	0.0	0.0	13.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.6	0.0	36.0	0.0	29.3	0.0	0.0	13.9	0.0
LOS by Move:	A	A	A	C	A	D	A	C	A	A	B	A
HCM2kAvgQ:	0	0	0	4	0	6	0	4	0	0	8	0

Note: Queue reported is the number of cars per lane.

City of Rancho Cucamonga 2011 CMP Highway Monitoring Program
Existing Conditions
PM Peak

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 I-15 SB Ramps/Foothill Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.6
Optimal Cycle:	48	Level Of Service:	C

Street Name:	I-15 SB Ramps						Foothill Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module: PM Peak												
Base Vol:	0	0	0	198	0	460	0	1766	960	0	2043	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	198	0	460	0	1766	960	0	2043	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.00
PHF Volume:	0	0	0	208	0	484	0	1859	0	0	2151	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	208	0	484	0	1859	0	0	2151	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	208	0	484	0	1859	0	0	2151	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.31	0.00	1.69	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2232	0	3036	0	5400	1800	0	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.16	0.00	0.34	0.00	0.00	0.40	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.00	0.56	0.00	0.00	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.66	0.00	0.62	0.00	0.00	0.66	0.00
Delay/Veh:	0.0	0.0	0.0	38.1	0.0	42.4	0.0	18.5	0.0	0.0	15.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.1	0.0	42.4	0.0	18.5	0.0	0.0	15.9	0.0
LOS by Move:	A	A	A	D	A	D	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	5	0	10	0	16	0	0	17	0

Note: Queue reported is the number of cars per lane.

Section 2. AM Peak Level of Service Sheets

Section 3. PM Peak Level of Service Sheets

(pages moved together)
(section 2 + 3)

Section 4. AM and PM Peak Hour Turning Movement Counts

TURNING MOVEMENT COUNT

PROJECT NAME: City of Rancho Cucamonga 2011 CMP Highway Monitoring Project
PROJECT NO:
DATE: May 11, 2011

TIME	North/South Street: Etiwanda Avenue							East/West Street: Baseline Road										
	NORTH BOUND			SOUTH BOUND			N-S	EAST BOUND			WEST BOUND			E-W	PED COUNT			
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	TOTAL	NL	SL	EL	WL
07:00-07:15	27	46	13	24	25	29	164	37	112	13	17	83	25	287			9	2
07:15-07:30	21	117	20	31	73	75	337	56	125	25	29	81	54	370	1	1	11	13
07:30-07:45	27	111	22	30	95	87	372	45	111	25	44	113	51	389	3		5	2
07:45-08:00	27	104	17	45	94	47	334	28	92	17	52	121	49	359		1	5	3
08:00-08:15	19	67	11	29	99	34	259	28	104	22	36	119	98	407		1		1
08:15-08:30	16	60	18	39	37	27	197	21	121	26	23	107	58	356	1			2
08:30-08:45	11	49	12	24	25	19	140	18	89	14	20	76	40	257	5	1		5
08:45-09:00	21	51	10	10	21	12	125	15	87	11	20	85	45	263	1			
[redacted]																		
16:00-16:15	22	33	34	20	23	15	147	14	130	19	42	140	14	359	1		4	3
16:15-16:30	24	36	57	8	23	13	161	18	120	14	37	139	18	344				1
16:30-16:45	24	40	45	11	22	10	152	15	129	18	31	124	14	331		1	1	2
16:45-17:00	18	46	39	9	19	8	139	23	112	21	42	150	15	363			2	1
17:00-17:15	24	46	55	14	41	13	193	23	117	27	34	117	11	329		1	2	0
17:15-17:30	26	46	47	14	23	15	171	28	159	23	33	116	23	382			1	1
17:30-17:45	23	49	52	23	27	13	187	32	136	16	30	123	32	369	1	1		0
17:45-18:00	20	51	40	16	28	14	169	32	131	14	32	144	20	373				4

PEAK-HOUR VOLUME ANALYSIS

PEAK 1 HOUR VOLUMES-AM

		243	361	135		
		SR	ST	SL		
157	EL				WR	252
432	ET		07:15-08:15		WT	434
89	ER				WL	161
		NL	NT	NR		
		94	399	70		

PEAK 1 HOUR VOLUMES-PM

		55	119	67		
		SR	ST	SL		
115	EL				WR	86
543	ET		17:00-18:00		WT	500
80	ER				WL	129
		NL	NT	NR		
		93	192	194		

Turning Movement Count

TURNING MOVEMENT COUNT

PROJECT NAME: City of Rancho Cucamonga 2011 CMP Highway Monitoring Project
PROJECT NO:
DATE: May 24, 2011

TIME	North/South Street: Haven Avenue							East/West Street: 19th Street							PED COUNT			
	NORTH BOUND			SOUTH BOUND			N-S	EAST BOUND			WEST BOUND			E-W				
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	TOTAL	NL	SL	EL	WL
07:00-07:15	8	117	3	9	163	21	321	39	1	18	7	13	40	118	2			
07:15-07:30	15	189	3	5	196	24	432	51	4	17	8	13	63	156			1	
07:30-07:45	16	154	1	12	210	32	425	47	8	37	13	22	65	192				
07:45-08:00	19	207	2	14	287	40	569	57	7	37	7	19	90	217	1			2
08:00-08:15	28	171	1	44	252	57	553	47	12	44	6	20	72	201			2	1
08:15-08:30	28	180	5	37	302	56	608	47	4	31	10	11	83	186		1	1	
08:30-08:45	18	181	1	18	229	29	476	47	6	25	5	9	44	138	1	3	5	1
08:45-09:00	17	175	3	25	245	26	491	27	3	14	9	7	48	108		2	1	
[redacted]							0							0				
[redacted]							0							0				
[redacted]							0							0				
[redacted]							0							0				
[redacted]							0							0				
[redacted]							0							0				
[redacted]							0							0				
[redacted]							0							0				
16:00-16:15	28	261	5	33	216	53	596	27	15	31	6	6	20	105				
16:15-16:30	34	269	8	47	193	35	586	25	11	28	6	4	31	105				
16:30-16:45	31	319	10	34	238	31	663	32	14	26	6	2	25	105				
18:45-17:00	42	317	13	40	250	38	700	31	11	37	7	7	32	125				
17:00-17:15	28	337	15	52	250	35	717	33	10	49	1	5	21	119				
17:15-17:30	36	365	20	47	264	33	765	43	21	25	10	5	17	121				
17:30-17:45	40	372	15	51	207	46	731	41	14	36	5	6	30	132				
17:45-18:00	39	299	10	34	238	33	653	45	13	40	7	11	37	153				

PEAK-HOUR VOLUME ANALYSIS

PEAK 1 HOUR VOLUMES-AM

		185	1051	107		
		SR	ST	SL		
198	EL				WR	310
31	ET		07:30-08:30		WT	72
149	ER				WL	36
		NL	NT	NR		
		91	712	9		

PEAK 1 HOUR VOLUMES-PM

		152	971	190		
		SR	ST	SL		
148	EL				WR	100
56	ET		16:45-17:45		WT	23
147	ER				WL	23
		NL	NT	NR		
		146	1391	63		

Turning Movement Count

TURNING MOVEMENT COUNT

PROJECT NAME: City of Rancho Cucamonga 2011 CMP Highway Monitoring Project
PROJECT NO:
DATE: May 24, 2011

TIME	North/South Street: Milliken Avenue							East/West Street: 4th Street										
	NORTH BOUND			SOUTH BOUND			N-S	EAST BOUND			WEST BOUND			E-W	PED COUNT			
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	TOTAL	NL	SL	EL	WL
07:00-07:15	28	129	20	33	163	20	393	16	42	25	56	92	64	295				1
07:15-07:30	31	131	24	30	197	18	431	28	49	23	52	102	69	321	1		1	3
07:30-07:45	42	173	23	38	194	15	485	26	51	23	73	126	87	386	3	1	1	4
07:45-08:00	35	253	41	60	249	30	668	44	64	20	84	213	85	510	1	1		2
08:00-08:15	33	185	31	39	218	12	518	35	47	21	62	147	93	405				
08:15-08:30	35	150	41	44	217	18	505	22	47	30	73	133	76	381			3	
08:30-08:45	32	172	40	48	157	22	471	22	51	32	61	126	67	359	2	1	2	1
08:45-09:00	29	183	37	47	205	24	525	30	56	23	67	114	57	347			2	2
							0							0				
							0							0				
							0							0				
							0							0				
							0							0				
							0							0				
							0							0				
							0							0				
16:00-16:15	64	190	70	101	178	23	626	59	188	46	109	114	73	589	2	1		5
16:15-16:30	36	211	82	87	183	28	627	61	183	71	87	116	73	571	2		2	1
16:30-16:45	42	219	97	106	200	34	698	69	181	59	88	142	82	621	2		3	2
16:45-17:00	55	219	111	121	182	44	732	80	178	60	108	137	81	654	3		1	1
17:00-17:15	68	243	98	120	237	24	780	75	190	69	92	123	77	626	1	1	1	1
17:15-17:30	62	234	103	123	228	31	781	76	165	69	98	147	80	635	1	1	2	2
17:30-17:45	67	290	85	108	197	31	778	68	169	86	100	134	59	617	2		2	9
17:45-18:00	74	314	69	124	214	27	822	78	136	56	83	114	67	542	1		1	1

PEAK-HOUR VOLUME ANALYSIS

PEAK 1 HOUR VOLUMES-AM

		75	878	181		
		SR	ST	SL		
127	EL				WR	341
209	ET		07:30-08:30		WT	619
94	ER				WL	292
		NL	NT	NR		
		145	761	136		

PEAK 1 HOUR VOLUMES-PM

		130	844	472		
		SR	ST	SL		
310	EL				WR	297
702	ET		16:45-17:45		WT	541
284	ER				WL	398
		NL	NT	NR		
		252	986	397		

Turning Movement Count

TURNING MOVEMENT COUNT

PROJECT NAME: City of Rancho Cucamonga 2011 CMP Highway Monitoring Project
PROJECT NO:
DATE: May 24, 2011

TIME	North/South Street: Milliken Avenue							East/West Street: Arrow Route										
	NORTH BOUND			SOUTH BOUND			N-S	EAST BOUND			WEST BOUND			E-W	PED COUNT			
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	TOTAL	NL	SL	EL	WL
07:00-07:15	25	65	19	7	161	23	300	18	67	17	22	71	11	206				2
07:15-07:30	45	68	18	10	213	51	405	14	59	18	26	125	9	253	1			
07:30-07:45	39	66	23	13	255	48	444	21	60	23	26	150	12	292				
07:45-08:00	39	85	17	27	224	50	442	15	68	39	35	180	10	347				2
08:00-08:15	47	72	24	11	178	37	369	11	63	44	32	109	10	269			1	
08:15-08:30	60	71	14	7	184	47	383	13	56	29	26	109	7	240			2	1
08:30-08:45	45	59	10	7	175	41	337	25	39	36	21	103	7	231				
08:45-09:00	44	91	13	9	147	37	341	23	63	37	26	92	10	251				
							0							0				
							0							0				
							0							0				
							0							0				
							0							0				
							0							0				
							0							0				
							0							0				
16:00-16:15	36	238	32	13	160	35	512	34	145	37	23	97	21	357				
16:15-16:30	37	242	27	18	159	37	518	34	121	49	24	88	19	335				
16:30-16:45	48	257	48	16	158	35	562	32	179	55	38	81	23	408	2	9	1	1
16:45-17:00	44	299	47	19	189	34	612	48	168	83	31	108	30	446	2			
17:00-17:15	46	404	66	11	188	35	750	62	174	71	25	84	27	443	3	6		1
17:15-17:30	41	368	53	16	150	34	662	45	221	59	18	108	26	477	1			
17:30-17:45	59	403	81	11	208	23	785	57	168	35	30	85	13	388		1		5
17:45-18:00	43	362	56	13	186	27	667	63	137	52	21	69	14	356				

PEAK-HOUR VOLUME ANALYSIS

PEAK 1 HOUR VOLUMES-AM

		186	870	61		
		SR	ST	SL		
61	EL				WR	41
250	ET		07:15-08:15		WT	564
124	ER				WL	121
		NL	NT	NR		
		170	291	82		

PEAK 1 HOUR VOLUMES-PM

		126	715	57		
		SR	ST	SL		
210	EL				WR	96
731	ET		16:45-17:45		WT	385
228	ER				WL	104
		NL	NT	NR		
		190	1474	247		

TURNING MOVEMENT COUNT

PROJECT NAME: City of Rancho Cucamonga 2011 CMP Highway Monitoring Project
PROJECT NO:
DATE: May 21, 2011

TIME	North/South Street: Milliken Avenue							East/West Street: Baseline Road										
	NORTH BOUND			SOUTH BOUND			N-S	EAST BOUND			WEST BOUND			E-W	PED COUNT			
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	TOTAL	NL	SL	EL	WL
07:00-07:15	10	144	17	13	134	33	351	83	80	21	27	99	28	338	1	1	1	1
07:15-07:30	24	203	27	15	146	78	493	90	78	15	44	138	38	403			1	1
07:30-07:45	21	127	16	29	209	110	512	50	50	17	46	121	40	324				
07:45-08:00	26	125	11	24	235	89	490	34	80	18	42	136	29	319	1			1
08:00-08:15	28	109	15	33	211	75	471	55	71	25	45	115	17	328	2	2	2	
08:15-08:30	26	99	12	25	200	85	447	45	75	23	41	99	28	311				1
08:30-08:45	20	65	6	27	139	39	296	29	69	23	32	111	25	289	2		2	
08:45-09:00	22	83	5	31	139	29	309	18	45	14	27	111	19	234	2		1	
							0							0				
							0							0				
							0							0				
							0							0				
							0							0				
							0							0				
							0							0				
							0							0				
16:00-16:15	47	180	29	46	123	37	462	59	112	24	13	83	25	316	1		4	1
16:15-16:30	54	197	22	35	132	32	472	59	143	19	35	121	30	407		3	1	1
16:30-16:45	51	195	32	41	128	39	486	64	124	34	29	86	24	381	1	2		
16:45-17:00	52	199	38	35	151	34	509	47	169	22	45	136	39	458		2		
17:00-17:15	58	246	35	41	136	30	546	62	152	30	29	128	36	437	1	1		1
17:15-17:30	64	249	35	85	168	49	630	55	180	44	25	125	25	454	1	0		2
17:30-17:45	48	246	21	53	180	46	594	68	188	30	31	109	21	447		2		2
17:45-18:00	81	216	35	70	157	37	578	48	149	21	40	126	15	399		1		3

PEAK-HOUR VOLUME ANALYSIS

PEAK 1 HOUR VOLUMES-AM

		332	801	101		
		SR	ST	SL		
229	EL				WR	124
259	ET		07:15-08:15		WT	510
75	ER				WL	177
		NL	NT	NR		
		99	564	69		

PEAK 1 HOUR VOLUMES-PM

		162	641	229		
		SR	ST	SL		
233	EL				WR	97
669	ET		17:00-18:00		WT	488
125	ER				WL	125
		NL	NT	NR		
		231	957	126		

TURNING MOVEMENT COUNT

PROJECT NAME: City of Rancho Cucamonga 2011 CMP Highway Monitoring Project
PROJECT NO:
DATE: May 19, 2011

TIME	North/South Street: Milliken Avenue							East/West Street: Foothill Boulevard							PED COUNT			
	NORTH BOUND			SOUTH BOUND			N-S	EAST BOUND			WEST BOUND			E-W				
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	TOTAL	NL	SL	EL	WL
07:00-07:15	13	37	22	35	141	27	275	15	73	12	52	193	16	361	1			1
07:15-07:30	17	44	15	37	188	31	312	11	90	20	45	178	16	360				1
07:30-07:45	18	61	25	33	234	45	416	9	108	29	42	197	20	405		2		3
07:45-08:00	28	50	21	58	246	70	473	14	115	26	60	273	24	512	1	3		1
08:00-08:15	17	54	18	47	193	44	373	14	131	23	48	218	19	451	2		2	
08:15-08:30	29	55	24	49	182	51	390	16	120	23	44	202	22	427				1
08:30-08:45	16	56	24	49	177	37	359	13	140	36	40	195	21	445		3		4
08:45-09:00	21	61	21	31	156	40	330	29	143	23	35	200	17	447				1
[redacted]							0							0				
16:00-16:15	55	191	71	38	97	22	472	55	271	38	48	203	34	649	3	7	2	
16:15-16:30	59	183	60	55	94	21	472	50	303	32	40	169	33	627		2	2	
16:30-16:45	48	200	71	28	130	26	503	54	295	36	58	183	38	664	2	2	1	6
16:45-17:00	69	283	71	23	114	17	577	56	292	43	54	195	29	669	1	1		
17:00-17:15	60	270	97	41	117	28	613	57	376	38	46	198	51	766	2	2		2
17:15-17:30	72	299	114	41	120	28	672	72	340	59	47	180	37	735	1	2		2
17:30-17:45	67	276	114	53	133	36	679	62	294	23	57	196	44	678		3		
17:45-18:00	63	295	119	49	130	29	665	70	302	49	38	203	51	713		1	1	

PEAK-HOUR VOLUME ANALYSIS

PEAK 1 HOUR VOLUMES-AM

		210	655	167		
		SR	ST	SL		
53	EL				WR	65
474	ET		07:30-08:30		WT	868
101	ER				WL	194
		NL	NT	NR		
		92	220	88		

PEAK 1 HOUR VOLUMES-PM

		119	500	184		
		SR	ST	SL		
261	EL				WR	183
1312	ET		17:00-18:00		WT	779
169	ER				WL	188
		NL	NT	NR		
		262	1140	444		

TURNING MOVEMENT COUNT

PROJECT NAME: City of Rancho Cucamonga 2011 CMP Highway Monitoring Project
PROJECT NO:
DATE: May 19, 2011

TIME	North/South Street: I-15 Freeway NB Ramps							East/West Street: Foothill Boulevard							PED COUNT			
	NORTH BOUND			SOUTH BOUND			N-S	EAST BOUND			WEST BOUND			E-W				
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	TOTAL	NL	SL	EL	WL
07:00-07:15	162		120				282		76	39		232	25	372			1	
07:15-07:30	152		122				274		75	54		294	29	452	1	2		
07:30-07:45	187		123				310		93	34		340	42	509				
07:45-08:00	228		148				378		147	43		330	35	555				
08:00-08:15	184		138				322		99	41		300	43	483	1			
08:15-08:30	171		110				281		103	48		262	42	455				
08:30-08:45	172		122				294		86	23		222	28	359		2		
08:45-09:00	210		98				308		79	42		224	40	385	2			
							0							0				
							0							0				
							0							0				
							0							0				
							0							0				
							0							0				
							0							0				
							0							0				
16:00-16:15	257		193				450		216	181		287	84	768	1		3	
16:15-16:30	256		215				471		273	156		280	77	786				
16:30-16:45	248		200				448		255	181		288	92	816	3		2	
16:45-17:00	253		174				427		232	172		291	79	774	5	1		
17:00-17:15	265		175				440		283	255		295	63	896	1	2		
17:15-17:30	267		159				426		293	231		303	71	898		1		
17:30-17:45	291		166				457		304	204		319	80	907	2	1		
17:45-18:00	299		184				483		235	196		330	53	814	1	2		

PEAK-HOUR VOLUME ANALYSIS

PEAK 1 HOUR VOLUMES-AM

		0	0	0		
		SR	ST	SL		
0	EL				WR	162
442	ET		07:30-08:30		WT	1232
166	ER				WL	0
		NL	NT	NR		
		770	0	519		

PEAK 1 HOUR VOLUMES-PM

		0	0	0		
		SR	ST	SL		
0	EL				WR	267
1115	ET		17:00-18:00		WT	1247
886	ER				WL	0
		NL	NT	NR		
		1122	0	684		

Turning Movement Count

TURNING MOVEMENT COUNT

PROJECT NAME: City of Rancho Cucamonga 2011 CMP Highway Monitoring Project
PROJECT NO:
DATE: May 19, 2011

TIME	North/South Street: I-15 Freeway SB Ramps							East/West Street: Foothill Bouleverd							PED COUNT			
	NORTH BOUND			SOUTH BOUND			N-S	EAST BOUND			WEST BOUND			E-W				
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	TOTAL	NL	SL	EL	WL
07:00-07:15				26		76	102		87	262		241	132	722	1			
07:15-07:30				36		80	116		95	247		239	195	776			4	
07:30-07:45				31		75	106		96	269		304	200	871				
07:45-08:00				47		82	129		138	195		361	178	670				
08:00-08:15				46		65	111		95	196		282	170	743	1			
08:15-08:30				43		69	112		103	188		250	164	705				
08:30-08:45				30		52	82		85	160		221	158	624	1		1	
08:45-09:00				23		72	95		100	151		282	126	659			1	
							0							0				
							0							0				
							0							0				
							0							0				
							0							0				
							0							0				
							0							0				
							0							0				
16:00-16:15				36		93	129		372	226		451	78	1127	2		4	
16:15-16:30				53		88	141		371	244		450	81	1146				
16:30-16:45				32		111	143		406	229		432	96	1163	2			
16:45-17:00				64		94	158		351	219		428	106	1104	7		1	
17:00-17:15				36		85	121		431	247		448	91	1217	1		2	
17:15-17:30				58		117	175		481	265		483	82	1331			1	
17:30-17:45				51		91	142		473	227		554	50	1304	3			
17:45-18:00				53		167	220		381	201		558	63	1203	1			

PEAK-HOUR VOLUME ANALYSIS

PEAK 1 HOUR VOLUMES-AM

		302	0	160		
		SR	ST	SL		
0	EL				WR	741
426	ET		07:15-08:15		WT	1186
907	ER				WL	0
		NL	NT	NR		
		0	0	0		

PEAK 1 HOUR VOLUMES-PM

		460	0	198		
		SR	ST	SL		
0	EL				WR	286
1766	ET		17:00-18:00		WT	2043
960	ER				WL	0
		NL	NT	NR		
		0	0	0		

Section 5. Axle Classification Counts

Location: Milliken and 4th

Passenger Cars - 1.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	25	104	14	33	131	15	18	33	25	41	84	61
7:15-30	31	107	20	30	157	12	26	46	23	43	99	63
7:30-45	42	136	18	35	170	12	24	46	20	73	118	73
7:45-8	35	218	22	49	201	25	39	54	18	78	202	79
8-8:15	33	159	16	37	167	12	35	43	19	60	132	85
8:15-30	35	136	33	36	172	18	22	47	30	62	125	70
8:30-45	32	135	35	41	134	17	19	43	32	58	121	61
8:45-9	27	152	26	36	158	22	28	51	21	61	108	49

2 Axle Trucks - 1.5 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	0	3	0	0	1	1	0	0	0	0	1	0
7:15-30	0	3	1	0	1	0	0	0	0	2	0	0
7:30-45	0	4	1	0	2	0	1	0	0	0	2	4
7:45-8	0	9	3	2	6	1	1	0	1	4	1	0
8-8:15	0	1	2	1	6	0	0	1	1	1	2	1
8:15-30	0	2	3	1	6	0	0	0	0	1	2	2
8:30-45	0	2	1	1	4	1	0	1	0	2	2	0
8:45-9	1	3	1	1	3	1	1	1	1	4	0	1

3 Axle Trucks - 2.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	0	1	0	0	0	0	0	0	0	0	0	0
7:15-30	0	2	1	0	1	0	0	0	0	0	0	0
7:30-45	0	2	0	0	0	0	0	1	0	0	1	1
7:45-8	0	3	1	1	3	0	0	2	0	0	3	0
8-8:15	0	0	0	0	3	0	0	1	0	0	0	0
8:15-30	0	1	0	0	0	0	0	0	0	0	1	0
8:30-45	0	2	0	1	1	0	0	0	0	0	1	0
8:45-9	0	1	0	0	0	0	0	0	0	0	0	0

4 + Axle Trucks - 3.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	1	6	2	0	10	1	0	3	0	5	2	1
7:15-30	0	5	0	0	12	2	0	1	0	2	1	2
7:30-45	0	9	1	1	7	1	0	1	1	0	1	2
7:45-8	0	5	4	2	11	1	1	2	0	0	1	2
8-8:15	0	8	4	0	12	0	0	0	0	0	4	2
8:15-30	0	3	1	2	12	0	0	0	0	3	1	1
8:30-45	0	10	1	1	5	1	1	2	0	0	0	2
8:45-9	0	8	3	3	14	0	0	1	0	0	2	2

Location: Milliken and 4th

Passenger Cars + 2 axle trucks + 3 axle trucks + 4 or more axle trucks converted to PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	28	129	20	33	163	20	18	42	25	56	92	64
7:15-30	31	131	24	30	197	18	26	49	23	52	102	69
7:30-45	42	173	23	38	194	15	26	51	23	73	126	87
7:45-8	35	253	41	60	249	30	44	64	20	84	213	85
8-8:15	33	185	31	39	218	12	35	47	21	62	147	93
8:15-30	35	150	41	44	217	18	22	47	30	73	133	76
8:30-45	32	172	40	48	157	22	22	51	32	61	126	67
8:45-9	29	183	37	47	205	24	30	56	23	67	114	

Location:Milliken and 4th

Passenger Cars - 1.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	57	184	85	99	173	20	57	163	44	98	110	68
4:15-30	34	203	77	87	171	21	59	155	59	84	112	71
4:30-45	40	215	92	103	188	25	66	169	52	88	132	72
4:45-5	55	212	108	121	174	42	86	158	58	108	130	74
5-5:15	68	238	98	116	231	24	73	182	66	87	109	75
5:15-30	57	225	94	121	221	28	70	160	63	98	136	80
5:30-45	67	280	77	108	190	29	64	156	82	95	119	56
5:45-6	68	304	89	124	204	25	76	130	56	91	107	61

2 Axle Trucks - 1.5 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	1	0	0	0	1	2	1	2	1	2	1	1
4:15-30	1	0	1	0	2	1	1	2	0	2	0	1
4:30-45	0	1	3	2	1	0	0	3	1	0	2	3
4:45-5	0	1	2	0	1	1	1	2	1	0	0	2
5-5:15	0	1	0	1	0	0	1	3	0	1	2	0
5:15-30	1	2	0	1	1	0	0	0	0	0	0	0
5:30-45	0	1	1	0	1	1	1	5	1	1	1	0
5:45-6	0	1	0	0	1	0	0	1	0	1	1	2

3 Axle Trucks - 2.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	1	0	1	1	0	0	0	8	0	4	1	0
4:15-30	0	1	0	0	0	1	0	1	0	0	2	0
4:30-45	1	1	0	0	2	0	0	2	1	0	2	1
4:45-5	0	1	0	0	0	0	1	7	0	0	2	2
5-5:15	0	0	0	0	0	0	0	0	0	0	1	1
5:15-30	0	0	0	0	1	0	0	1	0	0	1	0
5:30-45	0	1	0	0	1	0	0	1	1	0	2	0
5:45-6	0	1	0	0	1	1	0	2	0	0	1	0

4 + Axle Trucks - 3.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	1	2	1	0	1	0	0	2	0	0	0	1
4:15-30	0	2	1	0	3	1	0	1	4	0	0	0
4:30-45	0	0	0	0	2	3	1	1	1	0	1	1
4:45-5	0	1	0	0	2	0	0	1	0	0	1	0
5-5:15	0	1	0	0	2	0	0	1	1	1	3	0
5:15-30	1	2	3	0	1	1	2	1	2	0	3	0
5:30-45	0	2	2	0	1	0	1	1	0	1	3	1
5:45-6	2	2	0	0	2	0	0	0	0	0	1	1

Location:Milliken and 4th

Passenger Cars + 2 axle trucks + 3 axle trucks + 4 or more axle trucks converted to PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	64	190	70	101	178	23	59	188	46	109	114	73
4:15-30	36	211	82	87	183	28	61	163	71	87	116	73
4:30-45	42	219	97	106	200	34	69	181	59	88	142	82
4:45-5	55	219	111	121	182	44	90	176	60	108	137	81
5-5:15	68	243	98	120	237	24	75	190	69	92	123	77
5:15-30	62	234	103	123	228	31	76	165	69	98	147	80
5:30-45	67	290	85	108	197	31	69	169	86	100	134	59
5:45-6	74	314	69	124	214	27	78	136	56	93	114	67

Location: Milliken and Arrow Rte

Passenger Cars - 1.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	25	57	13	7	142	21	12	59	15	19	63	8
7:15-30	45	55	15	10	202	51	11	49	13	23	101	6
7:30-45	37	56	14	11	250	48	18	48	23	17	137	10
7:45-8	36	79	12	21	219	48	12	66	33	27	165	10
8-8:15	41	67	10	11	173	34	11	55	26	19	106	8
8:15-30	48	63	11	7	184	47	11	48	23	20	105	7
8:30-45	34	59	7	7	167	39	19	35	25	14	94	4
8:45-9	41	84	9	6	138	34	23	49	22	18	87	5

2 Axle Trucks - 1.5 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	0	1	0	0	1	1	0	0	1	0	0	0
7:15-30	0	3	0	0	1	0	0	3	1	0	2	0
7:30-45	0	1	0	1	1	0	0	0	0	0	1	1
7:45-8	0	0	1	0	1	1	2	1	0	1	0	0
8-8:15	0	1	0	0	2	0	0	0	0	1	2	0
8:15-30	0	4	0	0	0	0	1	1	2	2	1	0
8:30-45	1	0	0	0	1	1	0	1	1	1	2	0
8:45-9	0	1	1	0	4	2	0	1	2	0	0	0

3 Axle Trucks - 2.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	0	0	0	0	1	0	0	1	0	0	1	0
7:15-30	0	1	0	0	0	0	0	1	0	1	6	0
7:30-45	1	1	0	0	0	0	0	3	0	0	4	0
7:45-8	0	0	0	0	0	0	0	0	0	0	0	0
8-8:15	0	0	1	0	1	0	0	1	0	1	0	1
8:15-30	0	1	0	0	0	0	0	0	0	0	1	0
8:30-45	0	0	0	0	0	0	0	1	0	1	0	0
8:45-9	0	1	1	0	0	0	0	0	0	1	1	1

4 + Axle Trucks - 3.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	0	2	2	0	5	0	2	2	0	1	2	1
7:15-30	0	2	1	0	3	0	1	1	1	1	3	1
7:30-45	0	2	3	0	1	0	1	2	0	3	1	0
7:45-8	1	2	1	2	1	0	0	0	2	2	5	0
8-8:15	2	1	4	0	0	1	0	2	6	3	0	0
8:15-30	4	0	1	0	0	0	0	2	1	1	0	0
8:30-45	3	0	1	0	2	0	2	0	3	1	2	1
8:45-9	1	1	0	1	1	0	0	4	4	2	1	1

Location: Milliken and Arrow Rte

Passenger Cars + 2 axle trucks + 3 axle trucks + 4 or more axle trucks converted to PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	25	65	19	7	181	23	18	67	17	22	71	11
7:15-30	45	68	18	10	213	51	14	59	18	28	125	9
7:30-45	39	66	23	13	255	48	21	60	23	26	150	12
7:45-8	39	85	17	27	224	50	15	68	39	35	180	10
8-8:15	47	72	24	11	178	37	11	63	44	32	109	10
8:15-30	60	71	14	7	184	47	13	56	29	26	109	7
8:30-45	45	59	10	7	175	41	25	39	36	21	103	7
8:45-9	44	91	13	9	147	37	23	63	37	26	92	10

Milliken and Arrow Route

Passenger Cars - 1.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	36	224	27	11	134	33	34	140	37	20	94	15
4:15-30	35	231	22	10	127	37	34	118	49	15	88	19
4:30-45	48	240	36	10	127	35	32	171	53	35	75	17
4:45-5	44	285	36	17	144	34	44	168	63	25	103	24
5-5:15	46	393	58	7	161	35	60	168	71	22	78	27
5:15-30	39	348	47	11	140	34	45	214	56	15	108	23
5:30-45	59	388	66	9	194	23	57	161	35	21	81	13
5:45-6	43	352	45	13	146	24	60	135	47	21	67	10

2 Axle Trucks - 1.5 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	0	2	1	1	4	0	0	0	0	2	0	2
4:15-30	1	5	0	2	4	0	0	2	0	1	0	0
4:30-45	0	5	3	0	2	0	0	1	1	0	2	0
4:45-5	0	4	0	1	4	0	1	0	0	0	3	0
5-5:15	0	5	1	1	0	0	1	2	0	0	0	0
5:15-30	1	8	0	1	3	0	0	3	2	0	0	0
5:30-45	0	1	1	0	2	0	0	1	0	2	1	0
5:45-6	0	1	3	0	2	0	2	1	1	0	1	1

3 Axle Trucks - 2.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	0	0	0	0	1	1	0	1	0	0	0	0
4:15-30	0	0	1	0	4	0	0	0	0	2	0	0
4:30-45	0	0	2	0	2	0	0	0	0	0	0	0
4:45-5	0	1	1	0	2	0	0	0	0	0	0	0
5-5:15	0	0	0	1	3	0	0	0	0	0	0	0
5:15-30	0	1	0	0	1	0	0	1	0	0	0	0
5:30-45	0	2	2	1	1	0	0	1	0	0	1	0
5:45-6	0	1	0	0	1	0	0	0	0	0	0	1

4 + Axle Trucks - 3.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	0	3	1	0	6	0	0	1	0	0	1	1
4:15-30	0	1	1	1	6	0	0	0	0	1	0	0
4:30-45	0	3	1	2	8	0	0	2	0	1	1	2
4:45-5	0	2	3	0	5	0	0	0	0	2	0	2
5-5:15	0	1	2	0	7	0	0	1	0	1	2	0
5:15-30	0	2	2	1	1	0	0	0	0	1	0	1
5:30-45	0	3	3	0	3	0	0	1	0	2	0	0
5:45-6	0	2	2	0	5	1	0	0	1	0	0	0

Milliken and Arrow Route

Passenger Cars + 2 axle trucks + 3 axle trucks + 4 or more axle trucks converted to PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	36	236	32	13	160	35	34	145	37	23	97	21
4:15-30	37	242	27	16	159	37	34	121	49	24	88	19
4:30-45	48	257	48	16	158	35	32	179	55	38	81	23
4:45-5	44	299	47	19	169	34	46	168	63	31	108	30
5-5:15	46	404	66	11	188	35	62	174	71	25	84	27
5:15-30	41	368	53	16	150	34	45	221	59	18	108	26
5:30-45	59	403	81	11	208	23	57	168	35	30	85	13
5:45-6	43	362	56	13	166	27	63	137	52	21	69	14

Location: Haven and 19th

Passenger Cars - 1.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	6	115	3	9	163	21	37	1	18	7	13	40
7:15-30	13	183	3	5	188	24	47	4	17	8	13	63
7:30-45	16	149	1	12	208	32	45	8	37	13	19	65
7:45-8	16	198	2	14	281	38	55	4	35	7	19	87
8-8:15	28	168	1	42	250	57	45	10	42	6	20	69
8:15-30	28	168	5	35	297	54	45	2	31	10	11	80
8:30-45	16	178	1	18	217	26	42	6	25	5	9	44
8:45-9	17	165	3	25	239	24	25	3	14	9	7	46

2 Axle Trucks - 1.5 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	1	1	0	0	0	0	1	0	0	0	0	0
7:15-30	1	2	0	0	3	0	1	0	0	0	0	0
7:30-45	0	3	0	0	1	0	1	0	0	0	2	0
7:45-8	2	4	0	0	2	1	1	2	1	0	0	2
8-8:15	0	2	0	1	1	0	0	1	0	0	0	2
8:15-30	0	4	0	1	1	1	1	1	0	0	0	2
8:30-45	1	2	0	0	4	2	3	0	0	0	0	0
8:45-9	0	5	0	0	2	1	1	0	0	0	0	1

3 Axle Trucks - 2.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	0	0	0	0	0	0	0	0	0	0	0	0
7:15-30	0	0	0	0	0	0	1	0	0	0	0	0
7:30-45	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8	0	0	0	0	0	0	0	0	0	0	0	0
8-8:15	0	0	0	0	0	0	1	0	1	0	0	0
8:15-30	0	0	0	0	0	0	0	0	0	0	0	0
8:30-45	0	0	0	0	0	0	0	0	0	0	0	0
8:45-9	0	1	0	0	0	0	0	0	0	0	0	0

4 + Axle Trucks - 3.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	0	0	0	0	0	0	0	0	0	0	0	0
7:15-30	0	1	0	0	1	0	0	0	0	0	0	0
7:30-45	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8	0	1	0	0	1	0	0	0	0	0	0	0
8-8:15	0	0	0	0	0	0	0	0	0	0	0	0
8:15-30	0	2	0	0	1	0	0	0	0	0	0	0
8:30-45	0	0	0	0	2	0	0	0	0	0	0	0
8:45-9	0	0	0	0	1	0	0	0	0	0	0	0

Location: Haven and 19th

Passenger Cars + 2 axle trucks + 3 axle trucks + 4 or more axle trucks converted to PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	8	117	3	9	163	21	39	1	18	7	13	40
7:15-30	15	189	3	5	196	24	51	4	17	8	13	63
7:30-45	16	154	1	12	210	32	47	8	37	13	22	65
7:45-8	19	207	2	14	287	40	57	7	37	7	19	90
8-8:15	28	171	1	44	252	57	47	12	44	6	20	72
8:15-30	28	180	5	37	302	56	47	4	31	10	11	83
8:30-45	18	181	1	18	229	29	47	6	25	5	9	44
8:45-9	17	175	3	25	245	26	27	3	14	9	7	48

Location: Haven and 19th

Passenger Cars - 1.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	26	261	5	33	216	53	27	15	31	6	6	20
4:15-30	32	261	6	47	189	33	25	11	28	6	4	31
4:30-45	31	319	10	34	236	29	32	14	26	6	2	25
4:45-5	40	317	13	40	248	38	31	11	35	7	7	32
5-5:15	28	335	15	50	247	35	33	10	49	1	5	21
5:15-30	36	362	20	47	261	33	41	21	25	10	5	17
5:30-45	40	369	15	51	204	46	41	14	36	5	6	30
5:45-6	39	293	10	34	230	31	43	13	37	7	11	37

2 Axle Trucks - 1.5 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	1	0	0	0	0	0	0	0	0	0	0	0
4:15-30	1	2	0	0	1	1	0	0	0	0	0	0
4:30-45	0	0	0	0	1	1	0	0	0	0	0	0
4:45-5	1	0	0	0	1	0	0	0	1	0	0	0
5-5:15	0	1	0	1	2	0	0	0	0	0	0	0
5:15-30	0	2	0	0	0	0	1	0	0	0	0	0
5:30-45	0	2	0	0	2	0	0	0	0	0	0	0
5:45-6	0	2	0	0	3	1	1	0	2	0	0	0

3 Axle Trucks - 2.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	0	0	0	0	0	0	0	0	0	0	0	0
4:15-30	0	1	0	0	1	0	0	0	0	0	0	0
4:30-45	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5	0	0	0	0	0	0	0	0	0	0	0	0
5-5:15	0	0	0	0	0	0	0	0	0	0	0	0
5:15-30	0	0	0	0	0	0	0	0	0	0	0	0
5:30-45	0	0	0	0	0	0	0	0	0	0	0	0
5:45-6	0	0	0	0	0	0	0	0	0	0	0	0

4 + Axle Trucks - 3.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	0	0	0	0	0	0	0	0	0	0	0	0
4:15-30	0	1	0	0	0	0	0	0	0	0	0	0
4:30-45	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5	0	0	0	0	0	0	0	0	0	0	0	0
5-5:15	0	0	0	0	0	0	0	0	0	0	0	0
5:15-30	0	0	0	0	1	0	0	0	0	0	0	0
5:30-45	0	0	0	0	0	0	0	0	0	0	0	0
5:45-6	0	1	0	0	1	0	0	0	0	0	0	0

Location: Haven and 19th

Passenger Cars + 2 axle trucks + 3 axle trucks + 4 or more axle trucks converted to PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	28	261	5	33	216	53	27	15	31	6	6	20
4:15-30	34	269	8	47	193	35	25	11	26	6	4	31
4:30-45	31	319	10	34	238	31	32	14	26	6	2	25
4:45-5	42	317	13	40	250	38	31	11	37	7	7	32
5-5:15	28	337	15	52	250	35	33	10	49	1	5	21
5:15-30	36	365	20	47	264	33	43	21	25	10	5	17
5:30-45	40	372	15	51	207	46	41	14	36	5	6	30
5:45-6	39	299	10	34	238	33	45	13	40	7	11	37

Location: Milliken and Foothill

Passenger Cars - 1.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	11	34	17	33	136	27	13	53	12	44	184	18
7:15-30	17	33	10	34	163	31	11	84	20	36	160	16
7:30-45	12	48	17	33	232	43	9	102	27	34	189	18
7:45-8	22	50	16	58	240	68	12	107	26	58	262	24
8-8:15	14	54	15	45	190	42	14	119	23	48	199	14
8:15-30	29	53	18	43	180	51	13	100	23	36	193	20
8:30-45	14	51	13	46	177	34	13	135	31	32	184	18
8:45-9	21	53	18	31	150	40	27	125	20	30	177	15

2 Axle Trucks - 1.5 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	1	2	1	0	1	0	1	1	0	1	4	0
7:15-30	0	1	1	2	1	0	0	4	0	1	2	0
7:30-45	4	5	1	0	0	1	0	4	1	1	2	1
7:45-8	4	0	0	0	2	1	1	2	0	1	5	0
8-8:15	2	0	2	1	2	0	0	4	0	0	6	3
8:15-30	0	1	2	4	1	0	2	6	0	3	4	1
8:30-45	1	1	4	2	0	2	0	3	2	1	5	2
8:45-9	0	1	0	0	2	0	1	8	2	1	9	1

3 Axle Trucks - 2.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	0	0	0	1	0	0	0	0	0	0	0	0
7:15-30	0	0	0	0	0	0	0	0	0	2	0	0
7:30-45	0	1	0	0	1	0	0	0	0	0	1	0
7:45-8	0	0	1	0	0	0	0	1	0	0	0	0
8-8:15	0	0	0	0	0	1	0	0	0	0	1	0
8:15-30	0	0	0	0	0	0	0	1	0	0	0	0
8:30-45	0	0	1	0	0	0	0	0	1	0	0	0
8:45-9	0	0	0	0	0	0	0	0	0	0	0	0

4 + Axle Trucks - 3.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	0	0	1	0	1	0	0	6	0	2	1	0
7:15-30	0	3	1	0	1	0	0	0	0	1	5	0
7:30-45	0	1	2	0	0	0	0	0	0	2	1	0
7:45-8	0	0	1	0	1	0	0	1	0	0	1	0
8-8:15	0	0	0	0	0	0	0	2	0	0	2	0
8:15-30	0	0	1	0	0	0	0	3	0	1	1	0
8:30-45	0	1	1	0	0	0	0	0	0	2	1	0
8:45-9	0	2	1	0	1	0	0	2	0	1	3	0

Location: Milliken and Foothill

Passenger Cars + 2 axle trucks + 3 axle trucks + 4 or more axle trucks converted to PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	13	37	22	35	141	27	15	73	12	52	193	18
7:15-30	17	44	15	37	168	31	11	90	20	45	178	16
7:30-45	18	61	25	33	234	45	9	108	29	42	197	20
7:45-8	28	50	21	58	246	70	14	115	26	60	273	24
8-8:15	17	54	18	47	193	44	14	131	23	48	216	19
8:15-30	29	55	24	49	182	51	18	120	23	44	202	22
8:30-45	16	56	24	49	177	37	13	140	36	40	195	21
8:45-9	21	61	21	31	156	40	29	143	23	35	200	17

Location: Milliken and Foothill

Passenger Cars - 1.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	52	183	71	36	94	22	52	258	38	43	195	34
4:15-30	56	175	55	55	86	21	50	300	30	34	166	33
4:30-45	46	198	68	28	124	26	54	288	31	52	169	35
4:45-5	67	278	71	23	108	17	54	285	43	48	189	29
5-5:15	58	262	97	41	108	28	57	365	36	41	192	49
5:15-30	72	299	112	41	118	26	70	326	59	47	175	37
5:30-45	65	273	111	53	130	36	60	286	23	54	196	44
5:45-6	83	295	111	49	130	29	70	287	46	38	200	51

2 Axle Trucks - 1.5 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	2	2	0	0	0	0	2	7	0	1	1	0
4:15-30	0	4	1	0	1	0	0	2	1	2	2	0
4:30-45	0	1	0	0	4	0	0	2	1	2	5	2
4:45-5	0	0	0	0	0	0	1	3	0	4	4	0
5-5:15	1	1	0	0	2	0	0	5	1	1	4	1
5:15-30	0	0	1	0	1	0	1	5	0	0	2	0
5:30-45	1	0	0	0	2	0	1	3	0	2	1	0
5:45-6	0	0	1	0	0	0	0	1	0	0	2	0

3 Axle Trucks - 2.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	0	1	0	0	0	0	0	1	0	0	0	0
4:15-30	0	1	0	0	0	0	0	0	0	0	0	0
4:30-45	1	0	0	0	0	0	0	0	0	0	0	0
4:45-5	1	1	0	0	0	0	0	1	0	0	0	0
5-5:15	0	0	0	0	0	0	0	0	0	0	0	0
5:15-30	0	0	0	0	0	0	0	0	0	0	1	0
5:30-45	0	0	0	0	0	0	0	0	0	0	0	0
5:45-6	0	0	0	0	0	0	0	2	0	0	0	0

4 + Axle Trucks - 3.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	0	1	0	0	1	0	0	0	0	1	2	0
4:15-30	1	0	1	0	2	0	0	0	0	1	0	0
4:30-45	0	0	1	0	0	0	0	2	1	1	2	0
4:45-5	0	1	0	0	2	0	0	0	0	0	0	0
5-5:15	0	2	0	0	2	0	0	1	0	1	0	0
5:15-30	0	0	0	0	0	0	0	2	0	0	0	0
5:30-45	0	1	1	0	0	0	0	1	0	0	0	0
5:45-6	0	0	2	0	0	0	0	3	1	0	0	0

Location: Milliken and Foothill

Passenger Cars + 2 axle trucks + 3 axle trucks + 4 or more axle trucks converted to PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	55	191	71	36	97	22	55	271	38	48	203	34
4:15-30	59	183	60	55	94	21	50	303	32	40	169	33
4:30-45	48	200	71	28	130	26	54	295	36	58	183	38
4:45-5	69	283	71	23	114	17	56	292	43	54	195	29
5-5:15	60	270	97	41	117	28	57	376	38	46	198	51
5:15-30	72	299	114	41	120	26	72	340	59	47	180	37
5:30-45	67	276	114	53	133	36	62	294	23	57	198	44
5:45-6	63	295	119	49	130	29	70	302	49	38	203	51

Location: Milliken and Baseline

Passenger Cars - 1.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	8	144	15	13	134	30	78	77	17	27	90	26
7:15-30	24	201	27	15	141	72	88	76	15	42	126	36
7:30-45	21	122	16	29	201	110	50	48	15	44	114	38
7:45-8	26	121	9	24	226	64	34	58	18	42	133	27
8-8:15	28	102	15	33	203	75	50	66	25	37	112	17
8:15-30	23	90	10	20	200	85	43	70	23	39	96	28
8:30-45	18	60	4	25	133	36	27	60	23	32	102	25
8:45-9	22	80	5	28	133	27	18	43	14	27	109	17

2 Axle Trucks - 1.5 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	1	0	1	0	0	2	3	2	1	0	3	1
7:15-30	0	1	0	0	3	4	1	1	0	1	6	1
7:30-45	0	1	0	0	1	0	0	1	1	1	2	1
7:45-8	0	1	1	0	0	2	0	1	0	0	0	1
8-8:15	0	1	0	0	1	0	3	3	0	5	2	0
8:15-30	2	4	1	3	0	0	1	3	0	1	0	0
8:30-45	1	1	1	0	2	2	1	4	0	0	4	0
8:45-9	0	2	0	2	2	1	0	1	0	0	1	1

3 Axle Trucks - 2.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	0	0	0	0	0	0	0	0	1	0	2	0
7:15-30	0	0	0	0	0	0	0	0	0	0	0	0
7:30-45	0	0	0	0	0	0	0	0	0	0	2	0
7:45-8	0	1	0	0	0	1	0	0	0	0	0	0
8-8:15	0	1	0	0	0	0	0	0	0	0	0	0
8:15-30	0	0	0	0	0	0	0	0	0	0	0	0
8:30-45	0	0	0	1	0	0	0	0	0	0	0	0
8:45-9	0	0	0	0	0	0	0	0	0	0	0	0

4 + Axle Trucks - 3.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	0	0	0	0	0	0	0	0	0	0	0	0
7:15-30	0	0	0	0	0	0	0	0	0	0	1	0
7:30-45	0	1	0	0	2	0	0	0	0	0	0	0
7:45-8	0	0	0	0	3	0	0	0	0	0	1	0
8-8:15	0	1	0	0	2	0	0	0	0	0	0	0
8:15-30	0	1	0	0	0	0	0	0	0	0	1	0
8:30-45	0	1	0	0	1	0	0	1	0	0	1	0
8:45-9	0	0	1	0	1	0	0	0	0	0	0	0

Location: Milliken and Baseline

Passenger Cars + 2 axle trucks + 3 axle trucks + 4 or more axle trucks converted to PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	10	144	17	13	134	33	83	80	21	27	99	28
7:15-30	24	203	27	15	146	78	90	78	15	44	138	38
7:30-45	21	127	16	29	209	110	50	50	17	46	121	40
7:45-8	26	125	11	24	235	69	34	60	18	42	136	29
8-8:15	28	109	15	33	211	75	55	71	25	45	115	17
8:15-30	26	99	12	25	200	85	45	75	23	41	99	28
8:30-45	20	85	6	27	139	39	29	69	23	32	111	25
8:45-9	22	83	8	31	139	29	18	45	14	27	111	19

Location: Milliken and Baseline

Passenger Cars - 1.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	45	175	26	46	120	35	57	105	24	13	81	25
4:15-30	54	197	22	33	129	32	59	138	19	35	119	30
4:30-45	51	187	32	41	125	37	64	119	32	29	83	24
4:45-5	52	194	38	33	139	34	47	158	20	43	136	39
5-5:15	58	241	33	39	136	30	62	150	28	29	128	34
5:15-30	64	249	35	65	160	47	55	171	42	23	123	25
5:30-45	48	246	21	53	180	46	66	186	30	31	109	21
5:45-6	59	216	32	67	157	37	48	147	21	35	121	15

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	1	3	2	0	2	1	1	0	0	0	1	0
4:15-30	0	0	0	1	0	0	0	3	0	0	1	0
4:30-45	0	3	0	0	2	1	0	2	1	0	2	0
4:45-5	0	1	0	1	4	0	0	3	0	1	0	0
5-5:15	0	1	0	1	0	0	0	1	0	0	0	1
5:15-30	0	0	0	0	5	1	0	2	1	1	1	0
5:30-45	0	0	0	0	0	0	1	1	0	0	0	0
5:45-6	1	0	0	0	0	0	0	1	0	3	3	0

3 Axle Trucks - 2.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	0	0	0	0	0	0	0	2	0	0	0	0
4:15-30	0	0	0	0	0	0	0	0	0	0	0	0
4:30-45	0	0	0	0	0	0	0	1	0	0	0	0
4:45-5	0	0	0	0	0	0	0	3	1	0	0	0
5-5:15	0	0	1	0	0	0	0	0	1	0	0	0
5:15-30	0	0	0	0	0	0	0	3	0	0	0	0
5:30-45	0	0	0	0	0	0	0	0	0	0	0	0
5:45-6	0	0	0	0	0	0	0	0	0	0	0	0

4 + Axle Trucks - 3.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	RIght
4-4:15	0	0	0	0	0	0	0	1	0	0	0	0
4:15-30	0	0	0	0	1	0	0	0	0	0	0	0
4:30-45	0	1	0	0	0	0	0	0	0	0	0	0
4:45-5	0	1	0	0	2	0	0	0	0	0	0	0
5-5:15	0	1	0	0	0	0	0	0	0	0	0	0
5:15-30	0	0	0	0	0	0	0	0	0	0	0	0
5:30-45	0	0	0	0	0	0	0	0	0	0	0	0
5:45-6	0	0	1	1	0	0	0	0	0	0	0	0

Location: Milliken and Baseline

Passenger Cars + 2 axle trucks + 3 axle trucks + 4 or more axle trucks converted to PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	47	180	29	46	123	37	59	112	24	13	83	25
4:15-30	54	197	22	35	132	32	59	143	19	35	121	30
4:30-45	51	195	32	41	128	39	64	124	34	29	86	24
4:45-5	52	199	38	35	151	34	47	169	22	45	136	39
5-5:15	58	246	35	41	136	30	62	152	30	29	128	36
5:15-30	64	249	35	65	168	49	55	180	44	25	125	25
5:30-45	48	246	21	53	180	46	68	188	30	31	109	21
5:45-6	61	216	35	70	157	37	48	149	21	40	126	15

Location: Etiwanda and Baseline

Passenger Cars - 1.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	23	46	13	24	25	27	37	105	13	15	83	23
7:15-30	17	117	20	31	71	73	54	111	23	29	81	54
7:30-45	25	108	22	30	93	87	43	106	22	44	110	51
7:45-8	25	104	17	45	94	44	28	86	17	52	107	49
8-8:15	19	67	11	26	97	34	28	101	22	36	109	96
8:15-30	18	58	18	39	35	27	21	113	22	23	105	58
8:30-45	11	49	12	24	23	17	18	84	14	20	71	38
8:45-9	19	51	10	10	21	12	15	79	11	18	83	45

2 Axle Trucks - 1.5 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	0	0	0	0	0	1	0	0	0	1	0	1
7:15-30	1	0	0	0	1	1	1	1	1	0	0	0
7:30-45	1	2	0	0	1	0	1	2	2	0	2	0
7:45-8	1	0	0	0	0	2	0	2	0	0	9	0
8-8:15	0	0	0	0	1	0	0	2	0	0	3	1
8:15-30	0	0	0	0	1	0	0	3	0	0	1	0
8:30-45	0	0	0	0	1	1	0	1	0	0	3	1
8:45-9	0	0	0	0	0	0	0	3	0	0	1	0

3 Axle Trucks - 2.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	2	0	0	0	0	0	0	2	0	0	0	0
7:15-30	1	0	0	0	0	0	0	6	0	0	0	0
7:30-45	0	0	0	0	0	0	0	1	0	0	0	0
7:45-8	0	0	0	0	0	0	0	0	0	0	0	0
8-8:15	0	0	0	0	0	0	0	0	0	0	1	0
8:15-30	0	1	0	0	0	0	0	0	2	0	0	0
8:30-45	0	0	0	0	0	0	0	0	0	0	0	0
8:45-9	1	0	0	0	0	0	0	0	0	1	0	0

4 + Axle Trucks - 3.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	0	0	0	0	0	0	0	1	0	0	0	0
7:15-30	0	0	0	0	0	0	0	0	0	0	0	0
7:30-45	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8	0	0	0	0	0	0	0	1	0	0	0	0
8-8:15	0	0	0	0	0	0	0	0	0	0	1	0
8:15-30	0	0	0	0	0	0	0	1	0	0	0	0
8:30-45	0	0	0	0	0	0	0	1	0	0	0	0
8:45-9	0	0	0	0	0	0	0	1	0	0	0	0

Location: Etiwanda and Baseline

Passenger Cars + 2 axle trucks + 3 axle trucks + 4 or more axle trucks converted to PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	27	46	13	24	25	29	37	112	13	17	83	25
7:15-30	21	117	20	31	73	75	56	125	25	29	81	54
7:30-45	27	111	22	30	95	87	45	111	25	44	113	51
7:45-8	27	104	17	45	94	47	28	92	17	52	121	49
8-8:15	19	67	11	26	99	34	28	104	22	36	119	98
8:15-30	16	60	18	39	37	27	21	121	26	23	107	58
8:30-45	11	49	12	24	25	19	18	89	14	20	76	40
8:45-9	21	51	10	10	21	12	15	87	11	20	85	45

Location: Etiwanda and Baseline

Passenger Cars - 1.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	22	33	32	18	21	15	14	130	17	42	137	14
4:15-30	24	36	57	8	23	13	18	115	14	34	139	16
4:30-45	22	40	45	11	22	10	15	122	18	31	124	12
4:45-5	18	43	37	9	19	8	23	112	19	42	141	15
5-5:15	24	46	55	14	41	11	23	114	25	34	101	11
5:15-30	26	46	45	12	21	15	28	154	23	33	116	21
5:30-45	23	49	52	21	25	13	32	136	16	30	120	32
5:45-6	20	51	40	14	26	14	32	129	14	32	139	20

2 Axle Trucks - 1.5 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Laft	Thru	Right	Left	Thru	Right
4-4:15	0	0	1	1	1	0	0	0	0	0	0	0
4:15-30	0	0	0	0	0	0	0	2	0	0	0	0
4:30-45	1	0	0	0	0	0	0	3	0	0	0	1
4:45-5	0	2	1	0	0	0	0	0	0	0	2	0
5-5:15	0	0	0	0	0	1	0	0	0	0	1	0
5:15-30	0	0	1	1	1	0	0	3	0	0	0	1
5:30-45	0	0	0	1	1	0	0	0	0	0	2	0
5:45-6	0	0	0	1	1	0	0	1	0	0	1	0

3 Axle Trucks - 2.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	0	0	0	0	0	0	0	0	1	0	0	0
4:15-30	0	0	0	0	0	0	0	1	0	0	0	0
4:30-45	0	0	0	0	0	0	0	1	0	0	0	0
4:45-5	0	0	0	0	0	0	0	0	1	0	3	0
5-5:15	0	0	0	0	0	0	0	0	1	0	7	0
5:15-30	0	0	0	0	0	0	0	0	0	0	0	0
5:30-45	0	0	0	0	0	0	0	0	0	0	0	0
5:45-6	0	0	0	0	0	0	0	0	0	0	0	0

4 + Axle Trucks - 3.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	0	0	0	0	0	0	0	0	0	0	1	0
4:15-30	0	0	0	0	0	0	0	0	0	1	0	0
4:30-45	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5	0	0	0	0	0	0	0	0	0	0	0	0
5-5:15	0	0	0	0	0	0	0	1	0	0	0	0
5:15-30	0	0	0	0	0	0	0	0	0	0	0	0
5:30-45	0	0	0	0	0	0	0	0	0	0	0	0
5:45-6	0	0	0	0	0	0	0	0	0	0	1	0

Location: Etiwanda and Baseline

Passenger Cars + 2 axle trucks + 3 axle trucks + 4 or more axle trucks converted to PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	22	33	34	20	23	15	14	130	19	42	140	14
4:15-30	24	36	57	8	23	13	18	120	14	37	139	16
4:30-45	24	40	45	11	22	10	15	129	18	31	124	14
4:45-5	18	46	39	9	19	8	23	112	21	42	150	15
5-5:15	24	46	55	14	41	13	23	117	27	34	117	11
5:15-30	26	46	47	14	23	15	28	159	23	33	116	23
5:30-45	23	49	52	23	27	13	32	136	16	30	123	32
5:45-6	20	51	40	16	28	14	32	131	14	32	144	20

Location: I 15 SB and Foothill

Passenger Cars - 1.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	0	0	0	24	0	67	0	68	235	0	241	124
7:15-30	0	0	0	28	0	72	0	81	233	0	239	185
7:30-45	0	0	0	31	0	66	0	85	249	0	304	193
7:45-8	0	0	0	39	0	75	0	130	186	0	361	168
8-8:15	0	0	0	31	0	57	0	82	179	0	282	161
8:15-30	0	0	0	28	0	67	0	90	180	0	250	164
8:30-45	0	0	0	24	0	49	0	72	150	0	221	146
8:45-9	0	0	0	20	0	66	0	81	132	0	282	112

2 Axle Trucks - 1.5 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	0	0	0	1	0	0	0	4	2	0	0	0
7:15-30	0	0	0	1	0	1	0	5	4	0	0	1
7:30-45	0	0	0	0	0	0	0	1	2	0	0	1
7:45-8	0	0	0	1	0	1	0	3	0	0	0	1
8-8:15	0	0	0	2	0	2	0	1	5	0	0	0
8:15-30	0	0	0	0	0	0	0	3	1	0	0	0
8:30-45	0	0	0	0	0	0	0	1	0	0	0	0
8:45-9	0	0	0	0	0	0	0	3	3	0	0	0

3 Axle Trucks - 2.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	0	0	0	0	0	0	0	2	0	0	0	1
7:15-30	0	0	0	0	0	0	0	0	1	0	0	1
7:30-45	0	0	0	0	0	0	0	1	1	0	0	1
7:45-8	0	0	0	0	0	1	0	0	0	0	0	0
8-8:15	0	0	0	0	0	1	0	1	0	0	0	0
8:15-30	0	0	0	0	0	1	0	1	0	0	0	0
8:30-45	0	0	0	0	0	0	0	1	2	0	0	0
8:45-9	0	0	0	0	0	0	0	1	1	0	0	1

4 + Axle Trucks - 3.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	0	0	0	0	0	3	0	3	8	0	0	2
7:15-30	0	0	0	2	0	2	0	2	2	0	0	2
7:30-45	0	0	0	0	0	3	0	3	5	0	0	1
7:45-8	0	0	0	2	0	1	0	1	3	0	0	2
8-8:15	0	0	0	4	0	1	0	3	3	0	0	3
8:15-30	0	0	0	5	0	0	0	2	2	0	0	0
8:30-45	0	0	0	2	0	1	0	3	2	0	0	4
8:45-9	0	0	0	1	0	2	0	4	4	0	0	4

Location: I 15 SB and Foothill

Passenger Cars + 2 axle trucks + 3 axle trucks + 4 or more axle trucks converted to PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	0	0	0	26	0	76	0	87	262	0	241	132
7:15-30	0	0	0	36	0	80	0	95	247	0	239	195
7:30-45	0	0	0	31	0	75	0	98	289	0	304	200
7:45-8	0	0	0	47	0	82	0	138	195	0	361	178
8-8:15	0	0	0	46	0	65	0	95	196	0	282	170
8:15-30	0	0	0	43	0	89	0	103	188	0	250	164
8:30-45	0	0	0	30	0	52	0	85	160	0	221	158
8:45-9	0	0	0	23	0	72	0	100	151	0	282	126

Location: I 15 SB and Foothill

Passenger Cars - 1.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	0	0	0	30	0	86	0	353	215	0	451	70
4:15-30	0	0	0	40	0	70	0	359	233	0	450	64
4:30-45	0	0	0	32	0	109	0	395	223	0	432	90
4:45-5	0	0	0	41	0	91	0	346	211	0	428	101
5-5:15	0	0	0	25	0	79	0	425	241	0	448	89
5:15-30	0	0	0	43	0	117	0	467	280	0	483	79
5:30-45	0	0	0	39	0	91	0	460	222	0	554	50
5:45-6	0	0	0	47	0	164	0	356	191	0	558	60

2 Axle Trucks - 1.5 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	0	0	0	2	0	1	0	5	0	0	0	1
4:15-30	0	0	0	1	0	2	0	2	0	0	0	7
4:30-45	0	0	0	0	0	1	0	3	4	0	0	2
4:45-5	0	0	0	1	0	0	0	1	1	0	0	1
5-5:15	0	0	0	0	0	4	0	2	0	0	0	1
5:15-30	0	0	0	0	0	0	0	5	1	0	0	0
5:30-45	0	0	0	0	0	0	0	1	1	0	0	0
5:45-6	0	0	0	0	0	0	0	1	1	0	0	0

3 Axle Trucks - 2.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	0	0	0	0	0	1	0	1	1	0	0	0
4:15-30	0	0	0	1	0	0	0	0	1	0	0	0
4:30-45	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5	0	0	0	0	0	0	0	0	0	0	0	0
5-5:15	0	0	0	1	0	0	0	0	0	0	0	0
5:15-30	0	0	0	0	0	0	0	0	0	0	0	0
5:30-45	0	0	0	0	0	0	0	1	0	0	0	0
5:45-6	0	0	0	0	0	0	0	1	1	0	0	0

4 + Axle Trucks - 3.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	0	0	0	1	0	1	0	3	3	0	0	2
4:15-30	0	0	0	3	0	5	0	3	3	0	0	2
4:30-45	0	0	0	0	0	0	0	2	0	0	0	1
4:45-5	0	0	0	7	0	1	0	1	2	0	0	1
5-5:15	0	0	0	3	0	0	0	1	2	0	0	0
5:15-30	0	0	0	5	0	0	0	2	1	0	0	1
5:30-45	0	0	0	4	0	0	0	3	1	0	0	0
5:45-6	0	0	0	2	0	1	0	7	2	0	0	1

Location: I 15 SB and Foothill

Passenger Cars + 2 axle trucks + 3 axle trucks + 4 or more axle trucks converted to PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	0	0	0	36	0	93	0	372	226	0	451	78
4:15-30	0	0	0	53	0	88	0	371	244	0	450	81
4:30-45	0	0	0	32	0	111	0	406	229	0	432	96
4:45-5	0	0	0	64	0	94	0	351	219	0	428	106
5-5:15	0	0	0	36	0	85	0	431	247	0	448	91
5:15-30	0	0	0	58	0	117	0	481	285	0	483	82
5:30-45	0	0	0	51	0	91	0	473	227	0	554	50
5:45-6	0	0	0	53	0	167	0	381	201	0	558	63

Location: I15NB and Foothill

Passenger Cars - 1.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	146	0	90	0	0	0	0	81	31	0	219	19
7:15-30	143	0	100	0	0	0	0	83	46	0	281	26
7:30-45	171	0	111	0	0	0	0	88	28	0	323	34
7:45-8	216	0	131	0	0	0	0	131	38	0	313	28
8-8:15	182	0	123	0	0	0	0	75	38	0	281	36
8:15-30	164	0	89	0	0	0	0	82	36	0	250	31
8:30-45	155	0	94	0	0	0	0	76	20	0	202	22
8:45-9	190	0	90	0	0	0	0	87	34	0	204	25

2 Axle Trucks - 1.5 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	3	0	6	0	0	0	0	4	3	0	3	2
7:15-30	0	0	4	0	0	0	0	4	1	0	3	0
7:30-45	7	0	4	0	0	0	0	1	0	0	2	1
7:45-8	2	0	2	0	0	0	0	2	1	0	4	0
8-8:15	3	0	2	0	0	0	0	2	2	0	7	1
8:15-30	1	0	2	0	0	0	0	2	2	0	2	0
8:30-45	8	0	1	0	0	0	0	1	0	0	3	0
8:45-9	8	0	3	0	0	0	0	2	2	0	5	0

3 Axle Trucks - 2.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	1	0	0	0	0	0	0	0	0	0	1	0
7:15-30	0	0	2	0	0	0	0	0	0	0	1	0
7:30-45	1	0	0	0	0	0	0	0	0	0	1	0
7:45-8	0	0	1	0	0	0	0	2	0	0	1	2
8-8:15	1	0	0	0	0	0	0	0	0	0	1	1
8:15-30	1	0	0	0	0	0	0	0	0	0	0	1
8:30-45	1	0	1	0	0	0	0	1	0	0	0	0
8:45-9	1	0	0	0	0	0	0	0	1	0	0	0

4 + Axle Trucks - 3.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	3	0	7	0	0	0	0	3	1	0	2	1
7:15-30	3	0	4	0	0	0	0	2	2	0	2	1
7:30-45	1	0	2	0	0	0	0	1	2	0	4	2
7:45-8	3	0	4	0	0	0	0	3	1	0	3	1
8-8:15	5	0	4	0	0	0	0	7	0	0	2	1
8:15-30	1	0	6	0	0	0	0	8	3	0	3	3
8:30-45	2	0	8	0	0	0	0	2	1	0	5	2
8:45-9	3	0	1	0	0	0	0	3	1	0	4	5

Location: I15NB and Foothill

Passenger Cars + 2 axle trucks + 3 axle trucks + 4 or more axle trucks converted to PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7-7:15	162	0	120	0	0	0	0	76	39	0	232	25
7:15-30	152	0	122	0	0	0	0	75	54	0	294	29
7:30-45	187	0	123	0	0	0	0	93	34	0	340	42
7:45-8	228	0	148	0	0	0	0	147	43	0	330	35
8-8:15	184	0	138	0	0	0	0	99	41	0	300	43
8:15-30	171	0	110	0	0	0	0	103	48	0	262	42
8:30-45	172	0	122	0	0	0	0	86	23	0	222	28
8:45-9	210	0	98	0	0	0	0	79	42	0	224	40

Location: I15NB and Foothill

Passenger Cars - 1.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	247	0	172	0	0	0	0	210	173	0	274	68
4:15-30	253	0	199	0	0	0	0	249	150	0	261	73
4:30-45	242	0	182	0	0	0	0	255	172	0	280	80
4:45-5	253	0	167	0	0	0	0	218	169	0	276	68
5-5:15	263	0	162	0	0	0	0	257	243	0	274	53
5:15-30	267	0	159	0	0	0	0	282	228	0	295	71
5:30-45	291	0	159	0	0	0	0	301	198	0	313	68
5:45-6	297	0	168	0	0	0	0	222	181	0	321	50

2 Axle Trucks - 1.5 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	1	0	3	0	0	0	0	2	2	0	4	1
4:15-30	2	0	2	0	0	0	0	1	0	0	8	1
4:30-45	0	0	0	0	0	0	0	0	0	0	3	2
4:45-5	0	0	0	0	0	0	0	2	0	0	3	2
5-5:15	1	0	1	0	0	0	0	3	2	0	4	0
5:15-30	0	0	0	0	0	0	0	1	0	0	0	0
5:30-45	0	0	0	0	0	0	0	0	0	0	4	0
5:45-6	1	0	1	0	0	0	0	2	0	0	1	0

3 Axle Trucks - 2.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	1	0	2	0	0	0	0	0	1	0	2	1
4:15-30	0	0	2	0	0	0	0	2	0	0	2	1
4:30-45	0	0	3	0	0	0	0	0	0	0	0	0
4:45-5	0	0	2	0	0	0	0	1	0	0	2	1
5-5:15	0	0	1	0	0	0	0	0	0	0	3	2
5:15-30	0	0	0	0	0	0	0	0	0	0	1	0
5:30-45	0	0	2	0	0	0	0	0	0	0	0	0
5:45-6	0	0	1	0	0	0	0	2	0	0	2	0

4 + Axle Trucks - 3.0 PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	2	0	4	0	0	0	0	1	1	0	1	4
4:15-30	0	0	3	0	0	0	0	6	2	0	1	0
4:30-45	2	0	4	0	0	0	0	0	3	0	1	3
4:45-5	0	0	1	0	0	0	0	3	1	0	2	2
5-5:15	0	0	3	0	0	0	0	7	3	0	3	2
5:15-30	0	0	0	0	0	0	0	3	1	0	2	0
5:30-45	0	0	1	0	0	0	0	1	2	0	0	4
5:45-6	0	0	4	0	0	0	0	2	5	0	1	1

Location: I15NB and Foothill

Passenger Cars + 2 axle trucks + 3 axle trucks + 4 or more axle trucks converted to PCE

	Northbound			Southbound			Eastbound			Westbound		
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4-4:15	257	0	193	0	0	0	0	216	181	0	287	84
4:15-30	256	0	215	0	0	0	0	273	156	0	280	77
4:30-45	248	0	200	0	0	0	0	255	181	0	288	92
4:45-5	253	0	174	0	0	0	0	232	172	0	291	79
5-5:15	265	0	175	0	0	0	0	283	255	0	295	63
5:15-30	267	0	159	0	0	0	0	293	231	0	303	71
5:30-45	291	0	166	0	0	0	0	304	204	0	319	80
5:45-6	299	0	184	0	0	0	0	235	196	0	330	53

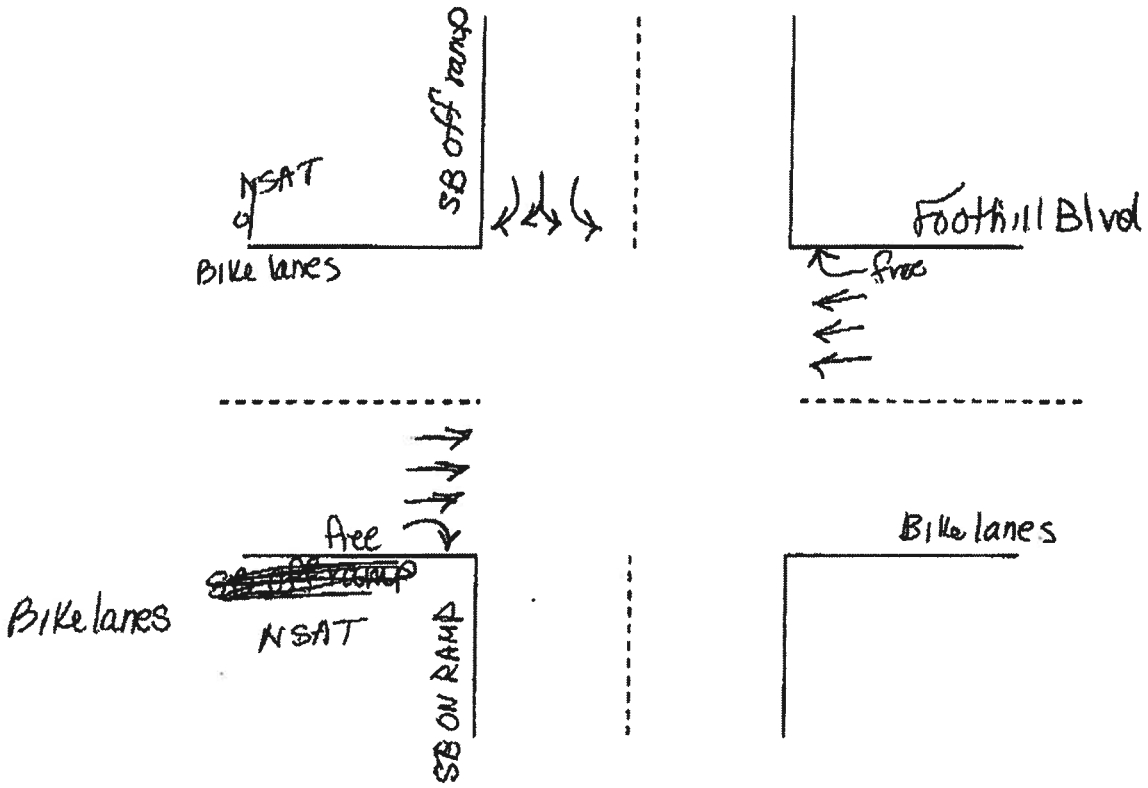
Section 6. Intersection Drawings

INTERSECTION LAYOUT

Intersection: I-15 Freeway SB Ramps @ Foothill Blvd

Date: 5/19/11 **Drawn By:** GE

CMP Monitoring Station No.: _____



Signal Phasing Diagram:

1	2	3	4
5	6	7	8

North

KEY:

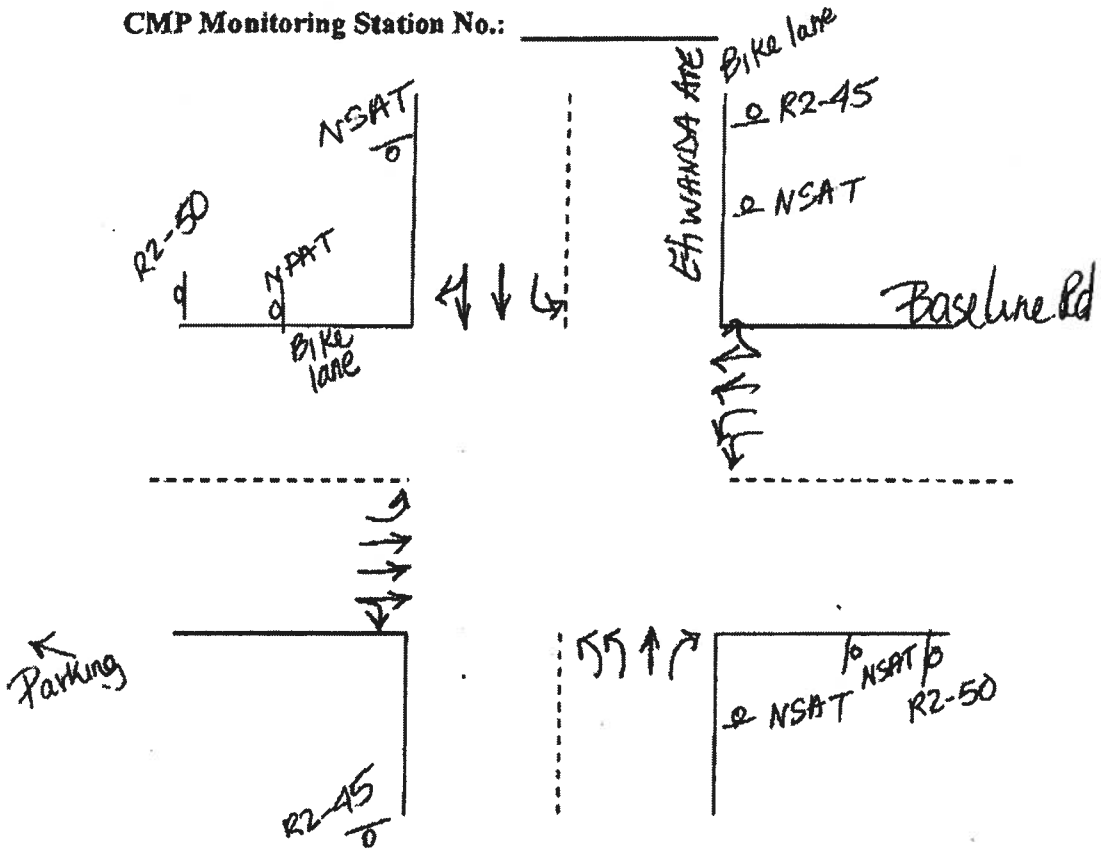
1. NSAT
2.

INTERSECTION LAYOUT

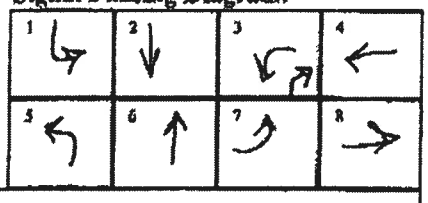
Intersection: Etiwanda Ave @ Baseline Rd

Date: 5/11/11 **Drawn By:** GE

CMP Monitoring Station No.: _____



Signal Phasing Diagram:



North

KEY:

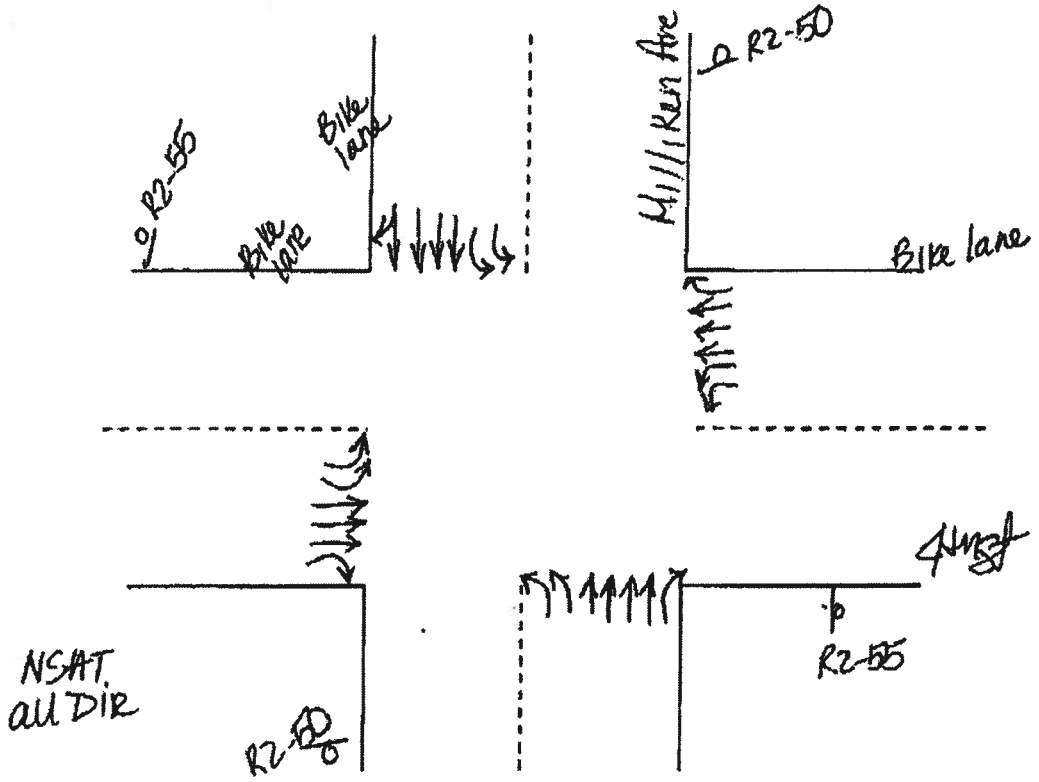
1. NSAT - NL, SL, EL
2.

INTERSECTION LAYOUT

Intersection: Milliken Ave @ 4th st

Date: 5/24/11 **Drawn By:** GE

CMP Monitoring Station No.: _____



Signal Phasing Diagram:

1	2	3	4
5	6	7	8

North

KEY:

1.

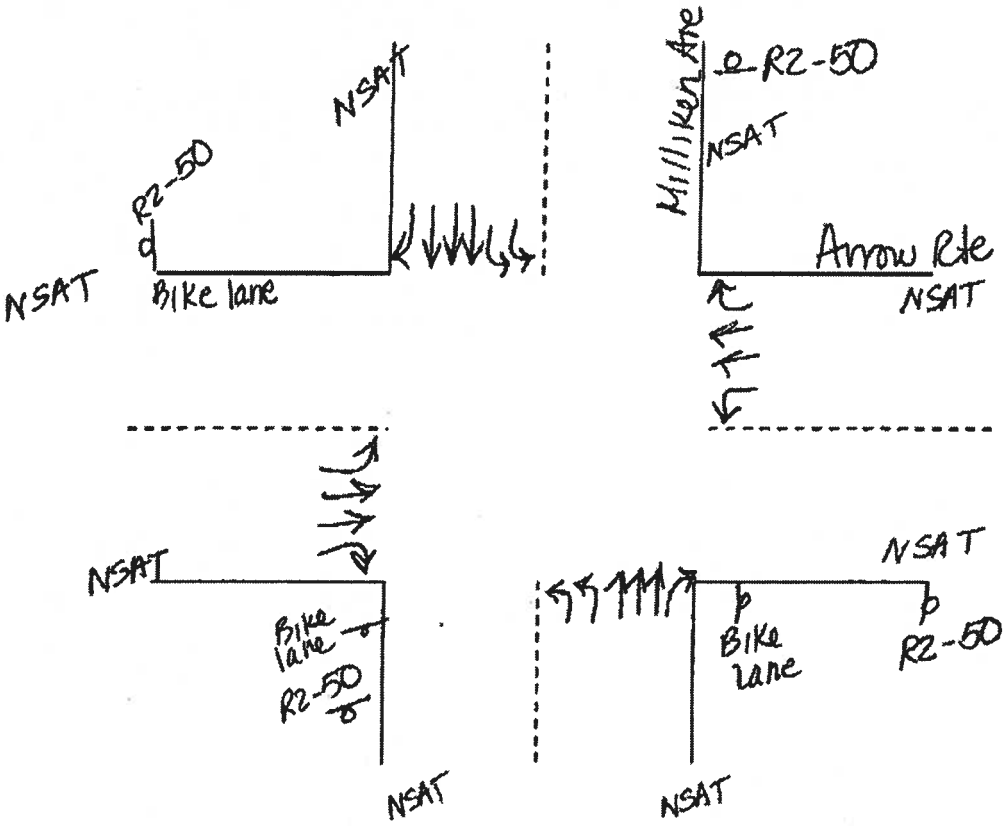
2.

INTERSECTION LAYOUT

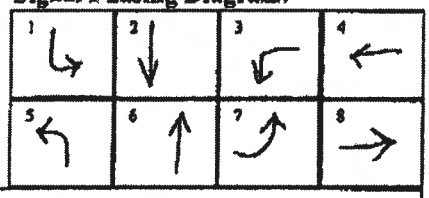
Intersection: Milliken Ave. @ Arrow Rte

Date: 5/24/11 **Drawn By:** BS

CMP Monitoring Station No.: _____



Signal Phasing Diagram:



North

KEY:

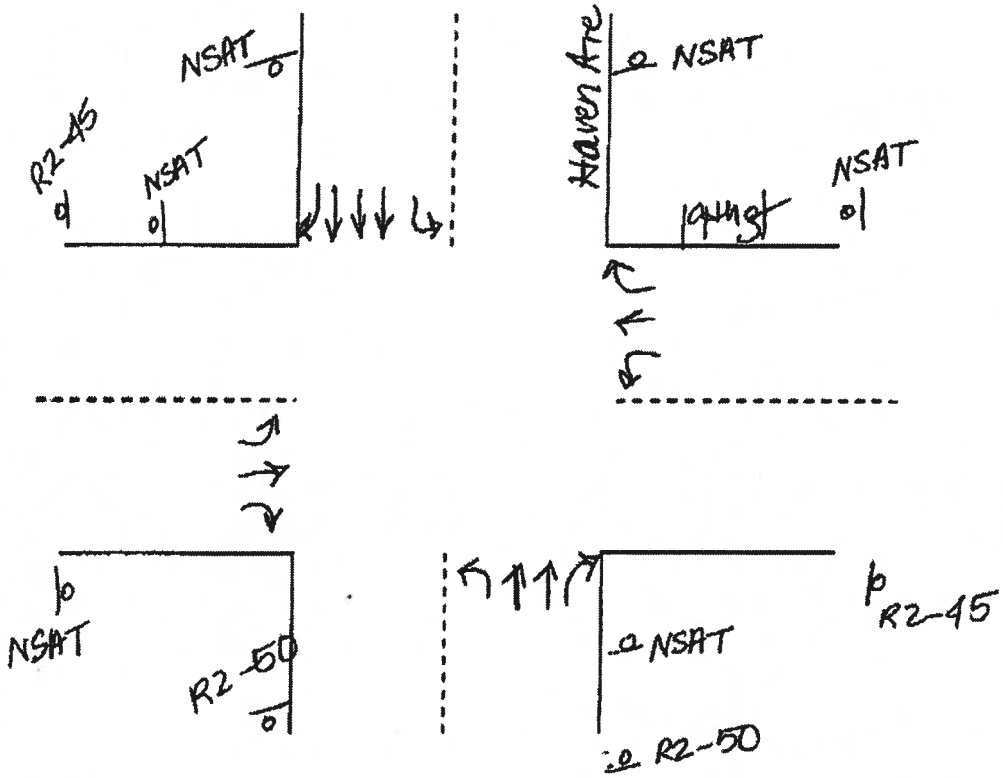
1. NSAT all Dir
2.

INTERSECTION LAYOUT

Intersection: Haven Ave @ 19th st

Date: 5/18 **Drawn By:** GE

CMP Monitoring Station No.: _____



Signal Phasing Diagram:

1	2	3	4
5	6	7	8

North

KEY:

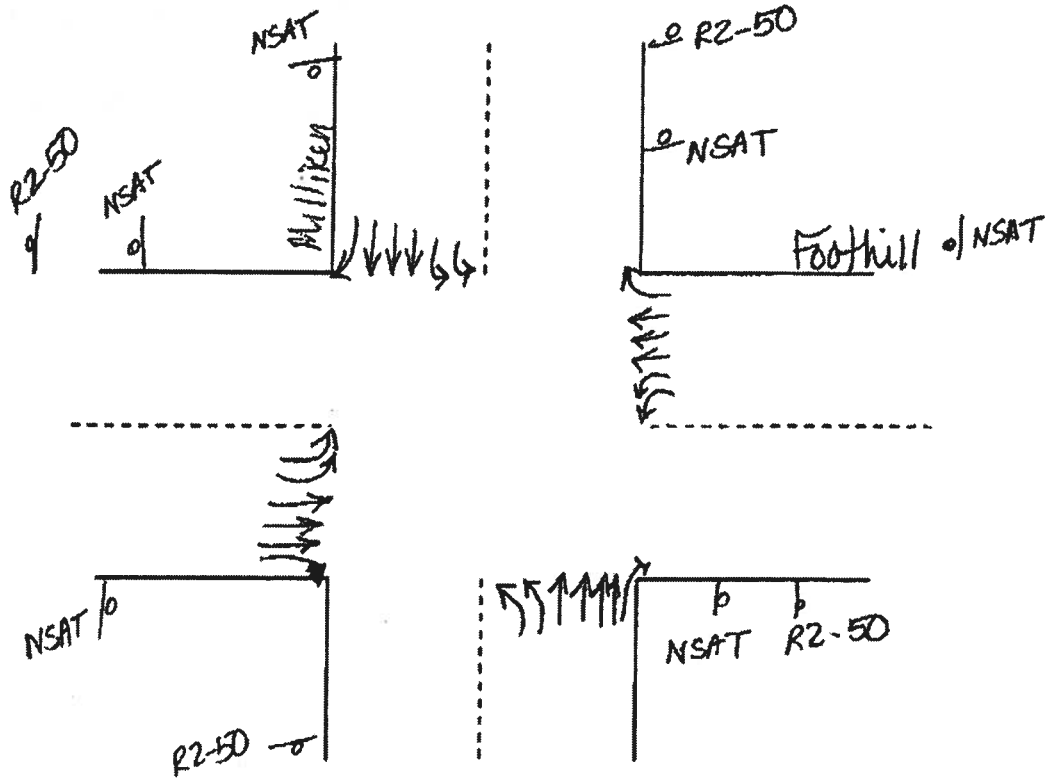
1. NSAT all Dir
2.

INTERSECTION LAYOUT

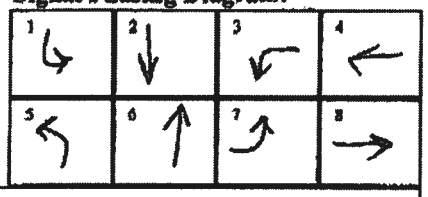
Intersection: Milliken @ Foothill Blvd

Date: 5/19/11 **Drawn By:** GS

CMP Monitoring Station No.: _____



Signal Phasing Diagram:



North

KEY:

1.

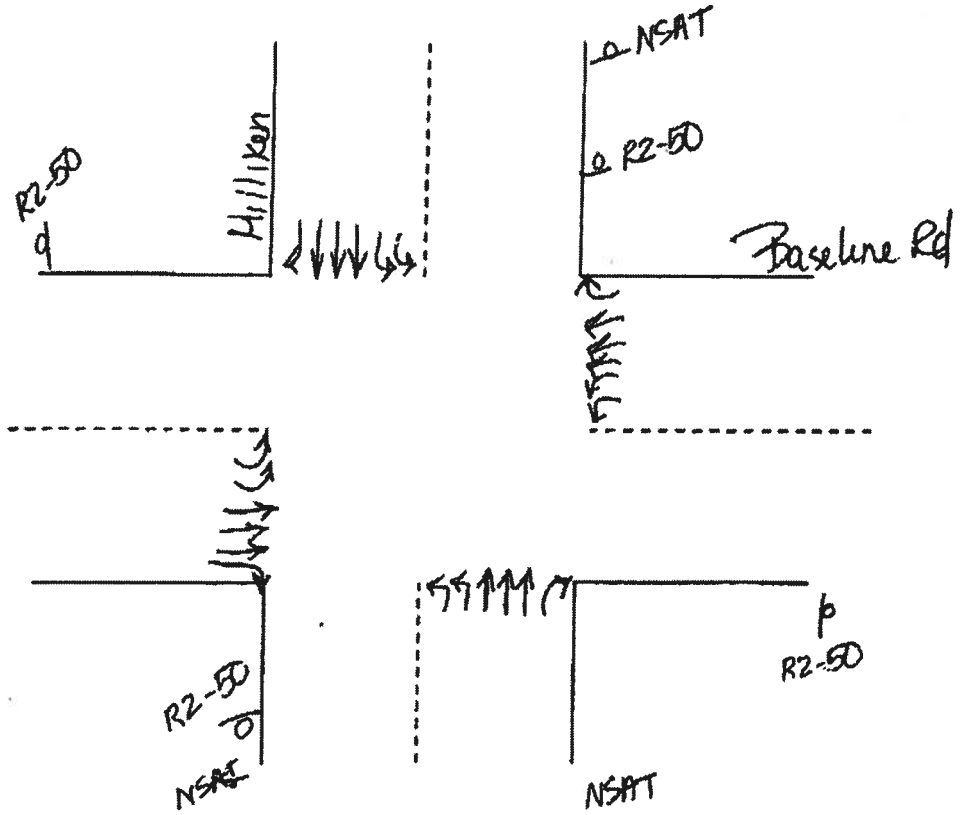
2.

INTERSECTION LAYOUT

Intersection: Milliken Ave @ Baseline Rd

Date: 5/21/11 **Drawn By:** GG

CMP Monitoring Station No.: _____



Signal Phasing Diagram:

1	2	3	4
5	6	7	8

North

KEY:

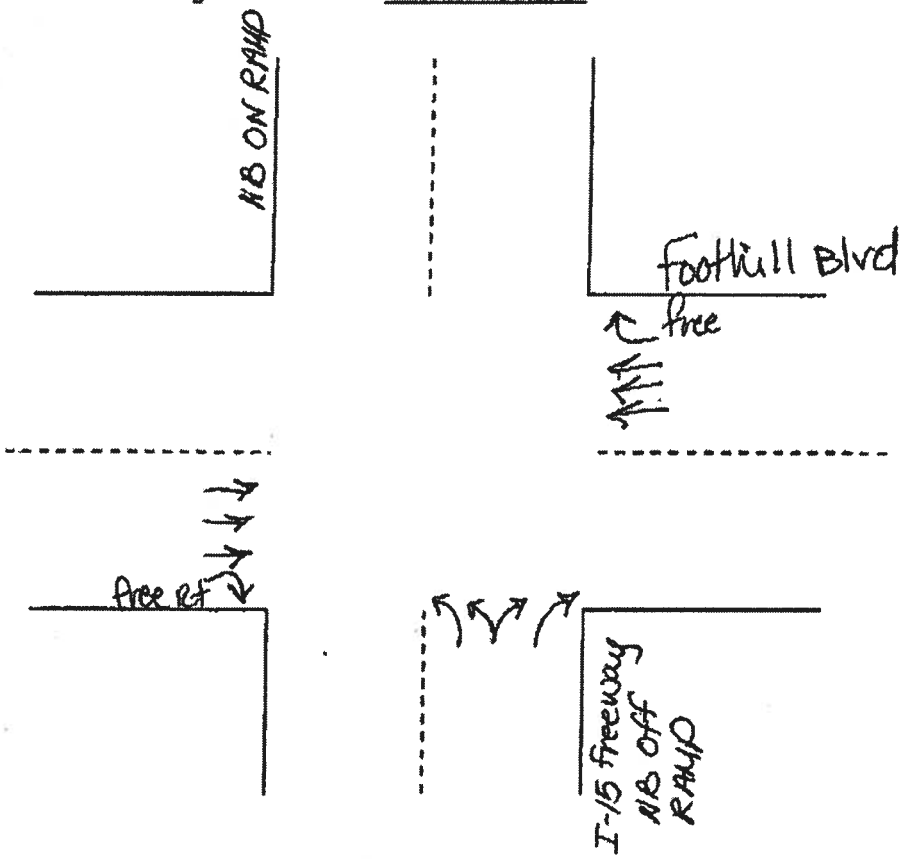
1. NSAT all DIR.
2.

INTERSECTION LAYOUT

Intersection: I-15 Freeway NB Ramps @ Foothill Blvd

Date: 5/19/11 **Drawn By:** GE

CMP Monitoring Station No.: _____



Signal Phasing Diagram:

1	2	3	4
5	6	7	8

North

KEY:

1. NSAT
2.